STONEFIELD

March 9, 2026

Paula Cruz Mendelsohn
Town of Dover Planning Board Secretary
37 North Sussex Street
Dover, NJ 07801

RE: Town of Dover Land Use Application - Preliminary & Final Major Site Plan
Meridia Dover 63, Urban Renewal, LLC
Proposed Mixed-Use Development
Block 1201, Lot 6
71 Bassett Highway
Town of Dover, Morris County, New Jersey

Ms. Cruz Mendelsohn:

Our office is submitting updated documents on behalf of the Applicant for distribution to the Board and its professionals. Please find the following items enclosed.

ITEM DESCRIPTION	DATED	COPIES	PREPARED BY
Preliminary & Final Site Plan	03-09-2026	17	Stonefield Engineering & Design
Traffic Impact Study	03-09-2026	3	Stonefield Engineering & Design
Completeness Review Response Letter	03-06-2026	2	CPA Architecture
Fire Department Response Letter	03-06-2026	2	CPA Architecture
Architectural Plans	03-06-2026	17	CPA Architecture
USB Drive with Digital Submission	-	-	Stonefield Engineering & Design

After discussions amongst the Applicant and their project team, the following updates have been made to the Application:

1. The Land Use and Zoning Table (Overall) on Sheet C-5 of the Preliminary & Final Site Plans has been updated to exclude the landscaped areas, grass areas, and courtyard pervious areas from the surface coverage calculation, demonstrating compliance with §7.0-A.4 of the Redevelopment Plan.
2. The Off-Street Parking Table on Sheet C-5 of the Preliminary & Final Site Plans has been updated to demonstrate compliance with §8.0-A.6 of the Redevelopment Plan, as the cumulative required parking is met by each phase of the development.
3. The Landscaping Plan (Sheet C-11 of the Preliminary & Final Site Plans) has been updated to propose street trees along North Warren Street in compliance with §10.0-C.1.a of the Redevelopment Plan.
4. The Preliminary & Final Site Plans have been updated to be in consistency with the enclosed Architectural Plans and to eliminate any discrepancies in the building coverage, retail space area, and parking calculation.

Should you have any questions regarding the submission items please do not hesitate to contact our office.

Regards,

Jonathan R. Istranyi, PE, PP, CME, CFM
Stonefield Engineering and Design, LLC

Michael Nona, PE, CME
Stonefield Engineering and Design, LLC

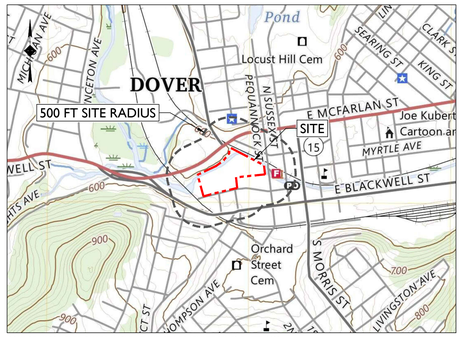
PRELIMINARY & FINAL MAJOR SITE PLAN

FOR

MERIDIA DOVER BASSETT

PROPOSED MIXED-USE DEVELOPMENT

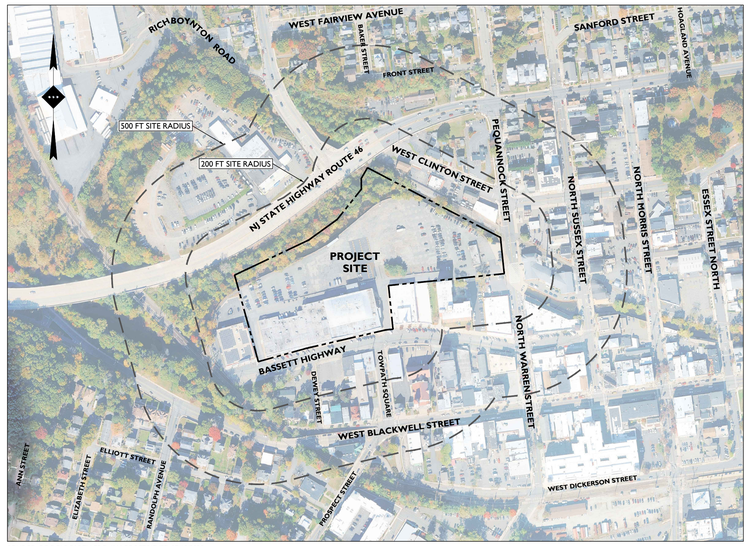
BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER, MORRIS COUNTY, NEW JERSEY



SOURCE: USGS DOVER QUADRANGLE, NEW JERSEY, 7.5-MINUTE SERIES, DATED 2023.

KEY MAP

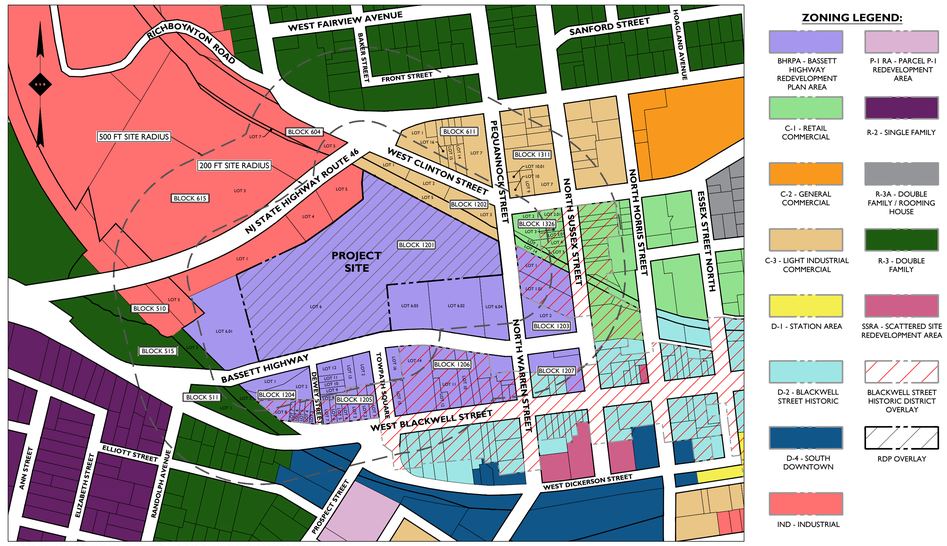
SCALE: 1" = 1,000'±



SOURCE: GOOGLE EARTH PRO, IMAGE RETRIEVED 07/15/2025.

AERIAL MAP

SCALE: 1" = 250'±



SOURCE: TOWN OF DOVER TAX MAP, SHEETS 5, 6, 12, & 13, DATED 09/26/2008, LAST REVISED 12/2014.
TOWN OF DOVER ZONING MAP, DATED 11/2009, LAST REVISED 01/08/2025.

TAX & ZONING MAP

SCALE: 1" = 250'±

Know what's **below**
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PLANS PREPARED BY:

STONEFIELD engineering & design

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Princeton, NJ · Tampa, FL · Birmingham, MI
www.stonefieldeng.com

Headquarters: 92 Park Avenue, Rutherford, NJ 07070
Phone 201.340.4468 · Fax 201.340.4472

PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - ALTA / NSPS LAND TITLE SURVEY PREPARED BY CASEY & KELLER INCORPORATED, DATED 06/27/2025.
   - ARCHITECTURAL PLANS PREPARED BY CPA ARCHITECTURE, DATED 03/06/2026.
   - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO, IMAGE RETRIEVED 07/15/2025.
   - USGS DOVER QUADRANGLE, NEW JERSEY, 7.5-MINUTE SERIES, DATED 2023.
   - TOWN OF DOVER ZONING MAP DATED 11/2009, REVISED 01/08/2018. TOWN OF DOVER TAX MAP SHEETS 5, 6, 12, 13 DATED 06/2007.
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

SHEET INDEX

APPLICANT

MERIDIA DOVER 63, URBAN RENEWAL, LLC
201 S WOOD AVE
LINDEN, NJ 07036
973-694-3000
DENNIS@CAPODAGLI.COM

OWNER

63-105 BASSETT HIGHWAY, LLC.
71 BASSETT HIGHWAY
DOVER, NJ 07801

ATTORNEY

ALISON INGENITO, ESQ.
201 S. WOOD AVENUE
LINDEN, NEW JERSEY 07036
973-694-3000
ALISON@CAPODAGLI.COM

APPROVED BY THE TOWN OF DOVER PLANNING BOARD

BOARD CHAIRPERSON — DATE

BOARD SECRETARY — DATE

BOARD ENGINEER — DATE

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTH	FOR MUNICIPAL SUBMISSION

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PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: RUT-J50223

TITLE: COVER SHEET

DRAWING: C-1

SYMBOL	DESCRIPTION
576.50	Spot Elevation
576	Contour
MH	Manhole
	Inlet
	Light Pole
	Curb
	Walls
X X	Fence
	Trees
	Sign
	Hydrant
	Light Post
	Gas Valve
	Water Valve
O/W	Overhead Wires
	Sanitary Sewer
	Storm Sewer
G G	Gas Line
W W	Water Line
26	Schedule B-II Exceptions
FW	FLOODWAY LIMITS
	RIPARIAN ZONE
FHA	FLOOD HAZARD AREA
	EXISTING ACCESS & PARKING EASEMENT
	EXISTING 25' WIDE SANITARY SEWER EASEMENT
	EXISTING 10 FT WIDE GAS MAIN EASEMENT
	EXISTING ACCESS EASEMENT FOR LOT 6.03
	EXISTING PARKING AREA EASEMENT
	EXISTING PARKING EASEMENT AGREEMENT FOR LOT 6.02
	EXISTING EASEMENT TO MORRIS COUNTY

Rockaway River

ROCKAWAY RIVER TOP OF BANK

CENTRAL RAILROAD OF NEW JERSEY

Floodway Limit Contained within the channel per LOMR Effective Date Feb. 7, 2020.

50 FT RIPARIAN ZONE BUFFER

BASSETT HIGHWAY
(66' Wide R.O.W.)

2 Story Masonry Building
Building Height = ± 31.6'

1 Story
2 Story

Tax Lot 1
Block 1201

Tax Lot 4
Block 1201

Tax Lot 5
Block 1201

Tax Lot 6.03
Block 1201

Tax Lot 6.02
Block 1201

Tax Lot 6.04
Block 1201

Tax Lot 2
Block 604

20' Drainage Easement to NJDOT DB 21195 Pg. 1711

15' Drainage Easement

Drainage Easement to NJDOT DB 20996 Pg. 644

10FT. Wide Gas Main Easement DB CG3 Pg. 470

25' Wide Sanitary Sewer Easement DB 2587 Pg. 167

Access Easement for Lot 6.03 DB 2564 Pg. 518

Easement to Morris County DB 756, Pg. 435

Parking Easement Agreement for Lot 6.02 DB 2455 Pg. 140

APPROXIMATE LOCATION OF GAS MAIN PER STREET MARK OUT

SURVEY NOTES:

1. THE SURVEY LISTED WITHIN THE PLAN REFERENCES ON THE COVER SHEET SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THE SURVEY AND ASSOCIATED DOCUMENTS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF THE SURVEY AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

GRAPHIC SCALE IN FEET
1" = 30'

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PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
7.1 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: RUT-250223

TITLE:

EXISTING CONDITIONS PLAN

DRAWING:

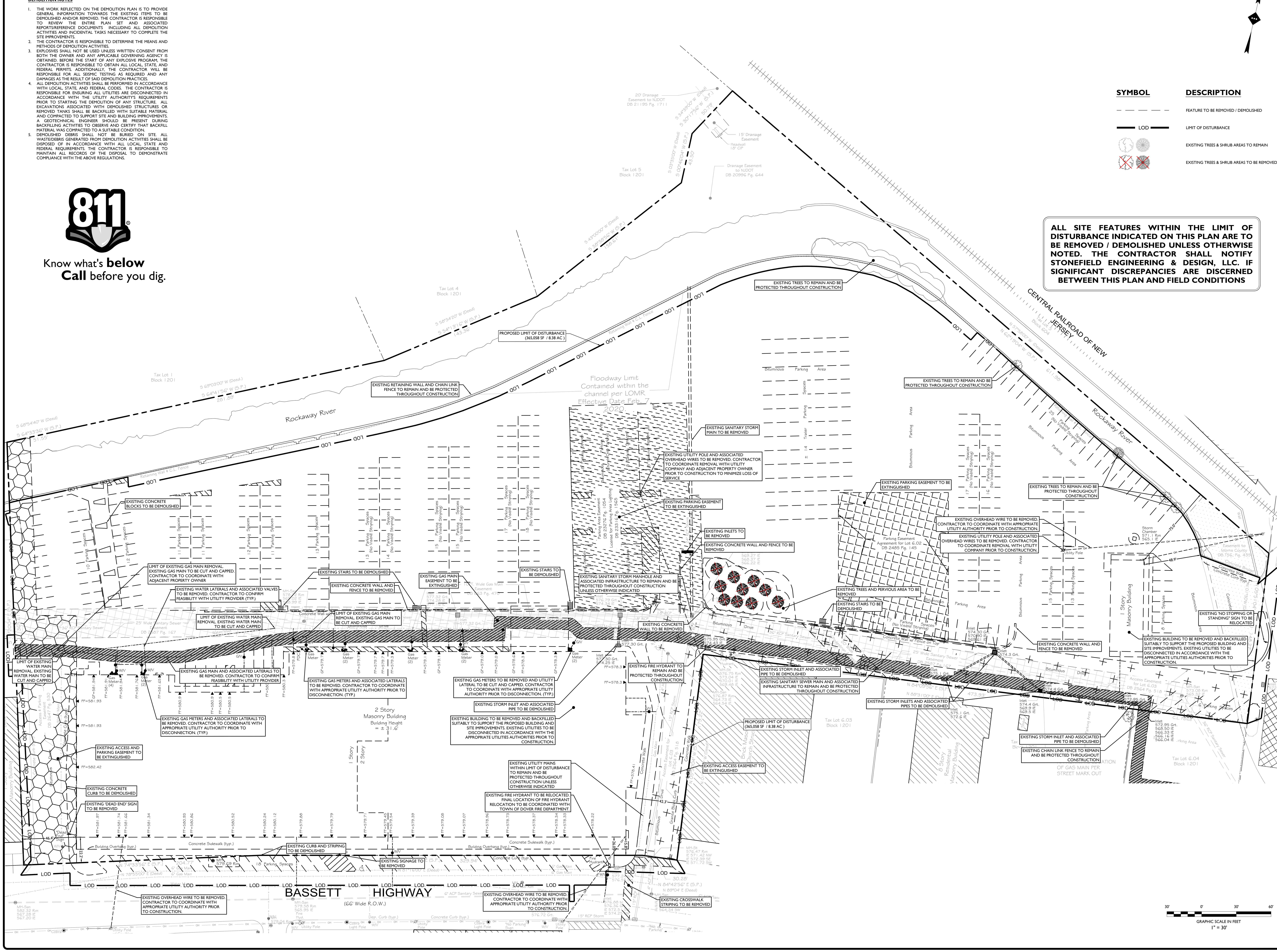
C-2

Z:\RUTHERFORD\PROJECTS\2025\250223\CAD\DWG\PROPERTY SURVEY - 63 BD BASSETT HIGHWAY, DOVER, NJ\CADFILES\PLOTSHEETS\EXISTING CONDITIONS PLAN.DWG PLOTTED: 3/9/2026

DEMOLITION NOTES

1. THE WORK REFLECTED ON THE DEMOLITION PLAN IS TO PROVIDE GENERAL INFORMATION TOWARDS THE EXISTING ITEMS TO BE DEMOLISHED AND/OR REMOVED. THE CONTRACTOR IS RESPONSIBLE TO REVIEW THE ENTIRE PLAN SET AND ASSOCIATED REPORTS/REFERENCE DOCUMENTS INCLUDING ALL DEMOLITION ACTIVITIES AND INCIDENTAL TASKS NECESSARY TO COMPLETE THE SITE IMPROVEMENTS.
2. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF DEMOLITION ACTIVITIES.
3. EXPLOSIVES SHALL NOT BE USED UNLESS WRITTEN CONSENT FROM BOTH THE OWNER AND ANY APPLICABLE GOVERNING AGENCY IS OBTAINED. BEFORE THE START OF ANY EXPLOSIVE PROGRAM, THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL LOCAL, STATE, AND FEDERAL PERMITS. ADDITIONALLY, THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL SEISMIC TESTING AS REQUIRED AND ANY DAMAGES AS THE RESULT OF SAID DEMOLITION PRACTICES.
4. ALL DEMOLITION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL UTILITIES ARE DISCONNECTED IN ACCORDANCE WITH THE UTILITY AUTHORITY'S REQUIREMENTS PRIOR TO STARTING THE DEMOLITION OF ANY STRUCTURE. ALL EXCAVATIONS ASSOCIATED WITH DEMOLISHED STRUCTURES OR REMOVED TANKS SHALL BE BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED TO SUPPORT SITE AND BUILDING IMPROVEMENTS. A GEOTECHNICAL ENGINEER SHOULD BE PRESENT DURING BACKFILLING ACTIVITIES TO OBSERVE AND CERTIFY THAT BACKFILL MATERIAL WAS COMPACTED TO A SUITABLE CONDITION.
5. DEMOLISHED DEBRIS SHALL NOT BE BURIED ON SITE. ALL WASTE/DEBRIS GENERATED FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ALL RECORDS OF THE DISPOSAL TO DEMONSTRATE COMPLIANCE WITH THE ABOVE REGULATIONS.

811
Know what's **below**
Call before you dig.



SYMBOL	DESCRIPTION
— — — —	FEATURE TO BE REMOVED / DEMOLISHED
— LOD —	LIMIT OF DISTURBANCE
(tree symbols)	EXISTING TREES & SHRUB AREAS TO REMAIN
(crossed tree symbols)	EXISTING TREES & SHRUB AREAS TO BE REMOVED

ALL SITE FEATURES WITHIN THE LIMIT OF DISTURBANCE INDICATED ON THIS PLAN ARE TO BE REMOVED / DEMOLISHED UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF SIGNIFICANT DISCREPANCIES ARE DISCERNED BETWEEN THIS PLAN AND FIELD CONDITIONS

ISSUE	DATE	BY	DESCRIPTION
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NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: RUT-250223

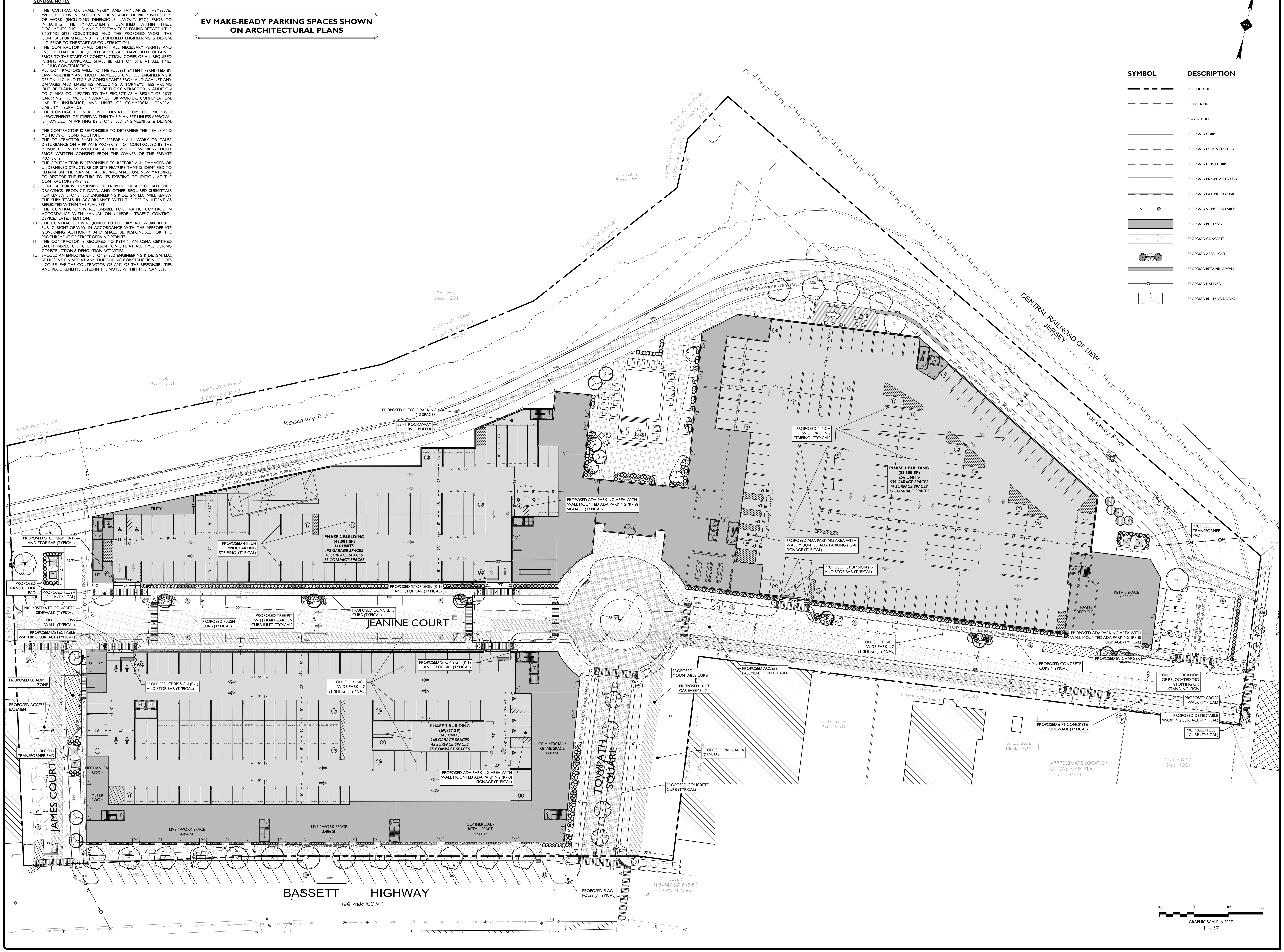
TITLE: **DEMOLITION PLAN**

DRAWING: **C-3**

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND IT'S SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

EV MAKE-READY PARKING SPACES SHOWN ON ARCHITECTURAL PLANS



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PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: RUT-250223

TITLE: **SITE PLAN**

DRAWING: **C-4**

LAND USE AND ZONING (OVERALL)

BLOCK 1201, LOT 6

63-105 BASSETT HIGHWAY REDEVELOPMENT PLAN

CODE SECTION	PROPOSED USE			
RDP §6.0-A.1.a.	MULTI-FAMILY RESIDENTIAL	PERMITTED USE		
RDP §6.0-A.1.a.	AFFORDABLE HOUSING	PERMITTED USE		
RDP §6.0-A.1.a.	LIVE-WORK	PERMITTED USE		
RDP §6.0-A.1.b.	COMMERCIAL / RETAIL	PERMITTED USE		
	ZONING REQUIREMENT (OVERALL)	**REQUIRED**	**EXISTING**	**PROPOSED**
	LOT AREA	N/A	421,279 SF (9.67 AC)	421,279 SF (9.67 AC)
RDP §7.0-A.1	MAXIMUM NUMBER OF PROJECT UNITS	640 UNITS	N/A	640 UNITS
RDP §7.0-A.2	MAXIMUM NUMBER OF PHASES	5 PHASES	N/A	5 PHASES
RDP §7.0-A.3	MINIMUM COMMERCIAL / RETAIL SQUARE FOOTAGE	12,200 SF	109,788 SF	12,450 SF
	MINIMUM COMMERCIAL / RETAIL SQUARE FOOTAGE (ALONG NORTH WARREN / PEQUANNOCK)	3,500 SF	2,260 SF	4,008 SF
	MINIMUM COMMERCIAL / RETAIL SQUARE FOOTAGE (ALONG THE CORNER OF BASSETT HIGHWAY)	8,200 SF	107,528 SF	8,442 SF
	MINIMUM LIVE / WORK SQUARE FOOTAGE (ALONG BASSETT HIGHWAY)	7,500 SF	N/A	11,928 SF
RDP §7.0-A.4	MAXIMUM SURFACE COVERAGE	85%	98.6% (415,329 SF) (EN)	79.5% (334,745 SF)
RDP §7.0-A.5	MAXIMUM BUILDING COVERAGE	50%	17.6% (74,351 SF)	47.0% (198,183 SF)
RDP §7.0-A.6	MINIMUM NUMBER OF AFFORDABLE UNITS	17 UNITS	N/A	17 UNITS
RDP §7.0-A.7.a	MINIMUM RIGHT-OF-WAY WIDTH (PRIMARY INTERNAL STREET RUNNING EAST TO WEST FROM PEQUANNOCK STREET)	60 FT	N/A	N/A
RDP §7.0-A.7.b	MINIMUM RIGHT-OF-WAY WIDTH (PRIMARY INTERNAL STREET RUNNING NORTH TO SOUTH OFF BASSETT HIGHWAY)	60 FT(1)	N/A	N/A
RDP §7.0-A.7.d	MINIMUM SIDEWALK WIDTH	6 FT(2)	5.1 FT (EN)	6 FT

(EN) EXISTING NON-CONFORMITY

(1) THE PRIMARY INTERNAL STREET SHALL CONSIST OF A 5 FT LANDSCAPE MEDIAN.

(2) MINIMUM WIDTH REQUIRED FOR SIDEWALKS ALONG THE INTERNAL PORTIONS OF THE STREETS DESCRIBED IN RDP §7.0-A.7.a THROUGH §7.0-A.7.c.

LAND USE AND ZONING (PHASE 1)

BLOCK 1201, LOT 6

63-105 BASSETT HIGHWAY REDEVELOPMENT PLAN

CODE SECTION	PROPOSED USE			
RDP §6.0-A.1.a.	MULTI-FAMILY RESIDENTIAL	PERMITTED USE		
RDP §6.0-A.1.a.	AFFORDABLE HOUSING	PERMITTED USE		
RDP §6.0-A.1.b.	COMMERCIAL / RETAIL	PERMITTED USE		
	ZONING REQUIREMENT (PHASE 1)	**REQUIRED**	**EXISTING**	**PROPOSED**
RDP §7.0-B.1	MAXIMUM NUMBER OF UNITS	260 UNITS	N/A	256 UNITS
RDP §7.0-B.1.a	MINIMUM PERCENTAGE OF STUDIO / 1 BEDROOM UNITS	70%	N/A	73.4% (188 UNITS)
RDP §7.0-B.1.b	MAXIMUM PERCENTAGE OF 2 BEDROOM UNITS	30%	N/A	25.0% (64 UNITS)
RDP §7.0-B.2	MAXIMUM BUILDING HEIGHT	6 STORIES / 75 FT(1)	1 STORY	6 STORIES / 68 FT
RDP §7.0-B.3	MINIMUM COMMERCIAL / RETAIL SQUARE FOOTAGE (FACING PEQUANNOCK STREET)	3,500 SF	2,260 SF (EN)	4,008 SF
RDP §7.0-B.4.a	MINIMUM RESIDENTIAL COURTYARD SQUARE FOOTAGE	14,000 SF	N/A	22,999 SF
RDP §7.0-B.4.b	MINIMUM RESIDENTIAL COURTYARD PERVIOUS AREA	4,830 SF(2)	N/A	4,830 SF
RDP §7.0-B.5	MINIMUM BUILDING SETBACK FROM INTERNAL ROADWAY RIGHT OF WAY	0 FT	N/A	N/A
	MINIMUM BUILDING SETBACK FROM ROCKAWAY RIVER	25 FT	48.9 FT	31.3 FT
	MINIMUM BUILDING SETBACK FROM PEQUANNOCK PROPERTY LINE	50 FT	97.4 FT	84.1 FT
	MINIMUM BUILDING SETBACK FROM BLOCK 1201, LOTS 6.02, 6.03, & 6.04	50 FT	42.3 FT	60.0 FT
	MINIMUM BUILDING SETBACK FROM REAR PROPERTY LINE (NORTH)	50 FT	75.0 FT	50.0 FT

(EN) EXISTING NONCONFORMITY

(1) ANY BELOW GRADE STRUCTURED PARKING DOES NOT COUNT AS EITHER A STORY OR PART OF THE BUILDING HEIGHT. ROOF TOP APPURTENANCES INCLUDING BUT NOT LIMITED TO MECHANICAL EQUIPMENT, ELEVATOR/ STAIRWELLS DO NOT COUNT TOWARD THE BUILDING HEIGHT AND ARE PERMITTED UP TO 18 FT ABOVE THE MAXIMUM BUILDING HEIGHT.

(2) MINIMUM PERVIOUS AREA PROVIDED IN THE RESIDENTIAL COURTYARD SHALL BE 21% OF THE TOTAL COURTYARD AREA OR 3,000 SF, WHICHEVER IS GREATER.
(22,999 SF RESIDENTIAL COURTYARD)(0.21) = 4,830 SF
4,830 SF > 2,000 SF
4,830 SF RESIDENTIAL COURTYARD PERVIOUS AREA REQUIRED.

LAND USE AND ZONING (PHASE 2)

BLOCK 1201, LOT 6

63-105 BASSETT HIGHWAY REDEVELOPMENT PLAN

CODE SECTION	PROPOSED USE			
RDP §6.0-A.1.a.	MULTI-FAMILY RESIDENTIAL	PERMITTED USE		
	ZONING REQUIREMENT (PHASE 2)	**REQUIRED**	**EXISTING**	**PROPOSED**
RDP §7.0-C.1	MAXIMUM NUMBER OF UNITS	160 UNITS	N/A	144 UNITS
RDP §7.0-C.1.a	MINIMUM PERCENTAGE OF STUDIO / 1 BEDROOM UNITS	55%	N/A	63.9% (92 UNITS)
RDP §7.0-C.1.b	MAXIMUM PERCENTAGE OF 2 BEDROOM UNITS	45%	N/A	36.1% (52 UNITS)
RDP §7.0-C.2	MAXIMUM BUILDING HEIGHT	6 STORIES / 70 FT(1)	N/A	6 STORIES / 67.25 FT
RDP §7.0-C.3	MINIMUM COMMERCIAL / RETAIL SQUARE FOOTAGE	0 SF	N/A	0 SF
RDP §7.0-C.4.a	MINIMUM RESIDENTIAL COURTYARD SQUARE FOOTAGE	9,500 SF	N/A	15,566 SF
RDP §7.0-C.4.b	MINIMUM RESIDENTIAL COURTYARD PERVIOUS AREA	3,269 SF(2)	N/A	3,269 SF
RDP §7.0-C.5	MINIMUM BUILDING SETBACK FROM INTERNAL ROADWAY RIGHT OF WAY	0 FT	N/A	N/A
	MINIMUM BUILDING SETBACK FROM ROCKAWAY RIVER	26 FT	N/A	26.0 FT
	MINIMUM BUILDING SETBACK FROM BLOCK 1201, LOT 6.01	65 FT	N/A	69.2 FT
	MINIMUM BUILDING SETBACK FROM REAR PROPERTY LINE (NORTH)	70 FT	N/A	76.2 FT

(1) ANY BELOW GRADE STRUCTURED PARKING DOES NOT COUNT AS EITHER A STORY OR PART OF THE BUILDING HEIGHT. ROOF TOP APPURTENANCES INCLUDING BUT NOT LIMITED TO MECHANICAL EQUIPMENT, ELEVATOR/ STAIRWELLS DO NOT COUNT TOWARD THE BUILDING HEIGHT AND ARE PERMITTED UP TO 18 FT ABOVE THE MAXIMUM BUILDING HEIGHT.

(2) MINIMUM PERVIOUS AREA PROVIDED IN THE RESIDENTIAL COURTYARD SHALL BE 21% OF THE TOTAL COURTYARD AREA OR 2,000 SF, WHICHEVER IS GREATER.
(15,566 SF RESIDENTIAL COURTYARD)(0.21) = 3,269 SF
3,269 SF > 2,000 SF
3,269 SF RESIDENTIAL COURTYARD PERVIOUS AREA REQUIRED.

LAND USE AND ZONING (PHASE 3)

BLOCK 1201, LOT 6

63-105 BASSETT HIGHWAY REDEVELOPMENT PLAN

CODE SECTION	PROPOSED USE			
RDP §6.0-A.1.a.	MULTI-FAMILY RESIDENTIAL	PERMITTED USE		
RDP §6.0-A.1.a.	LIVE-WORK	PERMITTED USE		
RDP §6.0-A.1.b.	COMMERCIAL / RETAIL	PERMITTED USE		
	ZONING REQUIREMENT (PHASE 3)	**REQUIRED**	**EXISTING**	**PROPOSED**
RDP §7.0-D.1	MAXIMUM NUMBER OF UNITS	240 UNITS	N/A	240 UNITS
RDP §7.0-D.1.a	MINIMUM PERCENTAGE OF STUDIO / 1 BEDROOM UNITS	75%	N/A	75% (180 UNITS) (1)
RDP §7.0-D.1.b	MAXIMUM PERCENTAGE OF 2 BEDROOM UNITS	25%	N/A	25% (60 UNITS)
RDP §7.0-D.2	MAXIMUM BUILDING HEIGHT	6 STORIES / 70 FT(2)	2 STORIES	6 STORIES / 65.17 FT
RDP §7.0-D.3	MINIMUM COMMERCIAL / RETAIL SQUARE FOOTAGE	8,200 SF	107,528 SF	8,442 SF
RDP §7.0-D.4	MINIMUM LIVE / WORK SQUARE FOOTAGE	7,500 SF	N/A	11,928 SF
RDP §7.0-D.5.a	MINIMUM RESIDENTIAL COURTYARD SQUARE FOOTAGE	12,000 SF	N/A	13,198 SF
RDP §7.0-D.5.b	MINIMUM RESIDENTIAL COURTYARD PERVIOUS AREA	2,772 SF(3)	N/A	2,772 SF
RDP §7.0-D.5	MINIMUM BUILDING SETBACK FROM INTERNAL ROADWAY RIGHT OF WAY	0 FT	N/A	N/A
	MINIMUM BUILDING SETBACK FROM BASSETT HIGHWAY (BUILDING TO PROPERTY LINE)	6 FT (AVERAGE)	15.8 FT	15.2 FT
	MINIMUM BUILDING SETBACK FROM BASSETT HIGHWAY (BUILDING TO FACE OF CURB)	16 FT (AVERAGE)	26.0 FT	16.0 FT
	MINIMUM BUILDING SETBACK FROM BLOCK 1201, LOT 6.01	55 FT	46.4 FT (EN)	55.2 FT
	MINIMUM BUILDING SETBACK FROM BLOCK 1201, LOT 6.03	90 FT	42.3 FT (EN)	95.8 FT

(EN) EXISTING NON-CONFORMITY

(1) PER THE REDEVELOPMENT PLAN, LIVE/WORK SPACE IS DEFINED AS A SINGLE RESIDENTIAL UNIT. LIVE/WORK SPACES HAVE BEEN CALCULATED AS STUDIO UNITS FOR THE PURPOSES OF THE MINIMUM PERCENTAGE OF STUDIO / 1 BEDROOM UNIT CALCULATION.

(2) ANY BELOW GRADE STRUCTURED PARKING DOES NOT COUNT AS EITHER A STORY OR PART OF THE BUILDING HEIGHT. ROOF TOP APPURTENANCES INCLUDING BUT NOT LIMITED TO MECHANICAL EQUIPMENT, ELEVATOR/ STAIRWELLS DO NOT COUNT TOWARD THE BUILDING HEIGHT AND ARE PERMITTED UP TO 18 FT ABOVE THE MAXIMUM BUILDING HEIGHT.

(3) MINIMUM PERVIOUS AREA PROVIDED IN THE RESIDENTIAL COURTYARD SHALL BE 21% OF THE TOTAL COURTYARD AREA OR 2,000 SF, WHICHEVER IS GREATER. (13,198 SF RESIDENTIAL COURTYARD)(0.21) = 2,772 SF
2,772 SF > 2,000 SF
2,772 SF RESIDENTIAL COURTYARD PERVIOUS AREA REQUIRED.

DESIGN REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
RDP §7.0-E.1.a PHASE 4 REQUIREMENTS	MINIMUM BUILDING TO BUILDING DIMENSION: 60 FT	60.0 FT
RDP §7.0-E.1.b PHASE 4 REQUIREMENTS	MINIMUM CURB TO CURB DIMENSION: 24 FT	24 FT
RDP §7.0-E.1.c PHASE 4 REQUIREMENTS	MINIMUM PARALLEL PARKING SPACE DIMENSIONS: 8 FT x 20 FT	8 FT X 22 FT
	ONE TREE SPACE ACCOMPANIED WITH A RAIN GARDEN INLET TO BE PROVIDED FOR EVERY 5 PARALLEL PARKING SPACES WITHIN INTERNAL ROADWAYS.	COMPLIES
RDP §7.0-E.3.a PHASE 4 REQUIREMENTS	MINIMUM PUBLIC OPEN SPACE / PARK SIZE: 7,000 SF	COMPLIES
RDP §7.0-F.1.a PHASE 5 REQUIREMENTS	MINIMUM SIDEWALK WIDTH WITHIN ROCKAWAY RIVER BUFFER: 6 FT	8 FT
RDP §10.0-E.3.c	MINIMUM WIDTH OF INTERNAL SIDEWALKS: 4 FT	4 FT

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
RDP §8.0-A	REQUIRED PARKING FOR MULTI-FAMILY RESIDENTIAL USE: 1.65 SPACES PER UNIT 640 UNITS * (1.65 SPACES / 1 UNIT) = 1,056 SPACES REQUIRED PARKING FOR COMMERCIAL / RETAIL ALONG PEQUANNOCK: 1 SPACE PER 360 SF GFA(1) 4,008 SF GFA * (1 SPACE / 360 SF OF GFA) = 11 SPACES TOTAL PARKING REQUIREMENT: 1,067 SPACES - 106 MAKE-READY PARKING SPACE CREDIT REDUCTION = **961 PARKING SPACES REQUIRED**	1,065 SPACES(2)(3)
RDP §8.0-A.4	MAXIMUM PERMITTED NUMBER OF COMPACT SPACES FOR MULTI-FAMILY USE: 25% OF REQUIRED SPACES	
	PHASE 1 MAXIMUM PERMITTED COMPACT SPACES: (422 REQUIRED MULTI-FAMILY SPACES)(0.25) = 105 MAXIMUM PERMITTED PHASE 1 COMPACT SPACES	84 PHASE 1 COMPACT SPACES
	PHASE 2 MAXIMUM PERMITTED COMPACT SPACES: (238 REQUIRED MULTI-FAMILY SPACES)(0.25) = 59 MAXIMUM PERMITTED PHASE 2 COMPACT SPACES	30 PHASE 2 COMPACT SPACES
	PHASE 3 MAXIMUM PERMITTED COMPACT SPACES: (396 REQUIRED MULTI-FAMILY SPACES)(0.25) = 99 MAXIMUM PERMITTED PHASE 3 COMPACT SPACES	75 PHASE 3 COMPACT SPACES
	OVERALL MAXIMUM PERMITTED COMPACT SPACES: (1,056 REQUIRED MULTI-FAMILY SPACES)(0.25) = 264 MAXIMUM TOTAL COMPACT SPACES	189 TOTAL COMPACT SPACES
RDP §8.0-A.6	PARKING REQUIREMENTS SHALL BE MET BY PHASE. PHASE 1 REQUIRED PARKING: REQUIRED PARKING FOR MULTI-FAMILY RESIDENTIAL USE: 1.65 SPACES PER UNIT 256 UNITS * (1.65 SPACES / 1 UNIT) = 422 SPACES REQUIRED PARKING FOR COMMERCIAL / RETAIL ALONG PEQUANNOCK: 1 SPACE PER 360 SF GFA(1) 4,008 SF GFA * (1 SPACE / 360 SF OF GFA) = 11 SPACES TOTAL PHASE 1 PARKING REQUIREMENT: 433 SPACES - 43 MAKE-READY SPACE CREDITS **CUMULATIVE PARKING REQUIREMENT AFTER PHASE 1: 390 SPACES** PHASE 2 REQUIRED PARKING: REQUIRED PARKING FOR MULTI-FAMILY RESIDENTIAL USE: 1.65 SPACES PER UNIT 144 UNITS * (1.65 SPACES / 1 UNIT) = 238 SPACES - 23 MAKE-READY SPACE CREDITS **CUMULATIVE PARKING REQUIREMENT AFTER PHASE 2: 605 SPACES** PHASE 3 REQUIRED PARKING: REQUIRED PARKING FOR MULTI-FAMILY RESIDENTIAL USE: 1.65 SPACES PER UNIT 240 UNITS * (1.65 SPACES / 1 UNIT) = 396 SPACES - 39 MAKE-READY SPACE CREDITS **CUMULATIVE PARKING REQUIREMENT AFTER PHASE 3: 962 SPACES** **TOTAL PARKING REQUIREMENT: 962 SPACES**	539 STRUCTURED SPACES(2) 19 SURFACE SPACES **558 PHASE 1 SPACES** 192 STRUCTURED SPACES(2) 10 SURFACE SPACES **760 PHASE 2 CUMULATIVE SPACES(4)** 260 STRUCTURED SPACES 45 SURFACE SPACES **1,065 PHASE 3 CUMULATIVE SPACES(5)** **1,065 TOTAL SPACES(2)**
P.L. 2021, C.171 (C.40:55D-66.18 ET AL.)	**PHASE 1** MINIMUM REQUIRED MAKE-READY ELECTRIC VEHICLE SPACES: 15% OF REQUIRED OFF-STREET PARKING (433 SPACES)(0.15) = **65 MAKE-READY SPACES REQUIRED** MINIMUM REQUIRED ACCCESSIBLE MAKE-READY ELECTRIC VEHICLE SPACES: 5% OF PROPOSED MAKE-READY SPACES (115 MAKE-READY SPACES)(0.05) = **6 ACCESSIBLE MAKE-READY SPACES REQUIRED**	115 PHASE 1 MAKE-READY SPACES 6 PHASE 1 ACCESSIBLE MAKE-READY SPACES
	PHASE 2 MINIMUM REQUIRED MAKE-READY ELECTRIC VEHICLE SPACES: 15% OF REQUIRED OFF-STREET PARKING (238 SPACES)(0.15) = **36 MAKE-READY SPACES REQUIRED** MINIMUM REQUIRED ACCCESSIBLE MAKE-READY ELECTRIC VEHICLE SPACES: 5% OF PROPOSED MAKE-READY SPACES (38 MAKE-READY SPACES)(0.05) = **2 ACCESSIBLE MAKE-READY SPACES REQUIRED**	38 PHASE 2 MAKE-READY SPACES 2 PHASE 2 ACCESSIBLE MAKE-READY SPACES
	PHASE 3 MINIMUM REQUIRED MAKE-READY ELECTRIC VEHICLE SPACES: 15% OF REQUIRED OFF-STREET PARKING (396 SPACES)(0.15) = **60 MAKE-READY SPACES REQUIRED** MINIMUM REQUIRED ACCCESSIBLE MAKE-READY ELECTRIC VEHICLE SPACES: 5% OF PROPOSED MAKE-READY SPACES (60 MAKE-READY SPACES)(0.05) = **3 ACCESSIBLE MAKE-READY SPACES REQUIRED**	60 PHASE 3 MAKE-READY SPACES 4 PHASE 3 ACCESSIBLE MAKE-READY SPACES
	OVERALL MINIMUM REQUIRED MAKE-READY ELECTRIC VEHICLE SPACES: 15% OF REQUIRED OFF-STREET PARKING (1,067 SPACES)(0.15) = **161 MAKE-READY SPACES REQUIRED** MINIMUM REQUIRED ACCCESSIBLE MAKE-READY ELECTRIC VEHICLE SPACES: 5% OF PROPOSED MAKE-READY SPACES (213 PROPOSED MAKE-READY SPACES)(0.05) = **11 ACCESSIBLE MAKE-READY SPACES REQUIRED**	213 TOTAL MAKE-READY SPACES; INCLUSIVE OF 12 ACCESSIBLE MAKE-READY SPACES
P.L. 2021, C.171 (C.40:55D-66.20.3.e.)	A PARKING SPACE PREPARED WITH ELECTRIC VEHICLE SUPPLY EQUIPMENT OR MAKE-READY EQUIPMENT SHALL COUNT AS AT LEAST TWO PARKING SPACES. NO MORE THAN 10% OF THE TOTAL REQUIRED PARKING.	
	PHASE 1 MAXIMUM ALLOWABLE MAKE-READY PARKING SPACE CREDITS: (433 PARKING SPACES REQUIRED)(0.10) = 43 MAXIMUM MAKE-READY PARKING SPACE CREDITS	43 MAKE-READY PARKING SPACE CREDITS
	PHASE 2 MAXIMUM ALLOWABLE MAKE-READY PARKING SPACE CREDITS: (238 PARKING SPACES REQUIRED)(0.10) = 23 MAXIMUM MAKE-READY PARKING SPACE CREDITS	23 MAKE-READY PARKING SPACE CREDITS
	PHASE 3 MAXIMUM ALLOWABLE MAKE-READY PARKING SPACE CREDITS: (396 PARKING SPACES REQUIRED)(0.10) = 39 MAXIMUM MAKE-READY PARKING SPACE CREDITS	39 MAKE-READY PARKING SPACE CREDITS
	OVERALL MAXIMUM ALLOWABLE MAKE-READY PARKING SPACE CREDITS: (1,067 PARKING SPACES REQUIRED)(0.10) = 106 MAXIMUM MAKE-READY PARKING SPACE CREDITS	106 MAKE-READY PARKING SPACE CREDITS
RDP §8.0-D	MINIMUM REQUIRED BICYCLE PARKING: 1 BICYCLE PARKING SPACE PER 50 VEHICLE PARKING SPACES	
	PHASE 1 MINIMUM REQUIRED BICYCLE PARKING SPACES: (558 PROPOSED VEHICLE PARKING SPACES)(1 BICYCLE PARKING SPACE / 50 VEHICLE PARKING SPACES) = 11 PHASE 1 BICYCLE PARKING SPACES REQUIRED	30 PHASE 1 BICYCLE PARKING SPACES
	PHASE 2 MINIMUM REQUIRED BICYCLE PARKING SPACES: (202 PROPOSED VEHICLE PARKING SPACES)(1 BICYCLE PARKING SPACE / 50 VEHICLE PARKING SPACES) = 4 PHASE 2 BICYCLE PARKING SPACES REQUIRED	12 PHASE 2 BICYCLE PARKING SPACES
	PHASE 3 MINIMUM REQUIRED BICYCLE PARKING SPACES: (305 PROPOSED VEHICLE PARKING SPACES)(1 BICYCLE PARKING SPACE / 50 VEHICLE PARKING SPACES) = 6 PHASE 3 BICYCLE PARKING SPACES REQUIRED	15 PHASE 3 BICYCLE PARKING SPACES
	OVERALL MMINIMUM REQUIRED BICYCLE PARKING SPACES: (1,065 PROPOSED VEHICLE PARKING SPACES)(1 BICYCLE PARKING SPACE / 50 VEHICLE PARKING SPACES) = 21 TOTAL BICYCLE PARKING SPACES REQUIRED	57 TOTAL BICYCLE PARKING SPACES
RDP §8.0-H.1	MINIMUM STANDARD PARKING SPACE DIMENSIONS (INCLUSIVE OF THE COLUMN): 9 FT X 18 FT	COMPLIES
	MINIMUM DRIVE AISLE WIDTH: 23 FT	COMPLIES
RDP §8.0-H.2	MINIMUM COMPACT PARKING SPACE DIMENSIONS: 8 FT X 16 FT	COMPLIES
	MINIMUM DRIVE AISLE WIDTH: 23 FT	COMPLIES
RDP §10.0-G.4	MINIMUM TWO-WAY DRIVEWAY WIDTH: 23 FT	COMPLIES
RDP §10.0-G.5	MINIMUM CURB CUT WIDTH FOR TWO-WAY TRAFFIC: 23 FT	COMPLIES

(D) DEVIATION
(1) GROSS FLOOR AREA IS MEASURED AS THE TOTAL INTERIOR FLOOR AREA OF ALL FLOORS DETERMINED BY MEASURING THE INSIDE DIMENSION OF THE OUTSIDE WALLS OF THE STRUCTURE.
(2) TANDEM PARKING SPACES ARE COUNTED AS ONE (1) PARKING SPACE. TANDEM SPACES ARE PERMITTED FOR THE MAXIMUM NUMBER OF TWO OR THREE BEDROOM BY PHASE AND SHALL SERVE THE SAME RESIDENTIAL UNIT.
(3) ANY ON-STREET PARKING LOCATED WITHIN THE REDEVELOPMENT AREA SHALL BE PERMITTED TO COUNT TOWARDS THE PARKING REQUIREMENTS.
(4) IT IS NOTED THAT THE CUMULATIVE PARKING PROVIDED IN PHASES 1 AND 2 MEET THE MINIMUM REQUIRED PARKING FOR BOTH PHASES.
PHASE 1 AND PHASE 2 TOTAL REQUIRED PARKING: 390 + 215 = 605 SPACES REQUIRED
PHASE 1 AND PHASE 2 TOTAL PROVIDED PARKING: 558 + 203 = 761 SPACES PROVIDED
(5) IT IS NOTED THAT THE CUMULATIVE PARKING PROVIDED IN PHASES 1, 2 AND 3 MEET THE MINIMUM REQUIRED PARKING FOR ALL THREE PHASES.
PHASE 1, PHASE 2 AND PHASE 3 TOTAL REQUIRED PARKING: 390 + 215 + 357 = 962 SPACES REQUIRED
PHASE 1, PHASE 2 AND PHASE 3 TOTAL PROVIDED PARKING: 558 + 203 + 305 = 1,066 SPACES PROVIDED

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Salem, MA
Princeton, NJ · Tampa, FL · Birmingham, MI
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PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: NOT TO SCALE | PROJECT ID: RUT-250223

TITLE:

ZONING TABLES

DRAWING:

C-5

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO STONEFIELD ENGINEERING & DESIGN, LLC. FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
4. THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
5. MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
   - CURB GUTTER: 0.50%
   - CONCRETE SURFACES: 1.00%
   - ASPHALT SURFACES: 1.00%
6. A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF THIS CONDITION CANNOT BE MET.
7. FOR PROJECTS WHERE BASEMENTS ARE PROPOSED, THE DEVELOPER IS RESPONSIBLE TO DETERMINE THE DEPTH TO GROUNDWATER AT THE LOCATION OF THE PROPOSED STRUCTURE. IF GROUNDWATER IS ENCOUNTERED WITHIN THE BASEMENT AREA, SPECIAL CONSTRUCTION METHODS SHALL BE UTILIZED AND REVIEWED/APPROVED BY THE CONSTRUCTION CODE OFFICIAL. IF SUMP PUMPS ARE UTILIZED, ALL DISCHARGES SHALL BE CONNECTED DIRECTLY TO THE PUBLIC STORM SEWER SYSTEM WITH APPROVAL FROM THE GOVERNING STORM SEWER SYSTEM AUTHORITY.

ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
2. THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
3. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL (SEE THE SITE PLAN FOR THE LOCATION OF THE ACCESSIBLE PATH). THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
4. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP, AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALK-UP ATM, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL. THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURBS RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
6. ACCESSIBLE RAMPS WITH A RISE GREATER THAN 6 INCHES SHALL CONTAIN COMPLIANT HANDRAILS ON BOTH SIDES OF THE RAMP AND SHALL NOT RISE MORE THAN 30" IN ELEVATION WITHOUT A LANDING AREA IN BETWEEN RAMP RUNS. LANDING AREAS SHALL ALSO BE PROVIDED AT THE TOP AND BOTTOM OF THE RAMP.
7. A SLIP RESISTANT SURFACE SHALL BE CONSTRUCTED ALONG THE ACCESSIBLE PATH AND WITHIN ADA PARKING AREAS.
8. THE CONTRACTOR SHALL ENSURE A MAXIMUM OF ¼ INCHES VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH. WHERE A CHANGE IN LEVEL BETWEEN ¼ INCHES AND ½ INCHES EXISTS, CONTRACTOR SHALL ENSURE THAT THE TOP ½ INCH CHANGE IN LEVEL IS BEVELED WITH A SLOPE NOT STEEPER THAN 1 UNIT VERTICAL AND 2 UNITS HORIZONTAL (2:1 SLOPE).
9. THE CONTRACTOR SHALL ENSURE THAT ANY OPENINGS (GAPS OR HORIZONTAL SEPARATION) ALONG THE ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A SPHERE GREATER THAN ½ INCH.

SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
RIDGELINE	PROPOSED GRADING RIDGELINE
	PROPOSED DIRECTION OF DRAINAGE FLOW
G 100.00	PROPOSED GRADE SPOT SHOT
TC 100.50 / BC 100.00	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
FC 100.00	PROPOSED FLUSH CURB SPOT SHOT
DC 100.12 / BC 100.00	PROPOSED DEPRESSED CURB / BOTTOM OF CURB SPOT SHOT
TW 102.00 / BW 100.00	PROPOSED TOP OF WALL / BOTTOM OF WALL SPOT SHOT

PHASE 1 BUILDING
(83,305 SF)
256 UNITS
539 GARAGE SPACES
19 SURFACE SPACES
25 COMPACT SPACES

PHASE 2 BUILDING
(45,001 SF)
144 UNITS
192 GARAGE SPACES
10 SURFACE SPACES
27 COMPACT SPACES

PHASE 3 BUILDING
(69,877 SF)
240 UNITS
260 GARAGE SPACES
45 SURFACE SPACES
75 COMPACT SPACES

LIVE / WORK SPACE
4,456 SF

LIVE / WORK SPACE
3,486 SF

COMMERCIAL / RETAIL SPACE
4,759 SF

TRASH / RECYCLE

MECHANICAL ROOM

METER ROOM

UTILITY

Rockaway River

CENTRAL RAILROAD OF NEW JERSEY

JEANINE COURT

JAMES COURT

LOWBATH SQUARE

BASSETT HIGHWAY
(66' Wide R.O.W.)

GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design

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Princeton, NJ · Tampa, FL · Birmingham, MI
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PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
7 JAMES COURT & 63 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: RUT-250223

TITLE: GRADING PLAN

DRAWING: C-6

Z:\RUT\PROJECTS\2025\RUT-250223\CAD\Grading\PROPERTY COMPANY - 63 BD BASSETT HIGHWAY, DOVER, NJ\GRADING\RUT-250223 GRADING PLAN.DWG - PLOTTED: 3/9/2026

STORMWATER INFILTRATION BMP CONSTRUCTION NOTES

1. PRIOR TO THE START OF CONSTRUCTION, ANY AREA DESIGNATED TO BE USED FOR AN INFILTRATION BMP (E.G. BASIN, BIORETENTION AREA, ETC.) SHALL BE FENCED OFF AND SHALL NOT BE UTILIZED AS STORAGE FOR CONSTRUCTION EQUIPMENT OR AS A STOCKPILE AREA FOR CONSTRUCTION MATERIALS. NO ACTIVITY SHALL BE PERMITTED WITHIN THE INFILTRATION BASIN AREA UNLESS RELATED TO THE CONSTRUCTION OF THE INFILTRATION BASIN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ALL SUBCONTRACTORS OF BASIN AREA RESTRICTIONS.
2. THE CONTRACTOR SHALL MAKE EVERY EFFORT, WHERE PRACTICAL, TO AVOID SUBGRADE SOIL COMPACTION IN THE AREAS DESIGNATED TO BE USED FOR AN INFILTRATION BMP.
3. ALL EXCAVATION WITHIN THE LIMITS OF ANY INFILTRATION BMP SHALL BE PERFORMED WITH THE LIGHTEST PRACTICAL EXCAVATION EQUIPMENT. ALL EXCAVATION EQUIPMENT SHALL BE PLACED OUTSIDE THE LIMITS OF THE BASIN WHERE FEASIBLE. THE USE OF LIGHT-WEIGHT, RUBBER-TIRED EQUIPMENT (LESS THAN 8 PSI APPLIED TO THE GROUND SURFACE) IS RECOMMENDED WITHIN THE BASIN LIMITS.
4. THE SEQUENCE OF SITE CONSTRUCTION SHALL BE COORDINATED WITH BASIN CONSTRUCTION TO ADHERE TO SEQUENCING LIMITATIONS.
5. DURING THE FINAL GRADING OF AN INFILTRATION BASIN, THE BOTTOM OF THE BASIN SHALL BE DEEPLY TILLED WITH A ROTARY TILLER OR DISC HARROW AND THEN SMOOTHED OUT WITH A LEVELING DRAW OR EQUIVALENT GRADING EQUIPMENT. ALL GRADING EQUIPMENT SHALL BE LOCATED OUTSIDE OF THE BASIN BOTTOM WHERE FEASIBLE.
6. FOLLOWING CONSTRUCTION OF AN INFILTRATION BASIN, SOIL INFILTRATION TESTING BY A LICENSED GEOTECHNICAL ENGINEER IS REQUIRED TO CERTIFY COMPLIANCE WITH THE DESIGN INFILTRATION RATES IN ACCORDANCE WITH APPENDIX E OF THE NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES MANUAL, LATEST EDITION. IF THE FIELD INFILTRATION RATES ARE LOWER THAN THE RATE USED DURING DESIGN, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING IMMEDIATELY TO DETERMINE THE APPROPRIATE COURSE OF ACTION.
7. THE CONTRACTOR SHALL NOTIFY THE MUNICIPALITY TO DETERMINE IF WITNESS TESTING IS REQUIRED DURING INFILTRATION BASIN EXCAVATION AND/OR SOIL INFILTRATION TESTING.

STORMWATER UNDERGROUND BMP CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL INSTALL AND BACKFILL THE UNDERGROUND BMP IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
2. UNDERGROUND BASINS SHALL UTILIZE A STONE BACKFILL WITH A MINIMUM VOID RATIO OF 40%.
3. NO CONSTRUCTION LOADING OVER UNDERGROUND BASINS IS PERMITTED UNTIL BACKFILL IS COMPLETE PER THE MANUFACTURER'S SPECIFICATIONS. NO VEHICLES SHALL BE STAGED OR OPERATE FROM A FIXED POSITION OVER THE BASIN.

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR STORMWATER IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
2. CONTRACTOR SHALL START CONSTRUCTION OF STORM LINES AT THE LOWEST INVERT AND WORK UP-GRADIENT.
3. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IMMEDIATELY IN WRITING.
4. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

EXCAVATION, SOIL PREPARATION, AND DEWATERING NOTES

1. THE CONTRACTOR IS REQUIRED TO REVIEW THE REFERENCED GEOTECHNICAL DOCUMENTS PRIOR TO CONSTRUCTION. THESE DOCUMENTS SHALL BE CONSIDERED A PART OF THE PLAN SET.
2. THE CONTRACTOR IS REQUIRED TO PREPARE SUBGRADE SOILS BENEATH ALL PROPOSED IMPROVEMENTS AND BACKFILL ALL EXCAVATIONS IN ACCORDANCE WITH RECOMMENDATIONS BY THE GEOTECHNICAL ENGINEER OF RECORD.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SHORING FOR ALL EXCAVATIONS AS REQUIRED. CONTRACTOR SHALL HAVE THE SHORING DESIGN PREPARED BY A QUALIFIED PROFESSIONAL. SHORING DESIGNS SHALL BE SUBMITTED TO STONEFIELD ENGINEERING & DESIGN, LLC. AND THE OWNER PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL OPEN EXCAVATIONS ARE PERFORMED AND PROTECTED IN ACCORDANCE WITH THE LATEST OSHA REGULATIONS.
5. THE CONTRACTOR IS RESPONSIBLE FOR ANY DEWATERING DESIGN AND OPERATIONS, AS REQUIRED, TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR DEWATERING OPERATIONS AND GROUNDWATER DISPOSAL.

SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
RIDGELINE	PROPOSED GRADING RIDGELINE
	PROPOSED STORMWATER STRUCTURES
	PROPOSED STORMWATER PIPING
	PROPOSED UNDERGROUND OUTLET STRUCTURE

Rockaway River

CENTRAL RAILROAD OF NEW JERSEY

PHASE 1 BUILDING
(83,305 SF)
256 UNITS
539 GARAGE SPACES
19 SURFACE SPACES
25 COMPACT SPACES

PHASE 2 BUILDING
(45,001 SF)
144 UNITS
192 GARAGE SPACES
10 SURFACE SPACES
27 COMPACT SPACES

PHASE 3 BUILDING
(69,877 SF)
240 UNITS
260 GARAGE SPACES
45 SURFACE SPACES
75 COMPACT SPACES

COMMERCIAL RETAIL SPACE 3,683 SF

LIVE / WORK SPACE 3,486 SF

WORK SPACE 4,456 SF

TRASH / RECYCLE

MECHANICAL ROOM

METER ROOM

JEA

RT

JAN

EMMES COURT

LOWRATH SQUARE

BASSETT HIGHWAY
(66' Wide R.O.W.)

PROPOSED 38 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-100 — TOP OF CURB: 575.50; GRATE: 575.00; 15" INVERT (IN): 571.50; 15" INVERT (OUT): 571.50
PROPOSED 63 LF 15" RCP @ 2.00% SLOPE
PROPOSED 132 LF 15" RCP @ 0.50% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-213 — TOP OF CURB: 577.89; GRATE: 577.39; 15" INVERT (OUT): 573.89
PROPOSED STORMWATER MANHOLE No. D-101 — RIM: 578.83; 15" INVERT (IN): 575.33; 15" INVERT (OUT): 572.76
PROPOSED 40 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-102 — TOP OF CURB: 580.42; GRATE: 579.92; 15" INVERT (OUT): 575.73
PROPOSED TYPE 'B' STORM INLET No. D-212 — TOP OF CURB: 577.83; GRATE: 577.33; 15" INVERT (IN): 573.23; 15" INVERT (OUT): 573.23
PROPOSED TYPE 'B' STORM INLET No. D-211 — RIM: 578.50; 15" INVERT (IN): 573.63; 15" INVERT (EXST): 574.28; 18" INVERT (OUT): 571.16
PROPOSED 72 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-210 — TOP OF CURB: 577.75; GRATE: 577.25; 15" INVERT (OUT): 573.75
PROPOSED TYPE 'B' STORM INLET No. D-209 — TOP OF CURB: 577.42; GRATE: 576.92; 15" INVERT (IN): 573.00; 15" INVERT (OUT): 573.00
EXISTING STORMWATER MANHOLE No. D-208 — RIM (TO BE RESET AT GRADE): 577.17; PROP. 15" INVERT (IN): 572.73; EXST. 18" INVERT (IN): 569.27; EXST. 18" INVERT (IN): 568.37; PROP. 36" INVERT (OUT): 566.22
PROPOSED 36 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-200 — TOP OF CURB: 578.70; GRATE: 578.20; 15" INVERT (OUT): 574.70
PROPOSED 17 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-206 — TOP OF CURB: 578.25; GRATE: 577.75; 15" INVERT (IN): 574.53; 15" INVERT (OUT): 574.53
PROPOSED TYPE 'B' STORM INLET No. D-221 — TOP OF CURB: 579.42; GRATE: 578.92; 15" INVERT (OUT): 575.42
PROPOSED 25 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-223 — TOP OF CURB: 581.72; GRATE: 581.22; 15" INVERT (OUT): 577.77
PROPOSED 11 LF 15" RCP @ 1.00% SLOPE
PROPOSED STORMWATER MANHOLE No. D-222 — RIM: 581.12; 15" INVERT (IN): 577.61; 15" INVERT (OUT): 577.61
PROPOSED 187 LF 15" RCP @ 1.30% SLOPE
PROPOSED STORMWATER MANHOLE No. D-220 — RIM: 579.20; 15" INVERT (IN): 575.17; 15" INVERT (IN): 575.17; 15" INVERT (OUT): 575.17
PROPOSED 218 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-219 — TOP OF CURB: 577.50; GRATE: 577.00; 15" INVERT (OUT): 573.50
PROPOSED 28 LF 15" RCP @ 1.00% SLOPE
PROPOSED STORMWATER MANHOLE No. D-218 — RIM: 577.39; 15" INVERT (IN): 573.22; 15" INVERT (IN): 572.99; 15" INVERT (OUT): 572.99
PROPOSED TYPE 'B' STORM INLET No. D-217 — TOP OF CURB: 577.55; GRATE: 577.05; 15" INVERT (OUT): 573.55
PROPOSED 18 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-216 — TOP OF CURB: 577.38; GRATE: 576.88; 15" INVERT (IN): 573.37; 15" INVERT (OUT): 573.37
PROPOSED 20 LF 15" RCP @ 1.00% SLOPE
PROPOSED STORMWATER MANHOLE No. D-215 — RIM: 576.83; 15" INVERT (IN): 573.18; 15" INVERT (IN): 572.40; 15" INVERT (OUT): 572.40
EXISTING STORMWATER MANHOLE No. D-214 — RIM: 577.33; 15" INVERT (PROP): 571.42; 15" INVERT (EXST): 571.72; 15" INVERT (EXST): 571.42
PROPOSED 17 LF 15" RCP @ 1.00% SLOPE
PROPOSED 59 LF 15" RCP @ 1.00% SLOPE
PROPOSED 27 LF 15" RCP @ 1.00% SLOPE
PROPOSED 35 LF 36" RCP @ 0.50% SLOPE
PROPOSED STORMWATER MANHOLE No. D-204 — RIM: 00.00; 15" INVERT (IN): 571.32; 36" INVERT (IN): 564.94; 36" INVERT (OUT): 564.94
PROPOSED 212 LF 36" RCP @ 0.50% SLOPE
PROPOSED 13 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-205 — TOP OF CURB: 575.45; GRATE: 574.95; 15" INVERT (OUT): 571.45
PROPOSED 219 LF 36" RCP @ 0.50% SLOPE
PROPOSED STORMWATER MANHOLE No. D-206 — RIM: 576.25; 15" INVERT (IN): 572.37; 36" INVERT (IN): 566.04; 36" INVERT (OUT): 566.04
PROPOSED 13 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-207 — TOP OF CURB: 576.50; GRATE: 576.00; 15" INVERT (OUT): 572.50
PROPOSED STORMWATER MANHOLE No. D-201 — RIM: 578.08; 15" INVERT (IN): 574.17; 18" INVERT (IN): 570.44; 18" INVERT (OUT): 570.44
PROPOSED TYPE 'B' STORM INLET No. D-203 — TOP OF CURB: 573.08; GRATE: 572.58; 15" INVERT (OUT): CULVERT
PROPOSED INLET TO DRAIN DIRECTLY INTO CULVERT SUPERSTRUCTURE
PROPOSED STORMWATER MANHOLE No. D-201 — RIM: 572.98; 15" INVERT (IN): 569.00; 36" INVERT (IN): 563.88; 36" INVERT (OUT): 563.88
PROPOSED 36 LF 36" RCP TO BE OUTLET THROUGH CULVERT SUPERSTRUCTURE
PROPOSED 13 LF 15" RCP @ 1.00% SLOPE
PROPOSED TYPE 'B' STORM INLET No. D-202 — TOP OF CURB: 573.17; GRATE: 572.67; 15" INVERT (OUT): 569.17
EXISTING TYPE 'B' STORM INLET No. D-211 — RIM: 578.50; 15" INVERT (IN): 573.63; 15" INVERT (EXST): 574.28; 18" INVERT (OUT): 571.16
EXISTING TYPE 'B' STORM INLET No. D-213 — TOP OF CURB: 577.89; GRATE: 577.39; 15" INVERT (OUT): 573.89

6" ACP Sanitary Sewer Main
15" RCP Storm
OH

GRAPHIC SCALE IN FEET
30' 0' 30' 60'
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Salem, MA
Princeton, NJ · Tampa, FL · Birmingham, MI
www.stonefieldeng.com
Headquarters: 92 Park Avenue, Rutherford, NJ 07070
Phone 201.340.4468 · Fax 201.340.4472

PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
63 EAST BLACKWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: RUT-250223

TITLE: DRAINAGE PLAN

DRAWING: C-7

Z:\RUT\PROJECTS\2025\RUT-250223\CAD\Dwg\PROPERTY COMPANY - 63 EAST BASSETT HIGHWAY, DOVER, NJ\CAD\PLOT\PLOT-SITE.TXT PLOTTED: 3/9/2026

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION/EXCAVATION AND UTILITY MARK OUT PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO CONFIRM THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IMMEDIATELY IN WRITING.
2. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN IN OPERATION ALL UTILITIES NOT DESIGNATED TO BE REMOVED.
3. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO ANY EXISTING UTILITY IDENTIFIED TO REMAIN WITHIN THE LIMITS OF THE PROPOSED WORK DURING CONSTRUCTION.
4. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET IS REQUIRED BETWEEN ANY SANITARY SEWER SERVICE AND ANY WATER LINES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. ALL WATER LINES SHALL BE VERTICALLY SEPARATED ABOVE SANITARY SEWER LINES BY A MINIMUM DISTANCE OF 18 INCHES. IF THIS SEPARATION CANNOT BE PROVIDED, A CONCRETE ENCASEMENT SHALL BE UTILIZED FOR THE SANITARY SEWER SERVICE AS APPROVED BY STONEFIELD ENGINEERING & DESIGN, LLC.
6. THE CONTRACTOR TO PERFORM A TEST PIT PRIOR TO CONSTRUCTION (RECOMMEND 30 DAYS PRIOR) AT LOCATIONS OF EXISTING UTILITY CROSSINGS FOR WATER AND SANITARY SEWER CONNECTION IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING.
7. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRIC AND TELECOMMUNICATION CONNECTIONS WITH THE APPROPRIATE GOVERNING AUTHORITY.
8. CONTRACTOR SHALL START CONSTRUCTION OF ANY GRAVITY SEWER AT THE LOWEST INVERT AND WORK UP-GRADIENT.
9. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD SET OF PLANS REFLECTING THE LOCATION OF EXISTING UTILITIES THAT HAVE BEEN CAPPED, ABANDONED, OR RELOCATED BASED ON THE DEMOLITION/REMOVAL ACTIVITIES REQUIRED IN THIS PLAN SET. THIS DOCUMENT SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.
10. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATIONS OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATIONS AND THE LOCATIONS DEPICTED WITHIN THE PLAN SET. THIS RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

SYMBOL	DESCRIPTION
	PROPERTY LINE
SAN	PROPOSED SANITARY LATERAL
W	PROPOSED DOMESTIC WATER SERVICE
E/T/C	PROPOSED ELECTRICAL/DATA CONDUITS
T/C	PROPOSED DATA CONDUITS
E	PROPOSED ELECTRIC CONDUITS
OH	PROPOSED OVERHEAD WIRES
G	PROPOSED GAS LINE
	PROPOSED VALVE
	PROPOSED WATER TEE / BEND
	PROPOSED FIRE HYDRANT
	PROPOSED FIRE DIRECT CONNECTION (FDC)
S	PROPOSED SANITARY MANHOLE / CLEANOUT
	PROPOSED UTILITY POLE
T	PROPOSED TRANSFORMER ON CONCRETE PAD WITH BOLLARDS

PHASE 1 BUILDING
(83,305 SF)
256 UNITS
539 GARAGE SPACES
19 SURFACE SPACES
25 COMPACT SPACES

PHASE 2 BUILDING
(45,001 SF)
144 UNITS
192 GARAGE SPACES
10 SURFACE SPACES
27 COMPACT SPACES

PHASE 3 BUILDING
(69,877 SF)
240 UNITS
260 GARAGE SPACES
45 SURFACE SPACES
75 COMPACT SPACES

JINE COURT

TOWPATH SQUARE

FAMEE COURT

BASSETT HIGHWAY
(66' Wide R.O.W.)

CENTRAL RAILROAD OF NEW JERSEY

Rockaway River

Headwall - 18" CMP

STORM / SANITARY CROSSING to CB-1
TOP (INV): 575.00
TOP (BOT): 574.80
BOT (INV): 571.54
BOT (TOP): 572.45
CLEARANCE: 2.35
NO ENCASEMENT REQUIRED

COMMERCIAL / RETAIL SPACE 3,683 SF
LIVE / WORK SPACE 4,456 SF
LIVE / WORK SPACE 3,486 SF
COMMERCIAL / RETAIL SPACE 4,759 SF
MECHANICAL ROOM
METER ROOM
TRASH / RECYCLE

PROPOSED TRANSFORMER AND PAD (TYPICAL)
PROPOSED 36 LF UNDERGROUND ELECTRIC SERVICE
PROPOSED 14 LF UNDERGROUND TELECOMMUNICATIONS SERVICE
PROPOSED WATER SERVICE CONNECTION TO BUILDING
PROPOSED FIRE SERVICE CONNECTION TO BUILDING
PROPOSED WATER VALVES
PROPOSED GAS VALVE
PROPOSED 81 LF GAS SERVICE
PROPOSED 42 LF WATER SERVICE
PROPOSED 43 LF FIRE SERVICE
PROPOSED 45° THRUST BLOCKS
PROPOSED SANITARY CONNECTION TO BUILDING INVERT: 573
PROPOSED 4 LF 8" SDR-35 SANITARY LATERAL @ 2.08% SLOPE
PROPOSED CLEANOUT INVERT: 573.92
PROPOSED 30 LF 8" SDR-35 SANITARY LATERAL @ 2.08% SLOPE
PROPOSED CONNECTION TO EXISTING SANITARY MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH SEWER AUTHORITY PRIOR TO CONNECTION INVERT 573.88
PROPOSED CONNECTIONS TO EXISTING WATER MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTIONS WITH WATER AUTHORITY PRIOR TO CONSTRUCTION.
EXISTING GAS LATERAL TO CONNECT TO PROPOSED GAS LINE. CONTRACTOR TO COORDINATE INSTALLATION WITH ADJACENT PROPERTY OWNER
PROPOSED EXTENSION OF EXISTING WATER MAIN WITH TEE CONNECTION WITH THRUST BLOCK. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH WATER AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED EXTENSION OF EXISTING WATER MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF WATER MAIN EXTENSION WITH WATER AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED TRANSFORMER AND PAD (TYPICAL)
PROPOSED 12 LF UNDERGROUND ELECTRIC SERVICE
PROPOSED 10 LF UNDERGROUND TELECOMMUNICATIONS SERVICE
PROPOSED WATER SERVICE CONNECTION TO BUILDING
PROPOSED WATER VALVE
PROPOSED CONNECTION TO EXISTING WATER MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH WATER AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED FIRE SERVICE CONNECTION TO BUILDING
PROPOSED WATER VALVE
PROPOSED 26 LF GAS SERVICE
PROPOSED GAS VALVE
PROPOSED 22 LF WATER SERVICE
PROPOSED TEE CONFECTIONS WITH THRUST BLOCKS
PROPOSED 22 LF FIRE SERVICE
PROPOSED UTILITY POLE (TYPICAL)
PROPOSED GAS SERVICE
PROPOSED OVERHEAD WIRES
PROPOSED CONNECTION TO EXISTING GAS MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH GAS AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED OVERHEAD CONNECTION TO EXISTING UTILITY POLE. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH UTILITY AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED SANITARY CONNECTION TO BUILDING INVERT: 572
PROPOSED 4 LF 8" SDR-35 SANITARY LATERAL @ 2.08% SLOPE
PROPOSED CLEANOUT INVERT: 571.73
PROPOSED 11 LF 8" SDR-35 SANITARY LATERAL @ 2.08% SLOPE
PROPOSED CONNECTION TO EXISTING SANITARY MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH SEWER AUTHORITY PRIOR TO CONNECTION INVERT: 571.50
PROPOSED EXTENSION OF EXISTING GAS MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF GAS MAIN EXTENSION WITH GAS AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED 13 LF 8" SDR-35 SANITARY LATERAL @ 2.08% SLOPE
PROPOSED RELOCATED FIRE HYDRANT. FINAL LOCATION OF RELOCATED FIRE HYDRANT TO BE COORDINATED WITH TOWN OF DOVER FIRE DEPARTMENT.
PROPOSED HYDRANT SHUT-OFF VALVE
PROPOSED 17 LF FIRE SERVICE
PROPOSED WATER LINE DEFLECTION AT CROSSING (SEE NOTES AND DETAIL)
PROPOSED CONNECTION TO EXISTING WATER MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH WATER AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED OVERHEAD CONNECTION TO EXISTING UTILITY POLE. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH UTILITY AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED OVERHEAD WIRES
PROPOSED UTILITY POLE (TYPICAL)
PROPOSED 14 LF UNDERGROUND TELECOMMUNICATIONS SERVICE
PROPOSED 13 LF UNDERGROUND ELECTRIC SERVICE
PROPOSED TRANSFORMERS AND PAD (TYPICAL)
PROPOSED GAS SERVICE CONNECTION TO BUILDING
PROPOSED FIRE SERVICE CONNECTION TO BUILDING
PROPOSED WATER SERVICE CONNECTION TO BUILDING
PROPOSED SANITARY CONNECTION TO BUILDING INVERT: 568
PROPOSED 10 LF 8" SDR-35 SANITARY LATERAL @ 2.08% SLOPE
PROPOSED CLEANOUT INVERT: 567.79
PROPOSED WATER VALVES
PROPOSED GAS VALVE
PROPOSED 77 LF GAS SERVICE
PROPOSED 47 LF FIRE SERVICE
PROPOSED 32 LF 8" SDR-35 SANITARY LATERAL @ 2.08% SLOPE
PROPOSED CONNECTION TO EXISTING SANITARY SEWER MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH SEWER AUTHORITY PRIOR TO CONSTRUCTION. INVERT: 567.12
PROPOSED 47 LF WATER SERVICE
PROPOSED CONNECTIONS TO EXISTING WATER MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTIONS WITH WATER AUTHORITY PRIOR TO CONSTRUCTION.
PROPOSED CONNECTION TO EXISTING GAS MAIN. CONTRACTOR TO CONFIRM FEASIBILITY OF CONNECTION WITH GAS AUTHORITY PRIOR TO CONSTRUCTION.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Salem, MA
Princeton, NJ · Tampa, FL · Birmingham, MI
www.stonefieldeng.com
Headquarters: 92 Park Avenue, Rutherford, NJ 07070
Phone 201.340.4468 · Fax 201.340.4472

PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
63 EAST BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: RUT-250223

TITLE: UTILITY PLAN

DRAWING: C-8

GENERAL LIGHTING NOTES

1. THE LIGHTING LEVELS DEPICTED WITHIN THE PLAN SET ARE CALCULATED UTILIZING DATA OBTAINED FROM THE LISTED MANUFACTURER. ACTUAL ILLUMINATION LEVELS AND PERFORMANCE OF ANY PROPOSED LIGHTING FIXTURE MAY VARY DUE TO UNCONTROLLABLE VARIABLES SUCH ARE WEATHER, VOLTAGE SUPPLY, LAMP TOLERANCE, EQUIPMENT SERVICE LIFE AND OTHER VARIABLE FIELD CONDITIONS.
2. WHERE APPLICABLE, THE EXISTING LIGHT LEVELS DEPICTED WITHIN THE PLAN SET SHALL BE CONSIDERED APPROXIMATE. THE EXISTING LIGHT LEVELS ARE BASED ON FIELD OBSERVATIONS AND THE MANUFACTURER'S DATA OF THE ASSUMED OR MOST SIMILAR LIGHTING FIXTURE MODEL.
3. UNLESS NOTED ELSEWHERE WITHIN THIS PLAN SET, THE LIGHT LOSS FACTORS USED IN THE LIGHTING ANALYSIS ARE AS FOLLOWS:
   - LIGHT EMITTING DIODES (LED): 0.90
   - HIGH PRESSURE SODIUM: 0.72
   - METAL HALIDE: 0.72
4. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING, PRIOR TO THE START OF CONSTRUCTION, OF ANY PROPOSED LIGHTING LOCATIONS THAT CONFLICT WITH EXISTING/ PROPOSED DRAINAGE, UTILITY, OR OTHER IMPROVEMENTS.
5. THE CONTRACTOR IS RESPONSIBLE TO PREPARE A WIRING PLAN AND PROVIDE ELECTRIC SERVICE TO ALL PROPOSED LIGHTING FIXTURES. THE CONTRACTOR IS REQUIRED TO PREPARE AN AS-BUILT PLAN OF WIRING AND PROVIDE COPIES TO THE OWNER AND STONEFIELD ENGINEERING & DESIGN, LLC.

PROPOSED LUMINAIRE SCHEDULE

SYMBOL	LABEL	QUANTITY	SECURITY LIGHTING	DISTRIBUTION	LLF	MANUFACTURER	CONTROL	IES FILE
	A	27	GLASWERKS LUMINESCENT LED BERN - 3,000K - 70 CRI	PTH	0.9	HOLOPHANE	PHOTOCELL	GBLF3 P10 30K XXXXX PTH.IES
	B	11	LIFESTYLE MEDIUM OUTDOOR DECORATIVE AREA LIGHT - 8,000 LUMENS - 3,00K - INTEGRAL LOUVER SHIELD	TYPE 4	0.9	LSI	PHOTOCELL	XDLM-FT-LED-LW-WW-IL.IES
	C	8	LIFESTYLE MEDIUM OUTDOOR DECORATIVE AREA LIGHT - 5,000 LUMENS - 3,00K - INTEGRAL LOUVER SHIELD	TYPE 4	0.9	LSI	PHOTOCELL	XDLM-FT-LED-VLW-WW-IL.IES

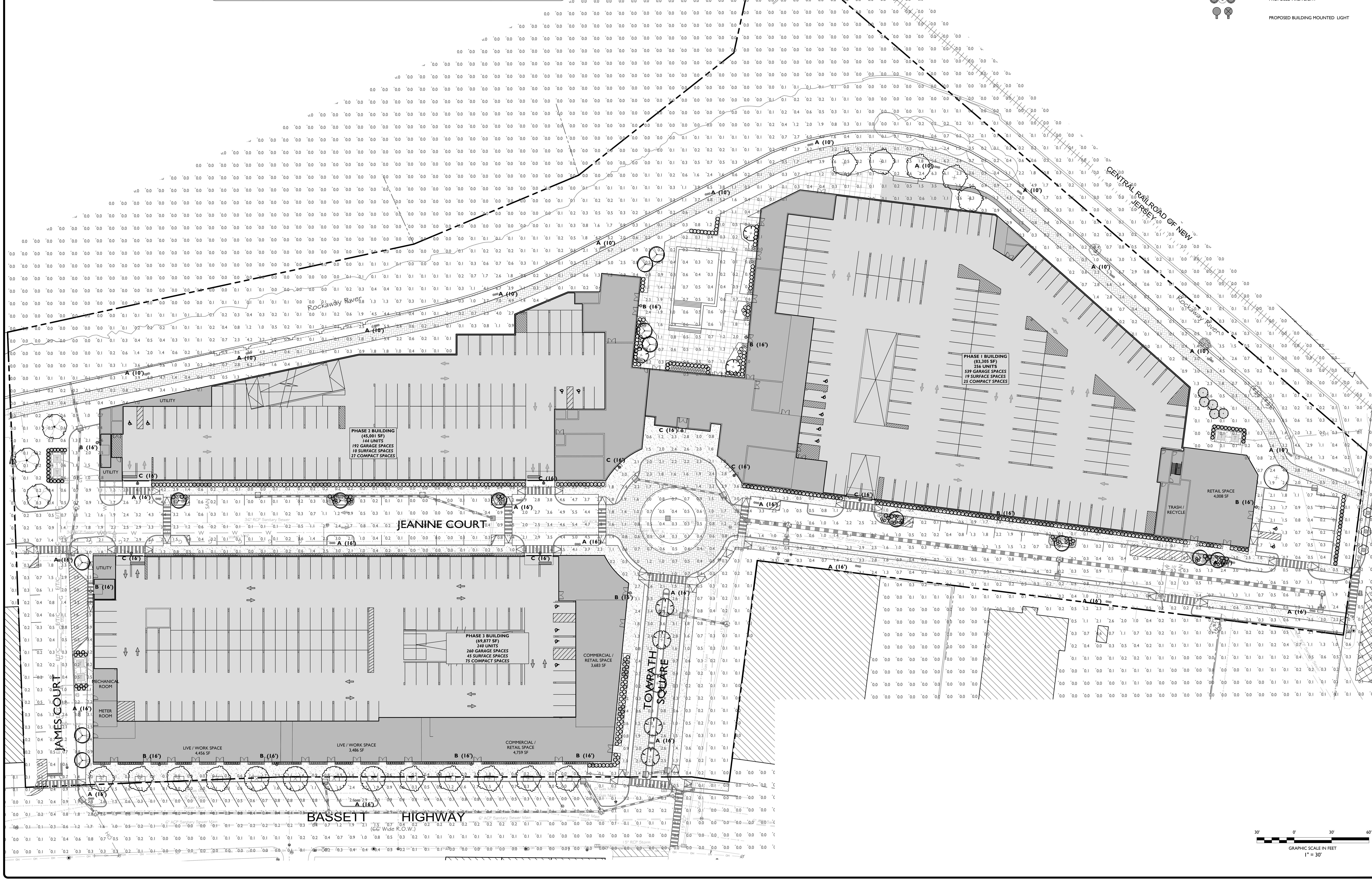
OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
RDP §10.0-D.1.	MOUNTING HEIGHT: BETWEEN 10 FT AND 30 FT	10 FT
RDP §10.0-D.2.	LIGHTS ARE TO BE SHIELDED. CUTOFF FIXTURES ARE REQUIRED TO PREVENT LIGHT SPILLAGE ONTO OFFSITE PROPERTIES OR UPWARD INTO THE SKY.	COMPLIES
RDP §10.0-D.7.	BUILDING UP-LIGHTING SHALL BE INSTALLED ABOVE THE GROUND FLOOR ON ALL 4 ELEVATIONS OF EACH BUILDING WITHIN THE REDEVELOPMENT AREA.	COMPLIES

FIXTURE 'A'

FIXTURES 'B' & 'C'

SYMBOL	DESCRIPTION
A (XX')	PROPOSED LIGHTING FIXTURE (MOUNTING HEIGHT)
⁺X.X	PROPOSED LIGHTING INTENSITY (FOOTCANDLES)
	PROPOSED AREA LIGHT
	PROPOSED BUILDING MOUNTED LIGHT



30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

NOT APPROVED FOR CONSTRUCTION

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Princeton, NJ · Tampa, FL · Birmingham, MI
www.stonefieldeng.com
Headquarters: 92 Park Avenue, Rutherford, NJ 07070
Phone 201.340.4468 · Fax 201.340.4472

PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

STATE OF NEW JERSEY · JONATHAN R. ISTRANYI · No. GE51968 · LICENSED · PROFESSIONAL ENGINEER
Digitally signed by Jonathan Istranyi
DN: CN=Jonathan Istranyi, dnQualifier=A01410D0000017FDBDF7DF60009096A, O=STONEFIELD ENGINEERING AND DESIGN LLC, C=US
Date: 2026.03.06 11:56:38-05'00'
JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30'	PROJECT ID: RUT-250223

TITLE: **LIGHTING PLAN**

DRAWING: **C-9**

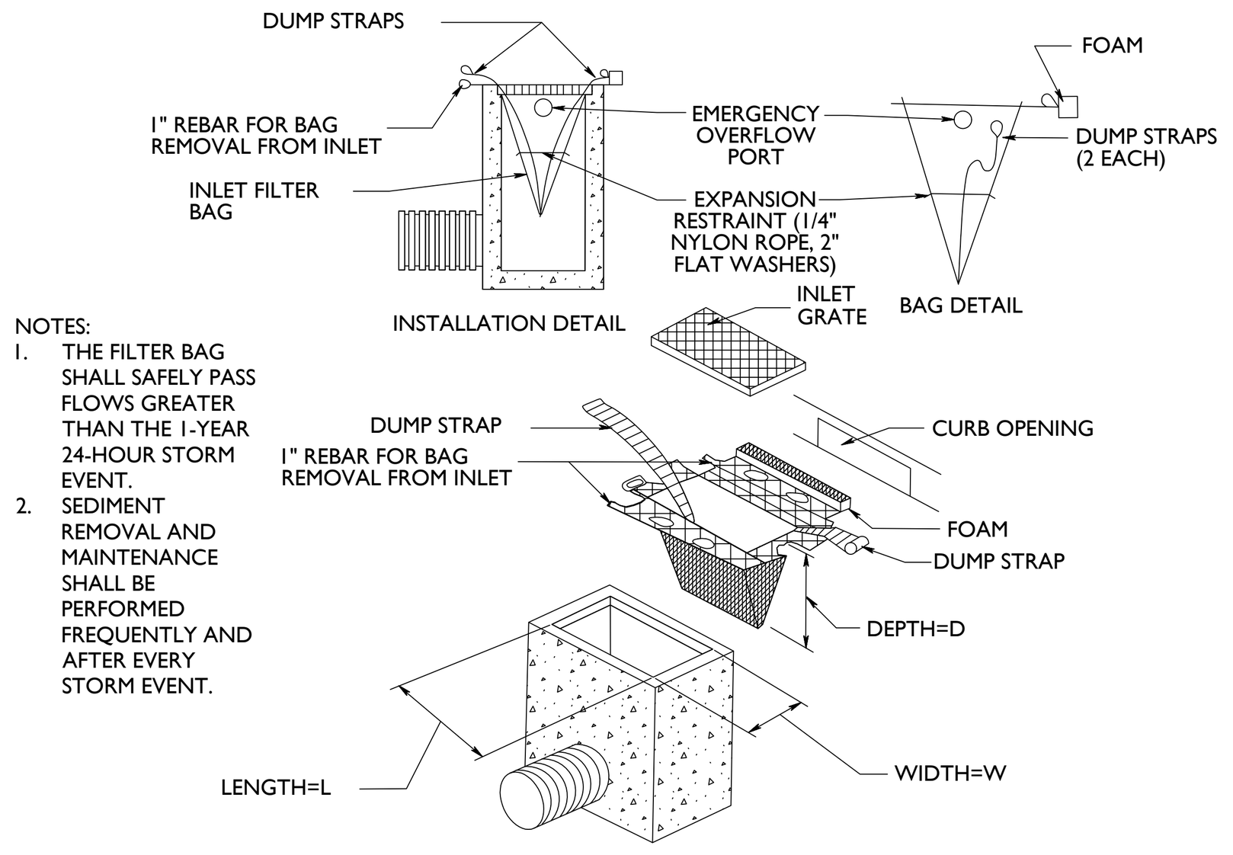
MORRIS COUNTY SOIL CONSERVATION DISTRICT SOIL EROSION AND SEDIMENT CONTROL NOTS

1. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED IN ACCORDANCE WITH THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY, AND WILL BE IN PLACE PRIOR TO ANY MAJOR SOIL DISTURBANCE OR IN THEIR PROPER SEQUENCE AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.
2. ANY DISTURBED AREA THAT WILL BE LEFT EXPOSED FOR MORE THAN FOURTEEN (14) DAYS AND NOT SUBJECT TO CONSTRUCTION TRAFFIC SHALL IMMEDIATELY RECEIVE A TEMPORARY SEEDING. IF THE SEASON PROHIBITS TEMPORARY SEEDING, THE DISTURBED AREAS WILL BE MULCHED WITH STRAW OR HAY AND TACKED IN ACCORDANCE WITH THE NEW JERSEY STANDARDS. SEE NOTE 22 BELOW.
3. PERMANENT VEGETATION IS TO BE ESTABLISHED ON EXPOSED AREAS WITHIN TEN (10) DAYS AFTER FINAL GRADING. MULCH IS TO BE USED FOR PROTECTION UNTIL VEGETATION IS ESTABLISHED. SEE NOTE 23 BELOW.
4. IMMEDIATELY FOLLOWING INITIAL DISTURBANCE OR ROUGH GRADING. ALL CRITICAL AREAS (STEEP SLOPES, SANDY SOILS, WET CONDITIONS) SUBJECT TO EROSION WILL RECEIVE A TEMPORARY SEEDING IN ACCORDANCE WITH NOTE 22 BELOW.
5. TEMPORARY DIVERSION BERMS ARE TO BE INSTALLED ON ALL CLEARED ROADWAYS AND EASEMENT AREAS. SEE THE DIVERSION DETAIL.
6. PERMANENT SEEDING AND STABILIZATION TO BE IN ACCORDANCE WITH THE "STANDARD FOR PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION". SPECIFIED RATES AND LOCATIONS SHALL BE ON THE APPROVED SOIL EROSION AND SEDIMENT CONTROL PLAN.
7. THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SO THAT ALL STORMWATER RUNOFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.
8. ALL SEDIMENTATION STRUCTURES (SILT FENCE, INLET FILTERS, AND SEDIMENT BASINS) WILL BE INSPECTED AND MAINTAINED DAILY.
9. STOCKPILES SHALL NOT BE LOCATED WITHIN 50' OF A FLOODPLAIN, SLOPE, DRAINAGE FACILITY, OR ROADWAY ALL STOCKPILES BASES SHALL HAVE A SILT FENCE PROPERLY ENTRENCHED AT THE TOE OF SLOPE.
10. A STABILIZED CONSTRUCTION ACCESS WILL BE INSTALLED, WHENEVER AN EARTHEN ROAD INTERSECTS WITH A PAVED ROAD. SEE THE STABILIZED CONSTRUCTION ACCESS DETAIL AND CHART FOR DIMENSIONS.
11. ALL NEW ROADWAYS WILL BE TREATED WITH SUITABLE SUB BASE UPON ESTABLISHMENT OF FINAL GRADE ELEVATIONS.
12. PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES.
13. BEFORE DISCHARGE POINTS BECOME OPERATIONAL, ALL STORM DRAINAGE OUTLETS WILL BE STABILIZED AS REQUIRED.
14. ALL DEWATERING OPERATIONS MUST BE DISCHARGED DIRECTLY INTO A SEDIMENT FILTER AREA. THE FILTER SHOULD BE COMPOSED OF A FABRIC OR APPROVED MATERIAL. SEE THE DEWATERING DETAIL.
15. ALL SEDIMENT BASINS WILL BE CLEANED WHEN THE CAPACITY HAS BEEN REDUCED BY 50%. A CLEAN OUT ELEVATION WILL BE IDENTIFIED ON THE PLAN AND A MARKER INSTALLED ON THE SITE.
16. DURING AND AFTER CONSTRUCTION, THE APPLICANT WILL BE RESPONSIBLE FOR THE MAINTENANCE AND UPKEEP OF THE DRAINAGE STRUCTURES, VEGETATION COVER, AND ANY OTHER MEASURES DEEMED APPROPRIATE BY THE DISTRICT. SAID RESPONSIBILITY WILL END WHEN COMPLETED WORK IS APPROVED BY THE MORRIS COUNTY SOIL CONSERVATION DISTRICT.
17. ALL TREES OUTSIDE THE DISTURBANCE LIMIT INDICATED ON THE SUBJECT PLAN OR THOSE TREES WITHIN THE DISTURBANCE AREA WHICH ARE DESIGNATED TO REMAIN AFTER CONSTRUCTION ARE TO BE PROTECTED WITH TREE PROTECTION DEVICES. SEE THE TREE PROTECTION DETAIL.
18. THE MORRIS COUNTY SOIL CONSERVATION DISTRICT MAY REQUEST ADDITIONAL MEASURES TO MINIMIZE ON SITE OR OFF SITE EROSION PROBLEMS DURING CONSTRUCTION.
19. THE MORRIS COUNTY SOIL CONSERVATION DISTRICT MUST BE NOTIFIED, IN WRITING, AT LEAST 48 HOURS PRIOR TO ANY LAND DISTURBANCE, AND A PRE-CONSTRUCTION MEETING HELD.
20. CONTRACTOR TO SET UP A MEETING WITH THE INSPECTOR FOR PERIODIC INSPECTIONS OF THE TEMPORARY SEDIMENT BASIN PRIOR TO AND DURING ITS CONSTRUCTION.
21. TOPSOIL STOCKPILE PROTECTION
    A) APPLY GROUND LIMESTONE AT A RATE OF 90 LBS PER 1000 SQ. FT.
    B) APPLY FERTILIZER (10-20-10) AT A RATE OF 11 LBS. PER 1000 SQ. FT.
    C) APPLY PERENNIAL RYEGRASS SEED AT 1 LB. PER 1000 SQ. FT.
    D) MULCH STOCKPILE WITH STRAW OR HAY AT A RATE OF 90 LBS. PER 1000 SQ. FT.
    E) APPLY A LIQUID MULCH BINDER OR TACK TO STRAW OR HAY MULCH.
    F) PROPERTY ENTRENCH A SILT FENCE AT THE BOTTOM OF THE STOCKPILE.
22. TEMPORARY STABILIZATION SPECIFICATIONS
    A) APPLY GROUND LIMESTONE AT A RATE OF 90 LBS PER 1000 SQ. FT.
    B) APPLY FERTILIZER (10-20-10) AT A RATE OF 11 LBS. PER 1000 SQ. FT.
    C) APPLY PERENNIAL RYEGRASS SEED AT 1 LB. PER 1000 SQ. FT.
    D) MULCH DISTURBED SOIL WITH STRAW OR HAY AT A RATE OF 90 LBS. PER 1000 SQ. FT.
    E) APPLY A LIQUID MULCH BINDER OR TACK TO STRAW OR HAY MULCH.
23. PERMANENT STABILIZATION SPECIFICATIONS
    A) APPLY TOPSOIL TO A DEPTH OF 5 INCHES (UNSETTLED).
    B) APPLY GROUND LIMESTONE AT A RATE OF 90 LBS PER 1000 SQ. FT. AND WORK FOUR INCHES INTO SOIL.
    C) APPLY FERTILIZER (10-20-10) AT A OF RATE 11 LBS. PER 1000 SQ. FT.
    D) APPLY HARD FESCUE SEED AT 2.7 LBS. PER 1000 SQ. FT. AND CREEPING RED FESCUE SEED AT 0.7 LBS PER 1000 SQ. FT. AND PERENNIAL RYEGRASS SEED AT 0.25 LBS PER 1000 SQ. FT.
    E) MULCH STOCKPILE WITH STRAW OR HAY AT A RATE OF 90 LBS. PER 1000 SQ. FT.
    F) APPLY A LIQUID MULCH BINDER OR TACK TO STRAW OR HAY MULCH.

*NOTE:
48 HOURS PRIOR TO ANY SOIL DISTURBANCE, NOTICE IN WRITING, SHALL BE GIVEN TO THE MORRIS COUNTY SOIL CONSERVATION DISTRICT AND A PRE-CONSTRUCTION MEETING HELD.

SOIL COMPACTION EXEMPTION NOTE

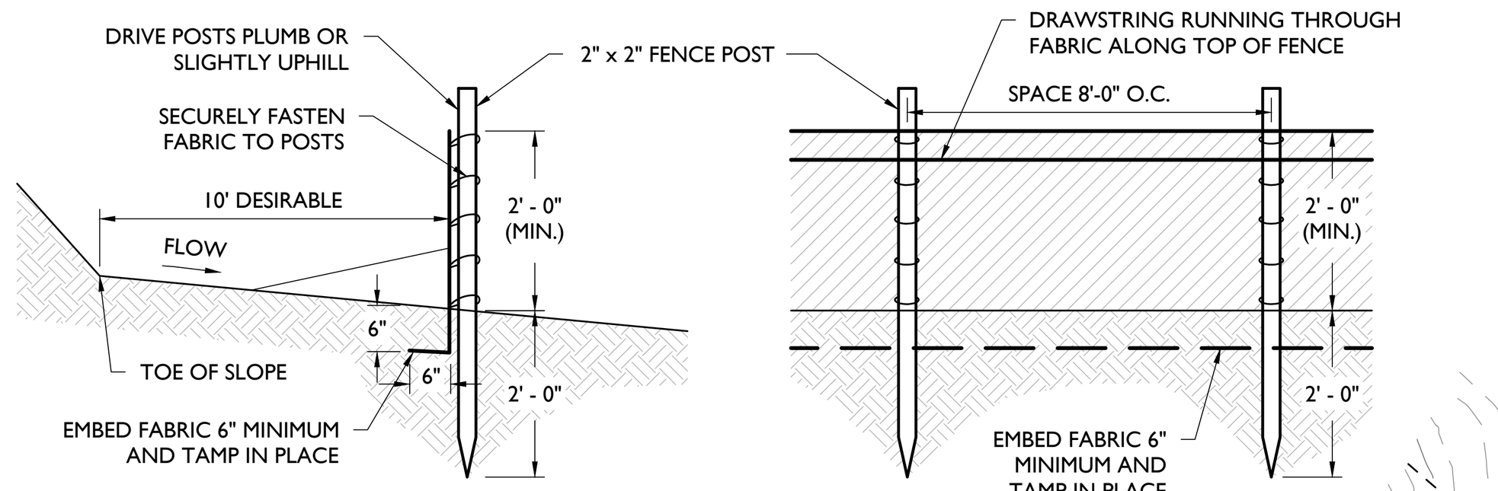
AS DETERMINED BY THE STATE POLICY MAP, THE PROJECT AREA FALLS WITHIN THE METROPOLITAN PLANNING AREA (PA-1). UNDER EXISTING CONDITIONS, THE SITE IS NOT COVERED IN WOODY VEGETATION NOR REGROWTH. IN ACCORDANCE WITH NEW JERSEY STANDARD FOR LAND GRADING (REVISED 2017), NON WOODY VEGETATED PA-1 AREAS FALL UNDER THE SOIL COMPACTION EXEMPTION LIST AS A "URBAN REDEVELOPMENT" AND IS DEFINED BY NJDEP AS "PREVIOUSLY DEVELOPED"



NOTES:
1. THE FILTER BAG SHALL SAFELY PASS FLOWS GREATER THAN THE 1-YEAR 24-HOUR STORM EVENT.
2. SEDIMENT REMOVAL AND MAINTENANCE SHALL BE PERFORMED FREQUENTLY AND AFTER EVERY STORM EVENT.

INLET FILTER BAG DETAIL

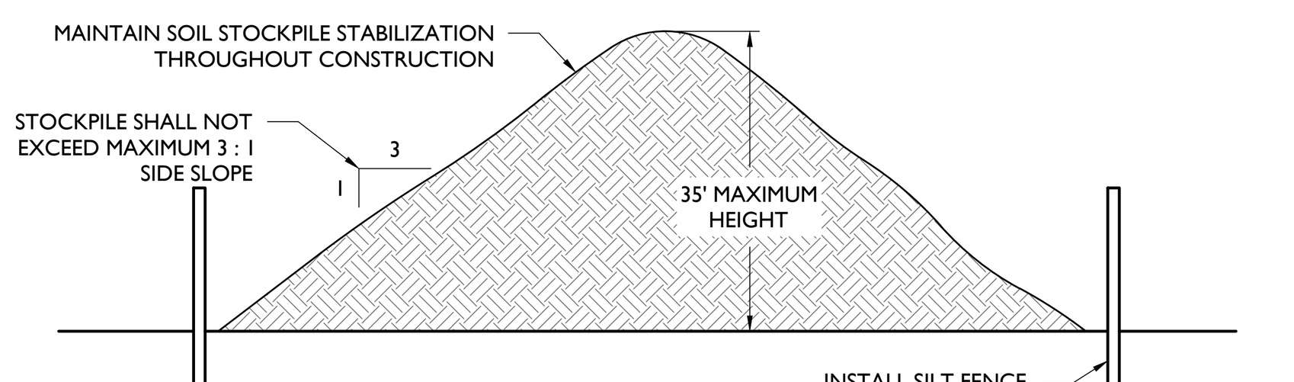
NOT TO SCALE



NOTES:
1. SECURELY FASTEN GEOTEXTILE TO FENCE POST BY USE OF WIRE TIES, HOG RINGS, STAPLES OR POCKETS. FOUR TO SIX FASTENERS PER POST.
2. GEOTEXTILE FABRIC TO BE EMBEDDED 6" (MIN.) AND TAMP IN PLACE.
3. SECURELY FASTEN ENDS OF INDIVIDUAL ROLLS OF GEOTEXTILE TO A POST BY WRAPPING EACH END OF THE GEOTEXTILE AROUND THE POST TWICE AND ATTACHING AS SPECIFIED IN NOTE 1 ABOVE. SPLICING OF INDIVIDUAL ROLLS SHALL NOT OCCUR AT LOW POINTS.
4. SET SILT FENCE WITHIN PROJECT LIMITS. 10'-0" IS DESIRABLE.

SILT FENCE DETAIL

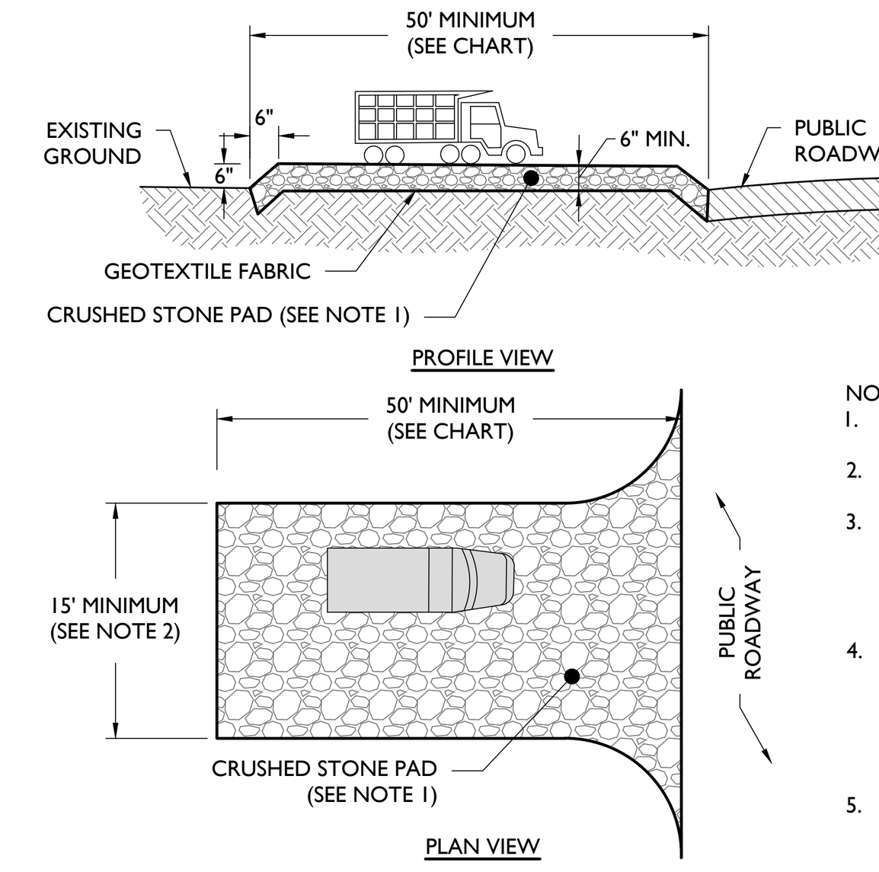
NOT TO SCALE



NOTES:
1. STOCKPILES SHALL BE SITUATED SO AS NOT TO OBSTRUCT NATURAL DRAINAGE OR CAUSE OFF-SITE ENVIRONMENTAL DAMAGE.
2. STOCKPILES SHALL BE STABILIZED IN ACCORDANCE WITH THE STANDARDS FOR PERMANENT OR TEMPORARY VEGETATIVE COVER FOR SOIL STABILIZATION, AS APPROPRIATE (SEE SOIL EROSION NOTES).

SOIL STOCKPILE DETAIL

NOT TO SCALE

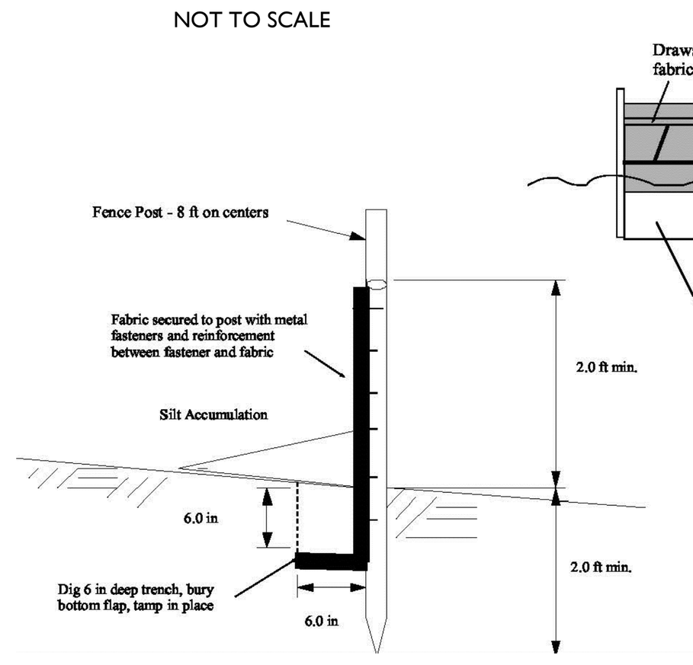


SLOPE OF PUBLIC ROADWAY	LENGTH OF STONE REQ'D	
	COARSE GRAINED SOILS	FINE GRAINED SOILS
0% TO 2%	50 FEET	100 FEET
2% TO 5%	100 FEET	200 FEET
> 5%	SEE NOTE 4	

NOTES:
1. STONE SHALL BE ASTM C-33, SIZE No. 2 (2.5" TO 1.5") OR No. 3 (2" TO 1") CLEAN CRUSHED ANGULAR STONE.
2. WIDTH SHALL BE 15' MINIMUM OR THE FULL WIDTH OF THE ACCESS POINT, WHICHEVER IS GREATER.
3. STORMWATER FROM UP-SLOPE AREAS SHALL BE DIVERTED AWAY FROM THE STABILIZED PAD, WHERE POSSIBLE. AT POORLY DRAINED LOCATIONS, SUBSURFACE DRAINAGE GRAVEL FILTER OR GEOTEXTILE SHALL BE INSTALLED BEFORE THE STABILIZED CONSTRUCTION ENTRANCE.
4. WHERE THE SLOPE OF THE ROADWAY EXCEEDS 5%, A STABILIZED BASE OF HOT MIX ASPHALT BASE COURSE SHALL BE INSTALLED. THE TYPE AND THICKNESS OF THE BASE COURSE AND USE OF DENSE GRADED AGGREGATE SUB-BASE SHALL BE AS PRESCRIBED BY LOCAL MUNICIPAL ORDINANCE OR GOVERNING AUTHORITY.
5. CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION BETWEEN THE STABILIZED CONSTRUCTION ACCESS AND THE PUBLIC ROADWAY.

STABILIZED CONSTRUCTION ACCESS DETAIL

NOT TO SCALE



SUPER SILT FENCE DETAIL

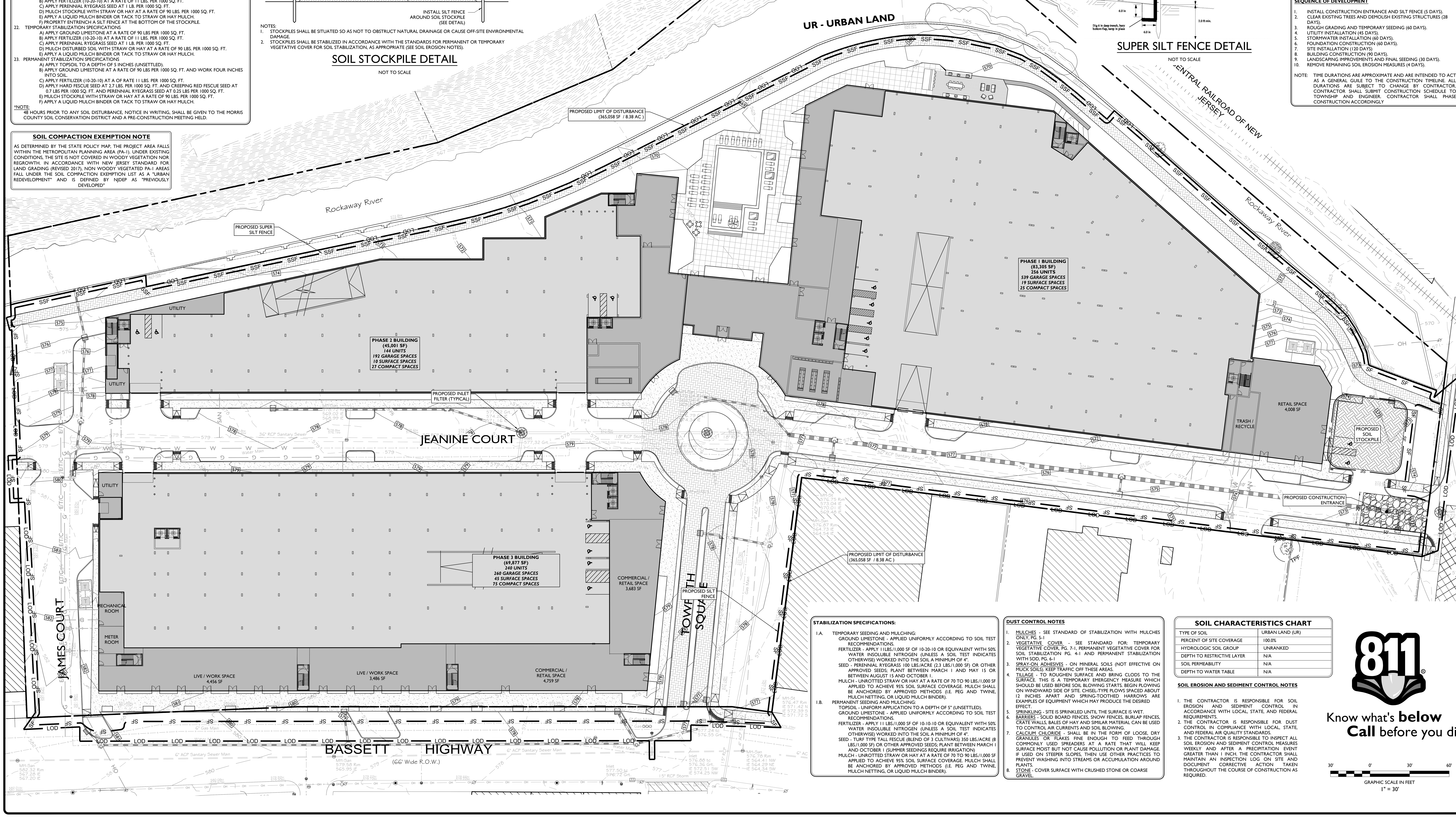
NOT TO SCALE

SYMBOL	DESCRIPTION
— — — —	PROPERTY BOUNDARY
— — — —	ADJACENT PROPERTY BOUNDARY
— LOD —	PROPOSED LIMIT OF DISTURBANCE
— SF —	PROPOSED SILT FENCE
— TPF —	PROPOSED TREE PROTECTION FENCE
(hatch)	PROPOSED STOCKPILE & EQUIPMENT STORAGE
(stone pattern)	PROPOSED STABILIZED CONSTRUCTION ENTRANCE
(circle)	PROPOSED INLET PROTECTION FILTER

SEQUENCE OF DEVELOPMENT

1. INSTALL CONSTRUCTION ENTRANCE AND SILT FENCE (5 DAYS).
2. CLEAR EXISTING TREES AND DEMOLISH EXISTING STRUCTURES (28 DAYS).
3. ROUGH GRADING AND TEMPORARY SEEDING (60 DAYS).
4. UTILITY INSTALLATION (45 DAYS).
5. STORMWATER INSTALLATION (60 DAYS).
6. FOUNDATION CONSTRUCTION (60 DAYS).
7. SITE INSTALLATION (120 DAYS)
8. BUILDING CONSTRUCTION (90 DAYS).
9. LANDSCAPING IMPROVEMENTS AND FINAL SEEDING (30 DAYS).
10. REMOVE REMAINING SOIL EROSION MEASURES (4 DAYS).

NOTE: TIME DURATIONS ARE APPROXIMATE AND ARE INTENDED TO ACT AS A GENERAL GUILE TO THE CONSTRUCTION TIMELINE. ALL DURATIONS ARE SUBJECT TO CHANGE BY CONTRACTOR. CONTRACTOR SHALL SUBMIT CONSTRUCTION SCHEDULE TO TOWNSHIP AND ENGINEER. CONTRACTOR SHALL PHASE CONSTRUCTION ACCORDINGLY



STABILIZATION SPECIFICATIONS:

1.A. TEMPORARY SEEDING AND MULCHING:
GROUND LIMESTONE - APPLIED UNIFORMLY ACCORDING TO SOIL TEST RECOMMENDATIONS.
FERTILIZER - APPLY 11LBS./1,000 SF OF 10-20-10 OR EQUIVALENT WITH 50% WATER INSOLUBLE NITROGEN (UNLESS A SOIL TEST INDICATES OTHERWISE) WORKED INTO THE SOIL A MINIMUM OF 4".
SEED - PERENNIAL RYEGRASS 100 LBS./ACRE (2.3 LBS./1,000 SF) OR OTHER APPROVED SEEDS; PLANT BETWEEN MARCH 1 AND MAY 15 OR BETWEEN AUGUST 15 AND OCTOBER 1.
MULCH - UNROTTED STRAW OR HAY AT A RATE OF 70 TO 90 LBS./1,000 SF APPLIED TO ACHIEVE 95% SOIL SURFACE COVERAGE. MULCH SHALL BE ANCHORED BY APPROVED METHODS (I.E. PEG AND TWINE, MULCH NETTING, OR LIQUID MULCH BINDER).

1.B. PERMANENT SEEDING AND MULCHING:
TOPSOIL - UNIFORM APPLICATION TO A DEPTH OF 5" (UNSETTLED).
GROUND LIMESTONE - APPLIED UNIFORMLY ACCORDING TO SOIL TEST RECOMMENDATIONS.
FERTILIZER - APPLY 11 LBS./1,000 SF OF 10-10-10 OR EQUIVALENT WITH 50% WATER INSOLUBLE NITROGEN (UNLESS A SOIL TEST INDICATES OTHERWISE) WORKED INTO THE SOIL A MINIMUM OF 4".
SEED - TURF TYPE TALL FESCUE (BLEND OF 3 CULTIVARS) 350 LBS./ACRE (8 LBS./1,000 SF) OR OTHER APPROVED SEEDS; PLANT BETWEEN MARCH 1 AND OCTOBER 1 (SUMMER SEEDINGS REQUIRE IRRIGATION)
MULCH - UNROTTED STRAW OR HAY AT A RATE OF 70 TO 90 LBS./1,000 SF APPLIED TO ACHIEVE 95% SOIL SURFACE COVERAGE. MULCH SHALL BE ANCHORED BY APPROVED METHODS (I.E. PEG AND TWINE, MULCH NETTING, OR LIQUID MULCH BINDER).

DUST CONTROL NOTES

1. MULCHES - SEE STANDARD OF STABILIZATION WITH MULCHES ONLY, PG. 5-1
2. VEGETATIVE COVER - SEE STANDARD FOR: TEMPORARY VEGETATIVE COVER, PG. 7-1, PERMANENT VEGETATIVE COVER FOR SOIL STABILIZATION PG. 4-1 AND PERMANENT STABILIZATION WITH SOD, PG. 6-1
3. SPRAY-ON ADHESIVES - ON MINERAL SOILS (NOT EFFECTIVE ON MUCK SOILS). KEEP TRAFFIC OFF THESE AREAS.
4. TILLAGE - TO ROUGHEN SURFACE AND BRING CLODS TO THE SURFACE. THIS IS A TEMPORARY EMERGENCY MEASURE WHICH SHOULD BE USED BEFORE SOIL BLOWING STARTS. BEGIN PLOWING ON WINDWARD SIDE OF SITE. CHISEL-TYPE PLOWS SPACED ABOUT 12 INCHES APART AND SPRING-TOOTHED HARROWS ARE EXAMPLES OF EQUIPMENT WHICH MAY PRODUCE THE DESIRED EFFECT.
5. SPRINKLING - SITE IS SPRINKLED UNTIL THE SURFACE IS WET.
6. BARRIERS - SOLID BOARD FENCES, SNOW FENCES, BURLAP FENCES, CRATE WALLS, BALES OF HAY AND SIMILAR MATERIAL CAN BE USED TO CONTROL AIR CURRENTS AND SOIL BLOWING.
7. CALCIUM CHLORIDE - SHALL BE IN THE FORM OF LOOSE, DRY GRANULES OR FLAKES FINE ENOUGH TO FEED THROUGH COMMONLY USED SPREADERS AT A RATE THAT WILL KEEP SURFACE MOIST BUT NOT CAUSE POLLUTION OR PLANT DAMAGE. IF USED ON STEEPER SLOPES, THEN USE OTHER PRACTICES TO PREVENT WASHING INTO STREAMS OR ACCUMULATION AROUND PLANTS.
8. STONE - COVER SURFACE WITH CRUSHED STONE OR COARSE GRAVEL.

SOIL CHARACTERISTICS CHART

TYPE OF SOIL	URBAN LAND (UR)
PERCENT OF SITE COVERAGE	100.0%
HYDROLOGIC SOIL GROUP	UNRANKED
DEPTH TO RESTRICTIVE LAYER	N/A
SOIL PERMEABILITY	N/A
DEPTH TO WATER TABLE	N/A

SOIL EROSION AND SEDIMENT CONTROL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR SOIL EROSION AND SEDIMENT CONTROL IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL IN COMPLIANCE WITH LOCAL, STATE, AND FEDERAL AIR QUALITY STANDARDS.
3. THE CONTRACTOR IS RESPONSIBLE TO INSPECT ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND AFTER A PRECIPITATION EVENT GREATER THAN 1 INCH. THE CONTRACTOR SHALL MAINTAIN AN INSPECTION LOG ON SITE AND DOCUMENT CORRECTIVE ACTION TAKEN THROUGHOUT THE COURSE OF CONSTRUCTION AS REQUIRED.

811
Know what's **below**
Call before you dig.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
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PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: RUT-250223

TITLE: **SOIL EROSION & SEDIMENT CONTROL PLAN**

DRAWING: **C-10**

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	REMARKS
DECIDUOUS TREES							
	GSH	9	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	3" - 3.5" CAL	B&B	NATIVE (VARIETY)
	LIQ	1	LIQUIDAMBAR STYRACIFLUA 'ROTUNDILOBA'	ROUND-LOBED SWEET GUM	3" - 3.5" CAL	B&B	NATIVE (VARIETY), SEEDLESS
	NYS	5	NYSSA SYLVATICA	SOUR GUM	3" - 3.5" CAL	B&B	NATIVE
	QPA	3	QUERCUS PALUSTRIS	PIN OAK	3" - 3.5" CAL	B&B	NATIVE
	QNT	3	QUERCUS ROBUR X BICOLO	KINDRED SPIRIT OAK	3" - 3.5" CAL	B&B	HARDY
	TIL	5	TILIA AMERICANA	AMERICAN LINDEN	3" - 3.5" CAL	B&B	NATIVE
EVERGREEN TREES							
	JUN	5	JUNIPERUS VIRGINIANA	EASTERN REDCEDAR	6' - 8' HT	B&B	NATIVE
	TSM	43	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	6' - 8' HT	B&B	NATIVE (VARIETY)
ORNAMENTAL TREES (SINGLE-STEM)							
	ACA	14	AMELANCHIER CANADENSIS	CANADIAN SERVICEBERRY	3" - 3.5" CAL	B&B	NATIVE
	CER	3	CERCIS CANADENSIS	EASTERN REDBUD	3" - 3.5" CAL	B&B	NATIVE
	CAP	5	CORNUS FLORIDA 'APPALACHIAN SNOW'	APPALACHIAN SNOW DOGWOOD	3" - 3.5" CAL	B&B	NATIVE (VARIETY)
SHRUBS							
	CHU	31	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD SUMMERSWEET	18" - 24"	POT	NATIVE (VARIETY)
	CSE	12	CORNUS SERICEA 'FARROW'	ARCTIC FIRE RED TWIG DOGWOOD	18" - 24"	POT	NATIVE (VARIETY)
	HRU	26	HYDRANGEA QUERCIFOLIA 'RUBY SLIPPERS'	RUBY SLIPPERS OAKLEAF HYDRANGEA	18" - 24"	POT	NATIVE (VARIETY)
	IRE	13	ILEX VERTICILLATA 'RED SPRITE'	RED SPRITE WINTERBERRY	18" - 24"	POT	NATIVE (VARIETY)
	PLI	27	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL'	LITTLE DEVIL DWARF NINEBARK	18" - 24"	POT	NATIVE (VARIETY)
BIORETENTION PLANTINGS							
	MIL-B	31	ASCLEPIAS INCARNATA	SWAMP MILKWEED	1 GAL.	POT	NATIVE
	CAR-B	39	CAREX STRICTA	TUSSOCK SEDGE	1 GAL.	POT	NATIVE
	COM-B	24	ILEX GLABRA 'COMPACTA'	COMPACT INKBERRY	1 GAL.	POT	NATIVE (VARIETY)
	BLU-B	42	IRIS VERSICOLOR	BLUE FLAG	1 GAL.	POT	NATIVE
EVERGREEN SHRUBS							
	BNF	149	BUXUS X 'SB 300'	NEWGEN FREEDOM BOXWOOD	18" - 24"	POT	HARDY
	ISO	15	ILEX CRENATA 'SOFT TOUCH'	SOFT TOUCH JAPANESE HOLLY	18" - 24"	POT	HARDY
	COM	90	ILEX GLABRA 'COMPACTA'	COMPACT INKBERRY	18" - 24"	POT	NATIVE (VARIETY)
	RHO	26	RHODODENDRON X 'P.J.M.'	PJM RHODODENDRON	18" - 24"	POT	NATIVE (VARIETY)
GRASSES							
	CAL	247	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL.	POT	HARDY
	DES	96	DESCHAMPSIA CESPITOSA 'NORTHERN LIGHTS'	NORTHERN LIGHTS TUFTED HAIR GRASS	1 GAL.	POT	NATIVE (VARIETY)
	PAN	92	PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS	1 GAL.	POT	NATIVE (VARIETY)

NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN ON THE LANDSCAPE PLAN AND WITHIN THE PLANT LIST, THE PLAN SHALL DICTATE.

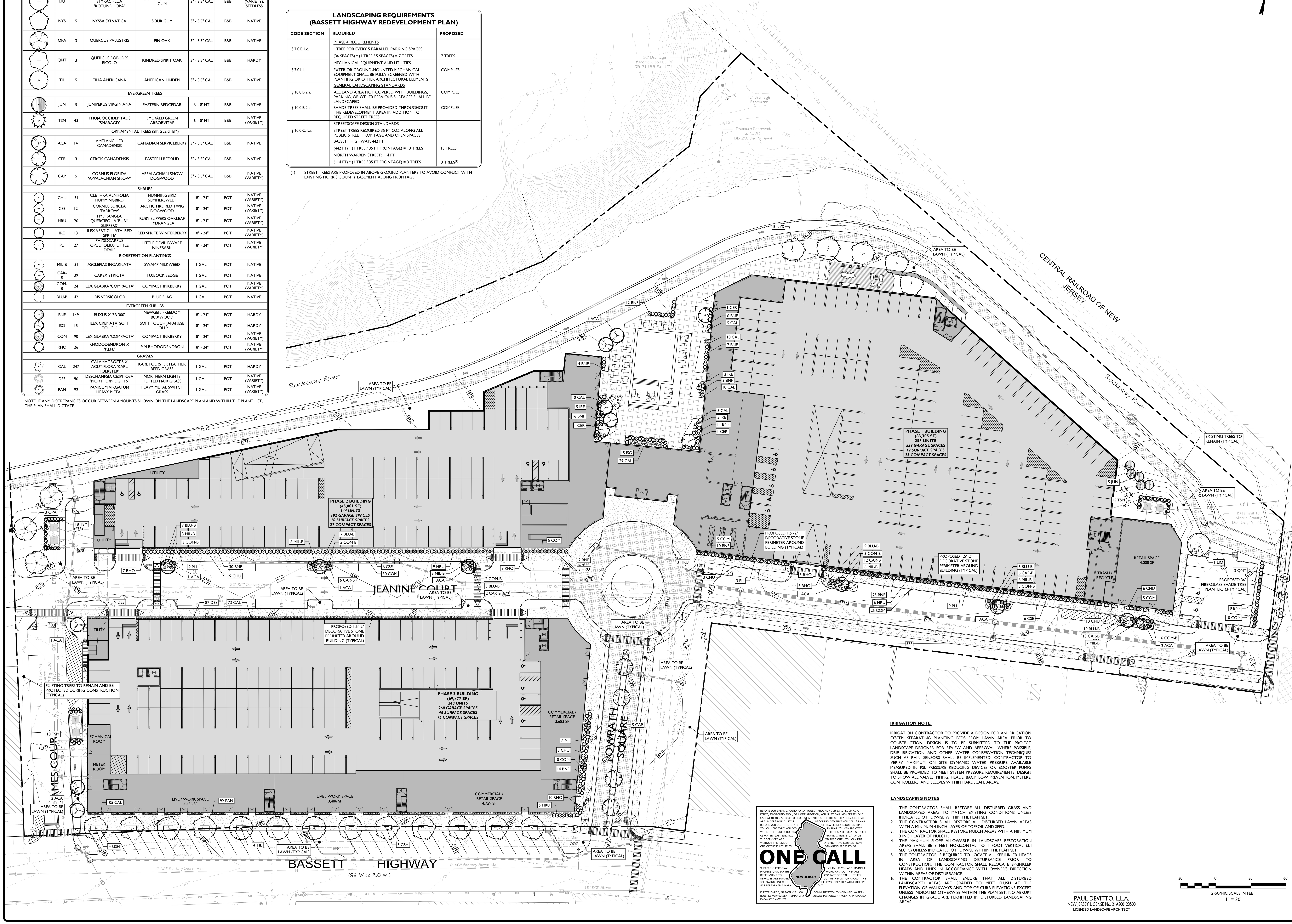
LANDSCAPING REQUIREMENTS (LAND USE AND DEVELOPMENT)

CODE SECTION	REQUIRED	PROPOSED
	SHADE TREES	
§ 236-54.L.	2 SHADE TREES SHALL BE INSTALLED ON EACH LOT	COMPLIES

LANDSCAPING REQUIREMENTS (BASSETT HIGHWAY REDEVELOPMENT PLAN)

CODE SECTION	REQUIRED	PROPOSED
	PHASE 4 REQUIREMENTS	
§ 7.0.E.1.c.	1 TREE FOR EVERY 5 PARALLEL PARKING SPACES	
	(36 SPACES) * (1 TREE / 5 SPACES) = 7 TREES	7 TREES
	MECHANICAL EQUIPMENT AND UTILITIES	
§ 7.0.I.1.	EXTERIOR GROUND-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED WITH PLANTING OR OTHER ARCHITECTURAL ELEMENTS	COMPLIES
	GENERAL LANDSCAPING STANDARDS	
§ 10.0.B.2.a.	ALL LAND AREA NOT COVERED WITH BUILDINGS, PARKING, OR OTHER PERVIOUS SURFACES SHALL BE LANDSCAPED	COMPLIES
§ 10.0.B.2.d.	SHADE TREES SHALL BE PROVIDED THROUGHOUT THE REDEVELOPMENT AREA IN ADDITION TO REQUIRED STREET TREES	COMPLIES
	STREETSCAPE DESIGN STANDARDS	
§ 10.0.C.1.a.	STREET TREES REQUIRED 35 FT O.C. ALONG ALL PUBLIC STREET FRONTAGE AND OPEN SPACES	
	BASSETT HIGHWAY: 442 FT	
	(442 FT) * (1 TREE / 35 FT FRONTAGE) = 13 TREES	13 TREES
	NORTH WARREN STREET: 114 FT	
	(114 FT) * (1 TREE / 35 FT FRONTAGE) = 3 TREES	3 TREES[(1)]

(1) STREET TREES ARE PROPOSED IN ABOVE GROUND PLANTERS TO AVOID CONFLICT WITH EXISTING MORRIS COUNTY EASEMENT ALONG FRONTAGE.



IRRIGATION NOTE:

IRRIGATION CONTRACTOR TO PROVIDE A DESIGN FOR AN IRRIGATION SYSTEM SEPARATING PLANTING BEDS FROM LAWN AREA. PRIOR TO CONSTRUCTION, DESIGN IS TO BE SUBMITTED TO THE PROJECT LANDSCAPE DESIGNER FOR REVIEW AND APPROVAL. WHERE POSSIBLE, DRIP IRRIGATION AND OTHER WATER CONSERVATION TECHNIQUES SUCH AS RAIN SENSORS SHALL BE IMPLEMENTED. CONTRACTOR TO VERIFY MAXIMUM ON SITE DYNAMIC WATER PRESSURE AVAILABLE MEASURED IN PSI. PRESSURE REDUCING DEVICES OR BOOSTER PUMPS SHALL BE PROVIDED TO MEET SYSTEM PRESSURE REQUIREMENTS. DESIGN TO SHOW ALL VALVES, PIPING, HEADS, BACKFLOW PREVENTION, METERS, CONTROLLERS, AND SLEEVES WITHIN HARDSCAPE AREAS.

LANDSCAPING NOTES

1. THE CONTRACTOR SHALL RESTORE ALL DISTURBED GRASS AND LANDSCAPED AREAS TO MATCH EXISTING CONDITIONS UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
2. THE CONTRACTOR SHALL RESTORE ALL DISTURBED LAWN AREAS WITH A MINIMUM 4 INCH LAYER OF TOPSOIL AND SEED.
3. THE CONTRACTOR SHALL RESTORE MULCH AREAS WITH A MINIMUM 3 INCH LAYER OF MULCH .
4. THE MAXIMUM SLOPE ALLOWABLE IN LANDSCAPE RESTORATION AREAS SHALL BE 3 FEET HORIZONTAL TO 1 FOOT VERTICAL (3:1 SLOPE) UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR IS REQUIRED TO LOCATE ALL SPRINKLER HEADS IN AREA OF LANDSCAPING DISTURBANCE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL RELOCATE SPRINKLER HEADS AND LINES IN ACCORDANCE WITH OWNER'S DIRECTION WITHIN AREAS OF DISTURBANCE.
6. THE CONTRACTOR SHALL ENSURE THAT ALL DISTURBED LANDSCAPED AREAS ARE GRADED TO MEET FLUSH AT THE ELEVATION OF WALKWAYS AND TOP OF CURB ELEVATIONS EXCEPT UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET. NO ABRUPT CHANGES IN GRADE ARE PERMITTED IN DISTURBED LANDSCAPING AREAS.

ONE CALL

GRAPHIC SCALE IN FEET
1" = 30'

PAUL DEVITTO, L.L.A.
NEW JERSEY LICENSE No. 21AS00123500
LICENSED LANDSCAPE ARCHITECT

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Salem, MA
Princeton, NJ · Tampa, FL · Birmingham, MI
www.stonefieldeng.com
Headquarters: 92 Park Avenue, Rutherford, NJ 07070
Phone 201.340.4468 · Fax 201.340.4472

PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

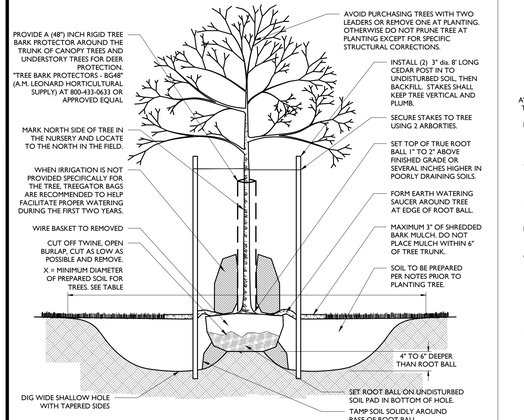
JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

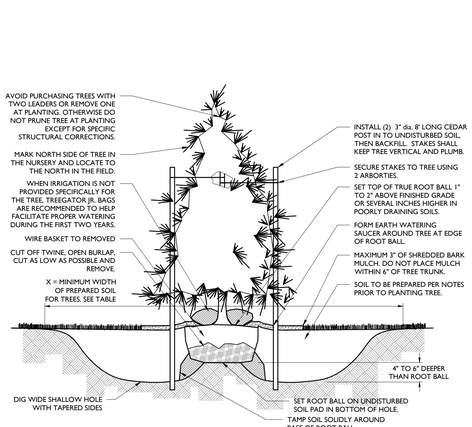
STONEFIELD engineering & design

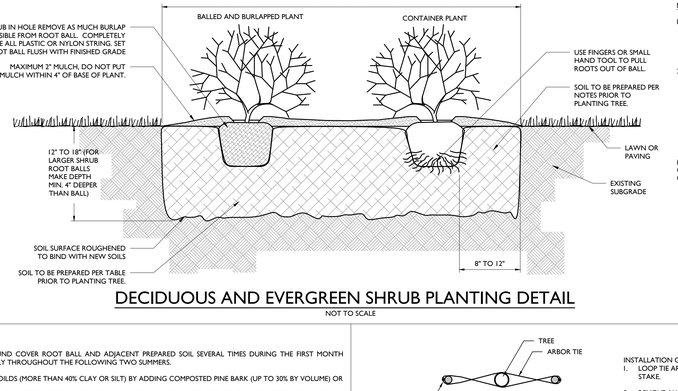
SCALE: 1" = 30' | PROJECT ID: RUT-250223

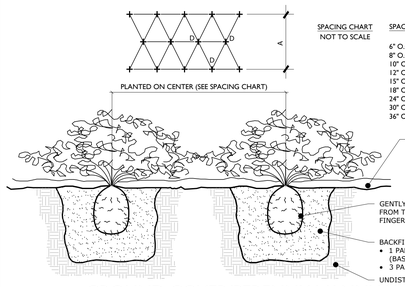
TITLE: **LANDSCAPING PLAN**

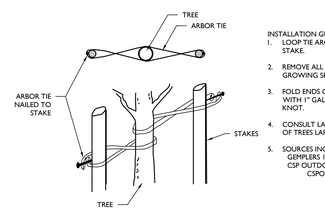
DRAWING: **C-11**

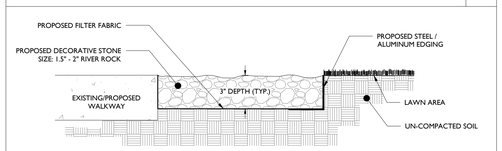












NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX

DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

1

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX

CONIFEROUS TREE PLANTING DETAIL

NOT TO SCALE

2

NOTES:

1. FOR THE CONTAINER-GROWN SHRUBS, USE FINGERS OR SMALL HAND TOOL TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE SHRUB ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL

DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

3

NOTES:

1. THOROUGHLY SOAK THE GROUND COVER ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
2. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILDS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX
3. ALL GROUND COVER AREAS SHALL BE TREATED WITH A PRE-EMERGENT PER MANUFACTURER'S SPECIFICATIONS

SPACING CHART
NOT TO SCALE

SPACING "D"	ROW "A"
6" O.C.	5.20"
8" O.C.	6.93"
10" O.C.	8.66"
12" O.C.	10.40"
15" O.C	13.00"
18" O.C.	15.60"
24" O.C.	20.80"
30" O.C.	26.00"
36" O.C.	30.00"

GROUND COVER/PERENNIAL/ANNUAL PLANTING DETAIL

NOT TO SCALE

4

INSTALLATION GUIDELINES:
1. LOOP TIE AROUND TREE AND NAIL TO CEDAR STAKE.
2. REMOVE ALL STAKING AND TIES AT END OF FIRST GROWING SEASON.
3. FOLD ENDS OF ARBORTIE BACK. SECURE TO STAKES WITH 1" GALVANIZED ROOFING NAIL OR USE A KNOT.
4. CONSULT LANDSCAPE ARCHITECT FOR STAKING OF TREES LARGER THAN 6".
5. SOURCES INCLUDE:
   GEMPLERS 1-800-332-6744 or GEMPLERS.COM
   CSP OUTDOORS 1-800-592-6940 or CSPOUTDOORS.COM

ARBORTIE DETAIL

NOT TO SCALE

5

PROPOSED DECORATIVE STONE DETAIL

NOT TO SCALE

6

Professional Max Weed Control 4.1 oz

LANDSCAPE FILTER FABRIC

OR APPROVED EQUAL

NOT TO SCALE

7

Modern Fiberglass Round Planter

SKU: FI-MOD-R3448-BLK

Availability: Made to Order | Ships in 4-6 Weeks

18" Dia. | 24" Dia. | 30" Dia. | 36" Dia. | 42" Dia. | 48" Dia.

Height:

18"H | 24"H | 30"H | 36"H | 42"H | 48"H

Planter Color:

STREET TREE PLANTER SPECIFICATION

NOT TO SCALE

8

GENERAL LANDSCAPING NOTES:

1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL MATERIALS AND PERFORM ALL WORK IN ACCORDANCE WITH THESE SPECIFICATIONS, APPROVED OR FINAL DRAWINGS, AND INSTRUCTIONS PROVIDED BY THE PROJECT LANDSCAPE DESIGNER, MUNICIPAL OFFICIALS, OR OWNER/OWNER'S REPRESENTATIVE. ALL WORK COMPLETED AND MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH THE INTENTION OF THE SPECIFICATIONS, DRAWINGS, AND INSTRUCTIONS AND EXECUTED WITH THE STANDARD LEVEL OF CARE FOR THE LANDSCAPE INDUSTRY.
2. WORK MUST BE CARRIED OUT ONLY DURING WEATHER CONDITIONS FAVORABLE TO LANDSCAPE CONSTRUCTION AND TO THE HEALTH AND WELFARE OF PLANTS. THE SUITABILITY OF SUCH WEATHER CONDITIONS SHALL BE DETERMINED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL.
3. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR, BEFORE ORDERING OR PURCHASING MATERIALS, TO PROVIDE SAMPLES OF THOSE MATERIALS TO THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL FOR APPROVAL, IF SO REQUESTED.
4. IF SAMPLES ARE REQUESTED, THE LANDSCAPE CONTRACTOR IS TO SUBMIT CERTIFICATION TAGS FROM TREES, SHRUBS AND SEED VERIFYING TYPE AND PURITY.
5. UNLESS OTHERWISE AUTHORIZED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL, THE LANDSCAPE CONTRACTOR SHALL PROVIDE NOTICE AT LEAST FORTY-EIGHT HOURS (48 HRS.) IN ADVANCE OF THE ANTICIPATED DELIVERY DATE OF ANY PLANT MATERIALS TO THE PROJECT SITE. A LEGIBLE COPY OF THE INVOICE, SHOWING VARIETIES AND SIZES OF MATERIALS INCLUDED FOR EACH SHIPMENT SHALL BE FURNISHED TO THE PROJECT LANDSCAPE DESIGNER, OR GOVERNING MUNICIPAL OFFICIAL.
6. THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL RESERVES THE RIGHT TO INSPECT AND REJECT PLANTS AT ANY TIME AND AT ANY PLACE.

PROTECTION OF EXISTING VEGETATION NOTES:

1. BEFORE COMMENCING WORK, ALL EXISTING VEGETATION WHICH COULD BE IMPACTED AS A RESULT OF THE PROPOSED CONSTRUCTION ACTIVITIES MUST BE PROTECTED FROM DAMAGE BY THE INSTALLATION OF TREE PROTECTION FENCING. FENCING SHALL BE LOCATED AT THE DRIP-LINE OR LIMIT OF DISTURBANCE AS DEPICTED WITHIN THE APPROVED OR FINAL PLAN SET, ESTABLISHING THE TREE PROTECTION ZONE. FENCE INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE PROTECTION FENCE DETAIL." NO WORK MAY BEGIN UNTIL THIS REQUIREMENT IS FULFILLED. THE FENCING SHALL BE INSPECTED REGULARLY BY THE LANDSCAPE CONTRACTOR AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED.
2. IN ORDER TO AVOID DAMAGE TO ROOTS, BARK OR LOWER BRANCHES, NO VEHICLE, EQUIPMENT, DEBRIS, OR OTHER MATERIALS SHALL BE DRIVEN, PARKED OR PLACED WITHIN THE TREE PROTECTION ZONE. ALL ON-SITE CONTRACTORS SHALL USE ANY AND ALL PRECAUTIONARY MEASURES WHEN PERFORMING WORK AROUND TREES, WALKS, PAVEMENTS, UTILITIES, AND ANY OTHER FEATURES EITHER EXISTING OR PREVIOUSLY INSTALLED UNDER THIS CONTRACT.
3. IN RARE INSTANCES WHERE EXCAVATING, FILL, OR GRADING IS REQUIRED WITHIN THE DRIP-LINE OF TREES TO REMAIN, THE WORK SHALL BE PERFORMED AS FOLLOWS:
   - TRENCHING: WHEN TRENCHING OCCURS AROUND TREES TO REMAIN, THE TREE ROOTS SHALL NOT BE CUT, BUT THE TRENCH SHALL BE TUNNELED UNDER OR AROUND THE ROOTS BY CAREFUL HAND DIGGING AND WITHOUT INJURY TO THE ROOTS. NO ROOTS, LIMBS, OR WOODS ARE TO HAVE ANY PAINT OR MATERIAL APPLIED TO ANY SURFACE.
   - RAISING GRADES: WHEN THE GRADE AT AN EXISTING TREE IS BELOW THE NEW FINISHED GRADE, AND FILL NOT EXCEEDING 6 INCHES (6") IS REQUIRED, CLEAN, WASHED GRAVEL FROM ONE TO TWO INCHES (1" - 2") IN SIZE SHALL BE PLACED DIRECTLY AROUND THE TREE TRUNK. THE GRAVEL SHALL EXTEND OUT FROM THE TRUNK ON ALL SIDES A MINIMUM OF 18 INCHES (18") AND FINISH APPROXIMATELY TWO INCHES (2") ABOVE THE FINISH GRADE AT TREE. INSTALL GRAVEL BEFORE ANY EARTH FILL IS PLACED. NEW EARTH FILL SHALL NOT BE LEFT IN CONTACT WITH THE TRUNK OF ANY TREE REQUIRING FILL. WHERE FILL EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID TREE WELL SHALL BE CONSTRUCTED. IF APPLICABLE, TREE WELL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE WELL DETAIL."
   - LOWERING GRADES: EXISTING TREES LOCATED IN AREAS WHERE THE NEW FINISHED GRADE IS TO BE LOWERED, SHALL HAVE RE-GRADING WORK DONE BY HAND TO THE INDICATED ELEVATION, NO GREATER THAN SIX INCHES (6"). ROOTS SHALL BE CUT CLEANLY THREE INCHES (3") BELOW FINISHED GRADE UNDER THE DIRECTION OF A LICENSED ARBORIST. WHERE CUT EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID RETAINING WALL SHALL BE CONSTRUCTED. IF APPLICABLE, THE RETAINING WALL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE RETAINING WALL DETAIL."

SOIL PREPARATION AND MULCH NOTES:

1. LANDSCAPE CONTRACTOR SHALL OBTAIN A SOIL TEST OF THE IN-SITU TOPSOIL BY A CERTIFIED SOIL LABORATORY PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL ALLOW FOR A TWO WEEK TURNAROUND TIME FROM SUBMITTAL OF SAMPLE TO NOTIFICATION OF RESULTS.
2. BASED ON SOIL TEST RESULTS, ADJUST THE RATES OF LIME AND FERTILIZER THAT SHALL BE MIXED INTO THE TOP SIX INCHES (6") OF TOPSOIL. THE LIME AND FERTILIZER RATES PROVIDED WITHIN THE "SEED SPECIFICATION" OR "SOD SPECIFICATION" IS APPROXIMATE AND FOR BIDDING PURPOSES ONLY. IF ADDITIONAL AMENDMENTS ARE NECESSARY, ADJUST THE TOPSOIL AS FOLLOWS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM.
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.
3. TOPSOIL SHALL BE FERTILE, FRIABLE, NATURAL TOPSOIL OF LOAMING CHARACTER, WITHOUT ADMIXTURE OF SUBSOIL MATERIAL OBTAINED FROM A WELL-DRAINED ARABLE SITE, FREE FROM ALL CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIAL GREATER THAN ONE INCH (1").
4. TOPSOIL SHALL HAVE A PH RANGE OF 5.0-7.0 AND SHALL NOT CONTAIN LESS THAN 6% ORGANIC MATTER BY WEIGHT.
5. OBTAIN TOPSOIL ONLY FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT THE PROJECT SITE.
6. CONTRACTOR SHALL PROVIDE A SIX INCH (6") DEEP LAYER OF TOPSOIL IN ALL PLANTING AREAS. TOPSOIL SHALL BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS. THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN SOIL CONDITIONS.
7. UNLESS OTHERWISE NOTED IN THE CONTRACT, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE-GRADING WITHIN THE DISTURBED AREA OF THE SITE.
8. LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE SUB-GRADE ELEVATION MEETS THE FINISHED GRADE ELEVATION (LESS THE REQUIRED TOPSOIL), IN ACCORDANCE WITH THE APPROVED OR FINAL GRADING PLAN.
9. ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THE APPROVED OR FINAL CONSTRUCTION SET UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE DESIGNER OR MUNICIPAL OFFICIAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER SURFACE AND SUBSURFACE PLANT BED DRAINAGE PRIOR TO THE INSTALLATION OF PLANTINGS. IF POOR DRAINAGE CONDITIONS EXIST, CORRECTIVE ACTION SHALL BE TAKEN PRIOR TO INSTALLATION. ALL PLANTING AND LAWN AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW A FREE FLOW OF SURFACE WATER.
11. DOUBLE SHREDDED HARDWOOD MULCH OR APPROVED EQUAL SHALL BE USED AS A THREE INCH (3") TOP DRESSING IN ALL SHRUB PLANTING BEDS AND AROUND ALL TREES PLANTED BY LANDSCAPE CONTRACTOR. GROUND COVER, PERENNIAL, AND ANNUAL PLANTING BEDS SHALL BE MULCHED WITH A TWO INCH (2") TOP DRESSING. SINGLE TREES OR SHRUBS SHALL BE MULCHED TO AVOID CONTACT WITH TRUNK OR PLANT STEM. MULCH SHALL BE OF SUFFICIENT CHARACTER AS NOT TO BE EASILY DISPLACED BY WIND OR WATER RUNOFF.
12. WHENEVER POSSIBLE, THE SOIL PREPARATION AREA SHALL BE CONNECTED FROM PLANTING TO PLANTING.
13. SOIL SHALL BE LOOSENED WITH A BACKHOE OR OTHER LARGE COARSE-TILING EQUIPMENT UNLESS THE SOIL IS FROZEN OR EXCESSIVELY WET. TILING THAT PRODUCES LARGE, COARSE CHUNKS OF SOIL IS PREFERABLE TO TILING THAT RESULTS IN FINE GRAINS UNIFORM IN TEXTURE. AFTER THE AREA IS LOOSENED IT SHALL NOT BE DRIVEN OVER BY ANY VEHICLE.
14. APPLY PRE-EMERGENT WEED CONTROL TO ALL PLANT BEDS PRIOR TO MULCHING. ENSURE COMPATIBILITY BETWEEN PRODUCT AND PLANT MATERIAL.
15. ALL PLANTING SOIL SHALL BE AMENDED WITH THE FOLLOWING:

MYCRO® TREE SAVER - A DRY GRANULAR MYCORRHIZAL FUNGI INOCULANT THAT IS MIXED IN THE BACKFILL WHEN PLANTING TREES AND SHRUBS. IT CONTAINS SPORES OF BOTH ECTOMYCORRHIZAL AND VA MYCORRHIZAL FUNGI (VAM), BENEFICIAL RHIZOSPHERE BACTERIA, TERRA-SORB SUPERABSORBENT HYDROGEL TO REDUCE WATER LEACHING, AND SELECTED ORGANIC MICROBIAL NUTRIENTS.
- DIRECTIONS FOR USE: USE 3-OZ PER EACH FOOT DIAMETER OF THE ROOT BALL, OR 3-OZ PER INCH CALIPER. MIX INTO THE BACKFILL WHEN TRANSPLANTING TREES AND SHRUBS. MIX PRODUCT IN A RING-SHAPED VOLUME OF SOIL AROUND THE UPPER PORTION OF THE ROOT BALL, EXTENDING FROM THE SOIL SURFACE TO A DEPTH OF ABOUT 8 INCHES, AND EXTENDING OUT FROM THE ROOT BALL ABOUT 8 INCHES INTO THE BACKFILL. APPLY WATER TO SOIL SATURATION.
- MYCOR® TREE SAVER® IS EFFECTIVE FOR ALL TREE AND SHRUB SPECIES EXCEPT RHODODENDRONS, AZALEAS, AND MOUNTAIN LAUREL, WHICH REQUIRE ERICOID MYCORRHIZAE.
- SOIL PH: THE FUNGI IN THIS PRODUCT WERE CHOSEN BASED ON THEIR ABILITY TO SURVIVE AND COLONIZE PLANT ROOTS IN A PH RANGE OF 3 TO 9.
- FUNGICIDES: THE USE OF CERTAIN FUNGICIDES CAN HAVE A DETRIMENTAL EFFECT ON THE INOCULATION PROGRAM. SOIL APPLICATION OF ANY FUNGICIDE IS NOT RECOMMENDED FOR TWO WEEKS AFTER APPLICATION.
- OTHER PESTICIDES: HERBICIDES AND INSECTICIDES DO NOT NORMALLY INTERFERE WITH MYCORRHIZAL FUNGAL DEVELOPMENT, BUT MAY INHIBIT THE GROWTH OF SOME TREE AND SHRUB SPECIES IF NOT USED PROPERLY.

HEALTHY START MACRO TABS 12-8-8
- FERTILIZER TABLETS ARE PLACED IN THE UPPER 4 INCHES OF BACKFILL SOIL WHEN PLANTING TREES AND SHRUBS.
- TABLETS ARE FORMULATED FOR LONG-TERM RELEASE BY SLOW BIODEGRADATION, AND LAST UP TO 2 YEARS AFTER PLANTING. TABLETS CONTAIN 12-8-8 NPK FERTILIZER, AS WELL AS A MINIMUM OF SEVEN PERCENT (7%) HUMIC ACID BY WEIGHT, MICROBIAL NUTRIENTS DERIVED FROM SEA KELP, PROTEIN BYPRODUCTS, AND YUCCA SCHIDIGERA, AND A COMPLEMENT OF BENEFICIAL RHIZOSPHERE BACTERIA. THE STANDARD 21 GRAM TABLET IS SPECIFIED HERE. DIRECTIONS FOR USE: FOR PLANTING BALLED & BURLAPPED (B&B) TREES AND SHRUBS, MEASURE THE THICKNESS OF THE TRUNK, AND USE ABOUT 1 TABLET (21-G) PER HALF-INCH. PLACE THE TABLETS DIRECTLY NEXT TO THE ROOT BALL, EVENLY DISTRIBUTED AROUND ITS PERIMETER, AT A DEPTH OF ABOUT 4 INCHES.

IRRIGATION DURING ESTABLISHMENT

SIZE AT PLANTING	IRRIGATION FOR VITALITY	IRRIGATION FOR SURVIVAL
< 2" CALIPER	DAILY FOR TWO WEEKS, EVERY OTHER DAY FOR TWO MONTHS, WEEKLY UNTIL ESTABLISHED	TWO TO THREE TIMES WEEKLY FOR TWO TO THREE MONTHS
2"-4 CALIPER	DAILY FOR ONE MONTH, EVERY OTHER DAY FOR THREE MONTHS, WEEKLY UNTIL ESTABLISHED	TWO TO THREE TIMES WEEKLY FOR THREE TO FOUR MONTHS
4 >" CALIPER	DAILY FOR SIX WEEKS, EVERY OTHER DAY FOR FIVE MONTHS, WEEKLY UNTIL ESTABLISHED	TWICE WEEKLY FOR FOUR TO FIVE MONTHS

TABLE NOTES:
1. AT EACH IRRIGATION, APPLY TWO TO THREE GALLONS PER INCH TRUNK CALIPER TO THE ROOT BALL SURFACE. APPLY IT IN A MANNER SO ALL WATER SOAKS THE ENTIRE ROOT BALL. DO NOT WATER IF ROOT BALL IS WET/SATURATED ON THE IRRIGATION DAY.

2. WHEN IRRIGATING FOR VITALITY, DELETE DAILY IRRIGATION WHEN PLANTING IN WINTER OR WHEN PLANTING IN COOL CLIMATES. ESTABLISHMENT TAKES THREE TO FOUR MONTHS PER INCH TRUNK CALIPER. NEVER APPLY IRRIGATION IF THE SOIL IS SATURATED.

3. WHEN IRRIGATION FOR SURVIVAL, TREES TAKE MUCH LONGER TO ESTABLISH THAN REGULARLY IRRIGATED TREES. IRRIGATION MAY BE REQUIRED IN THE NORMAL HOT, DRY PORTIONS OF THE FOLLOWING YEAR.

PLANT QUALITY AND HANDLING NOTES:

1. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2004) OR LATEST REVISION AS PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
2. IN ALL CASES, BOTANICAL NAMES LISTED WITHIN THE APPROVED OR FINAL PLANT LIST SHALL TAKE PRECEDENCE OVER COMMON NAMES.
3. ALL PLANTS SHALL BE OF SELECTED SPECIMEN QUALITY, EXCEPTIONALLY HEAVY, TIGHTLY KNIT, SO TRAINED OR FAVORED IN THEIR DEVELOPMENT AND APPEARANCE AS TO BE SUPERIOR IN FORM, NUMBER OF BRANCHES, COMPACTNESS AND SYMMETRY. ALL PLANTS SHALL HAVE A NORMAL HABIT OR SOUND, HEALTHY, VIGOROUS PLANTS WITH WELL DEVELOPED ROOT SYSTEM. PLANTS SHALL BE FREE OF DISEASE, INSECT PESTS, EGGS OR LARVAE.
4. PLANTS SHALL NOT BE PRUNED BEFORE DELIVERY. TREES WITH ABRASION OF THE BARK, SUNSCALDS, DISFIGURING KNOTS OR FRESH CUTS OF LIMBS OVER ONE AND ONE-FOURTH INCHES (1-1/4") WHICH HAVE NOT COMPLETELY CALLOUSED SHALL BE REJECTED.
5. ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY AND SHALL HAVE A NORMAL HABIT OF GROWTH AND BE LEGIBLY TAGGED WITH THE PROPER NAME AND SIZE.
6. THE ROOT SYSTEM OF EACH PLANT SHALL BE WELL PROVIDED WITH FIBROUS ROOTS. ALL PARTS SHALL BE SOUND, HEALTHY, VIGOROUS, WELL-BRANCHED AND DENSELY FOLIATED WHEN IN LEAF.
7. ALL PLANTS DESIGNATED BALL AND BURLAP (B&B) MUST BE MOVED WITH THE ROOT SYSTEM AS SOLID UNITS WITH BALLS OF EARTH FIRMLY WRAPPED WITH BURLAP. THE DIAMETER AND DEPTH OF THE BALLS OF EARTH MUST BE SUFFICIENT TO ENCOMPASS THE FIBROUS ROOT FEEDING SYSTEMS NECESSARY FOR THE HEALTHY DEVELOPMENT OF THE PLANT. NO PLANT SHALL BE ACCEPTED WHEN THE BALL OF EARTH SURROUNDING ITS ROOTS HAS BEEN BADLY CRACKED OR BROKEN PREPARATORY TO OR DURING THE PROCESS OF PLANTING. THE BALLS SHALL REMAIN INTACT DURING ALL OPERATIONS. ALL PLANTS THAT CANNOT BE PLANTED AT ONCE MUST BE HEELED-IN BY SETTING IN THE GROUND AND COVERING THE BALLS WITH SOIL OR MULCH AND THEN WATERING. HEMP BURLAP AND TWINE IS PREFERABLE TO TREATED. IF TREATED BURLAP IS USED, ALL TWINE IS TO BE CUT FROM AROUND THE TRUNK AND ALL BURLAP IS TO BE REMOVED.
8. PLANTS TRANSPORTED TO THE PROJECT IN OPEN VEHICLES SHALL BE COVERED WITH TARPS OR OTHER SUITABLE COVERS SECURELY FASTENED TO THE BODY OF THE VEHICLE TO PREVENT INJURY TO THE PLANTS. CLOSED VEHICLES SHALL BE ADEQUATELY VENTILATED TO PREVENT OVERHEATING OF THE PLANTS. EVIDENCE OF INADEQUATE PROTECTION FOLLOWING DIGGING, CARELESSNESS WHILE IN TRANSIT, OR IMPROPER HANDLING OR STORAGE SHALL BE CAUSE FOR REJECTION OF PLANT MATERIAL. ALL PLANTS SHALL BE KEPT MOIST, FRESH, AND PROTECTED. SUCH PROTECTION SHALL ENCOMPASS THE ENTIRE PERIOD DURING WHICH THE PLANTS ARE IN TRANSIT, BEING HANDLED, OR ARE IN TEMPORARY STORAGE.
9. ALL PLANT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH THE CORRESPONDING LANDSCAPE PLAN AND PLANTING DETAILS.
10. LANDSCAPE CONTRACTOR SHALL MAKE BEST EFFORT TO INSTALL PLANTINGS ON THE SAME DAY AS DELIVERY. IF PLANTS ARE NOT PLANTED IMMEDIATELY ON SITE, PROPER CARE SHALL BE TAKEN TO PLACE THE PLANTINGS IN PARTIAL SHADE WHEN POSSIBLE. THE ROOT BALL SHALL BE KEPT MOIST AT ALL TIME AND COVERED WITH MOISTENED MULCH OR AGED WOODCHIPS. PROPER IRRIGATION SHALL BE SUPPLIED SO AS TO NOT ALLOW THE ROOT BALL TO DRY OUT. PLANTINGS SHALL BE UNTIED AND PROPER SPACING SHALL BE ALLOTTED FOR AIR CIRCULATION AND TO PREVENT DISEASE, WILTING, AND LEAF LOSS. PLANTS THAT REMAIN UNPLANTED FOR A PERIOD OF TIME GREATER THAN THREE (3) DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH AND WATERED AS REQUIRED TO PRESERVE ROOT MOISTURE.
11. NO PLANT MATERIAL SHALL BE PLANTED IN MUDDY OR FROZEN SOIL.
12. PLANTS WITH INJURED ROOTS OR BRANCHES SHALL BE PRUNED PRIOR TO PLANTING UTILIZING CLEAN, SHARP TOOLS. ONLY DISEASED OR INJURED PLANTS SHALL BE REMOVED.
13. IF ROCK OR OTHER UNDERGROUND OBSTRUCTION IS ENCOUNTERED, THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO RELOCATE OR ENLARGE PLANTING PITS OR DELETE PLANT MATERIAL FROM THE CONTRACT.
14. IF PLANTS ARE PROPOSED WITHIN SIGHT TRIANGLES, TREES SHALL BE LIMBED AND MAINTAINED TO A HEIGHT OF EIGHT FEET (8') ABOVE GRADE, AND SHRUBS, GROUND COVER, PERENNIALS, AND ANNUALS SHALL BE MAINTAINED TO A HEIGHT NOT TO EXCEED TWO FEET (2') ABOVE GRADE UNLESS OTHERWISE NOTED OR SPECIFIED BY THE GOVERNING MUNICIPALITY OR AGENCY.
15. INSTALLATION SHALL OCCUR DURING THE FOLLOWING SEASONS:
    PLANTS (MARCH 15 - DECEMBER 15)
    LAWNS (MARCH 15 - JUNE 15 OR SEPTEMBER 1 - DECEMBER 1)
16. THE FOLLOWING TREES ARE SUSCEPTIBLE TO TRANSPLANT SHOCK AND SHALL NOT BE PLANTED DURING THE FALL SEASON (STARTING SEPTEMBER 15):
    ABIES CONCOLOR
    ACER BUERGERIANUM
    ACER FREEMANII
    ACER RUBRUM
    ACER SACCHARINUM
    BETULA VARIETIES
    CARPINUS VARIETIES
    CEDRUS DEODARA
    CELTIS VARIETIES
    CERCIDIPHYLLUM VARIETIES
    CERCIS CANADENSIS
    CORNUS VARIETIES
    CRATAEGUS VARIETIES
    CORNUS VARIETIES
    CRATAEGUS VARIETIES
    CUPRESSOCYPARIS LEYLANDII
    FAGUS VARIETIES
    HALESIA VARIETIES
    ILEX X FOSTERII
    ILEX NELLIE STEVENS
    ILEX OPACA
    JUNIPERUS VIRGINIANA
    KOELREUTERIA PANICULATA
    LIQUIDAMBAR VARIETIES
    LIRIODENDRON VARIETIES
    MALUS IN LEAF
    NYSSA SYLVATICA
    OSTRYA VIRGINIANA
    PINUS NIGRA
    PLATANUS VARIETIES
    POPULUS VARIETIES
    PRUNUS VARIETIES
    PYRUS VARIETIES
    QUERCUS VARIETIES (NOT Q. PALUSTRIS)
    SALIX WEEPING VARIETIES
    SORBUS VARIETIES
    TAXODIUM VARIETIES
    TAXUX B REPANDENS
    TILIA TOMENTOSA VARIETIES
    ULMUS PARVIFOLIA VARIETIES
    ZELKOVA VARIETIES
17. IF A PROPOSED PLANT IS UNATTAINABLE OR ON THE FALL DIGGING HAZARD LIST, AN EQUIVALENT SPECIES OF THE SAME SIZE MAY BE REQUESTED FOR SUBSTITUTION OF THE ORIGINAL PLANT. ALL SUBSTITUTIONS SHALL BE APPROVED BY THE PROJECT LANDSCAPE DESIGNER OR MUNICIPAL OFFICIAL PRIOR TO ORDERING AND INSTALLATION.
18. DURING THE COURSE OF CONSTRUCTION/PLANT INSTALLATION, EXCESS AND WASTE MATERIALS SHALL BE CONTINUOUSLY AND PROMPTLY REMOVED AT THE END OF EACH WORK DAY. ALL DEBRIS, MATERIALS, AND TOOLS SHALL BE PROPERLY STORED, STOCKPILED OR DISPOSED OF AND ALL PAVED AREAS SHALL BE CLEANED.
19. THE LANDSCAPE CONTRACTOR SHALL DISPOSE OF ALL RUBBISH AND EXCESS SOIL AT HIS EXPENSE TO AN OFF-SITE LOCATION AS APPROVED BY THE LOCAL MUNICIPALITY.
20. A 90-DAY MAINTENANCE PERIOD SHALL BEGIN IMMEDIATELY AFTER ALL PLANTS HAVE BEEN SATISFACTORILY INSTALLED.
21. MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO, REPLACING MULCH THAT HAS BEEN DISPLACED BY EROSION OR OTHER MEANS, REPAIRING AND RESHAPING WATER RINGS OR SAUCERS, MAINTAINING STAKES AND GUYS IF ORIGINALLY REQUIRED, WATERING WHEN NEEDED OR DIRECTED, WEEDING, PRUNING, SPRAYING, FERTILIZING, MOWING THE LAWN, AND PERFORMING ANY OTHER WORK REQUIRED TO KEEP THE PLANTS IN A HEALTHY CONDITION.
22. MOW ALL GRASS AREAS AT REGULAR INTERVALS TO KEEP THE GRASS HEIGHT FROM EXCEEDING THREE INCHES (3"). MOWING SHALL BE PERFORMED ONLY WHEN GRASS IS DRY. MOWER BLADE SHALL BE SET TO REMOVE NO MORE THAN ONE THIRD (1/3) OF THE GRASS LENGTH. WHEN THE AMOUNT OF GRASS IS HEAVY, IT SHALL BE REMOVED TO PREVENT DESTRUCTION OF THE UNDERLYING TURF. MOW GRASS AREAS IN SUCH A MANNER AS TO PREVENT CLIPPINGS FROM BLOWING ON PAVED AREAS, AND SIDEWALKS. CLEANUP AFTER MOWING SHALL INCLUDE SWEEPING OR BLOWING OF PAVED AREAS AND SIDEWALKS TO CLEAR THEM FROM MOWING DEBRIS.
23. GRASSED AREAS DAMAGED DURING THE PROCESS OF THE WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, WHO SHALL RESTORE THE DISTURBED AREAS TO A CONDITION SATISFACTORY TO THE PROJECT LANDSCAPE DESIGNER, MUNICIPAL OFFICIAL, OR OWNER/OWNER'S REPRESENTATIVE. THIS MAY INCLUDE FILLING TO GRADE, FERTILIZING, SEEDING, AND MULCHING.
24. SHOULD THE OWNER REQUIRE MAINTENANCE BEYOND THE STANDARD 90-DAY MAINTENANCE PERIOD, A SEPARATE CONTRACT SHALL BE ESTABLISHED.
25. LANDSCAPE CONTRACTOR SHALL WATER NEW PLANTINGS FROM TIME OF INSTALL AND THROUGHOUT REQUIRED 90-DAY MAINTENANCE PERIOD UNTIL PLANTS ARE ESTABLISHED. IF ON-SITE WATER IS NOT AVAILABLE AT THE PROJECT LOCATION, THE LANDSCAPE CONTRACTOR SHALL FURNISH IT BY MEANS OR A WATERING TRUCK OR OTHER ACCEPTABLE MANNER.
26. THE QUANTITY OF WATER APPLIED AT ONE TIME SHALL BE SUFFICIENT TO PENETRATE THE SOIL TO A MINIMUM OF EIGHT INCHES (8") IN SHRUB BEDS AND SIX INCHES (6") IN TURF AREAS AT A RATE WHICH WILL PREVENT SATURATION OF THE SOIL.
27. IF AN AUTOMATIC IRRIGATION SYSTEM HAS BEEN INSTALLED, IT CAN BE USED FOR WATERING PLANT MATERIAL. HOWEVER, FAILURE OF THE SYSTEM DOES NOT ELIMINATE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY OF PLANT HEALTH AND ESTABLISHMENT.

PLANT MATERIAL GUARANTEE NOTES:

1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR (1 YR.) FROM APPROVAL OF LANDSCAPE INSTALLATION BY THE PROJECT LANDSCAPE DESIGNER, MUNICIPAL OFFICIAL, OR OWNER/OWNER'S REPRESENTATIVE.
2. THE LANDSCAPE CONTRACTOR SHALL REMOVE AND REPLACE DYING, DEAD, OR DEFECTIVE PLANT MATERIAL AT HIS EXPENSE. THE LANDSCAPE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ANY DAMAGES CAUSED BY HIS COMPANY'S OPERATIONS.
3. ALL REPLACEMENT PLANTS SHALL BE OF THE SAME SPECIES AND SIZE AS SPECIFIED ON THE APPROVED OR FINAL PLANT LIST. REPLACEMENTS RESULTING FROM REMOVAL, LOSS, OR DAMAGE DUE TO OCCUPANCY OF THE PROJECT IN ANY PART, VANDALISM, PHYSICAL DAMAGE BY ANIMALS, VEHICLES, ETC., AND LOSSES DUE TO CURTAILMENT OF WATER BY LOCAL AUTHORITIES SHALL BE APPROVED AND PAID FOR BY THE OWNER.
4. THE CONTRACTOR SHALL INSTRUCT THE OWNER AS TO THE PROPER CARE AND MAINTENANCE OF ALL PLANTINGS.

LAWN (SEED OR SOD) NOTES:

1. SEED MIXTURE SHALL BE FRESH, CLEAN, NEW CROP SEED. SOD SHALL BE STRONGLY ROOTED, UNIFORM IN THICKNESS, AND FREE OF WEEDS, DISEASE, AND PESTS.
2. SEED OR SOD SHALL BE PURCHASED FROM A RECOGNIZED DISTRIBUTOR AND SHALL BE COMPOSED OF THE MIX OR BLEND WITHIN THE PROVIDED "SEED SPECIFICATION" OR "SOD SPECIFICATION."
3. REFERENCE LANDSCAPE PLAN FOR AREAS TO BE SEEDED OR LAID WITH SOD.
4. SEEDING SHALL NOT BE PERFORMED IN WINDY WEATHER. IF THE SEASON OF THE PROJECT COMPLETION PROHIBITS PERMANENT STABILIZATION, TEMPORARY STABILIZATION SHALL BE PROVIDED IN ACCORDANCE WITH THE "TEMPORARY SEEDING SPECIFICATION."
5. PROTECT NEW LAWN AREAS AGAINST TRESPASSING WHILE THE SEED IS GERMINATING. FURNISH AND INSTALL FENCES, SIGNS, BARRIERS OR ANY OTHER NECESSARY TEMPORARY PROTECTIVE DEVICES. DAMAGE RESULTING FROM TRESPASS, EROSION, WASHOUT, SETTLEMENT OR OTHER CAUSES SHALL BE REPAIRED BY THE LANDSCAPE CONTRACTOR AT HIS EXPENSE. REMOVE ALL FENCES, SIGNS, BARRIERS OR OTHER TEMPORARY PROTECTIVE DEVICES ONCE LAWN HAS BEEN ESTABLISHED.

PAUL DEVITTO, L.L.A.
NEW JERSEY LICENSE No. 21AS00123500
LICENSED LANDSCAPE ARCHITECT

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

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PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

No. GE51968

Digitally signed by Jonathan Istranyi
DN: CN=Jonathan Istranyi, dnQualifier=A01410D0000017FDBDF7DF60009096A, O=STONEFIELD ENGINEERING AND DESIGN LLC, C=US
Date: 2026.03.06 11:56:47-05'00'

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design

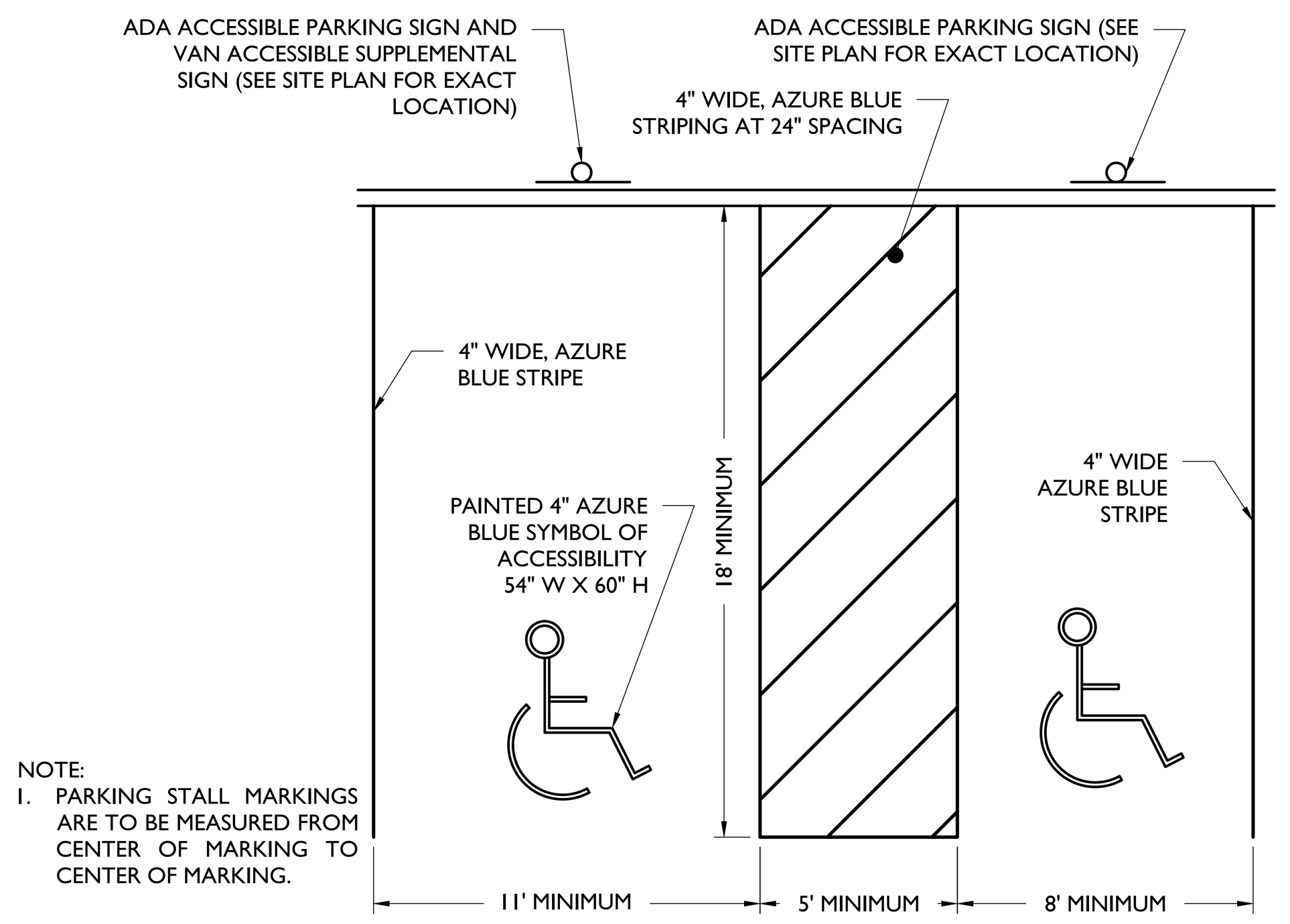
SCALE: AS SHOWN | PROJECT ID: RUT-250223

TITLE:

LANDSCAPING DETAILS

DRAWING:

C-12



NOTE:
1. PARKING STALL MARKINGS ARE TO BE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING.

ACCESSIBLE PARKING STALL MARKINGS

NOT TO SCALE

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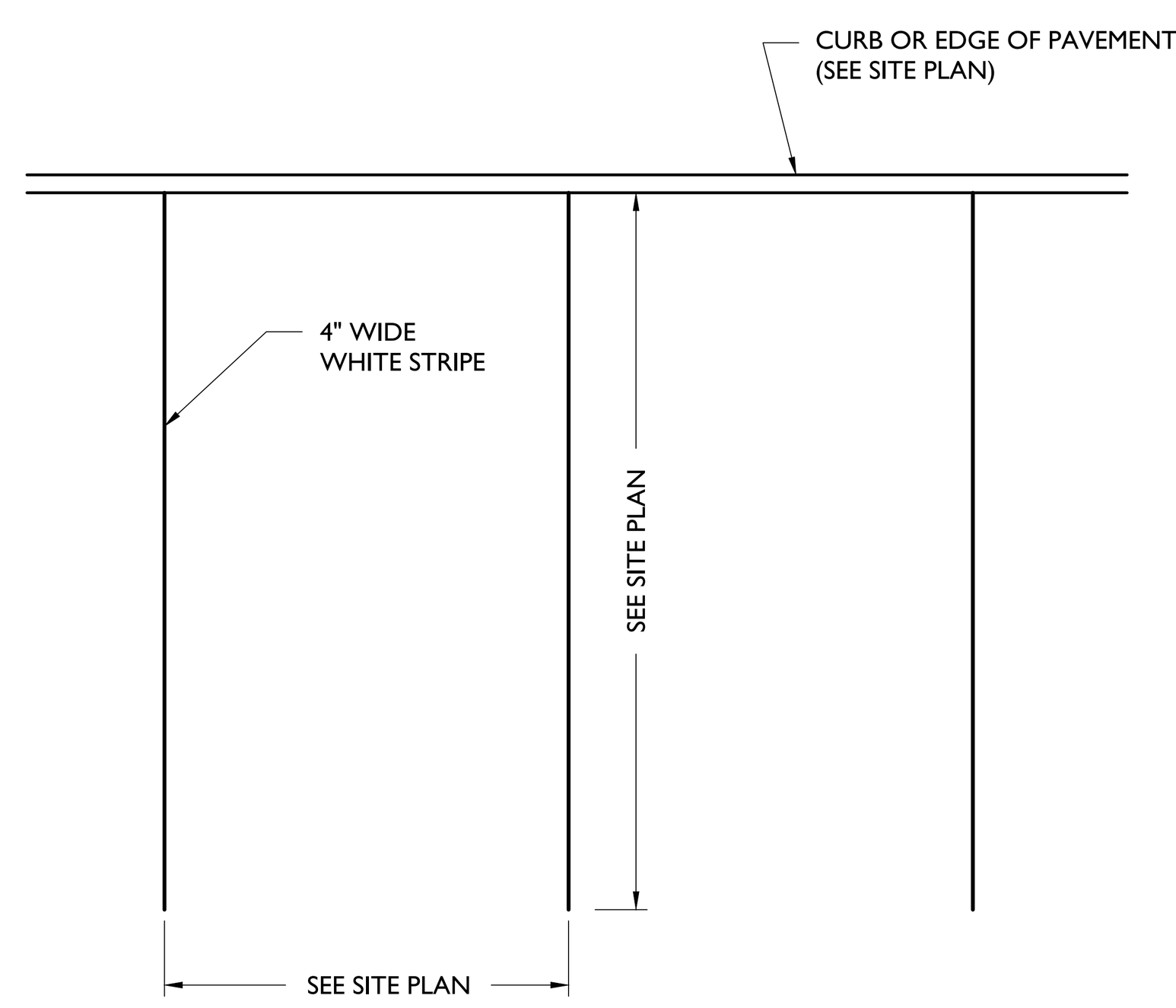

PARKING STALL MARKINGS

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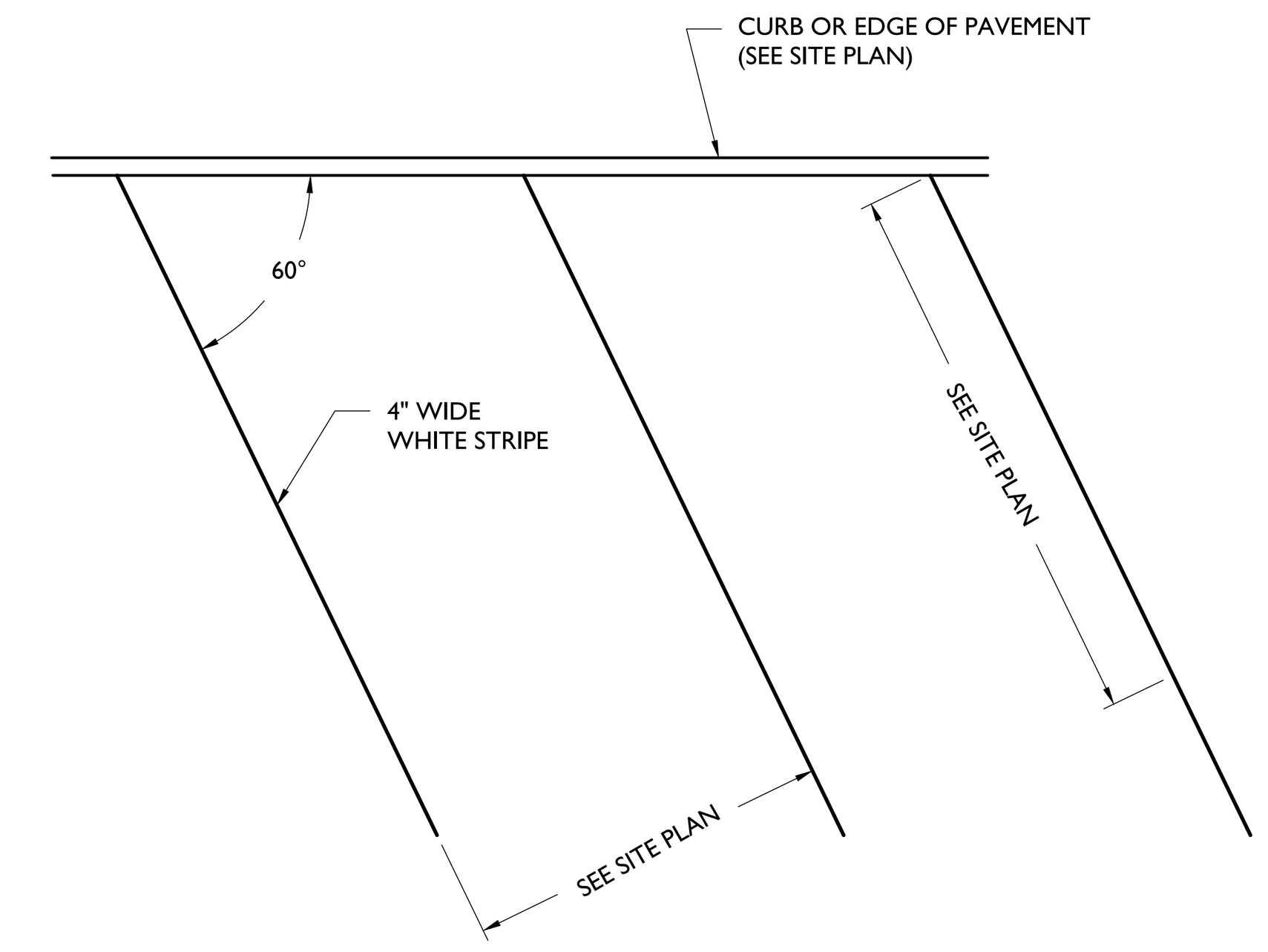

ANGLED PARKING STALL MARKINGS

NOT TO SCALE

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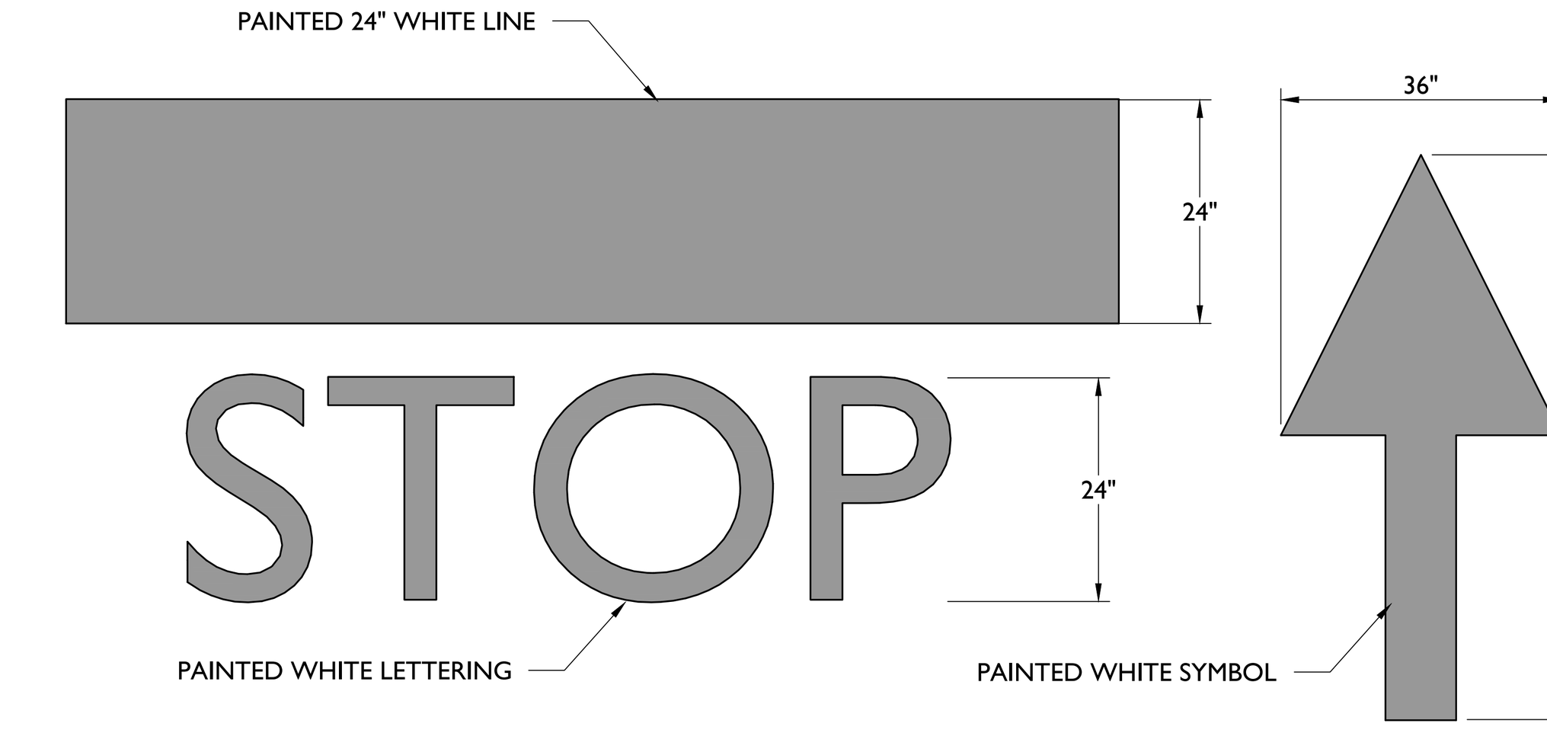

STOP BAR & ARROW DETAILS

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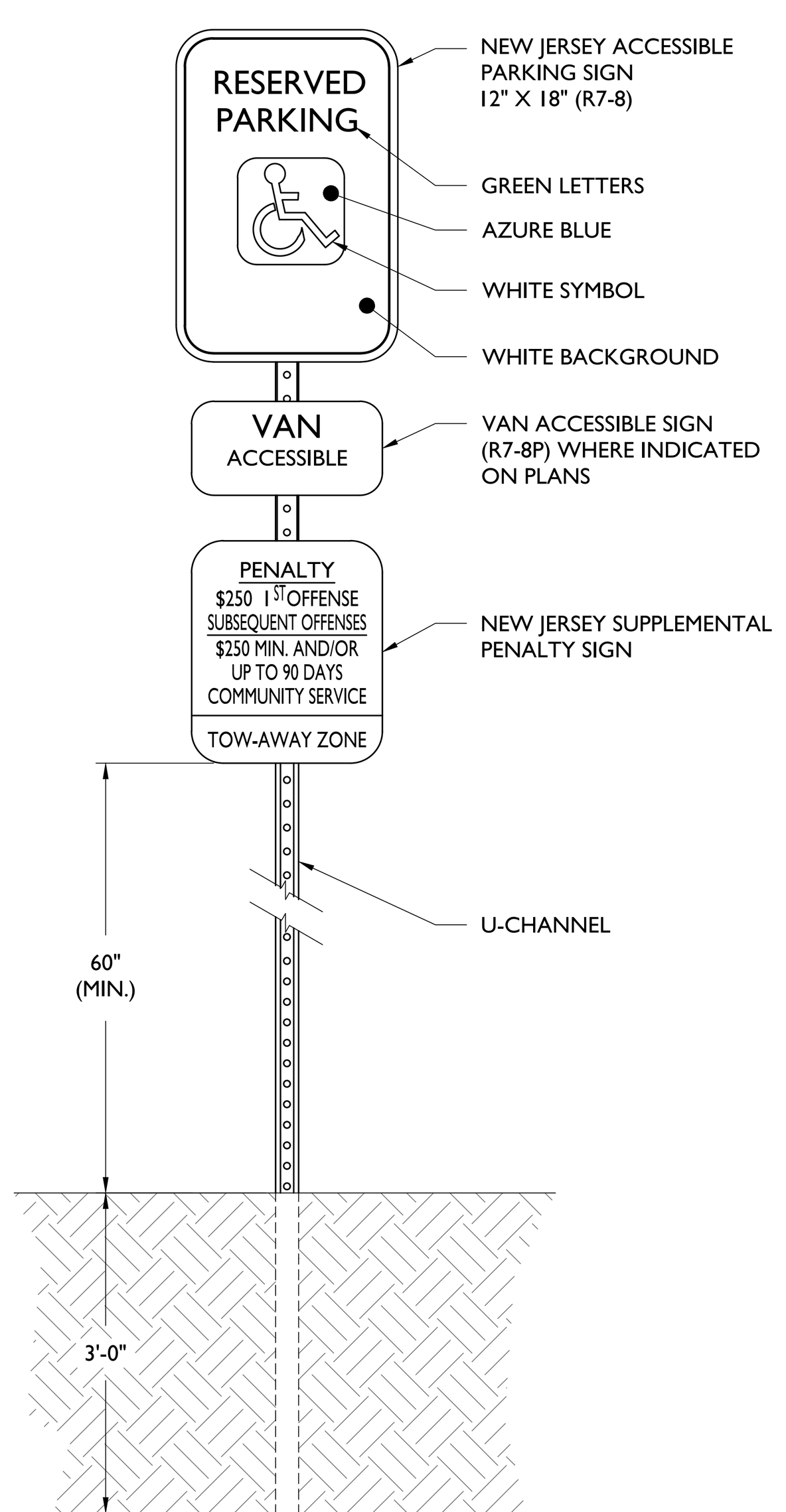
4



ACCESSIBLE PARKING SIGN DETAIL

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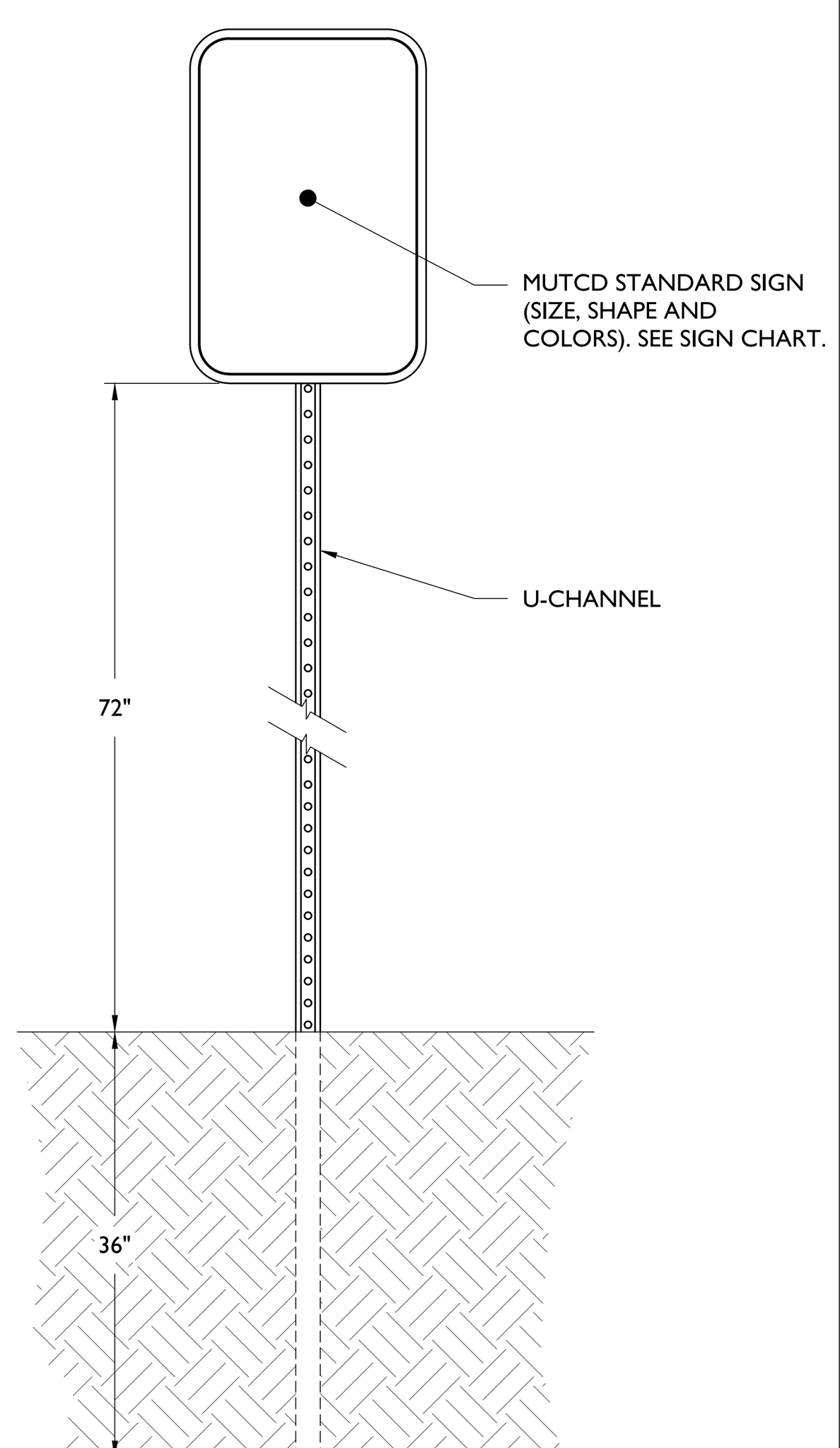

SIGN POST DETAIL

NOT TO SCALE

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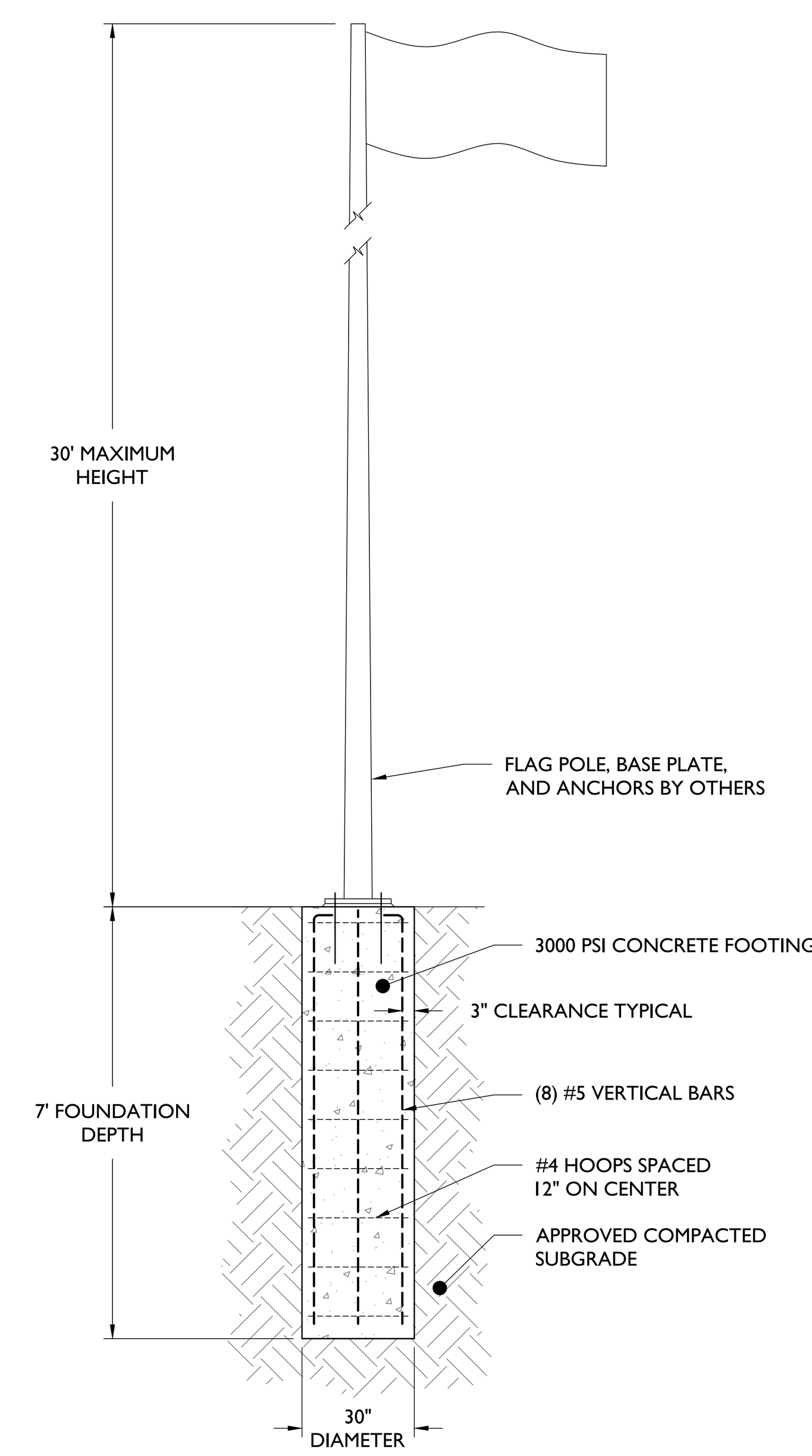
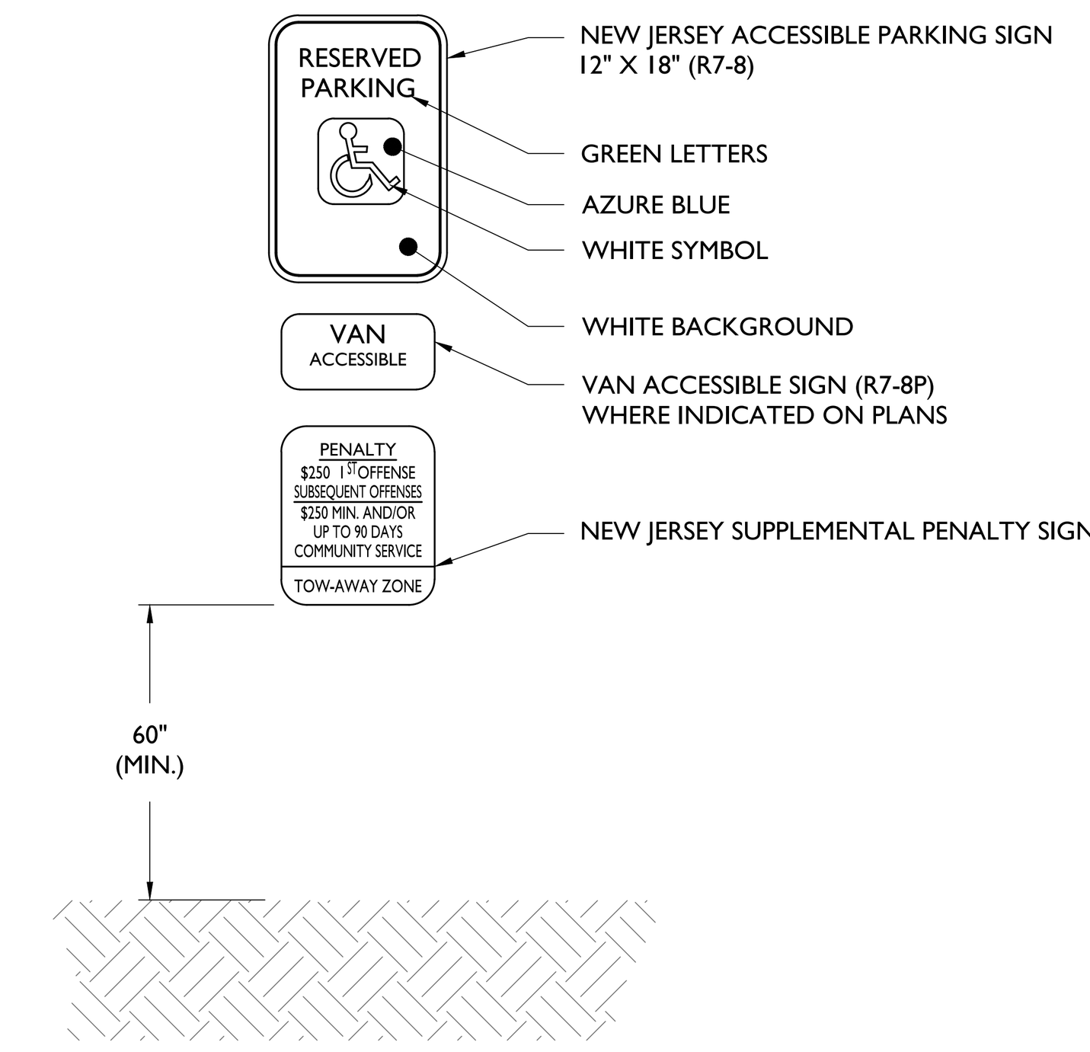


FLAG POLE FOOTING DETAIL

NOT TO SCALE

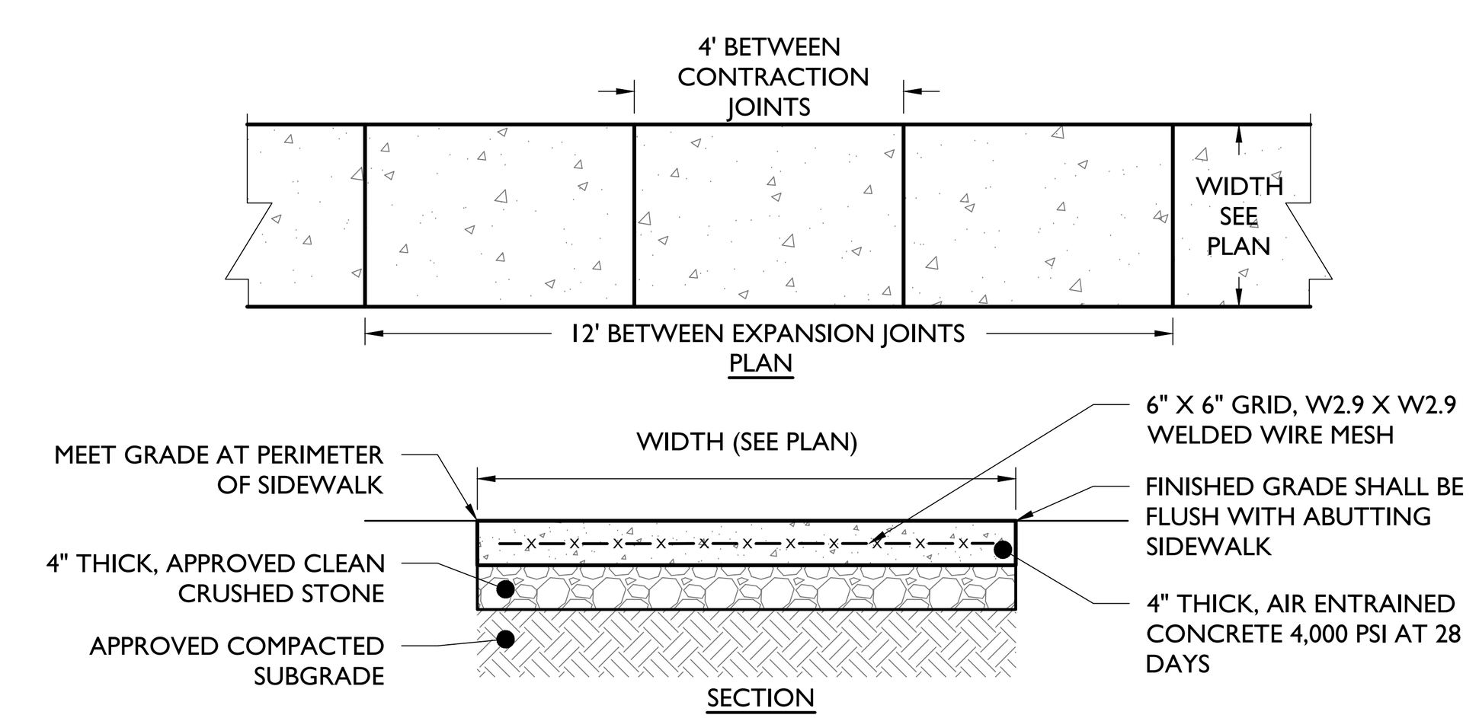
7



WALL MOUNTED ACCESSIBLE PARKING SIGN DETAIL

NOT TO SCALE

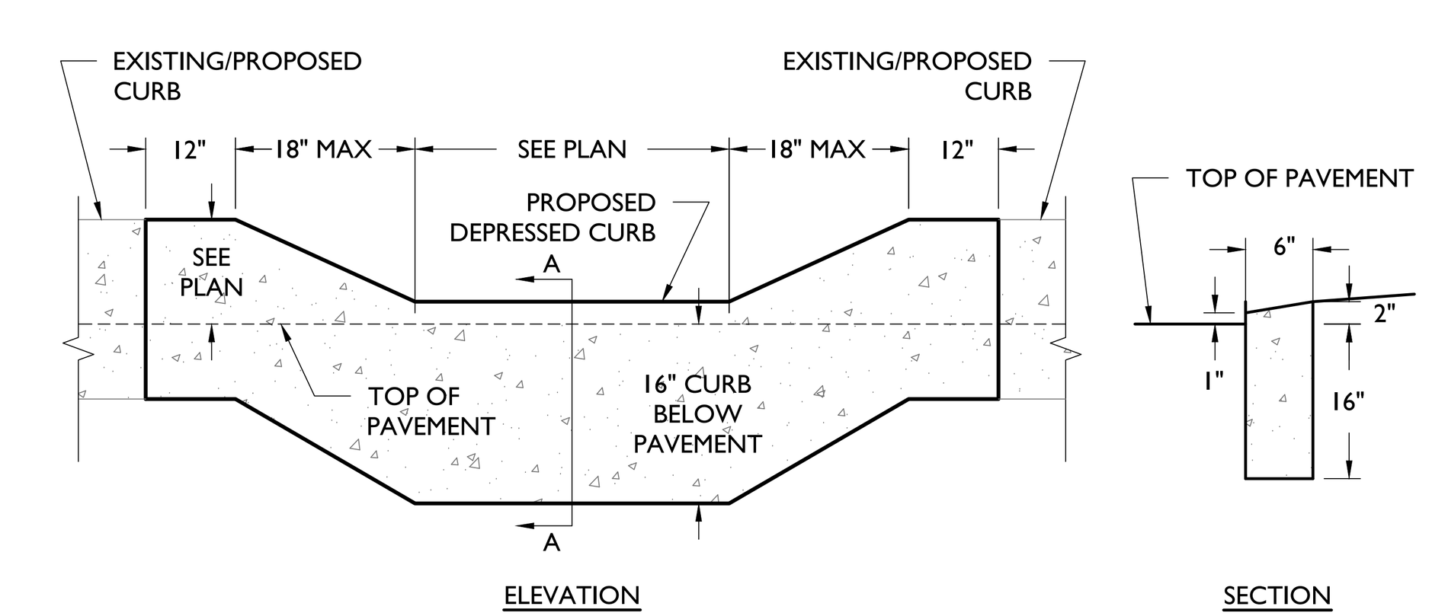
8



REINFORCED CONCRETE WALKWAY DETAIL

NOTES:
1. MAXIMUM CROSS SLOPE SHALL BE ¼" PER FOOT.
2. ½" EXPANSION JOINTS SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM THE SURFACE.
3. 1" DEEP BY ⅛" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT 4' INTERVALS.
4. EXPANSION JOINT SHALL BE PROVIDED WHERE ADJACENT TO A BUILDING.

9



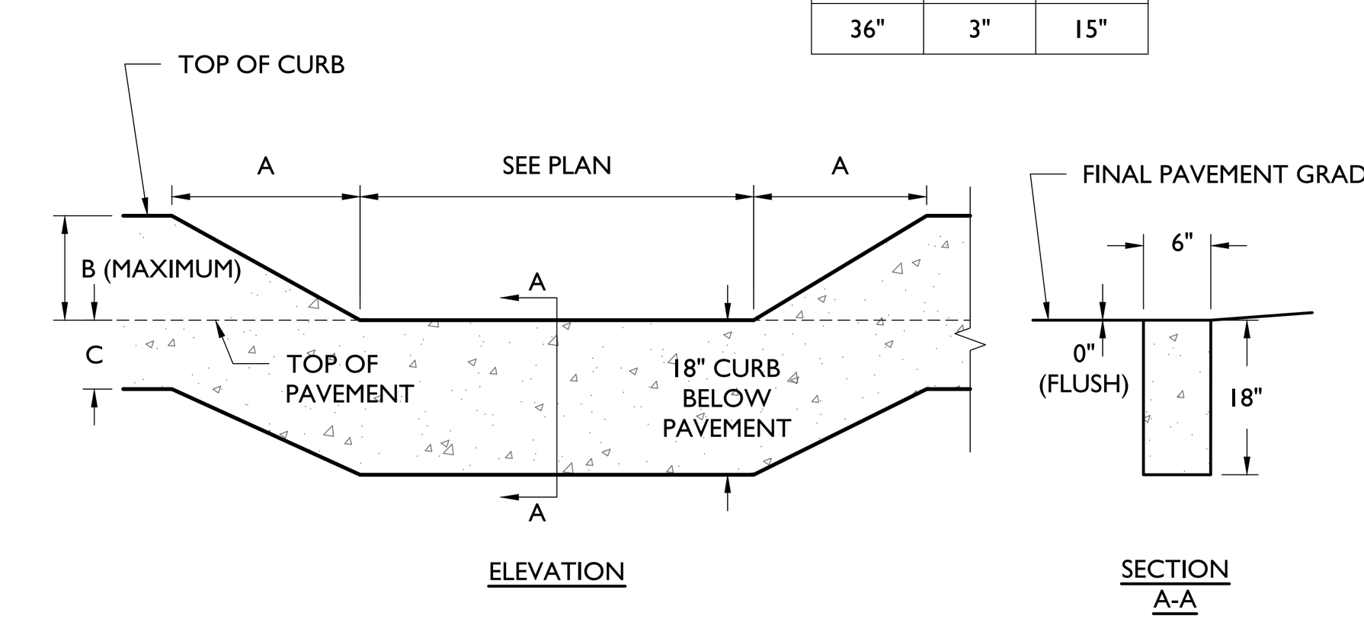
DEPRESSED CURB DETAIL

NOT TO SCALE

10

FLUSH CURB DIMENSIONS

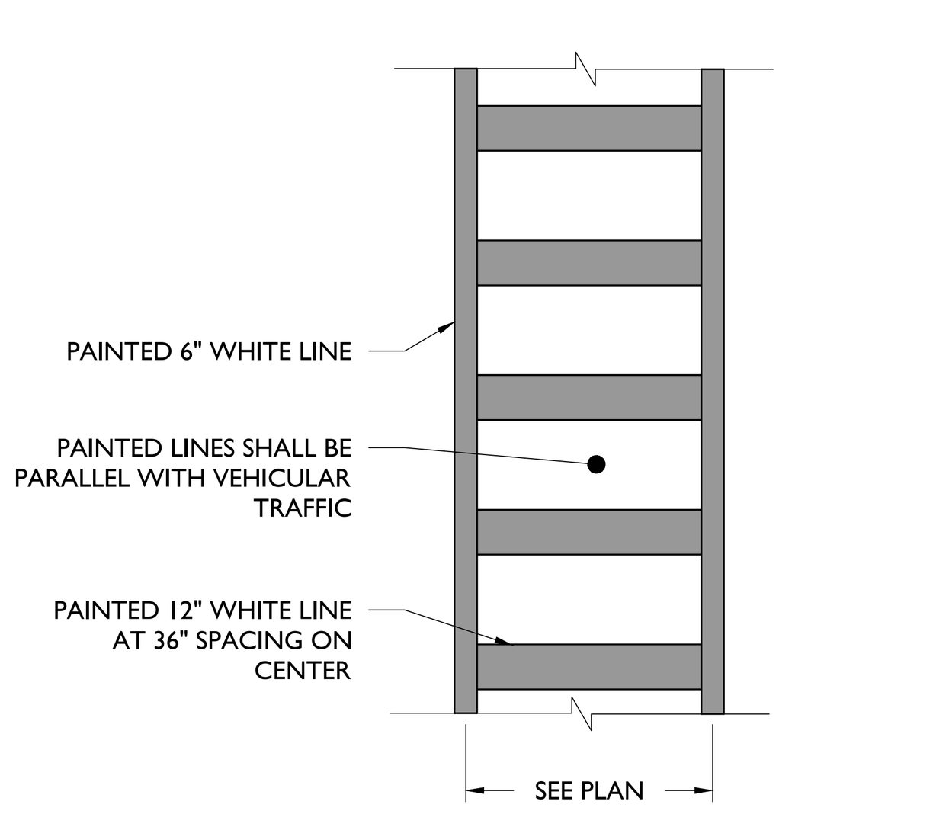
A	B	C
72"	6"	12"
60"	5"	13"
48"	4"	14"
36"	3"	15"



FLUSH CURB DETAIL

NOT TO SCALE

11



CROSSWALK DETAIL

NOT TO SCALE

12

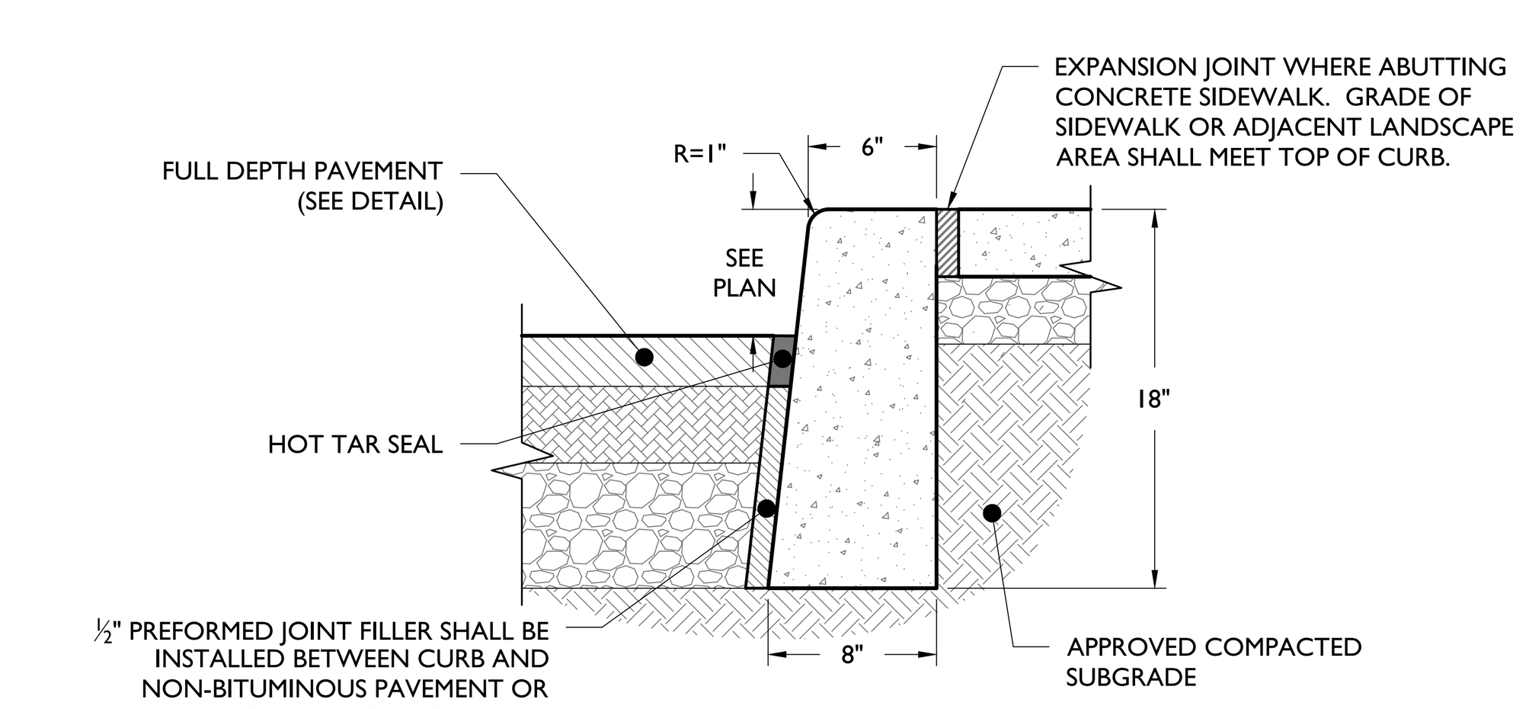
M.U.T.C.D. NUMBER	TEXT	COLOR		SIZE OF SIGN (WIDTH X HEIGHT)	TYPE OF MOUNT
		LEGEND	BACKGROUND		
STOP SIGN (R1-1)	STOP	WHITE	RED	36"x36"	GROUND

NOTE:
1. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), EXCEPT AS NOTED.
2. ALL SIGNS SHALL BE MOUNTED AS TO NOT OBSTRUCT THE SHAPE OF "STOP" (R1-1) AND "YIELD" (R1-2) SIGNS.

SIGN DATA TABLE

NOT TO SCALE

13

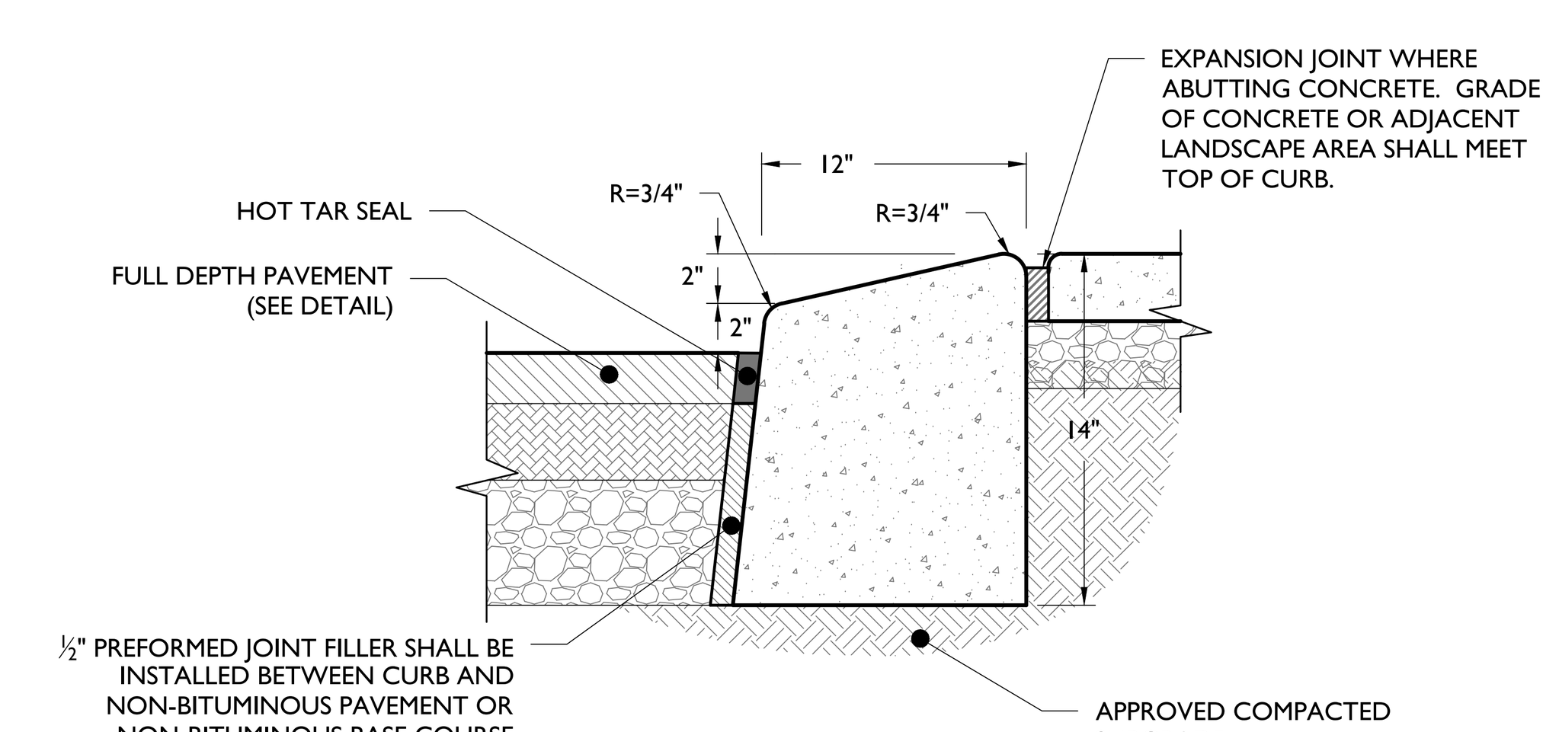


CONCRETE CURB DETAIL

NOT TO SCALE

NOTES:
1. CONCRETE SHALL BE 3500 PSI AT 28 DAYS, AIR-ENTRAINED.
2. TRANSVERSE EXPANSION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM SURFACE.
3. HALF DEPTH CONTRACTION JOINTS SHALL BE PROVIDED AT 10 FOOT INTERVALS.
4. 18" CURB DEPTH SHALL BE MAINTAINED AT DEPRESSED OR FLUSH CURBED AREAS.

14



MOUNTABLE CONCRETE CURB DETAIL

NOT TO SCALE

NOTES:
1. CONCRETE SHALL BE 3500 PSI AT 28 DAYS, AIR-ENTRAINED.
2. TRANSVERSE EXPANSION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM SURFACE.
3. HALF DEPTH CONTRACTION JOINTS SHALL BE PROVIDED AT 10 FOOT INTERVALS.
4. 18" CURB DEPTH SHALL BE MAINTAINED AT DEPRESSED OR FLUSH CURBED AREAS.

NOT TO SCALE

15

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PROPOSED MIXED-USE DEVELOPMENT

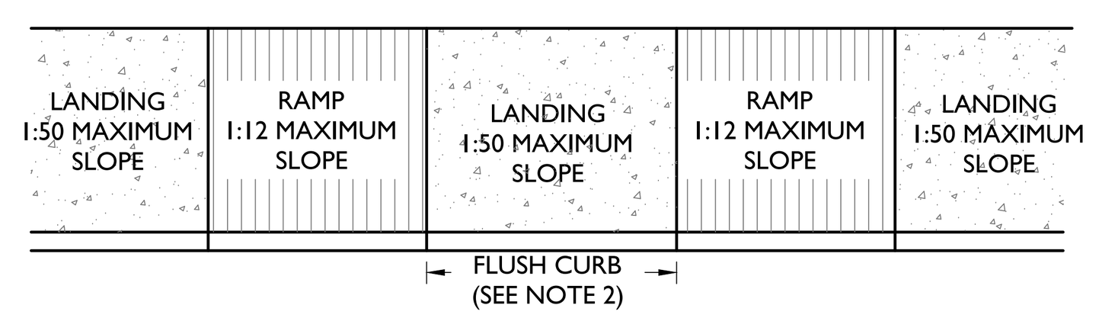
BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

STATE OF NEW JERSEY JONATHAN R. ISTRANYI No. GE51968 LICENSED PROFESSIONAL ENGINEER
Digitally signed by Jonathan Istranyi
JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: RUT-250223

TITLE: CONSTRUCTION DETAILS

DRAWING: C-13

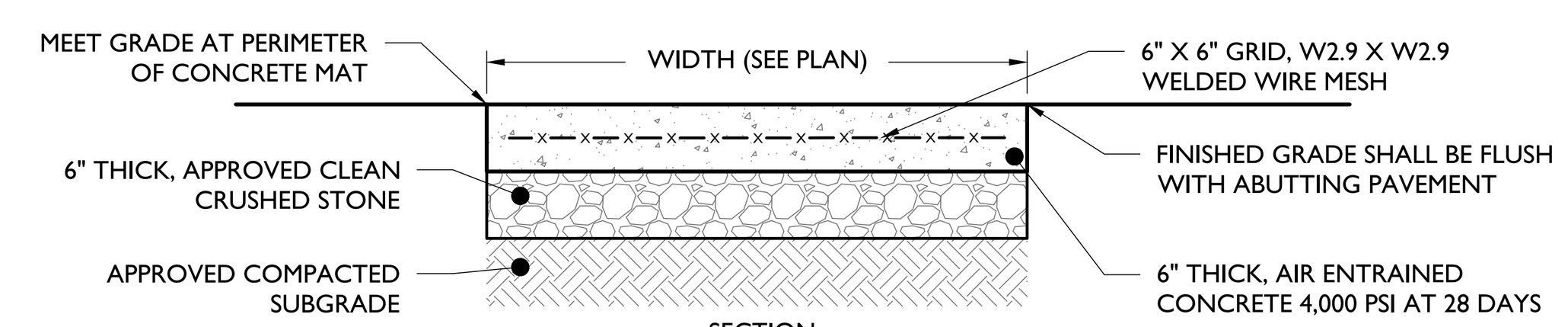


TRANSITION RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

1

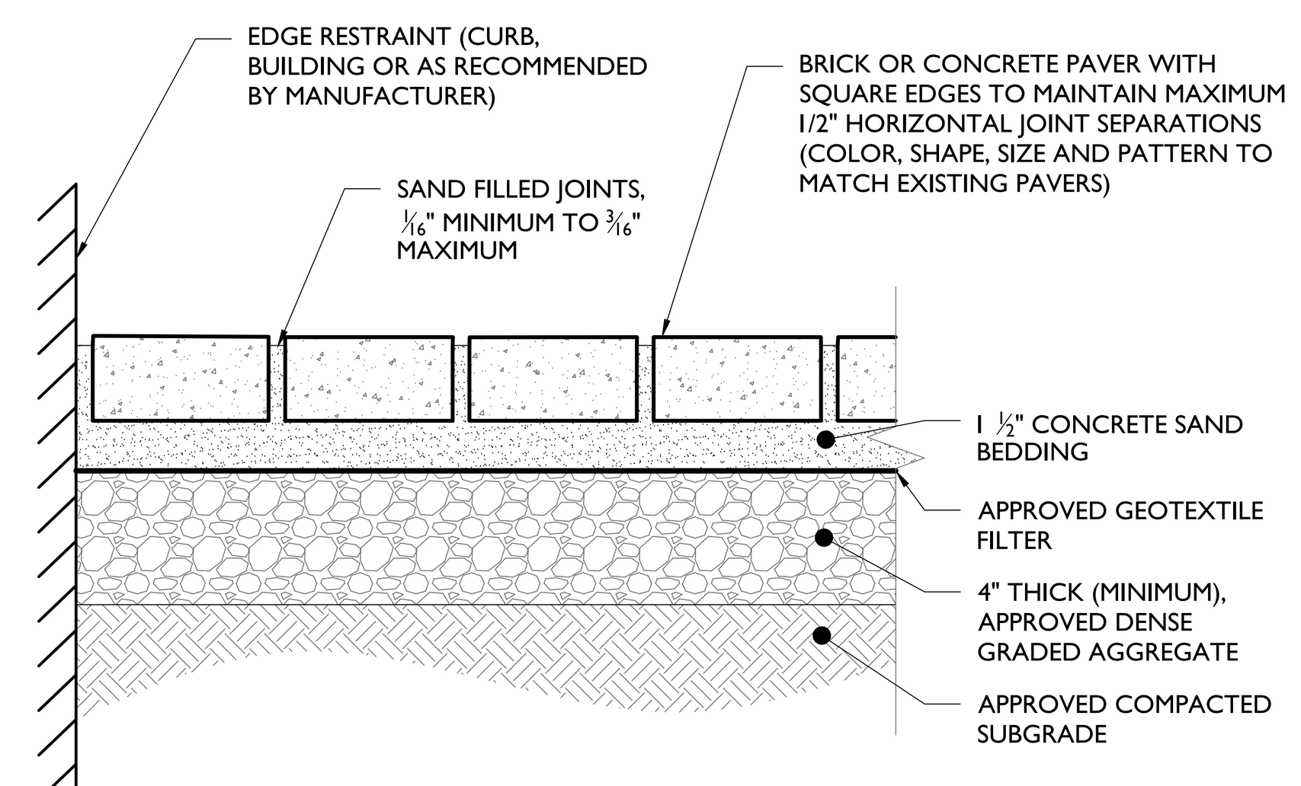


REINFORCED 6" CONCRETE MAT

NOT TO SCALE

NOTES:
1. ½" EXPANSION JOINTS WITH WATER SEAL SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM THE SURFACE. LONGITUDINAL REBAR TO BE CUT AT EXPANSION JOINTS.
2. 1" DEEP BY ⅛" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT MID-POINT BETWEEN EXPANSION JOINTS OR 6' INTERVALS MAX.
3. CONCRETE SHALL RECEIVE BROOM FINISH.
4. ALL EXPOSED CORNERS TO HAVE 12" CHAMFER.

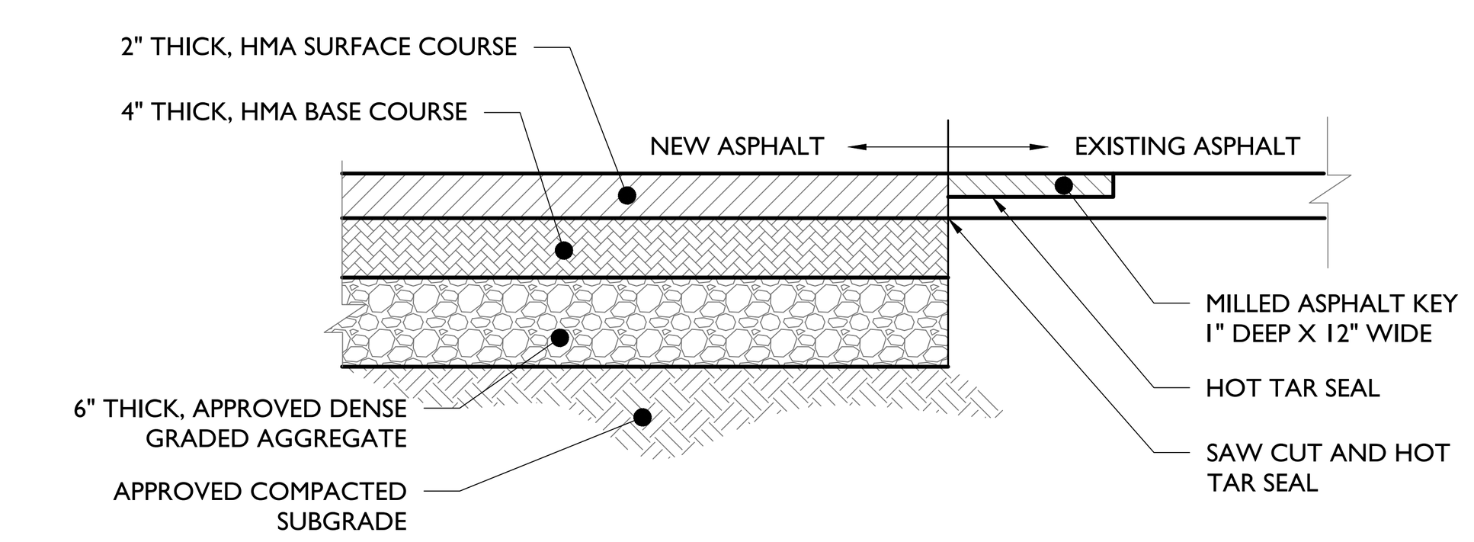
2



BRICK PAVER WALKWAY DETAIL

NOT TO SCALE

3

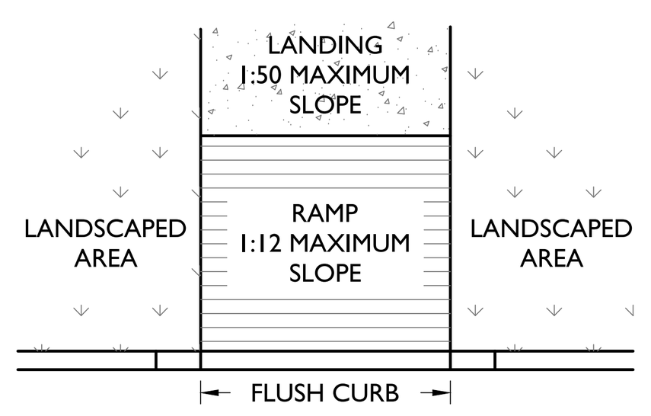


FULL DEPTH ASPHALT PAVEMENT DETAIL

NOT TO SCALE

NOTE:
HMA MIX AND DENSE GRADED AGGREGATE SHALL CONFORM TO STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

4

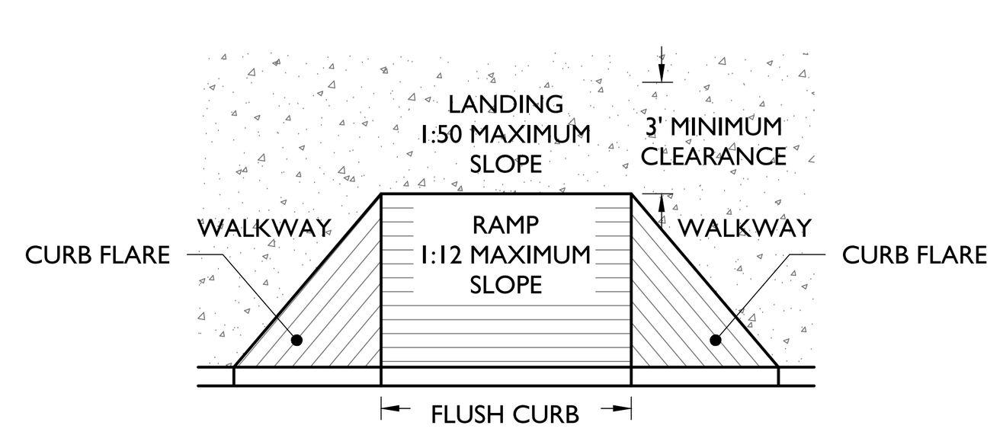


CURB RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

5



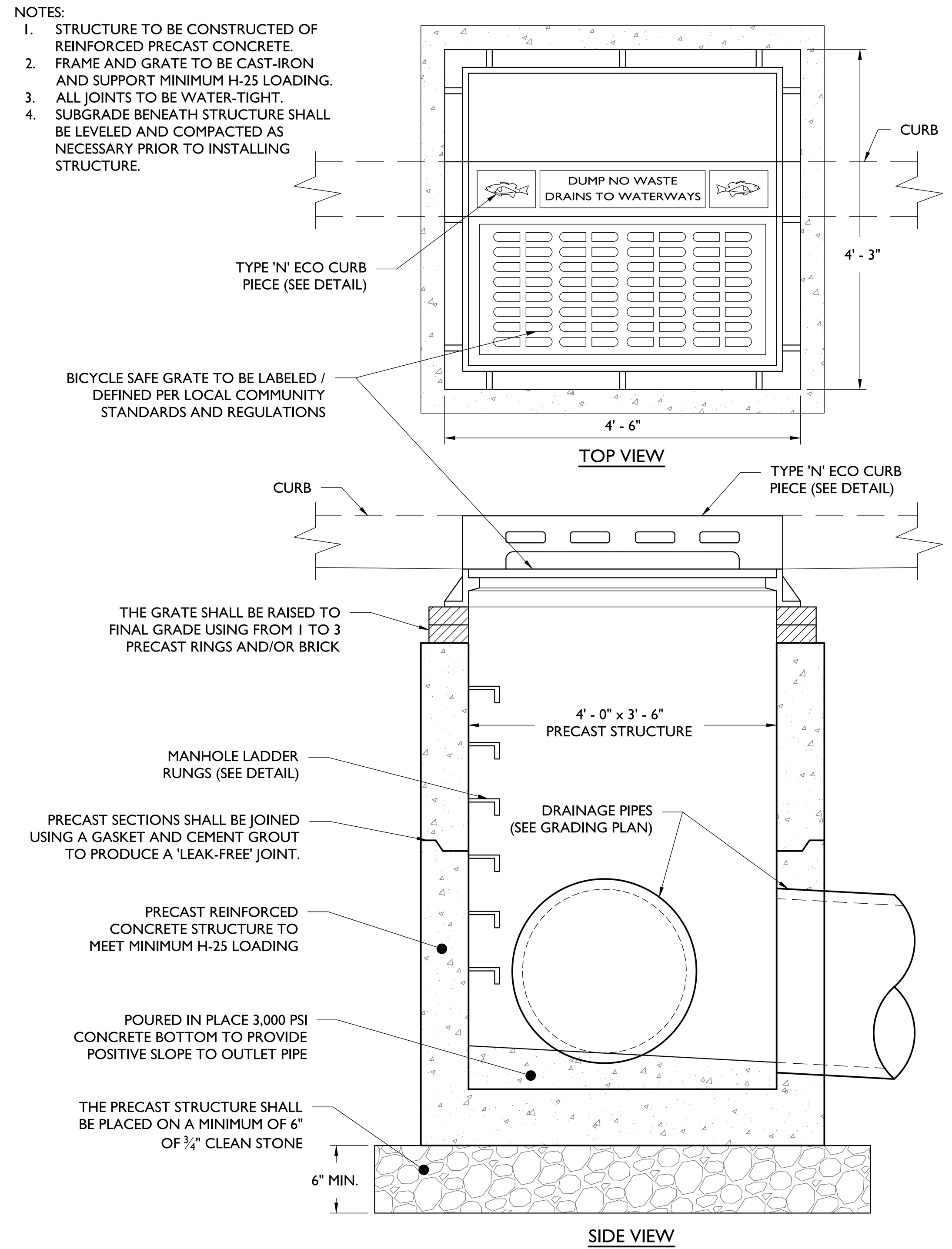
CURB RAMP WITH FLARES DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 1:50 SLOPE.
2. WHERE A 60" X 60" LANDING EXISTS AT THE TOP OF RAMP, RAMP FLARE SHALL NOT EXCEED 1:10 SLOPE. WHERE LANDING IS NOT PROVIDED RAMP FLARE SHALL NOT EXCEED 1:12 SLOPE.
3. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
4. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL.

6

NOTES:
1. STRUCTURE TO BE CONSTRUCTED OF REINFORCED PRECAST CONCRETE.
2. FRAME AND GRATE TO BE CAST-IRON AND SUPPORT MINIMUM H-25 LOADING.
3. ALL JOINTS TO BE WATER-TIGHT.
4. SUBGRADE BENEATH STRUCTURE SHALL BE LEVELED AND COMPACTED AS NECESSARY PRIOR TO INSTALLING STRUCTURE.

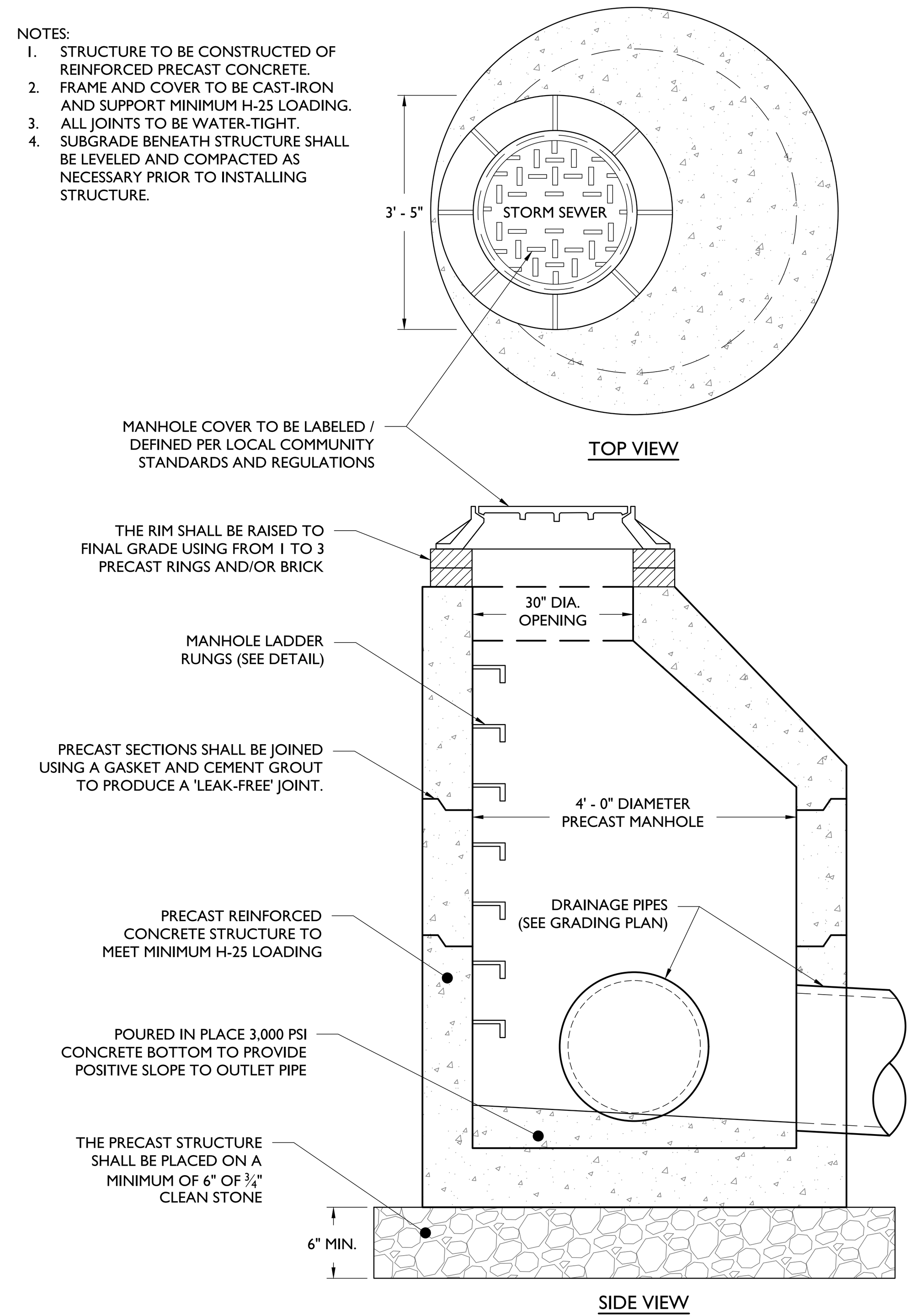


TYPE 'B' STORM INLET DETAIL

NOT TO SCALE

7

NOTES:
1. STRUCTURE TO BE CONSTRUCTED OF REINFORCED PRECAST CONCRETE.
2. FRAME AND COVER TO BE CAST-IRON AND SUPPORT MINIMUM H-25 LOADING.
3. ALL JOINTS TO BE WATER-TIGHT.
4. SUBGRADE BENEATH STRUCTURE SHALL BE LEVELED AND COMPACTED AS NECESSARY PRIOR TO INSTALLING STRUCTURE.



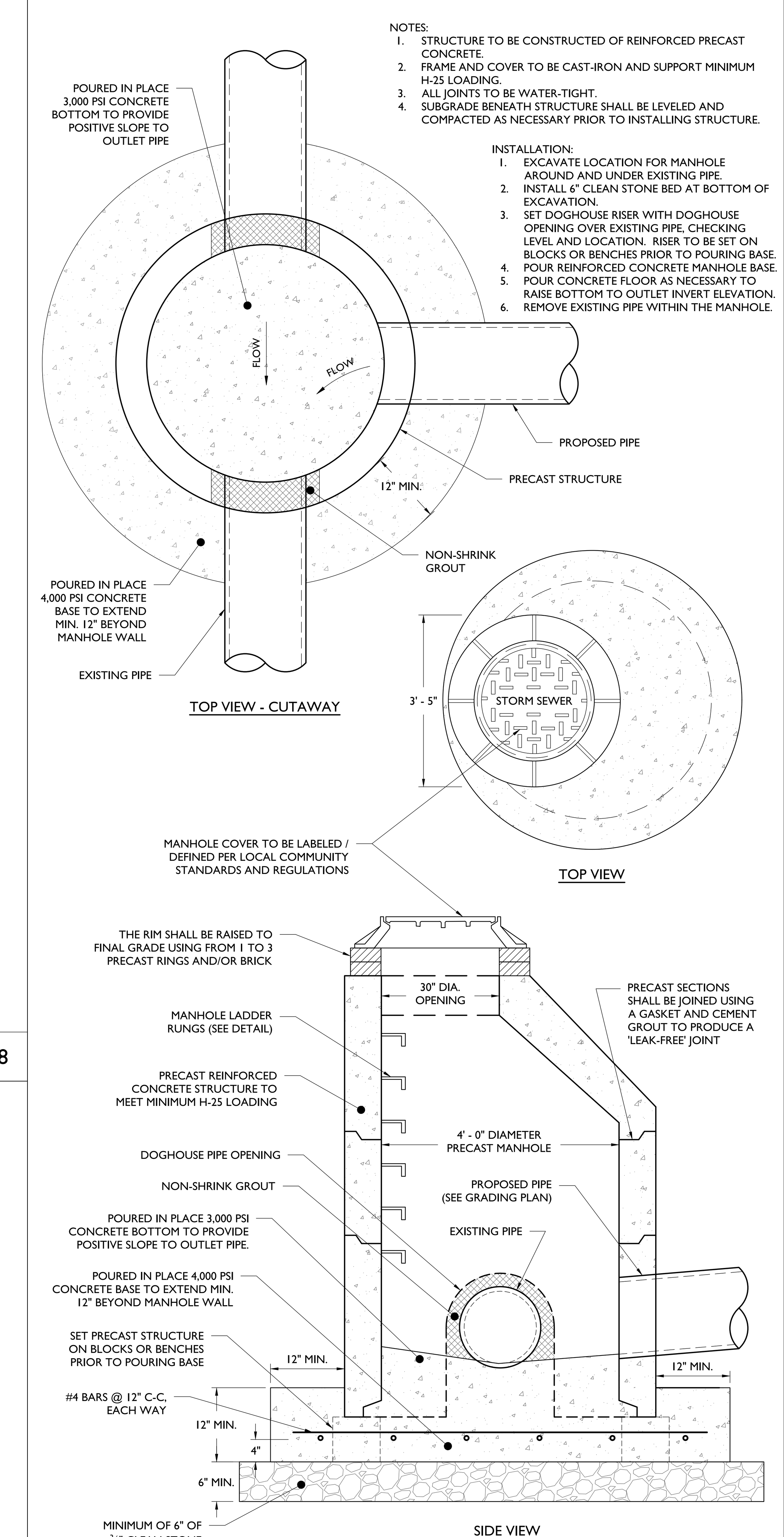
STORM MANHOLE DETAIL

NOT TO SCALE

8

NOTES:
1. STRUCTURE TO BE CONSTRUCTED OF REINFORCED PRECAST CONCRETE.
2. FRAME AND COVER TO BE CAST-IRON AND SUPPORT MINIMUM H-25 LOADING.
3. ALL JOINTS TO BE WATER-TIGHT.
4. SUBGRADE BENEATH STRUCTURE SHALL BE LEVELED AND COMPACTED AS NECESSARY PRIOR TO INSTALLING STRUCTURE.

INSTALLATION:
1. EXCAVATE LOCATION FOR MANHOLE AROUND AND UNDER EXISTING PIPE.
2. INSTALL 6" CLEAN STONE BED AT BOTTOM OF EXCAVATION.
3. SET DOGHOUSE RISER WITH DOGHOUSE OPENING OVER EXISTING PIPE, CHECKING LEVEL AND LOCATION. RISER TO BE SET ON BLOCKS OR BENCHES PRIOR TO POURING BASE.
4. POUR REINFORCED CONCRETE MANHOLE BASE.
5. POUR CONCRETE FLOOR AS NECESSARY TO RAISE BOTTOM TO OUTLET INVERT ELEVATION.
6. REMOVE EXISTING PIPE WITHIN THE MANHOLE.

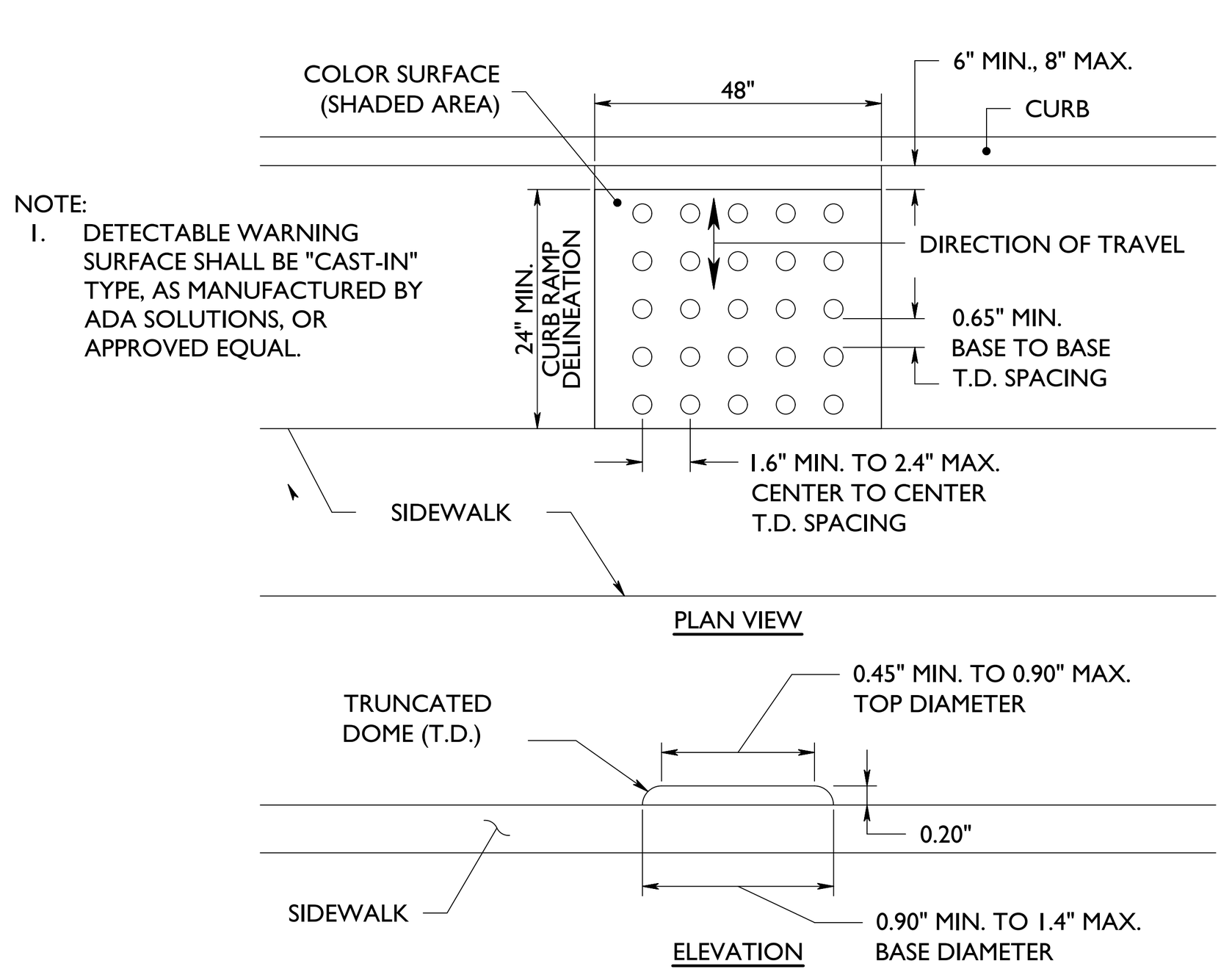


DOGHOUSE STORM MANHOLE DETAIL

NOT TO SCALE

12

NOTE:
1. DETECTABLE WARNING SURFACE SHALL BE "CAST-IN" TYPE, AS MANUFACTURED BY ADA SOLUTIONS, OR APPROVED EQUAL.

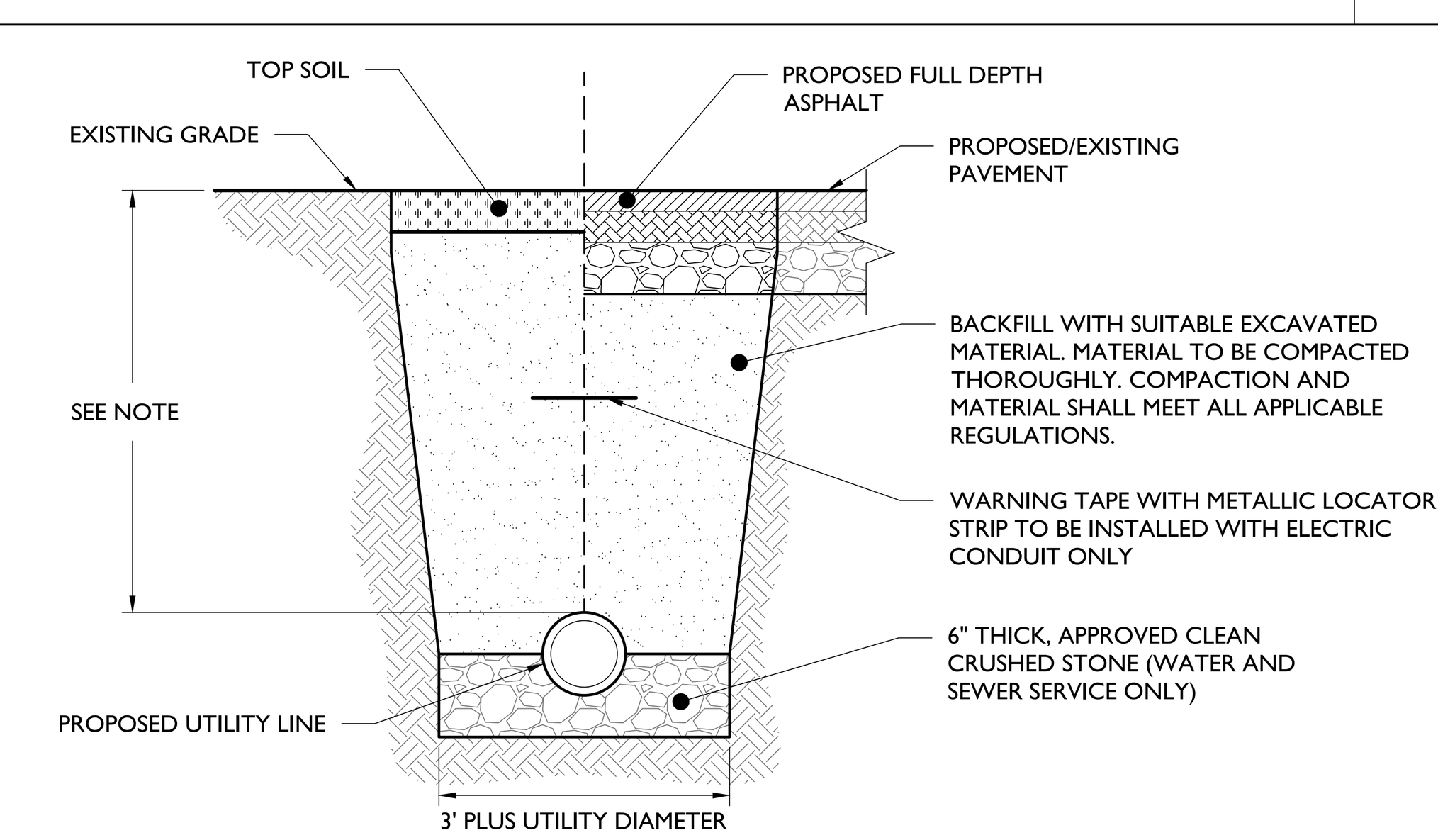


NJDOT DETECTABLE WARNING SURFACE

(FOR USE WITHIN NJDOT ROW)

NOT TO SCALE

9



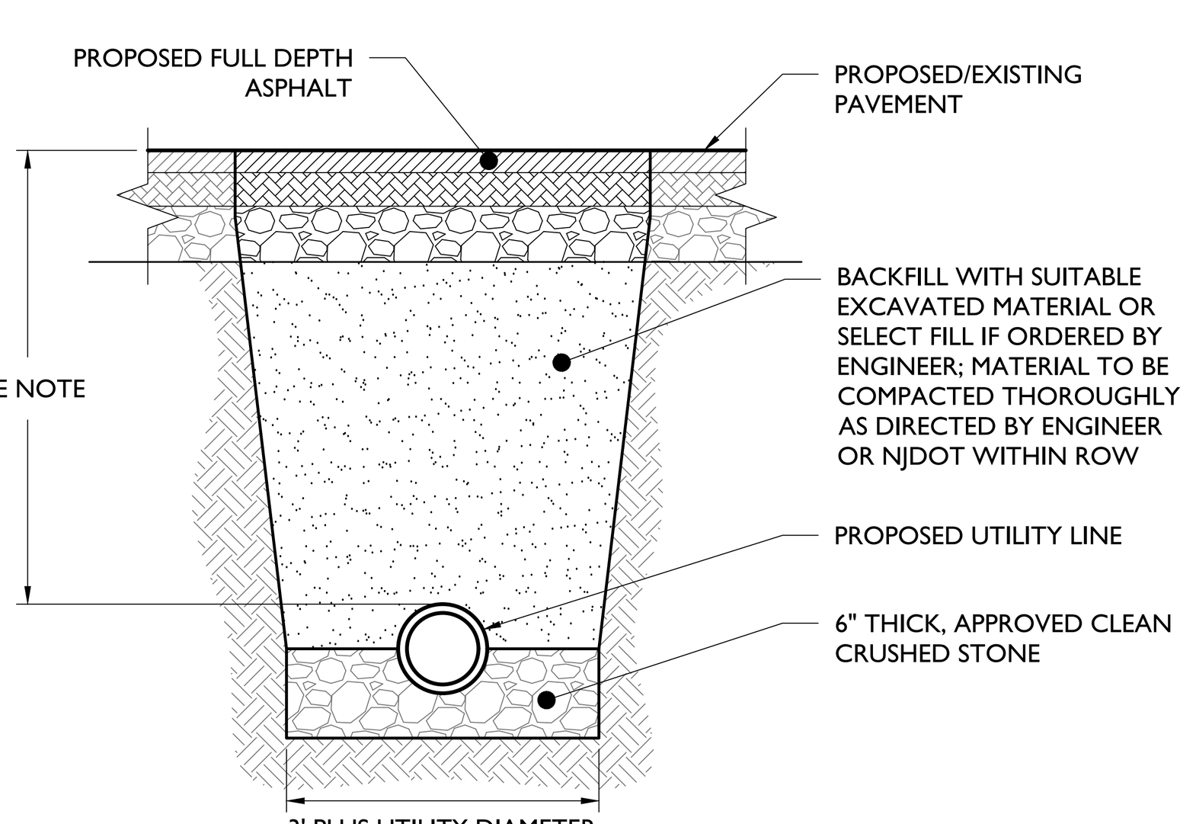
UTILITY TRENCH DETAIL

NOT TO SCALE

NOTE:

MINIMUM PIPE COVER SHALL BE AS FOLLOWS:
- ELECTRIC SERVICE - PER APPLICABLE UTILITY AUTHORITY
- GAS SERVICE - PER APPLICABLE UTILITY AUTHORITY
- SEWER SERVICE - 36" MINIMUM
- WATER SERVICE - 48" MINIMUM

10



UTILITY TRENCH DETAIL (PAVED AREA)

NOT TO SCALE

NOTE:

MINIMUM PIPE COVER SHALL BE AS FOLLOW:
- WATER - 48" MIN.
- STORM DRAIN - SEE DRAINAGE PLAN

11

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Salem, MA
Princeton, NJ · Tampa, FL · Birmingham, MI
www.stonefieldeng.com
Headquarters: 92 Park Avenue, Rutherford, NJ 07070
Phone 201.340.4468 · Fax 201.340.4472

PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

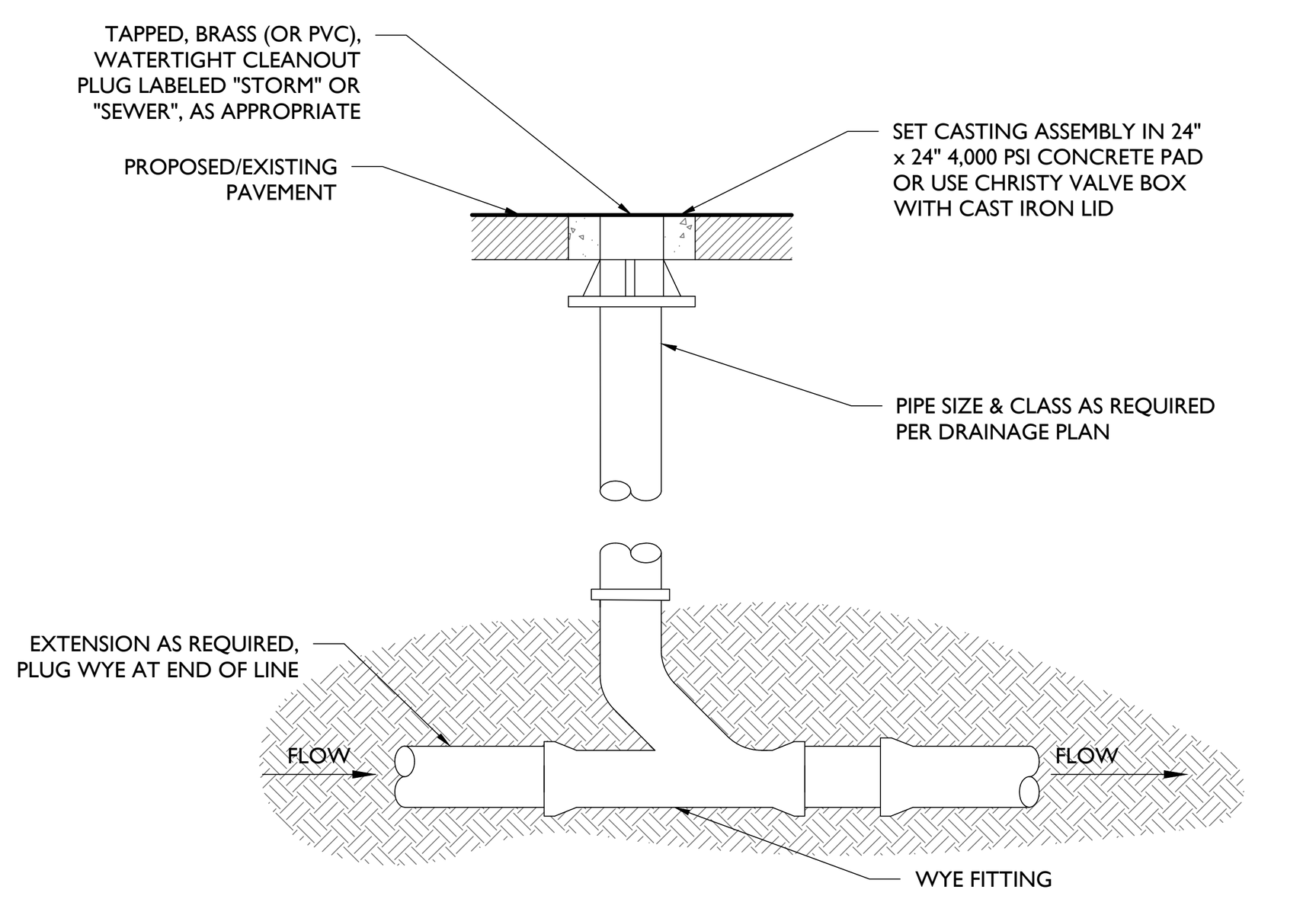
BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

STATE OF NEW JERSEY · JONATHAN R. ISTRANYI · No. GE51968 · LICENSED PROFESSIONAL ENGINEER
Digitally signed by Jonathan Istranyi
Date: 2026.03.06 11:56:54-05'00'
JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: RUT-250223

TITLE: CONSTRUCTION DETAILS

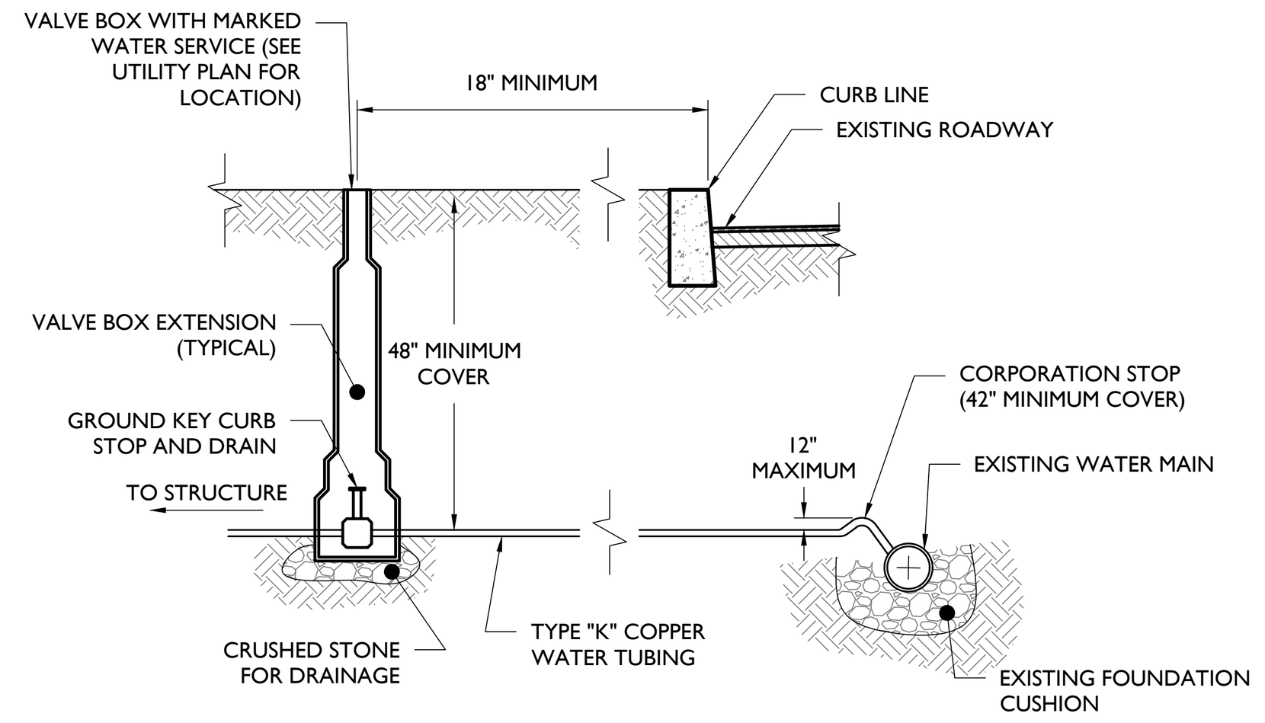
DRAWING: C-14



HARDSCAPE CLEAN-OUT

NOT TO SCALE

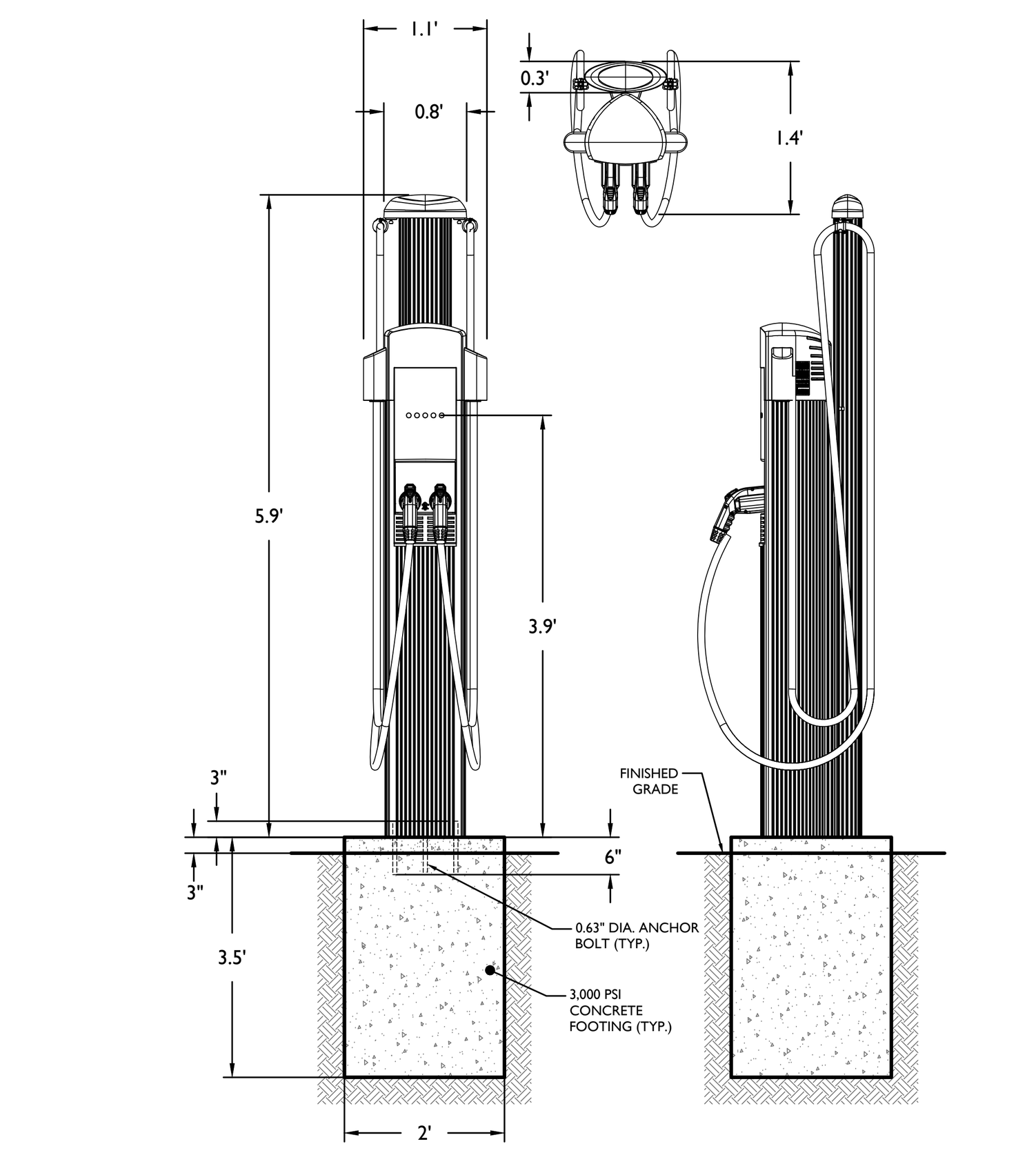
1



WATER CONNECTION DETAIL

NOT TO SCALE

2

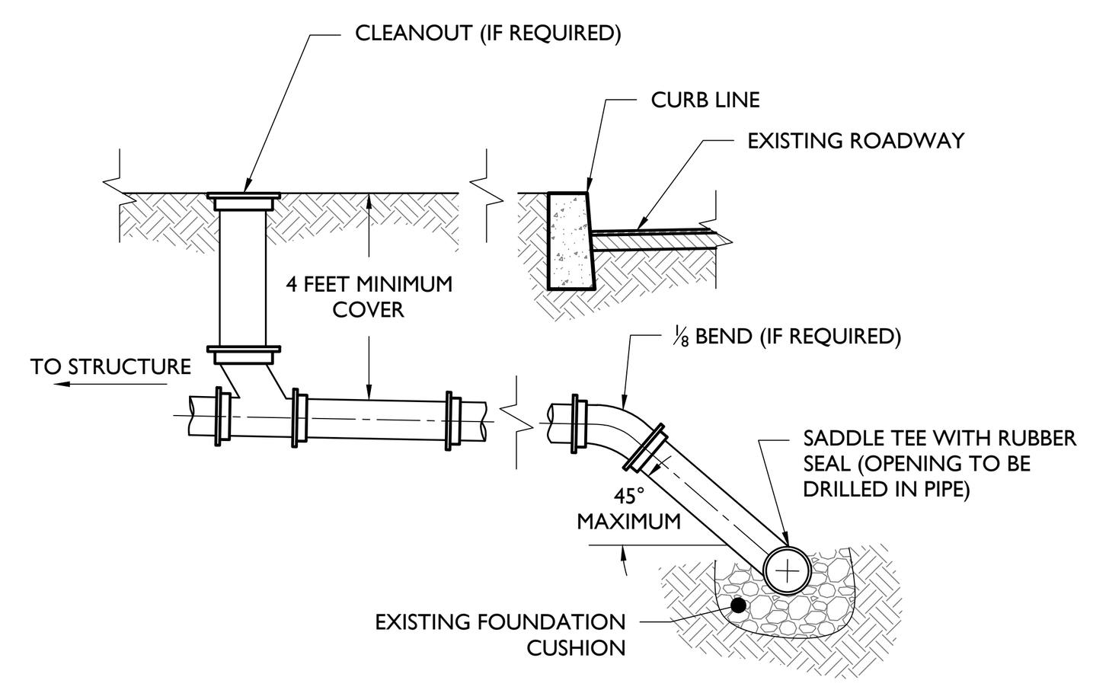


NOTES:
1. EV CHARGING STATION SHALL BE CT4000 AS MANUFACTURED BY CHARGEPOINT, OR APPROVED EQUAL.
2. INSTALL PER MANUFACTURER'S INSTALLATION INSTRUCTIONS.

EV CHARGING STATION DETAIL

NOT TO SCALE

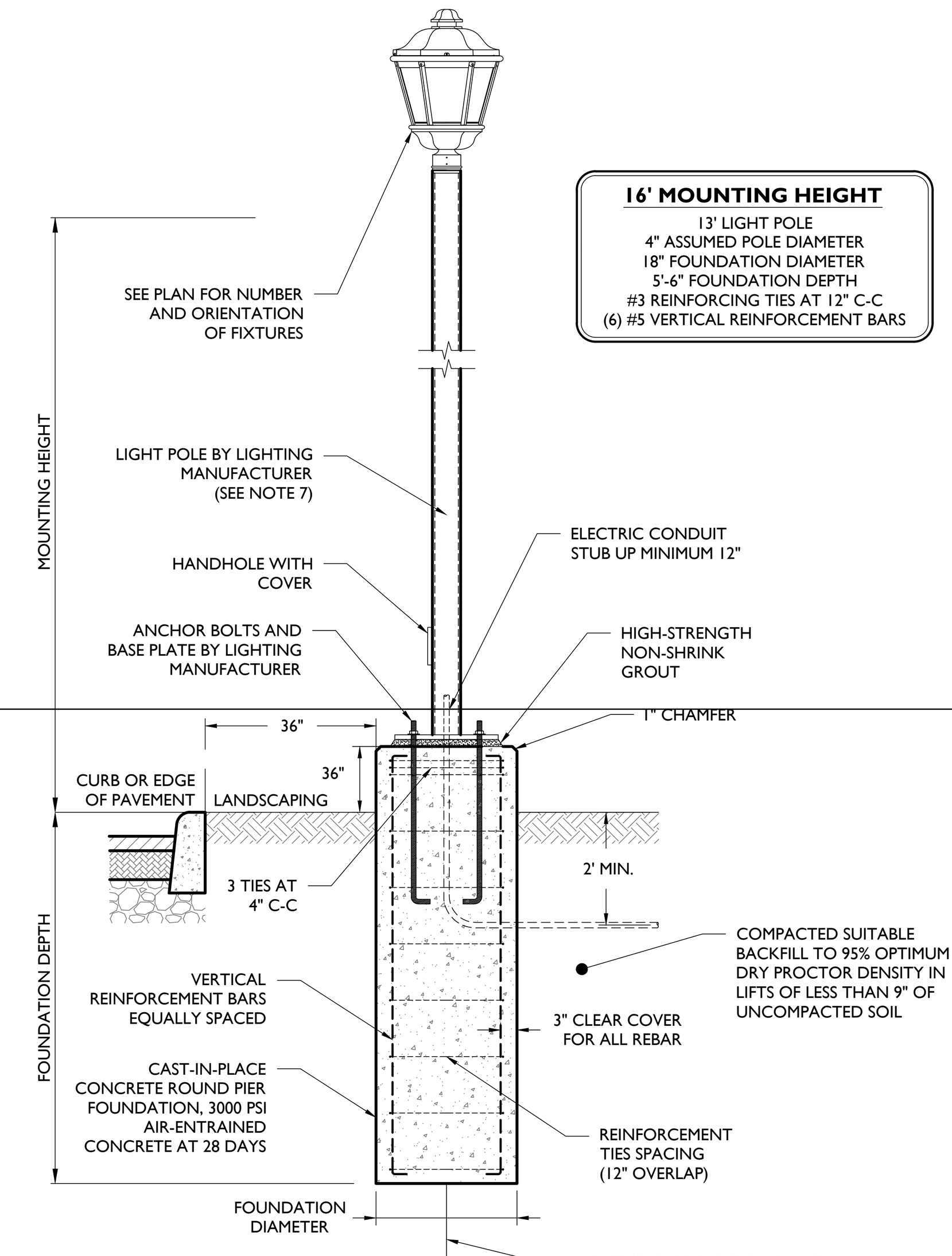
3



SEWER CONNECTION DETAIL

NOT TO SCALE

4

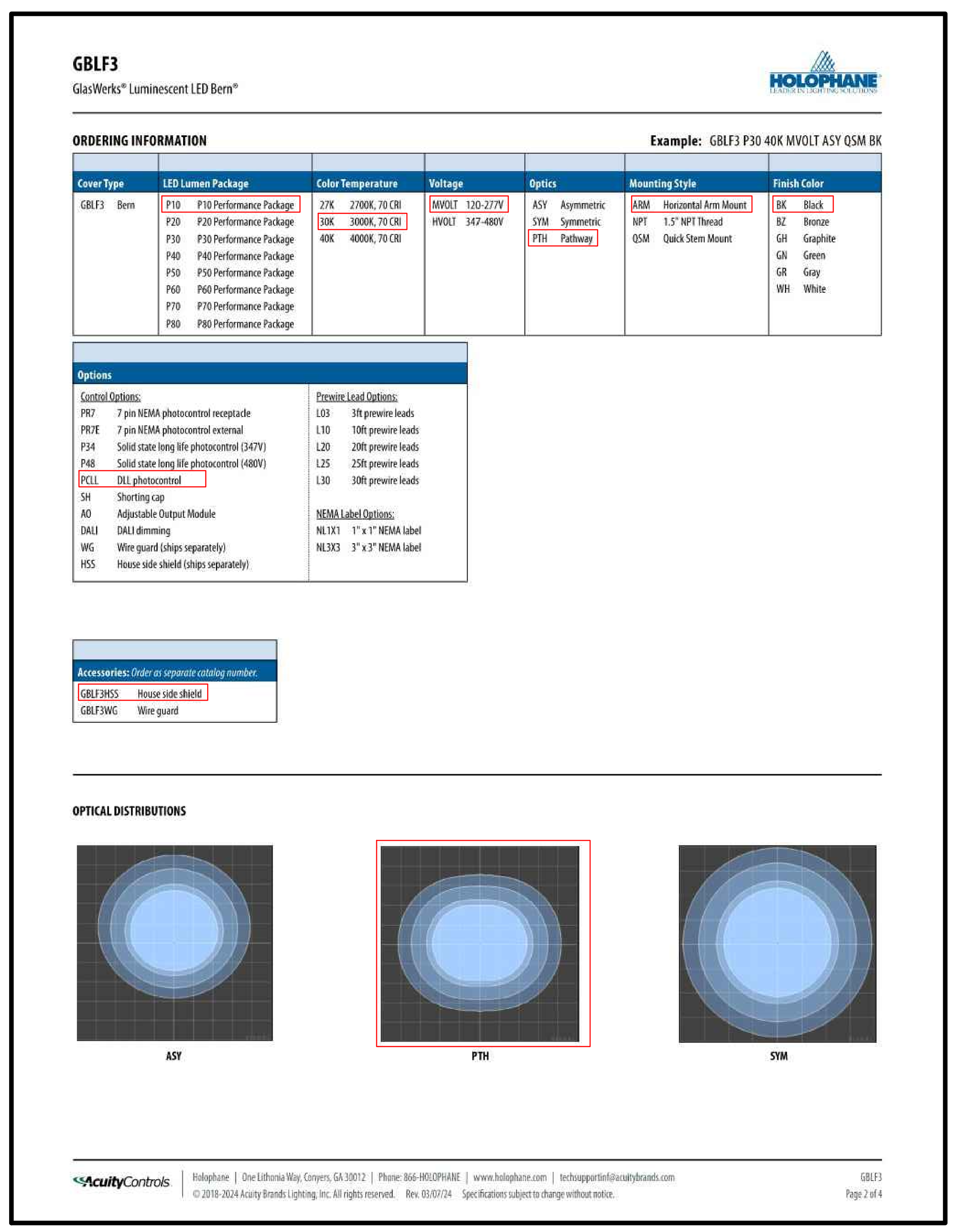


NOTES:
1. MINIMUM SOIL BEARING PRESSURE OF 1500 PSF, SOIL FRICTION ANGLE OF 30 DEGREES, AND SOIL DRY UNIT WEIGHT OF 120 PCF SHALL BE CONFIRMED IN THE FIELD BY A QUALIFIED PROFESSIONAL.
2. CAST-IN-PLACE CONCRETE SHALL BE CONSOLIDATED USING VIBRATOR.
3. ALL REBAR TO BE NEW GRADE 60 STEEL.
4. PRE-CAST PIERS ACCEPTABLE UPON WRITTEN APPROVAL OF SHOP DRAWING BY ENGINEER.
5. CONCRETE TO BE INSTALLED A MINIMUM OF 7 DAYS PRIOR TO INSTALLING LIGHT POLE. POURED CONCRETE MIX REQUIRED TO OBTAIN 80% OF DESIGN STRENGTH PRIOR TO INSTALLING LIGHT POLE.
6. CONCRETE SHALL HAVE A MAXIMUM SLUMP OF 4" (WITHIN 1" TOLERANCE).
7. POLE SHALL BE RATED FOR 10 MPH HIGHER THAN MAXIMUM WIND SPEED 33FT ABOVE GROUND FOR THE AREA BASED ON ANSI/ASCE 7-93.
8. POUR TO BE TERMINATED AT A FORM.
9. WORK SHALL CONFORM TO ACI BEST PRACTICES FOR APPROPRIATE TEMPERATURE AND WEATHER CONDITIONS.
10. CONTRACTOR TO TEMPORARILY SUPPORT ADJACENT SOIL AND STRUCTURES DURING EXCAVATION IF REQUIRED.

LIGHT POLE INSTALLATION DETAIL

NOT TO SCALE

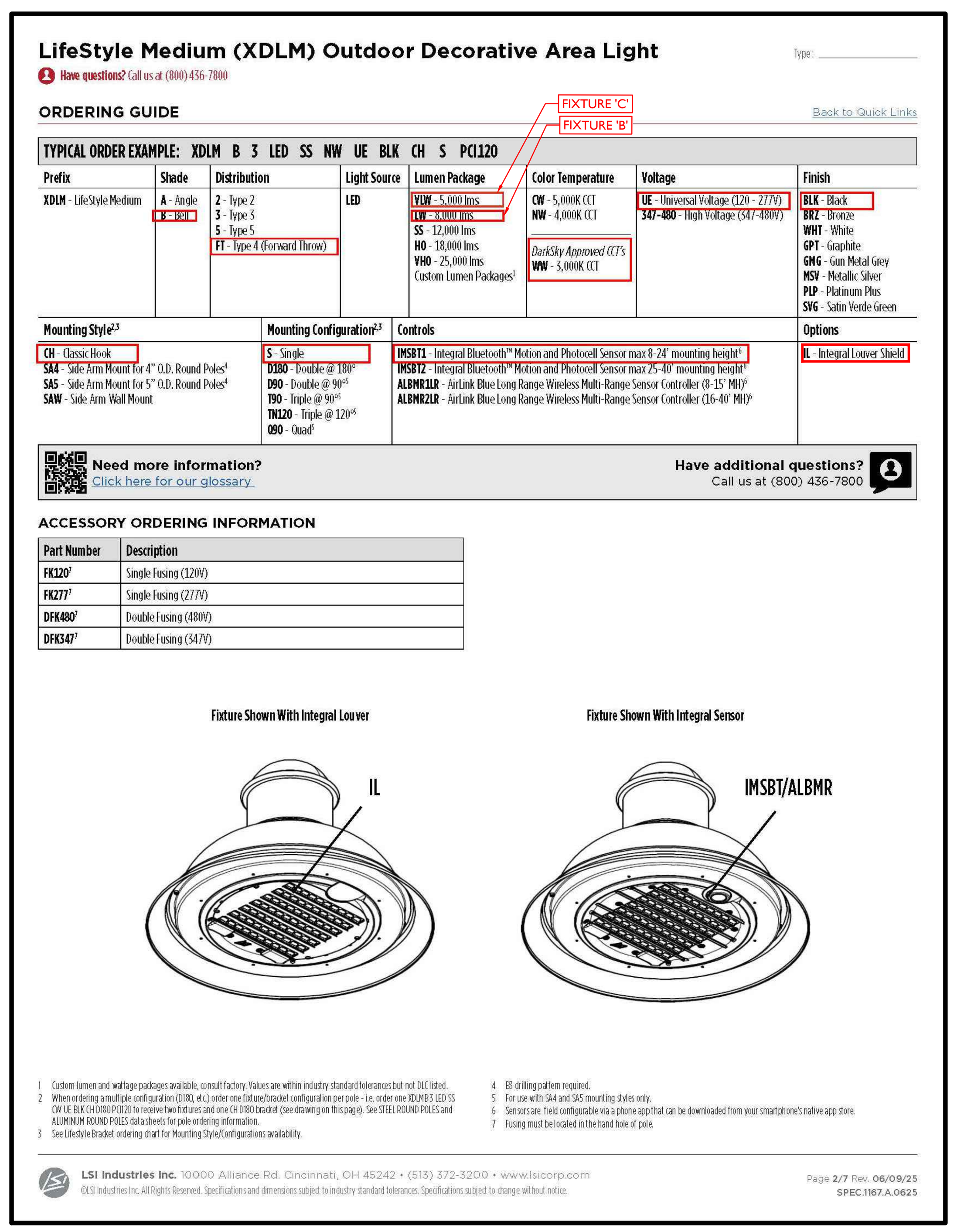
5



FIXTURE 'A' DETAIL

NOT TO SCALE

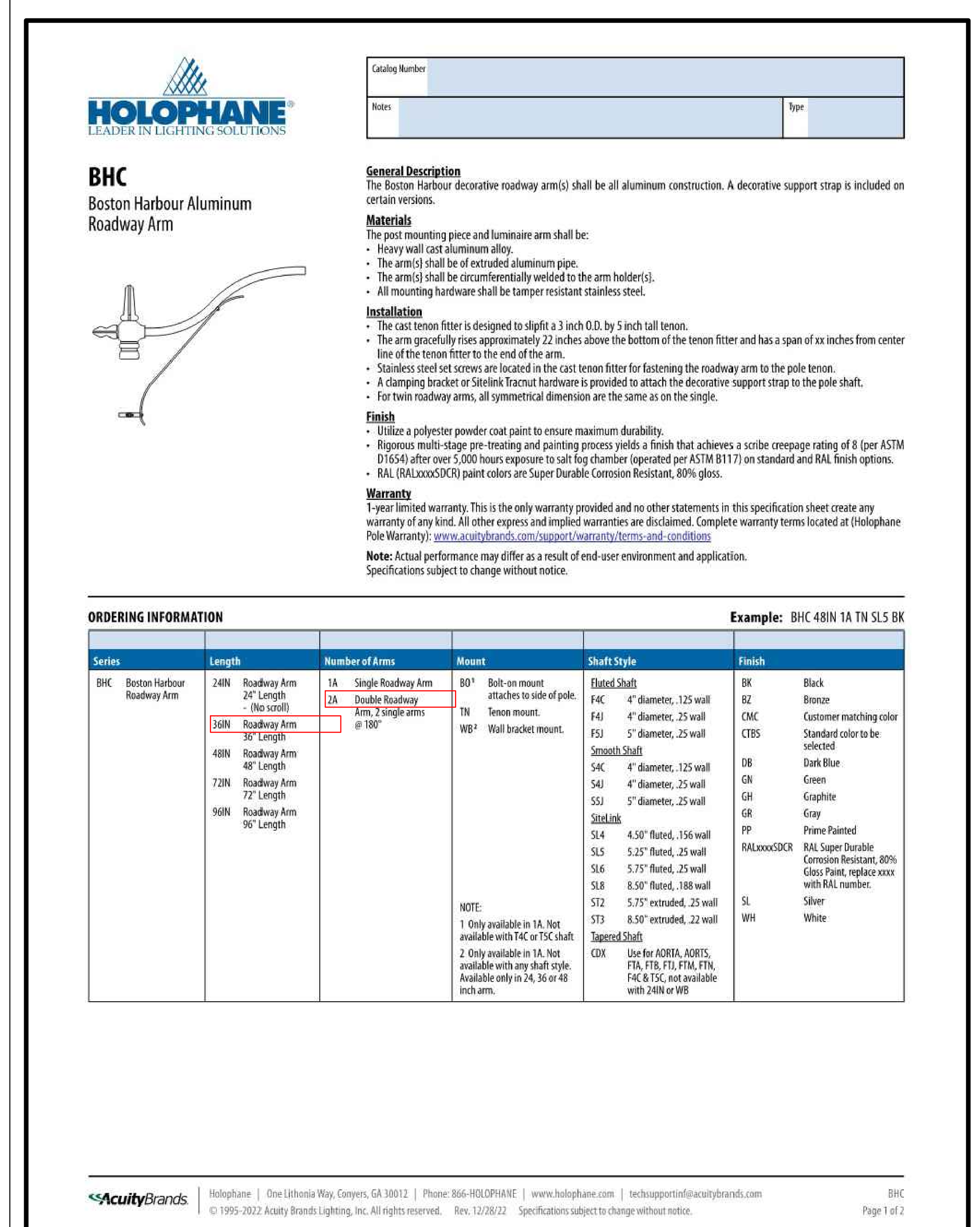
6



FIXTURES 'B' & 'C' DETAIL

NOT TO SCALE

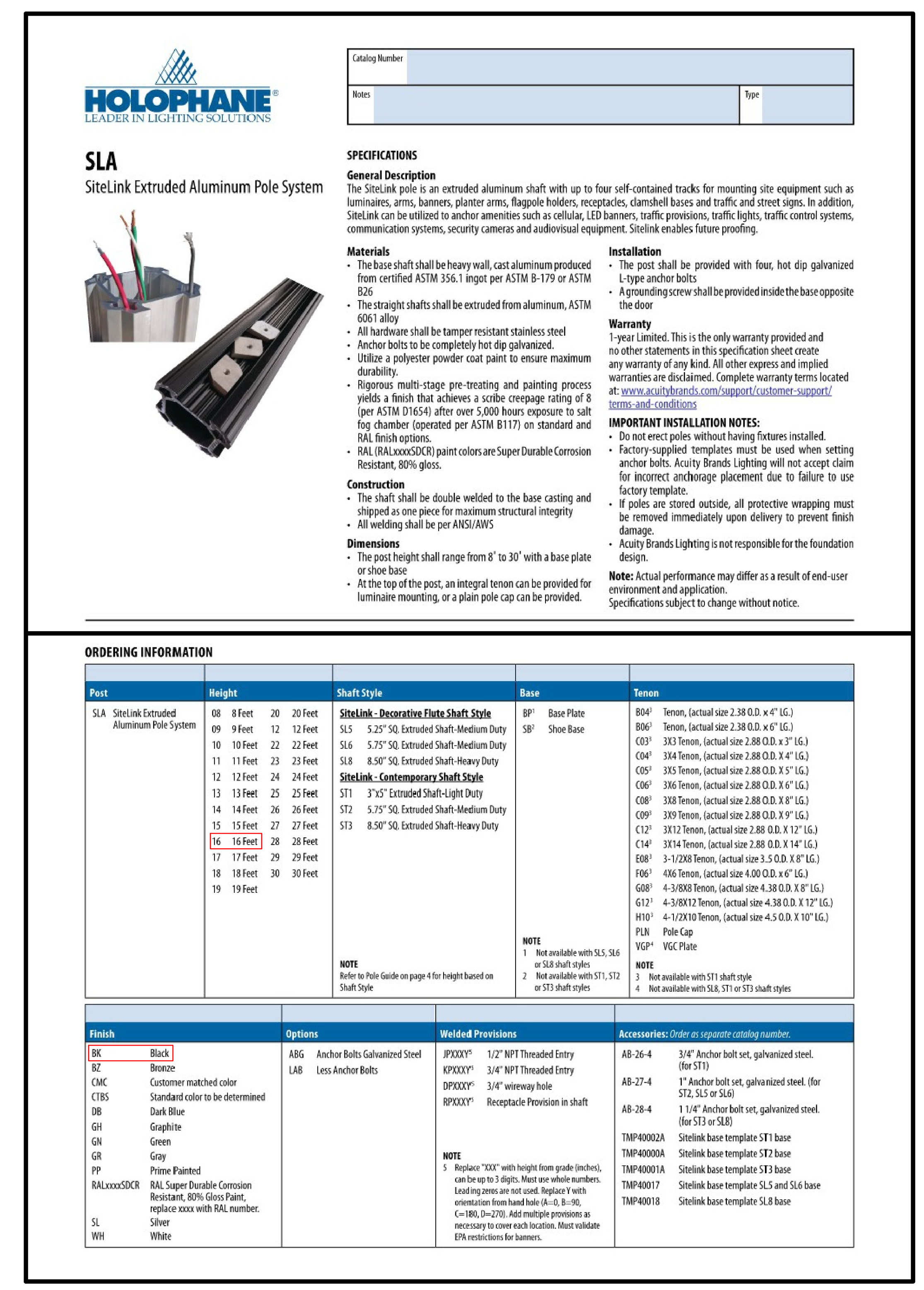
7



FIXTURE 'A' POLE ARM DETAIL

NOT TO SCALE

8



FIXTURE 'A' POLE DETAIL

NOT TO SCALE

9

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LICENSED PROFESSIONAL ENGINEER
STONEFIELD
engineering & design

SCALE: AS SHOWN | PROJECT ID: RUT-250223

TITLE: CONSTRUCTION DETAILS

DRAWING: C-15

Town of Dover

Engineering Department
37 North Sussex Street
Dover, NJ 07801
(973) 366-2200 ext. 152/154

The following is a list of Properties within 200 feet of: Block1201 Lot 6
71 Bassett HIghway

Per Tax Records in Tax Assessor's Office as of July 24, 2025 — [signature] Administrative Officer — 07/24/25 Date

Block	Lot	Unit ID	Owner	Owner Address	Owner City State	Owner Zip
510	2		N J TRANSIT CORP	1 PENN PLAZA EAST	NEWARK, NJ	07105-2246
510	5		N J TRANSIT CORP	1 PENN PLAZA EAST	NEWARK NJ	07101
511	1		TOWN OF DOVER	37 N SUSSEX ST	DOVER NJ	07801
515	1		TOWN OF DOVER	37 N SUSSEX ST	DOVER NJ	07801
604	5		DOVER & ROCKAWAY RIVER RR % K BURENGA	1076 GRONA-SCHANDUA RD	FREDERICKSBURG TX	78624
604	5	X	DOVER & ROCKAWAY RIVER RR % K BURENGA	1076 GRONA-SCHANDUA RD	FREDERICKSBURG TX	78624
604	7		DOVER & ROCKAWAY RIVER RR % K BURENGA	1076 GRONA-SCHANDUA RD	FREDERICKSBURG TX	78624
604	14		DOVER & ROCKAWAY RIVER RR % K BURENGA	1076 GRONA-SCHANDUA RD	FREDERICKSBURG TX	78624
610	9		MELLO ADILSON I & GUILHERMINA BASTOS	37 W MC FARLAN ST	DOVER NJ	07801
611	1		WEB REALTY	3 MAIN ST	FLANDERS NJ	07836
611	2		DOT OF NJ	1035 PARKWAY AVE-POB 616	TRENTON NJ	08625-0616
611	3		DOT OF NJ	1035 PARKWAY AVE-POB 616	TRENTON NJ	08625-0616
611	7		SUMMIT - BK OF AMERICA -	101 N TRYON ST - NC10010381	CHARLOTTE NC	28255
611	14		AMAYA JULIA	31 W CLINTON ST	DOVER NJ	07801
611	15		SETHI, HARMAN	8 SEMRAU RD	DENVILLE, NJ	07834
611	16		SETHI, HARMAN	8 SEMRAU RD	DENVILLE, NJ	07834
615	3		ONE RT 46 LLC	1 US HWY 46	DOVER NJ	07801

Block	Lot	Unit ID	Owner	Owner Address	Owner City State	Owner Zip
615	3	B01	ONE RT 46 LLC	1 U S HWY 46	DOVER, NJ	07801
1201	1		DOT OF NJ	1035 PARKWAY AVE - POB 616	TRENTON NJ	08625-0616
1201	4		DOT OF NJ	1035 PARKWAY AVE POB 616	TRENTON NJ	08625
1201	5		DOT OF NJ	1035 PARKWAY AVE - POB 616	TRENTON NJ	07865-0616
1201	6.01		107-111 BASSETT HIGHWAY URBAN RENEWAL, LLC	37 NOLAS POINT PARK ROAD	LAKE HOPATCONG, NJ	07849
1201	6.02		MILL POND TOWERS ASSOCIATES	45 BASSETT HWY	DOVER NJ	07801
1201	6.03		CORP PRES BISHOP JC LATTER-DAY STS	50 E NORTH TEMPLE ST - 12 FLR	SALT LAKE CITY UT	84150
1201	6.04		THE SALVATION ARMY	31 VANHOUTEN ST	PATERSON NJ	07505
1202	1		36 WEST CLINTON STREET	38 CONDIT ST	SUCCASUNNA NJ	07876
1202	2		LILLILOVE 34 WEST LLC	34 RANDOLPH AVE	RANDOLPH NJ	07869
1202	3		PROFIDO, ANTHONY	7 LITTLE LN	WHARTON NJ	07885
1203	1		TOWN OF DOVER MUNICIPAL BLDG	37 N SUSSEX ST	DOVER NJ	07801
1203	1	T01	TOWN OF DOVER	37 N SUSSEX ST	DOVER, NJ	07801
1203	1	T02	TOWN OF DOVER	37 N SUSSEX ST	DOVER, NJ	07801
1203	1	T03	TOWN OF DOVER	37 N SUSSEX ST	DOVER, NJ	07801
1203	1	T04	TOWN OF DOVER	37 N SUSSEX ST	DOVER, NJ	07801
1203	1	T05	TOWN OF DOVER	37 N SUSSEX ST	DOVER, NJ	07801
1203	1.01		UNKNOWN OWNER	UNKNOWN	UNKNOWN	00000
1203	2		JING YEE L. P.	5 RICHARDS AVE	DOVER NJ	07801
1204	1		VILLAGE DEVELOPMENT LLC	34 E BLACKWELL ST	DOVER, NJ	07712
1204	2		GIBBS HARRY JR	63 TAMARACK RD	ANDOVER NJ	07821
1204	3		GUITIERREZ-GARCIA, JAVIER	79 W BLACKWELL ST A&B	DOVER, NJ	07801
1204	4		NEW JERSEY HOME CLOSING NETWORK INC	43 W BLACKWELL ST	DOVER NJ	07801
1204	5		SHEIKH MOHAMMAD ANIS & MUSARRAT	83 W BLACKWELL ST	DOVER NJ	07801
1204	6		DCC PROPERTIES MANAGEMENT LLC	P.O. BOX 412	MT. FREEDOM NJ	07970
1204	7		DCC PROPERTIES LLC	P.O. BOX 412	MT FREEDOM NJ	07970
1204	8		DCC PROPERTIES MGMT LLC	P.O. BOX 412	MT FREEDOM NJ	07970
1205	1		TOWPATH REALTY LLC	3331 RT 94	HAMBURG, NJ	07419
1205	2		TOWPATH REALTY LLC	3331 RT 94	HAMBURG, NJ	07419

Block	Lot	Unit ID	Owner	Owner Address	Owner City State	Owner Zip
1205	3		MARIN IVAN & ROSA	7 LAFAYATTE ST	WHARTON NJ	07885
1205	4		JR ASSET BUILDERS LLC	263 W BLACKWELL ST	DOVER NJ	07801
1205	5		JR ASSET BUILDERS LLC	71 W BLACKWELL ST A,B & C	DOVER, NJ	07801
1205	6		1205	263 E BLACKWELL ST	DOVER, NJ	07801
1205	7		JR ASSET BUILDERS LLC	263 E BLACKWELL ST	DOVER, NJ	07801
1205	8		HOME HELP AMERICA LLC	3 DEWEY ST UNIT A&B	DOVER NJ	07801
1205	9		CASTANDEA, ANDRES	5 DEWEY ST	DOVER NJ	07801
1205	10		MUXIE LLC	1240 NEPTUNE AVE	ENCINITAS, CA	92024
1205	11		TOWPATH REALTY LLC	3331 RT 94	HAMBURG, NJ	07419
1205	12		MUXIE LLC	1240 NEPTUNE AVE	ENCINITAS, CA	92024
1205	13		MUXIE LLC	1240 NEPTUNE AVE	ENCINITAS, CA	92024
1206	11		CENTRO BIBLICO OF NJ INC	63 ABBETT AVE	MORRISTOWN NJ	07960
1206	11	X	CENTRO BIBLICO OF NJ INC	63 ABBETT AVE	MORRISTOWN, NJ	07960
1206	14		FIRST PRESBYTERIAN CHURCH OF DOVER	51 W BLACKWELL ST	DOVER NJ	07801
1206	15		FIRST PRESBYTERIAN CHURCH OF DOVER	51 W BLACKWELL ST	DOVER NJ	07801
1206	15		FIRST PRESBYTERIAN CHURCH OF DOVER	51 W BLACKWELL ST	DOVER NJ	07801
1206	16		TOWPATH REALTY LLC	3331 RT 94	HAMBURG, NJ	07419
1311	9		GH DOVER LLC	9-11 W CLINTON ST	DOVER NJ	07801
1311	10		DOVER GAS, INC	13 W CLINTON ST	DOVER NJ	07801
1311	10.01		BARRIOS FERNANDO	68 A&B PEQUANNOCK ST	DOVER NJ	07801
1326	1		SUKMANI GAS SUPPLY INC	12-14 W CLINTON ST	DOVER NJ	07801
1326	2		SUKMANI GAS SUPPLY INC	12 W CLINTON ST	DOVER NJ	07801
1326	2.01		MAJMUNDAR RIPAL & MONA	37 EMERSON RD	MORRIS PLAINS, NJ	07950
1326	3		DOVER REALTY PARTNERS LLC	136 WALLINGTON AVE	WALLINGTON, NJ	07057
1326	3.01		DOVER REALTY PARTNERS LLC	51 N SUSSEX ST	DOVER NJ	07801
1326	4		DOVER REALTY PARTNERS LLC	49 N SUSSEX ST	DOVER NJ	07801
1326	5		DCC REAL ESTATE LLC	P.O. BOX 412	MT FREEDOM NJ	07970

Block	Lot	Unit ID	Owner	Owner Address	Owner City State	Owner Zip

In addition, the following property owners checked-off below must be notified:

- ☐ Commissioner of New Jersey Department of Transportation, 1035 Parkway Ave., Trenton, NJ 08650
- ☐ Morris County Planning Board, CN 900, Morristown, NJ 07960
- ☐ New Jersey Transit, One Penn Plaza East, Newark, NJ 07105-2246
- ☐ Municipal Clerk Town of Dover, 37 North Sussex Street, Dover, NJ 07801
- ☐ Municipal Clerk Township of Rockaway, 65 Mount Hope Road, Rockaway, NJ 07866
- ☐ Municipal Clerk Township of Randolph, 502 Millbrook Ave., Randolph, NJ 07869
- ☐ Municipal Clerk Borough of Wharton, 10 Robert Street, Wharton, NJ 07885
- ☐ Municipal Clerk Borough of Victory Gardens, 337 South Salem Street, Dover, NJ 07801
- ☐ Municipal Clerk Township of Mine Hill, 10 Baker Street, Mine Hill, NJ 07866
- ☐ Properties within 200 feet that exist in Rockaway Twp. (contact that Municipality)
- ☐ Properties within 200 feet that exist in Randolph Twp. (contact that Municipality)
- ☐ Properties within 200 feet that exist in Wharton Boro (contact that Municipality)
- ☐ Properties within 200 feet that exist in Victory Gardens (contact that Municipality)
- ☐ Properties within 200 feet that exist in Mine Hill (contact that Municipality)

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LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: RUT-250223

TITLE: 200 FT PROPERTY OWNERS LIST

DRAWING: C-16

GENERAL NOTES

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3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND IT'S SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
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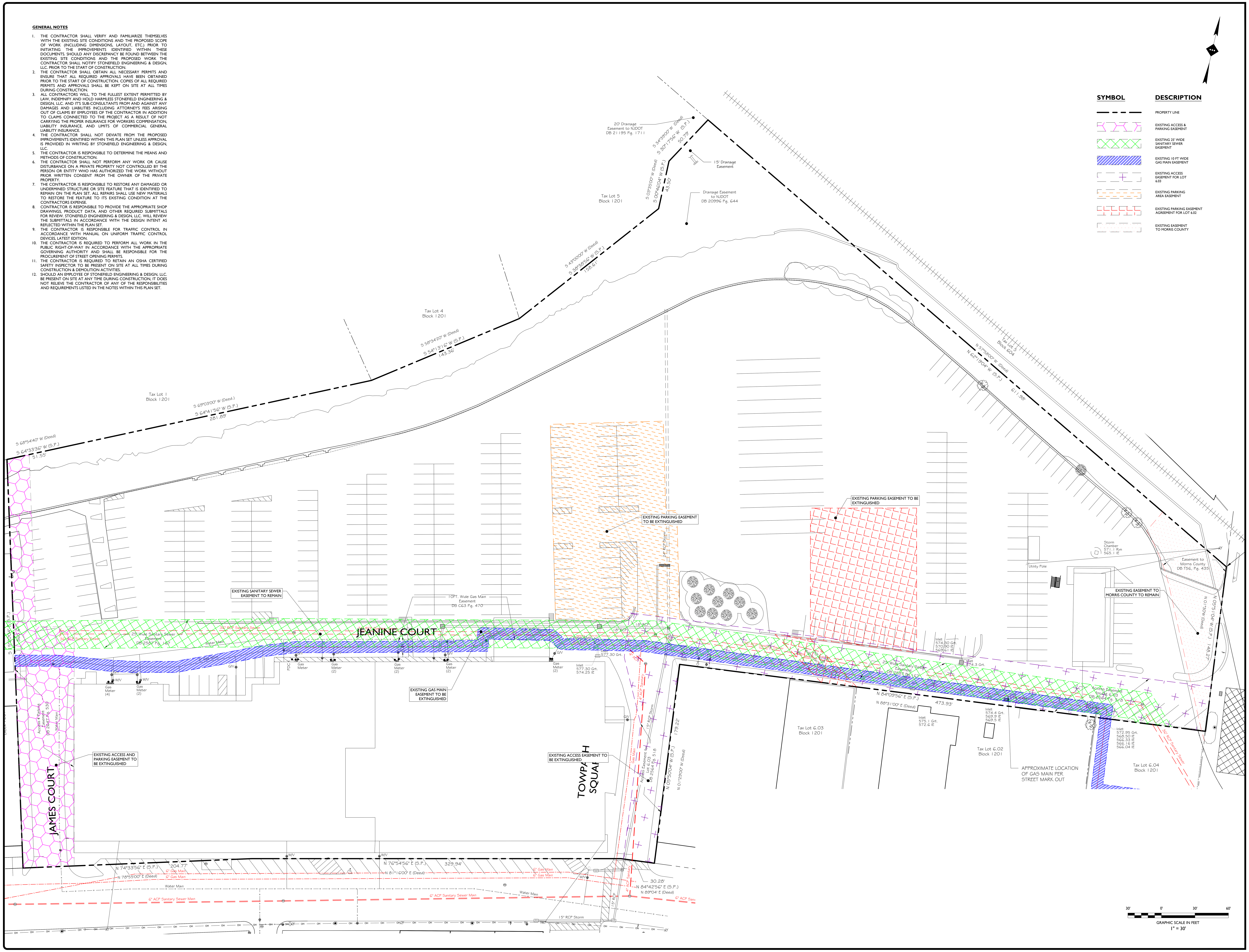
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.



SYMBOL	DESCRIPTION
	PROPERTY LINE
	EXISTING ACCESS & PARKING EASEMENT
	EXISTING 25' WIDE SANITARY SEWER EASEMENT
	EXISTING 10 FT WIDE GAS MAIN EASEMENT
	EXISTING ACCESS EASEMENT FOR LOT 6.03
	EXISTING PARKING AREA EASEMENT
	EXISTING PARKING EASEMENT AGREEMENT FOR LOT 6.02
	EXISTING EASEMENT TO MORRIS COUNTY

ISSUE	DATE	BY	DESCRIPTION
2	03/09/2026	DC	FOR MUNICIPAL RESUBMISSION
1	12/08/2025	JTM	FOR MUNICIPAL SUBMISSION

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Rutherford, NJ · New York, NY · Salem, MA
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www.stonefieldeng.com
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PRELIMINARY & FINAL MAJOR SITE PLAN

MERIDIA DOVER 63, URBAN RENEWAL, LLC

PROPOSED MIXED-USE DEVELOPMENT

BLOCK 1201, LOT 6
71 BASSETT HIGHWAY
TOWN OF DOVER
MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: RUT-250223

TITLE: EXISTING EASEMENT PLAN

DRAWING: C-17

GENERAL NOTES

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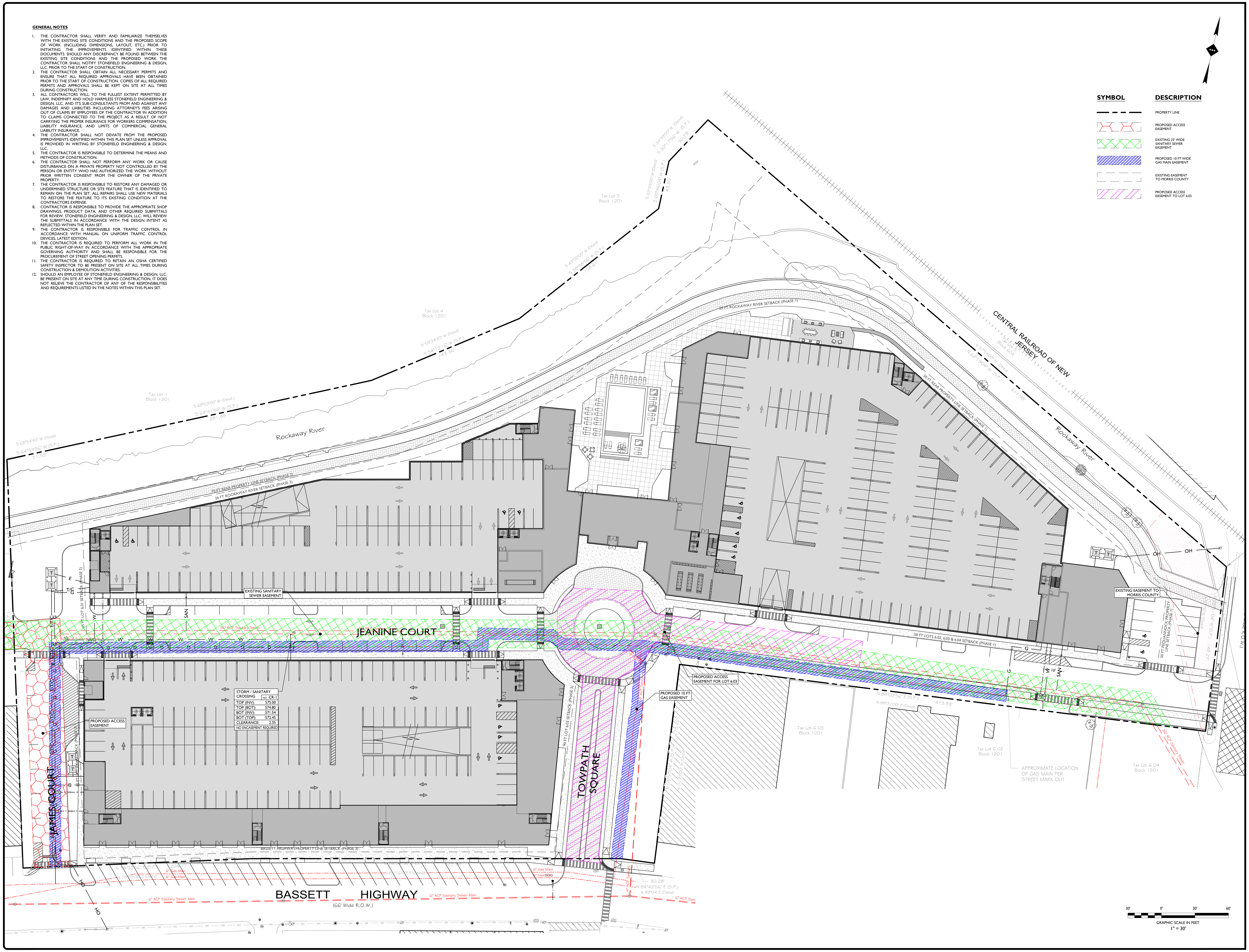

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(red hatch)	PROPOSED ACCESS EASEMENT
(green cross-hatch)	EXISTING 25' WIDE SANITARY SEWER EASEMENT
(blue hatch)	PROPOSED 10 FT WIDE GAS MAIN EASEMENT
(dotted)	EXISTING EASEMENT TO MORRIS COUNTY
(magenta hatch)	PROPOSED ACCESS EASEMENT TO LOT 6.03

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PRELIMINARY & FINAL MAJOR SITE PLAN

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MORRIS COUNTY, NEW JERSEY

JONATHAN R. ISTRANYI, P.E.
NEW JERSEY LICENSE No. 51968
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design

SCALE: 1" = 30'
PROJECT ID: RUT-250023

TITLE:
PROPOSED EASEMENT PLAN

DRAWING:
C-18

Traffic Impact Study

Proposed Mixed-Use Development
Block 1201, Lot 6
Town of Dover
Morris County, New Jersey

Prepared for:
Meridia Dover 63, Urban Renewal, LLC

Date: February 6, 2026
Revised Date: March 9, 2026
SE&D Job Number: RUT-250223

John R. Corak, PE
Senior Project Manager
NJ P.E. License No. 54973

Matthew J. Seckler, PE, PP, PTOE
Principal
NJ P.E. License No. 48731

STONEFIELD
92 Park Ave
Rutherford, NJ 07070

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Intersection of W Blackwell Street and Towpath Square/Prospect Street

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INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed mixed-use development on the adjacent roadway network. The subject property is located along North Warren Street to the east and Bassett Highway to the south in the Town of Dover, Morris County, New Jersey. The site location is shown on appended **Figure 1**.

The subject property is designated as Block 1201, Lot 6 as depicted on the Town of Dover Tax Map. The site has approximately 137 feet of frontage along Warren Street and approximately 565 feet of frontage along Bassett Highway. The existing site is occupied by a 71,000-square-foot two (2)-story building with a mix of commercial, municipal, and religious uses. Access is presently provided via two (2) full-movement driveways along Bassett Highway, two (2) full-movement driveways along Warren Street, and cross access connections are provided to the Dover Sports Complex located on Block 1201, Lot 6.01 and Mill Pond Towers located on Block 1201, Lot 6.02. Under the proposed development program, the existing structures would be razed and the proposed mixed-use development consisting of 640-residential units, 12,450 square feet of retail space, and 7,942 square feet of live/work space, would be constructed. Access is proposed via two (2) full-movement driveways along Bassett Highway, one (1) full-movement driveway along Warren Street, and the existing cross access points would remain.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 7th Edition (HCM) and the Synchro 12 Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment. The traffic

signal timing utilized within the signalized analysis is based on field recordings and timing directives provided by Morris County and the Town of Dover.

2025 EXISTING CONDITION

2025 EXISTING ROADWAY CONDITIONS

The proposed mixed-use development is located along North Warren Street to the east and Bassett Highway to the south in the Town of Dover, Morris County, New Jersey. The subject property is designated as Block 1201, Lot 6 as depicted on the Town of Dover Tax Map. The site has approximately 137 feet of frontage along Warren Street and approximately 565 feet of frontage along Bassett Highway. Land uses in the area are a mix of commercial, residential, municipal, medical, and religious.

McFarlan Street (U.S. Route 46) is classified as an Urban Principal Arterial roadway with a general east-west orientation and is under the jurisdiction of the New Jersey Department of Transportation (NJDOT). In proximity to the site, the roadway provides two (2) lanes of travel in each direction and has a posted speed limit of 35 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is not permitted. McFarlan Street provides east-west mobility throughout the Town of Dover and surrounding municipalities, serving a mix of commercial, residential, recreational, educational, and medical uses along its length.

Warren Street is classified as a local roadway with a general north-south orientation and is under the jurisdiction of the Town of Dover. Along the site frontage, the roadway provides one (1) lane of travel in each direction with additional lanes at key intersections to facilitate turning movements. The roadway has no posted speed limit. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted along both sides of the roadway with 2-hour restrictions in effect from 8:00 a.m. to 6:00 p.m. and no parking from 2:00 a.m. to 6:00 p.m. North of West Clinton Street, the roadway continues as Pequannock Street to its northerly terminus at Brownwood Pond. South of Dickerson Street, the roadway continues as Orchard Street to its southerly terminus at Chestnut Street. Warren Street provides north-south mobility within the Town of Dover, serving a mix of commercial, municipal, and residential uses along its length.

Bassett Highway is classified as a local roadway with general east-west orientation and is under the jurisdiction of the Town of Dover. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has no posted speed limit. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted along both sides of the roadway with 2-hour restrictions in effect from 8:00 a.m. to 6:00 p.m. and no parking from 2:00 a.m. to 6:00 p.m. Bassett Highway provides east-west mobility within the Town of Dover from its easterly terminus near Dewey Street to its

westerly terminus at North Sussex Street, serving a mix of commercial, residential, religious, recreational, and municipal uses along its length.

West Blackwell Street (County Route 513/659) is classified as an Urban Minor Arterial and is under the jurisdiction of Morris County. In proximity to the site, the roadway provides one (1) lane of travel in each direction with additional lanes provided at key intersections to facilitate turning movements. The roadway has a posted speed limit of 25 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on street parking is permitted along both sides of the roadway with 2-hour restrictions in effect from 8:00 a.m. to 6:00 p.m. and no parking from 2:00 a.m. to 6:00 p.m. East of its intersection with Towpath Square, the roadway continues as County Route 513 and west of its intersection of Towpath Square, the roadway continues as County Route 659. West Blackwell Street provides east-west mobility within the Town of Dover, serving a mix of commercial, residential, medical, and religious uses along its length.

Prospect Street (County Route 513) is classified as an Urban Minor Arterial and is under the jurisdiction of Morris County. In proximity to the site, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 25 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on street parking is not permitted. North of its intersection with West Blackwell Street, the roadway continues as Towpath Square, a local roadway under the jurisdiction of the Town of Dover, and permits on street parking along the easterly side of the roadway with 2-hour restrictions in effect from 8:00 a.m. to 6:00 p.m. and no parking from 2:00 a.m. to 6:00 p.m.

McFarlan Street and Pequannock Street intersect to form a four (4)-leg intersection controlled by a three (3)-phase traffic signal operating on a 90-second background cycle during each of the study periods. The eastbound and westbound approaches of McFarlan Street provide one (1) shared left-turn/through lane and one (1) shared through/right-turn lane. The northbound approach of Pequannock Street provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane. The southbound approach of Pequannock Street provides one (1) shared full-movement lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across all legs of the intersection.

Bassett Highway and Warren Street intersect to form a four (4)-leg intersection controlled by a two (2)-phase traffic signal operating on a 45-second background cycle during each of the study periods. The eastbound and westbound approaches of Basset Highway provides one (1) shared full-movement lane and the northbound and southbound approaches of Warren Street provides one (1) shared full-movement lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across all legs of the intersection.

West Blackwell Street and Warren Street intersect to form a four (4)-leg intersection controlled by a two (2)-phase traffic signal operating on a 60-second background cycle during each of the study periods. The

eastbound and westbound approaches of West Blackwell Street provides one (1) shared full-movement lane and the northbound and southbound approaches of Warren Street provides one (1) shared full-movement lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across all legs of the intersection.

West Blackwell Street, Towpath Square, and Prospect Street intersect to form a four (4)-leg intersection controlled by a two (2)-phase traffic signal operating on a 60-second background cycle. The eastbound approach of West Blackwell Street provides one (1) shared left-turn/through lane and one (1) exclusive channelized right-turn lane under yield control. The westbound approach of West Blackwell Street provides one (1) shared full-movement lane. The northbound approach of Prospect Street provides one (1) shared full-movement lane. The southbound approach of Towpath Square provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across the easterly, northerly, and southerly legs of the intersection.

2025 EXISTING TRANSIT SERVICE

The subject site is located within 0.4 miles (8-minute walk) from Dover Train Station which serves NJ Transit's Montclair-Boonton and Morris & Essex Lines and provides direct service to Montclair State University, Newark Broad Street, New York Penn Station, as well as transfer service to Newark International Airport, World Trade Center, and other lines on the NJ Transit system. At Hoboken Terminal, transfers are available to the Port Authority Trans-Hudson (PATH) trains and NY Waterway ferries. Further, the proposed development is located within 0.2 miles (4-minute walk) from bus stops that services NJ Transit bus routes, with the nearest stop located at West Blackwell Street and Warren Street. NJ Transit Bus Routes 875 and 880 provide service to County College of Morris, Morristown Station, Rockaway Townsquare Mall, and various points of interest throughout Morris County. The non-vehicular transportation modes available in the general vicinity of the subject site are summarized on **Table 1**.

TABLE 1 – MULTI-MODAL TRANSPORTATION OPTIONS

Location/Intersection	Proximity to Site	Transit Routes	Major Destination(s)
Intersection of West Blackwell Street and Warren Street	0.2 miles (4-minute walk)	NJ Transit Bus Route 880	Rockaway Townsquare Mall, Morris-Plains Station, Headquarters Plaza, Morristown Station
Intersection of Bassett Highway and West Blackwell Street	0.3 miles (7-minute walk)	NJ Transit Bus Route 875	Morristown Station, Morris-Plains Station, Victory Gardens, County College of Morris, Ledgewood Mall
NJ Transit Dover Train Station	0.4 miles (8-minute walk)	Montclair-Boonton and Morris & Essex NJ Transit Rail Lines	Montclair State University, Newark Broad Street, New York Penn Station

2025 EXISTING TRAFFIC VOLUMES

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

- Intersection of McFarlan Street (U.S. Route 46) and Pequannock Street
- Intersection of Bassett Highway and Warren Street
- Intersection of W Blackwell Street and Warren Street
- Intersection of W Blackwell Street and Towpath Square/Prospect Street
- Intersection of Bassett Highway and Site Driveway
- Intersection of Warren Street and Site Driveway
- Intersection of Warren Street and Northerly Site Driveway

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

- Wednesday, November 19, 2025, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.
- Saturday, November 22, 2025, from 11:00 a.m. to 2:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 7:30 a.m. to 8:30 a.m.; the weekday evening peak hour occurred from 5:15 p.m. to 6:15 p.m.; and the Saturday midday peak hour occurred from 12:45 p.m. to 1:45 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2025 Existing

weekday morning, weekday evening, and Saturday midday peak-hour volumes are summarized on appended **Figure 2**.

2025 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2025 Existing Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections and existing site driveways. Under the existing condition, the signalized intersection of McFarland Street and Pequannock Street is calculated to operate at overall Level of Service B during each of the peak hours studied. The signalized intersection of Bassett Highway and Warren Street is calculated to operate at overall Level of Service A during the weekday morning and weekday evening peak hours and at overall Level of Service B during the Saturday midday peak hour. The signalized intersection of West Blackwell Street and Warren Street is calculated to operate at overall Level of Service A during the weekday morning peak hour, and at overall Level of Service B during the weekday evening and Saturday midday peak hours. The signalized intersection of West Blackwell Street and Towpath Square/Prospect Street is calculated to operate at overall Level of Service B during each of the peak hours studied.

The turning movements at the unsignalized intersection of Bassett Highway and Site Driveway/Towpath Square are calculated to operate at Level of Service C or better during each of the peak hours studied. The turning movements at the unsignalized intersection of Site Driveway and Warren Street are calculated to operate at Level of Service C or better during each of the peak hours studied. The turning movements at the unsignalized intersection of Northerly Site Driveway and Warren Street are calculated to operate at Level of Service C or better during the weekday morning and weekday evening peak hours and at Level of Service B or better during the Saturday midday peak hour.

2035 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2025 Existing Condition traffic volume data was grown to a future horizon year of 2035, which is a conservative estimate for when all phases of the proposed mixed-use development are expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 2.50% annually for the first three (3) years and then by 0.20% annually for the remaining seven (7) years. The 2.50% background growth rate was obtained from the New Jersey Department of Transportation (NJDOT) Annual Background Growth Rate Table and the 0.20% background growth rate was obtained from the New Jersey Transportation Planning Authority (NJTPA) Population and Employment Forecasts.

OTHER PLANNED DEVELOPMENT PROJECTS

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

2035 NO-BUILD TRAFFIC VOLUMES

The background growth rates were applied to the 2025 Existing Traffic Volumes to calculate the 2035 No-Build Traffic Volumes for the weekday morning, weekday evening, and Saturday midday peak hours. These volumes are summarized on appended **Figure 3**.

2035 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2035 No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections and existing site driveways. The signalized intersection of McFarland Street and Pequannock Street is calculated to operate generally consistent with the findings of the Existing Condition during each of the peak hours studied. The signalized intersection of Bassett Highway and Warren Street is calculated to operate generally consistent with the findings of the Existing Condition during each of the peak hours studied. The signalized intersection of West Blackwell Street and Warren Street is calculated to operate generally consistent with the findings of the Existing Condition during each of the study peak hours. The signalized intersection of West Blackwell Street and Towpath Square/Prospect Street is calculated to operate generally consistent with the findings of the Existing Condition during each of the peak hours studied.

The turning movements at the unsignalized intersection of Bassett Highway and Site Driveway/Towpath Square are calculated to operate generally consistent with the findings of the Existing Condition during each of the peak hours studied. The turning movements at the unsignalized intersection of Site Driveway and Warren Street are calculated to operate generally consistent with the findings of the Existing Condition during each of the peak hours studied. The turning movements at the unsignalized intersection of Northerly Site Driveway and Warren Street are calculated to operate at overall Level of Service C during each of the peak hours studied.

2035 BUILD CONDITION

The site-generated traffic volume of the proposed mixed-use development was estimated to identify the potential impacts of the project. For the purpose of this analysis, a complete project "build out" is assumed within 10 years of the preparation of this study.

TRIP GENERATION

Trip generation projections for the proposed mixed-use development were prepared utilizing ITE's Trip Generation Manual, 12th Edition. Trip generation rates associated with Land Use 221 "Multifamily Residential (Mid Rise)" were cited for the 256 residential units in Phase 1, 144 residential units in Phase 2, and the 240 residential units in Phase 3. Trip generation rates associated with Land Use 822 "Strip Retail" were cited for the 4,008 square feet of retail space in Phase 1 and 8,442 square feet of retail space in Phase 3. Trip generation rates associated with Land Use 712 "Small Office Building" were cited for the 7,942 square feet of live/work space in Phase 3. **Table 2** provides the weekday morning, weekday evening, and Saturday midday peak hour trip generation volumes associated with the proposed development.

TABLE 2 – PROPOSED TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
Land Use	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
Phase 1 256 Unit Multifamily Housing (Mid-Rise) *ITE Land Use 221*	32	50	82	48	26	74	47	45	92
Phase 1 4,008 SF Strip Retail *ITE Land Use 822*	9	7	16	21	20	41	14	13	27
Phase 2 144 Unit Multifamily Housing (Mid-Rise) *ITE Land Use 221*	18	28	46	27	15	42	26	26	52
Phase 3 240 Unit Multifamily Housing (Mid-Rise) *ITE Land Use 221*	30	47	77	45	25	70	44	42	86
Phase 3 8,442 SF Strip Retail *ITE Land Use 822*	18	15	33	34	34	68	29	27	56
Phase 3 7,942 SF Small Office Building *ITE Land Use 712*	11	2	13	6	11	17	4	4	8
Total	**118**	**149**	**267**	**181**	**131**	**312**	**164**	**157**	**321**

TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to the existing travel pattern along the adjacent roadways and the access management plan of the site. The Phase 1 Site-Generated Traffic Volumes are illustrated on **Figure 4**, the Phase 2 Site-Generated Traffic Volumes are illustrated on **Figure 5**, the Phase 3 Site-Generated Traffic Volumes are illustrated on **Figure 6**, and the Total Site-Generated Traffic Volumes are illustrated on **Figure 7**.

2035 BUILD TRAFFIC VOLUMES

Under the proposed development plan, the northerly site driveway along Warren Street would be removed. All trips previously using the northerly site driveway along Warren Street have been routed to the site driveway along Warren Street. These volumes are summarized on appended **Figure 8.**

The site-generated trips were added to the 2035 No-Build Traffic Volumes to calculate the 2035 Build Traffic Volumes and are shown on appended **Figure 9**.

2035 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2035 Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections and proposed site driveways. Appended **Table A1** compares the 2025 Existing, 2035 No-Build, and 2035 Build Conditions Level of Service and delay values.

The signalized intersection of McFarland Street and Pequannock Street is calculated to operate at overall Level of Service C during each of the peak hours studied. The signalized intersection of Bassett Highway and Warren Street is calculated to operate generally consistent with the findings of the No-Build Condition during the weekday morning and Saturday midday peak hours and at overall Level of Service B during the weekday Evening peak hour. The signalized intersection of West Blackwell Street and Warren Street is calculated to operate generally consistent with the findings of the No-Build Condition during each of the study peak hours. The signalized intersection of West Blackwell Street and Towpath Square/Prospect Street is calculated to operate generally consistent with the findings of the No-Build Condition during each of the peak hours studied.

The turning movements at the unsignalized intersection of Bassett Highway and Site Driveway/Towpath Square are calculated to operate generally consistent with the findings of the Existing Condition during each of the study peak hours. The turning movements at the unsignalized intersection of Site Driveway and Warren Street are calculated to operate at Level of Service D or better during the weekday morning and Saturday

midday peak hours and at Level of Service E or better during the weekday evening peak hour, which are acceptable Levels of Service.

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed mixed-use development using the Site Plan prepared by our office, dated March 9, 2026. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via two (2) full-movement driveways along Bassett Highway, one (1) full-movement driveway along Warren Street, and the existing cross access points would remain. The Phase 1 building would be located on the northeasterly portion of the site, the Phase 2 building would be located on the northwesterly portion of the site, and the Phase 3 building would be located on the southwesterly portion of the site. Circulation between the three (3) buildings on site would be provided via 24-foot-wide two-way travel ways supported by a centralized roundabout as specified in the subject Redevelopment Plan. Vehicular circulation throughout the parking structures in each building would be facilitated via a minimum 23-foot-wide two (2)-way drive aisles.

Regarding the parking requirements for the proposed development, the Town of Dover 63-105 Bassett Highway Redevelopment Plan requires 1.65 parking spaces per multi-family unit and 1.0 parking space per 360 square feet of gross floor area (GFA) of commercial/retail space along Pequannock Street/North Warren Street. It should be noted that tandem parking spaces are permitted for multi-bedroom residential units but should be counted as one (1) parking space with regard to the parking requirement.

As part of the title search performed for the proposed development, existing parking easement agreements were found to be in place on the subject property for Mill Pond Towers and The Church of Jesus Christ of Latter-day Saints. These parking easement agreements, 50 spaces and 32 spaces, respectively, would require an additional 82 parking spaces and are assumed to be binding.

Regarding the parking requirement for Phase 1 of the proposed mixed-use development consisting of 256 residential units and 4,008 square feet of retail along Pequannock Street/North Warren Street, this equates to 433 required parking spaces. When also taking into account the existing parking easement agreements, the proposed parking requirement would be 515 parking spaces whereas 558 parking spaces are proposed, inclusive of 84 compact parking spaces, 19 surface parking spaces, and 43 tandem parking spaces.

Regarding the parking requirement for Phase 2 of the proposed mixed-use development consisting of 144 residential units, this equates to an additional 238 parking spaces required. As part of Phase 2 of the proposed

development, 202 parking spaces are proposed, inclusive of 30 compact parking spaces, 10 surface parking spaces, and 15 tandem parking spaces. As the proposed mixed-use development will be constructed sequentially, the parking requirements have been evaluated cumulatively at the conclusion of each phase. Phases 1 and 2 of the proposed development require a combined 717 parking spaces, whereas a total of 760 parking spaces are provided.

Regarding the parking requirement for Phase 3 of the proposed mixed-use development consisting of 240 residential units, 8,442 square feet of commercial/retail space, and 7,942 square feet of live/work space, 396 parking spaces are required. As part of Phase 3 of the proposed development, 305 parking spaces are proposed, inclusive of 75 compact parking spaces, 45 surface parking spaces, and 38 tandem parking spaces. For the combined Phases 1, 2, and 3 of the proposed development this equates to 1,067 parking spaces required, whereas a total of 1,065 parking spaces are provided when considering tandem parking spaces as one (1) stall and excluding the EV credit. Should the tandem spaces be considered as two (2) parking spaces assigned to an individual residential unit, the proposed development would provide 1,161 physical parking spaces, which exceeds the parking requirement.

As per P.L. 2021, c.171 (C.40:55D-66.18 et al.), all projects involving multifamily dwellings with more than five (5) units must have 15% of the parking supply be pre-wired for electric vehicle charging stations ("make-ready"). Of the make-ready spaces, 5% must be ADA compliant. For Phase 1 of the proposed development requiring 433 parking spaces, this equates to 65 make-ready spaces with four (4) being ADA accessible. For Phase 2 of proposed development requiring 238 parking spaces, this equates to 36 make-ready spaces with two (2) being ADA accessible. For Phase 3 of proposed development requiring 419 parking spaces, this equates to 63 make-ready spaces with three (3) being ADA accessible. The electric vehicle requirements consider electric vehicle spaces as a minimum of two (2) parking spaces for the purpose of satisfying parking requirements, up to a 10% reduction of the total requirement. As such, the development plan would be required to provide 962 (1,067 - 105) parking spaces, whereas the project provides 1,065 parking spaces per the Redevelopment Plan calculations and 1,161 physical parking spaces. The electric vehicle charging stations would be installed in accordance with the phasing of the project and the statewide model ordinance, subject to availability of electric vehicle supply equipment (EVSE).

CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed mixed-use development. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The mixed-use nature of the site, proximity of the site to the NJ Transit Dover train station and nearby bus

stops, and walkable nature of the surrounding area would result in a reduced traffic generation as compared to a similar suburban development with separate land uses per lot, no interconnection between uses, and no transit access The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on the Town of Dover 63-105 Bassett Highway Redevelopment Plan parking requirements, the physical parking supply, and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

Z:\Rutherford\RUT\2025\RUT-250223 Capodagli Property Company - 63-105 Bassett Highway, Dover, NJ\Calculations & Reports\Traffic\Reports\2026-03 TIS\2026-03 Traffic Impact Study.docx

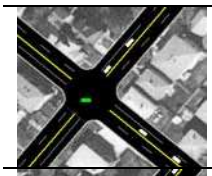
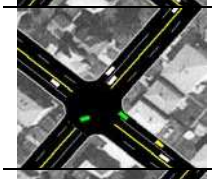
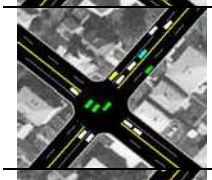
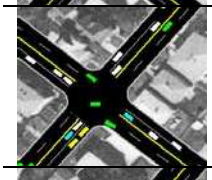
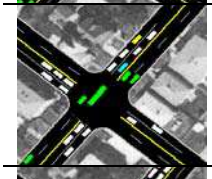
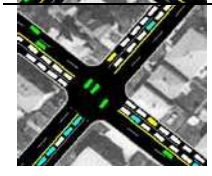
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 7th Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

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

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

Source: Highway Capacity Manual, 7th Edition

STONEFIELD

Table A1: Comparative Level of Service (Delay) Table

Town of Dover, Morris County, New Jersey

X (n) = Level of Service (seconds of delay)

		Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
Intersection	**Lane Group**	**2025 Existing Condition**	**2035 No-Build Condition**	**2035 Build Condition**	**2025 Existing Condition**	**2035 No-Build Condition**	**2035 Build Condition**	**2025 Existing Condition**	**2035 No-Build Condition**	**2035 Build Condition**
McFarlan Street (U.S. Route 46) (E/W) and Pequannock Street (N/S)	EB Left/Through	B (13.7)	B (15.5)	B (16.1)	B (13.0)	B (13.6)	B (13.8)	B (10.9)	B (11.4)	B (11.5)
	EB Through/Right	B (14.4)	B (16.6)	B (17.3)	B (13.4)	B (14.1)	B (14.4)	B (11.2)	B (11.7)	B (11.9)
	WB Left/Through	B (12.2)	B (15.5)	D (42.8)	B (12.9)	B (13.5)	C (25.6)	B (10.6)	B (11.3)	B (19.2)
	WB Through/Right	B (10.7)	B (11.7)	B (13.7)	B (13.4)	B (14.2)	B (16.5)	B (11.0)	B (11.6)	B (12.9)
	NB Left	C (32.1)	C (33.6)	D (36.3)	C (31.1)	C (34.3)	D (37.4)	C (34.5)	D (38.3)	D (42.8)
	NB Through/Right	C (26.6)	C (26.2)	C (27.5)	C (23.8)	C (24.1)	C (25.3)	C (25.8)	C (26.1)	C (27.6)
	SB Left/Through/Right	D (40.9)	D (40.6)	D (40.7)	D (35.2)	D (35.4)	D (35.7)	D (37.4)	D (37.6)	D (37.8)
	Overall	**B (18.0)**	**B (19.6)**	**C (22.9)**	**B (17.6)**	**B (18.5)**	**C (21.8)**	**B (16.7)**	**B (17.7)**	**C (20.3)**
Bassett Highway (E/W) and Warren Street (N/S)	EB Left/Through/Right	B (18.2)	B (18.6)	B (19.0)	B (19.0)	B (19.6)	B (20.0)	B (18.8)	B (19.4)	B (19.8)
	WB Left/Through/Right	B (15.2)	B (15.2)	B (15.2)	B (15.8)	B (15.9)	B (15.9)	B (16.7)	B (17.0)	B (17.0)
	NB Left/Through/Right	A (0.5)	A (0.6)	A (0.6)	A (0.6)	A (0.7)	A (0.8)	B (16.0)	B (16.4)	B (16.8)
	SB Left/Through/Right	A (8.9)	A (9.2)	A (9.3)	A (9.3)	A (9.7)	A (9.7)	A (9.2)	A (9.6)	A (9.7)
	Overall	**A (8.7)**	**A (8.9)**	**A (9.1)**	**A (9.6)**	**A (10.0)**	**B (10.0)**	**B (14.3)**	**B (14.7)**	**B (15.0)**
West Blackwell Street (E/W) and Warren Street (N/S)	EB Left/Through/Right	A (0.7)	A (0.8)	A (0.8)	A (0.6)	A (0.7)	A (0.8)	A (1.0)	A (1.1)	A (1.1)
	WB Left/Through/Right	A (4.3)	A (4.7)	A (5.1)	A (5.3)	A (6.0)	A (6.4)	A (9.2)	A (9.5)	A (9.6)
	NB Left/Through/Right	C (26.0)	C (25.7)	C (25.1)	C (24.2)	C (23.6)	C (23.3)	B (16.6)	B (16.7)	B (17.0)
	SB Left/Through/Right	C (21.6)	C (21.2)	C (20.6)	B (19.9)	B (19.0)	B (18.7)	C (22.9)	C (23.4)	C (23.8)
	Overall	**A (9.3)**	**A (9.4)**	**A (9.7)**	**B (10.4)**	**B (10.4)**	**B (10.7)**	**B (10.7)**	**B (11.0)**	**B (11.4)**
West Blackwell Street (E/W) and Towpath Square/Prospect Street (N/S)	EB Left/Through/Right	A (7.9)	A (8.1)	A (8.4)	A (7.5)	A (7.6)	A (8.0)	A (7.3)	A (7.5)	A (7.8)
	WB Left/Through/Right	A (1.1)	A (1.3)	A (1.3)	A (0.8)	A (1.0)	A (1.0)	A (2.1)	A (2.2)	A (2.3)
	NB Left/Through/Right	C (22.6)	C (23.8)	C (24.2)	C (21.5)	C (22.2)	C (22.5)	C (21.4)	C (22.3)	C (22.5)
	SB Left/Through/Right	C (21.1)	C (21.8)	C (23.3)	C (23.5)	C (24.9)	C (27.0)	C (22.7)	C (23.9)	C (26.1)
	Overall	**B (12.3)**	**B (13.0)**	**B (13.6)**	**B (13.1)**	**B (13.7)**	**B (14.6)**	**B (13.0)**	**B (13.6)**	**B (14.5)**
Bassett Highway (E/W) and Site Driveway/Towpath Square (N/S)	EB Left/Through/Right	-	-	-	A (7.3)	A (7.3)	A (7.3)	-	-	-
	WB Left/Through/Right	A (7.7)	A (7.7)	A (7.7)	A (7.8)	A (7.9)	A (7.9)	A (7.8)	A (7.9)	A (7.9)
	NB Left/Through/Right	B (13.2)	B (14.3)	C (18.2)	B (12.8)	B (13.9)	C (21.0)	B (12.6)	B (13.7)	C (20.6)
	SB Left/Through/Right	C (15.1)	C (16.2)	C (20.6)	C (17.2)	C (19.1)	C (24.9)	C (16.4)	C (17.9)	C (24.6)
Site Driveway (E/W) and Warren Street (N/S)	EB Left/Right	C (15.1)	C (16.3)	D (26.9)	C (15.5)	C (17.0)	E (37.2)	C (15.4)	C (16.6)	D (29.3)
	NB Left/Through	A (8.0)	A (8.1)	A (8.3)	A (8.2)	A (8.3)	A (8.7)	A (8.1)	A (8.2)	A (8.5)
Northerly Site Driveway (E/W) and Warren Street (N/S)	EB Left/Right	C (15.3)	C (16.4)	-	C (15.5)	C (16.9)	-	B (10.6)	B (10.9)	-
	NB Left/Through	A (8.0)	A (8.1)	-	A (8.2)	A (8.4)	-	A (8.1)	A (8.2)	-

TURNING MOVEMENT COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pequannock St/N Warren St & W McFarlan St/US 46
City: Dover
Control: Signalized

Project ID: 25-340188-001
Date: 11/19/2025

Data - Total

NS/EW Streets:	Pequannock St/N Warren St				Pequannock St/N Warren St				W McFarlan St/US 46				W McFarlan St/US 46				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	108	47	19	0	18	23	3	0	0	223	38	0	6	149	7	0	641
7:15 AM	71	15	29	0	13	41	6	0	0	262	49	0	5	120	3	0	614
7:30 AM	74	17	17	0	13	26	8	0	0	279	49	0	10	114	4	0	611
7:45 AM	88	22	29	0	16	23	8	0	2	277	47	0	9	158	3	0	682
8:00 AM	57	20	34	0	8	20	4	0	2	247	57	0	18	143	3	0	613
8:15 AM	56	16	30	0	11	21	9	0	3	234	47	0	15	139	2	0	583
8:30 AM	76	8	16	0	11	8	2	0	1	213	40	0	16	130	0	0	521
8:45 AM	67	5	21	0	7	10	1	0	1	202	46	0	10	104	1	0	475
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	597	150	195	0	97	172	41	0	9	1937	373	0	89	1057	23	0	4740
APPROACH %'s :	63.38%	15.92%	20.70%	0.00%	31.29%	55.48%	13.23%	0.00%	0.39%	83.53%	16.08%	0.00%	7.61%	90.42%	1.97%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	275	75	110	0	48	90	29	0	7	1037	200	0	52	554	12	0	2489
PEAK HR FACTOR :	0.781	0.852	0.809	0.000	0.750	0.865	0.806	0.000	0.583	0.929	0.877	0.000	0.722	0.877	0.750	0.000	0.912
	0.827				0.888				0.948				0.909				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	89	16	27	0	5	19	6	0	1	168	58	0	10	206	2	0	607
4:15 PM	89	23	33	0	12	19	7	0	4	180	69	0	10	200	4	0	650
4:30 PM	87	23	32	0	7	8	4	0	2	166	75	0	12	211	5	0	632
4:45 PM	62	13	19	0	17	13	7	0	2	196	39	0	8	204	4	1	585
5:00 PM	52	4	19	0	16	3	6	0	0	249	12	0	5	225	5	0	596
5:15 PM	99	22	24	0	7	17	5	0	1	166	70	0	5	238	4	0	658
5:30 PM	90	24	33	0	9	16	4	0	5	151	47	0	10	209	1	0	599
5:45 PM	93	16	24	0	7	14	5	0	1	167	66	0	11	210	4	0	618
6:00 PM	86	23	13	0	4	12	3	0	1	146	66	0	11	188	4	0	557
6:15 PM	83	15	24	0	6	14	3	0	2	127	47	0	12	190	4	0	527
6:30 PM	73	17	27	0	8	11	3	0	0	137	63	0	16	174	8	0	537
6:45 PM	82	14	22	0	10	14	1	0	2	127	52	0	11	162	3	0	500
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	985	210	297	0	108	160	54	0	21	1980	664	0	121	2417	48	1	7066
APPROACH %'s :	66.02%	14.08%	19.91%	0.00%	33.54%	49.69%	16.77%	0.00%	0.79%	74.30%	24.92%	0.00%	4.68%	93.43%	1.86%	0.04%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	368	85	94	0	27	59	17	0	8	630	249	0	37	845	13	0	2432
PEAK HR FACTOR :	0.929	0.885	0.712	0.000	0.750	0.868	0.850	0.000	0.400	0.943	0.889	0.000	0.841	0.888	0.813	0.000	0.924
	0.930				0.888				0.936				0.906				

Prepared by National Data & Surveying Services

Pequannock St/N Warren St & W McFarlan St/US 46

Peak Hour Turning Movement Count

ID: 25-340188-001
City: Dover

Day: Wednesday
Date: 11/19/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
05:15 PM - 06:15 PM	4:00 PM - 07:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2489	0	2432
PHF	0.91		0.92

SOUTHBOUND — Pequannock St/N Warren St

AM	29	90	48	0	94	AM
NOON	0	0	0	0	0	NOON
PM	17	59	27	0	106	PM

EASTBOUND — W McFarlan St/US 46

AM	NOON	PM		
858	0	1230	⇦	
0	0	0	↶	0
7	0	8	↱	0
1037	0	630	→	2
200	0	249	↴	0

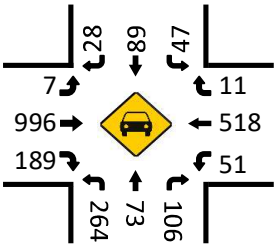
WESTBOUND — W McFarlan St/US 46

PM	NOON	AM		
13	0	12	↰	0
845	0	554	←	2
37	0	52	↰	0
0	0	0	↶	0
751	0	1195	⇨	

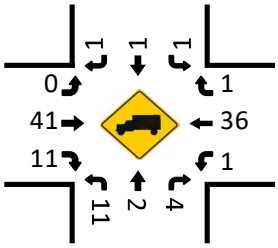
NORTHBOUND — Pequannock St/N Warren St

PM	345	0	368	85	94	PM
NOON	0	0	0	0	0	NOON
AM	342	0	275	75	110	AM

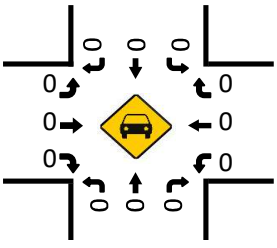
Cars (AM)



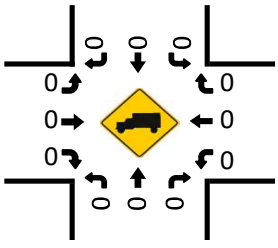
Total Trucks (AM)



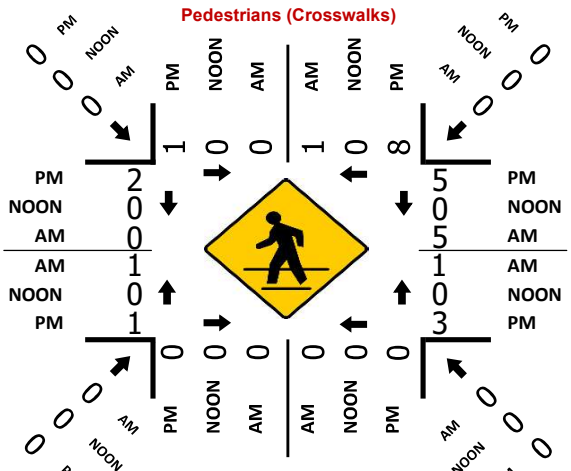
Cars (NOON)



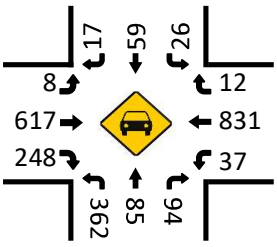
Total Trucks (NOON)



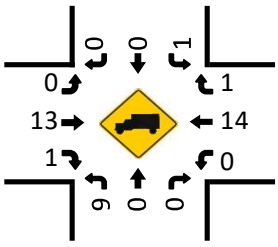
Pedestrians (Crosswalks)



Cars (PM)



Total Trucks (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Warren St & Bassett Hwy
City: Dover
Control: Signalized

Project ID: 25-340188-002
Date: 11/19/2025

Data - Total

NS/EW Streets: N Warren St | N Warren St | Bassett Hwy | Bassett Hwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	76	11	0	4	31	34	0	50	10	4	0	0	6	1	0	228
7:15 AM	1	60	9	0	2	51	44	0	28	6	0	0	2	9	1	0	213
7:30 AM	1	54	5	0	4	49	45	0	33	15	3	0	1	7	7	0	224
7:45 AM	1	48	5	0	1	37	60	0	44	7	6	0	2	2	3	0	216
8:00 AM	2	51	11	0	4	48	56	0	33	16	0	0	1	8	3	0	233
8:15 AM	3	79	6	0	4	46	34	0	24	11	3	0	4	6	6	0	226
8:30 AM	4	48	7	0	2	35	33	0	33	12	4	0	4	6	2	0	190
8:45 AM	4	51	6	0	5	28	39	0	17	4	2	0	5	3	10	0	174
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	467	60	0	26	325	345	0	262	81	22	0	19	47	33	0	1704
APPROACH %'s :	3.13%	85.85%	11.03%	0.00%	3.74%	46.70%	49.57%	0.00%	71.78%	22.19%	6.03%	0.00%	19.19%	47.47%	33.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	7	232	27	0	13	180	195	0	134	49	12	0	8	23	19	0	899
PEAK HR FACTOR :	0.583	0.734	0.614	0.000	0.813	0.918	0.813	0.000	0.761	0.766	0.500	0.000	0.500	0.719	0.679	0.000	0.965
		0.756				0.898				0.855				0.781			

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	53	22	0	4	44	46	0	43	16	6	0	10	11	8	0	271
4:15 PM	3	56	12	0	4	46	65	0	31	21	12	0	3	13	15	0	281
4:30 PM	4	57	8	0	8	39	69	0	38	25	6	0	6	13	8	0	281
4:45 PM	6	48	22	0	4	27	20	0	29	18	6	1	8	34	17	0	240
5:00 PM	3	42	16	0	33	21	20	0	36	13	3	0	11	56	14	0	268
5:15 PM	6	50	15	0	8	49	54	0	37	17	10	0	5	5	10	0	266
5:30 PM	5	66	9	0	5	52	46	0	50	14	5	0	6	9	11	1	279
5:45 PM	7	60	10	0	6	44	53	0	29	10	9	0	7	12	8	0	255
6:00 PM	3	56	11	0	5	52	58	0	37	17	8	0	7	13	12	0	279
6:15 PM	8	60	8	0	4	36	39	0	28	12	9	0	5	4	2	0	215
6:30 PM	3	53	8	0	8	49	40	0	27	10	3	0	11	9	4	0	225
6:45 PM	6	50	6	0	7	46	33	0	39	9	11	0	5	11	5	0	228
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	62	651	147	0	96	505	543	0	424	182	88	1	84	190	114	1	3088
APPROACH %'s :	7.21%	75.70%	17.09%	0.00%	8.39%	44.14%	47.47%	0.00%	61.01%	26.19%	12.66%	0.14%	21.59%	48.84%	29.31%	0.26%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	21	232	45	0	24	197	211	0	153	58	32	0	25	39	41	1	1079
PEAK HR FACTOR :	0.750	0.879	0.750	0.000	0.750	0.947	0.909	0.000	0.765	0.853	0.800	0.000	0.893	0.750	0.854	0.250	0.967
		0.931				0.939				0.880				0.828			

Prepared by National Data & Surveying Services

N Warren St & Bassett Hwy

Peak Hour Turning Movement Count

ID: 25-340188-002
City: Dover

Day: Wednesday
Date: 11/19/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
05:15 PM - 06:15 PM	4:00 PM - 07:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	899	0	1079
PHF	0.96		0.97

SOUTHBOUND (N Warren St)

	Left	Thru	Right	U-Turn	Total	
AM	195	180	13	0	385	AM
NOON	0	0	0	0	0	NOON
PM	211	197	24	0	426	PM

EASTBOUND (Bassett Hwy)

	Left	Thru	Right	U-Turn	
AM	225	0	271	0	
NOON	0	0	0	1	
PM	134	0	153	0	
	49	0	58	1	
	12	0	32	0	

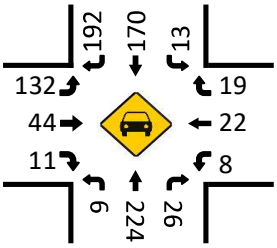
WESTBOUND (Bassett Hwy)

	Left	Thru	Right	U-Turn	
PM	41	0	19	0	
NOON	39	0	23	1	
AM	25	0	8	0	
	1	0	0	0	
	128	0	89		

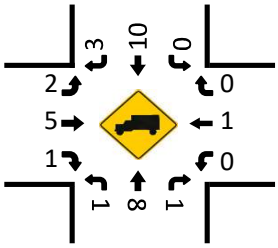
NORTHBOUND (N Warren St)

	Left	Thru	Right	U-Turn	Total	
PM	254	0	21	232	45	PM
NOON	0	0	0	0	0	NOON
AM	200	0	7	232	27	AM

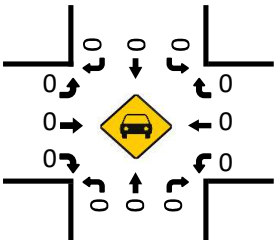
Cars (AM)



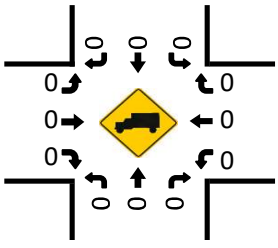
Total Trucks (AM)



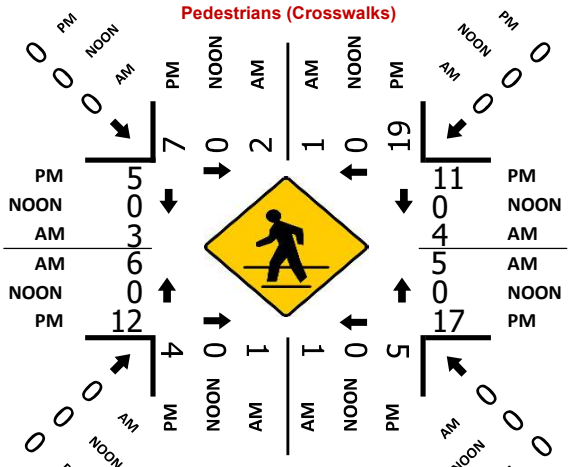
Cars (NOON)



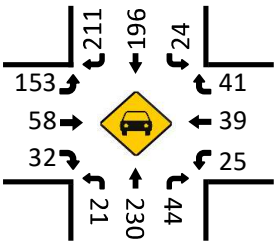
Total Trucks (NOON)



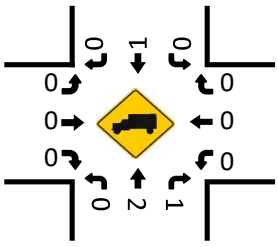
Pedestrians (Crosswalks)



Cars (PM)



Total Trucks (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N/S Warren St & W/E Blackwell St
City: Dover
Control: Signalized

Project ID: 25-340188-003
Date: 11/19/2025

Data - Total

NS/EW Streets:	N/S Warren St				N/S Warren St				W/E Blackwell St				W/E Blackwell St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	53	11	0	12	16	7	0	20	77	3	0	3	61	15	0	278
7:15 AM	2	38	11	0	12	33	9	0	17	69	9	0	16	49	15	0	280
7:30 AM	7	28	9	0	15	25	12	0	18	78	2	0	8	60	15	0	277
7:45 AM	4	26	14	0	9	19	13	0	22	81	9	0	7	70	6	0	280
8:00 AM	4	33	12	0	11	29	11	0	21	74	8	0	20	81	11	0	315
8:15 AM	7	46	15	0	14	30	7	0	19	77	15	0	10	64	25	0	329
8:30 AM	10	25	16	0	14	22	9	0	20	70	16	0	6	53	16	0	277
8:45 AM	4	29	13	0	8	14	10	0	20	69	15	0	8	49	12	0	251
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	38	278	101	0	95	188	78	0	157	595	77	0	78	487	115	0	2287
APPROACH %'s :	9.11%	66.67%	24.22%	0.00%	26.32%	52.08%	21.61%	0.00%	18.94%	71.77%	9.29%	0.00%	11.47%	71.62%	16.91%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	22	133	50	0	49	103	43	0	80	310	34	0	45	275	57	0	1201
PEAK HR FACTOR :	0.786	0.723	0.833	0.000	0.817	0.858	0.827	0.000	0.909	0.957	0.567	0.000	0.563	0.849	0.570	0.000	0.913
	0.754				0.938				0.946				0.842				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	37	11	0	20	28	11	0	19	58	8	0	13	74	28	0	317
4:15 PM	9	33	15	0	13	28	14	0	20	67	6	0	21	69	20	0	315
4:30 PM	11	36	14	0	15	28	14	0	16	60	8	0	13	63	17	0	295
4:45 PM	12	37	13	0	11	17	14	0	20	74	8	0	12	85	19	0	322
5:00 PM	12	39	8	0	9	14	8	0	16	64	6	0	23	83	9	0	291
5:15 PM	6	31	12	0	16	31	15	0	15	64	8	0	23	65	17	0	303
5:30 PM	5	44	18	0	18	37	11	0	21	69	9	0	14	76	19	0	341
5:45 PM	11	40	16	0	19	33	10	0	19	61	9	0	16	61	15	0	310
6:00 PM	9	31	17	0	19	30	13	0	17	58	9	0	18	69	22	0	312
6:15 PM	7	36	6	0	18	27	13	0	18	49	5	0	13	71	22	0	285
6:30 PM	5	24	7	0	15	34	13	0	22	55	7	0	15	79	16	0	292
6:45 PM	7	28	10	0	14	30	16	0	17	50	7	0	12	75	19	0	285
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	104	416	147	0	187	337	152	0	220	729	90	0	193	870	223	0	3668
APPROACH %'s :	15.59%	62.37%	22.04%	0.00%	27.66%	49.85%	22.49%	0.00%	21.17%	70.16%	8.66%	0.00%	15.01%	67.65%	17.34%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	31	146	63	0	72	131	49	0	72	252	35	0	71	271	73	0	1266
PEAK HR FACTOR :	0.705	0.830	0.875	0.000	0.947	0.885	0.817	0.000	0.857	0.913	0.972	0.000	0.772	0.891	0.830	0.000	0.928
	0.896				0.955				0.907				0.952				

Prepared by National Data & Surveying Services

N/S Warren St & W/E Blackwell St

Peak Hour Turning Movement Count

ID: 25-340188-003
City: Dover

Day: Wednesday
Date: 11/19/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
05:15 PM - 06:15 PM	4:00 PM - 07:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	1201	0	1266
PHF	0.91		0.93

SOUTHBOUND (N/S Warren St)

	L	T	R	U	Total	
AM	43	103	49	0	270	AM
NOON	0	0	0	0	0	NOON
PM	49	131	72	0	291	PM

EASTBOUND (W/E Blackwell St)

	L	T	R	U	
AM	0	80	310	34	AM
NOON	0	0	0	0	NOON
PM	0	72	252	35	PM
	0	0	1	0	

	AM	NOON	PM
	340	0	351

WESTBOUND (W/E Blackwell St)

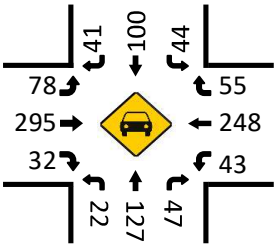
	L	T	R	U	
PM	73	271	71	0	PM
NOON	0	0	0	0	NOON
AM	57	275	45	0	AM
	0	1	0	0	

	PM	NOON	AM
	387	0	409

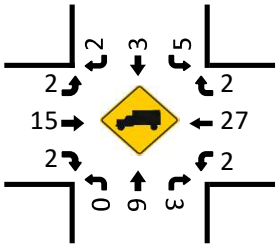
NORTHBOUND (N/S Warren St)

	L	T	R	U	Total	
PM	237	0	31	146	63	PM
NOON	0	0	0	0	0	NOON
AM	182	0	22	133	50	AM
	0	0	1	0		

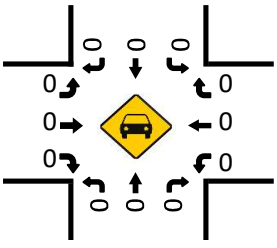
Cars (AM)



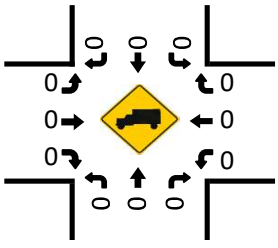
Total Trucks (AM)



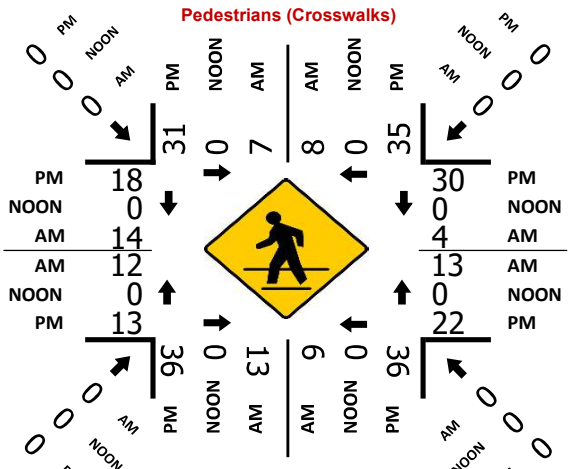
Cars (NOON)



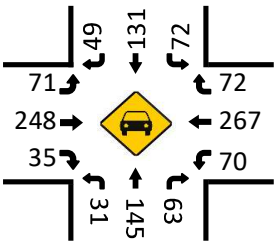
Total Trucks (NOON)



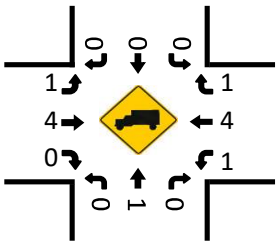
Pedestrians (Crosswalks)



Cars (PM)



Total Trucks (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Towpath Square/Prospect St & W Blackwell St/Whitewell St/W Dickerson St
City: Dover
Control: Signalized

Project ID: 25-340188-004
Date: 11/19/2025

Data - Total

NS/EW Streets:	Towpath Square/Prospect St						Towpath Square/Prospect St						W Blackwell St/Whitewell St/W Dickerson St						W Blackwell St/Whitewell St/W Dickerson St												
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						EASTBOUND2		WESTBOUND2				
	0	1	0	0	0	0	1	0.5	0.5	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T2	E2U2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	2	49	38	0	0	3	4	34	5	0	0	2	18	62	13	0	0	0	23	37	5	0	0	0	0	0	0	0	0	0	295
7:15 AM	2	33	23	0	1	4	1	45	10	0	0	2	7	62	24	0	0	2	18	33	0	0	1	0	0	0	0	0	0	2	270
7:30 AM	2	42	40	0	0	4	1	52	6	0	0	2	10	63	22	0	0	1	33	42	6	0	2	0	0	0	0	0	0	0	328
7:45 AM	2	47	34	0	0	2	6	63	4	0	0	0	12	64	32	0	0	2	38	41	6	0	0	0	0	0	0	0	0	1	354
8:00 AM	2	46	29	0	0	3	4	70	11	0	0	2	16	72	20	0	0	1	33	52	7	0	1	0	0	0	0	0	0	3	372
8:15 AM	6	32	37	0	1	1	1	39	7	0	0	2	7	70	23	0	0	1	29	39	9	1	2	1	0	0	0	0	0	2	310
8:30 AM	3	46	33	0	0	3	3	33	5	0	0	1	6	59	21	0	2	0	21	35	13	0	2	0	0	0	0	0	1	7	294
8:45 AM	2	15	37	0	0	5	7	38	8	0	0	0	4	54	12	0	1	0	19	35	10	0	0	0	0	0	0	0	0	5	252
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T2	E2U2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	21	310	271	0	2	25	27	374	56	0	0	11	80	506	167	0	3	7	214	314	56	1	8	1	0	0	0	0	1	20	2475
APPROACH %'s :	3.34%	49.28%	43.08%	0.00%	0.32%	3.97%	5.77%	79.91%	11.97%	0.00%	0.00%	2.35%	10.48%	66.32%	21.89%	0.00%	0.39%	0.92%	36.03%	52.86%	9.43%	0.17%	1.35%	0.17%			0.00%	0.00%	4.76%	95.24%	
PEAK HR :	07:30 AM - 08:30 AM																														TOTAL
PEAK HR VOL :	12	167	140	0	1	10	12	224	28	0	0	6	45	269	97	0	0	5	133	174	28	1	5	1	0	0	0	0	0	6	1364
PEAK HR FACTOR :	0.500	0.888	0.875	0.000	0.250	0.625	0.500	0.800	0.636	0.000	0.000	0.750	0.703	0.934	0.758	0.000	0.000	0.625	0.875	0.837	0.778	0.250	0.625	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.917
	0.938						0.776						0.945						0.919												

	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						EASTBOUND2		WESTBOUND2				
PM	0	1	0	0	0	0	1	0.5	0.5	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T2	E2U2	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	3	39	37	0	0	9	8	47	16	0	0	1	7	50	13	0	0	2	30	47	15	0	1	1	0	0	0	0	0	1	327
4:15 PM	1	42	27	0	0	4	4	80	17	0	1	2	13	47	13	0	0	1	31	45	14	0	1	0	0	0	0	0	0	4	347
4:30 PM	4	44	21	0	0	6	4	75	18	0	0	1	6	53	10	0	0	0	27	52	9	0	1	1	0	0	0	1	0	7	340
4:45 PM	6	44	35	0	2	8	7	58	18	0	0	1	10	53	18	0	0	1	42	50	11	0	2	0	0	1	0	0	0	3	370
5:00 PM	11	44	32	0	0	5	12	43	22	0	0	0	20	45	16	0	0	2	39	53	11	0	3	0	0	0	0	0	0	7	365
5:15 PM	8	39	26	0	1	7	2	79	14	0	0	0	6	52	28	0	0	0	32	41	12	0	1	0	0	0	0	0	0	3	351
5:30 PM	3	45	37	0	0	7	1	54	22	0	0	1	17	51	16	0	0	1	25	47	12	0	1	0	0	0	0	0	1	6	347
5:45 PM	4	25	24	0	0	2	6	59	19	0	0	0	6	51	16	0	0	0	21	39	18	0	0	1	0	0	0	0	0	4	295
6:00 PM	6	39	27	0	1	5	4	67	16	0	0	0	15	48	8	0	0	0	30	45	12	0	2	0	0	0	0	0	0	3	328
6:15 PM	7	34	24	0	0	9	4	41	13	0	0	1	10	35	8	0	1	0	28	49	12	0	1	1	0	0	0	0	0	4	282
6:30 PM	4	29	29	0	0	5	4	45	9	0	0	1	4	42	12	0	0	0	29	57	8	0	3	0	0	0	1	2	0	9	293
6:45 PM	5	45	31	0	0	6	2	34	11	0	0	0	13	35	10	0	0	0	28	48	12	0	1	1	0	0	0	0	0	2	284
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T2	E2U2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	62	469	350	0	4	73	58	682	195	0	1	8	127	562	168	0	1	7	362	573	146	0	17	5	0	1	1	3	1	53	3929
APPROACH %'s :	6.47%	48.96%	36.53%	0.00%	0.42%	7.62%	6.14%	72.25%	20.66%	0.00%	0.11%	0.85%	14.68%	64.97%	19.42%	0.00%	0.12%	0.81%	32.82%	51.95%	13.24%	0.00%	1.54%	0.45%	0.00%	100.00%	1.72%	5.17%	1.72%	91.38%	
PEAK HR :	05:15 PM - 06:15 PM																														TOTAL
PEAK HR VOL :	21	148	114	0	2	21	13	259	71	0	0	1	44	202	68	0	0	1	108	172	54	0	4	1	0	0	0	0	1	16	1321
PEAK HR FACTOR :	0.656	0.822	0.770	0.000	0.500	0.750	0.542	0.820	0.807	0.000	0.000	0.250	0.647	0.971	0.607	0.000	0.000	0.250	0.844	0.915	0.750	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.250	0.667	0.941
	0.832						0.905						0.916						0.952												

Explanation for extra leg movements E2

Movements entering the extra leg

NR2	Movements coming from NB on Prospect St entering into the Extra Leg (W Dickerson St)
ET2	Movements coming from EB on W Blackwell St entering into the Extra Leg (W Dickerson St)
SL2	Movements coming from SB on Towpath Square entering into the Extra Leg (W Dickerson St)
WU2	Movements coming from WB on W Blackwell St entering into the Extra Leg (W Dickerson St)
Movements exiting the extra leg	
W2L2	Movements exiting from Extra Leg (W Dickerson St) entering into Prospect St SB
W2T2	Movements exiting from Extra Leg (W Dickerson St)entering into W Blackwell St WB
W2R2	Movements exiting from Extra Leg (W Dickerson St)entering into Towpath Square NB
W2U2	Movements exiting from Extra Leg (W Dickerson St)entering into W Blackwell St EB

Explanation for extra leg movements W2

Movements entering the extra leg

NL2	Movements coming from NB on Prospect St entering into the Extra Leg (Whitewell St)
WT2	Movements coming from WB on W Blackwell St entering into the Extra Leg (Whitewell St)
SR2	Movements coming from SB on Towpath Square entering into the Extra Leg (Whitewell St)
EU2	Movements coming from EB on W Blackwell St entering into the Extra Leg (Whitewell St)
Movements exiting the extra leg	
E2T2	Movements exiting from Extra Leg (Whitewell St) entering into W Blackwell St EB
E2U2	Movements exiting from Extra Leg (Whitewell St) entering into W Blackwell St WB

Prepared by National Data & Surveying Services

Towpath Square/Prospect St & W Blackwell St/Whitewell St/W Dickerson St

Peak Hour Turning Movement Count

ID: 25-340188-004
City: Dover

Day: Wednesday
Date: 11/19/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
05:15 PM - 06:15 PM	4:00 PM - 07:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	1330	0	1274
PHF	0.92		0.94

SOUTHBOUND (Towpath Square/Prospect St)

	Left	Thru	Right	U-Turn	Total
AM	28	224	12	0	240
NOON	0	0	0	0	0
PM	71	259	13	0	246

EASTBOUND (W Blackwell St/Whitewell St/W Dickerson St)

	Left	Thru	Right	U-Turn
AM	214	0	0	0
NOON	0	0	45	0
PM	264	0	44	0
	0	0	269	1
	0	0	202	1
	0	0	97	1
	0.5	0.5	1	0

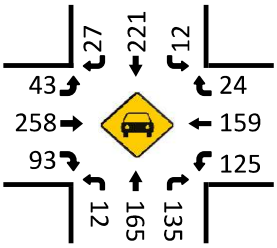
WESTBOUND (W Blackwell St/Whitewell St/W Dickerson St)

	Left	Thru	Right	U-Turn
PM	54	0	0	0
NOON	172	0	0	1
AM	28	0	108	0
	174	0	133	0
	0	0	1	0
	329	0	422	
	0	0	1	0

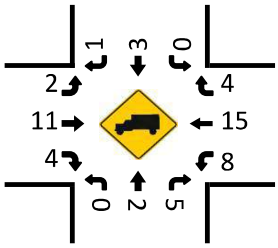
NORTHBOUND (Towpath Square/Prospect St)

	Left	Thru	Right	U-Turn	Total
PM	435	0	21	148	114
NOON	0	0	0	0	0
AM	454	0	12	167	140

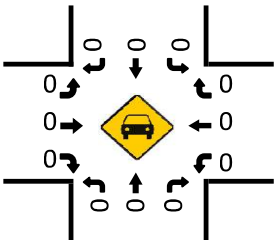
Cars (AM)



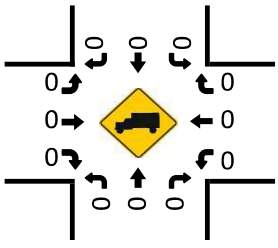
Total Trucks (AM)



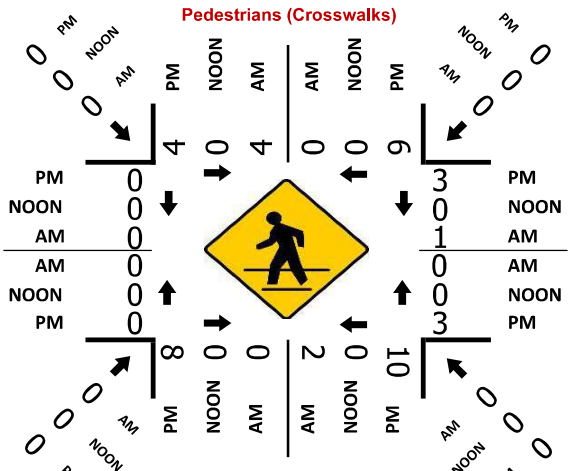
Cars (NOON)



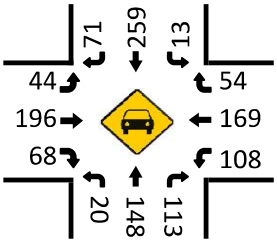
Total Trucks (NOON)



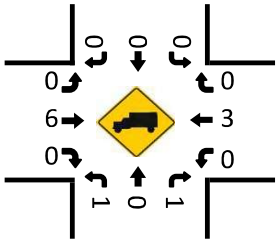
Pedestrians (Crosswalks)



Cars (PM)

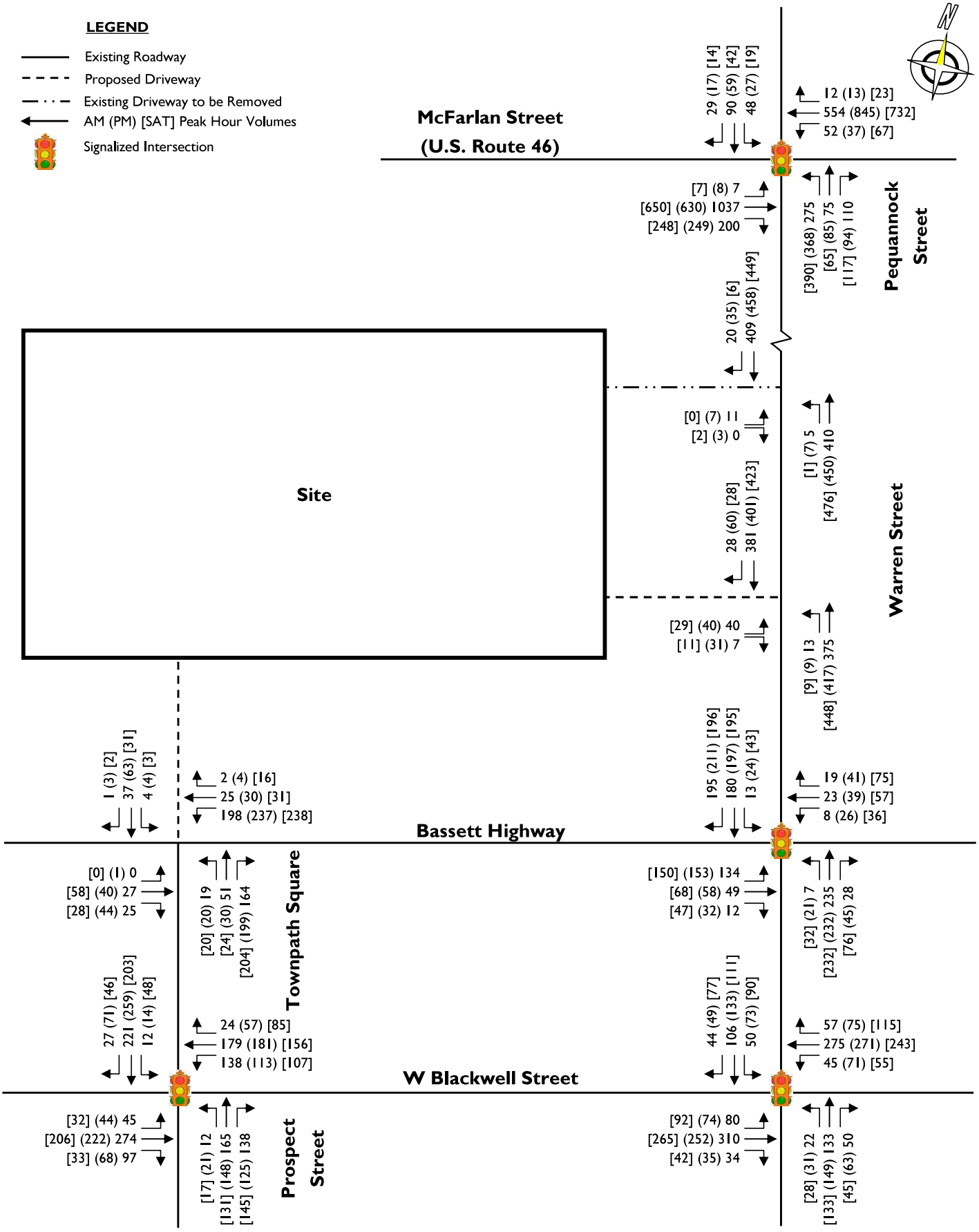


Total Trucks (PM)

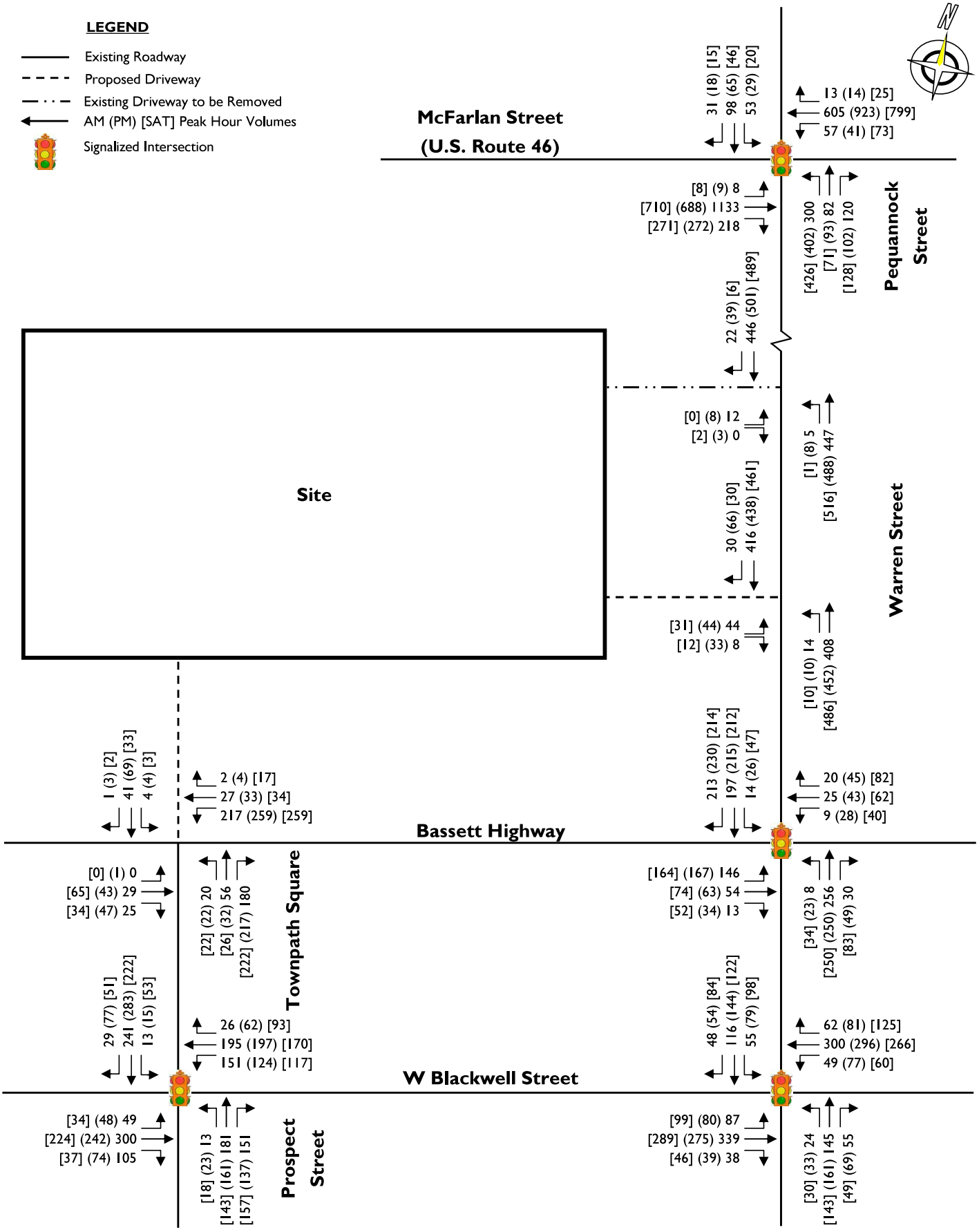


FIGURES

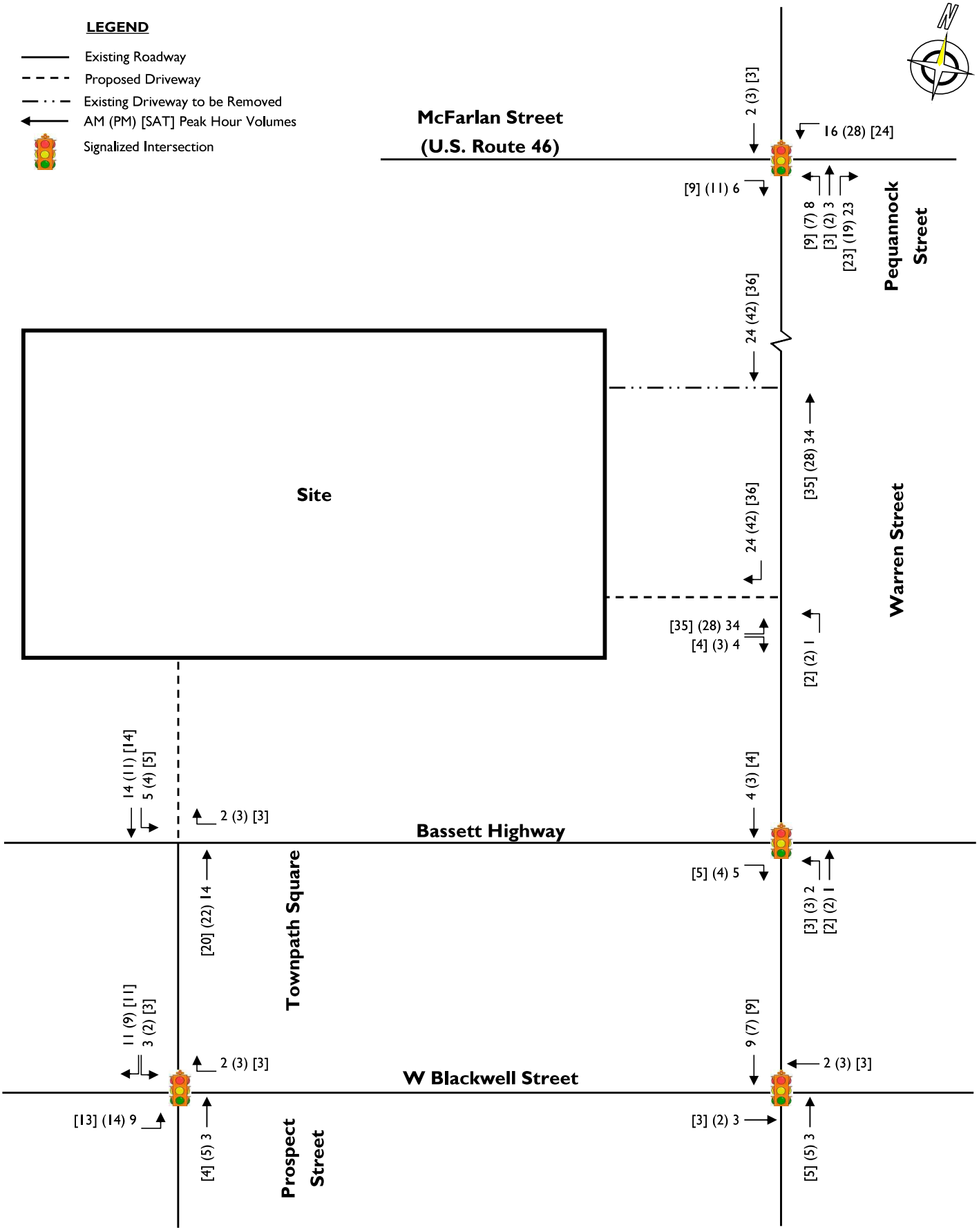
STONEFIELD	**Proposed Multi-Family Residential Development** **Block 1201, Lot 6** **Town of Dover, Morris County, New Jersey** **Traffic Impact Study**	**FIGURE 1** **Site Location Map**



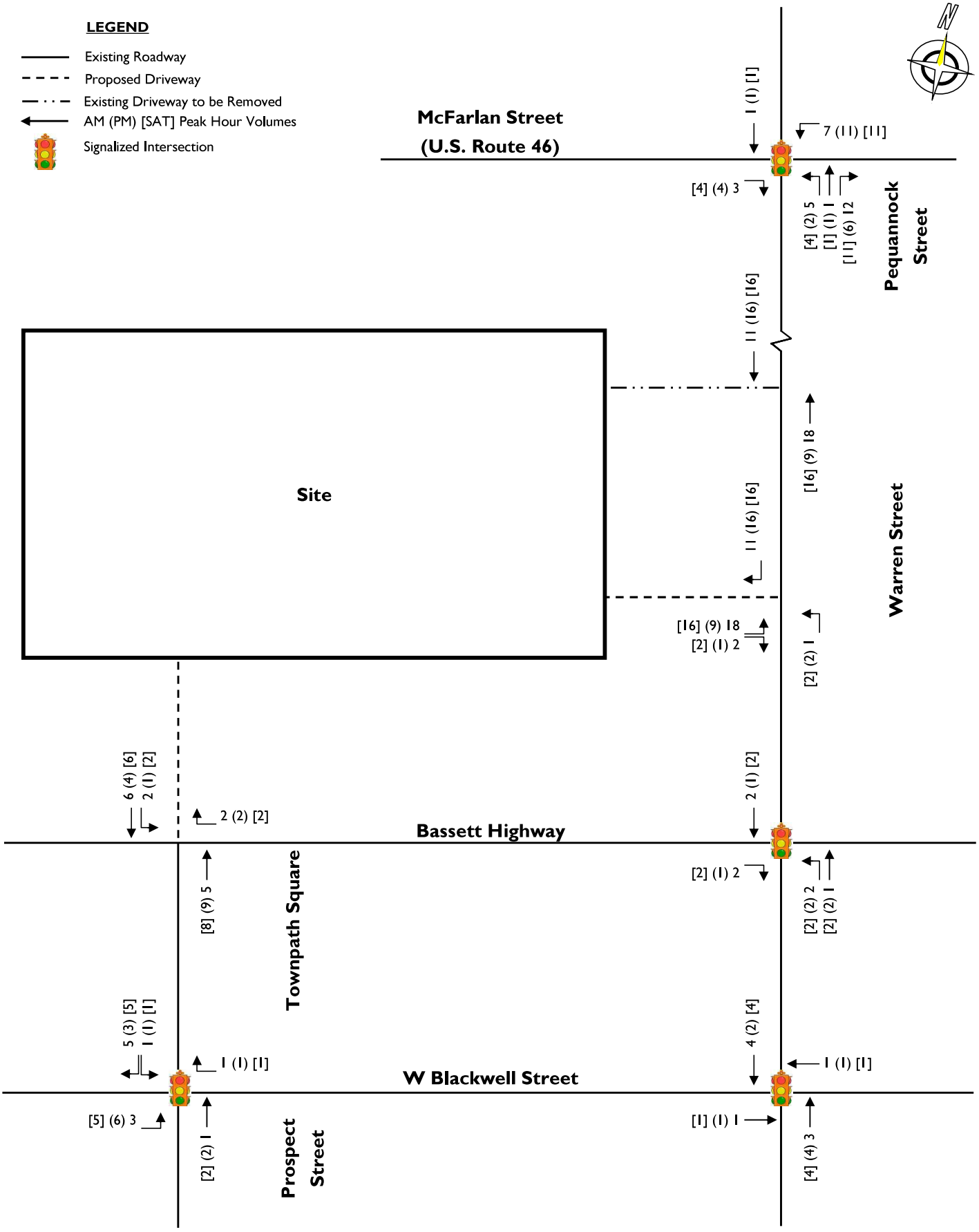
STONEFIELD	Proposed Multi-Family Residential Development Block 1201, Lot 6 Town of Dover, Morris County, New Jersey Traffic Impact Study	FIGURE 2 2025 Existing Traffic Volumes



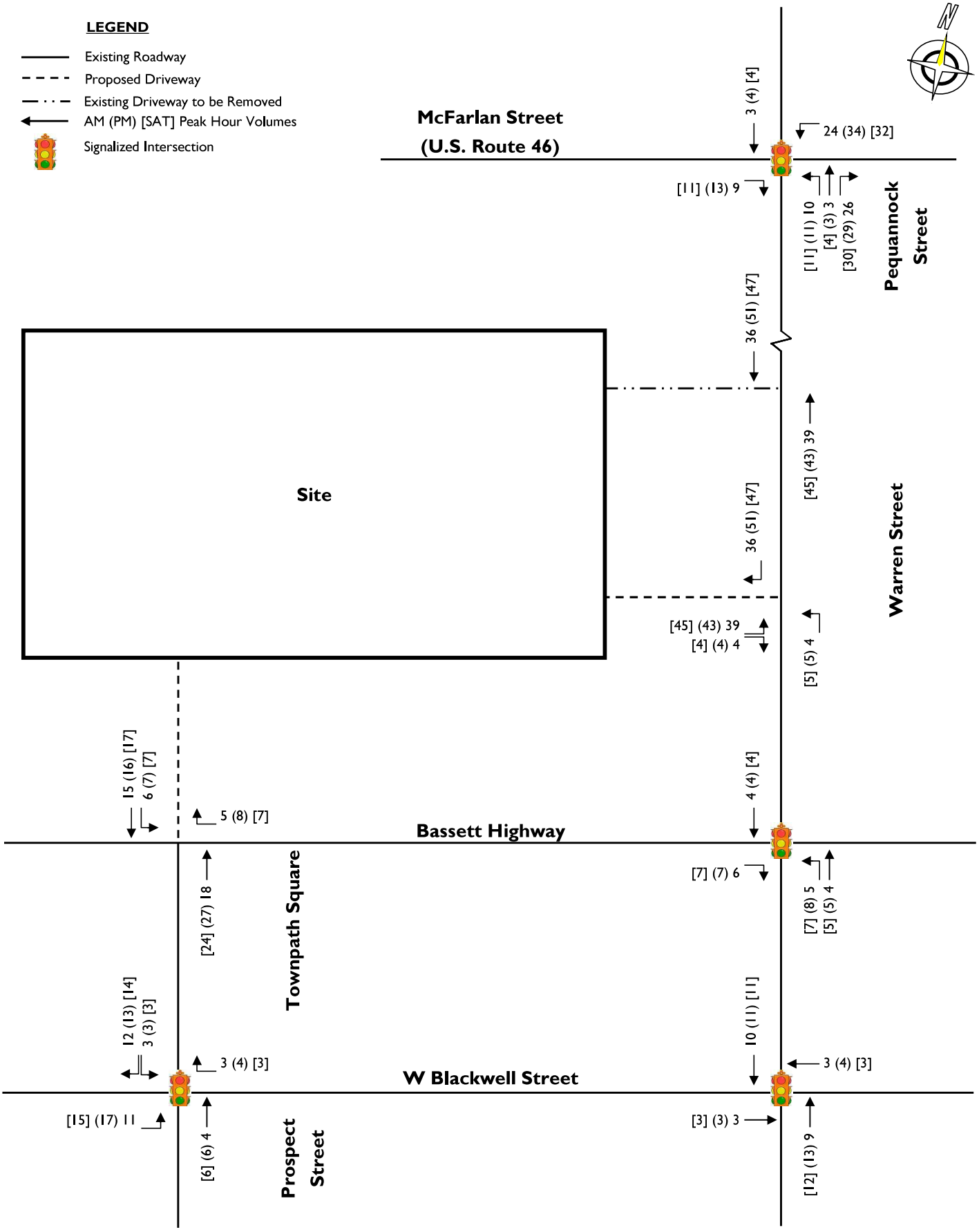
STONEFIELD	Proposed Multi-Family Residential Development Block 1201, Lot 6 Town of Dover, Morris County, New Jersey Traffic Impact Study	FIGURE 3 2035 No-Build Traffic Volumes



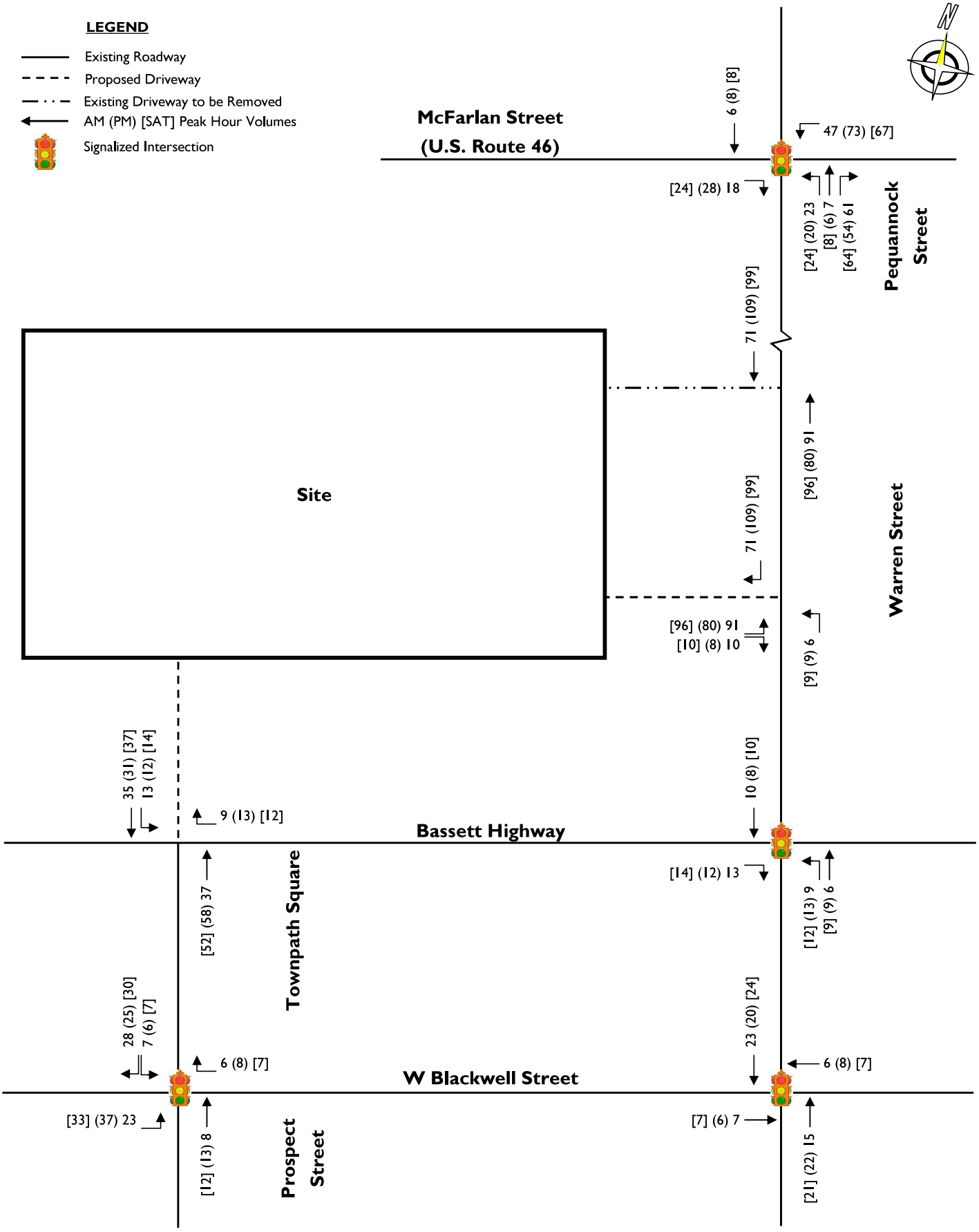
STONEFIELD	Proposed Multi-Family Residential Development Block 1201, Lot 6 Town of Dover, Morris County, New Jersey Traffic Impact Study	FIGURE 4 Phase 1 Site-Generated Traffic Volumes



STONEFIELD	Proposed Multi-Family Residential Development Block 1201, Lot 6 Town of Dover, Morris County, New Jersey Traffic Impact Study	FIGURE 5 Phase 2 Site-Generated Traffic Volumes



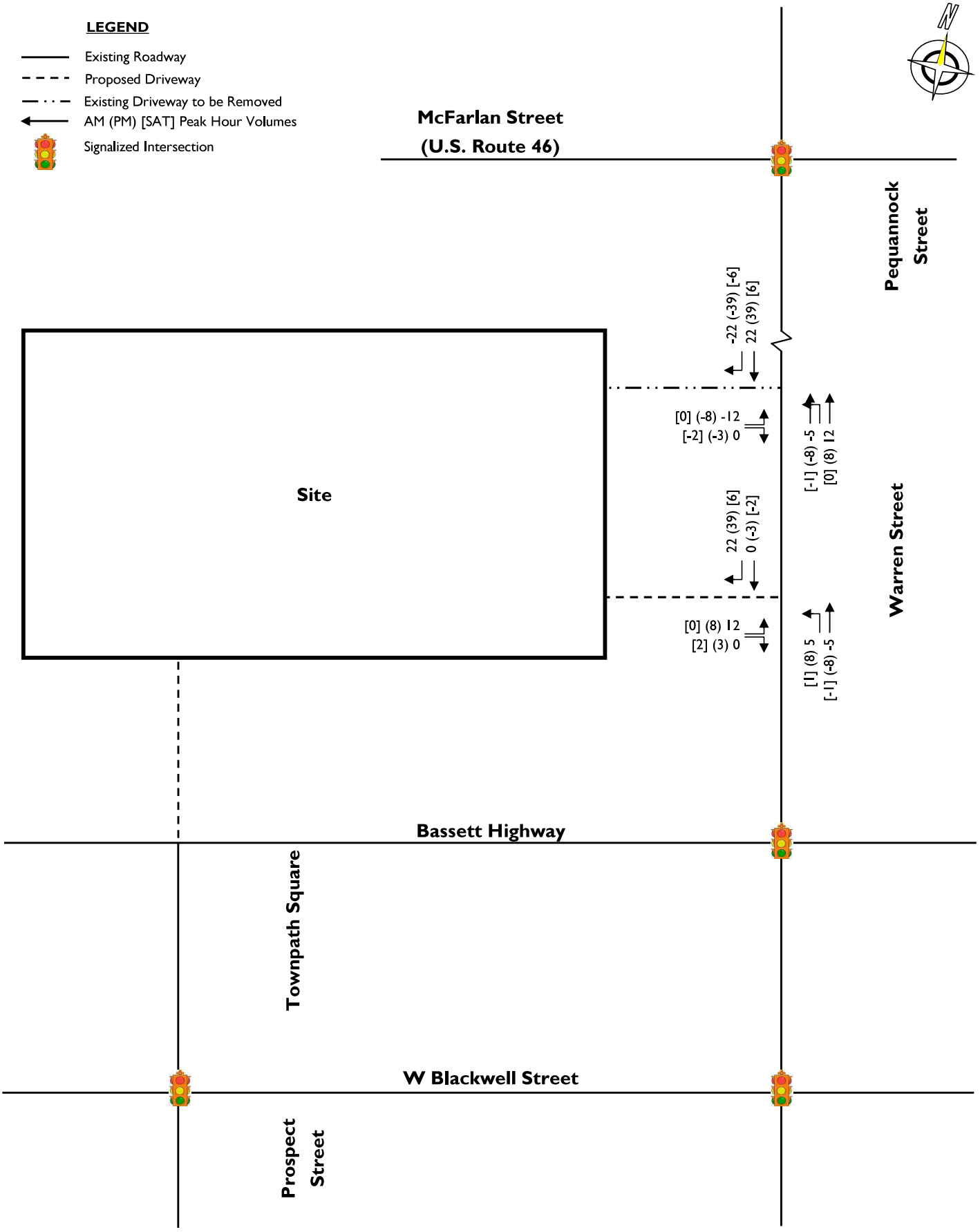
STONEFIELD	Proposed Multi-Family Residential Development Block 1201, Lot 6 Town of Dover, Morris County, New Jersey Traffic Impact Study	FIGURE 6 Phase 3 Site-Generated Traffic Volumes



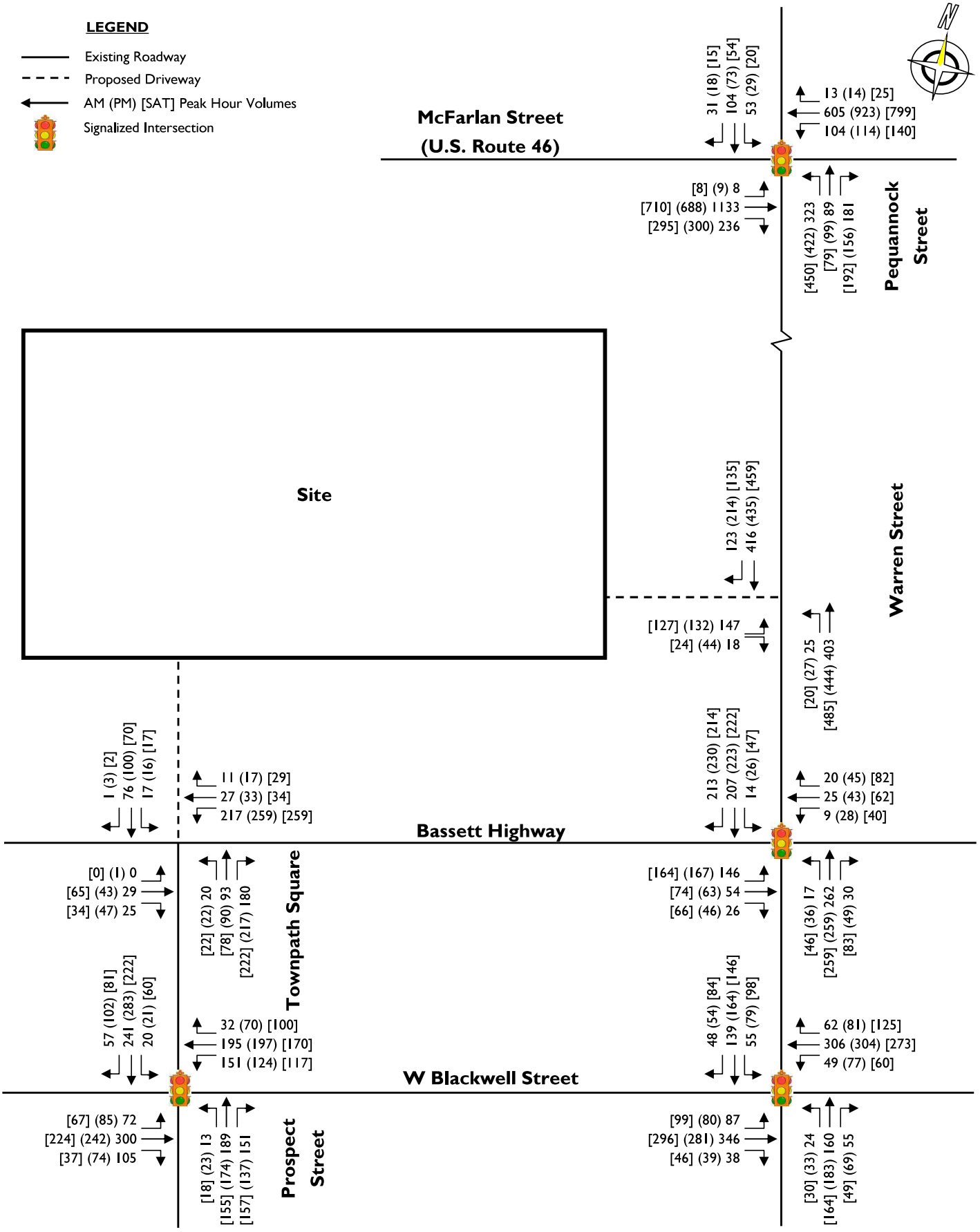
STONEFIELD

Proposed Multi-Family Residential Development
Block 1201, Lot 6
Town of Dover, Morris County, New Jersey
Traffic Impact Study

FIGURE 7
Total Site-Generated Traffic Volumes



STONEFIELD	Proposed Multi-Family Residential Development Block 1201, Lot 6 Town of Dover, Morris County, New Jersey Traffic Impact Study	FIGURE 8 Removal of Northerly Site Driveway



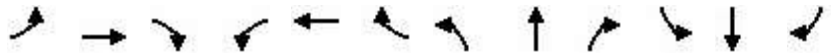
STONEFIELD	**Proposed Multi-Family Residential Development** **Block 1201, Lot 6** **Town of Dover, Morris County, New Jersey** **Traffic Impact Study**	**FIGURE 9** **2035 Build Traffic Volumes**

HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1037	200	52	554	12	275	75	110	48	90	29
Future Volume (veh/h)	7	1037	200	52	554	12	275	75	110	48	90	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2034	2002	2067	1985	1969	2034	2051	2034	2150	2167	2133
Adj Flow Rate, veh/h	8	1140	197	57	609	13	302	82	102	53	99	28
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	6	2	7	8	4	3	4	2	1	3
Cap, veh/h	44	1901	325	132	1540	35	464	230	286	105	137	35
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.12	0.28	0.28	0.12	0.12	0.12
Sat Flow, veh/h	6	3221	551	142	2609	60	1938	831	1034	442	1135	291
Grp Volume(v), veh/h	719	0	626	287	0	392	302	0	184	180	0	0
Grp Sat Flow(s),veh/h/ln	2026	0	1752	1014	0	1796	1938	0	1865	1868	0	0
Q Serve(g_s), s	0.0	0.0	20.5	4.1	0.0	10.3	11.0	0.0	7.1	6.5	0.0	0.0
Cycle Q Clear(g_c), s	20.2	0.0	20.5	24.6	0.0	10.3	11.0	0.0	7.1	8.4	0.0	0.0
Prop In Lane	0.01		0.31	0.20		0.03	1.00		0.55	0.29		0.16
Lane Grp Cap(c), veh/h	1236	0	1034	646	0	1060	464	0	515	277	0	0
V/C Ratio(X)	0.58	0.00	0.61	0.44	0.00	0.37	0.65	0.00	0.36	0.65	0.00	0.00
Avail Cap(c_a), veh/h	1236	0	1034	646	0	1060	464	0	642	401	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	0.0	11.8	10.0	0.0	9.7	28.8	0.0	26.1	38.3	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	2.6	2.2	0.0	1.0	3.2	0.0	0.4	2.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.4	0.0	12.2	5.0	0.0	7.0	10.0	0.0	5.8	7.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	0.0	14.4	12.2	0.0	10.7	32.1	0.0	26.6	40.9	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		1345			679			486			180	
Approach Delay, s/veh		14.0			11.3			30.0			40.9	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		30.9		59.1	14.0	16.9		59.1				
Change Period (Y+Rc), s		6.0		6.0	3.0	6.0		6.0				
Max Green Setting (Gmax), s		31.0		47.0	11.0	17.0		47.0				
Max Q Clear Time (g_c+I1), s		9.1		22.5	13.0	10.4		26.6				
Green Ext Time (p_c), s		1.1		10.5	0.0	0.5		4.8				

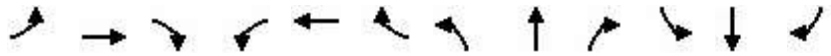
Intersection Summary	
HCM 7th Control Delay, s/veh	18.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	49	12	8	23	19	7	235	28	13	180	195
Future Volume (veh/h)	134	49	12	8	23	19	7	235	28	13	180	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2150	2014	2048	2184	2116	2184	1871	2034	2034	2184	2082	2150
Adj Flow Rate, veh/h	138	51	10	8	24	10	7	242	27	13	186	163
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
Percent Heavy Veh, %	2	10	8	0	4	0	14	4	4	0	6	2
Cap, veh/h	418	145	24	136	380	139	68	950	104	75	548	459
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	1.00	1.00	1.00	0.53	0.53	0.53
Sat Flow, veh/h	1055	483	81	216	1268	464	13	1781	195	23	1027	860
Grp Volume(v), veh/h	199	0	0	42	0	0	276	0	0	362	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	0	1947	0	0	1989	0	0	1911	0	0
Q Serve(g_s), s	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0
Prop In Lane	0.69		0.05	0.19		0.24	0.03		0.10	0.04		0.45
Lane Grp Cap(c), veh/h	587	0	0	656	0	0	1122	0	0	1081	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.06	0.00	0.00	0.25	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	587	0	0	656	0	0	1122	0	0	1081	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0	4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	0.0	0.0	15.2	0.0	0.0	0.5	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		199			42			276			362	
Approach Delay, s/veh		18.2			15.2			0.5			8.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	7.7	8.5	2.9
Green Ext Time (p_c), s	1.8	0.8	2.5	0.1

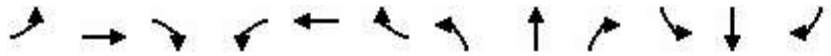
Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	310	34	45	275	57	22	133	50	50	106	44
Future Volume (veh/h)	80	310	34	45	275	57	22	133	50	50	106	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2133	2099	2082	2116	2014	2116	2184	2099	2082	1936	2051	2018
Adj Flow Rate, veh/h	88	341	34	49	302	55	24	146	41	55	116	37
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	5	6	4	10	4	0	5	6	10	3	5
Cap, veh/h	258	992	93	167	997	172	87	215	57	133	171	49
Arrive On Green	1.00	1.00	1.00	0.69	0.69	0.69	0.15	0.15	0.15	0.29	0.29	0.29
Sat Flow, veh/h	271	1443	136	145	1450	250	139	1476	389	392	1177	339
Grp Volume(v), veh/h	463	0	0	406	0	0	211	0	0	208	0	0
Grp Sat Flow(s),veh/h/ln	1850	0	0	1845	0	0	2004	0	0	1908	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.9	0.0	0.0	5.9	0.0	0.0	5.6	0.0	0.0
Prop In Lane	0.19		0.07	0.12		0.14	0.11		0.19	0.26		0.18
Lane Grp Cap(c), veh/h	1344	0	0	1336	0	0	359	0	0	354	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.30	0.00	0.00	0.59	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	1344	0	0	1336	0	0	655	0	0	622	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.95	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.94	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.7	0.0	0.0	24.4	0.0	0.0	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.0	2.7	0.0	0.0	5.2	0.0	0.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.7	0.0	0.0	4.3	0.0	0.0	26.0	0.0	0.0	21.6	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		463			406			211			208	
Approach Delay, s/veh		0.7			4.3			26.0			21.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.7	46.3	13.7	46.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	7.9	2.0	7.6	6.9
Green Ext Time (p_c), s	0.8	3.7	0.9	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	274	97	138	179	24	12	165	138	12	221	27
Future Volume (veh/h)	45	274	97	138	179	24	12	165	138	12	221	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2116	2116	2116	2082	2031	1946	2184	2167	2116	2100	2084	2034
Adj Flow Rate, veh/h	49	298	0	150	195	24	13	179	128	13	240	21
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
Percent Heavy Veh, %	4	4	4	6	9	14	0	1	4	0	1	4
Cap, veh/h	169	1003		408	512	58	71	312	213	73	489	41
Arrive On Green	0.55	0.55	0.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	182	1823	1793	588	930	106	32	1168	800	38	1834	155
Grp Volume(v), veh/h	347	0	0	369	0	0	320	0	0	274	0	0
Grp Sat Flow(s),veh/h/ln	2005	0	1793	1624	0	0	2001	0	0	2027	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	6.8	0.0	0.0
Prop In Lane	0.14		1.00	0.41		0.07	0.04		0.40	0.05		0.08
Lane Grp Cap(c), veh/h	1171	0		978	0	0	596	0	0	603	0	0
V/C Ratio(X)	0.30	0.00		0.38	0.00	0.00	0.54	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	1171	0		978	0	0	596	0	0	603	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.3	0.0	0.0	0.0	0.0	0.0	19.2	0.0	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.1	0.0	0.0	3.4	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.0	0.5	0.0	0.0	7.6	0.0	0.0	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.9	0.0	0.0	1.1	0.0	0.0	22.6	0.0	0.0	21.1	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		347			369			320			274	
Approach Delay, s/veh		7.9			1.1			22.6			21.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	10.3	7.3	8.8	2.0
Green Ext Time (p_c), s	1.0	2.4	0.9	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	12.3
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	27	25	198	25	2	19	51	164	4	37	1
Future Vol, veh/h	0	27	25	198	25	2	19	51	164	4	37	1
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	1	0	0	0	0	0	0	0	0
Mvmt Flow	0	31	29	228	29	2	22	59	189	5	43	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	60	0	0	551	532	45	545	545	30
Stage 1	-	-	-	-	-	-	45	45	-	485	485	-
Stage 2	-	-	-	-	-	-	505	486	-	60	60	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1601	-	-	1563	-	-	484	491	1037	488	484	1055
Stage 1	-	-	-	-	-	-	974	861	-	567	555	-
Stage 2	-	-	-	-	-	-	553	554	-	956	849	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1601	-	-	1563	-	-	375	419	1037	298	412	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	375	419	-	298	412	-
Stage 1	-	-	-	-	-	-	974	861	-	483	473	-
Stage 2	-	-	-	-	-	-	428	472	-	729	849	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	6.77	13.17	15.13
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	708	1601	-	-	1536	-	-	403
HCM Lane V/C Ratio	0.38	-	-	-	0.146	-	-	0.12
HCM Ctrl Dly (s/v)	13.2	0	-	-	7.7	0	-	15.1
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0.5	-	-	0.4

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	7	13	375	381	28
Future Vol, veh/h	40	7	13	375	381	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	42	7	14	391	397	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	829	411	426	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	385	683	1214	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	379	683	1214	-	-	-
Mov Cap-2 Maneuver	379	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.07	0.27	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	60	-	406	-	-
HCM Lane V/C Ratio	0.011	-	0.12	-	-
HCM Ctrl Dly (s/v)	8	0	15.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	5	410	409	20
Future Vol, veh/h	11	0	5	410	409	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	11	0	5	427	426	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	874	436	447	0	-	0
Stage 1	436	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	365	663	1196	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	362	663	1196	-	-	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	655	-	-	-	-	-

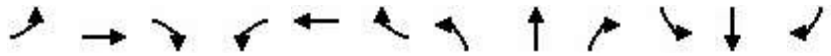
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.26	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	22	-	362	-	-
HCM Lane V/C Ratio	0.004	-	0.032	-	-
HCM Ctrl Dly (s/v)	8	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	630	249	37	845	13	368	85	94	27	59	17
Future Volume (veh/h)	8	630	249	37	845	13	368	85	94	27	59	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2067	2067	2100	2067	1985	2067	2100	2100	2116	2184	2184
Adj Flow Rate, veh/h	9	677	251	40	909	13	396	91	87	29	63	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	7	2	0	0	4	0	0
Cap, veh/h	47	1518	558	94	2003	28	580	307	294	100	198	35
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.13	0.31	0.31	0.14	0.14	0.14
Sat Flow, veh/h	11	2732	1004	91	3605	51	1969	987	943	338	1374	242
Grp Volume(v), veh/h	512	0	425	482	0	480	396	0	178	105	0	0
Grp Sat Flow(s),veh/h/ln	2045	0	1701	1875	0	1872	1969	0	1930	1954	0	0
Q Serve(g_s), s	0.0	0.0	13.3	0.0	0.0	13.8	12.0	0.0	6.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	13.3	12.2	0.0	13.8	12.0	0.0	6.3	4.0	0.0	0.0
Prop In Lane	0.02		0.59	0.08		0.03	1.00		0.49	0.28		0.12
Lane Grp Cap(c), veh/h	1177	0	945	1085	0	1040	580	0	601	333	0	0
V/C Ratio(X)	0.43	0.00	0.45	0.44	0.00	0.46	0.68	0.00	0.30	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1177	0	945	1085	0	1040	580	0	815	540	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	11.9	11.6	0.0	12.0	27.8	0.0	23.5	34.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.6	1.3	0.0	1.5	3.3	0.0	0.3	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	0.0	8.6	9.2	0.0	9.5	12.6	0.0	5.2	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	0.0	13.4	12.9	0.0	13.4	31.1	0.0	23.8	35.2	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		937			962			574			105	
Approach Delay, s/veh		13.2			13.2			28.8			35.2	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.0		56.0	15.0	19.0		56.0				
Change Period (Y+Rc), s		6.0		6.0	3.0	6.0		6.0				
Max Green Setting (Gmax), s		38.0		40.0	12.0	23.0		40.0				
Max Q Clear Time (g_c+I1), s		8.3		15.3	14.0	6.0		15.8				
Green Ext Time (p_c), s		1.1		6.6	0.0	0.5		6.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	58	32	26	39	41	21	232	45	24	197	211
Future Volume (veh/h)	153	58	32	26	39	41	21	232	45	24	197	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2167	2150	2184	2184	2184	2184	2100	2084	2067	2184	2184	2167
Adj Flow Rate, veh/h	163	62	30	28	41	21	22	247	42	26	210	191
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	0	0	0	1	2	0	0	1
Cap, veh/h	405	152	61	215	314	137	96	883	143	93	556	474
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	1.00	1.00	1.00	0.53	0.53	0.53
Sat Flow, veh/h	1022	505	204	454	1046	456	59	1656	268	55	1043	888
Grp Volume(v), veh/h	255	0	0	90	0	0	311	0	0	427	0	0
Grp Sat Flow(s),veh/h/ln	1730	0	0	1956	0	0	1983	0	0	1985	0	0
Q Serve(g_s), s	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.64		0.12	0.31		0.23	0.07		0.14	0.06		0.45
Lane Grp Cap(c), veh/h	617	0	0	666	0	0	1122	0	0	1122	0	0
V/C Ratio(X)	0.41	0.00	0.00	0.14	0.00	0.00	0.28	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	617	0	0	666	0	0	1122	0	0	1122	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.4	0.0	0.0	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	0.0	0.0	1.7	0.0	0.0	0.3	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	0.0	0.0	15.8	0.0	0.0	0.6	0.0	0.0	9.3	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		255			90			311			427	
Approach Delay, s/veh		19.0			15.8			0.6			9.3	
Approach LOS		B			B			A			A	

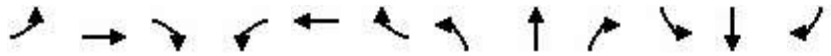
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	8.9	9.5	3.9
Green Ext Time (p_c), s	2.2	1.0	3.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	9.6
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	252	35	71	271	75	31	149	63	73	133	49
Future Volume (veh/h)	74	252	35	71	271	75	31	149	63	73	133	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2116	2133	2184	2167	2150	2184	2167	2184	2100	2100	2100
Adj Flow Rate, veh/h	80	274	35	77	295	77	34	162	60	79	145	51
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
Percent Heavy Veh, %	0	4	3	0	1	2	0	1	0	0	0	0
Cap, veh/h	265	900	108	230	884	216	99	252	87	155	195	62
Arrive On Green	1.00	1.00	1.00	0.65	0.65	0.65	0.18	0.18	0.18	0.36	0.36	0.36
Sat Flow, veh/h	294	1376	165	244	1352	330	174	1407	484	436	1088	347
Grp Volume(v), veh/h	389	0	0	449	0	0	256	0	0	275	0	0
Grp Sat Flow(s),veh/h/ln	1836	0	0	1925	0	0	2065	0	0	1870	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.6	0.0	0.0	6.8	0.0	0.0	7.7	0.0	0.0
Prop In Lane	0.21		0.09	0.17		0.17	0.13		0.23	0.29		0.19
Lane Grp Cap(c), veh/h	1273	0	0	1329	0	0	439	0	0	413	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.34	0.00	0.00	0.58	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	1273	0	0	1329	0	0	672	0	0	622	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.6	0.0	0.0	23.0	0.0	0.0	18.2	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.7	0.0	0.0	1.2	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.0	3.6	0.0	0.0	6.1	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.6	0.0	0.0	5.3	0.0	0.0	24.2	0.0	0.0	19.9	0.0	0.0
LnGrp LOS	A			A			C			B		
Approach Vol, veh/h		389			449			256			275	
Approach Delay, s/veh		0.6			5.3			24.2			19.9	
Approach LOS		A			A			C			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	15.8	44.2	15.8	44.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	8.8	2.0	9.7	7.6
Green Ext Time (p_c), s	1.0	3.0	1.1	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	10.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	222	68	113	181	57	21	148	125	14	259	71
Future Volume (veh/h)	44	222	68	113	181	57	21	148	125	14	259	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2116	2184	2167	2167	2150	2065	2167	2150	2018	2100	2100
Adj Flow Rate, veh/h	45	229	0	116	187	58	22	153	108	14	267	66
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
Percent Heavy Veh, %	0	4	0	1	1	2	7	1	2	5	0	0
Cap, veh/h	192	962		351	562	160	85	308	202	71	425	102
Arrive On Green	0.55	0.55	0.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	222	1750	1851	494	1022	290	74	1155	759	33	1594	382
Grp Volume(v), veh/h	274	0	0	361	0	0	283	0	0	347	0	0
Grp Sat Flow(s),veh/h/ln	1972	0	1851	1806	0	0	1988	0	0	2009	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	9.1	0.0	0.0
Prop In Lane	0.16		1.00	0.32		0.16	0.08		0.38	0.04		0.19
Lane Grp Cap(c), veh/h	1154	0		1073	0	0	595	0	0	598	0	0
V/C Ratio(X)	0.24	0.00		0.34	0.00	0.00	0.48	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1154	0		1073	0	0	595	0	0	598	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.0	0.0	2.7	0.0	0.0	4.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	0.0	0.5	0.0	0.0	6.5	0.0	0.0	8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	0.0	0.0	0.8	0.0	0.0	21.5	0.0	0.0	23.5	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		274			361			283			347	
Approach Delay, s/veh		7.5			0.8			21.5			23.5	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	9.1	6.0	11.1	2.0
Green Ext Time (p_c), s	1.0	1.8	0.9	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	40	44	237	30	4	20	30	199	4	63	3
Future Vol, veh/h	1	40	44	237	30	4	20	30	199	4	63	3
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	43	47	252	32	4	21	32	212	4	67	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	89	0	0	638	609	66	599	630	34
Stage 1	-	-	-	-	-	-	68	68	-	538	538	-
Stage 2	-	-	-	-	-	-	570	540	-	61	91	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1596	-	-	1538	-	-	429	449	1013	453	438	1050
Stage 1	-	-	-	-	-	-	947	842	-	531	525	-
Stage 2	-	-	-	-	-	-	510	524	-	956	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1596	-	-	1538	-	-	299	374	1013	276	364	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	299	374	-	276	364	-
Stage 1	-	-	-	-	-	-	946	842	-	442	437	-
Stage 2	-	-	-	-	-	-	359	437	-	727	822	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	6.82	12.8	17.25
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	725	19	-	-	1506	-	-	368
HCM Lane V/C Ratio	0.365	0.001	-	-	0.164	-	-	0.202
HCM Ctrl Dly (s/v)	12.8	7.3	0	-	7.8	0	-	17.2
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.6	-	-	0.7

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	31	9	417	401	60
Future Vol, veh/h	40	31	9	417	401	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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, %	0	0	0	0	0	0
Mvmt Flow	43	34	10	453	436	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	941	468	501	0	-	0
Stage 1	468	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	336	639	1151	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	332	639	1151	-	-	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.49	0.17	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	38	-	420	-	-
HCM Lane V/C Ratio	0.008	-	0.184	-	-
HCM Ctrl Dly (s/v)	8.2	0	15.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

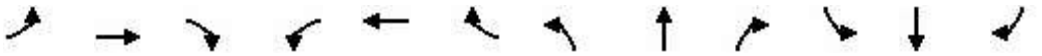
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	3	7	450	458	35
Future Vol, veh/h	7	3	7	450	458	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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, %	0	0	0	0	0	0
Mvmt Flow	8	3	8	489	498	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1021	517	536	0	-	0
Stage 1	517	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	304	604	1123	-	-	-
Stage 1	603	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	604	1123	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.47	0.13	0
HCM LOS	C		

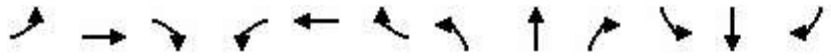
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	28	-	355	-	-
HCM Lane V/C Ratio	0.007	-	0.031	-	-
HCM Ctrl Dly (s/v)	8.2	0	15.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	650	248	67	732	23	390	65	117	19	42	14
Future Volume (veh/h)	7	650	248	67	732	23	390	65	117	19	42	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2084	2100	2084	2084	2100	2067	2100	2184	2184	2184
Adj Flow Rate, veh/h	7	657	242	68	739	23	394	66	84	19	42	13
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1	0	2	0	0	0	0
Cap, veh/h	45	1629	595	171	1849	58	555	230	292	83	147	38
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.28	0.28	0.11	0.11	0.11
Sat Flow, veh/h	8	2767	1011	210	3141	98	2000	826	1052	297	1326	346
Grp Volume(v), veh/h	496	0	410	389	0	441	394	0	150	74	0	0
Grp Sat Flow(s),veh/h/ln	2071	0	1714	1570	0	1878	2000	0	1878	1970	0	0
Q Serve(g_s), s	0.0	0.0	11.6	0.8	0.0	11.4	12.0	0.0	5.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.6	0.0	11.6	12.4	0.0	11.4	12.0	0.0	5.6	2.9	0.0	0.0
Prop In Lane	0.01		0.59	0.17		0.05	1.00		0.56	0.26		0.18
Lane Grp Cap(c), veh/h	1260	0	1009	972	0	1106	555	0	522	269	0	0
V/C Ratio(X)	0.39	0.00	0.41	0.40	0.00	0.40	0.71	0.00	0.29	0.27	0.00	0.00
Avail Cap(c_a), veh/h	1260	0	1009	972	0	1106	555	0	709	457	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.0	0.0	10.0	9.4	0.0	9.9	30.3	0.0	25.5	36.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.2	1.2	0.0	1.1	4.2	0.0	0.3	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	0.0	7.6	6.8	0.0	7.9	13.1	0.0	4.6	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	0.0	11.2	10.6	0.0	11.0	34.5	0.0	25.8	37.4	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		906			830			544			74	
Approach Delay, s/veh		11.0			10.8			32.1			37.4	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.0		59.0	15.0	16.0		59.0				
Change Period (Y+Rc), s		6.0		6.0	3.0	6.0		6.0				
Max Green Setting (Gmax), s		34.0		44.0	12.0	19.0		44.0				
Max Q Clear Time (g_c+I1), s		7.6		13.6	14.0	4.9		14.4				
Green Ext Time (p_c), s		0.9		6.6	0.0	0.3		6.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.7									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	68	47	36	57	75	32	232	76	43	195	196
Future Volume (veh/h)	150	68	47	36	57	75	32	232	76	43	195	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2184	2184	2184	2150	2184	2100	2067	2084	2184	2184	2167
Adj Flow Rate, veh/h	153	69	35	37	58	55	33	237	74	44	199	179
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	2	0	0	2	1	0	0	1
Cap, veh/h	382	171	72	169	267	209	116	751	219	126	539	441
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.18	0.18	0.18	0.53	0.53	0.53
Sat Flow, veh/h	954	569	240	313	891	697	93	1408	411	112	1011	827
Grp Volume(v), veh/h	257	0	0	150	0	0	344	0	0	422	0	0
Grp Sat Flow(s),veh/h/ln	1764	0	0	1901	0	0	1913	0	0	1951	0	0
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	0.0	3.4	0.0	0.0	9.1	0.0	0.0	7.4	0.0	0.0
Prop In Lane	0.60		0.14	0.25		0.37	0.10		0.22	0.10		0.42
Lane Grp Cap(c), veh/h	625	0	0	645	0	0	1086	0	0	1107	0	0
V/C Ratio(X)	0.41	0.00	0.00	0.23	0.00	0.00	0.32	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	625	0	0	645	0	0	1086	0	0	1107	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.8	0.0	0.0	15.9	0.0	0.0	15.3	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	0.0	0.0	2.9	0.0	0.0	8.2	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.8	0.0	0.0	16.7	0.0	0.0	16.0	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	B			B			B			A		
Approach Vol, veh/h		257			150			344			422	
Approach Delay, s/veh		18.8			16.7			16.0			9.2	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	11.1	8.5	9.4	5.4
Green Ext Time (p_c), s	2.3	1.1	3.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	92	265	42	55	243	115	28	133	45	90	111	77
Future Volume (veh/h)	92	265	42	55	243	115	28	133	45	90	111	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2150	2167	2099	2150	2150	2116	2184	2184	2184	2100	2100	2100
Adj Flow Rate, veh/h	95	273	34	57	251	109	29	137	41	93	114	64
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
Percent Heavy Veh, %	2	1	5	2	2	4	0	0	0	0	0	0
Cap, veh/h	256	730	84	156	675	270	112	445	121	221	268	127
Arrive On Green	1.00	1.00	1.00	0.53	0.53	0.53	0.30	0.30	0.30	0.10	0.10	0.10
Sat Flow, veh/h	340	1368	158	164	1266	506	146	1483	402	469	895	422
Grp Volume(v), veh/h	402	0	0	417	0	0	207	0	0	271	0	0
Grp Sat Flow(s),veh/h/ln	1866	0	0	1936	0	0	2031	0	0	1786	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.1	0.0	0.0	4.6	0.0	0.0	8.2	0.0	0.0
Prop In Lane	0.24		0.08	0.14		0.26	0.14		0.20	0.34		0.24
Lane Grp Cap(c), veh/h	1069	0	0	1101	0	0	678	0	0	616	0	0
V/C Ratio(X)	0.38	0.00	0.00	0.38	0.00	0.00	0.31	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	1069	0	0	1101	0	0	678	0	0	616	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.98	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	8.2	0.0	0.0	16.3	0.0	0.0	22.4	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	5.3	0.0	0.0	3.8	0.0	0.0	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1.0	0.0	0.0	9.2	0.0	0.0	16.6	0.0	0.0	22.9	0.0	0.0
LnGrp LOS	A			A			B			C		
Approach Vol, veh/h		402			417			207			271	
Approach Delay, s/veh		1.0			9.2			16.6			22.9	
Approach LOS		A			A			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	37.0	23.0	37.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	6.6	2.0	10.2	9.1
Green Ext Time (p_c), s	0.9	3.1	1.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	206	33	107	156	85	17	131	145	48	203	46
Future Volume (veh/h)	32	206	33	107	156	85	17	131	145	48	203	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2150	2082	2167	2133	2184	2184	2184	2184	2067	2084	2100
Adj Flow Rate, veh/h	35	226	0	118	171	77	19	144	119	53	223	42
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	6	1	3	0	0	0	0	2	1	0
Cap, veh/h	162	1027		346	500	204	80	291	224	126	390	68
Arrive On Green	0.55	0.55	0.00	0.92	0.92	0.92	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	171	1867	1764	485	909	371	61	1090	840	210	1462	254
Grp Volume(v), veh/h	261	0	0	366	0	0	282	0	0	318	0	0
Grp Sat Flow(s),veh/h/ln	2038	0	1764	1765	0	0	1991	0	0	1927	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	1.2	0.0	0.0	7.1	0.0	0.0	8.2	0.0	0.0
Prop In Lane	0.13		1.00	0.32		0.21	0.07		0.42	0.17		0.13
Lane Grp Cap(c), veh/h	1189	0		1050	0	0	595	0	0	584	0	0
V/C Ratio(X)	0.22	0.00		0.35	0.00	0.00	0.47	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	1189	0		1050	0	0	595	0	0	584	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	0.0	0.0	1.2	0.0	0.0	18.7	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.9	0.0	0.0	2.7	0.0	0.0	3.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	0.0	1.1	0.0	0.0	6.4	0.0	0.0	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	0.0	0.0	2.1	0.0	0.0	21.4	0.0	0.0	22.7	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		261			366			282			318	
Approach Delay, s/veh		7.3			2.1			21.4			22.7	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	9.1	5.7	10.2	3.2
Green Ext Time (p_c), s	1.0	1.7	1.0	2.8

Intersection Summary	
HCM 7th Control Delay, s/veh	13.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	58	28	238	31	16	20	24	204	3	31	2
Future Vol, veh/h	0	58	28	238	31	16	20	24	204	3	31	2
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	0	0	0	0	0	0	0	0
Mvmt Flow	0	63	30	259	34	17	22	26	222	3	34	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	93	0	0	646	647	78	636	653	42
Stage 1	-	-	-	-	-	-	78	78	-	560	560	-
Stage 2	-	-	-	-	-	-	568	568	-	76	93	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1579	-	-	1527	-	-	424	429	999	430	426	1040
Stage 1	-	-	-	-	-	-	936	834	-	517	514	-
Stage 2	-	-	-	-	-	-	511	509	-	938	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1579	-	-	1527	-	-	321	354	999	259	352	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	354	-	259	352	-
Stage 1	-	-	-	-	-	-	936	834	-	426	424	-
Stage 2	-	-	-	-	-	-	388	420	-	707	821	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	6.54	12.6	16.42
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	1579	-	-	1407	-	-	354
HCM Lane V/C Ratio	0.363	-	-	-	0.169	-	-	0.11
HCM Ctrl Dly (s/v)	12.6	0	-	-	7.8	0	-	16.4
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.6	-	-	0.4

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	11	9	448	423	28
Future Vol, veh/h	29	11	9	448	423	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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	0	0	1	0	0
Mvmt Flow	30	11	9	462	436	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	931	451	465	0	-	0
Stage 1	451	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	340	653	1181	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	336	653	1181	-	-	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.38	0.16	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	35	-	388	-	-
HCM Lane V/C Ratio	0.008	-	0.106	-	-
HCM Ctrl Dly (s/v)	8.1	0	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	476	449	6
Future Vol, veh/h	0	2	1	476	449	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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	0	0	1	0	0
Mvmt Flow	0	2	1	491	463	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	959	466	469	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	329	641	1177	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	641	1177	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	618	-	-	-	-	-

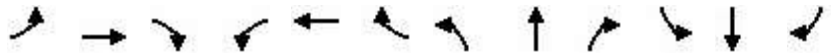
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.63	0.02	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	4	-	641	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	8.1	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1133	218	57	605	13	300	82	120	53	98	31
Future Volume (veh/h)	8	1133	218	57	605	13	300	82	120	53	98	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2034	2002	2067	1985	1969	2034	2051	2034	2150	2167	2133
Adj Flow Rate, veh/h	9	1245	217	63	665	14	330	90	113	58	108	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	6	2	7	8	4	3	4	2	1	3
Cap, veh/h	44	1869	322	118	1436	33	468	236	296	110	146	37
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.12	0.29	0.29	0.13	0.13	0.13
Sat Flow, veh/h	7	3216	553	119	2471	57	1938	826	1038	445	1126	284
Grp Volume(v), veh/h	784	0	687	299	0	443	330	0	203	196	0	0
Grp Sat Flow(s),veh/h/ln	2024	0	1752	851	0	1796	1938	0	1864	1855	0	0
Q Serve(g_s), s	0.0	0.0	24.3	6.6	0.0	12.3	11.0	0.0	7.9	7.2	0.0	0.0
Cycle Q Clear(g_c), s	23.6	0.0	24.3	30.9	0.0	12.3	11.0	0.0	7.9	9.2	0.0	0.0
Prop In Lane	0.01		0.32	0.21		0.03	1.00		0.56	0.30		0.15
Lane Grp Cap(c), veh/h	1217	0	1018	543	0	1044	468	0	532	293	0	0
V/C Ratio(X)	0.64	0.00	0.67	0.55	0.00	0.42	0.71	0.00	0.38	0.67	0.00	0.00
Avail Cap(c_a), veh/h	1217	0	1018	543	0	1044	468	0	642	399	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	13.0	11.5	0.0	10.5	28.8	0.0	25.8	37.9	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	3.6	4.0	0.0	1.3	4.8	0.0	0.4	2.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.5	0.0	14.3	5.8	0.0	8.2	11.1	0.0	6.4	7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	0.0	16.6	15.5	0.0	11.7	33.6	0.0	26.2	40.6	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		1471			742			533			196	
Approach Delay, s/veh		16.0			13.2			30.8			40.6	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.7		58.3	14.0	17.7		58.3				
Change Period (Y+Rc), s		6.0		6.0	3.0	6.0		6.0				
Max Green Setting (Gmax), s		31.0		47.0	11.0	17.0		47.0				
Max Q Clear Time (g_c+I1), s		9.9		26.3	13.0	11.2		32.9				
Green Ext Time (p_c), s		1.2		10.8	0.0	0.5		4.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	54	13	9	25	20	8	256	30	14	197	213
Future Volume (veh/h)	146	54	13	9	25	20	8	256	30	14	197	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2150	2014	2048	2184	2116	2184	1871	2034	2034	2184	2082	2150
Adj Flow Rate, veh/h	151	56	11	9	26	11	8	264	29	14	203	182
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
Percent Heavy Veh, %	2	10	8	0	4	0	14	4	4	0	6	2
Cap, veh/h	417	145	24	139	376	139	69	950	102	75	541	464
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	1.00	1.00	1.00	0.53	0.53	0.53
Sat Flow, veh/h	1052	484	82	224	1253	464	14	1782	191	23	1014	870
Grp Volume(v), veh/h	218	0	0	46	0	0	301	0	0	399	0	0
Grp Sat Flow(s),veh/h/ln	1618	0	0	1942	0	0	1987	0	0	1908	0	0
Q Serve(g_s), s	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0
Prop In Lane	0.69		0.05	0.20		0.24	0.03		0.10	0.04		0.46
Lane Grp Cap(c), veh/h	587	0	0	654	0	0	1122	0	0	1080	0	0
V/C Ratio(X)	0.37	0.00	0.00	0.07	0.00	0.00	0.27	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	587	0	0	654	0	0	1122	0	0	1080	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.8	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0	5.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	0.0	0.0	15.2	0.0	0.0	0.6	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		218			46			301			399	
Approach Delay, s/veh		18.6			15.2			0.6			9.2	
Approach LOS		B			B			A			A	

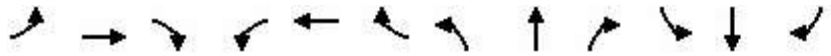
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	8.4	9.3	3.0
Green Ext Time (p_c), s	2.0	0.8	2.8	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	87	339	38	49	300	62	24	145	55	55	116	48
Future Volume (veh/h)	87	339	38	49	300	62	24	145	55	55	116	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2133	2099	2082	2116	2014	2116	2184	2099	2082	1936	2051	2018
Adj Flow Rate, veh/h	96	373	39	54	330	60	26	159	46	60	127	42
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	5	6	4	10	4	0	5	6	10	3	5
Cap, veh/h	252	970	96	165	978	168	88	229	62	136	179	54
Arrive On Green	1.00	1.00	1.00	0.68	0.68	0.68	0.16	0.16	0.16	0.31	0.31	0.31
Sat Flow, veh/h	266	1432	141	144	1443	248	138	1470	400	384	1152	345
Grp Volume(v), veh/h	508	0	0	444	0	0	231	0	0	229	0	0
Grp Sat Flow(s),veh/h/ln	1839	0	0	1836	0	0	2008	0	0	1881	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.6	0.0	0.0	6.4	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.19		0.08	0.12		0.14	0.11		0.20	0.26		0.18
Lane Grp Cap(c), veh/h	1317	0	0	1311	0	0	379	0	0	369	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.34	0.00	0.00	0.61	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	1317	0	0	1311	0	0	656	0	0	618	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.93	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.0	0.0	0.0	24.1	0.0	0.0	19.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.7	0.0	0.0	1.6	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	3.3	0.0	0.0	5.6	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.8	0.0	0.0	4.7	0.0	0.0	25.7	0.0	0.0	21.2	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		508			444			231			229	
Approach Delay, s/veh		0.8			4.7			25.7			21.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	14.3	45.7	14.3	45.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	8.4	2.0	8.3	7.6
Green Ext Time (p_c), s	0.9	4.2	0.9	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	9.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	300	105	151	195	26	13	181	151	13	241	29
Future Volume (veh/h)	49	300	105	151	195	26	13	181	151	13	241	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2116	2116	2116	2082	2031	1946	2184	2167	2116	2100	2084	2034
Adj Flow Rate, veh/h	53	326	0	164	212	26	14	197	142	14	262	24
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
Percent Heavy Veh, %	4	4	4	6	9	14	0	1	4	0	1	4
Cap, veh/h	167	1003		407	508	57	71	310	214	73	486	43
Arrive On Green	0.55	0.55	0.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	179	1823	1793	586	923	104	33	1162	804	38	1823	162
Grp Volume(v), veh/h	379	0	0	402	0	0	353	0	0	300	0	0
Grp Sat Flow(s),veh/h/ln	2002	0	1793	1613	0	0	1999	0	0	2024	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.14		1.00	0.41		0.06	0.04		0.40	0.05		0.08
Lane Grp Cap(c), veh/h	1169	0		972	0	0	595	0	0	602	0	0
V/C Ratio(X)	0.32	0.00		0.41	0.00	0.00	0.59	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	1169	0		972	0	0	595	0	0	602	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	0.0	0.0	0.0	0.0	0.0	19.5	0.0	0.0	18.9	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.3	0.0	0.0	4.3	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	0.0	0.6	0.0	0.0	8.4	0.0	0.0	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	0.0	0.0	1.3	0.0	0.0	23.8	0.0	0.0	21.8	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		379			402			353			300	
Approach Delay, s/veh		8.1			1.3			23.8			21.8	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	11.3	7.9	9.5	2.0
Green Ext Time (p_c), s	0.9	2.6	1.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	13.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	29	25	217	27	2	20	56	180	4	41	1
Future Vol, veh/h	0	29	25	217	27	2	20	56	180	4	41	1
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	1	0	0	0	0	0	0	0	0
Mvmt Flow	0	33	29	249	31	2	23	64	207	5	47	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	62	0	0	601	580	48	597	593	32
Stage 1	-	-	-	-	-	-	48	48	-	531	531	-
Stage 2	-	-	-	-	-	-	553	532	-	66	62	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1599	-	-	1561	-	-	451	464	1034	454	457	1052
Stage 1	-	-	-	-	-	-	971	859	-	535	529	-
Stage 2	-	-	-	-	-	-	521	529	-	950	847	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1599	-	-	1561	-	-	338	389	1034	261	383	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	338	389	-	261	383	-
Stage 1	-	-	-	-	-	-	971	859	-	448	443	-
Stage 2	-	-	-	-	-	-	389	443	-	703	847	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	6.83	14.31	16.25
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	678	1599	-	-	1532	-	-	373
HCM Lane V/C Ratio	0.434	-	-	-	0.16	-	-	0.142
HCM Ctrl Dly (s/v)	14.3	0	-	-	7.7	0	-	16.2
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	2.2	0	-	-	0.6	-	-	0.5

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	8	14	408	416	30
Future Vol, veh/h	44	8	14	408	416	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	46	8	15	425	433	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	903	449	465	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	352	654	1181	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	654	1181	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.28	0.27	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	60	-	373	-	-
HCM Lane V/C Ratio	0.012	-	0.145	-	-
HCM Ctrl Dly (s/v)	8.1	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	5	447	446	22
Future Vol, veh/h	12	0	5	447	446	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	13	0	5	466	465	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	952	476	488	0	-	0
Stage 1	476	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	331	634	1162	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	329	634	1162	-	-	-
Mov Cap-2 Maneuver	329	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	629	-	-	-	-	-

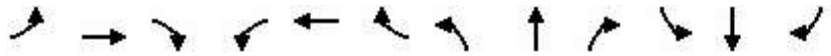
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.36	0.09	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	329	-	-
HCM Lane V/C Ratio	0.004	-	0.038	-	-
HCM Ctrl Dly (s/v)	8.1	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	688	272	41	923	14	402	93	102	29	65	18
Future Volume (veh/h)	9	688	272	41	923	14	402	93	102	29	65	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2067	2067	2100	2067	1985	2067	2100	2100	2116	2184	2184
Adj Flow Rate, veh/h	10	740	275	44	992	14	432	100	96	31	70	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	7	2	0	0	4	0	0
Cap, veh/h	47	1514	558	96	1984	28	574	306	294	99	198	34
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.13	0.31	0.31	0.14	0.14	0.14
Sat Flow, veh/h	11	2726	1004	95	3571	50	1969	985	945	337	1374	237
Grp Volume(v), veh/h	559	0	466	522	0	528	432	0	196	115	0	0
Grp Sat Flow(s),veh/h/ln	2041	0	1700	1843	0	1872	1969	0	1930	1947	0	0
Q Serve(g_s), s	0.0	0.0	15.1	0.0	0.0	15.7	12.0	0.0	7.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	14.8	0.0	15.1	13.5	0.0	15.7	12.0	0.0	7.0	4.4	0.0	0.0
Prop In Lane	0.02		0.59	0.08		0.03	1.00		0.49	0.27		0.12
Lane Grp Cap(c), veh/h	1174	0	945	1067	0	1040	574	0	600	332	0	0
V/C Ratio(X)	0.48	0.00	0.49	0.49	0.00	0.51	0.75	0.00	0.33	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1174	0	945	1067	0	1040	574	0	815	538	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	0.0	12.2	11.9	0.0	12.4	28.7	0.0	23.8	34.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.8	1.6	0.0	1.8	5.6	0.0	0.3	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	0.0	9.5	10.1	0.0	10.5	5.1	0.0	5.8	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.6	0.0	14.1	13.5	0.0	14.2	34.3	0.0	24.1	35.4	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		1025			1050			628			115	
Approach Delay, s/veh		13.8			13.8			31.1			35.4	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.0		56.0	15.0	19.0		56.0				
Change Period (Y+Rc), s		6.0		6.0	3.0	6.0		6.0				
Max Green Setting (Gmax), s		38.0		40.0	12.0	23.0		40.0				
Max Q Clear Time (g_c+I1), s		9.0		17.1	14.0	6.4		17.7				
Green Ext Time (p_c), s		1.3		7.2	0.0	0.5		7.5				

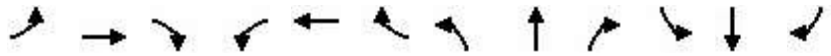
Intersection Summary												
HCM 7th Control Delay, s/veh			18.5									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	63	34	28	43	45	23	250	49	26	215	230
Future Volume (veh/h)	167	63	34	28	43	45	23	250	49	26	215	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2167	2150	2184	2184	2184	2184	2100	2084	2067	2184	2184	2167
Adj Flow Rate, veh/h	178	67	32	30	46	25	24	266	46	28	229	212
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	0	0	0	1	2	0	0	1
Cap, veh/h	406	150	60	206	316	146	97	877	144	93	550	478
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	1.00	1.00	1.00	0.53	0.53	0.53
Sat Flow, veh/h	1026	501	199	428	1052	487	61	1645	271	55	1031	896
Grp Volume(v), veh/h	277	0	0	101	0	0	336	0	0	469	0	0
Grp Sat Flow(s),veh/h/ln	1726	0	0	1967	0	0	1976	0	0	1981	0	0
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.7	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0
Prop In Lane	0.64		0.12	0.30		0.25	0.07		0.14	0.06		0.45
Lane Grp Cap(c), veh/h	616	0	0	668	0	0	1118	0	0	1120	0	0
V/C Ratio(X)	0.45	0.00	0.00	0.15	0.00	0.00	0.30	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	616	0	0	668	0	0	1118	0	0	1120	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	0.0	1.9	0.0	0.0	0.4	0.0	0.0	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.6	0.0	0.0	15.9	0.0	0.0	0.7	0.0	0.0	9.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		277			101			336			469	
Approach Delay, s/veh		19.6			15.9			0.7			9.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	9.7	10.5	4.1
Green Ext Time (p_c), s	2.4	1.1	3.4	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	80	275	39	77	296	81	33	161	69	79	144	54
Future Volume (veh/h)	80	275	39	77	296	81	33	161	69	79	144	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2116	2133	2184	2167	2150	2184	2167	2184	2100	2100	2100
Adj Flow Rate, veh/h	87	299	39	84	322	83	36	175	67	86	157	57
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
Percent Heavy Veh, %	0	4	3	0	1	2	0	1	0	0	0	0
Cap, veh/h	256	874	107	224	862	208	101	271	97	161	207	68
Arrive On Green	1.00	1.00	1.00	0.64	0.64	0.64	0.19	0.19	0.19	0.39	0.39	0.39
Sat Flow, veh/h	288	1369	167	241	1351	325	168	1392	495	428	1060	349
Grp Volume(v), veh/h	425	0	0	489	0	0	278	0	0	300	0	0
Grp Sat Flow(s),veh/h/ln	1824	0	0	1917	0	0	2055	0	0	1838	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.6	0.0	0.0	7.4	0.0	0.0	8.6	0.0	0.0
Prop In Lane	0.20		0.09	0.17		0.17	0.13		0.24	0.29		0.19
Lane Grp Cap(c), veh/h	1237	0	0	1294	0	0	468	0	0	435	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.38	0.00	0.00	0.59	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	1237	0	0	1294	0	0	671	0	0	617	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.1	0.0	0.0	22.4	0.0	0.0	17.3	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.8	0.0	0.0	1.2	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	4.4	0.0	0.0	6.5	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.7	0.0	0.0	6.0	0.0	0.0	23.6	0.0	0.0	19.0	0.0	0.0
LnGrp LOS	A			A			C			B		
Approach Vol, veh/h		425			489			278			300	
Approach Delay, s/veh		0.7			6.0			23.6			19.0	
Approach LOS		A			A			C			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.7	43.3	16.7	43.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	9.4	2.0	10.6	8.6
Green Ext Time (p_c), s	1.1	3.4	1.1	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	10.4
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	242	74	124	197	62	23	161	137	15	283	77
Future Volume (veh/h)	48	242	74	124	197	62	23	161	137	15	283	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2116	2184	2167	2167	2150	2065	2167	2150	2018	2100	2100
Adj Flow Rate, veh/h	49	249	0	128	203	63	24	166	120	15	292	72
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
Percent Heavy Veh, %	0	4	0	1	1	2	7	1	2	5	0	0
Cap, veh/h	192	959		353	556	158	85	306	207	71	425	102
Arrive On Green	0.55	0.55	0.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	222	1744	1851	497	1011	287	78	1149	775	33	1593	381
Grp Volume(v), veh/h	298	0	0	394	0	0	310	0	0	379	0	0
Grp Sat Flow(s),veh/h/ln	1965	0	1851	1794	0	0	2002	0	0	2008	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	10.1	0.0	0.0
Prop In Lane	0.16		1.00	0.32		0.16	0.08		0.39	0.04		0.19
Lane Grp Cap(c), veh/h	1151	0		1066	0	0	599	0	0	598	0	0
V/C Ratio(X)	0.26	0.00		0.37	0.00	0.00	0.52	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	1151	0		1066	0	0	599	0	0	598	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.0	0.0	0.0	3.2	0.0	0.0	5.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	0.0	0.0	0.5	0.0	0.0	7.2	0.0	0.0	9.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.6	0.0	0.0	1.0	0.0	0.0	22.2	0.0	0.0	24.9	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		298			394			310			379	
Approach Delay, s/veh		7.6			1.0			22.2			24.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	9.9	6.4	12.1	2.0
Green Ext Time (p_c), s	1.0	2.0	0.9	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	43	47	259	33	4	22	32	217	4	69	3
Future Vol, veh/h	1	43	47	259	33	4	22	32	217	4	69	3
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	46	50	276	35	4	23	34	231	4	73	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	39	0	0	96	0	0	696	663	71	653	686	37
Stage 1	-	-	-	-	-	-	73	73	-	588	588	-
Stage 2	-	-	-	-	-	-	623	590	-	65	98	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1592	-	-	1531	-	-	395	421	1007	420	410	1046
Stage 1	-	-	-	-	-	-	942	838	-	498	499	-
Stage 2	-	-	-	-	-	-	477	498	-	951	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1592	-	-	1531	-	-	261	343	1007	242	334	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	343	-	242	334	-
Stage 1	-	-	-	-	-	-	941	838	-	407	407	-
Stage 2	-	-	-	-	-	-	318	406	-	703	817	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	6.88	13.91	19.05
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	690	18	-	-	1497	-	-	336
HCM Lane V/C Ratio	0.418	0.001	-	-	0.18	-	-	0.24
HCM Ctrl Dly (s/v)	13.9	7.3	0	-	7.9	0	-	19.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.1	0	-	-	0.7	-	-	0.9

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	33	10	452	438	66
Future Vol, veh/h	44	33	10	452	438	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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, %	0	0	0	0	0	0
Mvmt Flow	48	36	11	491	476	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1025	512	548	0	-	0
Stage 1	512	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	303	608	1113	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	608	1113	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.05	0.18	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	39	-	382	-	-
HCM Lane V/C Ratio	0.01	-	0.219	-	-
HCM Ctrl Dly (s/v)	8.3	0	17	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	8	488	501	39
Future Vol, veh/h	8	3	8	488	501	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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, %	0	0	0	0	0	0
Mvmt Flow	9	3	9	530	545	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1114	566	587	0	-	0
Stage 1	566	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	271	571	1083	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	268	571	1083	-	-	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	583	-	-	-	-	-

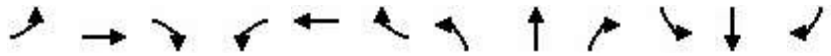
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.93	0.13	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	29	-	314	-	-
HCM Lane V/C Ratio	0.008	-	0.038	-	-
HCM Ctrl Dly (s/v)	8.4	0	16.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	710	271	73	799	25	426	71	128	20	46	15
Future Volume (veh/h)	8	710	271	73	799	25	426	71	128	20	46	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2084	2100	2084	2084	2100	2067	2100	2184	2184	2184
Adj Flow Rate, veh/h	8	717	265	74	807	25	430	72	95	20	46	14
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1	0	2	0	0	0	0
Cap, veh/h	46	1626	596	164	1806	57	551	225	296	83	148	38
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.28	0.28	0.11	0.11	0.11
Sat Flow, veh/h	8	2761	1013	198	3066	96	2000	808	1067	294	1328	344
Grp Volume(v), veh/h	541	0	449	418	0	488	430	0	167	80	0	0
Grp Sat Flow(s),veh/h/ln	2068	0	1714	1482	0	1879	2000	0	1875	1965	0	0
Q Serve(g_s), s	0.0	0.0	13.1	1.6	0.0	13.0	12.0	0.0	6.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.0	0.0	13.1	14.7	0.0	13.0	12.0	0.0	6.4	3.1	0.0	0.0
Prop In Lane	0.01		0.59	0.18		0.05	1.00		0.57	0.25		0.17
Lane Grp Cap(c), veh/h	1259	0	1009	920	0	1106	551	0	521	268	0	0
V/C Ratio(X)	0.43	0.00	0.44	0.45	0.00	0.44	0.78	0.00	0.32	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1259	0	1009	920	0	1106	551	0	708	456	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	10.3	9.6	0.0	10.3	31.1	0.0	25.8	37.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.4	1.6	0.0	1.3	7.1	0.0	0.4	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	8.3	7.5	0.0	8.8	14.9	0.0	5.2	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.0	11.7	11.3	0.0	11.6	38.3	0.0	26.1	37.6	0.0	0.0
LnGrp LOS	B		B	B		B	D		C	D		
Approach Vol, veh/h		990			906			597			80	
Approach Delay, s/veh		11.5			11.4			34.9			37.6	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	31.0	59.0	15.0	16.0	59.0
Change Period (Y+Rc), s	6.0	6.0	3.0	6.0	6.0
Max Green Setting (Gmax), s	34.0	44.0	12.0	19.0	44.0
Max Q Clear Time (g_c+I1), s	8.4	15.1	14.0	5.1	16.7
Green Ext Time (p_c), s	1.0	7.4	0.0	0.3	7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	74	52	40	62	82	34	250	83	47	212	214
Future Volume (veh/h)	164	74	52	40	62	82	34	250	83	47	212	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2184	2184	2184	2150	2184	2100	2067	2084	2184	2184	2167
Adj Flow Rate, veh/h	167	76	40	41	63	62	35	255	81	48	216	197
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	2	0	0	2	1	0	0	1
Cap, veh/h	379	171	75	170	264	214	114	747	222	128	532	443
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.18	0.18	0.18	0.53	0.53	0.53
Sat Flow, veh/h	945	571	250	316	880	713	91	1401	417	116	997	830
Grp Volume(v), veh/h	283	0	0	166	0	0	371	0	0	461	0	0
Grp Sat Flow(s),veh/h/ln	1766	0	0	1909	0	0	1909	0	0	1943	0	0
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.3	0.0	0.0	3.8	0.0	0.0	9.8	0.0	0.0	8.2	0.0	0.0
Prop In Lane	0.59		0.14	0.25		0.37	0.09		0.22	0.10		0.43
Lane Grp Cap(c), veh/h	625	0	0	647	0	0	1084	0	0	1103	0	0
V/C Ratio(X)	0.45	0.00	0.00	0.26	0.00	0.00	0.34	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	625	0	0	647	0	0	1084	0	0	1103	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.1	0.0	0.0	16.0	0.0	0.0	15.6	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	0.0	0.0	3.2	0.0	0.0	9.0	0.0	0.0	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.4	0.0	0.0	17.0	0.0	0.0	16.4	0.0	0.0	9.6	0.0	0.0
LnGrp LOS	B			B			B			A		
Approach Vol, veh/h		283			166			371			461	
Approach Delay, s/veh		19.4			17.0			16.4			9.6	
Approach LOS		B			B			B			A	

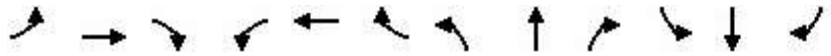
Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	11.8	9.3	10.2	5.8
Green Ext Time (p_c), s	2.5	1.1	3.4	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	289	46	60	266	125	30	143	49	98	122	84
Future Volume (veh/h)	99	289	46	60	266	125	30	143	49	98	122	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2150	2167	2099	2150	2150	2116	2184	2184	2184	2100	2100	2100
Adj Flow Rate, veh/h	102	298	38	62	274	119	31	147	46	101	126	72
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
Percent Heavy Veh, %	2	1	5	2	2	4	0	0	0	0	0	0
Cap, veh/h	252	730	86	156	672	269	113	440	125	222	265	129
Arrive On Green	1.00	1.00	1.00	0.53	0.53	0.53	0.30	0.30	0.30	0.10	0.10	0.10
Sat Flow, veh/h	333	1368	162	164	1261	505	149	1468	418	474	885	431
Grp Volume(v), veh/h	438	0	0	455	0	0	224	0	0	299	0	0
Grp Sat Flow(s),veh/h/ln	1863	0	0	1929	0	0	2034	0	0	1790	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.0	0.0	0.0	5.0	0.0	0.0	9.1	0.0	0.0
Prop In Lane	0.23		0.09	0.14		0.26	0.14		0.21	0.34		0.24
Lane Grp Cap(c), veh/h	1068	0	0	1097	0	0	678	0	0	617	0	0
V/C Ratio(X)	0.41	0.00	0.00	0.41	0.00	0.00	0.33	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	1068	0	0	1097	0	0	679	0	0	617	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.97	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	8.4	0.0	0.0	16.5	0.0	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	6.0	0.0	0.0	4.2	0.0	0.0	7.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1.1	0.0	0.0	9.5	0.0	0.0	16.7	0.0	0.0	23.4	0.0	0.0
LnGrp LOS	A			A			B			C		
Approach Vol, veh/h		438			455			224			299	
Approach Delay, s/veh		1.1			9.5			16.7			23.4	
Approach LOS		A			A			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	37.0	23.0	37.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	7.0	2.0	11.1	10.0
Green Ext Time (p_c), s	1.0	3.5	1.1	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	11.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	224	37	117	170	93	18	143	157	53	222	51
Future Volume (veh/h)	34	224	37	117	170	93	18	143	157	53	222	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2150	2082	2167	2133	2184	2184	2184	2184	2067	2084	2100
Adj Flow Rate, veh/h	37	246	0	129	187	86	20	157	133	58	244	47
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	6	1	3	0	0	0	0	2	1	0
Cap, veh/h	158	1030		342	495	206	80	288	229	128	388	69
Arrive On Green	0.55	0.55	0.00	0.92	0.92	0.92	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	164	1872	1764	479	901	375	60	1081	858	218	1455	260
Grp Volume(v), veh/h	283	0	0	402	0	0	310	0	0	349	0	0
Grp Sat Flow(s),veh/h/ln	2037	0	1764	1754	0	0	2000	0	0	1934	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	0.0	1.4	0.0	0.0	7.9	0.0	0.0	9.2	0.0	0.0
Prop In Lane	0.13		1.00	0.32		0.21	0.06		0.43	0.17		0.13
Lane Grp Cap(c), veh/h	1188	0		1044	0	0	597	0	0	586	0	0
V/C Ratio(X)	0.24	0.00		0.38	0.00	0.00	0.52	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	1188	0		1044	0	0	597	0	0	586	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	1.2	0.0	0.0	19.0	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.0	0.0	3.2	0.0	0.0	4.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	0.0	1.2	0.0	0.0	7.3	0.0	0.0	8.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	0.0	0.0	2.2	0.0	0.0	22.3	0.0	0.0	23.9	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		283			402			310			349	
Approach Delay, s/veh		7.5			2.2			22.3			23.9	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	9.9	6.1	11.2	3.4
Green Ext Time (p_c), s	1.0	1.9	0.9	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	65	34	259	34	17	22	26	222	3	33	2
Future Vol, veh/h	0	65	34	259	34	17	22	26	222	3	33	2
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	0	0	0	0	0	0	0	0
Mvmt Flow	0	71	37	282	37	18	24	28	241	3	36	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	108	0	0	707	708	89	694	717	46
Stage 1	-	-	-	-	-	-	89	89	-	609	609	-
Stage 2	-	-	-	-	-	-	618	618	-	85	108	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1574	-	-	1512	-	-	389	400	987	396	395	1036
Stage 1	-	-	-	-	-	-	923	825	-	486	488	-
Stage 2	-	-	-	-	-	-	480	484	-	928	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1574	-	-	1512	-	-	284	323	987	224	319	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	284	323	-	224	319	-
Stage 1	-	-	-	-	-	-	923	825	-	392	394	-
Stage 2	-	-	-	-	-	-	352	391	-	677	810	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	6.62	13.7	17.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	705	1574	-	-	1410	-	-	320
HCM Lane V/C Ratio	0.416	-	-	-	0.186	-	-	0.129
HCM Ctrl Dly (s/v)	13.7	0	-	-	7.9	0	-	17.9
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	2.1	0	-	-	0.7	-	-	0.4

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	12	10	486	461	30
Future Vol, veh/h	31	12	10	486	461	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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	0	0	1	0	0
Mvmt Flow	32	12	10	501	475	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1012	491	506	0	-	0
Stage 1	491	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	308	623	1147	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	623	1147	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	600	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.6	0.16	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	36	-	354	-	-
HCM Lane V/C Ratio	0.009	-	0.125	-	-
HCM Ctrl Dly (s/v)	8.2	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	516	489	6
Future Vol, veh/h	0	2	1	516	489	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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	0	0	1	0	0
Mvmt Flow	0	2	1	532	504	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1041	507	510	0	-	0
Stage 1	507	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	297	611	1143	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	296	611	1143	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.91	0.02	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	3	-	611	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Ctrl Dly (s/v)	8.2	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1133	236	104	605	13	323	89	181	53	104	31
Future Volume (veh/h)	8	1133	236	104	605	13	323	89	181	53	104	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2034	2002	2067	1985	1969	2034	2051	2034	2150	2167	2133
Adj Flow Rate, veh/h	9	1245	236	114	665	14	355	98	180	58	114	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	4	6	2	7	8	4	3	4	2	1	3
Cap, veh/h	44	1827	341	153	1157	26	468	188	345	108	153	37
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.12	0.29	0.29	0.13	0.13	0.13
Sat Flow, veh/h	7	3170	592	162	2006	45	1938	648	1189	420	1134	271
Grp Volume(v), veh/h	795	0	695	235	0	558	355	0	278	202	0	0
Grp Sat Flow(s),veh/h/ln	2025	0	1745	414	0	1799	1938	0	1837	1825	0	0
Q Serve(g_s), s	0.0	0.0	25.2	25.8	0.0	17.1	11.0	0.0	11.4	7.5	0.0	0.0
Cycle Q Clear(g_c), s	24.4	0.0	25.2	51.1	0.0	17.1	11.0	0.0	11.4	9.6	0.0	0.0
Prop In Lane	0.01		0.34	0.48		0.03	1.00		0.65	0.29		0.15
Lane Grp Cap(c), veh/h	1208	0	1006	298	0	1037	468	0	533	297	0	0
V/C Ratio(X)	0.66	0.00	0.69	0.79	0.00	0.54	0.76	0.00	0.52	0.68	0.00	0.00
Avail Cap(c_a), veh/h	1208	0	1006	298	0	1037	468	0	633	393	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	13.4	24.0	0.0	11.7	29.3	0.0	26.7	37.7	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	3.9	18.8	0.0	2.0	7.0	0.0	0.8	3.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.1	0.0	14.9	10.3	0.0	10.9	12.4	0.0	8.7	8.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	0.0	17.3	42.8	0.0	13.7	36.3	0.0	27.5	40.7	0.0	0.0
LnGrp LOS	B		B	D		B	D		C	D		
Approach Vol, veh/h		1490			793			633			202	
Approach Delay, s/veh		16.6			22.3			32.4			40.7	
Approach LOS		B			C			C			D	

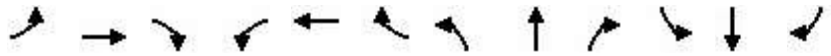
Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	32.1	57.9	14.0	18.1	57.9
Change Period (Y+Rc), s	6.0	6.0	3.0	6.0	6.0
Max Green Setting (Gmax), s	31.0	47.0	11.0	17.0	47.0
Max Q Clear Time (g_c+I1), s	13.4	27.2	13.0	11.6	53.1
Green Ext Time (p_c), s	1.7	10.7	0.0	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	54	26	9	25	20	17	262	30	14	207	213
Future Volume (veh/h)	146	54	26	9	25	20	17	262	30	14	207	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2150	2014	2048	2184	2116	2184	1871	2034	2034	2184	2082	2150
Adj Flow Rate, veh/h	151	56	25	9	26	11	18	270	29	14	213	182
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
Percent Heavy Veh, %	2	10	8	0	4	0	14	4	4	0	6	2
Cap, veh/h	393	141	53	139	375	139	86	929	96	74	554	454
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	1.00	1.00	1.00	0.53	0.53	0.53
Sat Flow, veh/h	981	469	175	224	1251	464	43	1742	180	23	1038	851
Grp Volume(v), veh/h	232	0	0	46	0	0	317	0	0	409	0	0
Grp Sat Flow(s),veh/h/ln	1625	0	0	1939	0	0	1964	0	0	1912	0	0
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.65		0.11	0.20		0.24	0.06		0.09	0.03		0.44
Lane Grp Cap(c), veh/h	586	0	0	653	0	0	1111	0	0	1082	0	0
V/C Ratio(X)	0.40	0.00	0.00	0.07	0.00	0.00	0.29	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	586	0	0	653	0	0	1111	0	0	1082	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0	5.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	0.0	0.0	15.2	0.0	0.0	0.6	0.0	0.0	9.3	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		232			46			317			409	
Approach Delay, s/veh		19.0			15.2			0.6			9.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	8.8	9.5	3.0
Green Ext Time (p_c), s	2.2	0.9	2.9	0.1

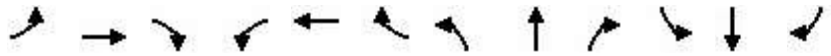
Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	346	38	49	306	62	24	160	55	55	139	48
Future Volume (veh/h)	87	346	38	49	306	62	24	160	55	55	139	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2133	2099	2082	2116	2014	2116	2184	2099	2082	1936	2051	2018
Adj Flow Rate, veh/h	96	380	39	54	336	60	26	176	46	60	153	42
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	5	6	4	10	4	0	5	6	10	3	5
Cap, veh/h	244	959	93	161	966	163	87	255	63	131	208	52
Arrive On Green	1.00	1.00	1.00	0.67	0.67	0.67	0.17	0.17	0.17	0.34	0.34	0.34
Sat Flow, veh/h	260	1442	139	141	1453	245	125	1516	374	339	1238	311
Grp Volume(v), veh/h	515	0	0	450	0	0	248	0	0	255	0	0
Grp Sat Flow(s),veh/h/ln	1841	0	0	1838	0	0	2015	0	0	1887	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.0	0.0	0.0	6.9	0.0	0.0	7.1	0.0	0.0
Prop In Lane	0.19		0.08	0.12		0.13	0.10		0.19	0.24		0.16
Lane Grp Cap(c), veh/h	1296	0	0	1290	0	0	405	0	0	391	0	0
V/C Ratio(X)	0.40	0.00	0.00	0.35	0.00	0.00	0.61	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	1296	0	0	1290	0	0	658	0	0	622	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.4	0.0	0.0	23.6	0.0	0.0	18.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.7	0.0	0.0	1.5	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	3.5	0.0	0.0	6.0	0.0	0.0	4.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.8	0.0	0.0	5.1	0.0	0.0	25.1	0.0	0.0	20.6	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		515			450			248			255	
Approach Delay, s/veh		0.8			5.1			25.1			20.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	15.1	44.9	15.1	44.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	8.9	2.0	9.1	8.0
Green Ext Time (p_c), s	1.0	4.2	1.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	300	105	151	195	32	13	189	151	20	241	57
Future Volume (veh/h)	72	300	105	151	195	32	13	189	151	20	241	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2116	2116	2116	2082	2031	1946	2184	2167	2116	2100	2084	2034
Adj Flow Rate, veh/h	78	326	0	164	212	33	14	205	142	22	262	54
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
Percent Heavy Veh, %	4	4	4	6	9	14	0	1	4	0	1	4
Cap, veh/h	222	916		402	502	72	71	315	210	81	429	85
Arrive On Green	0.55	0.55	0.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	274	1665	1793	578	913	131	32	1182	787	63	1610	318
Grp Volume(v), veh/h	404	0	0	409	0	0	361	0	0	338	0	0
Grp Sat Flow(s),veh/h/ln	1938	0	1793	1622	0	0	2001	0	0	1990	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	0.0	0.0	0.0	9.6	0.0	0.0	8.8	0.0	0.0
Prop In Lane	0.19		1.00	0.40		0.08	0.04		0.39	0.07		0.16
Lane Grp Cap(c), veh/h	1138	0		976	0	0	596	0	0	595	0	0
V/C Ratio(X)	0.36	0.00		0.42	0.00	0.00	0.61	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	1138	0		976	0	0	596	0	0	595	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	0.0	0.0	0.0	0.0	0.0	19.6	0.0	0.0	19.4	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.3	0.0	0.0	4.5	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	0.6	0.0	0.0	8.6	0.0	0.0	8.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.4	0.0	0.0	1.3	0.0	0.0	24.2	0.0	0.0	23.3	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		404			409			361			338	
Approach Delay, s/veh		8.4			1.3			24.2			23.3	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	11.6	8.4	10.8	2.0
Green Ext Time (p_c), s	0.9	2.9	1.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	29	25	217	27	11	20	93	180	17	76	1
Future Vol, veh/h	0	29	25	217	27	11	20	93	180	17	76	1
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	1	0	0	0	0	0	0	0	0
Mvmt Flow	0	33	29	249	31	13	23	107	207	20	87	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	62	0	0	621	590	48	623	598	37
Stage 1	-	-	-	-	-	-	48	48	-	536	536	-
Stage 2	-	-	-	-	-	-	574	543	-	87	62	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1587	-	-	1561	-	-	439	459	1034	438	455	1046
Stage 1	-	-	-	-	-	-	971	859	-	532	527	-
Stage 2	-	-	-	-	-	-	508	523	-	926	847	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1561	-	-	293	384	1034	221	380	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	384	-	221	380	-
Stage 1	-	-	-	-	-	-	971	859	-	445	440	-
Stage 2	-	-	-	-	-	-	340	437	-	648	847	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	6.59	18.19	20.55
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	604	1587	-	-	1448	-	-	338
HCM Lane V/C Ratio	0.557	-	-	-	0.16	-	-	0.319
HCM Ctrl Dly (s/v)	18.2	0	-	-	7.7	0	-	20.6
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	3.4	0	-	-	0.6	-	-	1.3

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	147	18	25	403	416	123
Future Vol, veh/h	147	18	25	403	416	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	153	19	26	420	433	128

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	969	497	561	0	-	0
Stage 1	497	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	324	618	1103	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	314	618	1103	-	-	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	26.9	0.49	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	105	-	332	-	-
HCM Lane V/C Ratio	0.024	-	0.517	-	-
HCM Ctrl Dly (s/v)	8.3	0	26.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.8	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	688	300	114	923	14	422	99	156	29	73	18
Future Volume (veh/h)	9	688	300	114	923	14	422	99	156	29	73	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2067	2067	2100	2067	1985	2067	2100	2100	2116	2184	2184
Adj Flow Rate, veh/h	10	740	306	123	992	14	454	106	154	31	78	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	0	2	7	2	0	0	4	0	0
Cap, veh/h	47	1465	600	174	1489	22	567	241	350	95	203	32
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.13	0.31	0.31	0.14	0.14	0.14
Sat Flow, veh/h	11	2637	1080	223	2679	40	1969	774	1124	312	1404	220
Grp Volume(v), veh/h	578	0	478	477	0	652	454	0	260	123	0	0
Grp Sat Flow(s),veh/h/ln	2042	0	1687	1068	0	1874	1969	0	1898	1935	0	0
Q Serve(g_s), s	0.0	0.0	15.8	20.8	0.0	21.3	12.0	0.0	9.8	0.5	0.0	0.0
Cycle Q Clear(g_c), s	15.5	0.0	15.8	36.6	0.0	21.3	12.0	0.0	9.8	4.8	0.0	0.0
Prop In Lane	0.02		0.64	0.26		0.02	1.00		0.59	0.25		0.11
Lane Grp Cap(c), veh/h	1175	0	937	644	0	1041	567	0	590	330	0	0
V/C Ratio(X)	0.49	0.00	0.51	0.74	0.00	0.63	0.80	0.00	0.44	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1175	0	937	644	0	1041	567	0	801	534	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	12.4	18.1	0.0	13.6	29.4	0.0	24.7	35.0	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	2.0	7.5	0.0	2.9	8.0	0.0	0.5	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.0	9.8	14.1	0.0	13.7	7.0	0.0	7.9	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.8	0.0	14.4	25.6	0.0	16.5	37.4	0.0	25.3	35.7	0.0	0.0
LnGrp LOS	B		B	C		B	D		C	D		
Approach Vol, veh/h		1056			1129			714			123	
Approach Delay, s/veh		14.1			20.3			33.0			35.7	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	34.0	56.0	15.0	19.0	56.0
Change Period (Y+Rc), s	6.0	6.0	3.0	6.0	6.0
Max Green Setting (Gmax), s	38.0	40.0	12.0	23.0	40.0
Max Q Clear Time (g_c+I1), s	11.8	17.8	14.0	6.8	38.6
Green Ext Time (p_c), s	1.7	7.5	0.0	0.6	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.8
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	63	46	28	43	45	36	259	49	26	223	230
Future Volume (veh/h)	167	63	46	28	43	45	36	259	49	26	223	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2167	2150	2184	2184	2184	2184	2100	2084	2067	2184	2184	2167
Adj Flow Rate, veh/h	178	67	45	30	46	25	38	276	46	28	237	212
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	2	0	0	0	0	0	1	2	0	0	1
Cap, veh/h	389	147	81	206	316	146	125	840	132	92	559	470
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	1.00	1.00	1.00	0.53	0.53	0.53
Sat Flow, veh/h	973	490	269	429	1054	488	109	1576	247	54	1048	882
Grp Volume(v), veh/h	290	0	0	101	0	0	360	0	0	477	0	0
Grp Sat Flow(s),veh/h/ln	1731	0	0	1970	0	0	1931	0	0	1984	0	0
Q Serve(g_s), s	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0
Prop In Lane	0.61		0.16	0.30		0.25	0.11		0.13	0.06		0.44
Lane Grp Cap(c), veh/h	616	0	0	669	0	0	1096	0	0	1121	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.15	0.00	0.00	0.33	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	616	0	0	669	0	0	1096	0	0	1121	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	0.0	1.9	0.0	0.0	0.4	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	0.0	0.0	15.9	0.0	0.0	0.8	0.0	0.0	9.7	0.0	0.0
LnGrp LOS	B			B			A			A		
Approach Vol, veh/h		290			101			360			477	
Approach Delay, s/veh		20.0			15.9			0.8			9.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	2.0	10.1	10.6	4.1
Green Ext Time (p_c), s	2.6	1.1	3.4	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	281	39	77	304	81	33	183	69	79	164	54
Future Volume (veh/h)	80	281	39	77	304	81	33	183	69	79	164	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2116	2133	2184	2167	2150	2184	2167	2184	2100	2100	2100
Adj Flow Rate, veh/h	87	305	39	84	330	83	36	199	67	86	178	57
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
Percent Heavy Veh, %	0	4	3	0	1	2	0	1	0	0	0	0
Cap, veh/h	249	865	104	217	856	201	99	299	94	157	230	67
Arrive On Green	1.00	1.00	1.00	0.63	0.63	0.63	0.21	0.21	0.21	0.41	0.41	0.41
Sat Flow, veh/h	282	1380	165	235	1365	321	152	1449	456	393	1112	325
Grp Volume(v), veh/h	431	0	0	497	0	0	302	0	0	321	0	0
Grp Sat Flow(s),veh/h/ln	1826	0	0	1921	0	0	2058	0	0	1831	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.9	0.0	0.0	8.0	0.0	0.0	9.3	0.0	0.0
Prop In Lane	0.20		0.09	0.17		0.17	0.12		0.22	0.27		0.18
Lane Grp Cap(c), veh/h	1217	0	0	1274	0	0	492	0	0	454	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.39	0.00	0.00	0.61	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	1217	0	0	1274	0	0	674	0	0	616	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.89	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.5	0.0	0.0	22.1	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.9	0.0	0.0	1.2	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	4.7	0.0	0.0	7.0	0.0	0.0	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.8	0.0	0.0	6.4	0.0	0.0	23.3	0.0	0.0	18.7	0.0	0.0
LnGrp LOS	A			A			C			B		
Approach Vol, veh/h		431			497			302			321	
Approach Delay, s/veh		0.8			6.4			23.3			18.7	
Approach LOS		A			A			C			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	17.4	42.6	17.4	42.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	11.3	8.9
Green Ext Time (p_c), s	1.1	3.4	1.1	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	242	74	124	197	70	23	174	137	21	283	102
Future Volume (veh/h)	85	242	74	124	197	70	23	174	137	21	283	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2116	2184	2167	2167	2150	2065	2167	2150	2018	2100	2100
Adj Flow Rate, veh/h	88	249	0	128	203	71	24	179	120	22	292	98
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
Percent Heavy Veh, %	0	4	0	1	1	2	7	1	2	5	0	0
Cap, veh/h	289	802		347	548	175	85	319	201	77	389	126
Arrive On Green	0.55	0.55	0.00	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	388	1459	1851	487	997	318	76	1197	753	51	1458	471
Grp Volume(v), veh/h	337	0	0	402	0	0	323	0	0	412	0	0
Grp Sat Flow(s),veh/h/ln	1847	0	1851	1803	0	0	2026	0	0	1980	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	5.1	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	11.5	0.0	0.0
Prop In Lane	0.26		1.00	0.32		0.18	0.07		0.37	0.05		0.24
Lane Grp Cap(c), veh/h	1092	0		1071	0	0	605	0	0	591	0	0
V/C Ratio(X)	0.31	0.00		0.38	0.00	0.00	0.53	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	1092	0		1071	0	0	605	0	0	591	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	0.0	0.0	0.0	0.0	0.0	19.2	0.0	0.0	20.3	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.0	0.0	0.0	3.4	0.0	0.0	6.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.0	0.0	0.5	0.0	0.0	7.6	0.0	0.0	10.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.0	0.0	0.0	1.0	0.0	0.0	22.5	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		337			402			323			412	
Approach Delay, s/veh		8.0			1.0			22.5			27.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	10.3	7.1	13.5	2.0
Green Ext Time (p_c), s	1.0	2.4	0.7	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	14.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	43	47	259	33	17	22	90	217	16	100	3
Future Vol, veh/h	1	43	47	259	33	17	22	90	217	16	100	3
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	46	50	276	35	18	23	96	231	17	106	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	96	0	0	712	677	71	691	693	44
Stage 1	-	-	-	-	-	-	73	73	-	595	595	-
Stage 2	-	-	-	-	-	-	639	604	-	96	98	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1577	-	-	1531	-	-	386	414	1007	398	407	1038
Stage 1	-	-	-	-	-	-	942	838	-	494	495	-
Stage 2	-	-	-	-	-	-	467	491	-	916	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1577	-	-	1531	-	-	226	337	1007	189	331	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	337	-	189	331	-
Stage 1	-	-	-	-	-	-	941	838	-	402	403	-
Stage 2	-	-	-	-	-	-	279	400	-	625	817	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	6.59	21.01	24.92
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	567	18	-	-	1413	-	-	305
HCM Lane V/C Ratio	0.617	0.001	-	-	0.18	-	-	0.415
HCM Ctrl Dly (s/v)	21	7.3	0	-	7.9	0	-	24.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	4.2	0	-	-	0.7	-	-	2

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	132	44	27	444	435	214
Future Vol, veh/h	132	44	27	444	435	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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, %	0	0	0	0	0	0
Mvmt Flow	143	48	29	483	473	233

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1130	589	705	0	-	0
Stage 1	589	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	266	556	995	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	255	556	995	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	587	-	-	-	-	-

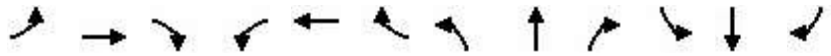
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	37.19	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	103	-	295	-	-
HCM Lane V/C Ratio	0.029	-	0.648	-	-
HCM Ctrl Dly (s/v)	8.7	0	37.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	4.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	710	295	140	799	25	450	79	192	20	54	15
Future Volume (veh/h)	8	710	295	140	799	25	450	79	192	20	54	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2084	2100	2084	2084	2100	2067	2100	2184	2184	2184
Adj Flow Rate, veh/h	8	717	289	141	807	25	455	80	160	20	55	14
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1	0	2	0	0	0	0
Cap, veh/h	45	1583	633	236	1449	47	544	171	342	78	154	34
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.28	0.28	0.11	0.11	0.11
Sat Flow, veh/h	8	2688	1075	307	2460	80	2000	615	1231	262	1390	308
Grp Volume(v), veh/h	556	0	458	382	0	591	455	0	240	89	0	0
Grp Sat Flow(s),veh/h/ln	2069	0	1703	965	0	1882	2000	0	1846	1960	0	0
Q Serve(g_s), s	0.0	0.0	13.6	16.6	0.0	17.0	12.0	0.0	9.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.5	0.0	13.6	30.2	0.0	17.0	12.0	0.0	9.7	3.5	0.0	0.0
Prop In Lane	0.01		0.63	0.37		0.04	1.00		0.67	0.22		0.16
Lane Grp Cap(c), veh/h	1259	0	1003	623	0	1108	544	0	513	267	0	0
V/C Ratio(X)	0.44	0.00	0.46	0.61	0.00	0.53	0.84	0.00	0.47	0.33	0.00	0.00
Avail Cap(c_a), veh/h	1259	0	1003	623	0	1108	544	0	697	453	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	0.0	10.4	14.7	0.0	11.1	31.9	0.0	27.0	37.1	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.5	4.5	0.0	1.8	10.9	0.0	0.7	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	0.0	8.5	10.1	0.0	11.0	8.0	0.0	7.7	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	11.9	19.2	0.0	12.9	42.8	0.0	27.6	37.8	0.0	0.0
LnGrp LOS	B		B	B		B	D		C	D		
Approach Vol, veh/h		1014			973			695			89	
Approach Delay, s/veh		11.7			15.4			37.6			37.8	
Approach LOS		B			B			D			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		31.0		59.0	15.0	16.0		59.0				
Change Period (Y+Rc), s		6.0		6.0	3.0	6.0		6.0				
Max Green Setting (Gmax), s		34.0		44.0	12.0	19.0		44.0				
Max Q Clear Time (g_c+I1), s		11.7		15.6	14.0	5.5		32.2				
Green Ext Time (p_c), s		1.5		7.6	0.0	0.3		5.5				

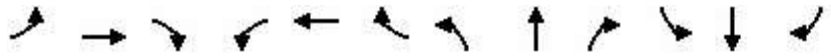
Intersection Summary												
HCM 7th Control Delay, s/veh			20.3									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	74	66	40	62	82	46	259	83	47	222	214
Future Volume (veh/h)	164	74	66	40	62	82	46	259	83	47	222	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2184	2184	2184	2150	2184	2100	2067	2084	2184	2184	2167
Adj Flow Rate, veh/h	167	76	54	41	63	62	47	264	81	48	227	197
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	2	0	0	2	1	0	0	1
Cap, veh/h	363	166	97	170	264	214	136	725	207	126	545	433
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.18	0.18	0.18	0.53	0.53	0.53
Sat Flow, veh/h	897	552	322	317	881	715	129	1359	388	113	1021	812
Grp Volume(v), veh/h	297	0	0	166	0	0	392	0	0	472	0	0
Grp Sat Flow(s),veh/h/ln	1771	0	0	1913	0	0	1876	0	0	1947	0	0
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0	3.8	0.0	0.0	10.4	0.0	0.0	8.5	0.0	0.0
Prop In Lane	0.56		0.18	0.25		0.37	0.12		0.21	0.10		0.42
Lane Grp Cap(c), veh/h	625	0	0	649	0	0	1067	0	0	1104	0	0
V/C Ratio(X)	0.48	0.00	0.00	0.26	0.00	0.00	0.37	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	625	0	0	649	0	0	1067	0	0	1104	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	16.0	0.0	0.0	15.8	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	0.0	0.0	3.2	0.0	0.0	9.6	0.0	0.0	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.8	0.0	0.0	17.0	0.0	0.0	16.8	0.0	0.0	9.7	0.0	0.0
LnGrp LOS	B			B			B			A		
Approach Vol, veh/h		297			166			392			472	
Approach Delay, s/veh		19.8			17.0			16.8			9.7	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	23.0	37.0	23.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	12.4	9.8	10.5	5.8
Green Ext Time (p_c), s	2.6	1.2	3.4	0.7

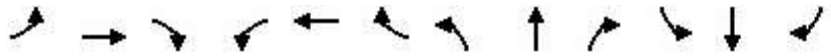
Intersection Summary	
HCM 7th Control Delay, s/veh	15.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	296	46	60	273	125	30	164	49	98	146	84
Future Volume (veh/h)	99	296	46	60	273	125	30	164	49	98	146	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2150	2167	2099	2150	2150	2116	2184	2184	2184	2100	2100	2100
Adj Flow Rate, veh/h	102	305	38	62	281	119	31	169	46	101	151	72
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
Percent Heavy Veh, %	2	1	5	2	2	4	0	0	0	0	0	0
Cap, veh/h	248	736	85	154	678	265	109	459	115	212	289	121
Arrive On Green	1.00	1.00	1.00	0.53	0.53	0.53	0.30	0.30	0.30	0.10	0.10	0.10
Sat Flow, veh/h	326	1380	159	162	1272	497	137	1530	383	444	965	402
Grp Volume(v), veh/h	445	0	0	462	0	0	246	0	0	324	0	0
Grp Sat Flow(s),veh/h/ln	1866	0	0	1931	0	0	2051	0	0	1811	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.1	0.0	0.0	5.5	0.0	0.0	9.8	0.0	0.0
Prop In Lane	0.23		0.09	0.13		0.26	0.13		0.19	0.31		0.22
Lane Grp Cap(c), veh/h	1069	0	0	1098	0	0	683	0	0	622	0	0
V/C Ratio(X)	0.42	0.00	0.00	0.42	0.00	0.00	0.36	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1069	0	0	1098	0	0	683	0	0	622	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.96	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.89	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	8.4	0.0	0.0	16.6	0.0	0.0	23.1	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	6.1	0.0	0.0	4.6	0.0	0.0	8.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1.1	0.0	0.0	9.6	0.0	0.0	17.0	0.0	0.0	23.8	0.0	0.0
LnGrp LOS	A			A			B			C		
Approach Vol, veh/h		445			462			246			324	
Approach Delay, s/veh		1.1			9.6			17.0			23.8	
Approach LOS		A			A			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.0	37.0	23.0	37.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	32.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	7.5	2.0	11.8	10.1
Green Ext Time (p_c), s	1.0	3.6	1.1	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	224	37	117	170	100	18	155	157	60	222	81
Future Volume (veh/h)	67	224	37	117	170	100	18	155	157	60	222	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2184	2150	2082	2167	2133	2184	2184	2184	2184	2067	2084	2100
Adj Flow Rate, veh/h	74	246	0	129	187	94	20	170	133	66	244	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	2	6	1	3	0	0	0	0	2	1	0
Cap, veh/h	262	862		337	488	222	80	302	223	132	345	105
Arrive On Green	0.55	0.55	0.00	0.92	0.92	0.92	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	343	1566	1764	469	888	404	59	1133	835	230	1293	393
Grp Volume(v), veh/h	320	0	0	410	0	0	323	0	0	390	0	0
Grp Sat Flow(s),veh/h/ln	1909	0	1764	1761	0	0	2027	0	0	1917	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	1.5	0.0	0.0	8.3	0.0	0.0	10.8	0.0	0.0
Prop In Lane	0.23		1.00	0.31		0.23	0.06		0.41	0.17		0.21
Lane Grp Cap(c), veh/h	1124	0		1047	0	0	604	0	0	581	0	0
V/C Ratio(X)	0.28	0.00		0.39	0.00	0.00	0.53	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	1124	0		1047	0	0	604	0	0	581	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.1	0.0	0.0	1.2	0.0	0.0	19.2	0.0	0.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.1	0.0	0.0	3.4	0.0	0.0	6.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	0.0	1.2	0.0	0.0	7.6	0.0	0.0	9.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.8	0.0	0.0	2.3	0.0	0.0	22.5	0.0	0.0	26.1	0.0	0.0
LnGrp LOS	A			A			C			C		
Approach Vol, veh/h		320			410			323			390	
Approach Delay, s/veh		7.8			2.3			22.5			26.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.0	38.0	22.0	38.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	16.0	33.0	16.0	33.0
Max Q Clear Time (g_c+I1), s	10.3	6.7	12.8	3.5
Green Ext Time (p_c), s	1.0	2.2	0.8	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	14.5
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	13.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	65	34	259	34	29	22	78	222	17	70	2
Future Vol, veh/h	0	65	34	259	34	29	22	78	222	17	70	2
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	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	0	0	0	0	0	0	0	0
Mvmt Flow	0	71	37	282	37	32	24	85	241	18	76	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	108	0	0	727	721	89	729	723	53
Stage 1	-	-	-	-	-	-	89	89	-	616	616	-
Stage 2	-	-	-	-	-	-	638	632	-	113	108	-
Critical Hdwy	3.6	-	-	3.6	-	-	6.6	6	5.7	6.6	6	5.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1560	-	-	1512	-	-	378	394	987	377	392	1028
Stage 1	-	-	-	-	-	-	923	825	-	482	485	-
Stage 2	-	-	-	-	-	-	468	477	-	897	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1560	-	-	1512	-	-	242	317	987	178	316	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	317	-	178	316	-
Stage 1	-	-	-	-	-	-	923	825	-	388	391	-
Stage 2	-	-	-	-	-	-	303	385	-	608	810	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	6.37	20.64	24.62
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	573	1560	-	-	1326	-	-	279
HCM Lane V/C Ratio	0.611	-	-	-	0.186	-	-	0.347
HCM Ctrl Dly (s/v)	20.6	0	-	-	7.9	0	-	24.6
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	4.1	0	-	-	0.7	-	-	1.5

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	127	24	20	485	459	135
Future Vol, veh/h	127	24	20	485	459	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
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	0	0	1	0	0
Mvmt Flow	131	25	21	500	473	139

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1084	543	612	0	-	0
Stage 1	543	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	5.9	5.7	3.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	282	586	1063	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	274	586	1063	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	29.35	0.33	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	71	-	299	-	-
HCM Lane V/C Ratio	0.019	-	0.52	-	-
HCM Ctrl Dly (s/v)	8.5	0	29.3	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.8	-	-

TRAFFIC SIGNAL TIMING DIRECTIVE

WEST BLACKWELL STREET AND PROSPECT STREET

TOWN OF DOVER

MORRIS COUNTY, NEW JERSEY

March 12, 1997

SIGNAL SEQUENCE

60 SECOND FIXED TIME BACKGROUND CYCLE

PHASE	SIGNAL FACE				TIME (SEC.)
	1-6	7-10	11-14	15-16	
A (BLACKWELL)	G	R	W	DW	24
PED. CLEAR	G	R	(DW)	DW	9
CHANGE	Y	R	DW	DW	3
VEH. CLEAR	R	R	DW	DW	2
B (PROSPECT)	R	G	DW	W	5
PED. CLEAR	R	G	DW	(DW)	11
CHANGE	R	Y	DW	DW	3
VEH. CLEAR	R	R	DW	DW	3
EMERGENCY					
FLASH	Y	R	DARK	DARK	

W - WALK (DW) - Flashing DONT WALK DW - DONT WALK

NOTES: (FOR SIGNAL SEQUENCE)

1. EIGHT-PHASE, SEMI-ACTUATED CONTROLLER.
2. FIFTY-FOUR (54) SECOND OFFSET FROM BEGINNING OF YELLOW TO BLACKWELL STREET TRAFFIC AT SOUTH SALEM STREET TO THE BEGINNING OF YELLOW TO BLACKWELL STREET TRAFFIC AT PROSPECT STREET.

HOURS OF OPERATION

COORDINATION	6:00 AM-11:00 PM, MON-FRI 8:00 AM-11:00 PM, SAT & SUN
FREE OPERATION	11:00 PM-6:00 AM, MON-FRI 11:00 PM-8:00 AM, SAT & SUN

WEST BLACKWELL STREET AND WARREN STREET

TOWN OF DOVER

MORRIS COUNTY, NEW JERSEY

March 12, 1997

SIGNAL SEQUENCE

60 SECOND BACKGROUND CYCLE

PHASE	SIGNAL FACE				TIME (SEC.)
	1-4	5-8	9-12	13-16	
A (BLACKWELL)	G	R	W	DW	32-22(2)
PED. CLEAR	G	R	(DW)	DW	10
CHANGE	Y	R	DW	DW	3
VEH. CLEAR	R	R	DW	DW	2
B (WARREN)	R	G	DW	DW	8-18(3)
CHANGE	R	Y	DW	DW	3
VEH. CLEAR	R	R	DW	DW	2
A (BLACKWELL)	G	R	W	DW	22
PED. CLEAR	G	R	(DW)	DW	10
CHANGE	Y	R	DW	DW	3
VEH. CLEAR	R	R	DW	DW	2
B (WARREN)	R	G	DW	W	8
PED. CLEAR	R	G	DW	(DW)	10
CHANGE	R	Y	DW	DW	3
VEH. CLEAR	R	R	DW	DW	2
EMERGENCY					
FLASH	Y	R	DARK	DARK	

W - WALK (DW) - Flashing DONT WALK DW - DONT WALK

NOTES: (FOR SIGNAL SEQUENCE)

1. EIGHT-PHASE, SEMI-ACTUATED CONTROLLER.
2. CONTROLLER TO REST IN THIS INTERVAL.
3. VEHICLE EXTENSION INTERVAL TO BE TWO (2) SECONDS. DETECTOR MEMORIES TO BE IN NON-LOCK (PRESENCE) MODE.
4. THIRTY (30) SECOND OFFSET FROM BEGINNING OF YELLOW TO BLACKWELL STREET TRAFFIC AT SOUTH SALEM STREET TO THE BEGINNING OF YELLOW TO BLACKWELL STREET TRAFFIC AT WARREN STREET.

HOURS OF OPERATION

COORDINATION	6:00 AM-11:00 PM, MON-FRI 8:00 AM-11:00 PM, SAT & SUN
FREE OPERATION	11:00 PM-6:00 AM, MON-FRI 11:00 PM-8:00 AM, SAT & SUN

Intersection Bassett Highway with No. Wa
Municipality Dover
Technician: Bobby
Date: Aug. 25, 2009

JEN ELECTRIC INC.
TRAFFIC SYSTEMS SPECIALISTS
631 Morris Ave. Springfield, NJ 07081
Tel. 973.467.4901 Fax 973.467.4902

Phase 1 = Bassett Highway; Phase 2 = North Warren
CYCLE LENGTH = 60 SECONDS; FIXED TIME
TIMING DATA

PHASE/FUNCTION	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	OL/A	OL/B	OL/C	OL/D
INITIAL	10	8										
PASSAGE (GAP TIME)	0	0										
YELLOW	3	3										
CLEARANCE	2	2										
WALK	22	8										
PEDESTRIAN CLEARANCE	10	10										
MAX I	32	18										
MAX II	32	18										
MIN. RECALL												
MAX. RECALL												
PED. RECALL	X	X										
FLASH COLOR	R	Y										

Cycle 1 Length	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	
Splits									
Coordinated Phases									
Offset									
Time of Day									

Cycle 2 Length	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	
Splits									
Coordinated Phases									
Offset									
Time of Day									

Cycle 3 Length	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	
Splits									
Coordinated Phases									
Offset									
Time of Day									

6401 Park Ave, Suite 201
West New York, NJ 07093
Phone: 201.868.0701
Fax: 201.868.0708
www.cpaarchitecture.com

Feb 03, 2026

Mr. Stephen Hoyt, PE
Pennoni Associates Inc.
Board Engineer, Town of Dover, NJ

Re: Application P25-11: 71 Bassett Highway (Block 1201, Lot 6)
Proposed Multi-Residential Building

Dear Sir:

This letter is in response to the Administrative Completeness Review Letter dated December 26, 2025 with regard to the referenced application.

In response to the Administrative Completeness Review Letter, The Architectural Plans were revised in full accordance with your comment. For clarification purposes, the changes from the previous submitted and presented plans entail the following:

- Testimony by Civil Engineer will be provided for all the requested waivers and variances.
- All discrepancies between the architectural and engineering plans have been addressed.
- In regards to the section titled “Architectural plans” please see the following:

A. ARCHITECTURAL PLANS
- 1. This discrepancy has been corrected.
- 2. An exhibit shall be displayed at the hearing showing each elevation of all three buildings.
- 3. CPA is prepared to provide testimony regarding this matter.
- 4. CPA is prepared to provide testimony regarding this matter.
- 5. CPA is prepared to provide testimony regarding this matter.
- 6. CPA is prepared to provide testimony regarding this matter. CPA intends to submit a signage package at a future date.
- 7. CPA is prepared to provide testimony regarding this matter.

Please contact this office should you have further questions and/or comments.

Sincerely,

CPA Architecture
Christiano Pereira, Principal
R.A. I AIA I LEED AP BD+C | LEED GREEN RATER

6401 Park Ave, Suite 201
West New York, NJ 07093
Phone: 201.868.0701
Fax: 201.868.0708
www.cpaarchitecture.com

Feb 03, 2026

Mr. Jon Sperry Jr.
Captain/ Fire Official
Town of Dover Fire Department
jsperry@dover.nj.us

Re: Application P25-11: 71 Bassett Highway (Block 1201, Lot 6)
Proposed Multi-Residential Building

Dear Sir:

This letter is in response to the Fire Department memo dated February 19, 2026 with regard to the referenced application.
In response to the Fire Department memo, the Architectural Plans were revised in full accordance with your comment letter. For clarification purposes, the changes from the previously submitted and presented plans entail the following:

- Items 1. Through 4 and 7 through 12 - Noted with intent to comply

- 5. Stairwell locations- Please refer to sheets A102-A102.3 which display two additional stairwells located in phase 2 to account for this discrepancy.
- 6. Stairwell-elevator adjacencies- Please refer to sheets A102-A102.3- which display the addition of a stairwell located adjacent to the phase 2 lobby.

Please contact this office should you have further questions and/or comments.

Sincerely,

CPA Architecture
Christiano Pereira, Principal
R.A. I AIA I LEED AP BD+C | LEED GREEN RATER