

## McDonough & Rea Associates, Inc.

### *Traffic and Transportation Consulting*

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

March 19, 2020

Howell Township Zoning Board of Adjustment  
4567 Route 9 North  
P.O. Box 580  
Howell, NJ 08730

Re: 366 Ramtown-Greenville Road  
Lot 29 in Block 3  
Howell Township, Monmouth County  
MRA File No. 19-203

Dear Board Members:

McDonough & Rea Associates (MRA) has been asked to provide the Zoning Board of Adjustment with a *Traffic Impact Analysis* for plans to construct a 37,530 SF office/warehouse building on the noted property. The property currently contains a 17,845 SF 1-story masonry building which will be modified to have both warehouse and office uses. The site is currently served by an existing 18 foot wide driveway which will be abandoned. A new 30 foot wide driveway will be constructed along the eastern boundary of the property in order to more safely and effectively serve vehicles entering and exiting the site. The site will be served by 41 employee/visitor parking spaces and 5 loading docks between the 2 buildings.

### **SCOPE OF STUDY**

In order to prepare a thorough *Traffic Impact Analysis* for the proposed warehouse project, MRA conducted the following tasks:

1. Made field visits to the site to establish existing roadway and traffic conditions in the area.
2. Placed an Automatic Traffic Recorder (ATR) across Ramtown-Greenville Road in order to inventory existing peak hour traffic volumes passing the site frontage.
3. Conducted manual turning movement traffic counts along Ramtown-Greenville Road at Arnold Boulevard.

Please reply to:

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



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Howell Township Zoning Bd. of Adj.

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March 19, 2020

4. Prepared estimates of traffic to be generated by the warehouse and office space based upon Institute of Transportation Engineers (ITE) data.
5. Projected traffic volumes to a design year of 2022, including background traffic growth along Ramtown-Greenville Road.
6. Conducted a level of service capacity analysis for the proposed site driveway to Ramtown-Greenville Road.

The following report sets forth the database accumulated and the conclusions reached with respect to 366 Ramtown-Greenville Road.

### **EXISTING CONDITIONS**

The subject property contains approximately 10 acres and is located on the north side of Ramtown-Greenville Road just north of the bridge over Muddy Ford Brook, as seen on *Figure 1*, a *Site Location Map*, in the *Appendix*. It is currently served by an 18 foot wide driveway to an existing 1-story masonry building. Ramtown-Greenville Road is a 2-lane collector roadway in the vicinity of the site with a posted speed limit of 40 MPH. Land use along Ramtown-Greenville Road consists of residential subdivisions and vacant wooded properties. North of the subject property, Ramtown-Greenville Road provides access to the *Howell Township Middle School South* and *Ramtown* and *Greenville Elementary Schools*.

### **EXISTING TRAFFIC VOLUMES**

An ATR was placed across Ramtown-Greenville Road in the vicinity of the noted property and recorded traffic volumes from October 26, 2019-November 2, 2019. Over 150 hours of continuous traffic volume data was collected. Peak hours along Ramtown-Greenville Road typically occur in the morning between 7:00 AM-8:00 AM and in the afternoon between 2:00 PM-3:00 PM. In addition, manual turning movement traffic counts were conducted in November 2019 at the Arnold Boulevard/Ramtown-Greenville Road intersection. The afternoon peak hour coincides with dismissal times at the middle school and elementary schools in the area. *Figure 2* in the *Appendix* illustrates existing peak hour traffic flow passing the site frontage.



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March 19, 2020

### TRIP GENERATION/DISTRIBUTION

Estimates of traffic to be generated by the total office and warehouse space in both buildings were made after consulting the 10<sup>th</sup> Edition of the ITE *Trip Generation Manual*. The following Table illustrates the anticipated peak hour traffic generation from both the office space and warehouse space.

TABLE I  
TRIP GENERATION

<u>USE</u>	<u>AM PSH</u>			<u>PM PSH</u>		
	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
Warehouse Space-45,975 SF	24	7	31	9	25	34
Office Space-9,400 SF	<u>9</u>	<u>2</u>	<u>11</u>	<u>3</u>	<u>8</u>	<u>11</u>
<b>Total</b>	<b>33</b>	<b>9</b>	<b>42</b>	<b>12</b>	<b>33</b>	<b>45</b>

With respect to the anticipated distribution of site generated traffic, it is anticipated that approximately 60 percent of site generated trips will be oriented to and from the north along Ramtown-Greenville Road, towards Newtons Corner Road and an eventual connection with I-195, north of the property.

Figure 3 in the Appendix illustrates peak hour site generated traffic flow.

It should be noted that in order to prepare a worst case analysis, MRA utilized the *Peak Hour of Generator* traffic generation numbers from the ITE *Trip Generation Manual* and analyzed the highest peak hour of traffic flow passing the site frontage in the morning (7:00 AM-8:00 AM) and afternoon (2:00 PM-3:00 PM).

### ANALYSIS OF FUTURE TRAFFIC

A design year of 2022 was selected for analysis. The New Jersey Department of Transportation's (NJDOT) *Background Traffic Growth Rate* data for the area was consulted with a finding that background traffic growth along collector roads such as Ramtown-Greenville Road, is anticipated to grow at 2.5 percent per year. MRA conservatively increased existing traffic volumes by 10 percent in order to project traffic volumes to the 2022 design year. Design year 2022 traffic volumes are shown on Figure 4 in the Appendix. Site generated and distributed traffic was surcharge onto no-build volumes and are shown on Figure 5 in the Appendix entitled, *Design Year 2022 Build Traffic Volumes*.



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

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

Full definitions of levels of service for unsignalized intersections and level of service summaries are included in the *Appendix*. The intersections studied by this report were analyzed according to the procedures set forth in the *Highway Capacity Manual 2010*, using the *Highway Capacity Software (HCS7 version 7.5)*.

Findings were that exiting movements from the site driveway to Ramtown-Greenville Road will operate at level of service "B" during both the AM and PM peak street hours. Left turn movements into the site driveway will operate at level of service "A" during both time frames. Therefore, this intersection will operate well within accepted traffic engineering parameters.

### **CONCLUSIONS**

It is concluded based on the analysis set forth in this report, that plans to construct 37,530 SF of office/warehouse building on the noted property, in addition to the 17,845 SF building that exists on the site, can be approved and operate compatibly with future traffic flows in the area. The site driveway to Ramtown-Greenville Road will operate at an excellent level of service for both the morning and afternoon peak hour.



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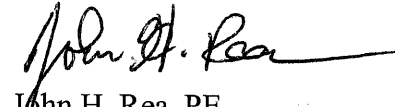
Howell Township Zoning Bd. of Adj.

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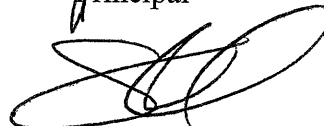
March 19, 2020

A representative from MRA will be in attendance at an upcoming Howell Township Zoning Board of Adjustment meeting to provide expert testimony and to answer any questions board members, board experts or the public may have.

Very truly yours,



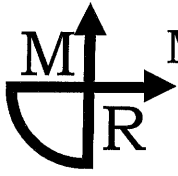
John H. Rea, PE  
Principal



Scott T. Kennel  
Sr. Associate

cc: Ken Pape, Esq.  
Nechama Morgan  
Chaim Dubin

# APPENDIX



McDONOUGH & REA ASSOCIATES

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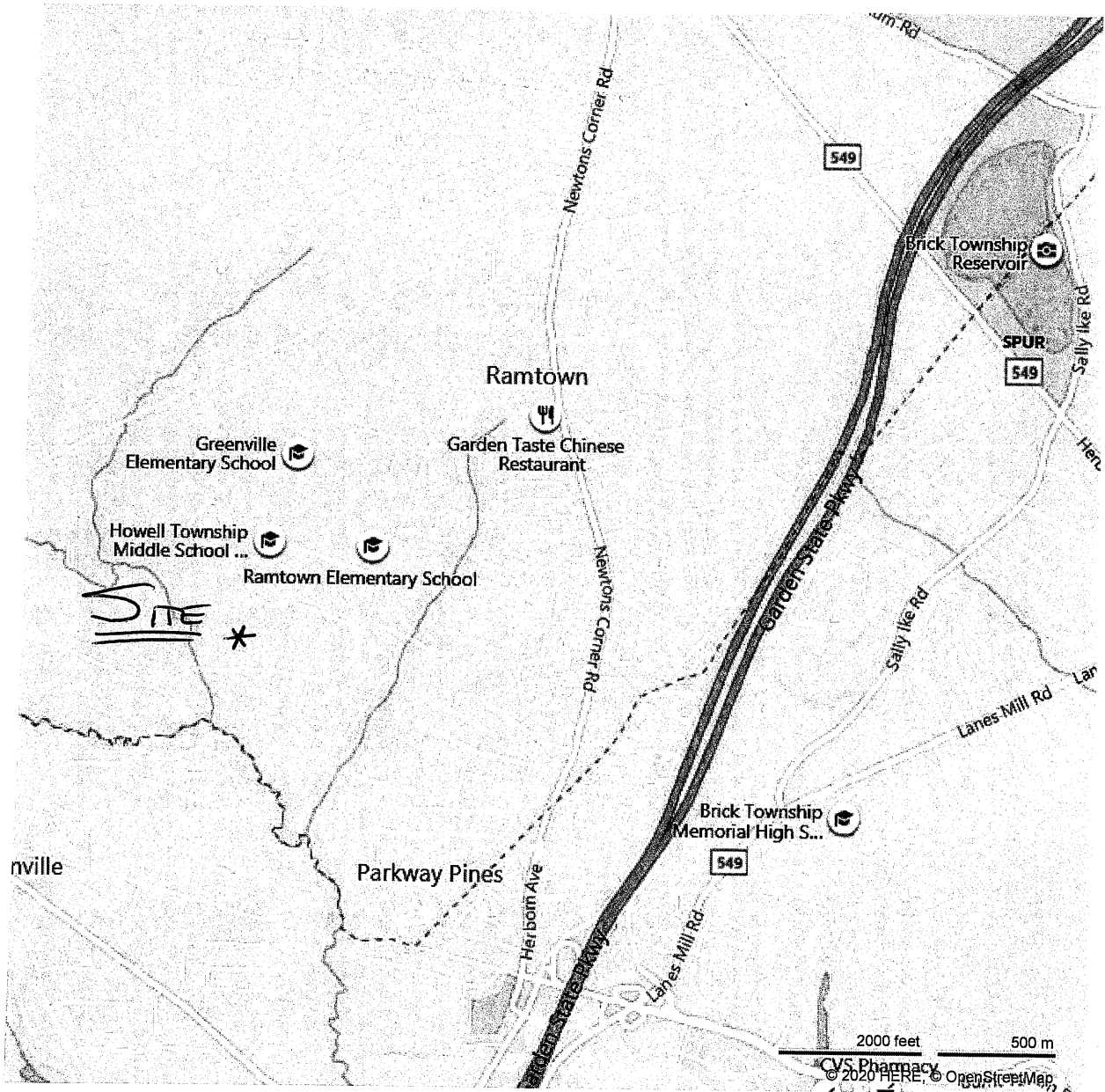
FIGURE 1

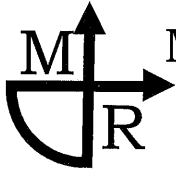
JOB NO.  
19-203

DATE:  
NOV 2019

SUBJECT:

366 RAMTOWN - GREENVILLE ROAD: HOWELL  
SITE LOCATION MAP





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TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 2

JOB NO.  
19-203

DATE:  
NOV 2019

SUBJECT:

366 RAMTOWN - GREENVILLE ROAD: HOWELL  
EXISTING AM PSH (PM PSH) TRAFFIC VOLUMES

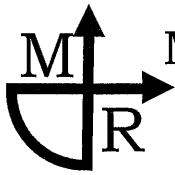


SITE

RAMTOWN-  
GREENVILLE ROAD (115)135 → ← 150(175)

LEGEND: ← AM PSH(PM PSH)





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FIGURE 3

JOB NO.  
19-203

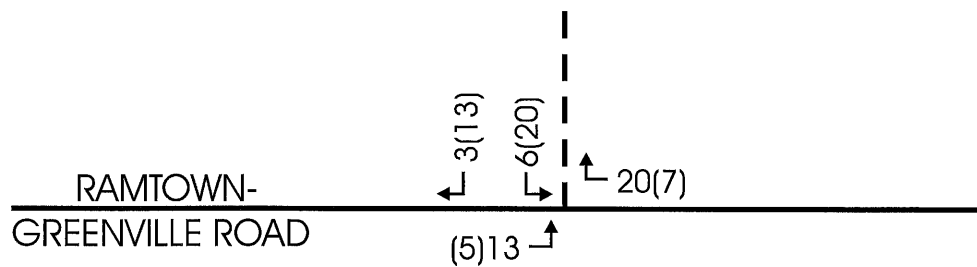
DATE:  
MAR 2020

SUBJECT:

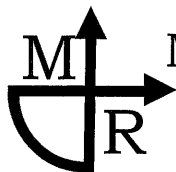
366 RAMTOWN - GREENVILLE ROAD: HOWELL  
SITE GENERATED TRAFFIC VOLUMES



SITE



LEGEND: ← AM PSH(PM PSH)



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FIGURE 4

JOB NO.  
19-203

DATE:  
NOV 2019

SUBJECT:

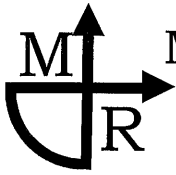
366 RAMTOWN - GREENVILLE ROAD: HOWELL  
2022 NO - BUILD TRAFFIC VOLUMES



SITE

RAMTOWN-  
GREENVILLE ROAD (126)148 → ← 165(192)

LEGEND: ← AM PSH(PM PSH)



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TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 5

JOB NO.  
19-203

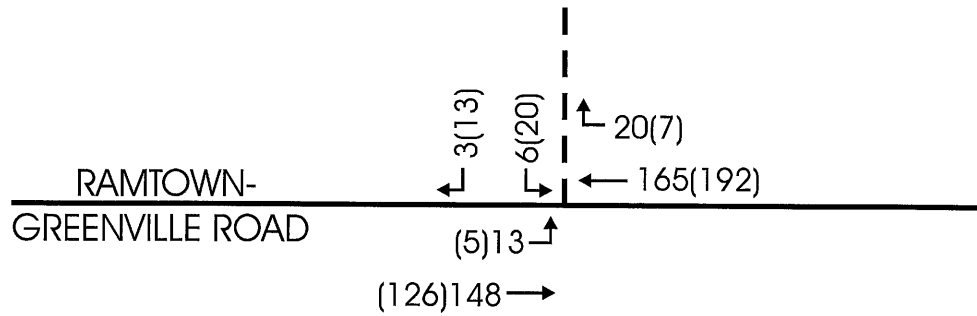
DATE:  
MAR 2020

SUBJECT:

366 RAMTOWN - GREENVILLE ROAD: HOWELL  
2022 BUILD TRAFFIC VOLUMES



SITE



LEGEND: ← AM PSH(PM PSH)

McDonough & Rea Associates  
1431 Lakewood Road Suite C  
Manasquan NJ 08736  
(732) 528-7076

RAMTOWN - GREENVILLE LLC  
RAMTOWN - GREENVILLE ROAD  
HOWELL TOWNSHIP, MONMOUTH COUNTY  
MRA JOB 19-203 ATR COUNT

Site Code: 19203  
19203 OCT RAMTOWN GREENVILLE ATR COUNT  
Located near #366 Ramtown-  
Greenville road  
Station ID: 15293

Start Time	21-Oct-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	9	12	9	12
01:00	*	*	*	*	*	*	*	*	*	*	*	*	6	8	6	8
02:00	*	*	*	*	*	*	*	*	*	*	*	*	6	7	6	7
03:00	*	*	*	*	*	*	*	*	*	*	*	*	4	0	4	0
04:00	*	*	*	*	*	*	*	*	*	*	*	*	0	2	0	2
05:00	*	*	*	*	*	*	*	*	*	*	*	*	2	2	2	2
06:00	*	*	*	*	*	*	*	*	*	*	*	*	12	7	12	7
07:00	*	*	*	*	*	*	*	*	*	*	*	*	22	12	22	12
08:00	*	*	*	*	*	*	*	*	*	*	*	*	32	35	32	35
09:00	*	*	*	*	*	*	*	*	*	*	*	*	69	30	69	30
10:00	*	*	*	*	*	*	*	*	*	*	*	*	55	60	55	60
11:00	*	*	*	*	*	*	*	*	*	*	*	*	71	64	71	64
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	77	74	77	74
01:00	*	*	*	*	*	*	*	*	*	*	*	*	47	66	47	66
02:00	*	*	*	*	*	*	*	*	*	*	*	*	58	64	58	64
03:00	*	*	*	*	*	*	*	*	*	*	*	*	54	59	54	59
04:00	*	*	*	*	*	*	*	*	*	*	*	*	62	61	62	61
05:00	*	*	*	*	*	*	*	*	*	*	*	*	61	65	61	65
06:00	*	*	*	*	*	*	*	*	*	*	*	*	40	51	40	56
07:00	*	*	*	*	*	*	*	*	*	*	*	*	32	35	32	39
08:00	*	*	*	*	*	*	*	*	*	*	*	*	35	36	35	43
09:00	*	*	*	*	*	*	*	*	*	*	*	*	25	25	20	30
10:00	*	*	*	*	*	*	*	*	*	*	*	*	27	15	20	20
11:00	*	*	*	*	*	*	*	*	*	*	*	*	22	10	14	13
Lane	0	0	0	0	0	0	0	0	0	0	200	229	775	800	811	829
Day	0	0	0	0	0	0	0	0	0	0	429	1575	1640			
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	71	64	71	64
PM Peak	-	-	-	-	-	-	-	-	-	-	19:00	18:00	12:00	12:00	12:00	12:00
Vol.	-	-	-	-	-	-	-	-	-	-	52	61	77	74	77	74

Site Code: 19203  
VILLE ATR COUNT  
ar #366 Ramtown-  
Greenville road  
Station ID: 15293

Start Time	28-Oct-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)	SB(A)	NB(B)
12:00 AM	3	8	5	7	140	117	130	4	4	16	16	16	*	*	6	8
01:00	6	1	2	2	3	1	2	3	3	4	3	4	*	*	3	3
02:00	1	1	0	2	0	0	2	4	2	11	11	11	*	*	3	3
03:00	1	2	3	2	2	4	2	1	5	2	2	2	*	*	2	2
04:00	10	3	5	4	6	3	9	3	4	3	3	3	*	*	6	3
05:00	19	7	19	13	13	11	15	11	19	6	6	6	*	*	15	8
06:00	56	42	56	39	62	49	53	35	58	9	9	9	*	*	49	37
07:00	142	135	145	122	140	117	150	124	146	127	34	17	*	*	126	107
08:00	140	72	136	69	136	81	132	73	136	81	62	41	*	*	124	70
09:00	73	71	68	47	73	64	78	80	80	69	67	42	*	*	73	62
10:00	69	69	51	53	59	68	75	74	86	70	95	73	*	*	72	68
11:00	57	58	73	63	66	64	58	74	76	89	94	87	*	*	71	72
12:00 PM	63	93	60	70	64	69	79	75	85	71	85	121	*	*	73	83
01:00	76	103	65	100	80	88	74	106	78	93	72	99	*	*	74	98
02:00	174	106	164	108	154	99	158	107	166	115	76	77	*	*	149	102
03:00	156	153	123	123	130	122	114	119	129	146	87	93	*	*	123	126
04:00	115	122	108	102	122	108	103	131	122	103	83	92	*	*	109	110
05:00	133	132	136	103	147	103	95	132	112	118	*	*	*	*	125	118
06:00	75	86	69	109	110	101	73	79	92	106	*	*	*	*	84	96
07:00	55	58	55	70	54	95	66	59	67	69	*	*	*	*	59	70
08:00	29	45	42	41	34	89	57	58	34	54	*	*	*	*	39	57
09:00	31	34	18	29	26	43	29	40	38	50	*	*	*	*	28	39
10:00	12	22	12	17	10	23	15	14	27	31	*	*	*	*	15	21
11:00	4	9	13	14	11	14	15	6	19	24	*	*	*	*	12	13
Lane	1500	1432	1428	1309	1507	1419	1458	1413	1588	1485	806	787	0	0	1440	1376
Day	2932		2737		2926		2871		3073		1593		0	0	2816	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	10:00	11:00	-	-	07:00	07:00
Vol.	142	135	145	122	140	117	150	124	146	127	95	87	-	-	126	107
PM Peak	14:00	15:00	14:00	15:00	14:00	15:00	14:00	17:00	14:00	15:00	15:00	12:00	-	-	14:00	15:00
Vol.	174	153	164	123	154	122	158	132	166	146	87	121	-	-	149	126

Comb. Total	2932	2737	2926	2871	3073	2022	1575	4456
ADT	ADT 2,611	AADT 2,611						

366 RAMTOWN - GREENVILLE ROAD  
ARNOLD BLVD & RAMTOWN - GREENVILLE RD  
HOWELL TOWNSHIP, MONMOUTH COUNTY  
MRA JOB 19-203 WEDNESDAY AM COUNT

McDonough & Rea Associates  
1431 Lakewood Road Suite C  
Manasquan NJ 08736  
(732) 528-7076

File Name : 19203 arnold & ramtown am1  
Site Code : 00019203  
Start Date : 11/6/2019  
Page No : 1

Groups Printed- CARS - TRUCKS - SCHOOL BUS

Ramtown-Greenville Road Southbound				Ramtown-Greenville Road Northbound				Arnold Blvd Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
07:00 AM	12	26	38	18	13	31	33	5	38	107	
07:15 AM	11	37	48	8	16	24	16	10	26	98	
07:30 AM	13	20	33	16	18	34	12	12	24	91	
07:45 AM	18	21	39	19	8	27	13	18	31	97	
Total	54	104	158	61	55	116	74	45	119	393	
08:00 AM	17	34	51	9	12	21	2	19	21	93	
08:15 AM	20	12	32	10	10	20	4	13	17	69	
08:30 AM	9	23	32	25	17	42	4	25	29	103	
08:45 AM	5	14	19	23	6	29	8	25	33	81	
Total	51	83	134	67	45	112	18	82	100	346	
09:00 AM	3	3	6	15	12	27	2	14	16	49	
09:15 AM	8	15	23	16	8	24	10	12	22	69	
Grand Total	116	205	321	159	120	279	104	153	257	857	
Approch %	36.1	63.9		57.0	43.0		40.5	59.5			
Total %	13.5	23.9	37.5	18.6	14.0	32.6	12.1	17.9	30.0		

Ramtown-Greenville Road Southbound				Ramtown-Greenville Road Northbound				Arnold Blvd Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total	
Peak Hour From 07:00 AM to 09:15 AM - Peak 1 of 1											
Intersection											
Volume	54	104	158	61	55	116	74	45	119	393	
Percent	34.2	65.8		52.6	47.4		62.2	37.8			
07:00 Volume	12	26	38	18	13	31	33	5	38	107	
Peak Factor										0.918	
High Int. Volume	11	37	48	16	18	34	33	5	38		
Peak Factor			0.823			0.853			0.783		

**McDonough & Rea Associates**  
1431 Lakewood Road Suite C  
Manasquan NJ 08736  
(732) 528-7076

File Name : 19203.arnold & ramtown pm1  
Site Code : 00019203  
Start Date : 11/6/2019  
Page No : 1

## Groups Printed- CARS - TRUCKS - SCHOOL BUS

	Ramtown-Greenville Road Southbound				Ramtown-Greenville Road Northbound				Arnold Blvd Eastbound			
Start Time	Thru	Right	App. Total		Left	Thru	App. Total		Left	Right	App. Total	Int. Total
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1												
Intersection	04:00 PM											
Volume	71	42	113		78	55	133		80	86	166	412
Percent	62.8	37.2			58.6	41.4			48.2	51.8		
04:00 Volume	22	15	37		21	10	31		24	27	51	119
Peak Factor												0.866
High Int.	04:00 PM				04:30 PM				04:00 PM			
Volume	22	15	37		17	20	37		24	27	51	
Peak Factor			0.764				0.899				0.814	





[illegible]



**LEVEL OF SERVICE CRITERIA  
FOR  
TWO-WAY STOP-CONTROLLED INTERSECTIONS<sup>1</sup>**

<b><u>Level of Service</u></b>	<b><u>Average Control Delay</u></b>
A	$\leq 10.0$ Seconds Per Vehicle
B	$> 10.0$ and $\leq 15.0$ Seconds Per Vehicle
C	$> 15.0$ and $\leq 25.0$ Seconds Per Vehicle
D	$> 25.0$ and $\leq 35.0$ Seconds Per Vehicle
E	$> 35.0$ and $\leq 50.0$ Seconds Per Vehicle
F	$> 50.0$ Seconds Per Vehicle

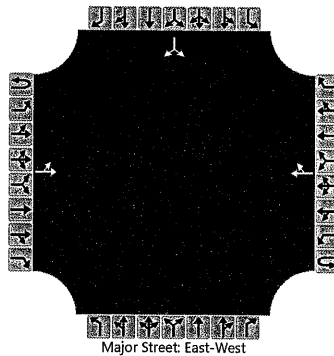
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<sup>1</sup> Transportation Research Board, Highway Capacity Manual 2010, National Research Council, Washington, DC, 2010.

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	STK	Intersection	RAMTOWN-GREENVILLE & SITE
Agency/Co.	MRA	Jurisdiction	
Date Performed	3/18/2020	East/West Street	RAMTOWN-GREENVILLE
Analysis Year	2022	North/South Street	SITE TRAFFIC
Time Analyzed	PM	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	19-203PFB		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		5	126				192	7						20		13
Percent Heavy Vehicles (%)		10												10		10
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.20												6.50		6.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.29												3.59		3.39

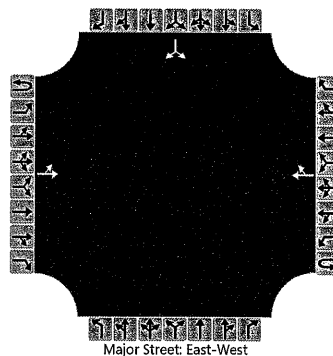
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6													37	
Capacity, c (veh/h)		1302													676	
v/c Ratio		0.00													0.05	
95% Queue Length, Q <sub>95</sub> (veh)		0.0													0.2	
Control Delay (s/veh)		7.8													10.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.3												10.6			
Approach LOS													B			

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	STK	Intersection	RAMTOWN-GREENVILLE & SITE
Agency/Co.	MRA	Jurisdiction	
Date Performed	3/18/2020	East/West Street	RAMTOWN-GREENVILLE
Analysis Year	2022	North/South Street	SITE TRAFFIC
Time Analyzed	AM	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	19-203AFB		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		13	148				165	20						6		3
Percent Heavy Vehicles (%)		10												10		10
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.20												6.50		6.30
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.29												3.59		3.39

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14													10	
Capacity, c (veh/h)		1319													655	
v/c Ratio		0.01													0.02	
95% Queue Length, Q <sub>95</sub> (veh)		0.0													0.0	
Control Delay (s/veh)		7.8													10.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.7												10.6			
Approach LOS													B			