

Traffic and Transportation Consulting

Kevin P. McDonough (1953-1994) John H. Rea, P.E. Jay S. Troutman, Jr., P.E. Scott T. Kennel

October 14, 2022

Franklin Township Planning Board 475 DeMott Lane Somerset, New Jersey 08873

Re: The Oscar and Ella Wilf Campus for Senior Living-Single Family Subdivision

Lots 54.05 & 55.03 in Block 386.07 Franklin Township, Somerset County

MRA File No. 22-213

Dear Board Members:

McDonough & Rea Associates (MRA) has prepared this *Traffic Impact Analysis* in connection with plans to construct 11 single family dwellings at the Berger Street western terminus and the southern portion of the referenced property, Lot 54.05. It is our understanding that the application to the Township will also include a solar field on Lot 54.04 with access via Lot 55.03 to the north. The traffic study herein will be limited to the proposed residential subdivision.

SCOPE OF STUDY

In order to prepare a thorough *Traffic Impact Analysis* for the residential subdivision, MRA conducted the following tasks:

- 1. Made field visits to inventory existing roadway and traffic conditions at the intersection of JFK Boulevard and Berger Street.
- 2. Conducted manual turning movement traffic counts at the JFK Boulevard and Berger Street intersection during traditional peak hours when traffic flow along the adjacent roadway will be at a maximum.
- 3. Prepared traffic generation estimates for the 11 single family homes.
- 4. Projected future 2027 traffic volumes at the JFK Boulevard and Berger Street intersection in consideration of background traffic growth based on the New Jersey Department of Transportation (NJDOT) *Annual Background Growth Rate Table* data for the area.

Please reply to:



Traffic and Transportation Consulting

1431 Lakewood Road, Suite C, Manasquan, NJ 08736 • (732) 528-7076 • Fax (732) 528-6673 105 Elm Street, Lower Level, Westfield, NJ 07090 • (908) 789-7180 • Fax (908) 789-7181

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- 5. Prepared level of service and capacity analyses for the signalized 4-way intersection of JFK Boulevard and Berger Street for the 2027 *post-development* condition during the AM and PM peak street hours.
- 6. Reviewed the *Subdivision Plan* prepared by Menlo Engineering with respect to compliance to the New Jersey Residential Site Improvement Standards (RSIS) and proper traffic engineering principles.

EXISTING CONDITIONS/TRAFFIC VOLUMES

The subject property is located north of the Berger Street terminus in Franklin Township, Somerset County. Berger Street extends in a southerly direction to the signalized 4-way intersection with JFK Boulevard.

MRA conducted peak hour traffic counts on a typical weekday from 7:00 AM to 9:00 AM and from 3:00 PM to 6:00 PM to inventory existing peak hour traffic conditions. The weekday peak periods occurred from 7:45 AM to 8:45 AM and from 5:00 PM to 6:00 PM. *Table 1* illustrates existing peak hour traffic flow at the JFK Boulevard and Berger Street intersection.

TABLE I
2022 EXISTING PEAK HOUR TRAFFIC VOLUMES
JFK BOULEVARD AND BERGER STREET

ROADWAY	APPROACH	MOVEMENT	AM PSH	PM PSH
		Left	2	6
	Northbound	Thru	374	501
JFK Boulevard		Right	9	19
JEK Boulevalu		Left	13	43
	Southbound	Thru	343	424
		Right	10	6
		Left	16	11
	Eastbound	Thru	3	1
Dargar Street		Right	7	12
Berger Street		Left	24	22
	Westbound	Thru	3	4
		Right	46	33



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TRIP GENERATION/DISTRIBUTION

Estimates of traffic to be generated by the 11 single family homes were made after consulting the the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The following Table illustrates the anticipated traffic generation from 11 single family homes.

TABLE II TRIP GENERATION 11 SINGLE FAMILY HOMES

	IN	OUT	TOTAL
AM Peak Street Hour	2	8	10
PM Peak Street Hour	7	4	11

Traffic was distributed at the site access point to the JFK Boulevard and Berger Street intersection in accordance with existing, established traffic patterns in the area, based on the area roadway network and location of employment and shopping opportunities.

ANALYSIS OF FUTURE TRAFFIC

A design year of 2027 was selected for analysis as a reasonable time frame to construct the 11 dwellings. The NJDOT *Annual Background Growth Rate Table* suggests a growth rate of 1.75 percent per year for the area, which was added to the 2022 existing traffic volumes to establish 2027 *pre-development* traffic volumes. The site generated traffic volumes from the single family dwellings were surcharged onto the pre-development traffic volumes to arrive at the 2027 *post-development* traffic volumes. *Table 3* illustrates year 2027 traffic volumes utilizing the JFK Boulevard and Berger Street intersection following the completion of the new single family subdivision.



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TABLE III 2027 FUTURE POST-DEVELOPMENT TRAFFIC VOLUMES <u>JFK BOULEVARD AND BERGER STREET</u>

ROADWAY	APPROACH	MOVEMENT	AM PSH	PM PSH
		Left	3	10
	Northbound	Thru	411	551
JFK Boulevard	 	Right	10	21
J' K Doulevard		Left	14	47
	Southbound	Thru	377	466
		Right	12	11
		Left	22	14
	Eastbound	Thru	3	1
Berger Street		Right	11	15
Beiger Sueet		Left	26	24
	Westbound	Thru	3	4
		Right	51	36

Traffic engineers calculate levels of service of unsignalized intersections which relate to the quality of traffic flow. Level of service is a measure of average control delay. Average control delay is the time lost due to deceleration and the amount of time from when a vehicle is stopped for a traffic control device (or at the end of the queue) to when the vehicle departs the intersection. Delay is a relative quantity of driver discomfort, frustration, fuel consumption, and loss in travel time.

Levels of service range from "A" to "F" with "A" being the highest or best attainable level of service. Level of service "E" with average control delays of not more than 50 seconds per vehicle at an unsignalized intersection indicates near to or at capacity conditions and is generally considered the limit of acceptable level of service and delay.

Full definitions of levels of service for unsignalized intersections and level of service summaries are included in the *Appendix*. The intersections studied by this report were analyzed according to the procedures set forth in the *Highway Capacity Manual 2010*, using the *Highway Capacity Software (HCS+)*, release 7.9.5.

The intersection of JFK Boulevard and Berger Street currently operates at level of service "A" for both the AM and PM peak street hours. The intersection will operate under 2027 traffic conditions at level of service "A" during both the AM and PM peak street hours. Therefore, this intersection will continue to operate well within acceptable traffic engineering parameters.



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SUBDIVISION PLAN

The Subdivision Plan was reviewed with respect to adherence to New Jersey RSIS. The 11 single family homes are proposed to be served by a single point of access which complies with the RSIS criteria for a single family subdivision with a single point of access. Internal roadways will be designed in accordance with RSIS with respect to right-of-way widths, cartway widths, sidewalks, etc.

CONCLUSIONS

It is concluded, based on the analysis set forth in this report, that plans to subdivide the noted property into 11 single family home lots can be approved and operate compatibility with future roadway and traffic conditions in the area. The off-site intersection of JFK Boulevard and Berger Street will operate at an acceptable level of service "A" during the AM peak street hour and level of service "A" during the PM peak street hour for the 2027 design year. The *Subdivision Plan* conforms to New Jersey RSIS roadway and accessibility standards.

A representative from MRA will attend a Franklin Township Planning Board meeting to provide testimony and answer any questions the board or the public may have with regard to traffic issues pertaining to this application.

Very truly yours,

John H. Rea, PE

Principal

Scott T. Kennel Sr. Associate

cc:

William Lane, PE Howard Cohen



MR

McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

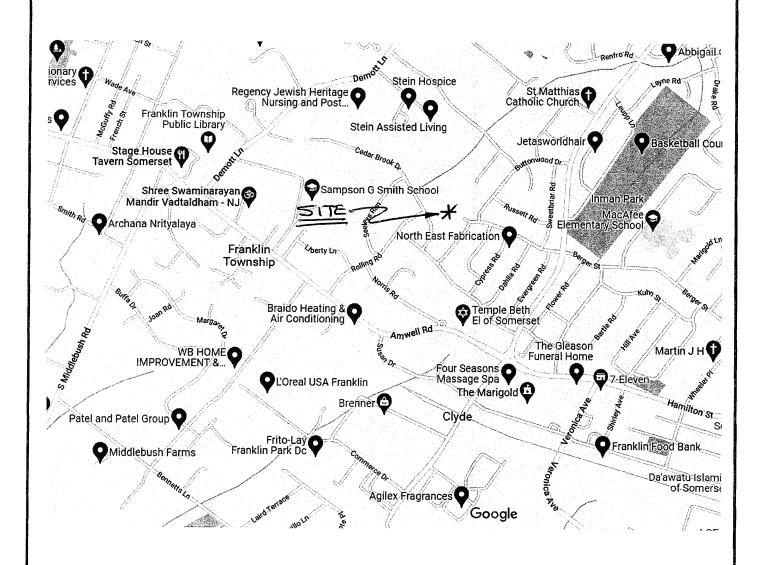
FIGURE 1

JOB NO.

DATE: 0007 2022

SUBJECT:

SITE LOCATION MAP



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WILF CAMPUS SUBDIVISION JFK BLVD & BERGER STREET FRANKLIN TOWNSHIP, SOMERSET COUNTY MRA JOB 22-213 THURSDAY AM COUNT

File Name : 22213 jfk & berger am1 Site Code : 00022213 Start Date : 8/18/2022 Page No : 1

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WILF CAMPUS SUBDIVISION JFK BLVD & BERGER STREET FRANKLIN TOWNSHIP, SOMERSET COUNTY MRA JOB 22-213 THURSDAY PM COUNT

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LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS¹

<u>Level of Service</u>	Description	Control (Signal) Delay Per Vehicle (Seconds)
A	Very short delay, good progression; most vehicles do not stop at intersection.	<10.0
В	Generally good progression and/or short cycle length; more vehicles stop at intersection than at Level of Service "A."	> 10.0 and ≤ 20.0
C	Fair progression and/or longer cycle length; significant number of vehicles stop at intersection, though many still pass through without stopping.	> 20.0 and ≤ 35.0
D	Congestion becomes noticeable; longer delays from unfavorable progression, long cycle lengths, or high volume/capacity ratios; many vehicles stop at intersection.	> 35.0 and ≤ 55.0
E	Considered to be the <u>limit of acceptable delay</u> ; indicative of poor progression, long cycle lengths, or high volume/capacity ratios; frequent individual cycles failures.	> 55.0 and ≤ 80.0
F	Often an indication of over-saturation (i.e., arrival flow exceeds capacity); also caused by poor progression and long cycles lengths; capacity is not necessarily exceeded under this level of service.	> 80.0

¹ Transportation Research Board, <u>Highway Capacity Manual 2010</u>, National Research Council, Washington, DC, 2010.

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Green Ratio (g/C)		<u> </u>	0.19			0.19		0.67	0.67		0.67	0.67	
Capacity (c), veh/h			360			361		682	1251		655	1249	1 (1002)
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Control Delay (d), s			24.0			25.8	2.5	6,1	5:6		6.5	5.4	
Level of Service (LO			C			С		Α	Α		Α	Α	
Approach Delay, s/v		24.0) [C	25.8	3	С	5.6		Α	5.5		A
Intersection Delay, s	/veh / LOS			7.	9						A		m 100 100 1
		17.45		24 2 3 2 2	1000 14012			11 12 14 10 10 10 10 10 10 10 10 10 10 10 10 10					
Multimodal Results			EB			WB			NŖ			SB	
Pedestrian LOS Sco		Artora ao						-0.50					
Bicycle LOS Score /	LUS	<u> </u>							ye y				

	HCS7 Sig	naliz	ed Int	ersec	tion F	Resu	lts Su	nmar	у				
General Information													
CHICATER THE THE TAXABLE PROPERTY OF TAXAB	AAD A	THE PERSONNEL PROPERTY OF THE PERSONNEL PROP	DOLLKI MINISTERNI O	CHINA CHINA CHINA CHE	ENDMIN ENCROSED	CONTRACTOR	Intersec		and the second	NO ROBERT CONTRACTOR C			FU
Agency	MRA STK	T		···		M COMMONWEASTON OF THE	Duration	Organization	0.250	Metalistical reconstruction of the			
Analyst Jurisdiction	191V	CAN THE REAL PROPERTY AND ADDRESS OF THE PARTY	sis Date	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE OW	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND		Area Typ	e	Other	* ************************************			A P
Urban Street		-	Period	PM			PHF	**************************************	0.90	MATERIAL STREET, STREE		v <i>i</i>	→ 4
Intersection	JFK BLVD	a parameter and the same	sis Year	Name and Address of the Owner, where			Analysis	Period	1> 7:	00			Ŧ
Project Description	BERGER ST 22-213PE	File N	lame	22-21	3PE.xu	S	**************************************	**************************************	OPANIA MARIA MARIA			7 1	
1 Toject Description	22-213FE										ä	ian and	BIA
Demand Information			EB			WE	3		NB	776 335		SB	
Approach Movement		L	Т	R	L	Т	R	L	ΤT	R		Тт	R
Demand (v), veh/h		11	1	12	22	4.	33	6	501	. 19	¥43	424	6
Signal Information									According	severes I escol		(2.55a) - 250 1k	and supplementation
Cycle, s 70.0	Reference Phase 2		1				l						_
Offset, s 0	Reference Point End		* ****	' 5' '	·					n		s	₹\$ },
Uncoordinated No			47.0	13.0	0.0	0.0	0.0	0.0					Ŕ
Force Mode Fixed	Simult. Gap E/W On Simult. Gap N/S On	Yellov Red	v 3.0 2.0	3.0 2.0	0.0	0.0	0.0	0.0		4	((
T Orce Wode T I Ixed	Gilliuli: Gap 19/5 Ul	Reu	12.0	[2.0	0.0	0.0	0.0	0.0		(A)	6 6 6 E	7/	3
Timer Results		ΕB		EBT	WB		WBT	NB		NBT	SBI		SBT
Assigned Phase				4			8			2	<u>, QD</u>		6
Case Number				8.0			8.0			6.0			6.0
Phase Duration, s				18.0	2 2 2 2 2 2 2 2 2		18.0	and the second second		52.0	X4021 (** 4) (*)		52.0
Change Period, (Y+R ₀), s				5.0	V. 10		5.0		5.0		12		5.0
Max Allow Headway (I	<i>MAH</i>), s			3.3			3.3		0.0		1000		0.0
Queue Clearance Time	(gs),s			2.9			4.3		0.0		35 Pro-		75. W. 15.
Green Extension Time	(<i>g</i> _e), s			0.1			0.1			0.0	480000	3.00	0.0
Phase Call Probability				1.00			1.00						i elave
Max Out Probability				0.00			0.00						
		Regulation (Co.)			10.000000000000000000000000000000000000	Co. British (1997)	67.00 St. 10 ST. 10 ST.		And the second second				
Movement Group Res Approach Movement	uis		EB			WB	I =	An Is of the	NB			SB	
Assigned Movement		7	4	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate (v	\ voh/h	7.812	27	14	3	8	18	5	2	12	1	6	16
Adjusted Saturation Flo			1526	10000	38-12 C.	66 1568	7 2 3 74	7	578	Mark Service	48	478	20.00
Queue Service Time (3955.49	0.0	71.747.18		0.0		917 0.2	1858		836	1866	
Cycle Queue Clearance			0.9			2.3		8.1	10.4	Notice of	2.0 12.4	7.9	545010.434440
Green Ratio (g/C)	(g o /, o		0.19	(49) 3463 (18)	when SEP	0.19	G [144] (146)	0.67	0.67	100 Marie 100	0.67	7.9 0.67	
Capacity (c), veh/h		-9.75	358		445	362		615	1248		540	1253	0.000
Volume-to-Capacity Ra	tio (X)	1 St. (4) 150 150	0.074	8. 798089989		0.181	S 175 (200)	0.011	0.463		0.088	0.381	75.776
Back of Queue (Q), ft/			17.9	a Tolka		45.3		1.9	120.8	R=9.74	15.9	96.6	900,400,50
Back of Queue (Q), ve	eh/ln (85 th percentile)		0.7		14.02	1.8	4 40 00046-0 500	0.1	4.8		0.6	3.8	
Queue Storage Ratio (RQ) (85 th percentile)		0.00	0.5454	100	0.00		0.00	0.00		0.00	0.00	74.
Uniform Delay (d 1), s	/veh		23.6			24.1		6.9	5.5	220222	8.4	5.1	
Incremental Delay (d 2), s/veh		0.4			1.1		0.0	1.2		0.3	0.9	rational person security security
Initial Queue Delay (d	3), s/veh		0.0			0.0		0.0	0.0	200.000.000.000	0.0	0.0	
Control Delay (d), s/ve	eh .		24.0			25.2	Say Linux	6.9	6.7		8.8	6.0	
Level of Service (LOS)			С			С		Α	Α		Α	Α	
Approach Delay, s/veh		24.0)	С	25.2	2	G	6.7		Α	6.2	-	Α
Intersection Delay, s/ve	h/LOS			7	.9						A		
Multimodal Results			ED			· JAM	31.460755-11	8 5 1 5 5 5 7			1000000	19-72-11 2- 33	
Pedestrian LOS Score	/LOS	4/2/3/18	EB T		<u> </u>	WB			NB		24733	SB	
Bicycle LOS Score / LC											A Property Co.		
,_,						566年 夏新	A COMPANY						

	HCS7 Sig	naliz	ed Int	tersec	tion	Resul	lts Su	mmar	у				
General Information	**************************************	TO THE STREET,	MANAGEM CONTRACTOR	MINITED DO PORTUGUISMO	TRIMITUM MATERIAL MATERIAL	-	Intersec	-	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUM	MINISTER PROPERTY AND ADDRESS OF THE PARTY AND	1		
Agency	MRA	-	Natura de la companione d	and the second s	MATROMORE REPORTED IN THE PARTY OF THE PARTY	***************************************	Duration	_	0.250	*******************		4 5	
Analyst	STK	THE WORLDWAN CO.	sis Dat			THE REPORT OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND	Area Typ	е	Othe	r			A S
Jurisdiction		-Lancinon and the same of the	Period	PM	CONTRACTOR DE LA CONTRA		PHF:	TARREST TO SERVICE VALUE VALUE	0.90	MATICALLI MORKSKI KINIMIO			→
Urban Street	JFK BLVD	THE REAL PROPERTY.	sis Yea	CAMP TO THE OWNER OF THE OWNER.	BUILD	CONTRACTOR OF THE PARTY OF THE	Analysis	Period	1> 7:	00			F
Intersection	BERGER ST	File N	lame	22-21	د.3PFB	(us		************		·		7 1	
Project Description	22-213PFB										100		reliai .
Demand Information			EB	A PROPERTY.		WE		有線的	NB	ta wasing	14 (17 (20 cm)	SB	SMECON EN
Approach Movement	and the state of the	L	ΙŢ	R		l T	R		T	R		T	R
Demand (v), veh/h		14	13.1	15	24		36	10	551		47	466	11
				5. C. P. C. P. C. T. C.		nesta Tariffa (100	1.53147
Signal Information			1	- 3	<u> </u>								
Cycle, s 70.0	Reference Phase 2		P ↑	,#€ •							区列		_ <u>/</u> _{}
Offset, s 0	Reference Point End	Greer	1 47.0	13.0	0.0	0.0	0.0	0.0		14 (A)			2 2 3 3 3
Uncoordinated No	Simult. Gap E/W On	Yellov	v 3.0	3.0	0.0	0.0	0.0	0.0		4			
Force Mode Fixed	Simult. Gap N/S On	Red	2.0	2.0	0.0	0.0	0.0	0.0		5	6	7	- 0
Timer Results		EB		EBT	10.70	\$ 145.00 Jap.	WATE !	- A 15	NUSAU ESS		Excess Aprel	Carrier Inches	
Assigned Phase		ED	<u> </u>	4 4	WE)L	WBT	NB	<u> </u>	NBT :	SB	L C	SBT
Case Number			6-5174 F.W.	8.0	2000	-750 Dife	8	O Alexandra	1 (144 - 159)	2	1050 kW 1554 km	2.00000 00000	6
Phase Duration, s		Project (Sept.)	150	18.0			8.0 18.0			6.0			6.0
Change Period, (Y+R c), s		42.76%.	8-8-5 A.V	5.0			5.0	34.38.50	52.0		2~	analasa yanan	52.0
Max Allow Headway (<i>MAH</i>), s				3.3			3.3		5.0			- 12	5.0
Queue Clearance Time				3.1			4.5		0.0		Asia Silang	50 St 180	0.0
Green Extension Time	The state of the s	198/12/21	- 4	0.1	1874	ALCON NA	0.1	168,4840.0		0.0			
Phase Call Probability		\$145 P.		1.00			1.00			0.0	# 15 T 45 S		0.0
Max Out Probability			10,100	0.00	. 28% (s., 48°, 8°)	2-7-2-1	0.00	A 500 (7 K) (7 A	C. 17. (2. 17. 12. 16. 17. 17. 17. 17. 17. 17. 17. 17. 17. 17		400000		2012055
		E-service services											
Movement Group Res	sults		EB			WB			NB			SB	
Approach Movement		L	T	R	L	T	R	L	T	R	L	Т	R
Assigned Movement		7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v		ne Service gara	33	E SANTONIA.	- September	71		11	636	T STORY CONTROL	52	530	
Adjusted Saturation Flo Queue Service Time (1522		1,1417 61	1565		874	1858		792	1863	
Cycle Queue Clearance			0.0	e Farman		0.0	1	0.4	12.0		2.5	9.1	
Green Ratio (g/C)	e ilile (gc), s		1.1			2.5		9.6	12.0		14.4	9.1	0.00
Capacity (c), veh/h		i kantita	0.19 358			0.19		0.67	0.67		0.67	0.67	
Volume-to-Capacity Ra	atio (X)		0.093	\$044.6 d.)	1000	361 0.197		575	1248		499	1251	
Back of Queue (Q), ft			22.5			49.6	y Salatana	0.019 3.3	0.509 137.2	-	0.105	0.424	Casa of Green
	eh/in (85 th percentile)		0.9			2.0	1 34, 1991	0.1	5.4		18.9 0.7	108.8 4.3	
	RQ) (85 th percentile)		0.00			0.00		0.00	0.00		0.7	0.00	
Uniform Delay (d 1), s			23.7	STATE OF THE	<u> </u>	24.2		7.5	5.7	1 (2003) (42)	9.3	5.3	1.5.216.678
Incremental Delay (d a			0.5			1.2		0.1	1.5		0.4	1.1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Initial Queue Delay (d	з), s/veh		0.0			0.0		0.0	0.0	100000000	0.0	0.0	
Control Delay (d), s/v	eh		24.2			25.4		7.5	7.2		9.8	6.3	
Level of Service (LOS)			С			С		Α	Α		A	A	
Approach Delay, s/veh	/LOS	24.2	2	С	25.	4	C	7.2	The same of the same of	A	6.6	- Announcement	Α
Intersection Delay, s/ve	eh / LOS			8	.4				7		A		
Multimodal Results			- En		graf Factor		Sections.		1.10.1.12.1	4.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5	, weeks		
Pedestrian LOS Score	그 회사 소설은 그리는 요즘 사용하다 하는 그를 통합하다.		EB		y (1949)	WB			NB		100A 100A 100A 100A	SB	
Bicycle LOS Score / LO				- X - X - X - X - X - X - X - X - X - X	10.4545A			No.					
,					<u> </u>				<u>ڪيا جي </u>				

		HCS	7 Sig	nalize	d Inte	ersec	tion F	Resul	ts Sur	nmar	у				
General Inform	nation	TO ANY MATERIAL HARDON AND AND AND AND AND AND AND AND AND AN		and an annual state of the same of the sam		Mental Colonia	ant was a first to the second transport to the second transport to the second transport to the second transport	************	ntersec	HEROMATIKA PARAMETRA PARAM	one representation of the contraction of the contra	MATERIAL PROPERTY AND PROPERTY OF THE PROPERTY			AND .
Agency	TOTAL THE SELECTION OF THE SE	MRA	Olive Library State of Library State	e promoconomo po	APPROXIMATE RECEIPERS CONTRACTOR	acceptance and a constant	KMLHASIMKONINSSERIE	EDITERRACIONAL PROPERTY.	Duration		0.250	THE DEPOSITE COMMON AND		4.4	
Analyst	UM REDUTE PAUD COMPANIES	STK	Marie Control of the	MACONI SECURITORIA MACONIA	sis Date	Marie Company of the Party of t		MATERIAL PROPERTY OF THE PARTY	Area Typ	е	Other	***************************************	_		X S
Jurisdiction			indriki in in maanik kalender	Time F	THE RESERVE OF THE PARTY OF THE	AM	UKANAN KANDAN MAKA	anne an annual district	PHF	MARKON MADERICAN	0.90		_ ₹	* ÷ =	♦ -4
Urban Street	**************************************	JFK BLVD	-	and parameters are not seen to	THE RESIDENCE OF THE PARTY OF T	2027	TOTAL STREET,		Analysis	Period	1> 7:0	00	2		
Intersection	CONTRACTOR OF THE	BERGER ST	ONE STATEMENT THE STATEMENT THE	File Na	ame	22-21	3AFB.x	us	**************************************		OKONOMIC I SENSONOMICA SI SENOMA			5 \$, real
Project Descript	tion	22-213AFB	0.00										a a	is nam	BIC
Demand Inform	Day of the			La desta estas						\$4 Face 200	-the state of		es maranamen	de transfer en co	N901120110110
					EB			WE			NB			SB	
Approach Move				L	T	R	L L	T	R	<u>l</u>	T	R	L	Т	R
Demand (v), v	en/n	w		22	3	11	26	3	51	3	411	10	14	377	12
Signal Informa	tion	Transfer always to the contract			1117	7				<u> </u>				EE ANGELIE	
Cycle, s	70.0	Reference Phase	2	1	ł		Ħ						द्रक्र		ر الار
Offset, s	0	Reference Point	End		<u>":17</u>							0			一分。
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		13.0	0.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	3.0 2.0	0.0	0.0	0.0	0.0			الا ا		
				التنت			1 U.U	10.0	10.0	10.0	3450445				8
Timer Results				EBL	354	EBT	WB	n de la compa	WBT	NBI	77Y 534	NBT	SBI	5200	SBT
Assigned Phase)					4		_	8	254110	-	2	اباد	<u> </u>	6
Case Number			14 SALE	0,380,033	12.5	8.0			8.0	1514 1785		6.0		10 mm (2.895)	6.0
Phase Duration	. S			15.00		18.0			18.0			52.0			52.0
Change Period, (Y+R c), s						5.0			5.0	Alekanya ja		5.0		140744 (MEC)	5.0
	Max Allow Headway (<i>MAH</i>), s					3.3			3.3						0.0
Queue Clearand			0 -347 547 544			3.3			3.3 5.2		0.0		197 July 18		0.0
Green Extension						0.1	Agreement		0.1		0.0				0.0
Phase Call Prob		THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN				1.00			1.00	24,040		0.0			0.0
Max Out Probab			a de la composition		1000	0.00	a Casarra Maria	a decide deservi	0.01				2 2 2 2 2 2		
		2012 (B. 2000)							0.01		سلس				
Movement Gro	up Res	iülts		\$ (12.00); = \$ (4.00); 1 (4.00); = 4.00;	EB	5 (100 ST)		WB		Mary and the	NB			SB	
Approach Move	ment			L	Т	R	L	T	R	L	Т	R	L	Т	R
Assigned Move	ment			7	4	14	3	- 8	18	5	2	12	2.1	- 6	16
Adjusted Flow F	Rate (v), veh/h			40			89		3	468		16	432	
Adjusted Satura	tion Flo	ow Rate (s), veh/h/l	n		1486			1572		956	1862		925	1860	
Queue Service	Time (g	g s), S			0.0			0.0		0.1	7.7		0.5	7.0	
Cycle Queue Cl	earance	e Time (g_c), s			1.3			3.2		7.1	7.7		8.2	7.0	
Green Ratio (g/	亿)				0.19		T T	0.19		0.67	0.67		0.67	0.67	
Capacity (c), v	eh/h				359			360	-02 -03 -03 -03 -03 -03 -03 -03 -03 -03 -03	650	1250		622	1249	
Volume-to-Capa	icity Ra	tio (<i>X</i>)			0.111		Ī	0.247		0.005	0.374		0.025	0.346	
		In (85 th percentile)			27			63		0.9	94.9		4.3	87.1	
Back of Queue	(Q), ve	eh/In (85 th percenti	ile)		1.1			2.5		0.0	3.7	 	0.2	3.4	1
Queue Storage	Ratio (RQ) (85 th percent	tile)		0.00			0.00		0.00	0.00	34.254	0.00	0.00	
Uniform Delay (d 1), s/	/veh			23.7			24.5		6.4	5.0		6.9	4.9	1
Incremental Del	ay (d 2), s/veh			0.6			1.6		0.0	0.9		0.1	0.8	
Initial Queue De	lay (d :	з), s/veh			0.0		I	0.0		0.0	0.0		0.0	0.0	1
Control Delay (d), s/ve	eh .			24.4			26.1		6.4	5.9	1000	6.9	5.7	
Level of Service	(LOS)				С			С		Α	Α	1	Α	A	1
Approach Delay		/LOS		24.4		С	26.		C	5.9		A	5.7		A
Intersection Dela						-	.3		um inclusio di la compa			er en est en	A	<u> </u>	SARACA ICINA
<u> </u>										Z					
Multimodal Res	sults			1. 19.17	EB			WB			NB			SB	
and the second s			AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUM					-	· · · · · · · · · · · · · · · · · · ·	T			-		
Pedestrian LOS	Score /	/LOS		1	l	1		- 1			l		I	- 1	