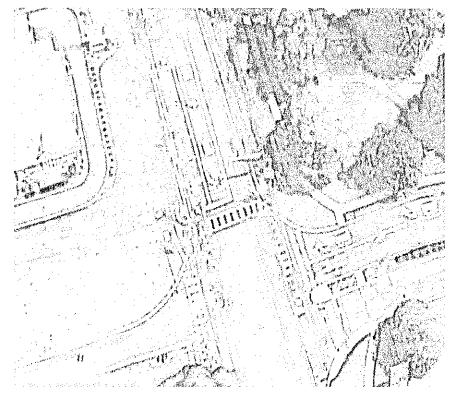


TRAFFIC IMPACT ASSESSMENT



PROPOSED APARTMENTS

CC 1377, LLC Site Plan Application

Montgomery Township Somerset County, NJ

August 20, 2019 SEP 2 5 2019
PB -10-19

Elizabeth Dolan, PE NJ License #37074

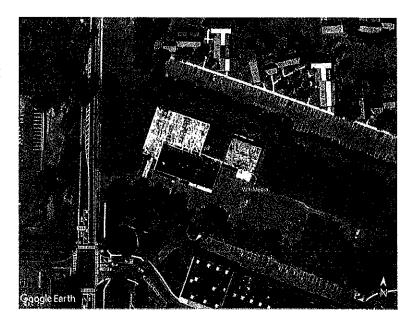
DOLAN&DEAN CONSULTING ENGINEERS, I.L.C.

Gary W Dean, PE, PP NJ License #33722

Introduction

This traffic engineering evaluation has been prepared for a Site Plan application that will be submitted for a new 115-unit residential development on a currently vacant property located along northbound Route 206, just north of Montgomery Center (Figure 1). The site was previously was previously developed for a 38,000± square foot office/warehouse/flex-space building that was razed in 2014. The former site development is shown below. The residential units will replace the former building.

Access will continue to be provided via the exiting fullmovement driveway along Route 206. Also, the egress interconnection to the adjacent Montgomery Center will remain allowing egress vehicles to use the existing signalized intersection principally for left turn egress to Route 206 south. No ingress is allowed at the interconnection.



This study considers the estimated changes in traffic movements along Route 206 that may occur as a result of the development. As will be demonstrated, the change in use will yield limited traffic increases compared to the former uses, thus the access design features will continue to safely and efficiently serve site traffic without the need for any roadway or intersection improvements.



EXISTING CONDITIONS

EXISTING ROADWAY CONDITIONS

The subject property is located along US Route 206, north of County Route 518 and adjacent to

the Montgomery Center shopping plaza, which is anchored by a ShopRite supermarket.

US Route 206 is defined by the New Jersey Department of Transportation (NJDOT) per the

Highway Access Management Code as an accessible urban principal arterial highway. US

Route 206 serves as one of the primary north/south arterial highways in Somerset County

linking the Bridgewater/Somerville area to the north with the Princeton and Trenton areas

further to the south. The highway serves as an important commuter travel route, as well for

commerce and carries considerable traffic during peak hours. The road currently is configured

with a single lane in each direction of travel within the site vicinity with turning lanes provided

at select intersections.

Route 206 forms a 4-leg signalized intersection with the Montgomery Center and Village

Shopper driveways. The northbound/southbound Route 206 approaches to the intersection

both provide an exclusive left-turn lane and a shared through/right-turn. The westbound

Montgomery Center access provides a shared left-turn/through lane and an exclusive right-turn

lane. The eastbound Village Shopper approach to the intersection provides one lane for left,

through, and right turning movements to be processed.

EXISTING TRAFFIC VOLUMES

To examine the existing traffic conditions in the site vicinity, updated manual turning

movement counts were recently conducted during the weekday morning and evening hours,

during those times when traffic through the area is typically at peak levels and would represent

commuting times for residential uses.

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Manual counts were made on Tuesday, July 30, 2019 from 4:00 p.m. to 6:30 p.m. and on

Wednesday, July 31, 2019 from 7:00 a.m. to 9:00 a.m. Traffic was counted at the intersection

of Route 206 and the Montgomery Center and Village Shopper driveways.

The traffic counts show that there is a one-hour time interval during both the morning and

evening periods when overall street traffic reaches its highest levels. The morning peak hour

was found to occur from 7:15 a.m. to 8:15 a.m., and the evening peak hour occurred from 5:00

p.m. to 6:00 p.m. Appended Figure 2 illustrates the traffic volumes and patterns found during

peak hours.

As will be noted below, given the time of year the traffic counts were conducted, adjustments

to the traffic counts were made to reflect "typical" non-summer month traffic volumes as

obtained from prior traffic studies conducted for the Village Shopper site redevelopment,

among other traffic studies completed along Route 206.

ANALYSIS OF EXISTING TRAFFIC VOLUMES

A volume/capacity Level of Service analysis was conducted for the existing traffic volumes at

the signalized intersection using the Highway Capacity Manual (HCM) computer software.

This type of analysis is performed to assess intersection operations and to identify any areas of

excessive delay or congestion.

Figure 3 illustrates the existing Levels of Service at the subject intersection for the peak hours

previously discussed. Based on the analysis, all movements operate at Level of Service "D" or

better at the signalized intersection during both peak hours.

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TRAFFIC CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

Estimates of peak hour trip generation were developed using the 10th Edition of the <u>Trip Generation Manual</u> by the Institute of Transportation Engineers (ITE). For this development, the ITE land use "Multifamily Housing (Low-Rise)" is applicable and the ITE data worksheets are appended to this report. The following trip generation is estimated for the site redevelopment for residential apartments:

Table I
Trip Generation Estimates
115-Unit Residential Development

Period	Enter	Exit	Total
Morning Peak Hour	12	42	54
Evening Peak Hour	42	25	67

As noted, the site was previously occupied by 38,000 square feet of office/warehouse/flex-space space. A comparison of the previous building development and the proposed residential development reveals that the current proposal generates only slightly more traffic than was experienced at the site, though the directions are travel would be reversed for a residential use (i.e., exiting during the morning and returning in the evening) and there would be no regular truck traffic associated with the change in use.

TABLE II

TRIP GENERATION COMPARISON

PRIOR USE Vs. Proposed 115-Unit Residential Development

Land Use	Morning Peak Hour	Evening Peak Hour
Former Office/Warehouse/Flex	44	46
Proposed Residential Apartments	54	67
Traffic Volume Change	+10	+21

As noted, the change in use will generate, one additional trip every 3 minutes during the peak hours. Such an impact is immaterial from a traffic engineering perspective.

The projected apartment site traffic shown in Table I has been assigned to the adjacent roadway system based on the site location and existing commuter patterns as observed along Route 206. Site generated traffic is shown on appended Figure 4.



FUTURE TRAFFIC CONDITIONS

FUTURE TRAFFIC VOLUMES

It is recognized that traffic routinely fluctuates along various state and county roadways, as

well as local streets, and varies not only day-to-day, but also on a monthly and yearly basis.

Normal "background" traffic increases regularly occur as attributed to continued regional

growth and changes in driver demographics. There may also be additional traffic generated by

specific projects that will lead to increased demands on the roadways in the site vicinity (at

least to some degree), even if no changes were to occur on the subject property.

Given the time required for the approval process and site construction, it is reasonable to expect

that the full site development can be completed allowing occupancy by the end of 2021.

Therefore, to gauge the cumulative effects of the traffic generated by the proposed project, it is

necessary to develop composite future traffic volumes that include the new site activity.

Regional traffic growth patterns as compiled by the NJDOT were examined for this analysis.

Based on NJDOT growth patterns for Somerset County, traffic volumes at the study

intersection are estimated by NJDOT to increase by a modest 1.00% on an annual basis during

the peak hours. For a conservative traffic analysis, the assumed traffic growth factor was

applied to the existing (2019) volumes to create a 2021 "no-build" year.

In addition, traffic to/from the Montgomery Center plaza was increased by 3% to account for

vacancies, and traffic from the following approved projects (as shown from the respective

traffic studies) was also included in the projection of future traffic volumes:

➤ Madison Marquette – 281,000 SF shopping center, 61,000 SF movie theater, 10,000 SF day

care center, and 34 single family homes to be located in the southwest quadrant of Route

206 and Route 518.

➤ <u>Village Walk at Montgomery</u> – 52 apartments and 56,000 SF of office space to replace Village Shopper II across from the Montgomery Center Plaza.

➤ <u>Sharbell</u> – 107 townhomes, 40 condominiums, and 80 apartments to be located west of

Village walk at Montgomery and north of Route 518.

➤ <u>Kings Interest LLC Redevelopment</u> – 48,240 SF of retail space to be located in the

northeast quadrant of Route 206 & Route 518

Figures 5 and 6 show the future traffic volume scenarios with and without the traffic from the

proposed residential development.

FUTURE "NO BUILD" & "BUILD" TRAFFIC ANALYSES

Levels of Service analyses based on the future "no-build" and "build" traffic volumes were

conducted at the subject intersection and site driveway along Route 206. The results are shown

on Figures 7 and 8.

In accordance with the Township Master Plan and to be implemented as part of the noted

redevelopments, the signalized intersection of Route 206 & the driveways for Montgomery

Center and Village Shopper will be modified to facilitate the construction of a "loop road" the

will connect Route 206 to County Route 518 to the west. Consequently, "no-build" and "build"

conditions at the signalized intersection were analyzed based on the pending signal

improvements. Specifically, southbound Route 206 was analyzed with an additional lane

providing right turn only access into the Village Shopper plaza, and the eastbound/westbound

retail driveways were analyzed with a left turn only lane, and a shared through/right lane.

Under the future "no-build" and "build" conditions operations at the signalized Route 206

shopping center intersection will operate at satisfactory Level of Service "D" or better

conditions during both peak hours. This indicates that the new apartments site-generated

traffic will not have a negative impact on the signal operations.

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Movements directly at the site driveway will operate at Level of Service "D" or better during both peak hours indicating that the site will operate with safe and efficient ingress and egress and delays that are typical for driveways along Route 206. In conclusion, the proposed residential development will not have any detrimental impacts on adjacent roadway operations.

SITE ACCESS AND CIRCULATION

The Site Plan prepared by Van Cleef Engineering Associates was reviewed with particular attention focused on the site circulation scheme, sufficiency of the proposed internal driveway circulation and parking supply, and overall access to the site. The following items address on-site design characteristics:

- ➤ Access will be provided via the existing STOP-controlled full-movement driveway along Route 206 northbound and an egress only interconnection to the Montgomery Center Shopping Plaza.
- ➤ The proposed parking lot will provide regular 9-foot wide by 18-foot deep parking spaces served by minimum 24-foot wide two-way access aisles, consistent with RSIS design standards. Complete two-way flow will be provided throughout the main parking fields and will afford convenient circulation through the site for all vehicle types.
- ➤ Based upon the Residential Site Improvement Standards (RSIS), 225 parking spaces are required for the proposed residential development. The plan proposes 227 parking spaces which will easily accommodate the anticipated demand and exceeds the required supply.

From the review, it is concluded that the access design will continue to provide and efficient ingress for the proposed apartments allowing access for all vehicle type anticipated at the site on a regular basis, including resident vehicle, service/delivery trucks and emergency apparatus.



TECHNICAL APPENDIX



FIGURE 1



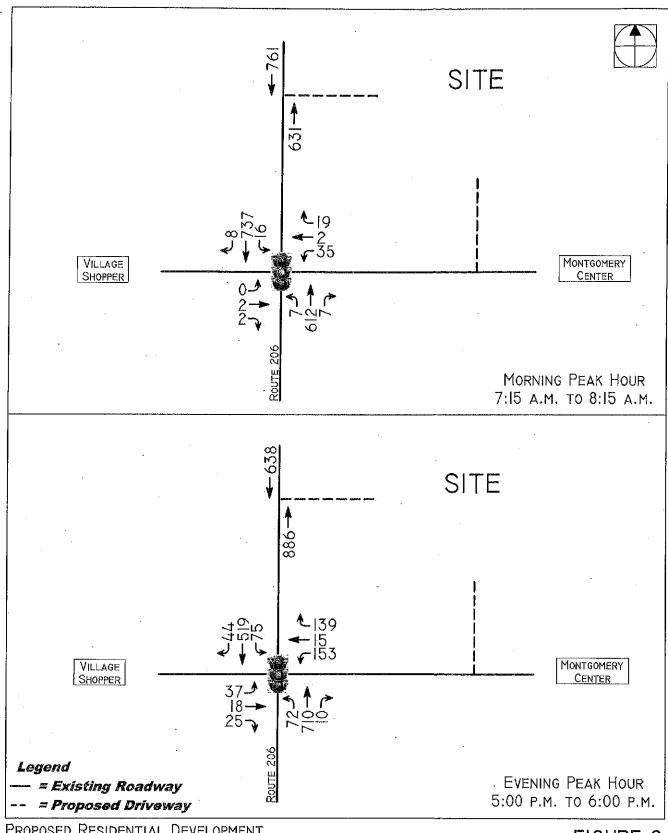


FIGURE 2



EXISTING TRAFFIC VOLUMES

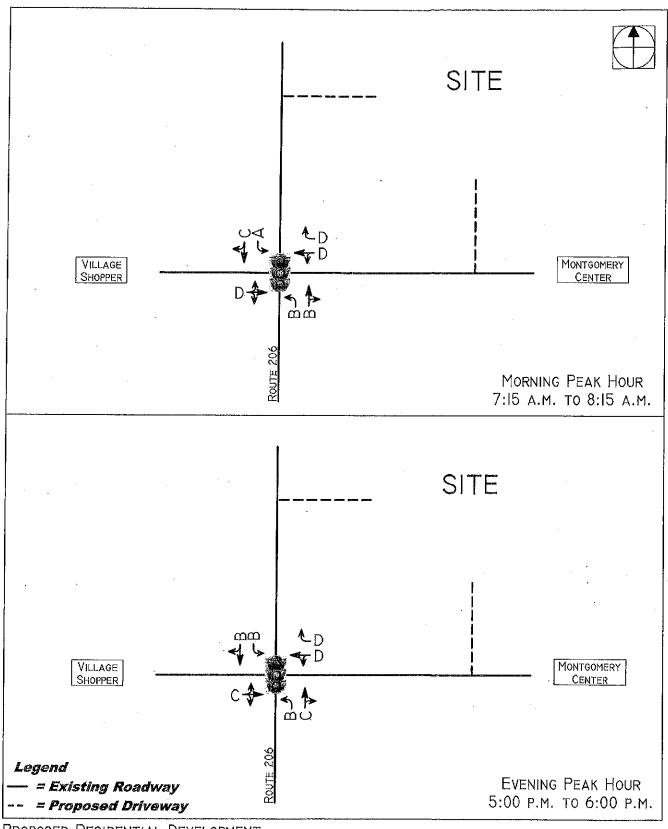


FIGURE 3



EXISTING LEVELS OF SERVICE

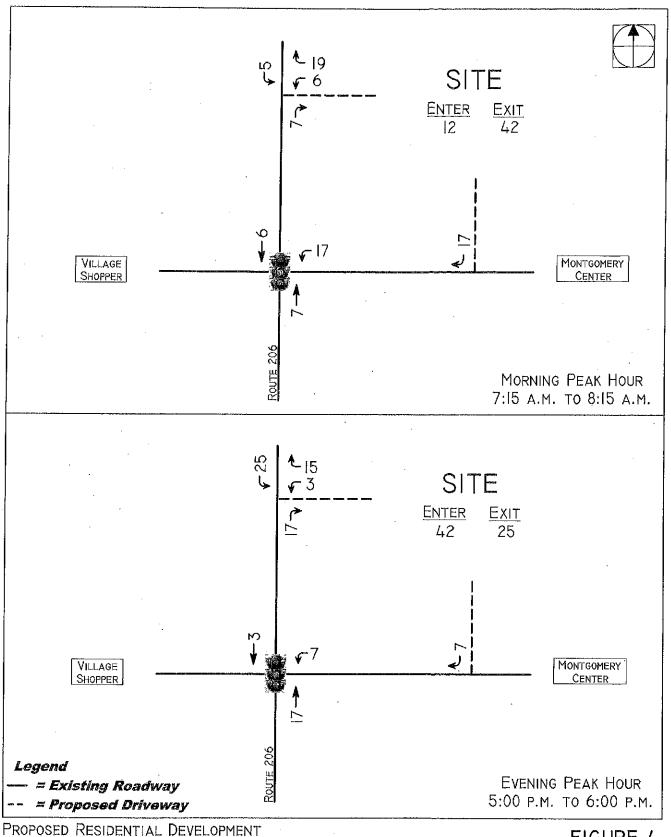


FIGURE 4



SITE GENERATED TRAFFIC VOLUMES

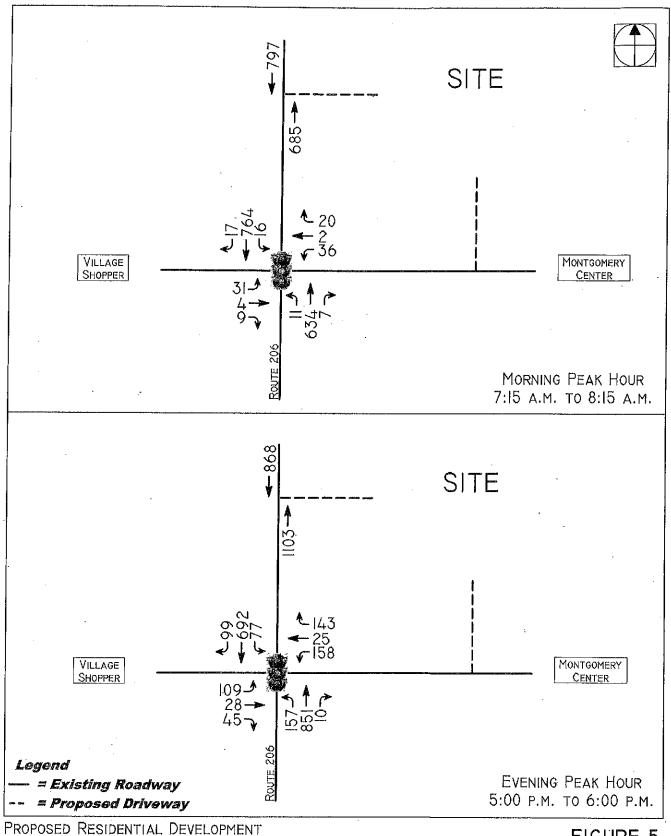


FIGURE 5



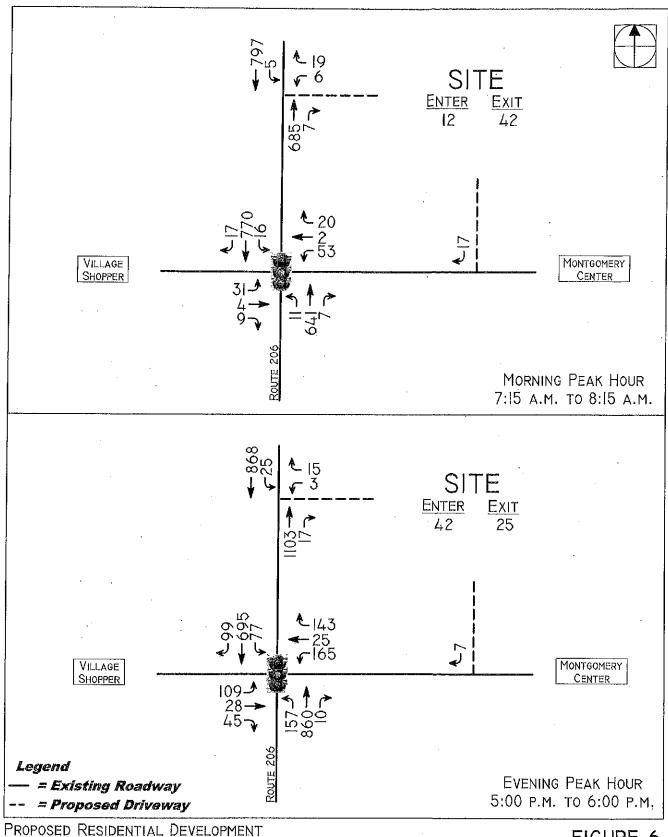


FIGURE 6



BUILD TRAFFIC VOLUMES

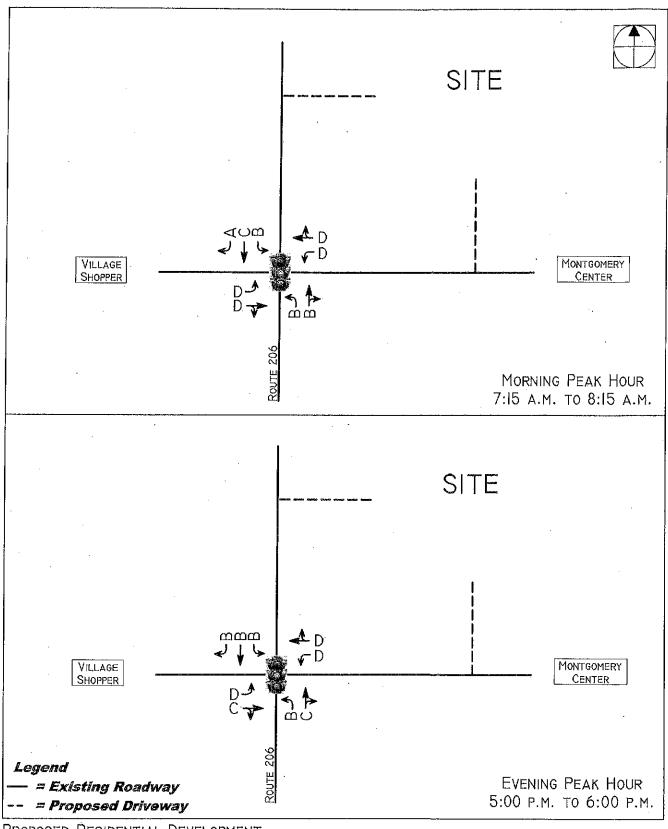


FIGURE 7



NO-BUILD LEVELS OF SERVICE

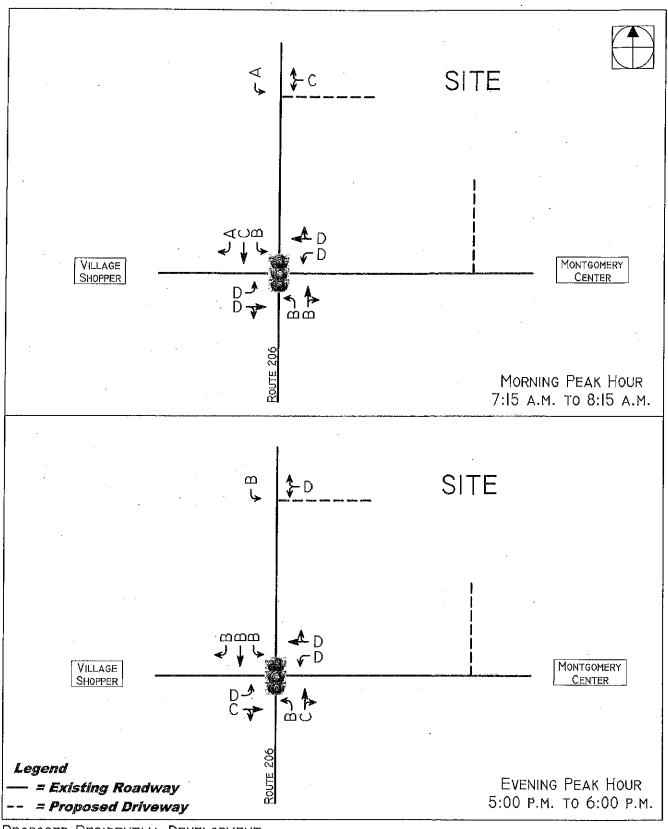


FIGURE 8



BUILD LEVELS OF SERVICE

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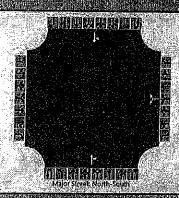
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iliai Queue Delay (d x), siveh	0.0	-0.0 0.0	0.0 0	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE OW	NAMES OF TAXABLE PARTY OF TAXABLE PARTY.	0.0
onifol Deley ((d) savefi	48.4 46.1	47.9 /46.4				8.7
evel of Service (LOS) pproach Delay s/veh//LOS	D D D	∴ D D 478	B B E	-	NOT THE OWNER OF THE PARTY OF T	A
kkurasineea/ks/veh/lLOS térsection Delay, s/véh/lLOS		20.6		Biggi	-208 C	
				3 (Y.		
ultimodaliResults		I LEE SAVIE			SE	
edestrian LOS Score / LOS			一般である。 1000年 - 1000年 - 10			56-00-00 56-00 56-00-00 56-
cycle LOS Score / LOS						

HCS7 S	ignalized Inters	ection Res	ults Summar			
General Information			Intersection info	rmation	THE STATE OF THE S	
Agency		Service Addition	Duration, h	0.25		
Analyst	Analysis Date 8/	2/2019	Area Type	Other		
Jurisdiction	Time Period	C 02242282.00	PHF	0.97		Ž.
Urban Street		19	Analysis Period	1> 7:00		
Intersection Rt. 206 & Driveway for	File Name Re	etail Driveway &	Rt 206 Pm NoBuild	t,xus		1 2 3
Project Description Pm NoBuild		the Party Margory in a life of		reference in the first complete and the second complet	Tresta	
Penetruliniomellon		76		A NEW YEAR		. 1. 12€ .35
Approach Movement			VB T R R MC	T R	60 20 20 20 21 21 22 23 3	
Demand ((v)) veh/h	and the second s	45 4158				
Arra di Baldan (M. 277) di Arra di Maria di Salaman, di Salaman di Salaman di Salaman di Salaman di Salaman di Salaman di Salaman di S			ersplace bares	INCOME IN SEC.		
Signal Information						
Cycle, s 110.0 Reference Phase 2		10.7 2.1		E A	K)	
Offset, s (1907) Reference Point, En	Green 7,0 63	The same of the sa	0.0 = 0.0			
Uncoordinated No Simult. Gap E/W On	Yellow 3.0 5.0	3.0 0.0	0.0			
Force Mode Fired Hamult Gap N/S A On	Red 10 00 22 24	20 00	0.0 0.0			
	ed feweresskippessere	COLUMN TO PROPERTY OF THE PROP		510717.		
Timer Results	A GALEBLE SILES EBIT	WELLS I	WBT & NBU	NBTen	###SBL##	SBTA
Assigned Phase Dase Number	4 Elementary		8 15	2 40 2		6 30 3
Phase Duration, s	6.0 30.0		30.0 10.0	70.0	10.0	70.0
hange(Renod, (Y+Ro))s	500		30.0 10.0 5.0 13.0	7.0	100	-7.0
Max Allow Headway (MAH), s			3.3 3.1	0.0	31	0.0
ueue Clearance Time ((g.s.)) s	1		1/82/3 = 60 n		30	
Green Extension Time (; g·e), s	0.5		0.7 0.0	0.0	0.0	0.0
hase Call Probability	100		e1.00 == == 1.00 =		1.00	
/ax Out Probability	1.00		0.15 1.00		0.98	
	11/2/2012/05/2012/05/2012	Marie Commission of the Commis	enseración de la company			
lovement Group Results	EB & EB	# SWB	The second secon	NB:8 - tal Y	SB	Aprilon Abra Wale Tale
pproach Movement	LOS MESOR	es Les Estados	RELEGI	T R	ALT OF	R
ssigned Movement	76 76 76	ment arthur principle states and prepared states	618	2 - 12	類原學素的	46
djusted Flow Rate (v), veh/h	#112 #75 ###	163 173	THE PARTY NAMED IN COLUMN TWO IS NOT THE OWNER.	388		102
djusted Saturation Flow Rate;(%)) veh/r/in	7287 7684 96 40	1845 (1622 12-8 10-2	the last the principal of the party of the last of	866 2.6	1781 (1870 1.9 29.0	The second section is a second section in the second section in the second section is a second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a second section in the second section in the second section is a section in the second section in the section is a section in the section in the section in the section is a section in the section in the section in the section is a section in the section in the section in the section is a section in the section in th
lueue Service Time (g s), s yde Queue Clearance Time (g c), s	9.6 4.0	12.8 10.2 8 16/2 810/2	and the second second second second	ADDRESS OF THE PARTY OF THE PAR	1.9 29.0 4.9 29.0	
reen Ratio (g/C)	0.23 0.23	0.23 0.23		.57	0.64 0.57	
apacity (lo) veh/h	231 383 1	369	للتنبث والمراجع	069	288: 1071	200
olume-to-Capacity Ratio (X)	0.485 0.197	0.505 0.470		830	0.280 0.666	
ack of Queue (Q)) fl/in (60 th percentile) w	78 472 26	1012 1018		33.7	OF STREET, SQUARE, SQU	28.6
ack of Queue (Q), veh/in (50 th percentile)	2.9 16	4.0 4.0	14.11	9.0)	0.9 12.4	111
ueue Storage Ratio ((RQ)) ((50 th percentile)	(0.000 0.000	(0.00) (0.00)	(i) (o)(o) (ii)	00	0.00 0.00	0.00
niform Delay (d 1), s/veh	45.3 34.4	40.9 86.8	18,6	9.1	18.0 16.2	10.7
cremental Delay ((d/2)) ś/vah	[06] [01] [編]	0.5		76	0.2 88	
ítial Queue Delay (d s), s/veh	0.0-10.0	0.0	The state of the s).0	0.0	Production of the Control
ontrol Deláy (d) síven	25,9 (345, %)	X41/5 87/41	The second second second	67	Marine Marine Control of the Control	(11.0)
vel of Service (LOS)	.aDat, SC22 at sa	D D	A STATE OF THE PARTY OF THE PAR	0	ВВ	8
oproach Delay sweh / LOS	#418 P # 10 # 1	892/11	D 247	y G	18,4	98
tersection Delay, s/veh/ LOS		5.7		C C		
Illimed likerijies		We)		VIEW - 1997	Services	
odestrian LOS Score / LOS						200 20 HEAV
cycle Los Score // Los						

	HCS7 S	Signalized Inter	section Res	ults Summar		
General Informatio	n			Intersection Info	ormation	
Agency	The state of the s			Duration, h	0.25	
Analyst		Analysis Date	3/2/2019	Aréa Type	Other	
Jurisdiction		Time Period	. 12 1 S ack (2007, 1) 13	PHF	0.92	
Urban Street		Analysis Year 2	019 7	Analysis Period	1> 7:00	
Intersection	Rt. 206 & Driveway for	. File Name F	Retail Driveway &	Rt 206 Am Build Xt	is	
Project Description	Am Build		· 医克里尔子 等。		*** - ********************************	NAME OF THE OWNER.
Demand Informatio		ali processos servesos	ie verdinum terava			
Approach Movement		ti je te i je EB. (e. La La Tal	den and the second second		NB R	
Demand (V) Veh/h		313 343	R L L	R L 2 20 EM	64) 7	
E A MANAGEMENT COMMA		BOJ BS GARBA KUREA ESTE				
Signal information!						
Cycle, s 135.		- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	M f#₩	2000 11 Mary 1 2000 11 Mary 1 2000		
Offset s			7.0 24.0 0.0	0.0		i ja
Uncoordinated No		Yellow 3.0	.0 3.0 0.0	0.0		
Foree Mode Fixe	វៀទៀតប្រហែ ខាត់ប៉ុន្តែ ១ភ	Red = 0.0 = 2	0.00 2100 (0.0	0.00		2/ Province (1987)
adineation of the		Tare above all services	SZ JI Z SVV (Taka) (NBIC	r kar est.
Assigned Phase		EREBL AMEE	Trollo WBL	VVBT 2 NBL	2 1 2 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	SBT SBT
Case Number				6:0aia al atm	4 40 4	36036
Phase Duration, s		29.0	Carried Reports of the Party of the Carried Ca	29.0 12.0	94.0	12.0 94.0
Change Period, (*Y+/		60	The second second second second second	7507 7-30	計量607(0 學	30 7/0
Max Allow Headway (3.1 49 12.3.1	0.0	3.1 0.0
Queue Clearance Tim		66	AND DESCRIPTION OF THE PROPERTY.	778 2 23		F/2/4
Green Extension Time		0.2	material programment account at him	0:2	0.0	-4 0.0 0.0
Rhase(Call Probability	The state of the s	100) e	100 4 100		4.00 F P 14 B
Max Out Probability	de la companya del companya de la companya de la companya del companya de la companya del la companya del la companya de la companya del la companya de la c	0,00		0.00 - 5-0.00	t in a gradual	0.00
V Seesimes of a market of		si komponensi projektora	e an komuniyan ayya	vana escara percologica	yatersania sa	projectoracy recognized
Movement Group Re	SUIS:	EB III	WB		NB TS R 7	L T R
Approach Movement Assigned Movement			Comparation of the Comparation o	and the second of the second second second second second	2 12	
Adjusted Flow Rate (A) vehih	34 14	58 24		704	17 837 18
	ow.Rate ((s)) veh/h/in 🕮		7422 7493	and the second s	784	1654 1737 11610
Queue Service Time (2.8 1.0	4.7 1.8		2.8	0.4 44.6 0.6
Cycle Queue Glearand	Carried State Colored to the Colored State C	461 1101 18	768 V18	the contract of the contract of the terms of	28	0.4 44.6 0.6
Green Ratio (g/C)		0.18 0.18	0.18 0.18	0.77).64	0.71 0.64 0.64
elapatelly (((e)) (ve)//ite		2015 2715	205 265		Kitt [480 11119 1088
Volume-to-Capacity Ra	والمتلافة والأربية المناف فالرواح مرامي منهون المياب مورو الما ومرسيه وأوميها بالموارد وموجوع والميارية وا	0.118 0.051	0.195 0.090	The second secon	630	0.040 0.748 0.018
Backof(Queue)((Q)) fi		24 (5) (10 (8)	F 42/8 518/4		52.2	87 4877
Company of the contract of the	eh/In (50 th percentile)	1.0 0.4	1.7 0.7		3.0	0.1 17.9 0.2
	RQ) (50 th percentile)	(0)(0(0)) (0)(0(0))	0.00 0.00		00	0.00 0.00 0.00 10.3 16.5 8.6
Jniform Delay (d 1), s		48.3 46.1 ·	48.4 46.4 0.13 × 0.4		4.4 2.7.	10.3 16.5 8.6 0.0 46 000
ncremental Delay (<i>d a</i> nitial Queue Delay (<i>d</i>		0.0 0.0	0.0 0.0		61(6) (6) (6) (6) (6) (6) (6) (6) (6) (6)	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0
ontrol Delay (a) s/v		48.4 46.1	486 464	TOTAL CONTRACT OF THE CONTRACT OF COMME	7e (a) 44.2.18	10.8 21.0 8.7
evel of Service (LOS)		D D	uDau SD =		В	B G A
oproach Delay s/veh		47.7 D	479	(D) 17/0	Te. 8 (5)	20.6 C
ntersection Delay, s/ve	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	The Contract of the Contract o	21.1		. Svi	
					953 (4542) (4532) g	
NullimodaliResults		EBA	B A PROVIDE		NB Siles	PER SB
edestrian LOS Score	Charles and the last transfer was a first the same of			elling of the MRT.		
icycle LOS Score / LC	S The State of the					

	11037 100	-Way Stop-Control Repo	
General Information		Stemomator	
Analyst	EIC	Intersection	Site Oriyeway & Rt. 206
Agency/Co	ADD COMPANY	Aphraliating group	
Date Performed	8/8/2019	East/West Street	Site Driveway
Analysis Year	22019 (1986)	North/Southstreet	Roure 206
Time Analyzed	Am Build	Peak Hour Factor	0.92
Intersection Orientation	E. North-South # 1 4 4 4	Arajysis il me Period (rie	
Project Description			

Lanes

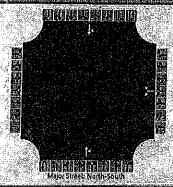


Vehicle Volumes and Adj	ustiments.
Approach	Eastbound Westbound Northbound Southbound
Movement	TUE THE TENTH OF THE TREE TO SEE THE TREE TO SE THE TREE TO SE THE TREE TO SE
Priority	10 11 12 7 8 9 10 1 2 3 40 4 5 6
Numberoflanes	
Configuration	The control of the co
Volume (vel/n)	16 1 16 1 16 1 16 1 16 1 16 1 16 1 16
Percent Heavy Vehicles (%)	
Proportion Time Blacked	
Percent Grade (%)	
ARight Turn Channelized at 1	
Median Type Storage	Undivided
Gitical and Follow-up the	是一种,我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Base Critical Headway (sec)	523 年 41
Kgilical Headway (Gec)	
Base Follow-Up Headway (sec)	22 335 333 355 325 335 325 325 325 325 3
TellowUbHeadway (ea)	
Pelay Queue Length and	kevelői service
Flow Rate, v. (yeh/h)	
Gapacify, C (velyh)	45 3 3 4 4 4 4 5 4 4 4 4 4 4 4 4 4 4 4 4
V∕c Ratio	0.01
(\$5% Queue Lengtin Qa; (Ven)	
Control Delay (s/Veh)	21.3
Level of Service (Los)	
Approach Delay (s/veh)	213 02
Approach LOS	

	HCS7 Sig	nalized Inte	rsection Res	ults Summary			
General Information				Intersection Info			
Agency				Duration, h	0.25	1114	
Analyst		Analysis Date	8/2/2010	Area Type	Other		
Jurisdiction		Time Period	<i>VE</i> /2010	PHF	0.97		
Urban Street	The state of the s	Analysis Year	2019	Analysis Period	1>.7:00		
Intersection F	Rt. 206 & Driveway for	****		Rt 206 Pm Build.xt	The second residence is the second	1	
Project Description F	m.Bulld	3 (2.45.2)	5.7 化上部操作。2.00%		CALL SERVICES	ADELEGISMS	diki.
						house reministration of the CATS	research are each
Demand Information		LES EBA		VB Balling	/NB	FERRISE.	
Approach Movement		LL TT	RELL	T R L	T R	AP ST	R
Demainik((v)) veh/ii		[100] [20]	(5. ij 165 ij 7	40 1 (1881 1967)	860 (0)	777 1695)	(9)
Signal Informations				ersen breson has se	al kan ikus		400
The state of the s	Reference Phase 2	, A 4					بادرد
	teference Point Entit	in the state of					N 00 24
	imult. Gap E/W On		63.0 25.0 0. 5.0 3.0 0.				40 N 42
/Porce Mode Ti Fixed S	100000000000000000000000000000000000000		2.0 2.0 0				
	Section 1			A CONTRACTOR OF THE STATE OF TH			direction (1977) Selection (1977)
Trimer/Results		diser in co	an Wale	Well Name	Designation of	i sije i	SBT
Assigned Phase	1000年,广西公共基金的企业			8 5	2 1		6
Case Number at the second			0	1460 0 1110	40	And the second second	30
Phase Duration, s	The state of the s	30	The state of the s	30.0 10.0	70.0		70.0
Change Periou, ((Y-Ric))		6 (1971)	A STATE OF THE PERSON OF THE PARTY OF THE PA	6.0	7.0	THE RESERVE OF THE PERSON NAMED IN	70
Max Allow Headway (MA		3		3.3	₫ ≇0.0 無	and the second second	0,0
Queue Cleafance Time (c		21	100	4/80 0 4 60 s		819	0.0
Green Extension Time (g	e), S	0.	The state of the s	20.7 0.0 24.00	0:0	+ 0:0 (00)	0.0
Phase Call Probability Back Out Probability			0	0.22 1.00		0.98	
ansix (Analysis)			4.6. 4 B. L 4.4 W				
- Movement Group Result		EB	Wis		MB 4 - I	SIN SE	
Approach Movement	equilibrium (1995)		Re / L / I	R S L	T R	ijlar T	R
/Atsalgned Movement		7 6-		(8)	2 /2	1 162	16
Adjusted Flow Rate (v), v	aireirin ainte e an an Marchall (an an an airinnia de	112 75	170 173		897.	79 716	102
Adjusted Saturation Flow I	كالراب والمتناف المتناف المتناف المتناف والمتناف المتناف المتن	1281 1684	1845 (692	and passing and property of the second second		1781 1870	1610
Queue Service Time (g s)		9.6 4.0	12.9 10.2		بدوان بالمستراب والمستشرات	1.9 29.2	3.2
Cycle Queue Clearance Ti	revenue de la company de l	(97 40 0 023 023	16.9 3 1012 1023 1023		(8 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	110 292 0.64 0.57	0.57
Green Ratio (g/C) Capacity (c) veh/h	The second secon	23 383	823 869			278 1074	922
Volume-to-Capacity Ratio) 485 0.197	0.527 0.470	THE PROPERTY SAME SECTIONS IN THE PARTY.			0.111
Back of Queue ((0)), ft/in (70. 412	10(5)(2) (10)(2)	Annual Control Company of the second company of the second control			28.6
Back of Queue (Q), veh/li		29 16				0.9 12.5	17
Queue Storage Ratio (*RQ		0.00	10,00 20:00		Transport Commence of the Print		0 00
Uniform Delay (d 1), s/veh		45.3 34.4	41 2 36 8			The second second	10.7
lne enemalically (66%)) is	Weh to the second	06 06	0.9	The second secon			0.2
Initial Queue Delay (d ɔ), s		0.0 - 0.0	0.0	Fire to the state of the state	Contract Con	0.0 0.0	0.0
ControliDelay (a), siven		45'9: 34'5	F 142 0 1874				110
Level of Service (LOS)		D 40	en Die feb	and the same of	0:		В
Approach Delay, s/veh//LC	the state of the s	aros D	第148 9.5 [6] 音	PD 1 25,2		18.5	R
Intersection Delay, s/veh / I	.OS		26.0 series bu		i de la la compania de la compania del la compania de la compania del la compania de la compania de la compania del la compania	V.P P. G. (P. A.) - S. (P. A.) - P. (P. A.) - (P. A.) P. G. G. (P. C.) - P. (P. A.) - P. (P. A.) - (P. A.)	
Mulline genkieralt in sie:							
Pedestrian LOS Score / LO	S and the second				2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		医
Bloyde LOS Score // LOS							
	A SOUTH AND AND A SECOND	STATE OF THE PARTY	and the second second second		ACCUSE VINE AND ADDRESS OF THE PARTY OF THE	STATE OF THE PARTY OF	neurghts)

	SUSTINCTION OF THE PROPERTY OF	-Way Stop-Control Repo	
General Informatio		Site/info/mation	
Analyst	FIC SHARAFASHIS, C	Intersection	Site Driveway & Rt. 206
Agency/Go	per popular and a second	vi julisalellon	
Date Performed	8/8/2019	Eåst/West Street	Site Driveway
Arialysis Year	20(9	North/south Street	Route 206 (1911) 11 11 11 11 11 11 11 11 11 11 11 11
Time Analyzed	.Pm:Build	Peak Hour Factor	0.97
Intersection Orientation:	North-South	PATRIYSIS I IME PERIODUTS	
Project Description		Entering to the public to the control of the contro	DESCRIPTION OF THE PROPERTY OF

Lanes



Vehicle Volumes and Ad	justmi	ents														
Approach	4	East	bound	Wa lifer	Paris.	Wes	tbound.			Norti	bound	902H		Souti	nbound	
: Movement	10	L		ALR IS	Ü				10	II L	i i	E R	WU		l sits	₽R#
Priority	T3 (.T. 1996)	10	11	-12	A STATE OF THE STA	7	8	9	10		2	3 3 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4Ú	4	. 5	6
Number of Lanes		0	0	0		0		0.0	20	ō	1	0	10	ő		Ò
Configuration		programmes of					LR.			tokane nesent termi	recusionale Politicale Computer	ŤR.	i de l'esta Galecti et Salicti et	i.	2 TT 1 400	
Volume (vely))											1.03	17.		25	868	
Percent Heavy Vehicles (%)				3045a3		,#B	C-W-W	18/3 /5		26.E%	785.3			43 🕾		
Rioportion Time Blocked and the																
Percent Grade (%)			a vassalas		41367		0					945124 24				
Right Turn Channelized																
Medián Type [Storage		n Pen Stan		Undiv	ided					anasa.	evane na	net vers	elen es	en su su	Conderval Comercal AllandSt⊊i	**************************************
@ittgalland FollowsupiFi	aelva	ye.														
Base Critical Headway (sec)	() () () () () () () () () ()		্কেন্দ্র (১৮৯৫) ক্ষু		李	亦使	學術學	6.2		i Palati, 1 Aria Kabupat Malati	(A) (A)	8-#₩ (#8/# -/ *) 	ال من المنظوم في المنظ المنظم المنظم في المنظم المنظم المنظم في	41	7 2 (1 C) 2 (1 C) 2 (1 C)	
CriticaliFleadway (sec)						(643		623						4/13		
Base Follow-Up Headway (sec):					11-7-14 FULUS	3,5		33		1,3023 42,4923	(1000) (1000)		. 1	2,2	33, 710 36, 7, 42	
Followeup Readway (see)						-B3		988						2.23		
Delay, Queue Length, and	l Leve	ាទ	irvice													
Flow Rate, v (veh/h)	14.2		-1907AT -1937BH F		程度に合う。 (中央表現) (タインタイン	7.00.10	19		9	W.A.	€ (E. E. STEEN) TV ANDERSON (E. STEEN) TV ANDERSON (E. STEEN)		.av#aH	26		es e
Gapacity, c (veh/n)							151							-601		
v/c Ratio	1443 1014 1014	An Li	Section Venices	Ou d S	1,000	的權力於	0.12	\$0.095 <u>1</u>	191-250V	10/22	Ka A	Ž.,,	and Articles	0.04		
95% Quetel enath (Cap (Veh) 10 and							0.4							0.18		
Control Delay (s/veh)		CANAL L	1740-70 20-20-20 20-20-20		September 1		32,2	********* ****************************		2000. 2000.		7 - 15 1 1 1 - 25 1 1 - 25 1	i wa z	11.3	27	i na an
Ecvelloi Service (LOS)							(O)							8		
Approach Delay (s/yeh)	CONTRACTOR Services			engales	100 0 mg / mg 100 0 mg / mg 100 0 mg / mg 100 0 mg / mg 100 0 mg	32	2		1386.1V	1 (1 to 1	rajese ibare La la casa Star e a	100 E	To the second of		2	ali de la
Approach LOS						b										