

ESBE / SBE Certified

David R. Shropshire, PE, PP A Andrew Feranda, PE, PTOE, CME Randal C. Barranger, PE Nathan B. Mosley, PE, CME

(via email: maramarcorp@gmail.com)

Traffic Engineering, Transportation Planning & Design

277 White Horse Pike, Suite 203, Atco, NJ 08004 P: 609-714-0400 F: 609-714-9944 www.sallc.org

June 8, 2021

Mr. Ali Elgabroni Redana Corp. 817 Westchester Avenue Bronx, New York 10455

Re: Traffic Engineering Assessment

603 Beverly-Rancocas Road; Block 727, Lot 6 Willingboro Township, Burlington County

SA Project No. 21067

Dear Mr. Elgabroni:

At your request, Shropshire Associates LLC prepared this Traffic Engineering Assessment report to support application to Willingboro Township and Burlington County for the proposed redevelopment of a former firehouse. The 0.78-acre site is located at 603 Beverly-Rancocas Road on Block 727, Lot 6 in the Tertiary Business (B-3) Zone. The site is located on the northwest corner of Beverly-Rancocas Road, County Route 626 (CR 626) and Garfield Drive and contains a two-story 3,228-square foot (SF) former firehouse building. The proposal is to retain and reconfigure the structure for use as a fast-food restaurant with drive-thru. Access to the existing site along Beverly-Rancocas Road and Garfield Drive will be reconfigured to be consistent with the restaurant's circulation aisles and parking areas. The purpose of this traffic engineering assessment is to review existing traffic conditions in the vicinity of the site, determine site trips generated by the proposed development and analyze the impact of the fast-food restaurant with drive-thru on the study intersections and site driveways.

Existing Conditions

A field reconnaissance was conducted in the vicinity of the site to determine the features of the adjacent roadway network within the study area. A description of the roadways and intersections are provided below.

Roadways

Beverly-Rancocas Road (CR 626) is a four-lane median-divided roadway that is classified as an Urban Principal Arterial and is under the jurisdiction of Burlington County. Beverly-Rancocas Road has a posted speed limit of 40 MPH west of Garfield Drive and 45 MPH east of Garfield Drive. Beverly-Rancocas Road has a cartway width of 80 feet (FT), consisting of four (4) 11 FT travel lanes (two in each direction), 10 FT shoulders in each direction, and a 16 FT grass median. For the purpose of this study, Beverly-Rancocas Road is assumed to extend in a general east-west direction.

SA Project No.21067 June 8, 2021 Page 2 of 6



Garfield Drive is a two-lane undivided local roadway that is under the jurisdiction of Willingboro Township. Garfield Drive has a posted speed limit of 40 MPH and a cartway width of 32 FT. For the purpose of this study, Garfield Drive is assumed to extend in a general north-south direction.

Intersections

The four-legged intersection of **Beverly-Rancocas Road and Garfield Drive** is controlled by a three-phase semi-actuated traffic signal with a variable cycle length. The eastbound and westbound Beverly-Rancocas Road approaches include a dedicated left-turn lane, two (2) through lanes, and a dedicated right-turn lane. The northbound and southbound Garfield Drive approaches consist of a dedicated left-turn lane and a shared through/right-turn lane.

The T-type intersection of **Garfield Drive and the Commercial Driveway** is stop-controlled along the westbound commercial driveway approach. The northbound and southbound Garfield Drive approaches consist of a single lane shared for all permitted movements. The westbound Commercial driveway has one (1) lane for all movements.

Traffic Counts

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections in March of 2021 during the weekday morning peak period (7:00 to 9:00 AM), weekday afternoon peak period (4:00 to 6:00 PM), and Saturday midday peak period (11:00 AM to 2:00 PM). A summary of the traffic counts can be found in the appendix to this assessment and the existing peak hour volumes are illustrated on Figure 1.

Future Conditions

As indicated above, the proposal is for the reconfiguration of the former 3,228 SF firehouse to be a fast-food restaurant with a drive-thru lane. The traffic resulting from the proposed development will not affect the adjacent roadway network until the development is fully built-out and occupied, which is anticipated to be by the year 2023. It can be expected that the traffic volumes along the adjacent roadways will increase as a result of general area traffic growth. Based on the *Annual Background Growth Table* prepared by NJDOT, a 1.00% annual traffic growth will occur along the adjacent roadway network in the vicinity of the site. The projected 2020 No-Build volumes are illustrated on Figure 2.

Trip Generation

The amount of traffic generated by the proposed 3,228 SF fast-food restaurant with a drive-thru lane can best be determined by using data published by the Institute of Transportation Engineers (ITE). The ITE has compiled data from thousands of studies for various land uses, independent variables, and study periods and published results in *Trip Generation*, 10th Edition. The proposed development is similar to ITE Land Use 934: Fast-Food Restaurant with Drive-Through Window.



Traffic to be generated by the proposed fast-food restaurant will be a combination of new trips and pass-by trips to the roadway system. A new trip is a trip whose primary purpose for being on the roadway is to patronize the development. A pass-by trip consists of a motorist who is already on the roadway with another trip purpose (i.e. home/work trip) and stops into the facility on their way to their intended destination.

Based upon the current ITE data, the fast-food restaurant site traffic will have an average pass-by percentage of 49% during the weekday AM peak hour, and 50% during the weekday PM and Saturday midday peak hours. The total amount of traffic generated by the proposed development is summarized below in Table 1.

		ITE Tr	T ip Genei	able 1 ration –	Total Tr	rips								
Development AM Peak Hour PM Peak Hour Sat Peak Hour														
Development	In	Out	Total	In	Out	Total	In	Out	Total					
New Trips	33	31	64	29	25	54	46	43	89					
Pass-By Trips	33	33	66	26	26	52	44	44	88					
Total Trips	66	64	130	55	51	106	90	87	177					

The traffic to be generated by the proposed fast-food restaurant development must then be distributed to the adjacent roadway network in a manner in which we can reasonably expect the employees and patrons to travel. The new site traffic was assigned to the roadway network based on the existing traffic patterns along the adjacent roadway network, see new Trip Distribution (Figure 3) and pass-by site Trip Distribution (Figure 4). The resulting new, pass-by and total Site Traffic assignments are illustrated in Figures 5, 6, and 7, respectively. The total site traffic for the fast-food restaurant development (Figure 7) was then added to the No-Build volumes to project the Build volumes, which are illustrated in Figure 8.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed based upon the methods outlined in the 2010 Highway Capacity Manual. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. Levels of Service are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of Service range from LOS A to LOS F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

The LOS for signalized intersections are classified in terms of delay, which is based on the extent of driver discomfort and frustration, fuel consumption and lost travel time. The delay experienced by a motorist consists of many factors that relate to control, geometrics and traffic. Some of these factors include the quality of progression, traffic signal cycle length, the green ratio and the volume-to-capacity ratio. The determination for the LOS for an unsignalized intersection is based upon the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor



approaches). The Level of Service criteria for signalized and unsignalized intersections is summarized below in Table 2.

L	Table 2 .evel of Service Criter	ia
Level of Service	Unsignalized Delay	Signalized Delay
Level of October	(sec)	(sec)
Α	≤ 10	≤ 10
В	> 10 and ≤ 15	> 10 and ≤ 20
С	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

The existing and future operating conditions at the study intersections were evaluated using the above-described methodology and the latest Synchro computer software package. The Existing, future No-Build and future Build levels are described below, with the detailed Synchro worksheets attached for your review. The existing, No-Build, and Build scenario levels of service are shown on attached Figures 9, 10, and 11, respectively.

Intersections

Beverly-Rancocas Road (CR 626) and Garfield Drive Intersection

Under Existing conditions, the Beverly-Rancocas Road and Garfield Drive signalized intersection operates at an overall LOS C during the AM peak hour, LOS B during the PM peak hour, and LOS C during the Saturday midday peak hour. All individual movements operate at a LOS D or better during all peak hours, with the exception of the southbound Garfield Drive left-turn movements, which operate at a LOS E during the PM and Saturday midday peak hours.

Under the future No-Build conditions, the Beverly-Rancocas Road and Garfield Drive signalized intersection continues to operate at an overall LOS C during the AM peak hour, LOS B during the PM peak hour, and LOS C during the Saturday midday peak hour. All individual movements continue to operate at existing levels of service, with the exception of the westbound Beverly-Rancocas Road through movements, which will operate at a LOS B during the Saturday midday peak hour.

Under the future Build conditions, the Beverly-Rancocas Road and Garfield Drive signalized intersection continues to operate at an overall LOS C during the AM peak hour, LOS B during the PM peak hour, and LOS C during the Saturday midday peak hour. All individual movements continue to operate at No-Build levels of service, with the exception of the westbound Beverly-Rancocas Road through movements, which will operate at a LOS C during the AM peak hour, as well as the southbound Garfield Drive left-turn movements, which will operate at a LOS F during the Saturday midday peak hour.

Future site traffic will account for 2.7%, 1.7%, and 3.0% of the total future Build volumes at the Beverly-Rancocas Road and Garfield Drive signalized intersection during the AM, PM, and Saturday midday peak hours, respectively.



Garfield Drive and Commercial Driveway Intersection

Under Existing conditions, the westbound Commercial Driveway stop-controlled approach operates at a LOS B during all peak hours. The southbound Garfield Drive conflicting left-turn movements operate at a LOS A during all peak hours.

Under the future No-Build and Build conditions, all individual movements at the Garfield Drive and Commercial Driveway stop-controlled intersection continue to operate at Existing levels of service.

Beverly-Rancocas Road (CR 626) and Site Driveway Intersection

Under the future Build conditions, a right-in/right-out only driveway is proposed along westbound Beverly-Rancocas Road, just west of its intersection with Garfield Drive. The southbound site driveway stop-controlled approach will operate at a LOS B during all peak hours.

Garfield Drive and Site Driveway Intersection

Under the future Build conditions, a full-movement driveway is proposed along southbound Garfield Drive, at approximately 160 FT north of the stop bar at Beverly-Rancocas Road intersection. The eastbound site driveway stop-controlled approach will operate at a LOS B during all peak hours. The northbound Garfield Drive conflicting left-turn movements will operate at a LOS A during all peak hours.

Site Layout

The proposed development will be located on the northwest corner of the existing signalized intersection of Beverly-Rancocas Road (CR 626) and Garfield Drive. The site includes a former firehouse that will be converted into a fast-food restaurant with drive-thru. The existing site, as configured for a firehouse has an 80 FT wide driveway along westbound Beverly-Rancocas Road and a 120 FT wide driveway along southbound Garfield Drive. The site is almost fully paved. The site layout will be reconfigured to provide parking and the drive-thru. The access driveways will be narrowed and each will allow both ingress and egress movements. The Rancocas-Beverly driveway will be right-in/right-out only and be approximately 120 FT west of the intersection. The Garfield driveway will be full movement and be approximately 160 FT north of the intersection.

A total of 20 on-site parking spaces are provided including one (1) handicap parking space where 15 are required by Willingboro ordinance. The drive-thru will have two (2) menu boards, but one lane for transactions. A bypass lane is provided to allow circulation around the building which is one-way counter-clockwise. Circulation aisles for access to parking are a minimum of 25 FT for two-way travel. Sidewalk is available along the site's two (2) roadway frontages providing access to the signalized intersection which has crosswalks and signalization for pedestrian crossing.



Conclusion

The proposed 3,228 SF fast-food restaurant with a drive-thru lane will have two (2) access driveways, one (1) along westbound Beverly Rancocas Road (CR 626) and one (1) along southbound Garfield Drive. The right-in/right out driveway along Beverly Rancocas Road and the full movement driveway along southbound Garfield Drive driveways allow for safe and efficient access to onsite circulation, parking and the drive-thru lane. Site generated traffic will not significantly impact the adjacent roadway network. Based on analysis of the study intersections traffic resulting from the proposed development can be safely and efficiently be accommodated during the peak hours based on the following:

- ITE trip generation rates indicate the proposed development will generate new trips in the peak hours as follows: 64 AM peak hour trips, 54 PM peak hour trips, and 89 Saturday midday peak hour new trips.
- Under the future Build conditions, the Beverly-Rancocas Road and Garfield Drive signalized intersection will continue to operate at an overall LOS C during the AM peak hour, LOS B during the PM peak hour, and LOS C during the Saturday midday peak hour. Site traffic will account for 2.7%, 1.7%, and 3.0% of the total future Build volumes at the Beverly-Rancocas Road and Garfield Drive signalized intersection during the AM, PM, and Saturday midday peak hours; respectively.
- Access to the proposed development will be provided via a new right-in/right-out only driveway along westbound Beverly-Rancocas Road and a new full-movement driveway along southbound Garfield Drive.
- The two (2) site driveways will operate at LOS B or better for all stop-controlled and conflicting movements.
- A total of 20 on-site parking spaces and a drive-thru lane with two (2) menu boards are provided to accommodate restaurant patrons.
- The site layout including access, circulation and parking meets applicable traffic engineering standards and Willingboro Ordinance requirements.

Please contact me if you have any questions.

Sincerely,

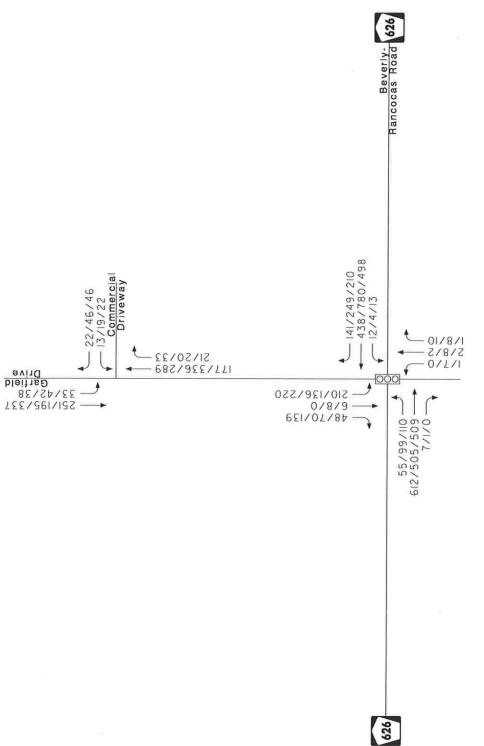
Shropshire Associates LLC

A Andrew Feranda, PE, PTOE, CME

Professional Engineer N.J. License No. #42893

AAF/jab Attachments

cc: Cynthia Levin, Esq. Marc Leber, PE, PP (via e-mail: CLevin@GersteinGrayson.com) (via e-mail: MLeber@EastPointEng.com)

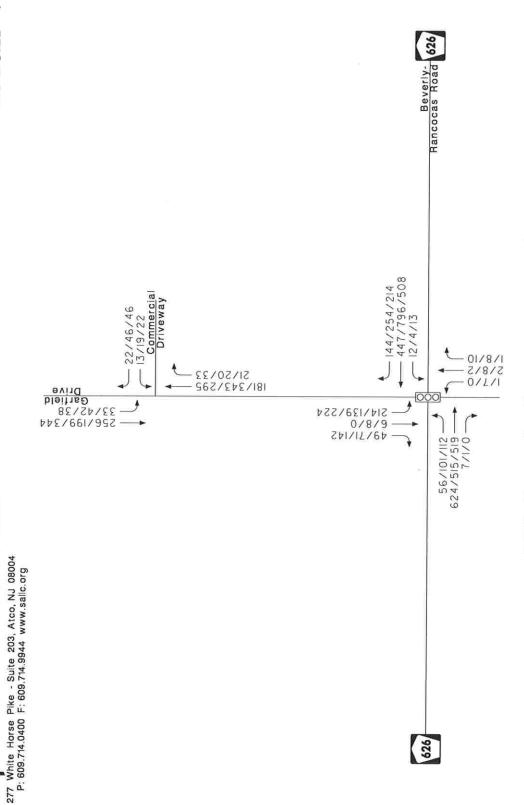


603 Beverly Rancocas Road

Willingboro Township, Burlington County, NJ

May 2021

TRAFFIC SIGNAL AM/PM/SAT PEAK HOUR



603 Beverly Rancocas Road

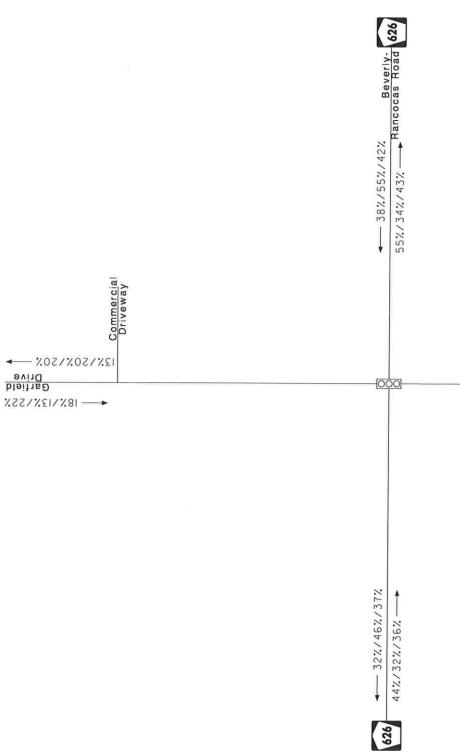
Willingboro Township, Burlington County, NJ May 2021

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714,0400 F: 609.714,9944 www.sallc.org

FIGURE 3 TRIP DISTRIBUTION (New)



603 Beverly Rancocas Road

Willingboro Township, Burlington County, NJ

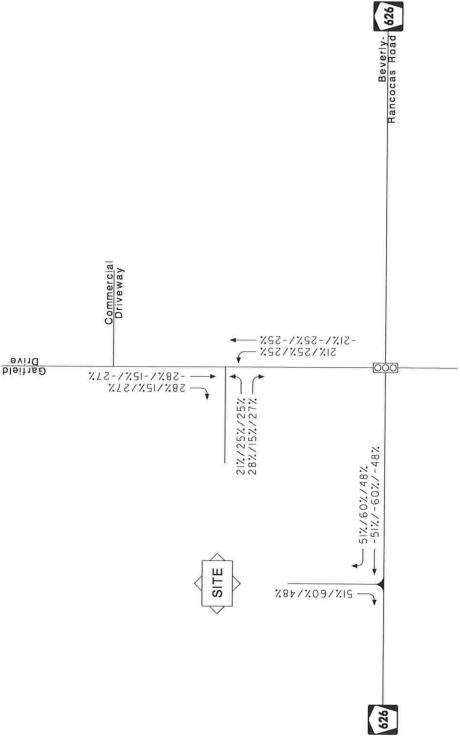
May 2021

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org





603 Beverly Rancocas Road

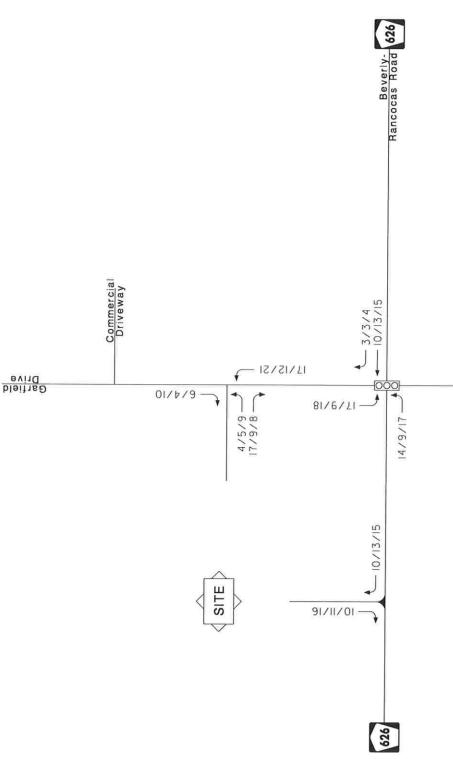
Willingboro Township, Burlington County, NJ

May 2021

TRAFFIC SIGNAL AM/PM/SAT PEAK HOUR

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org





603 Beverly Rancocas Road

Willingboro Township, Burlington County, NJ

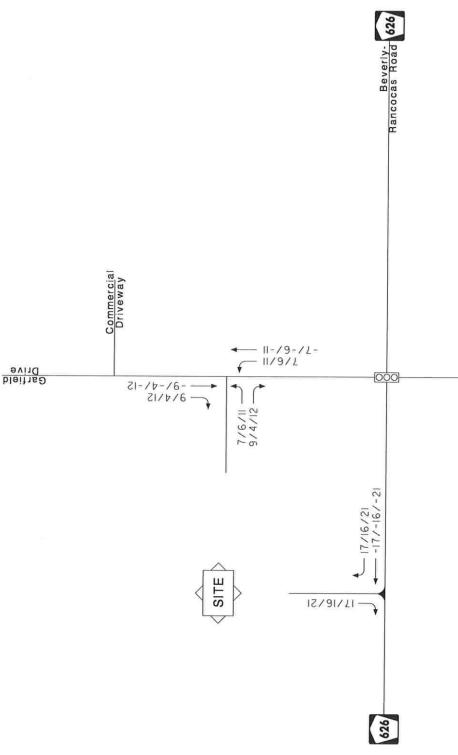
May 2021

TRAFFIC SIGNAL AM/PM/SAT PEAK HOUR

ירואין אא די ואפואין

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714,9944 www.sallc.org





603 Beverly Rancocas Road

Willingboro Township, Burlington County, NJ

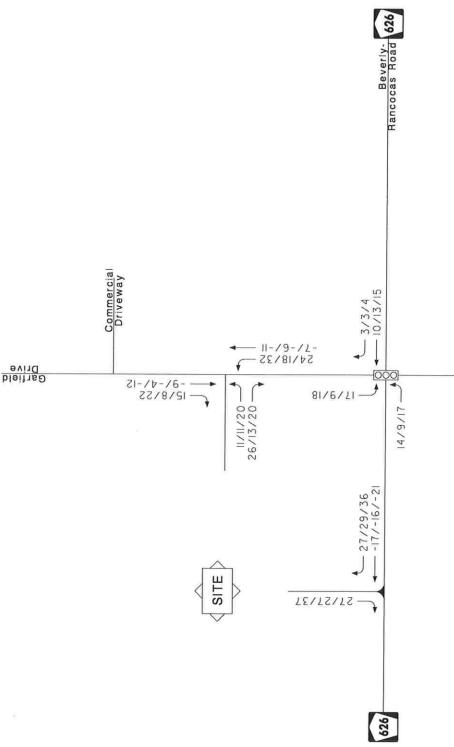
May 2021

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org





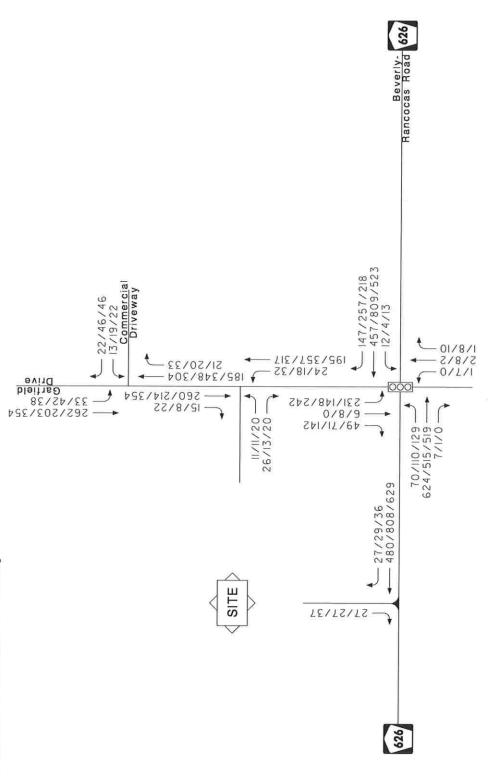
603 Beverly Rancocas Road

Willingboro Township, Burlington County, NJ May 2021

TRAFFIC SIGNAL

AM/PM/SAT PEAK HOUR





603 Beverly Rancocas Road

Willingboro Township, Burlington County, NJ

TRAFFIC SIGNAL

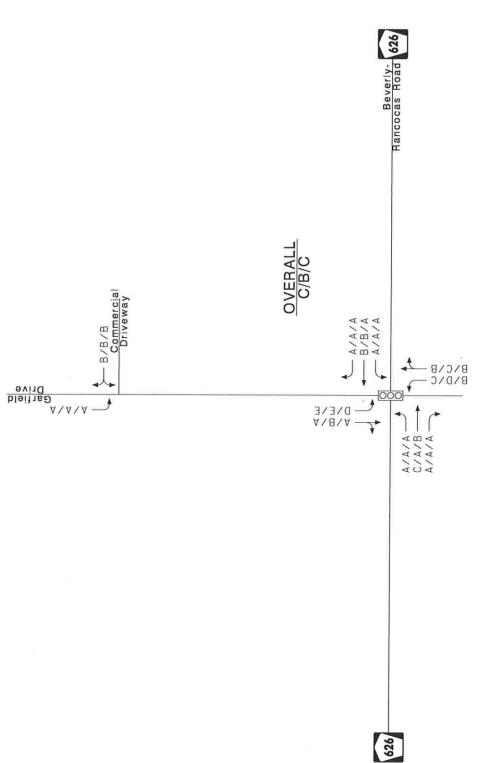
AM/PM/SAT PEAK HOUR

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org



FIGURE 9

EXISTING LEVELS OF SERVICE



603 Beverly Rancocas Road

Willingboro Township, Burlington County, NJ May 2021

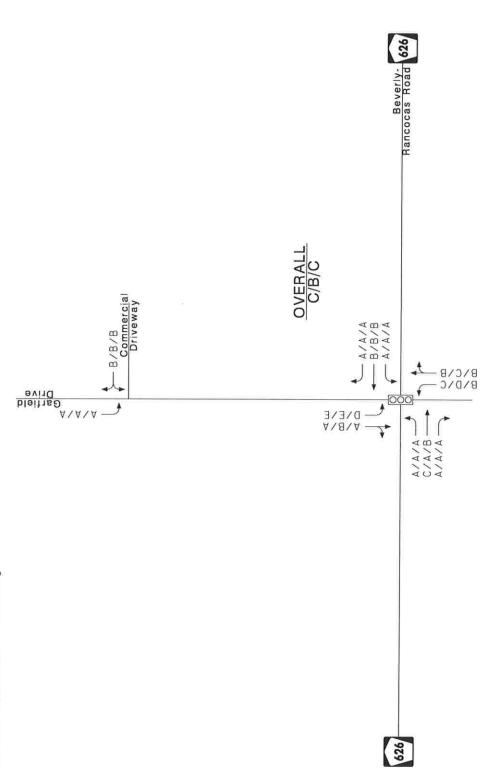
AM/PM/SAT PEAK HOUR TRAFFIC SIGNAL

277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org



FIGURE 10

NO-BUILD LEVELS OF SERVICE



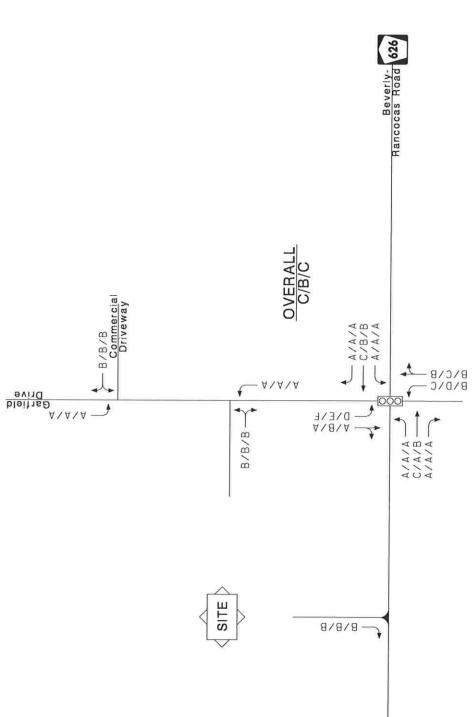
603 Beverly Rancocas Road

Willingboro Township, Burlington County, NJ

May 2021

TRAFFIC SIGNAL AM/PM/SAT PEAK HOUR

FM/SAI FEAK HOU



603 Beverly Rancocas Road

626

Willingboro Township, Burlington County, NJ May 2021

AM/PM/SAT PEAK HOUR TRAFFIC SIGNAL

277 Whitehorse Pike, Suite 203 Atco, NJ 08004

File Name : 21067001

N/S Route: Garfield Dr./Business Entrance

E/W Route: Beverly Rancocas Rd.

Site Code : 21067001 Willingboro Township/Burlington County/NJ Start Date : 3/23/2021

Tues/Clear/EM/D4-3142 Page No : 1

						,				ted- Ur	shifte	d - Tra	ilers								
		-	arfield outhbo			E		/ Rand /estbo		Rd.			ess E orthbo	ntranc und	е	Е		Ranc		₹d.	
Start Time	Right	Thru	Left	Rt on Red	App. Total	Right	Thru	Left	Rt on Red	App. Total	Right	Thru	Left	Rt on Red	App Total	Right	Thru	Left	Rt on Red	App. Total	Int, Total
07:00 AM	2	0	37	4	43	24	68	1	10	103	1	0	0	0	1	0	128	14	0	142	289
07:15 AM	3	0	48	3	54	16	95	6	16	133	0	0	0	0	0	0	140	10	0	150	337
07:30 AM	2	1	51	8	62	32	130	3	13	178	0	0	0	0	0	3	189	14	0	206	446
07:45 AM	10	3	64	8	85	29	116	2	9	156	0	0	0	0	0	2	150	20	0	172	413
Total	17	4	200	23	244	101	409	12	48	570	1	0	0	0	1	5	607	58	0	670	1485
08:00 AM	5	2	47	9	63	21	97	1	5	124	1	2	1	0	4	1	133	11	1	146	337
08:15 AM	4	1	41	9	55	19	90	4	4	117	1	1	0	1	3	0	135	13	1	149	324
08:30 AM	6	0	43	9	58	23	68	1	9	101	0	1	1	0	2	2	111	13	1	127	288
08:45 AM	10	0	42	14	66	33	96	4	1	134	0	4	0	1	5	2	111	16	0	129	334
Total	25	3	173	41	242	96	351	10	19	476	2	8	2	2	14	5	490	53	3	551	1283
*** BREAK *	**																				
04:00 PM	13	0	47	10	70	30	182	0	14	226	3	0	0	0	3	0	110	20	0	130	429
04:15 PM	4	0	45	4	53	36	199	1	2	238	0	0	0	0	0	1	140	23	0	164	455
04:30 PM	12	4	31	10	57	43	209	0	33	285	4	0	2	0	6	0	117	24	0	141	489
04:45 PM	8	0	29	2	39	36	201	0	16	253	0	2	3	0	5	0	128	23	0	151	448
Total	37	4	152	26	219	145	791	1	65	1002	7	2	5	0	14	1	495	90	0	586	1821
05:00 PM	10	2	33	9	54	20	168	2	26	216	2	2	0	0	4	1	126	32	0	159	433
05:15 PM	11	2	43	8	64	43	202	2	32	279	2	4	2	0	8	0	134	20	0	154	505
05:30 PM	4	0	51	4	59	34	170	2	18	224	3	4	2	1	10	0	114	19	0	133	426
05:45 PM	8	0	44	6	58	52	178	3	12	245	1	2	0	0	3	0	113	26	0	139	445
Total	33	4	171	27	235	149	718	9	88	964	8	12	4	1	25	1	487	97	0	585	1809
Grand Total	112	15	696	117	940	491	2269	32	220	3012	18	22	11	3	54	12	2079	298	3	2392	6398
Apprch %	11.9	1.6	74	12.4		16.3	75.3	1.1	7.3		33.3	40.7	20.4	5.6		0.5	86.9	12.5	0.1	- Areston E	
Total %	1.8	0.2	10.9	1.8	14.7	7.7	35.5	0.5	3.4	47.1	0.3	0.3	0.2	0	0.8	0.2	32.5	4.7	0	37.4	
Unshifted	111	15	696	117	939	491	2148					h.					2014				
% Unshifted	99.1	100	100	100	99.9	100	94.7	87.5	100	95.8	100	100	100	100	100	100	96.9	100	100	97.3	97
Tractor-Trailers	0.0	0	0	0	0.4	0	F 2	40.5		4.0											<u> </u>
% Tractor-Trailers	0.9	0	0	0	0.1	0	5.3	12.5	0	4.2	0	0	0	0	0	0	3.1	0	0	2.7	3

Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Garfield Dr./Business Entrance

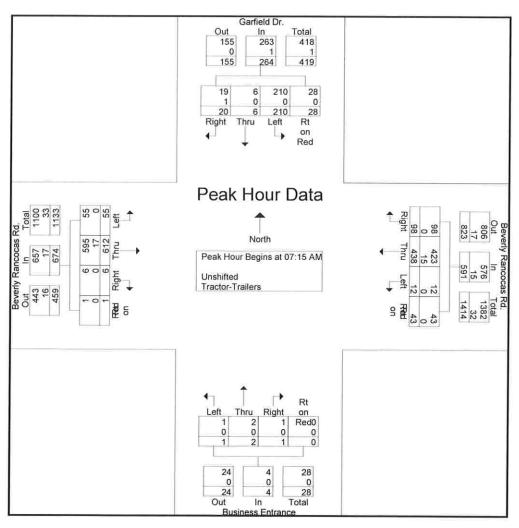
E/W Route: Beverly Rancocas Rd.

Willingboro Township/Burlington County/NJ

Tues/Clear/EM/D4-3142

File Name : 21067001 Site Code : 21067001 Start Date : 3/23/2021

		_	arfield outhbo			В		Ranc estbo		Rd.			ess E orthbo	ntrance und	Э	В	Commence of the second	Ranc	ocas F und	Rd.	
Start Time	Right	Thru	Left	Rt on Red	App. Total	Right	Thru	Left	Rt on Red	App Total	Right	Thru	Left	Rt on Red	App. Total	Right	Thru	Left	Rion	App Total	Int. Tota
Peak Hour A								of 1									-				
Peak Hour fo	or Enti	re Inte	rsection	n Begi	ins at 0	7:15 A	M														
07:15 AM	3	0	48	3	54	16	95	6	16	133	0	0	0	0	0	0	140	10	0	150	337
07:30 AM	2	1	51	8	62	32	130	3	13	178	0	0	0	0	0	3	189	14	0	206	446
07:45 AM	10	3	64	8	85	29	116	2	9	156	0	0	0	0	0	2	150	20	0	172	413
08:00 AM	5	2	47	9	63	21	97	1	5	124	1	2	1	0	4	1	133	11	1	146	337
Total Volume	20	6	210	28	264	98	438	12	43	591	1	2	1	0	4	6	612	55	1	674	1533
% App. Total	7.6	2.3	79.5	10.6		16.6	74.1	2	7.3		25	50	25	0		0.9	90.8	8.2	0.1		
PHF	.500	.500	.820	.778	.776	.766	.842	.500	.672	.830	.250	.250	.250	.000	.250	.500	.810	.688	.250	.818	.859
Unshifted	19	6	210	28	263	98	423	12	43	576	1	2	1	0	4	6	595	55	1	657	1500
% Unshifted	95.0	100	100	100	99.6	100	96.6	100	100	97.5	100	100	100	0	100	100	97.2	100	100	97.5	97.8
Tractor-Trailers																					
% Tractor-Trailers	5.0	0	0	0	0.4	0	3.4	0	0	2.5	0	0	0	0	0	0	2.8	0	0	2.5	2.2



Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Garfield Dr./Business Entrance

E/W Route: Beverly Rancocas Rd.

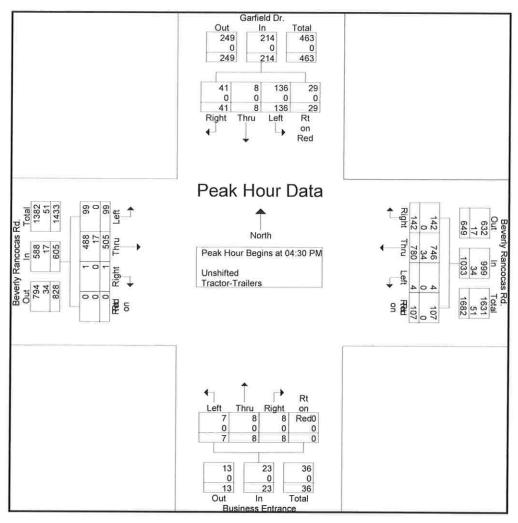
Site Code : 21067001 Willingboro Township/Burlington County/NJ Start Date : 3/23/2021

Tues/Clear/EM/D4-3142

Page No : 3

File Name : 21067001

			arfield outhbo			В		Ranc estbo	ocas f und	Rd.			ess E orthbo	ntranc und	Э	Е		Ranc	ocas f und	Rd.	
Start Time	Right	Thru	Left	Rt on Red	App. Total	Right	Thru	Left	Rt on Red	App. Total	Right	Thru	Left	Rt on Red	App Total	Right	Thru	Left	Rt on Red	App Total	Int. Tota
Peak Hour A	nalysi	s Fron	n 04:0	0 PM t	0 05:45	PM - F	Peak 1	of 1													
Peak Hour fo	or Enti	re Inte	rsection	on Beg	ins at 04	4:30 P	M														
04:30 PM	12	4	31	10	57	43	209	0	33	285	4	0	2	0	6	0	117	24	0	141	489
04:45 PM	8	0	29	2	39	36	201	0	16	253	0	2	3	0	5	0	128	23	0	151	448
05:00 PM	10	2	33	9	54	20	168	2	26	216	2	2	0	0	4	1	126	32	0	159	433
05:15 PM	11	2	43	8	64	43	202	2	32	279	2	4	2	0	8	0	134	20	0	154	505
Total Volume	41	8	136	29	214	142	780	4	107	1033	8	8	7	0	23	1	505	99	0	605	1875
% App. Total	19.2	3.7	63.6	13.6		13.7	75.5	0.4	10.4		34.8	34.8	30.4	0	.556	0.2	83.5	16.4	0	.500000	2007/10/2
PHF	.854	.500	.791	.725	.836	.826	.933	.500	.811	.906	.500	.500	.583	.000	.719	.250	.942	.773	.000	.951	.928
Unshifted	41	8	136	29	214	142	746	4	107	999	8	8	7	0	23	1	488	99	0	588	1824
% Unshifted					-5/5/07		95.6	100	100	96.7	100	100	100	0	100	100	96.6	100	0	97.2	97.3
Tractor-Trailers																					
% Tractor-Trailers	0	0	0	0	0	0	4.4	0	0	3.3	0	0	0	0	0	0	3.4	0	0	2.8	2.7



Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Garfield Dr.

E/W Route: Commercial Dr.

Willingboro Township/Burlington County/NJ Tues/Clear/EM/D4-3142

File Name : 21067001-a

Site Code : 21067001

Start Date : 3/23/2021

	d Dr	Garfield		Commercial I mmercial Dr.	Cor	ld Dr	Garfiel	
		Northbe		Vestbound			Southb	
Int. Total	App. Total	Right	App. Total	Left	Right	App. Total	Left	Start Time
19	4	4	5	1	4	10	10	07:00 AM
13	4	4	6	2	4	3	3	07:15 AM
20	7	7	8	4	4	5	5	07:30 AM
25	5	5	7	2	5	13	13	07:45 AM
77	20	20	26	9	17	31	31	Total
20	3	3	7	3	4	10	10	08:00 AM
24	6	6	13	4	9	5	5	08:15 AM
11	4	4	5	1	4	2	2	08:30 AM
21	6	6	6	2	4	9	9	08:45 AM
76	19	19	31	10	21	26	26	Total
								** BREAK ***
37	5	5	17	4	13	15	15	04:00 PM
37	5 2	5 2 7	23	8	15	12	12	04:15 PM
31	7	7	15	4	11	9	9	04:30 PM
22	6	6	10	3	7	6	6	04:45 PM
127	20	20	65	19	46	42	42	Total
36	7	7	19	4	15	10	10	05:00 PM
29	0	0	16	2	14	13	13	05:15 PM
14	3	3	3	2	1	8	8	05:30 PM
32	11	11	12	0	12	9	9	05:45 PM
111	21	21	50	8	42	40	40	Total
391	80	80	172	46	126	139	139	Grand Total
		100		26.7	73.3		100	Apprch %
	20.5	20.5	44	11.8	32.2	35.5	35.5	Total %

Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Garfield Dr.

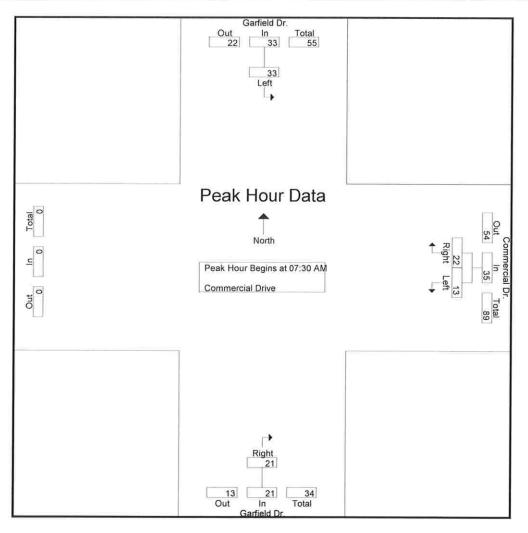
E/W Route: Commercial Dr.

Willingboro Township/Burlington County/NJ

Tues/Clear/EM/D4-3142

File Name: 21067001-a Site Code : 21067001 Start Date : 3/23/2021

	Garfie Southb			mmercial Dr Vestbound		Garfie Northb	57511771111	
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Tota
Peak Hour Analysis From 07:0	0 AM to 08:	45 AM - Peak 1 o	f 1					
Peak Hour for Entire Intersecti								
07:30 AM	5	5	4	4	8	7	7	20
07:45 AM	13	13	5	2	7	5	5	25
08:00 AM	10	10	4	3	7	3	3	20
08:15 AM	5	5	9	4	13	6	6	24
Total Volume	33	33	22	13	35	21	21	89
% App. Total	100		62.9	37.1		100		
PHF	.635	.635	.611	.813	.673	.750	.750	.890



Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Garfield Dr.

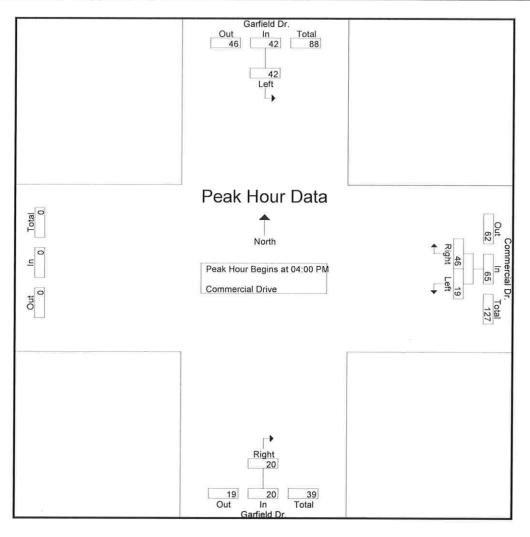
E/W Route: Commercial Dr.

Willingboro Township/Burlington County/NJ

Tues/Clear/EM/D4-3142

File Name : 21067001-a Site Code : 21067001 Start Date : 3/23/2021

	Garfiel Southb			mmercial Dr Vestbound	r.	Garfie Northb	ere intention,	
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:0	00 PM to 05:4	15 PM - Peak 1 o	f 1					
Peak Hour for Entire Intersecti								
04:00 PM	15	15	13	4	17	5	5	37
04:15 PM	12	12	15	8	23	2	2	37
04:30 PM	9	9	11	4	15	7	7	31
04:45 PM	6	6	7	3	10	6	6	22
Total Volume	42	42	46	19	65	20	20	127
% App. Total	100		70.8	29.2		100		
PHF	.700	.700	.767	.594	.707	.714	.714	.858



Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name : 21067002

Page No : 1

N/S Route: Garfield Dr./Business Entrance

E/W Route: Beverly Rancocas Rd.

Site Code : 21067002 Willingboro Township/Burlington County/NJ Start Date : 3/27/2021

Sat/Clear/EM/D4-3142

Groups Printed- Unshifted - Trailers

			arfield outhbo			E	Beverly W	Ranc estbo		Rd.			ess E	ntranc und	е	В		/ Ranco		Rd.	
Start Time	Right	Thru	Left	Rt on Red	App Total	Right	Thru	Left	Rt on Red	App. Total	Right	Thru	Left	Rton	App. Total	Right	Thru	Left	Rt on Rest	App. Total	Int. Tota
11:00 AM	2	0	48	20	70	37	121	0	4	162	1	0	1	2	4	0	98	15	0	113	349
11:15 AM	6	0	56	12	74	14	146	2	14	176	0	0	0	0	0	0	139	20	0	159	409
11:30 AM	12	0	36	20	68	31	134	0	6	171	0	0	4	0	4	0	114	20	0	134	377
11:45 AM	10	0	64	18	92	22	111	2	14	149	0	0	0	0	0	2	109	30	0	141	382
Total	30	0	204	70	304	104	512	4	38	658	1	0	5	2	8	2	460	85	0	547	1517
12:00 PM	6	0	57	12	75	22	131	0	22	175	0	0	0	0	0	0	112	36	0	148	398
12:15 PM	8	0	60	19	87	33	161	2	10	206	0	0	2	0	2	0	109	26	0	135	430
12:30 PM	12	0	40	16	68	35	126	7	10	178	4	2	0	2	8	0	156	18	0	174	428
12:45 PM	4	0	52	24	80	39	130	2	2	173	0	0	0	0	0	0	131	39	0	170	423
Total	30	0	209	71	310	129	548	11	44	732	4	2	2	2	10	0	508	119	0	627	1679
01:00 PM	20	0	76	18	114	36	113	2	26	177	2	0	0	0	2	0	109	24	0	133	426
01:15 PM	14	0	52	31	97	54	129	2	8	193	2	0	0	0	2	0	113	29	0	142	434
01:30 PM	6	0	50	23	79	25	132	0	6	163	0	0	0	0	0	0	118	18	0	136	378
01:45 PM	8	0	80	20	108	23	127	0	11	161	0	0	0	0	0	0	100	30	0	130	399
Total	48	0	258	92	398	138	501	4	51	694	4	0	0	0	4	0	440	101	0	541	1637
Grand Total	108	0	671	233	1012	371	1561	19	133	2084	9	2	7	4	22	2	1408	305	0	1715	4833
Apprch %	10.7	0	66.3	23		17.8	74.9	0.9	6.4		40.9	9.1	31.8	18.2		0.1	82.1	17.8	0		
Total %	2.2	0	13.9	4.8	20.9	7.7	32.3	0.4	2.8	43.1	0.2	0	0.1	0.1	0.5	0	29.1	6.3	0	35.5	
Unshifted	108	0	671	233	1012	371	1542										1393				
% Unshifted	100	0	100	100	100	100	98.8	100	100	99.1	100	100	100	100	100	100	98.9	100	0	99.1	99.3
Tractor-Trailers	0	0	0	0	0	n	1.2	0	0	0.9	n	0	n	0	0	0	11	0	0	0.0	0.7

277 Whitehorse Pike, Suite 203 Atco, NJ 08004

N/S Route: Garfield Dr./Business Entrance

E/W Route: Beverly Rancocas Rd.

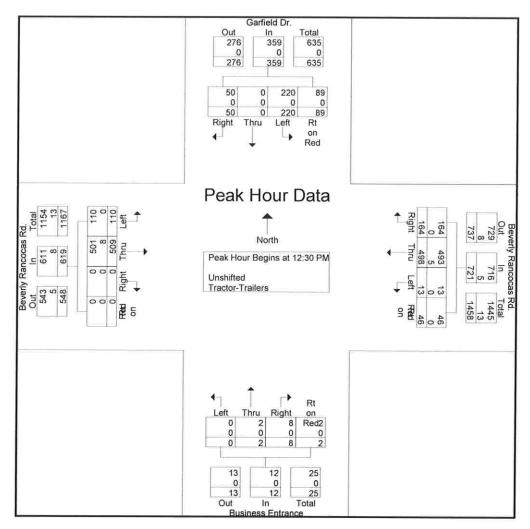
Site Code : 21067002 Willingboro Township/Burlington County/NJ Start Date : 3/27/2021

Sat/Clear/EM/D4-3142

Page No : 2

File Name: 21067002

			arfield outhbo			В		Ranc estbo	ocas F und	Rd.			ess E	ntrance	9	В		Ranc	ocas F und	₹d.	
Start Time	Right	Thru	Left	Rion	App Total	Right	Thru	Left	Rt on Red	App. Total	Right	Thru	Left	Rt on Red	App Total	Right	Thru	Left	Rion	App Total	Int. Total
Peak Hour A	nalysi	s Fron	n 11:0	O AM to	01:45	PM - I	eak 1	of 1											THE .		
Peak Hour fo	or Enti	re Inte	rsection	on Beg	ins at 13	2:30 P	M														
12:30 PM	12	0	40	16	68	35	126	7	10	178	4	2	0	2	8	0	156	18	0	174	428
12:45 PM	4	0	52	24	80	39	130	2	2	173	0	0	0	0	0	0	131	39	0	170	423
01:00 PM	20	0	76	18	114	36	113	2	26	177	2	0	0	0	2	0	109	24	0	133	426
01:15 PM	14	0	52	31	97	54	129	2	8	193	2	0	0	0	2	0	113	29	0	142	434
Total Volume	50	0	220	89	359	164	498	13	46	721	8	2	0	2	12	0	509	110	0	619	1711
% App. Total	13.9	0	61.3	24.8		22.7	69.1	1.8	6.4		66.7	16.7	0	16.7		0	82.2	17.8	0		
PHF	.625	.000	.724	.718	.787	.759	.958	.464	.442	.934	.500	.250	.000	.250	.375	.000	.816	.705	.000	.889	.986
Unshifted	50	0	220	89	359	164	493	13	46	716	8	2	0	2	12	0	501	110	0	611	1698
% Unshifted							99.0	100	100	99.3	100	100	0	100	100	0	98.4	100	0	98.7	99.2
Tractor-Trailers																				50.000	
% Tractor-Trailers	0	0	0	0	0	0	1.0	0	0	0.7	0	0	0	0	0	0	1.6	0	0	1.3	0.8



Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Garfield Dr. E/W Route: Commercial Dr.

Willingboro Township/Burlington County/NJ

Sat/Clear/EM/D4-3142

File Name : 21067002-a

Site Code : 21067002 Start Date : 3/27/2021

Page No : 1

		G	roups Printed-	Commercia	al Dr.			
	Garfie			mmercial Di		Garfie	ld Dr.	
	Southl		\	Vestbound		Northb	oound	
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Total
11:00 AM	12	12	10	6	16	3	3	31
11:15 AM	11	11	12	2	14	8	8	33
11:30 AM	7	7	7	2	9	4	4	20
11:45 AM	4	4	11	4	15	4	4	23
Total	34	34	40	14	54	19	19	107
12:00 PM	12	12	10	6	16	13	13	41
12:15 PM	6	6	18	8	26	8	8	40
12:30 PM	11	11	10	0	10	5	5	26
12:45 PM	9	9	8	8	16	7	7	32
Total	38	38	46	22	68	33	33	139
01:00 PM	9	9	5	12	17	6	6	32
01:15 PM	13	13	8	6	14	10	10	37
01:30 PM	10	10	8	6	14	2	2	26
01:45 PM	4	4	6	10	16	7	7	27
Total	36	36	27	34	61	25	25	122
Grand Total	108	108	113	70	183	77	77	368
Apprch %	100		61.7	38.3		100	12.727	
Total %	29.3	29.3	30.7	19	49.7	20.9	20.9	

Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Garfield Dr.

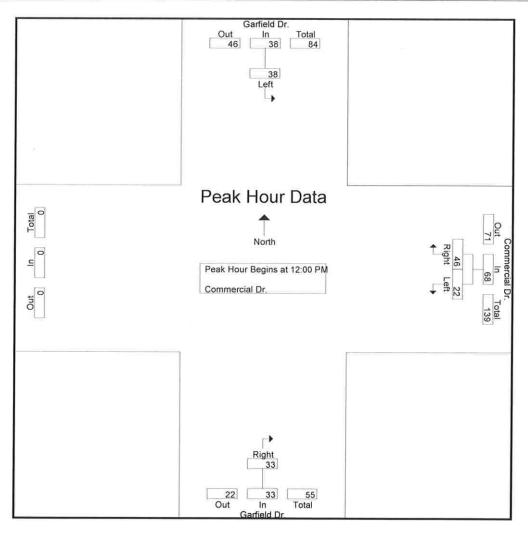
E/W Route: Commercial Dr.

Willingboro Township/Burlington County/NJ

Sat/Clear/EM/D4-3142

File Name: 21067002-a Site Code : 21067002 Start Date : 3/27/2021

	Garfiel Southb			mmercial Di Vestbound	f.	Garfiel Northb	577.177.67.5	
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Tota
Peak Hour Analysis From 11:0	00 AM to 01:4	45 PM - Peak 1 o	f1			•		
Peak Hour for Entire Intersecti	on Begins at	12:00 PM						
12:00 PM	12	12	10	6	16	13	13	41
12:15 PM	6	6	18	8	26	8	8	40
12:30 PM	11	11	10	0	10	5	5	26
12:45 PM	9	9	8	8	16	7	7	32
Total Volume	38	38	46	22	68	33	33	139
% App. Total	100	0.00	67.6	32.4		100		
PHF	.792	.792	.639	.688	.654	.635	.635	.848



TRAFFIC SIGNAL TIMING & OPERATION

TS - 58

Beverly-Rancocas Rd (626) and Garfield Dr.

Willingboro Township

Burlington County

NORMAL OPERATION

			9			00			Γ		Γ		Τ	
			PTN 16	-	m	94-58	5	-		8-42	4	2		52
í	(SOI		PTN 13	3-5	m	84-52	S	-		8-38	4	2		37
C L	IIME (SECONDS)		PTN 10	3-5	ო	74-51	വ	-		8-29	4	2		51
Ē			PTN 7	3-5	8	64-41	5	-		8-29	4	2		35
			PTN 0	5-11	ო	30	വ	-		8-30	4	2		a
		12,13		DW	DW	DW	DW	DW		MO	MQ	DW		
010	LACES	1,5-7 8-11		æ	æ	æ	œ	œ		უ	>	œ		
IVIVOID	SIGNAL FACES	1,5-7		æ	œ	ტ	>	œ		œ	œ	œ		
		2,3		-9>/s	G/ <y-< td=""><td>5</td><td>></td><td>æ</td><td></td><td>œ</td><td>œ</td><td>œ</td><td></td><td></td></y-<>	5	>	æ		œ	œ	œ		
		4		g	g	5	>	<u>«</u>		œ	œ	œ		
MOd	MON.			Lead Left, Beverly-Rancocas Road	Yellow	Beverly-Rancocas Road (CR 626)	Yellow	All Red		Garfield Drive	Yellow	All Red		OFFSET
PHACE	122			A (1,5)		B (2,6)				C (4,8)				

*OFFSET is measured from the beginning of YELLOW to Beverly-Rancocas Rd. (626) at JFK Way (633) to the beginning of YELLOW to Beverly-Rancocas Rd. (626) at this intersection as follows:

Pedestrian Actuation of Phase B (2,6) shall provide a minimum walk time of 17 seconds and a Pedestrian Clearance Time of 13 seconds. Pedestrian Actuation of Phase C (4,8) shall provide a Walk time of 5 seconds and a Pedestrian Clearance Time of 24 seconds.

Vehicle Interval = 2 seconds.

Memory Circuits are to be "OFF" Manual Control is to be DISCONNECTED

Emergency Flashing Operation:

Flash YELLOW to Beverly-Rancocas Rd. (626) Flash RED to EBD LEFT TURN, SPRINGSIDE ROAD (635) AND HIGHLAND DRIVE

Pedestrian signals are to be Dark

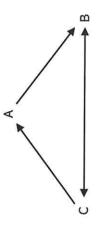
TRAFFIC SIGNAL TIMING & OPERATION

Beverly-Rancocas Rd (626) and Garfield Dr. Willingboro Township **Burlington County** TS - 58

Time of Day Operation (Controller)

	Τ	Г				Ī
DAY(S) OF WEEK	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
PATTERN	0	10	7	10	7	0
CYCLE LENGTH	VARIABLE	100	06	100	06	VARIABLE
TIME OF DAY	0000-0000	000-0000	0900-1600	1600-1800	1800-2200	2200-0000

PHASING DIAGRAM



REMOTE CONTROL PRE-EMPTION NOTES

- Remote control pre-emption is permitted from all approaches to the intersection.
- The preemption device shall only actuate a phase displayed in the normal operation.
- Normal Operation shall commence at the point in the sequence where pre-emption was terminated. The controller shall guarantee all vehicular and pedestrian minimums, change and clearance times.
- ÷ 7; 16; 4; 16; 16;
- A minimum guaranteed green time shall be provided to the main street before servicing another pre-emption request. In the event of multiple vehicles requesting pre-emption, the device shall grant pre-emption on a first come, first serve basis. All remaining requests for pre-emption will be processed in the order received.

Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

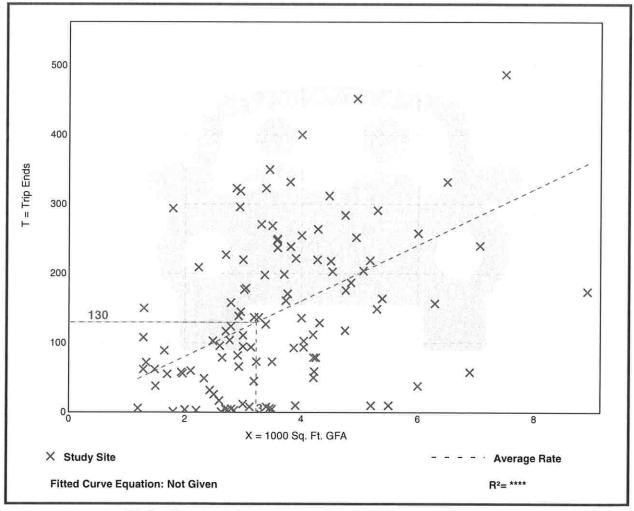
Number of Studies: 111 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

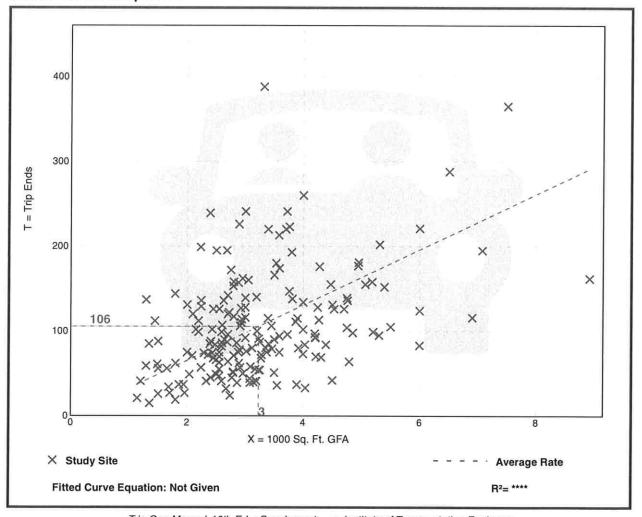
Number of Studies: 185 Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

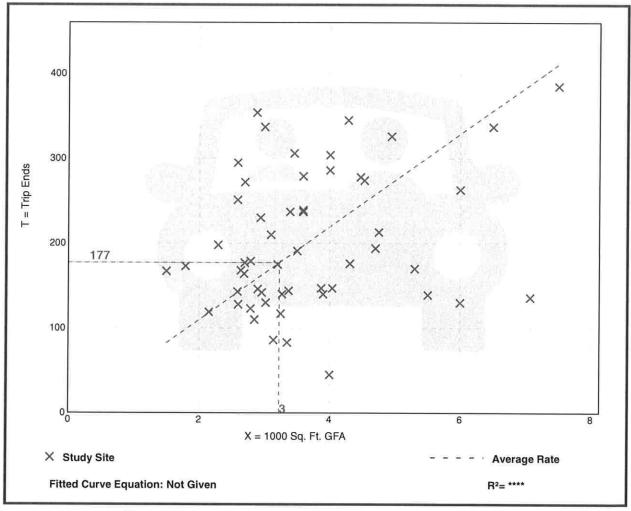
Number of Studies: 54 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.86	11.25 - 122.92	24.51

Data Plot and Equation



	ሻ	1	P	Į,	↓	wJ	•	×	7	€	×	1
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	Ϋ́	f)		ሻ	Þ		ሻ	^	7	ሻ		7
Traffic Volume (vph)		2	1	210	6	48	55	612	7		438	141
Future Volume (vph)	1	2	1	210	6	48	55	612	7	12	438	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	150	1000	150	150	1000	150
Storage Lanes	1		0			0	1		1	1		0
Taper Length (ft)	25			25			100	MILENVILLE CAS		100		DISTRIBUTE.
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950			0.867				0.850	,,,,,		0.850
Flt Protected	0.950			0.950			0.950			0.950	Variables	9,000
Satd. Flow (prot)	1805	1805	0	1805	1619	0	1805	1845	1615	1805	1845	1615
Flt Permitted	0.687			0.750			0.329			0.190		
Satd. Flow (perm)	1305	1805	0	1425	1619	0	625	1845	1615	361	1845	1615
Right Turn on Red			Yes			Yes			Yes		1040	Yes
Satd. Flow (RTOR)		4			96	,00			82			183
Link Speed (mph)		40			40			40	PARTE I		45	100
Link Distance (ft)		167			253			424			434	
Travel Time (s)		2.8			4.3			7.2			6.6	Acres to a
Peak Hour Factor	0.25	0.25	0.25	0.82	0.50	0.50	0.69	0.81	0.50	0.50	0.84	0.77
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0.00	3%	0.50	0.30	3%	0.77
Adj. Flow (vph)	4	8	4	256	12	96	80	756	14	24	521	183
Shared Lane Traffic (%)			na skip i des	200		00	00	730		24	321	103
Lane Group Flow (vph)	4	12	0	256	108	0	80	756	14	24	521	183
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	The state of the s
Median Width(ft)		12	riigiit	E EVENE	12	riigiit	Leit	12	riigiit	Leit	12	Right
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00	1.00	9	1.00	1.00	9	1.00	1.00	9		1.00	1.00
Number of Detectors	1	1		13	1	Market 19	13	0		15	0	9
Detector Template	Left	Thru		Left	Thru		Left	Thru	0 Dight	Left	O Thru	
Leading Detector (ft)	40	40		40	40			and trailing in	Right	THE RESERVE OF THE PERSON NAMED IN	Thru	Right
Trailing Detector (ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Position(ft)	-10	-10		-10	-10			0	0		0	0
Detector 1 Size(ft)	50	50		50	50		-10 50	0		-10		0
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	6 CI+Ex	20 CI+Ex	50	6 CI+Ex	20 Cl+Ex
Detector 1 Channel	CITEX	CITEX		CITEX	CITEX		CI+EX	CI+EX	CI+EX	Cl+Ex	CI+EX	CI+EX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA			NA		0.0	0.0	0.0	0.0	0.0	0.0
Protected Phases	reiiii			Perm			pm+pt	NA	Perm	pm+pt	NA	Perm
	D. Salleye	2		· C	6		7	4		3	8	
Permitted Phases Detector Phase	2 2	2		6			4 7	NO.	4	8	J. C. C. C. C.	8
Switch Phase	2	2		О	6		- 1	4	4	3	8	8
Minimum Initial (s)	0.0	0.0		0.0	0.0		F.0	00.0	00.0	F 0	00.0	00.0
	8.0	8.0		8.0	8.0		5.0	30.0	30.0	5.0	30.0	30.0
Minimum Split (s)	14.0	14.0		14.0	14.0		8.0	36.0	36.0	8.0	36.0	36.0

	ሻ	†	14	لم	↓	W	•	×	1	•	X	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (s)	36.0	36.0	il eyes	36.0	36.0		8.0	36.0	36.0	8.0	36.0	36.0
Total Split (%)	45.0%	45.0%		45.0%	45.0%		10.0%	45.0%	45.0%	10.0%	45.0%	45.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		5.0	30.0	30.0	5.0	30.0	30.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag					G		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											The state	18 MEN
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	16.0	16.0		16.0	16.0		38.6	33.7	33.7	37.4	30.5	30.5
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.60	0.52	0.52	0.58	0.47	0.47
v/c Ratio	0.01	0.03		0.73	0.23		0.17	0.79	0.02	0.07	0.60	0.21
Control Delay	18.0	15.0		35.2	7.0		7.4	24.5	0.0	7.2	18.5	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	15.0		35.2	7.0		7.4	24.5	0.0	7.2	18.5	3.2
LOS	В	В		D	Α		Α	С	Α	Α	В	Α
Approach Delay		15.8			26.9			22.5			14.3	
Approach LOS		В			С			С			В	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 64.8

Natural Cycle: 65

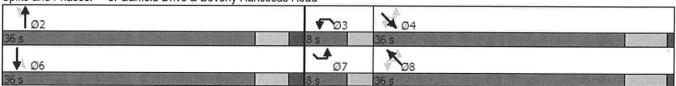
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79 Intersection Signal Delay: 20.2

Intersection Signal Delay: 20.2 Intersection LOS: C
Intersection Capacity Utilization 68.0% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Garfield Drive & Beverly Rancocas Road



Intersection			W. Just			
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		ĵ.	11011	ODL	स्
Traffic Vol, veh/h	13	22	177	21	33	251
Future Vol, veh/h	13	22	177	21	33	251
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Ciop	None	1100	None	1100	None
Storage Length	0	-	-	-		-
Veh in Median Storage			0		N 507.	0
Grade, %	0	*	0		*	0
Peak Hour Factor	81	61	92	75	64	92
Heavy Vehicles, %	0	0	2	0	0	2
Mymt Flow	16	36	192	28	52	273
WWITELLOW	10	00	132	20	32	210
572 (0) (2) (0)	Woman I in					
	/linor1		Major1		Major2	
Conflicting Flow All	583	206	0	0	220	0
Stage 1	206					
Stage 2	377	:-	-	*		>=
Critical Hdwy	6.4	6.2	-		4.1	-
Critical Hdwy Stg 1	5.4	:=	-	•		
Critical Hdwy Stg 2	5.4	•		104		
Follow-up Hdwy	3.5	3.3		.7	2.2	
Pot Cap-1 Maneuver	478	840			1361	
Stage 1	833				:=):	:•)
Stage 2	698		Hotel			
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	456	840			1361	
Mov Cap-2 Maneuver	456	**************************************			1000000	- CONTRACTOR
Stage 1	833					
Stage 2	667	and the state of			100 51	-
THE PERSONAL PROPERTY.						
Annuark	MACO		A ID		OD	de la compania
Approach	WB		NB	X S PA	SB	n See L
HCM Control Delay, s	10.9		0		1.2	
HCM LOS	В					
Minor Lane/Major Mvmt		NBT	NBRW	/BLn1	SBL	SBT
Capacity (veh/h)				667	1361	
HCM Lane V/C Ratio		-		0.078		mestallifer
HCM Control Delay (s)				10.9	7.7	0
HCM Lane LOS		- Indian	.=:	В	Α	A
HCM 95th %tile Q(veh)		And a	W NE	0.3	0.1	
		177.357			SAME.	

	ሻ	†	الم	Į,	↓	⊯ J	•	×	7	•	×	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	آرا	∱		ď	ĵ₃		ሻ	↑	71	Ť	Ť	77
Traffic Volume (vph)	7	8	8	136	8	70	99	505	1	4	780	249
Future Volume (vph)	7	8	8	136	8	70	99	505	1	4	780	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	150		150	150		150
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25		NORWISHOES	100		ter feather	100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925		HILLIAN HARRY	0.874				0.850		1.00	0.850
Flt Protected	0.950			0.950			0.950			0.950		U.000
Satd. Flow (prot)	1805	1758	0	1805	1633	0	1805	1845	1615	1805	1827	1615
Flt Permitted	0.694			0.736			0.227			0.428		1010
Satd. Flow (perm)	1319	1758	0	1398	1633	0	431	1845	1615	813	1827	1615
Right Turn on Red			Yes	er in team		Yes			Yes			Yes
Satd. Flow (RTOR)		16	1,000		82	100			54			300
Link Speed (mph)		40			40			40	NAME OF		45	000
Link Distance (ft)		167			253			424		DI WELLY	434	M. A. S. S. S.
Travel Time (s)		2.8			4.3			7.2			6.6	
Peak Hour Factor	0.58	0.50	0.50	0.79	0.50	0.85	0.77	0.94	0.25	0.50	0.93	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	3%	0%	0%	4%	0.03
Adj. Flow (vph)	12	16	16	172	16	82	129	537	4	8	839	300
Shared Lane Traffic (%)						02	120	307		RESEARCH ST	009	300
Lane Group Flow (vph)	12	32	0	172	98	0	129	537	4	8	839	300
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	riigiii		12	rugin		12	riigiit	Lon	12	rugnt
Link Offset(ft)	Maria Constitution	0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	Hard State of the
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	15	1.00	9	15	1.00	9	1.00	1.00	9
Number of Detectors	1	1	ENDER!	1	1"		1	0	0	13	0	0
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	0	0	40	0	CONTRACTOR .
Trailing Detector (ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Position(ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Size(ft)	50	50		50	50		50	6	20	50	6	20
Detector 1 Type	CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OITLA	OITLX		OITLX	CITEX		CITEX	CITEX	CITEX	CI+EX	CITEX	CI+EX
Detector 1 Extend (s)	0.0	0.0	1 74 75	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA					0.0	0.0	0.0
Protected Phases	I CIIII	2	e du na v	reiiii			pm+pt	NA	Perm	pm+pt	NA	Perm
Permitted Phases	2	2		6	6		7	4		3	8	
Detector Phase	2	2		6	0	V 10 F 4	4		4	8		8
Switch Phase	2	2		р	6		1	4	4	3	8	8
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	74.0	74.0	3.0	74.0	74.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.0	80.0	80.0	6.0	80.0	80.0

	ሻ	†	P	Ļ	↓	W	•	×	7	€	×	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (s)	35.0	35.0		35.0	35.0		6.0	80.0	80.0	6.0	80.0	80.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		5.0%	66.1%	66.1%	5.0%	66.1%	66.1%
Maximum Green (s)	29.0	29.0		29.0	29.0		3.0	74.0	74.0	3.0	74.0	74.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											Water in	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	18.0	18.0		18.0	18.0		82.6	79.1	79.1	80.2	74.2	74.2
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.75	0.72	0.72	0.73	0.67	0.67
v/c Ratio	0.06	0.11		0.76	0.29		0.36	0.41	0.00	0.01	0.68	0.25
Control Delay	38.0	24.1		64.6	13.8		7.6	8.5	0.0	4.8	15.6	1.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	24.1		64.6	13.8		7.6	8.5	0.0	4.8	15.6	1.5
LOS	D	С		Е	В		Α	Α	Α	Α	В	A
Approach Delay		27.9			46.1			8.3			11.9	
Approach LOS		С			D			Α			В	

Area Type: Other

Cycle Length: 121

Actuated Cycle Length: 110.2

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 15.4 Intersection Capacity Utilization 94.7%

Intersection LOS: B
ICU Level of Service F

Analysis Period (min) 15



Intersection	V 8 v	Y 7	1845			
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**	11.011	ĵ»	11011	ODL	4
Traffic Vol, veh/h	19	46	336	20	42	195
Future Vol, veh/h	19	46	336	20	42	195
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
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	77	92	71	70	92
Heavy Vehicles, %	0	0	2	0	0	2
Mymt Flow	32	60	365	28	60	212
	UL	00	000	20	UU	-14
Major/Mings	Minera		Anicat		Anis-O	Accordance of
	Minor1		Major1		//ajor2	
Conflicting Flow All	711	379	0	0	393	0
Stage 1	379		٠	•		3.5
Stage 2	332				i i i i i i i i i i i i i i i i i i i	-
Critical Hdwy	6.4	6.2			4.1	•
Critical Hdwy Stg 1	5.4		SEPREMENT AND STREET			17
Critical Hdwy Stg 2	5.4				•	ar fallsky
Follow-up Hdwy	3.5	3.3		-	2.2	-
Pot Cap-1 Maneuver	403	672	-		1177	
Stage 1	696	-	2	4	*	
Stage 2	731					
Platoon blocked, %			-	-		:=:
Mov Cap-1 Maneuver	380	672	185 e S	÷	1177	
Mov Cap-2 Maneuver	380	:•)		-	-	
Stage 1	696	•			y shi sh	
Stage 2	689	-		•		
Approach	WB		NB	WIE ST	SB	
HCM Control Delay, s	13.2		0		1.8	
HCM LOS	В		•		1.0	
Minor Lane/Major Mvm	t	NBT	NBRW	/BLn1	SBL	SBT
Capacity (veh/h)			A part	529	1177	
HCM Lane V/C Ratio				0.174		
HCM Control Delay (s)				13.2	8.2	0
HCM Lane LOS	AND LESSES			B	Α	A
HCM 95th %tile Q(veh)				0.6	0.2	
TOWN SOUT /OURE CR(VEIT)				0.0	0.2	

-	ሻ	1	الم	Į,	Ţ	wJ	4	×	7	F	K	1
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	1>		ሻ	ĵ.		ሻ	A	7	*5	4	7*
Traffic Volume (vph)	Ö	2	10	220	0	139	110	509	0	13	498	210
Future Volume (vph)	0	2	10	220	0	139	110	509	0	13	498	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	150		150	150	1000	150
Storage Lanes	1		0	1		0			1	1		0
Taper Length (ft)	25		CHUIC HINE	25		Total All	100			100		U
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	,,,,,,	0.893			0.850	1.00	1.00	1.00	1.00	1.00	1.00	0.850
Flt Protected	Silver Hill He	ASSESSED AND STREET		0.950	0.000		0.950		A WILLIAM	0.950		0.000
Satd. Flow (prot)	1900	1697	0	1805	1615	0	1805	1863	1900	1805	1881	1615
Flt Permitted	1000	1007		0.739	1013		0.368	1003	1900	0.329	1001	1015
Satd. Flow (perm)	1900	1697	0	1404	1615	0	699	1863	1900	625	1001	1615
Right Turn on Red	1300	1037	Yes	1404	1013	Yes	055	1003	Yes	023	1881	1615
Satd. Flow (RTOR)		20	169		387	162			res			Yes
Link Speed (mph)		40			40			40			45	276
Link Distance (ft)		167						40			45	
Travel Time (s)				4 SUN 191790	253			424		i de la resultation de la resu	434	
THE PERSON NAMED IN COLUMN TO A PARTY OF THE PERSON NAMED IN COLUMN TO A PARTY	0.05	2.8	0.50	0.70	4.3	0.00	0.70	7.2	0.05		6.6	275000
Peak Hour Factor	0.25	0.25	0.50	0.72	0.25	0.62	0.70	0.82	0.25	0.46	0.96	0.76
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	0	8	20	306	0	224	157	621	0	28	519	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	. 0	28	. 0	306	224	0	157	621	0	28	519	276
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	0	0	40	0	0
Trailing Detector (ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Position(ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Size(ft)	50	50		50	50		50	6	20	50	6	20
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex
Detector 1 Channel		and it is the state of the stat									Tallottel	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NAC PURENT	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2	We end		6	•		4		4	8	0	Q
Detector Phase	2	2		6	6		7	4	4	3	8	8
Switch Phase		THE REAL PROPERTY.		U	V		1	Many Street	and a The	U	0	0
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	64.0	64.0	3.0	64.0	640
Minimum Split (s)	14.0	14.0		14.0	14.0	English (es	8.0	70.0				64.0
William Opiit (5)	14.0	14.0		14.0	14.0		0.0	70.0	70.0	8.0	70.0	70.0

3: Garfield Drive & Beverly Rancocas Road

	٦	Ť	P	لِي	ţ	w	•	×	*	•	K	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (s)	35.0	35.0		35.0	35.0		8.0	70.0	70.0	8.0	70.0	70.0
Total Split (%)	31.0%	31.0%		31.0%	31.0%		7.1%	61.9%	61.9%	7.1%	61.9%	61.9%
Maximum Green (s)	29.0	29.0		29.0	29.0		5.0	64.0	64.0	5.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											1/0 110	HIELDING.
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)		26.4		26.4	26.4		73.3	67.4	0490000	72.0	64.1	64.1
Actuated g/C Ratio		0.24		0.24	0.24		0.66	0.61		0.65	0.58	0.58
v/c Ratio		0.07		0.91	0.33		0.31	0.55		0.06	0.48	0.26
Control Delay		16.9		72.9	1.3		8.5	16.2		6.8	15.8	2.0
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		16.9		72.9	1.3		8.5	16.2	44	6.8	15.8	2.0
LOS		В		Ε	Α	27111171115-410	Α	В		Α	В	Α
Approach Delay		16.9			42.6	K WYS		14.7			10.9	
Approach LOS		В			D			В			В	West Company

Intersection Summary

Area Type: Other

Cycle Length: 113

Actuated Cycle Length: 110.5

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

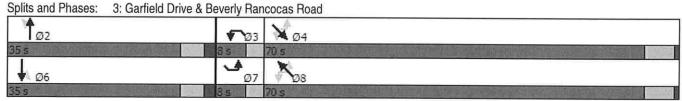
Maximum v/c Ratio: 0.91 Intersection Signal Delay: 20.1

Intersection Capacity Utilization 91.6%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service F

Splits and Phases:



Intersection						Mark III
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**		ĵ»			र्स
Traffic Vol, veh/h	22	46	289	33	38	337
Future Vol, veh/h	22	46	289	33	38	337
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None	1100	None
Storage Length	0	-		-		-
Veh in Median Storage	e, # 0	40.00	0	117 H		0
Grade, %	0	#	0		-	0
Peak Hour Factor	69	64	92	64	79	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	32	72	314	52	48	366
December of the Control of the Contr				, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Major/Minor	Minor1		Major1	STEEL STEEL	Major2	
Conflicting Flow All	802	340	0	0	366	0
Stage 1	340	340			300	
Stage 2	462	100 A 110 A 100 A				estera.
Critical Hdwy	6.4	6.2			4.1	encie.
Critical Hdwy Stg 1	5.4	0.2		NO ST	4.1	
Critical Hdwy Stg 2	5.4	45.00				
Follow-up Hdwy	3.5	3.3		3000	2.2	300
Pot Cap-1 Maneuver	356	707		a Destruc	1204	
					1204	
Stage 1	725		i de la como	2513704		-
Stage 2	638				A 17 PM	
Platoon blocked, %	000	707	*	Salar Arriva	1001	
Mov Cap-1 Maneuver	338	707	North All		1204	
Mov Cap-2 Maneuver	338			110194194		2
Stage 1	725		*		*	
Stage 2	606		Stumbali			-
Approach	WB		NB		SB	
HCM Control Delay, s	13.5		0		0.9	
HCM LOS	В					
Minor Lane/Major Mvm	123	NBT	NBRW	/Bl n1	SBL	SBT
Capacity (veh/h)		1101	TIDITY)	529	1204	-
HCM Lane V/C Ratio		Sunta ⁿ a	Jan 195	0.196	0.04	. S. SHE.
HCM Control Delay (s)				13.5	8.1	0
HCM Lane LOS		MARKOR	GID A	13.5 B	Α	A
HCM 95th %tile Q(veh)			NI WE	0.7	0.1	A .
TOWN JOHN JOHN CHI (VOII)				0.7	0.1	

	ሻ	†	الم	Į,	\	wJ	.	×	7	•	K	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	1>		*5	₽		ħ	A	7	ሻ	Ť	7
Traffic Volume (vph)	1	2	1	214	6	49	56	624	7	12	447	144
Future Volume (vph)	1	2	1	214	6	49	56	624	7	12	447	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	150	1000	150	150	1000	150
Storage Lanes	1		0	1		0	100	Del Oles	1	1		0
Taper Length (ft)	25	N - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	C Woll De	25		(100			100		U
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950		1100	0.866	1100	1.00	1.00	0.850	1.00	1.00	0.850
Flt Protected	0.950	HEMETE		0.950	0.000		0.950		0.000	0.950	We will have	0.000
Satd. Flow (prot)	1805	1805	0	1805	1617	0	1805	1845	1615	1805	1845	1615
Flt Permitted	0.686	1000	Children of the last of the la	0.750			0.318	1045	1013	0.177	1043	1015
Satd. Flow (perm)	1303	1805	0	1425	1617	0	604	1845	1615	336	1845	1615
Right Turn on Red	1000	1000	Yes	1420	1017	Yes	004	1043	Yes	330	1043	Yes
Satd. Flow (RTOR)		4	103		98	103			82			
Link Speed (mph)		40			40			40	02		AF	187
Link Opeca (mph)		167			253			424			45	
Travel Time (s)		2.8	ALL STATE		4.3			7.2			434	
Peak Hour Factor	0.25	0.25	0.25	0.82	0.50	0.50	0.69		0.50	0.50	6.6	0.77
Heavy Vehicles (%)	0.23	0.23	0.23	0.82	0.50	2%		0.81	0.50	0.50	0.84	0.77
Adj. Flow (vph)	4	8	4	261	12		0%	3%	0%	0%	3%	0%
Shared Lane Traffic (%)	.4	0	4	201	12	98	81	770	14	24	532	187
Lane Group Flow (vph)	4	12	0	261	110		04	770				
Enter Blocked Intersection	No No	No	No		110	0 No	81 No.	770	14	24	532	187
Lane Alignment	Left			No	No	No	No	No	No	No	No	No
	Leit	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft) Link Offset(ft)		12			12		Antibe 2	12			12	12.
		0			0			0			0	
Crosswalk Width(ft) Two way Left Turn Lane		16		The St	16			16			16	
	4.00	1.00	4.00	4.00	4 00	4 00	4.00	1.00				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	wetomer wo	9	15	•	9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	_ 0	0
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	0	0	40	0	0
Trailing Detector (ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Position(ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Size(ft)	50	50		50	50		50	6	20	50	_6	20
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	CI+Ex		Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Channel	0.0	0.0				ILUTARIA HAV				dentropies.		and the same
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2	111111111111111111111111111111111111111		6			4		4	8		8
Detector Phase	2	2		6	6		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	30.0	30.0	5.0	30.0	30.0
Minimum Split (s)	14.0	14.0		14.0	14.0		8.0	36.0	36.0	8.0	36.0	36.0

	ሻ	†	14	J _k	ţ	W	•	×	7	•	×	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (s)	36.0	36.0	100	36.0	36.0		8.0	36.0	36.0	8.0	36.0	36.0
Total Split (%)	45.0%	45.0%		45.0%	45.0%		10.0%	45.0%	45.0%	10.0%	45.0%	45.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		5.0	30.0	30.0	5.0	30.0	30.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?								VI AND R				
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	16.3	16.3		16.3	16.3		38.6	33.7	33.7	37.4	30.5	30.5
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.59	0.52	0.52	0.57	0.47	0.47
v/c Ratio	0.01	0.03		0.74	0.23		0.18	0.81	0.02	0.08	0.62	0.22
Control Delay	18.0	15.0		35.5	6.9		7.6	25.6	0.0	7.3	19.0	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	15.0		35.5	6.9		7.6	25.6	0.0	7.3	19.0	3.2
LOS	В	В		D	Α		Α	С	Α	Α	В	Α
Approach Delay		15.8			27.0			23.5			14.6	
Approach LOS		В			С			С			В	

Area Type:

Other

Cycle Length: 80

Actuated Cycle Length: 65.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

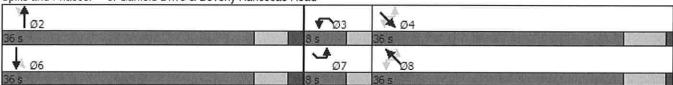
Maximum v/c Ratio: 0.81

Intersection Signal Delay: 20.8

Intersection Capacity Utilization 68.9%

Intersection LOS: C ICU Level of Service C

Analysis Period (min) 15



Intersection	1 2 70	70 1US		(F.R.S.		
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/		1>	1,011	001	सी
Traffic Vol, veh/h	13	22	181	21	33	256
Future Vol, veh/h	13	22	181	21	33	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None	1100	STATE SANDA
Storage Length	0	-	-	-		-
Veh in Median Storage			0			0
Grade, %	0		0			0
Peak Hour Factor	81	61	92	75	64	92
Heavy Vehicles, %	0	0	2	0	0	2
Mymt Flow	16	36	197	28	52	278
		00	101	20	UL	LIO
Major/Minor A	Almoud		Maland		1-1-0	
	Minor1		Major1		Major2	
Conflicting Flow All	593	211	0	0	225	0
Stage 1	211			VI IS A		
Stage 2	382	-	Tilestana			en resemble
Critical Hdwy	6.4	6.2		•	4.1	N N.
Critical Hdwy Stg 1	5.4	Taranti de la companya de la company	and a Citizen	-		
Critical Hdwy Stg 2	5.4			1	1411	
Follow-up Hdwy	3.5	3.3	#		2.2	-
Pot Cap-1 Maneuver	472	834			1356	
Stage 1	829	·	·	*		121
Stage 2	694					
Platoon blocked, %			(+			:€:
Mov Cap-1 Maneuver	451	834			1356	
Mov Cap-2 Maneuver	451	:::	(#)	-	*)	-
Stage 1	829		-			
Stage 2	663		-	-		20
Approach	WB	8.00	NB	HOE SO	SB	3 1000
HCM Control Delay, s	10.9		0		1.2	
HCM LOS	В				1,2	
Minarl ana/Maiar Mumt		NDT	MDDM	IDI sa	CDI	CDT
Minor Lane/Major Mvmt	insomes	NBT	NBRW		SBL	SBT
Capacity (veh/h)				661	1356	
HCM Carted Dalay (a)				0.079		-
HCM Control Delay (s)			4.5	10.9	7.8	0
HCM Lane LOS				В	A	Α
HCM 95th %tile Q(veh)			•	0.3	0.1	

	ኘ	1	P	J _k	↓	w	•	×	>	r	K	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	ĵ»		آر	Ĥ) ³ j	†	. 7	ሻ	A	79
Traffic Volume (vph)	7	8	8	139	8	71	101	515		4	796	254
Future Volume (vph)	7	8	8	139	8	71	101	515	1	4	796	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	150		150	150	.000	150
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			100		-	100		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925		I B I I A S TO	0.874			100000000000000000000000000000000000000	0.850	1,00	1.00	0.850
Flt Protected	0.950			0.950			0.950		0.000	0.950		0.000
Satd. Flow (prot)	1805	1758	0	1805	1633	0	1805	1845	1615	1805	1827	1615
Flt Permitted	0.692			0.736	NA ESTA		0.217	10-10		0.421	1027	1013
Satd. Flow (perm)	1315	1758	0	1398	1633	0	412	1845	1615	800	1827	1615
Right Turn on Red			Yes	1000	1000	Yes		1043	Yes	000	1027	Yes
Satd. Flow (RTOR)		16	100		84	100			54			301
Link Speed (mph)		40			40			40			45	301
Link Distance (ft)		167			253			424			434	of the state of
Travel Time (s)		2.8			4.3			7.2			6.6	
Peak Hour Factor	0.58	0.50	0.50	0.79	0.50	0.85	0.77	0.94	0.25	0.50	0.93	0.83
Heavy Vehicles (%)	0.30	0.50	0.50	0%	0.30	2%	0.77	3%	0.23	0.50	4%	1.5 1.5 1.5 1.5
Adj. Flow (vph)	12	16	16	176	16	84	131	548	4		856	0%
Shared Lane Traffic (%)				170	VI Amirana	04	101	546	um Kristin	8	000	306
Lane Group Flow (vph)	12	32	0	176	100	0	131	548	4	8	0.50	000
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No.	No	856	306
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left			No	No
Median Width(ft)	LCIL	12	riigiti	Leit	12	nigrit	Leit	12	Right	Left	Left	Right
Link Offset(ft)		0			0			0			12	
Crosswalk Width(ft)		16			16			16			0 16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00
Turning Speed (mph)	1.00	1.00	9	1.00	1.00	9	1.00	1.00	A THE PASSESSED IN	1.00	1.00	1.00
Number of Detectors	13	1		13	1	9	13	0	9	15		9
Detector Template	Left	Thru		Left	Thru		Left	Thru		1 Left	0	0
Leading Detector (ft)	40	40		40	40		40	0	Right		Thru	Right
Trailing Detector (ft)	-10	-10		-10	-10		-10		0	40	0	0
Detector 1 Position(ft)	-10	-10		-10	-10			0	0	-10	0	0
Detector 1 Size(ft)	50	50		50	50		-10	0	0	-10	0	0
Detector 1 Type	CI+Ex	Cl+Ex		CI+Ex	CI+Ex		50 CL Fx	6 Cl+Ex	20	50	6	20
Detector 1 Channel	CITEX	CITEX		CI+EX	CITEX		CI+Ex	CI+EX	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA					0.0	0.0	0.0	0.0	0.0	0.0
Protected Phases	reiiii	2		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Permitted Phases	0	2			6		7	4		3	8	
	2	0		6			4		4	8		8
Detector Phase Switch Phase	2	2		6	6		7	4	4	3	8	8
	0.0	0.0		0.0	0.0		0.0	74.0	740		74.0	77.1.0
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	74.0	74.0	3.0	74.0	74.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.0	80.0	80.0	6.0	80.0	80.0

3: Garfield Drive & Beverly Rancocas Road

	ሻ	†	P	Į,	Ţ	wJ	•	×	7	•	×	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (s)	35.0	35.0		35.0	35.0		6.0	80.0	80.0	6.0	80.0	80.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		5.0%	66.1%	66.1%	5.0%	66.1%	66.1%
Maximum Green (s)	29.0	29.0		29.0	29.0		3.0	74.0	74.0	3.0	74.0	74.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?									la Lightania			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	18.3	18.3		18.3	18.3		82.7	79.1	79.1	80.2	74.2	74.2
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.75	0.72	0.72	0.73	0.67	0.67
v/c Ratio	0.06	0.11		0.76	0.29		0.38	0.42	0.00	0.01	0.70	0.26
Control Delay	37.9	24.1		64.8	13.6		8.1	8.7	0.0	4.8	16.3	1.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	24.1		64.8	13.6		8.1	8.7	0.0	4.8	16.3	1.6
LOS	D	С		Е	В		Α	Α	Α	Α	В	Α
Approach Delay		27.8			46.2			8.6			12.4	
Approach LOS		С		THE PARTY OF THE P	D			Α			В	

Intersection Summary

Area Type:

Other

Cycle Length: 121

Actuated Cycle Length: 110.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

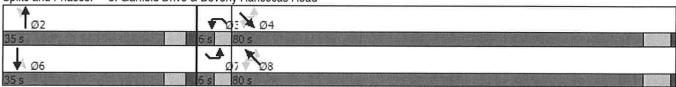
Maximum v/c Ratio: 0.76

Intersection Signal Delay: 15.8

Intersection Capacity Utilization 95.0%

Intersection LOS: B
ICU Level of Service F

Analysis Period (min) 15



Interconting		1118				
Intersection Int Delay, s/veh	2.2	N N IS			T CONTRACT	1112
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/A		Þ			ર્ન
Traffic Vol, veh/h	19	46	343	20	43	198
Future Vol, veh/h	19	46	343	20	43	198
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	Ē	÷			
Veh in Median Storage	, # 0		0			0
Grade, %	0	-	0			0
Peak Hour Factor	59	77	92	71	70	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	32	60	373	28	61	215
Major/Minor N	/linor1	TEVEN	Aniart		Majora	
	Maria Caraca Car		Major1		Major2	_
Conflicting Flow All	724	387	0	0	401	0
Stage 1	387	*				
Stage 2	337					
Critical Hdwy	6.4	6.2			4.1	•
Critical Hdwy Stg 1	5.4	141	-	_	*	
Critical Hdwy Stg 2	5.4			7 ·		
Follow-up Hdwy	3.5	3.3	•	-	2.2	
Pot Cap-1 Maneuver	396	665		•	1169	
Stage 1	691			-	-	-
Stage 2	728					
Platoon blocked, %			æ			**
Mov Cap-1 Maneuver	373	665			1169	
Mov Cap-2 Maneuver	373				-	
Stage 1	691	-	1			
Stage 2	685	:•:	:•:		-	-
Approach	WB	00000	NB		SB	
HCM Control Delay, s	13.4		0		1.8	1011200
HCM LOS	В		U		1.0	
TION LOO						
manners and the	ASSESSED OF				SIN UNIVERS	
Minor Lane/Major Mvmt		NBT	NBRV	/BLn1	SBL	SBT
Capacity (veh/h)				522	1169	•
HCM Lane V/C Ratio		20	¥	0.176	0.053	-
HCM Control Delay (s)				13.4	8.2	0
HCM Lane LOS			7.0	В	Α	Α
HCM 95th %tile Q(veh)				0.6	0.2	SALE VA
					U 1/2 (22-)	

	ሻ	†	ام	Į,	ļ	W	•	×	7	₩.	K	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ĬĬ.	f)		ħ	f)		Ť	Ą	7"			74
Traffic Volume (vph)	0	2	10	224	0	142	112	519	0		508	214
Future Volume (vph)	0	2	10	224	0	142	112	519	0		508	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1.1 - 2.1	1900	1900
Storage Length (ft)	50		0	100	100.00	0	150		150		.000	150
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			100		***************************************	100		iletes en 19
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.893			0.850	1.00	1100	1.00	1.00	1,00	1,00	0.850
Flt Protected				0.950	0.000		0.950	A MATERIAL PROPERTY.	III SAN	0.950		0.030
Satd. Flow (prot)	1900	1697	0	1805	1615	0	1805	1863	1900	1805	1881	1615
Flt Permitted	1000			0.739	1013		0.360	1003	1300	0.320	1001	1015
Satd. Flow (perm)	1900	1697	0	1404	1615	0	684	1863	1900	608	1881	1615
Right Turn on Red	1300	1007	Yes	1707	1013	Yes	004	1003	Yes	000	1001	Yes
Satd. Flow (RTOR)		20	103		381	103			163			
Link Speed (mph)		40			40			40			100	282
Link Distance (ft)		167			253						45	
Travel Time (s)		2.8				n Andrewski		424			434	2010
Peak Hour Factor	0.25		0.50	0.70	4.3	0.00	0.70	7.2	0.05	0.40	6.6	0.70
		0.25	0.50	0.72	0.25	0.62	0.70	0.82	0.25	0.46	0.96	0.76
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	0	8	20	311	0	229	160	633	0	28	529	282
Shared Lane Traffic (%)			- Invalle									
Lane Group Flow (vph)	.0	28	0	311	229	. 0	160	633	0	28	529	282
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0		0	0
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	0	0	40	0	0
Trailing Detector (ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Position(ft)	-10	-10		-10	-10		-10	0	0	-10	0	0
Detector 1 Size(ft)	50	50		50	50		50	6	20	50	6	20
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel										and the contract of the contra	300	100000000000000000000000000000000000000
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	2	2		6	6		7	4	4	3	8	8
Switch Phase		Annual Mercel		U	U			Supplemental States		V	U	Ü
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	64.0	64.0	3.0	64.0	64.0
Minimum Split (s)	14.0	14.0		14.0	14.0		8.0	70.0	70.0	8.0	70.0	70.0
minum opiit (s)	14.0	14.0		14.0	14.0		0.0	70.0	70.0	0.0	70.0	70.0

	ሻ	†	P	لإ	↓	W	•	×	7	•	K	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (s)	35.0	35.0		35.0	35.0		8.0	70.0	70.0	8.0	70.0	70.0
Total Split (%)	31.0%	31.0%		31.0%	31.0%		7.1%	61.9%	61.9%	7.1%	61.9%	61.9%
Maximum Green (s)	29.0	29.0		29.0	29.0		5.0	64.0	64.0	5.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	and the second second	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)		26.7		26.7	26.7		73.3	67.4		72.0	64.1	64.1
Actuated g/C Ratio		0.24		0.24	0.24		0.66	0.61		0.65	0.58	0.58
v/c Ratio		0.07		0.92	0.34		0.32	0.56		0.06	0.49	0.27
Control Delay		16.9		73.9	1.3		8.7	16.6		6.8	16.1	2.0
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		16.9		73.9	1.3		8.7	16.6		6.8	16.1	2.0
LOS		В		Е	Α		Α	В		Α	В	Α
Approach Delay		16.9			43.1	NA PART		15.0			11.0	te fai
Approach LOS		В			D			В			В	

Area Type: Other

Cycle Length: 113

Actuated Cycle Length: 110.8

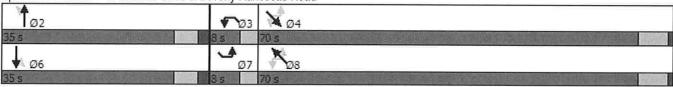
Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92 Intersection Signal Delay: 20.4 Intersection Capacity Utilization 91.9%

Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 15



Intersection	re liner		3.5	Apple or		
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/		ß			લી
Traffic Vol, veh/h	22	46	295	33	38	344
Future Vol, veh/h	22	46	295	33	38	344
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Otop	None		None	1100	
Storage Length	0	-	-	-	1212	- TAONE
Veh in Median Storage	540		0			0
Grade, %	, π Ο		0		-	0
Peak Hour Factor	69	64	92	64	79	92
Heavy Vehicles, %	0	0	2	04	0	2
Mvmt Flow	32	72	321	52	48	374
MWHILE IOW	02	12	UZI	52	40	3/4
	700		2 2 2		2 17 2	VIII IS II S
	Minor1		Major1		Major2	
Conflicting Flow All	817	347	0	0	373	0
Stage 1	347					•
Stage 2	470	٠	-		-	
Critical Hdwy	6.4	6.2			4.1	
Critical Hdwy Stg 1	5.4				*	
Critical Hdwy Stg 2	5.4		7. 20.		m la	
Follow-up Hdwy	3.5	3.3	-	-	2.2	
Pot Cap-1 Maneuver	349	701			1197	Wings
Stage 1	720			w.somilahk		
Stage 2	633				TAYUR	
Platoon blocked, %	900					2000 119 6
Mov Cap-1 Maneuver	331	701			1197	
Mov Cap-1 Maneuver	331	701			1101	
Stage 1	720					
the second section of the second section is a second section of the section of the second section of the section of th	601	SU POSSE	5 - S			
Stage 2	001		i i kija nji e			
	vens va		WEATER.		vinjavina.	
Approach	WB		NB	Y LEAD	SB	
HCM Control Delay, s	13.6		0		0.9	
HCM LOS	В					
Minor Lane/Major Mvmt		NBT	NRRV	VBLn1	SBL	SBT
Capacity (veh/h)	e in series	INDI	NDIN	522	1197	
HCM Lane V/C Ratio		G 75 3 6		0.199		
		en velger			0.04	-
HCM Control Delay (s) HCM Lane LOS		•	•	13.6	8.1	0
HOW LAME LUS				В	Α	Α
HCM 95th %tile Q(veh)				0.7	0.1	

	ሻ	†	الم	Ļ	↓	W	•	×	>	•	K	•
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	*1	1>		7%	∱		Ϋ́	A	77	ħ	4	77
Traffic Volume (vph)	1	2	1	231	6	49	70	624	7	12	457	147
Future Volume (vph)	1	2	1	231	6	49	70	624	7	12	457	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	The language of the	0	100	THE PROPERTY.	0	150	1.000	150	150	11 = 1 11 - 60 - 60 - 60 - 60	150
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1805	0	1805	1617	0	1805	1845	1615	1805	1845	1615
Flt Permitted	0.686			0.750		MULICINA	0.302	772.AI (AI)	and series	0.167		444
Satd. Flow (perm)	1303	1805	0	1425	1617	0	574	1845	1615	317	1845	1615
Right Turn on Red		Karib	Yes			Yes		1010	Yes		1010	Yes
Satd. Flow (RTOR)		4			98	100			82			191
Link Speed (mph)		40			40			40			45	
Link Distance (ft)		167			128			292	I SAN SAN SAN		434	
Travel Time (s)		2.8			2.2			5.0	L PAY YE		6.6	THE REAL PROPERTY.
Peak Hour Factor	0.25	0.25	0.25	0.82	0.50	0.50	0.69	0.81	0.50	0.50	0.84	0.77
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	3%	0%	0.50	3%	0%
Adj. Flow (vph)	4	8	4	282	12	98	101	770	14	24	544	191
Shared Lane Traffic (%)			4-1186-10	V.Selector								101
Lane Group Flow (vph)	4	12	0	282	110	0	101	770	14	24	544	191
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	High		12	riigin	Loit	12	Familian	Leit	12	riigiit
Link Offset(ft)		0			0			0			0	A CONTRACTOR
Crosswalk Width(ft)		16			16			16			16	400
Two way Left Turn Lane					10			10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	15	1.00	9	1.00	1.00	9	1.00	1.00	9
Number of Detectors	1	1		10			1	2	1	13	2	0
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	40	40		40	40		40	100	20	20	100	night 0
Trailing Detector (ft)	-10	-10		-10	-10		-10	0	0	0	0	0
Detector 1 Position(ft)	-10	-10		-10	-10		-10	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50		50	6	20	20	6	20
Detector 1 Type	CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex
Detector 1 Channel	CITLA	OITLX		OITLX	CITEX		CITEX	CITEX	CITEX	CITEX	CITEX	CITEX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0				0.0	0.0	0.0	0.0
Detector 2 Position(ft)	0.0	0.0	AFIOTENS.	0.0	0.0		0.0	0.0 94	0.0	0.0	0.0	0.0
Detector 2 Size(ft)											94	
A THE PROPERTY OF THE PROPERTY								6			6	
Detector 2 Type				i v delitera				CI+Ex			Cl+Ex	
Detector 2 Channel				12-5-6							BARGE!	tr Bilelini
Detector 2 Extend (s)	n.	FFA		ъ.	F14	On the same		0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	

	ሻ	†	14	Ļ	↓	W	•	×	7	•	K	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2			6			4		4	8		8
Detector Phase	2	2		6	6		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	30.0	30.0	5.0	30.0	30.0
Minimum Split (s)	14.0	14.0		14.0	14.0		8.0	36.0	36.0	8.0	36.0	36.0
Total Split (s)	36.0	36.0		36.0	36.0		8.0	36.0	36.0	8.0	36.0	36.0
Total Split (%)	45.0%	45.0%		45.0%	45.0%		10.0%	45.0%	45.0%	10.0%	45.0%	45.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		5.0	30.0	30.0	5.0	30.0	30.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	17.4	17.4		17.4	17.4		38.6	33.8	33.8	37.4	30.6	30.6
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.58	0.51	0.51	0.56	0.46	0.46
v/c Ratio	0.01	0.03		0.75	0.22		0.24	0.82	0.02	0.08	0.64	0.23
Control Delay	17.0	14.7		35.9	6.6		8.6	27.3	0.0	7.9	20.6	3.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	14.7		35.9	6.6		8.6	27.3	0.0	7.9	20.6	3.4
LOS	В	В		D	Α		Α	С	Α	Α	C	Α
Approach Delay		15.3			27.7			24.7			15.9	
Approach LOS		В			С			С			В	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 66.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

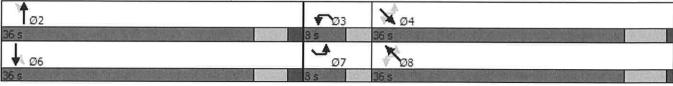
Intersection Signal Delay: 21.9

Intersection Capacity Utilization 69.8%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service C



	15.55	Ti gla g			
1.6					
WBL	WBR	NBT	NBR	SBL	SBT
				991	4
	22		21	33	262
13	22	185	21	33	262
					0
					Free
# 150 E				4/4/4	
0					
, # 0		0			0
0	-	0			0
81	61	92	75	64	92
0	0	2	0	0	2
16	36	201	28	52	285
/linor1	N	Major1		Maior2	- 1 T
			1000		0
	213				
					2 100000
	6.2				i i zamani
			* Selvarsit		and the series
			h si di		
		-			-
826	*	•	-	in Votate (All)	
a (No. Sec. of L	e-rout/viid	-	-		:40
444	830			1351	
444	-	ATTEMPT (MUSIC	-		*
826					
	·		montanned.	*	•
WID		NID	THE REAL PROPERTY.	CD	
11		0		1.2	
11					
11 B					
В					
	NBT	NBRW	/BLn1	SBL	SBT
В	NBT -	NBRW -	/BLn1 655	SBL 1351	SBT -
В	NBT -	NBRW -	655		
В	NBT - -		655 0.08 11	1351	- 0
В			655 0.08	1351 0.038	•
	WBL 13 13 0 Stop 0 ,# 0 0 81 0 16 Minor1 604 215 389 6.4 5.4 5.4 3.5 465 826 689 444 444	WBL WBR 13 22 13 22 0 0 Stop Stop - None 0 - ,# 0 - 81 61 0 0 16 36 Winor1 1 604 215 215 - 389 - 64 6.2 5.4 - 5.4 - 3.5 3.3 465 830 826 - 689 - 444 830 444 - 826 - 657 -	WBL WBR NBT 13 22 185 13 22 185 0 0 0 Stop Stop Free None - - ,# 0 - 0 81 61 92 0 0 2 16 36 201 Minor1 Major1 604 215 0 215 - - 389 - - 6.4 6.2 - 5.4 - - 5.4 - - 5.4 - - 689 - - 444 830 - 444 830 - 426 - - 657 - -	WBL WBR NBT NBR 13 22 185 21 13 22 185 21 0 0 0 0 Stop Free Free - None - None - None 0 0 0 0 - 0 81 61 92 75 0 0 2 0 16 36 201 28 Minor1 Major1 604 215	WBL WBR NBT NBR SBL YF 13 22 185 21 33 13 22 185 21 33 0 0 0 0 0 Stop Free Free Free - None - None - 0 - - - 0 - 0 - - 81 61 92 75 64 0 0 2 0 0 16 36 201 28 52 Minor1 Major1 Major2 604 215 0 0 229 215 - - - - 389 - - - - 64 6.2 - - 4.1 5.4 - - - - 3.5 3.3 - -

Intersection	W6518	7 (F)				1000
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*Y	The second secon	, LUL	4	1do	JUIT
Traffic Vol, veh/h	11	26	24	195	260	15
Future Vol, veh/h	11	26	24	195	260	15
Conflicting Peds, #/hr	0		0	0	0	0
Sign Control	Stop			Free	Free	Free
RT Channelized		None	2000	None		None
Storage Length	0		encontrata	-		-
Veh in Median Storag	e,# 0		120	0	0	
Grade, %	0		-	0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2		2	2	2	2
Mvmt Flow	12	28	26	212	283	16
Major/Minor	Minor2	1.5 18 4	Major1	۸	Major2	Mark No.
Conflicting Flow All	555	291	299	0	- ajoiz	0
Stage 1	291	201	200			
Stage 2	264	LEGIS HERE.	-			
Critical Hdwy	6.42	6.22	4.12			
Critical Hdwy Stg 1	5.42	0.22	7.12		eyeniye.	STEEL STATE OF
Critical Hdwy Stg 2	5.42	1115355		-		ata a mare
Follow-up Hdwy	3.518	3.318	2 218			
Pot Cap-1 Maneuver	493	748	1262		SHEET STATES	
Stage 1	759	740	1202	≣ Univi78	1000155	LANGE ST
Stage 2	780					
Platoon blocked, %	700	SUSPE.		talkar.	3 74 8	O 116/15/6
ALL THE CONTROL OF TH	100	748	1262	erusta eta		eliweri.
Mov Cap-1 Maneuver	482	740	1202		•	
Mov Cap-2 Maneuver	482		e Harane	ethannese:	27 41	
Stage 1	742					
Stage 2	780			etablicate	iskrii eta iza	
	ne, iku		1 400			
Approach	EB		NB		SB	
HCM Control Delay, s	11		0.9		0	
HCM LOS	В					
Minor Lane/Major Mvn	nt	NBL	NBT E	EBLn1	SBT	SBR
Capacity (veh/h)	TO THE	1262		643	4-(3-14-)	
HCM Lane V/C Ratio		0.021	4	0.063	-	•
HCM Control Delay (s)		7.9	0	11		
HCM Lane LOS		Α	Α	В	-	
HCM 95th %tile Q(veh)	0.1		0.2		
		40.3				

			IP II		
0.5					
EBL	EBT	WBT	WBR	SWL	SWR
	^	۴ß			ř
	0	480	27	0	27
0	0	480	27	0	27
11430 1020					0
					Stop
	None	*			None
		-			0
					92
					92
					29
U	U	JLL	20	U	23
	0	Hotous	0	i de la composition della comp	276
	encientarii:		unisanungan Unisanungan		- 004
i Birth					6.94
	ostinio			- (3070903)	A SECTION
VIII.					0.00
_	ATTENDE	ieu Utre	commetted		3.32
					721
	BORTAKO		- 10/5/5/5/8/10		ASTANSANI.
U	l golvi			U	
. Selection	1015.5	teletania Teletania	Nation		721
	100	COLLOGA NATION			121
5349			Hallen	NEW YEAR	
					-
		daministans.	TO THE COLD		miking lights
-			A DIVINI		N. Const
0		0			
				В	
	EBT	WBT	WBRS	WLn1	
				721	
		-	-	0.041	
	-				
				10.2	
		•	•	10.2 B 0.1	
	BBL 0 0 0 Free 92 2 0 Major1 0 0 0 EBB 0	EBL EBT	EBL EBT WBT 0 0 480 0 0 0 0 0 0 0 0 Free Free Free Free - None - - - 0 0 0 92 92 92 92 2 2 2 2 0 0 522 52 Major1 Major2 - - - - - - - - - - - - - - 0 - - - 0 - - - 0 - - - 0 - - - 0 - - - - - - - 0 - - - - -	EBL EBT WBT WBR 0 0 480 27 0 0 480 27 0 0 0 0 0 0 0 0 Free Free Free Free - None - None - 0 0 - - 0 0 - 92 92 92 92 2 2 2 2 0 0 522 29 Major1 Major2 Major1 Major2 Major2 Major3 Major2 Major3 Major3 Major3 Major3 Major3 Major4 Major4 Major5 Major4 Major5 Major6 Major6 Major7	EBL EBT WBT WBR SWL ↑↑ ↑↑ → 0

	ሻ	†	الم	Ļ	↓	W	•	×	7	F	×	1
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ř,	∱		75	∱		ሻ	A	74	ሻ	4	74
Traffic Volume (vph)	7	8	8	148	8	71	110	515	1	4	809	257
Future Volume (vph)	7	8	8	148	8	71	110	515	1	4	809	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100	DOORN-SY	0	150	III DAY SESENT	150	150	// // // // // // // // // // // // //	150
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.874				0.850		10.00	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1758	0	1805	1633	0	1805	1845	1615	1805	1827	1615
Flt Permitted	0.692			0.736			0.206			0.418		AMEN
Satd. Flow (perm)	1315	1758	0	1398	1633	0	391	1845	1615	794	1827	1615
Right Turn on Red			Yes	A Refilm		Yes			Yes		1027	Yes
Satd. Flow (RTOR)		16	100		84	100			54			300
Link Speed (mph)		40			40			40			45	000
Link Distance (ft)	THE POLITY SHOW	167			133			292	A CONTRACTOR		434	35.271.371.12
Travel Time (s)		2.8	UR THE		2.3			5.0			6.6	
Peak Hour Factor	0.58	0.50	0.50	0.79	0.50	0.85	0.77	0.94	0.25	0.50	0.93	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	3%	0%	0.50	4%	0.03
Adj. Flow (vph)	12	16	16	187	16	84	143	548	4	8	870	310
Shared Lane Traffic (%)					A CARLOS		140				070	310
Lane Group Flow (vph)	12	32	0	187	100	0	143	548	4	8	870	310
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	- High		12	riigiit		12	rugnt	Series de	12	rugnt
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		and the same			10			10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	1.00	1.00	9	1.00	1.00	9	15	1.00	9
Number of Detectors	13	1		13	1		1	2	1	13	2	0
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	40	40		40	40		40	100	20	20	100	Right
Trailing Detector (ft)	-10	-10		-10	-10		-10	0	0	0		0
Detector 1 Position(ft)	-10	-10		-10	-10		-10	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50		50	6	20	20	6	0
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex		and the second second second second second	Cl+Ex				20
Detector 1 Channel	CITEX	CI+EX		CI+EX	CITEX		CI+Ex	CI+EX	Cl+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	ANZAG ELEKTR	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								CI+Ex			Cl+Ex	12 2 2 2 1
Detector 2 Channel												
Detector 2 Extend (s)	D	N. P. L.						0.0		1 6 J 19	0.0	
Turn Type	Perm	NA	TO THE	Perm	NA	Jane	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	

	ሻ	†	P	Į,	↓	W	•	×	7	•	K	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2		AN SE	6			4		4	8		8
Detector Phase	2	2		6	6		7	4	4	3	8	8
Switch Phase											Name of the last	
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	74.0	74.0	3.0	74.0	74.0
Minimum Split (s)	14.0	14.0		14.0	14.0		6.0	80.0	80.0	6.0	80.0	80.0
Total Split (s)	35.0	35.0		35.0	35.0		6.0	80.0	80.0	6.0	80.0	80.0
Total Split (%)	28.9%	28.9%		28.9%	28.9%		5.0%	66.1%	66.1%	5.0%	66.1%	66.1%
Maximum Green (s)	29.0	29.0		29.0	29.0		3.0	74.0	74.0	3.0	74.0	74.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	19.3	19.3		19.3	19.3		82.7	79.1	79.1	80.2	74.2	74.2
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.74	0.71	0.71	0.72	0.67	0.67
v/c Ratio	0.05	0.10		0.78	0.28		0.44	0.42	0.00	0.01	0.72	0.26
Control Delay	37.4	23.8		65.2	13.2		9.8	9.2	0.0	5.2	17.5	1.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	23.8		65.2	13.2		9.8	9.2	0.0	5.2	17.5	1.8
LOS	D	С		E	В		Α	Α	Α	Α	В	Α
Approach Delay		27.5			47.1			9.2			13.3	
Approach LOS		С			D			Α			В	

Area Type: Other

Cycle Length: 121

Actuated Cycle Length: 111.5

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 16.7

Intersection Capacity Utilization 96.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service F



Intersection	m, 189			Sta Alta		
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**		ĵ.	,,,,,,,	ODL	स्
Traffic Vol, veh/h	19	46	348	20	43	203
Future Vol, veh/h	19	46	348	20	43	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Ciop	None	1100	None	1100	
Storage Length	0	-	annonen -	-		-
Veh in Median Storage,		1951	0			0
Grade, %	0	A SKULL BU	0			0
Peak Hour Factor	59	77	92	71	70	92
Heavy Vehicles, %	0	0	2	0	0	2
Mymt Flow	32	60	378	28	61	221
MALL LION	02	00	3/0	20	01	221
Major/Minor M	1inor1	1	Major1		Major2	
Conflicting Flow All	735	392	0	0	406	0
Stage 1	392					
Stage 2	343	5. * 5	7.	-		:=:
Critical Hdwy	6.4	6.2		-	4.1	
Critical Hdwy Stg 1	5.4		-	-	-	-
Critical Hdwy Stg 2	5.4		61444			
Follow-up Hdwy	3.5	3.3	-	nensaenin X	2.2	
Pot Cap-1 Maneuver	390	661			1164	
Stage 1	687	minere an	-	-	-	and recognition
Stage 2	723					
Platoon blocked, %	120		A II SHU ASAU	A STATE OF THE PARTY OF		Segrander.
Mov Cap-1 Maneuver	367	661			1164	
Mov Cap-2 Maneuver	367	-	-		1104	nasar Sa
Stage 1	687					
	680			•		
Stage 2	000		•			- LAST IN
			ali pila			
		> 15 115	NB	The Park	SB	1000
Approach	WB		-			
			0		1.8	
Approach HCM Control Delay, s HCM LOS	13.5 B				1.8	
HCM Control Delay, s	13.5				1.8	
HCM Control Delay, s HCM LOS	13.5 B	NOT	0	VDI		OPT
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt	13.5 B	NBT	0 NBRV		SBL	SBT
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	13.5 B	NBT -	0 NBRW	516	SBL 1164	SBT -
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	13.5 B		NBRV	516 0.178	SBL 1164 0.053	
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	13.5 B		0 NBRW	516 0.178 13.5	SBL 1164 0.053 8.3	- - 0
HCM Control Delay, s HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	13.5 B	•	NBRV	516 0.178	SBL 1164 0.053	

•						
Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EDD	MDI	NDT	CDT	CDD
			NBL	NBT	SBT	SBR
Lane Configurations	N/I		40	4	Â	0
Traffic Vol, veh/h	11			357	214	8
Future Vol, veh/h	11			357	214	8
Conflicting Peds, #/hr			_ 0	_ 0	_ 0	0
Sign Control	Stop		Free	Free	Free	Free
RT Channelized		,,0,,0		None	•	None
Storage Length	0		2	20		
Veh in Median Storag				0	0	
Grade, %	0			0	0	18
Peak Hour Factor	92			92	92	92
Heavy Vehicles, %	2		2	2	2	2
Mvmt Flow	12	14	20	388	233	9
Major/Minor	Minor2		Major1		Major2	W. O'LL
Conflicting Flow All	666		242	0	viajoiz	0
Stage 1	238		242	0	WANTE	U
			ilizela 🗐			
Stage 2	428		440	2 5		CLUCATION .
Critical Hdwy	6.42	6.22	4.12			
Critical Hdwy Stg 1	5.42	·				
Critical Hdwy Stg 2	5.42					*
Follow-up Hdwy	3.518	3.318		2	-	-
Pot Cap-1 Maneuver	425	801	1324	elemije.		
Stage 1	802		0 2	.170	77.0	3,753
Stage 2	657					
Platoon blocked, %				-	-	:e:
Mov Cap-1 Maneuver	417	801	1324			
Mov Cap-2 Maneuver	417		-2	-	-	•
Stage 1	787					1000
Stage 2	657	-			PERSON NEW	450 0160
Assessab	ED		ND	\$00E073910	OD	
Approach	EB		NB		SB	All son
HCM Control Delay, s	11.7		0.4		0	
HCM LOS	В					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1324		563		
HCM Lane V/C Ratio		0.015		0.046	ensequitar	E SANTE BOA
HCM Control Delay (s)	MIN THE RES	7.8		11.7	-5-2-241	1125 11151
HCM Lane LOS	May 110					
	(J. B. W. B)	A	Α	В		
HCM 95th %tile Q(veh		0	140-72	0.1	1 9	

Intersection	I SUN		William .			
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	۴ß			7
Traffic Vol, veh/h	0	0	808	29	0	27
Future Vol, veh/h	0	0	808	29	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	W. L	None		None	Stage	None
Storage Length	2	<u>.</u>		•		0
Veh in Median Storage, #	# -	0	0		0	
Grade, %	-	0	0	:=:	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	878	32	0	29
Major/Minor Ma	ajor1		Major2	N N	/linor2	
Conflicting Flow All	74	0	1	0		455
Stage 1						
Stage 2			-			
Critical Hdwy						6.94
Critical Hdwy Stg 1	:=: :=:		-		-	-
Critical Hdwy Stg 2						4
Follow-up Hdwy	**		-			3.32
Pot Cap-1 Maneuver	0		11.54	C.Voingle	0	552
Stage 1	0		-	# 10 CONTRACTOR 10 CONTRACTO	0	
Stage 2	0				0	
Platoon blocked, %	urt interess		urtum tenter	-		
Mov Cap-1 Maneuver		450	4			552
Mov Cap-2 Maneuver	2	•				-
Stage 1				150	(4 A)	
Stage 2	cosumb.	-	-	-	· ioemies	•
Approach	EB	18818	WB		SB	LUC SINN
HCM Control Delay, s	0	riin = i	0	ury/unit		
HCM LOS	U		U		11.9 B	
HOW LOS					D	
	22 22	-	14/5-		William.	N
Minor Lane/Major Mvmt		EBT	WBT	WBR S		
Capacity (veh/h)			1		552	
HCM Lane V/C Ratio			-		0.053	
HCM Control Delay (s)			100		11.9	
HCM Lane LOS		- STWINGTON			В	
HCM 95th %tile Q(veh)		ALC: NO	100 P.	1975	0.2	

	ሻ	†	P	Į,	↓	W	•	×	7	€	K	•
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	f >		ሻ	1>		ሻ	†	77	ሻ	A	77
Traffic Volume (vph)	0	2	10	242	0	142	129	519	0	13	523	218
Future Volume (vph)	0	2	10	242	0	142	129	519	0	13	523	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	III SANDA BRIDA	0	100		0	150	1000	150	150	1000	150
Storage Lanes			0	1		0	1	and the	1	1		0
Taper Length (ft)	25			25			100			100		U
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	,,,,,	0.893		1100	0.850	1.00	1.00	1.00	1.00	1.00	1.00	0.850
Flt Protected		SEVER NA		0.950	0.000		0.950			0.950	a Sales V.S.	0.000
Satd. Flow (prot)	1900	1697	0	1805	1615	0	1805	1863	1900	1805	1881	1615
Flt Permitted				0.739	1010	MENITAL	0.345		1300	0.314	1001	1013
Satd. Flow (perm)	1900	1697	0	1404	1615	0	656	1863	1900	597	1881	1615
Right Turn on Red	1000		Yes	1404	1010	Yes	030	1000	Yes	337	1001	Yes
Satd. Flow (RTOR)		20	103		369	103			169			287
Link Speed (mph)		40			40			40			45	201
Link Distance (ft)		167			155			277			434	12013200
Travel Time (s)		2.8	DEFE MAN		2.6			4.7		nie dat mente in in	6.6	A CONTRACTOR
Peak Hour Factor	0.25	0.25	0.50	0.72	0.25	0.62	0.70	0.82	0.25	0.46		0.70
Heavy Vehicles (%)	0.23	0.23	0.50	0.72	0.25	0.02	0.70	2%			0.96	0.76
Adj. Flow (vph)	0	8	20	336	0 /8	229	184		0%	0%	1%	0%
Shared Lane Traffic (%)		.0	20	330	U	229	104	633	0	28	545	287
Lane Group Flow (vph)	0	28	0	336	229	0	101	coo		00	F.45	007
Enter Blocked Intersection	No	No	No	No	No	0 No	184	633	0	28	545	287
Lane Alignment	Left	Left	Right	Left	Left		No	No	No	No	No	No
Median Width(ft)	Leit	12	nigiit	Len	12	Right	Left	Left	Right	Left	Left	Right
Link Offset(ft)		0						12			12	
Crosswalk Width(ft)		16			0 16			0			0	
Two way Left Turn Lane		10			10			16			16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1 00	1 00	4.00	4 00
Turning Speed (mph)	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Number of Detectors	15	1	9	15	u.v.u.iw area	9	15	DELETE A	9	15		9
Detector Template	Left			1 -4	1		1	2	1	1	_ 2	0
Leading Detector (ft)		Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
	40	40		40	40		40	100	20	20	100	0
Trailing Detector (ft)	-10	-10		-10	-10		-10	0	0	0	0	0
Detector 1 Position(ft)	-10	-10		-10	-10		-10	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50		50	6	20	20	6	20
Detector 1 Type Detector 1 Channel	CI+Ex	Cl+Ex		CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex	CI+Ex	Cl+Ex	Cl+Ex	CI+Ex
	0.0	0.0		0.0	0.0		0.0					
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type						NAT U GALLES		CI+Ex			CI+Ex	
Detector 2 Channel -												
Detector 2 Extend (s)							ndo-America	0.0			0.0	722
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	

	٦	†	P	Į,	Ţ	W	•	×	7	F	K	*
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases	2		W. W. 16	6	MENNO A I		4		4	8		8
Detector Phase	2	2		6	6		7	4	4	3	8	8
Switch Phase							A PROPERTY.					tvii.
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	64.0	64.0	3.0	64.0	64.0
Minimum Split (s)	14.0	14.0		14.0	14.0		8.0	70.0	70.0	8.0	70.0	70.0
Total Split (s)	35.0	35.0		35.0	35.0		8.0	70.0	70.0	8.0	70.0	70.0
Total Split (%)	31.0%	31.0%		31.0%	31.0%		7.1%	61.9%	61.9%	7.1%	61.9%	61.9%
Maximum Green (s)	29.0	29.0		29.0	29.0		5.0	64.0	64.0	5.0	64.0	64.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?								9,				
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)		28.1		28.1	28.1		73.2	67.2		71.8	64.0	64.0
Actuated g/C Ratio		0.25		0.25	0.25		0.65	0.60		0.64	0.57	0.57
v/c Ratio		0.06		0.95	0.34		0.38	0.57		0.06	0.51	0.27
Control Delay		16.8		80.2	1.3		9.8	17.0		6.9	16.8	2.0
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		16.8		80.2	1.3		9.8	17.0		6.9	16.8	2.0
LOS		В		F	Α		Α	В		Α	В	Α
Approach Delay		16.8			48.2			15.4			11.6	
Approach LOS		В			D			В			В	

Area Type: Other

Cycle Length: 113

Actuated Cycle Length: 112.1

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

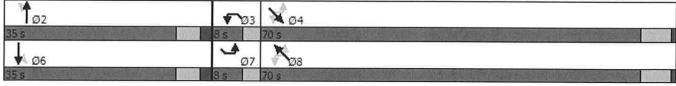
Intersection Signal Delay: 22.1

Intersection Capacity Utilization 93.9%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service F



Intersection	(4,04)			jila.		
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**		ĵ»		-	લી
Traffic Vol, veh/h	22	46	304	33	38	354
Future Vol, veh/h	22	46	304	33	38	354
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	-		-	72	
Veh in Median Storage,	# 0		0			0
Grade, %	0		0			0
Peak Hour Factor	69	64	92	64	79	92
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	32	72	330	52	48	385
Major/Minor N	1inor1	1	Major1		Major2	
Conflicting Flow All	837	356	0	0	382	0
Stage 1	356	-			-	
Stage 2	481		E STATE			(G) STORES
Critical Hdwy	6.4	6.2	Jan 17 (1.5)	NEW Y	4.1	-
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	339	693	Very fire		1188	
Stage 1	713					worming (A)
Stage 2	626					
Platoon blocked, %	accesses of			institute.		
Mov Cap-1 Maneuver	322	693			1188	
Mov Cap-2 Maneuver	322		-	_	-	# 25 m / m 25
Stage 1	713					
Stage 2	594	- (CONTANT)	-	-	· · · · · · · · · · · · · · · · · · ·	
Approach	WB	TINGS X	NB	u Sili ju	SB	LAST V
HCM Control Delay, s	13.8		0		0.9	
HCM LOS	В	7-27-10	U		0.5	
Minor Lang/Major Mumt		NPT	NIDDIA	IDI nd	CDI	CDT
Minor Lane/Major Mvmt	1818	NBT	NBRW	-11	SBL	SBT
Capacity (veh/h)				512	1188	•
HCM Lane V/C Ratio HCM Control Delay (s)	2007			0.203	0.04	-
HCM Lane LOS	Description.	i i	•	13.8 B	8.2 A	0 A
HCM 95th %tile Q(veh)				0.8	0.1	A .
Tom out route action)				0.0	0.1	MANUFACTURE STATE OF THE SECOND

*						
Intersection	The state of		N. Telson	475	2010	allo el o
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/		NDL	4	3D1 (a)	ODIT
Traffic Vol, veh/h	20		32	317	354	22
Future Vol, veh/h	20	30	32	317	354	22
Conflicting Peds, #/hr			0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Otop	None	1100	None	1100	None
Storage Length	0	140110		-		TVOIC
Veh in Median Storag			Paul Pro-	0	0	SALVIIS
Grade, %	0, " 0	-		0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	22	33	35	345	385	24
Edition 15.		•		0 10	000	
LV-12-A-P						
Major/Minor	Minor2		Major1		//ajor2	
Conflicting Flow All	812	397	409	0	-	0
Stage 1	397	•		- Lui • 1		•
Stage 2	415	- m lanesen	÷	-	٠	
Critical Hdwy	6.42	6.22	4.12			-
Critical Hdwy Stg 1	5.42		-	***************************************		
Critical Hdwy Stg 2	5.42	MILE.		Paris ne		*
Follow-up Hdwy	3.518	3.318			-	-
Pot Cap-1 Maneuver	348	652	1150			•
Stage 1	679		-		Shelli meno	
Stage 2	666				•	
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver		652	1150			-
Mov Cap-2 Maneuver	335	-	-		-	
Stage 1	653				8.5	•
Stage 2	666	*		\.	=	-
Approach	EB	A BUSTON	NB		SB	
HCM Control Delay, s	13.6		0.8	re(G) Hai	0	Service.
HCM LOS	В		0.0		U	
	morphiles .		N. C.			
Minor Lane/Major Mvn	nt	NBL	NBT E		SBT	SBR
Capacity (veh/h)		1150		330.55	Fe/ Fe	
HCM Lane V/C Ratio		0.03		0.115	-	
HCM Control Delay (s)		8.2	0	13.6	•	
HCM Lane LOS		Α	Α	В		
HCM 95th %tile Q(veh)	0.1	•	0.4		now <u>e</u> .

Intersection	J. J. U					14,510
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	†	↑ ↑	WUIT	ODL	7
Traffic Vol, veh/h	0	0	629	36	0	37
Future Vol, veh/h	0	0	629	36	0	37
Conflicting Peds, #/hr	0	0	029	0	0	0
Sign Control	Free	Free	Free	Free	Stop	
RT Channelized	riee -	None		None	COLUMN TO SERVICE STATE OF THE PERSON NAMED IN COLUMN TO SERVICE STATE OF THE PERSON NAMED STATE OF THE PERSON NAMED STATE OF THE PERSON NAMED STATE OF THE PERSON NAM	Stop
Storage Length			•			None
	п -	-	-		-	0
Veh in Median Storage,		0	0		0	
Grade, %	1202	0	0	·	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	684	39	0	40
Major/Minor N	lajor1	10 10 10 1	Major2	OF LEA	Minor2	D
Conflicting Flow All	iajoi i	0	viajoiz			200
		U	CONTRACTOR OF	0	(4) (4) 11 12 12 (4)	362
Stage 1						•
Stage 2		•		*		
Critical Hdwy		•		•		6.93
Critical Hdwy Stg 1			· ·	-		
Critical Hdwy Stg 2	-			•	•	
Follow-up Hdwy	(*)	-	-	-	4	3.319
Pot Cap-1 Maneuver	0	- P			0	635
Stage 1	0				0	:50
Stage 2	0				0	
Platoon blocked, %				-		
Mov Cap-1 Maneuver		60164				635
Mov Cap-2 Maneuver	-	-		_		-
Stage 1	0.75(0.11)				V BILL	aleman.
Stage 2			MATERIAL STREET			
Maria Maria Maria						
	NEIX EIN	LIMOSTERI (EX	A ROLL		102511111	
Approach	EB	N. Bull	WB		SB	
HCM Control Delay, s	0		0		11.1	
HCM LOS					В	
Minor Long/Major Maret	STATE	EDT	MOT	MDDO	Died	a see that
Minor Lane/Major Mvmt	nina S	EBT	WBT	WBR S		
Capacity (veh/h)					635	
HCM Lane V/C Ratio			-	- 1	0.063	
HCM Control Delay (s)				•	11.1	
HCM Lane LOS				•	В	
HCM 95th %tile Q(veh)					0.2	