ntersection	A PARTIE NA			W-1	7			
nt Delay, s/veh	125.2							
lovement	WEL	WBR	NBT	NBR	SBL	OPT		
				NON	OBL	SBT		
ane Configurations raffic Vol., velvih	224	41	500	422	20	4		
	224	41	500		59	329		A CONTRACTOR OF THE PARTY OF TH
uture Vol., velvh onflicting Peds, #/hr	0	41	500	422	59	329		
gn Control			ALCOHOL: NA		0	0		and the second second second
Channelized	Stop	Stop	Free	Free	Free	Free		
torage Length	150	None		None	_	None		
iorage Lengin eh in Median Storage		State of the last		-	-	0		
	0	-	0		-	0		
rade, %	_	P7	0	02	70.77	0		
eak Hour Factor	63	63	93	93	87	87		
eavy Vehicles, %	8	8	7	6	7	8	CALL THE COLUMN TO THE COLUMN	
mt Flow	356	65	538	454	68	378		
or/Minor	Minor1		Vajor1		Aajor2			
flicting Flow All	1279	765	0	0	992	0		
Stage 1	765				002			
Stage 2	514	-						
tical Holwy	6.48	6.28			4.17			
tical Holwy Stg 1	5.48	0.20		1000	-			
ical Holwy Stg 2	5.48			279	-190	The state of		
low-up Howy	3.572	3.372			2.263	_		
Cap-1 Maneuver	- 178	394		22.00	678			
Stage 1	449	001		-	010	WE T		
Stage 2	588	-		100		- 52	The second	
toon blocked. %			-	-	-	_	8 770	
v Cap-1 Maneuver	~ 55	394			678			
v Cap-2 Maneuver		-		-	010			
Stage 1	449		= 23	THAT S				THE PERSON NAMED IN COLUMN
Stage 2	513	_		-				
	3,3			T.				
proach	WB		NB	en T	SB	3c.0	A CONTRACT	
CM Control Delay, st	551.1		0		1.7			A DANSEL CONTRACT
CMLOS	F				-			
						E 5		
nor Lane/Major Mvm	rž .	NBT	NBRV	/BLn1M		SBL	SBT	
pacity (veh/h)		-	-	155	394	678	100	
M Lane V/C Ratio	227			2.294		0.1		
M Control Delay (s)		-		649.1	15.9	10.9	0	
M Lane LOS		-	-	F	C	В	A	
CM 95th %tile Q(veh		-	-	29.6	0.6	0.3	VIII.	
otes	7		No. State				A Section 1	Land of Poster of the
olume exceeds car	whose	S-Da	lay exc	ando 30	n.	Com	outation Not Defined	1: All major volume in platoon

Intersection		ië i				2000	
Int Delay, s/veh	2	- 11					
Movement	WEL	WER	NBT	NBR	SBL	SBT	
Lane Configurations	TIDE		To	INDIV	SOL		
Traffic Vol. veh/h	8	31	309	25	104	205	20
Future Vol. veh/h	8	31	309	25	104		
Conflicting Peas, #/hr	0	0	0	0	104		
Sign Control	Stop	Stop		-	Free		
RT Channelized	Omb	None	rice	275			
Storage Length	ŏ	100		_	150	140410	
Veh in Median Storage.		The same of the sa	0		130	0	i
Grade, %	0	16.	0			0	
Peak Hour Factor		DA.		0.0	- ar	0	
	90 20	90 20	89	89	85	85	
Heavy Vehicles, %		20	9		20	13	
Mymt Flow	9	34	347	28	122	241	
Major/Minor M	inort		Major1	The same	Major2	-	
Conflicting Flow All	846	361	0	0	375	0	
Stage 1	351	301			31.3	, v	
Stage 2	485	-		-			
Critical Howy	6.6	6.4			Was I		i
Critical Howy Stg 1	5.6	0.4	- 2		4.3		
Critical Howy Stg 2	5.6	NAME:				_	
Follow-up Holwy	3.68	3.48		7.9	2.38	-	
Pot Cap-1 Maneuver	310	645	-	-		-	
Stage 1	667	Charles .	-	•	1091		
Stage 2	583	-	-	-	•		
Platoon blocked, %	203	-		•	_ :	-	
	775	CAR			480F	-	
Mov Cap-1 Maneuver	275	645	100 T		1091	-	
Mov Cap-2 Maneuver	275	-	•		-	-	
Stage I	667	-	-	1200		-	
Stage 2	518	-	-	•	-	-	
Approach	WB	-	NB		SB		
HCM Control Delay, s	12.5	-1 -	0		2.9		
HCM LOS	В				2.0		
AND FRANCE COMME	Ü						
Carlos British	-	Line	2.000	W.	-		
Minor Lane/Major Mymt		NBT	NBRM	VBLn1W	HLnZ	SBL	
Capacity (velvh)		-			645		
ICM Lane V/C Ratio		+	-	0.032			
HCM Control Delay (s)			-	18.5	10.9	8.7	
HCM Lane LOS HCM 95th %tile Q(veh)		-	-	С	В	Α	
				0.1	0.2	0.4	

Intersection			117		-	-3 6+	The Paris	
Int Delay, s/veh	36.5	7			_			
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	7	-		19675	COL			Control of the Control
Traffic Vol., veh/h	333	10	2/3	240	-	368		
Future Vol. veh/h	333			240	4			
Conflicting Peds, #/hr	333	0	213	240	4			
Sign Control	Stop			Free	-		1000	
RT Channelized	Stop	Stop		None	Free			The state of the s
Storage Length	150	0		(vone	-	None		
Veh in Median Storage		· ·	0	-	-	70		
Grade, %	0		0		-	0		
Peak Hour Factor	92	92	83	מים	nn.			
A STATE OF THE PARTY OF THE PAR	3		5	83	90	90 10		
Heavy Vehicles, % Mymt Flow		3		4	8			Maria Caralla
MAIN FIOW	362	- 11	329	289	4	409		
/ajon/Minor	Minor	3	Major1	121	Major2			
Conflicting Flow All	891	474	0	0	618	0		
Stage 1		4/4	-	U	010	and the latest terminal		
Stage 2	474			•		-	10 miles	
Critical Howy	5.43	6.23	-	_	4 18	-		
Critical Howy Stg 1	5.43	0.ZJ	-		4.10		THE PERSON NAMED IN	
Critical Howy Stg 2	5.43		- Table	-	NAME OF TAXABLE PARTY.	-		
Follow-up Holary	3.527	2 227	-	ونصير	9 970			
ot Cap-1 Maneuver	~ 312	588	-	-	2272	-		
Stage 1	624	200	-	-	934			Albert & Property and
Stage 2	663		-					
latoon blocked, %	003	-			-	-		
Mov Cap-1 Maneuver	~ 210	588	-		024	-	TOWN TO THE REAL PROPERTY OF THE PERTY OF TH	190 III A
Mov Cap-2 Maneuver		-	-		934	-		
Stage 1	624	-	-					
	659	عفوا ال	وأسا		•	-		
Stage 2	005		-		rele	-		
opmach	WB		NB		SB		The second second	
ICM Control Delay, s		-	0	-	0.1	1000		
HCM LOS	137.3	-	U	-	U. I		1990	
ION EOO	r						in vision	
Minor Lane/Major Mym	t	NBT	NBRV	VBLn TV	/BLn2	SBL	SBT	
Capacity (veh/h)			-		588	934	-	
ICM Lane V/C Ratio	- New York			1.168	0.018	0.005		
ICM Control Delay (s)				141.1	112	8.9	0	
ICM Lane LOS		-	-	F	В	A	A	
ICM 95th %tile Q(veh)	7	-	-	15.3	0.1	0	-	
otes	- Constant	34.97	in we	MAN I		4 5		
Volume exceeds cap		4.0	lay exc	200			outation Not Defined	*: All major volume in platoon

To a 1920 100	_				-	
Intersection	EN L	September 1	- 10		Stelle	a
int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		1			_	4
Traffic Vol. veh/h	25 25 25	99	225	9	37	261
Future Vol. veh/h	25	99	225	ğ		261
Conflicting Peds, #/hr	0	0	0	Ō	0	201
Sign Control	Stop		Free			Free
RT Channelized		None		None		None
Storage Length	0	0		فيتعطنند	150	THORE
Veh in Median Storage		200	0		150	0
Grade, %	0	-	0	Mary Control		0
Peak Hour Factor	90	90	80	80	94	94
Heavy Vehicles, %	20	20	3	20	20	9
Mymt Flow	28	110	281	11	39	278
MININE ION	20	110	201	11	33	210
			-			
	Minori		Major I		Major2	
Conflicting Flow All	643	287	0	0	292	0
Stage 1	287	-		-	-	-
Stage 2	356	-	-	-	-	-
Critical Holory	6.6	6.4		-	4.3	
Critical Holwy Stg 1	5.6	-	-	-	-	-
Critical Holwy Stg 2	5.6	-	-	_		-
Follow-up Holary	3.68	3,48	-	-	2.38	-
Pot Cap-1 Maneuver	411	711	-		1174	-
Stage 1	722		•	-	-	-
Stage 2	671	-		-	-	-
Platoon blocked, %				-		
Mov Cap-1 Maneuver	397	711		-	1174	_
Mov Cap-2 Maneuver	397	-		-	-	-
Stage 1	722	-		-		
Stage 2	649	-	-	-9.000	-	
Control of the last of the las	The state of	-		10-11	-	_
Approach	MB		NO.		en	
			NB		SB	4
HCM Control Delay, s	11.7		0			
HCM LOS	В					
		-			-	
Minor Lane/Major Mvm	nt	NET	NBRV	VBLn W		
Capacity (veh/h)	1997	-	-	397	711	1174
HCM Lane V/C Ratio				0.07	0.155	0.034
HCM Control Delay (s)				14.7	11	8.2
HCM Lane LOS				В	8	A
HCM 95th %tile O(veh)		- 12	26766	0.5	0.1
The same of a same	2		- 41	U.E.	0.0	V.I

Intersection	III DESCRIPTION					
Int Delay, s/veh	2.6				E + 8 \	
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	- 4	7	1		-	
Traffic Vol. velvh	25	99	225	9	37	261
Future Vol. veh/h	25	99	225	9	37	261
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free		Free
RT Channelized	100	None		None		None
Storage Length	0	0		-	150	-
Veh in Median Storag		-	0		Negy	0
Grade, %	0	-	0	-		0
Peak Hour Factor	90	90	80	80	94	94
Heavy Vehicles, %	20	20	3	20	20	9
Mymt Flow	28	110	281	11	39	278
					-	
Major/Minor	16	13000F	The state			
	Minori		Major1		Major2	
Conflicting Flow All	643	287	0	0	292	0
Stage 1	287	-	•	-	-	- 4
Stage 2	356	2.1	-	-	-	-
Critical Howy	6.6	6.4			4.3	-
Critical Holwy Stg 1	5.6		NO DE SALONO	-	-	-
Critical Holwy Stg 2	5.6			-	_	-
Follow-up Hawy	3.68	3.48	-	-		-
Pot Cap-1 Maneuver	411	711	mit de la constante		1174	-
Stage 1	722			-	-	-
Stage 2	671				-	
Platoon blocked, %			•	-		
Mov Cap-1 Maneuver		711	-	-	1174	-
Mov Cap-2 Maneuver		-	•	-		-
Stage	722	-	-	-		-
Stage 2	649	-		-	-	-
						100000
Approach	WB		NB		SB	(Date)
HCM Control Delay, s			0		1	
HCM LOS	В	-	U		- 1	
FIOR: COO	D		_		-	
				بالمحاد		_
Minor Lane/Major Mvi	mt	NBT	NORW	VBLn1W		SBL
Capacity (veh/h)	1000	-		397	711	1174
HCM Lane V/C Ratio		0.5	-	0.07	0.155	0.034
HCM Control Delay (s		-	-	14.7	- 11	8.2
HCM Lane LOS		1	-	В	В	A
HCM 95th 46tile Q(vel	h)	-	-	0.2	0.5	0.1
				-		

ntersection							
Int Delay, s/veh	2.4	, ,		V. 1 2-0			
Movement	WBL	WBR	NBT	NBR	SBL	SBT	10.
Lane Configurations	- 5		7-	-	-		
Traffic Vol. veh/h	25	99	315	9	37	273	
Future Vol. veh/h	25	99	315	9	37	273	
Conflicting Peds, #/hr	Ō	Ö	0	0	0	Z	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None		None	3000 a
Storage Length	Ŏ	0		-	150	_	
Veh in Median Storage	e # 0	-	0			0	
Grade, %	0		0		- No.	0	
Peak Hour Factor	90	90	80	80	94	94	
Heavy Vehicles, %	20	20	3	20	94 20	9	
Mymt Flow	28	110	394	11	39	290	
				the state of		200	
N ac				A STATE OF			
	Minor1		Major 1		Major2		
Conflicting Flow All	768	400	0	0	405	0	
Stage 1	400	•	-	-	-	-	
Stage 2	368	-	-	-	_		
Critical Howy	6.6	6.4	•	-	4.3	-	
Critical Howy Stg 1	5.6	•		-	•	-	-
Critical Howy Stg 2	56		-			-	
Follow-up Holay	3.68	3.48	-		2.38	-	- 0 - 1
Pot Cap-1 Maneuver	345	613		-	1063		de la composition della compos
Stage 1	640	-	-	-	-		
Stage 2	662	-	-	-	-	-	
Platoon blocked, %	BA-F	The latest					
Mov Cap-1 Maneuver	332	613			1063	-	
Mov Cap-2 Maneuver	332	-		-	-	-	
Stage 1	640	-				-	
Stage 2	638			2000mg	-	+	
Approach	WB		NB		SB		1000
HCM Control Delay, s	13.1		0		1		
HCMILOS	В	-	V	-			
	D						
	1000			up Va			
Minor Lane/Major Mvm	rt .	NBT	NBRV	VBLn IV		SBL	SBT
Capacity (veh/h)		-			613		
HCM Lane V/C Ratio		-	-	0.084			_
HCM Control Delay (s)			-	16.8	122	8.5	
HCM Lane LOS		-	-	C	В	A	-
HCM 95th %tile Q(veh)	-		0.3	0.6	0.1	-
				-	an absolute	-	

Bihl Engineering Synchro 10 Report

ntersectio		Harrier C.				2/2	2/5
Int Delay,		21.8			200		
Marie Control				Files	-	-	95790
Movement		-	WBR	NBT	NBR	SBL	SBT
Lane Conf		- 5		1		m 5	57
Traffic Vol.		349	33	35 35	312		
Future Vol		349	33		312	130	57
	Peds, #/hr	0	0	0	0	0	0
Sign Contr		Stop	Stop	Free	Free	Free	Free
RT Chann		-	None		Free	AL PHIL	None
Storage Le		0	0	-	125	160	-
	dian Storage			Ō			0
Grade, %		0	-	0		-	0
Peak Hour		89	89	89	89	80	80
Heavy Veh		16	10	10	- 11	7	9
Mymt Flow	1	392	37	39	351	163	71
				-			-
Major/Minc		Minor 1		4.1.4			
				fajor1		Major2	
Conflicting		436	39	0		39	0
Stag		39					-
Stag		397	-	-	-	-	-
Critical Ho		6.56	6.3	-		4.17	-
Critical Hov		5.56	-	-	-		-
Cntical How		5.56		-	•	-	4.5
Follow-up I		3.644	3.39		-	2.263	-
Pot Cap-1		552	1010	-9-	0	1539	-
Stag		949	-		0	-	_
Stag		650		-	0		-
Platoon blo		and the		-			-
	Maneuver	493	1010	7.	-	1539	-
Mov Cap-2	Maneuver	493		-	-	-	
Stag	e1	949		-		-	-
Stag	e 2	581	-	-	-	_	-
	MAIN THE	10000	-	- anton	escell.		
danmach		WB		XIIX		ne.	
Approach	ID.			NB		SB	
HCM Contr	ol Delay, s	32.8		0		5.3	
HCM LOS		D					
Minor Lane	Major Mym	d	NRTW	BLnTW	Bl n2	SBL	SBT
Capacity (v			140111	V03	1010	1539	_
HCM Lane				0.795			-
	ol Delay (s)		200	35.1	8.7		
HCM Lane	1 OC					76	
TOWN LAME	FOO		-	E	A	A	-
HCM 95th	Marin Marin			7.4	0.1	0.4	-

	٨	\rightarrow	7	1	4	1	1	†	-	-	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WER	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	55,3479	11	7	7	++					- 1	4	-
Traffic Volume (veh/h)	0	595	52	609	436	0	0	0	0	478	0	118
Future Volume (veh/h)	Ø	595	52	609	436	0	0	0	0	478	0	118
Initial Q (Qb), veh	0	0	0	0	0	0	-	to the control	Contract Contract	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	- 00		(a) (a)	1.00	1.00	1.00
Work Zone On Approach		No	- Carlon		No					-	No	
Adj Sat Flow, velvh/n	0	1781	1707	1796	1737	0				1826	1826	1722
Adj Flow Rate, veh/h	0	717	0	692	495	0				520	0	0
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88				0.92	0.92	0.92
Percent Heavy Veh, %	0	8	13	7	11	0				5	5	12
Cap, veh/h	0	849	2000	737	2284	0				610	0	1015
Arrive On Green	0.00	0.25	0.00	0.37	0.69	0.00	1000			0.18	0.00	0.00
Sat Flow, veh/h	0	3474	1447	1711	3387	0				3478	0	1459
Grp Volume(v), veh/h	0	717	0	692	495	0			_	520	0	0
Grp Sat Flow(s) veh/h/in	0	1692	1447	1711	1650	0				1739	0	1459
Q Serve(g_s), s	0.0	20.7	0.0	33.4	5.6	0.0				14.9	0.0	0.0
Cycle Q Clear(q_c), s	0.0	20.7	0.0	33.4	5.6	0.0				14.9	0.0	0.0
Prop In Lane	0.00	4	1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	.0	849		737	2284	0	1000		-	610	. 0	
V/C Ratio(X)	0.00	0.84	e Paris	0.94	0.22	0.00				0.85	0.00	
Avail Cap(c_a), veh/h	0	1003		882	2714	0	-	-	2 000	746	0	-
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1000		1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00		270.00		1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	36.5	0.0	22.7	5.7	0.0				41.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.1	0.0	16.2	0.1	0.0	100			B:4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), velvIn	0.0	8.8	0.0	15.0	1.5	0.0				6.8	0.0	0.0
Unsig. Movement Delay, s/veh				1000							0.0	-
LnGrp Delay(d),s/veh	0.0	427	0.0	38.9	5.8	0.0	11	- 10		494	0.0	0.0
LnGrp LOS	Α	D		D	A	Α			790	D	A	100
Approach Vol., veh/h		717	A		1187						520	A
Approach Delay, s/veh		42.7			25.1						49.4	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		Ā		5						
Phs Duration (G+Y+Rc) s	45.3	32.3	1700	25.0		77.6			_		_	
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6			11 m			0.753
Max Green Setting (Gmax) s	46.6	30.4		22.0	- H22000	84.4						
Max Q Clear Time (q_c+11), s	35.4	22.7		16.9		7.6						
Green Ext Time (p_c), s	2.5	3.1		1.1		4.1			A SECTION	RES I		
Intersection Summary		211	-	14.	1000	7.1	-					
			25.5						. 2 . 0			
HCM 6th Ctrl Delay HCM 6th LOS	100	4.85	35.5	-60	- 2 - 5				- TO 18			
HOW OUT LAS			D									

User approved volume balancing among the lanes for turning movement.

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

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

Intersection			-oll s	11-12-1		DIV.						1	
Int Delay, s/veh	3.6		_										
Movement	EBL	EBT	EER	WEL	WET	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	- ++			44	-	1100	4	-	OUL	001	OUN	_
Traffic Vol., veh/h	33	1064	0	0	926	277	94	1	1147	0	0	0	
Future Vol. veh/h	33	1064	0	0	926	277	94		1147	0	Ö	0	-
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	Ŏ	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	-
RT Channelized	-	-	None	-	Trade Control	Yield			Free		-	None	
Storage Length	245	-	-	-	-	280	-	-	ð	- 100	-	-	
Veh in Median Storage	# -	0	WOODAN'T	-	0	300		0			16965		
Grade, %	-	O	-	-	Ö	-	-	Ø	-	-	0		
Peak Hour Factor	85	85	85	82	82	82	92	92	92	92	92	92	
Heavy Vehicles, %	12	5	5	5	6	5	18	6	6	2	2	2	
Mymt Flow	39	1252	0	0	1129	338	102	1	1247	0	0	0	
					337747								
	Aajor I	00.00		Aajor2			Minor 1			17-1-120			1
Conflicting Flow All	1129	0	-	-	-	0		2459	-	128	1,007	17	
Stage 1	-			-	-	-	1000	1330	-				(()
Stage 2	Tal Will	-			-	_	565	1129	-				
Critical Howy	4.34	-		-	7 mg = 1	-	7 16	6.62	•				
Critical Howy Stg 1	-	-		-	-	-	6.16	5.62	lagar •				
Critical Howy Stg 2	0.00	-	-		-		6.16	5.62					
Follow-up Howy	2.32	•	-	- X	_		3.68	4.06	-				
Pot Cap-1 Maneuver	560	15	0	0	1182 1	100	- 51	29	0	6.5 E			
Stage 1 Stage 2	-	•	0	0	•	_	184	215	0				
Platoon blocked, %		•	U	U	•		490	269	0		Distr.		
Mov Cap-1 Maneuver	560	-			-		. 47	N					
Mov Cap-2 Maneuver	200	-		•		-	47	0	•		There		
Stage 1	-	-		-	-	_	130	0	- 12			0.5	
Stage 2			400		10			0	45	100	-	100	- 331
Juge 2			- 97		Some		490	U					
Approach	EB	Marke.	- 10	WB	46-6		NB			TE 19			
HCM Control Delay, s	0.4		1900	0		-	96.1	-	-				-
HCM LOS		-					F		-				
	(0)0												-
Minor Lane/Major Mymt		BLnTN	IBLn2	EBL	EBT	WBT	WER						
Capacity (veh/h)		130		560	-		13.7			77			
HCM Lane V/C Ratio		0.794		0.069	-	-	-						
HCM Control Delay (s)		96.1	0	11.9	100	-	-	1775				E 7 113	
HCM Lane LOS		F	Α	В	-	-	•	- 11	a Bloo				
HCM 95th %tile Q(veh)		4.8	1858	0.2	-	-	- +						30.
Notes		Name and Address of		100			-1-22		musics	e4,,, 1966	MASS.	29 to 10 to	213250
Volume exceeds cap	acity	\$ De	lay exc	eeds 30)Os -	: Com	putation	Not De	fined	* A8	major v	olume in pla	toon
		12000			200	-	414	-	THE REAL PROPERTY.		100 7 100 000		-

Intersection								
nt Delay, s/veh	69.9							14.5
Movement	WBL	WBR	NBT	NBR	58L	SBT	77-35-	
Lane Configurations	7	7	. 4		OUL			
Fraffic Vol., veh/h	224	41	500	422	59	329		
uture Vol. veh/h	224	41	500	422	59	329		
Conflicting Peds, #/hr	0	0	0	0	0			
Sign Control	Stop	Stop	Free	Free	Free	and the same of th	Allow	
RT Channelized	Otop .	None	1100			None		
torage Length	150	0		79/5		2 Windows		
eh in Median Storage		-	0	100		-	The state of the s	
Grade %	0	-	0	No.		0	NIIX	
Peak Hour Factor	63	63	93	93	87	87		
Heavy Vehicles, %	8	8	7	6	7		1000	
Vivmt Flow	356	65	538	454	68	378		
MALLY E COM.	330	eu.	330	404	00	310		
ajor/Minor	Vinor1		Najor1	1	Major2			
conflicting Flow All	1052	538	0	0	992			
Stage 1	538	-			JJL -	Vinnessia de la composición dela composición de la composición dela composición dela composición dela composición de la composición dela composición de la composición dela composició		14
Stage 2	514							
intical Howy	6.48	6.28			4.17			
ntical Howy Stg 1	5.48	0.20			4.17			
ritical Howy Stg 2	5.48	THE RES		11111				The State of the S
ollow-up Hawy	3.572	3 372			2.263			
	~ 244	532			678			
Stage 1	573	JUE -	-		010		The second second	THE RESERVE OF THE PERSON NAMED IN COLUMN 1
Stage 2	588	-			- 20			
latoon blocked, %	200		- 181	-	Name of Street	-		
Nov Cap-T Maneuver	~ 213	532			678			
Nov Cap-2 Maneuver		-	-	-	010		The state of the s	
Stage 1	573		28010				Name and Address of the Owner, where	
Stage 2	513	-	-		- 1925			
	010	-72				HW ×	1011	
pproach	WB		NB		SB	PEN INC	NAME OF THE PERSON	OF THE RESERVE OF THE
ICM Control Delay, so	306.8		0		1.7	No. 1	THE RESERVE THE PARTY AND	
ICM LOS	F							
			You		4500	101		
finor Lane/Major Mvm	ıt	NBT	NBRV	VBLntv	BLn2	SBL	SBT	
apacity (veh/h)		1 40	-	213	532			COLUMN TO A STATE OF THE STATE
CM Lane V/C Ratio		-	-	1.669		0.1		
ICM Control Delay (s)				360.6	12.7	10.9	0	
ICM Lane LOS		-	-	F	В	В	A	
CM 95th %tile Q(veh)		12	-	23.5	0.4	0.3		
otes				NAV.	University of	Pilot.		THOUSE TO ANY A
Volume exceeds cap	A STATE OF THE PARTY OF	0. D.	lay exc	1 20	M	A	outation Not Defined	: All major volume in platoon

The same of the sa				11.11		1,0
Intersection Int Delay, s/veh	2	77				
	2					1.5
Movement	WBL		NBT	NBR		SBT
Lane Configurations	8	1	70		104	*
Traffic Vol. veh/h		31	309	25		
Future Vol., veh/h	8	31	309	25	104	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	
RT Channelized		None	-	None		None
Storage Length	0	100	-	-	150	
Veh in Median Storage		100	0	-	-	0
Grade %	0	0,0000	0	-	- 0	0
Peak Hour Factor	90	90	89	89	85	85
Heavy Vehicles, %	20	20	9	20	20	13
Mymt Flow	9	34	347	28	122	241
Major/Minor N	Amor 1	-	Major1	- 1	Major2	
Conflicting Flow All	846	361	0	0	375	0
Stage 1	361	301	-	-	212	U
Stage 2	485					
Critical Howy	6.6	6.4			4.3	
Critical Howy Stg 1	5.6	0.4				
Critical Holwy Stg 2	5.6					
Follow-up Holay	3.68	3.48	-	-	2.38	
Pot Cap-1 Maneuver	310	645			1091	
Stage 1	667	V-1-3	SO Stop		1031	
Stage 2	583			1		
Platoon blocked. %	000	-			Street.	
Mov Cap-1 Maneuver	275	645	-		1091	
Mov Cap-2 Maneuver	275	O-10	nest day		1031	
Stage 1	667	enterone.		- Arres	-	-
Stage 2	518	÷		•		
Onge E	310					-
	10.60					
Approach	MB		MB		SB	
HCM Control Delay, s	12.5		0		2.9	
HCM LOS	В					
Minor Lane/Major Mymt	1	NBT	NBRV	VBLn TV	VBI 67	SBL
Capacity (veh/h)		-	-		645	1091
HCM Lane V/C Ratio				0.032	0.053	0 112
HCM Control Delay (s)				18.5	10.9	8.7
HCM Lane LOS			-	C	В	A
HCM 95th %tile Q(veh)	ă.	-	-	0.1	0.2	0.4
				777	7.2	-

						-
Intersection	1.0		passill.			
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	MBR	SBL	SBT
Lane Configurations	7		1		7	•
Traffic Vol. veh/h	- 8	31	314	26	104	301
Future Vol., veh/h	8	31	314	26	104	301
Conflicting Peds, #hr	0	0	0	0	0	0
Sign Control			Free		Free	Free
RT Channelized		None	-	None		None
Storage Length	0	100	11.75		150	-
Veh in Median Storage,			0	-	-	0
Grade, %	0	-	0	and -	- 10 p	0
Peak Hour Factor	90	90	89	89	85	85
Heavy Vehicles, %	20		9	20		13
Myrnt Flow	9	34	353	29	122	354
			-		-	
Major/Minor N	finor [Major T	1	Mayor2	
Conflicting Flow All	966	368	0	0	382	0
Stage 1	368	-	-	-	-	
Stage 2	598		_		Maria Cara	
Critical Howy	6.6	6.4		-	-	
Critical Holwy Stg 1	5.6	0.4			4.0	
Critical Howy Stg 2	5.6					-
Follow-up Holwy	3.68	3.48		_	0.00	
Pot Cap-1 Maneuver	262	639			200	
Stage 1	662	000			1000	_
Stage 2	516			-		
Platoon blocked, %	310				-	
Mov Cap-1 Maneuver	233	639			1085	
Mov Cap-2 Maneuver	233	033	Service of	no di	- Carlotte	907
Stage 1	662		_	or in the last		
Stage 2	458	_				-
Giage Z	430	_	-		-	-
Approach	WB		NE		SB	
HCM Control Delay, s	13.1	- 4	0		2.2	10.714
HCM LOS	8					
Minor Lane/Major Mymt	10	NBT	Velov	VBLn1V	W 47	SBL
Capacity (veh/h)		19071	INCHASE		639	1005
HCM Lane V/C Ratio				0.038	000	A 112
HCM Control Delay (s)		-		21.1		
HCM Lane LOS			-	C	11	8.7
HCM 95th %tile Q(veh)	-11-1-18			0.1	0.2	0.4
TOTAL SOUL MINE OF ACTI		_		0.1	U.Z	V.4

Ch. Add Control		V				
Intersection	- 140		1000		- 10 P	
int Delay, s/veh	9.8					1000
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	15			1		
Traffic Vol. velvh	274	132	84	330	57	37
Future Vol. veh/h	274	132	84	330	57	37
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	The second	None		Free		None
Storage Length	0	0	H30/35	125	160	110110
Veh in Median Storag			0		100	0
Grade %	0	_	0			0
Peak Hour Factor	89	89	81	81	80	80
Heavy Vehicles, %	7	5	4	13	15	15
Mymt Flow	308	148	104	407	71	46
MINITE S ION	300	140	104	407	- (1	40
					Annual Control	
	Minor1		Major 1	Manual P.	Major2	
Conflicting Flow All	292	104	0	-	104	0
Stage 1	104 188	-	-	-	-	-
Stage 2		-	-		-	-
Critical Howy	6.47	6.25	-		4.25	
Critical Howy Stg 1	5.47		-	-		_
Critical Howy Stg 2	5.47			-	The state of	STANGE OF
Follow-up Howy	3.563	3.345			2.335	-
Pot Cap-1 Maneuver	688	943	-	0	1410	-
Stage 1	908	-	- 1	Ō	own and the	
Stage 2	832	-	-	0		-
Platoon blocked, %			-			_
Mov Cap-1 Maneuver	654	943			1410	
Mov Cap-2 Maneuver		-	-		and the same	-
Stage 1	908		-			
Stage 2	790	-		-	and the last	
Otogo Z	130			÷		-
			******			-45
Approach	WB		NB		SB	
HCM Control Delay, s	13.4		0		4.7	
HCM LOS	В					
Minor Lane/Major Myr	wit .	MOTO	BLnTM	DI _7	cof	COT
Capacity (veh/h)	TH.	MOIN	654			SBT
	<u> </u>	بنخت	0.34	0 417	1410	- 1
HCM Lane V/C Ratio		-	0.471			7.0
HCM Control Delay (s	l	-	15,3	9.5	7.7	
HCM Lane LOS	×	-	C	A	A	_
HCM 95th %tile Q(veh)	-	25	0.6	0.2	-

	A	\rightarrow	7	1	4	*	4	†	1	1	1	-
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SE
Lane Configurations		++		7	44				14011	1	4	- UL
Traffic Volume (veh/h)	0	318	136	1076	431	0	0	0	0	310	4	
Future Volume (veh/h)	0	318	136	1076	431	0	9	0	0	310	4	
Initial Q (Qb), veh	0	0	0	0	0	0		34632	-	0	0	WINE OF
Ped-Bike Adi(A_pbT)	1.00		1.00	1.00		1.00			_	1.00	V	10
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1
Work Zone On Approach		No			No		C CHARLES		_	1.00	No	5.4
Adj Sat Flow, veh/h/h	0	1737	1693	1826	No 1796	0	-	SCHOOL SECTION	-	1841	1841	17/
Adj Flow Rate, veh/h	0	361	0	1223	490	0				377	0	ur
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	1000			0.83	0.83	0.0
Percent Heavy Veh, %	0	11.	14	5	7	0	_			4	4	U
Cap, veh/h	0	401		1148	2716	0		THEATS	100000	398	Ö	
Arrive On Green	0.00	0.12	0.00	0.62	0.80	0.00		-		0.11	0.00	0.0
Sat Flow, veh/h	0	3387	1434	1739	3503	0				3506	0.00	15
Grp Volume(v), veh/h	0	361	0	1223	490	0				377	0	IJ
Grp Sat Flow(s), veh/h/ln	0	1650	1434	1739	1706	Ö		-	-	1753	0	400
Q Serve(g_s), s	0.0	16.2	0.0	93.6	5.1	0.0	-8		100	16.0	0.0	15
Cycle Q Clear(g_c), s	0.0	16.2	0.0	93.6	5.1	0.0		-	-	16.0		0
Prop In Lane	0.00	10.4	1.00	1.00	J. 1	0.00			and a	1.00	0.0	0
lane Grp Cap(c), veh/h	0	401	1.00		2716	0.00			-			1.0
V/C Ratio(X)	0.00	0.90		1.07	0.18	0.00				398	0	
Avail Cap(c_a), veh/h	0.00	405		1148	2720	0.00	-		-	0.95	0.00	
HCM Platoon Ratio	1.00	1.00	1.00	.00	1.00	1.00				398	0	
Jpstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00		100		1.00	1.00	1.0
Inition Delay (d), s/veh	0.0	64.9	0.0	23.6	3.6	0.0	100			1.00	0.00	0.0
nor Delay (d2), s/veh	0.0	22.5	0.0	45.8	0.0	0.0				66.0	0.0	Ó
nitial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0					33.7	0.0	0
Sile BackOfQ(50%), veh/In	0.0	7.9	0.0			0.0				0.0	0.0	0
Insig. Movement Delay, s/veh	U.U	1,3	U.U	47.8	1.4	0.0				8.9	0.0	0
nGrp Delay(d) siveh	0.0	67.3	0.0	657	6.9	'A'A'				a de la com		
nGrp LOS		87.3	0.0	69.4	3.7	0.0				99.7	0.0	0.
	A	F		F	Α	A				F	Α	0 1012
oproach Vol, veh/h		361	A		1713		NO.			1000	377	
oproach Delay, s/veh		87.3		_	50.6				1000		99.7	. T
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2	- 1	- 4		6			-			
hs Duration (G+Y+Rc), s	101.0	24.8		24.0		125.8						_
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6			1000	-38 ST-		142
Max Green Setting (Gmax), s	93.6	18.4	100	17.0		119.4	70 Holling	188.0				
Max Q Clear Time (q_c+1), s	95.6	18.2	-	18.0								
Green Ext Time (p. c), s	0.0	0.1		0.0		7.1		ELD/W/60		TO POST I		
ntersection Summary		0.1		0.0	-	7.1						
ICM 6th Ctrl Delay			63.6			75	-					
CM 6th LOS		-	63.6				202.00			Zer Person		
			Е									
lotes												

Bihl Engineering

Intersection Int Delay, s/veh	1.4					_	_			_		-	
Movement	EBL	BBT	EBR	WBL	WBT	WBR	NBL	NET	NBR	SBL	SBT	SBR	*
Lane Configurations	1	*			144	1		4	1				
Traffic Vol. veh/h	93	539	0	0	1455	437	32	2	743	0	0	0	***
Future Vol., veh/h	93	539	0	0	1455	437	32	2	743	0	0	0	
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	Ö	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	-
RT Channelized		-	None	-		Yield	7	- 5	Free	11950		None	
Storage Length	245	-	-	-	ere a to	280		-	0		7 - 5	-	
Veh in Median Storage	# -	0	-	-	0			0	-	- To	16965		-
Grade, %	-	0		-	0		-	Ö	-		0		
Peak Hour Factor	80	80	80	92	92	92	89	89	89	92	92	92	
Heavy Vehicles, %	13	6	4	3	3	3	18	2	2	2	2	2	
Mymt Flow	116	674	0	0	1582	475	36	2	B35	0	Ô	0	
				0	FOUL	713	30	-	000	V	U	U	
Major/Minor A	Najor1		4200	Major2	- 21		Vinor1		- 35	10 mm		13	
Conflicting Flow All	1584	0	- 100			0		2490	_			-	CHICAGO I
Stage 1	1004	v			-				-	-		_	
Stage 2	-			-	-	-	906	906	-	- 1	-37.5	40.00	
	4.36		-		-	-	791	1584					
Critical Howy	and the second	-	-	- 2	-	-	7.16	6.54	•				A-510
Critical Holmy Stg 1	-	•			-	•	6.16	5 54	-		JA .		
Critical Holwy Stg 2	0.22	-	•	-	•		6.16	5.54				3-11	The same of
Follow-up Howy	2.33	-		-	-	-	3.68	4.02	-	7.00			
Pot Cap-1 Maneuver	363	-	0	0	-	-	70	29	0				
Stage 1	-	•			-	-	318	353	0	0.00			
Stage 2	-	+	0	0		-	369	167	0				
Platoon blocked, %	000	-			-	-		- 17-					
Mov Cap-1 Maneuver	363					-	48	0	-				
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	Ŏ					
Stage [-				-	-	216	0	-				
Stage 2	-		-		-	•	369	Ö					
	7-11-1	2	Trans	The same	201220								
Approach	EB			WB			NB	13-5		September 1	1		
HCM Control Delay, s	2.9		- 8	0			44.7						
HCM LOS			112	100			E		area .			10.7	
HUNI LUS			70				E			MA S	- 483		
Minor Lane/Major Mym	l N	BLott	IBLn2	EBL	EBT	WBT	WBR					10 Fall - 0	
Capacity (veh/h)		128		363	-	(81)	*****	77					20/100
HCM Lane V/C Ratio		0.298		0.32			-					- A	
HCM Control Delay (s)		447	0	19.5		-		NY.				4.1	101110000
HCM Lane LOS		E	Å	C		-1100	-		- 11	-			-
HCM 95th %tile Q(veh)	-	1.2		1.4	•	-						-	
HOW JUST HERE CI(VEH)		1.2	-	1.4	-	-	-						

ntersection		100			The fi	
Int Delay, s/veh	18.1		76 <u> </u>	200		
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	1	A	7	-	4
Traffic Vol. vehih	333	10	273	240	4	368
Future Vol. veh/h	333	10	273	240	4	368
Conflicting Peds #/hr	0	0	0	240	0	300
Sign Control	Stop		Free	Free		Free
RT Channelized	Otop	None	rree	AND CONTRACTOR	riee	100000
Storage Length	150	1 O		100		None
Veh in Median Storage		-		100		0
			0	-	-	0
Grade, %	0	0.0				ď
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	5	4		10
Mymt Flow	362	- 11	329	289	4	409
Major/Minor	Minor 1		Najor1		Major2	
Conflicting Flow All	746	329	0	0		0
Stage 1	329	J25	-	9048	010	-
Stage 2	417				-:	-
Critical Howy	6.43	6 72	Tilesan	_	- Albert	-
		6.23		-	4.18	-
Critical Howy Stg 1	5.43		-	-	-	-
Critical Howy Stg 2	5.43			-		-
Follow-up Howy	3.527		- 1	-	2.272	_
Pot Cap-1 Maneuver	380	710	-	•	934	-
Stage 1	727	-	•	-	-	-
Stage 2	663	-	-		-	
Platoon blocked, %		12/51/2015				-
Mov Cap-1 Maneuver	378	710	-	*	934	- 1-
Mov Cap-2 Maneuver	378	- Likeling	-	- 2	-	
Stage T	727	-	1			
Stage 2	659	-	<u>.</u>	eye b		
Otoge 2	000	-	·		-	-
Approach	WB		NB		SB	
HCM Control Delay, s	68		0		0.1	
HCM LOS	F		- 1			
Contract of the Contract of th					1	
	-	1000	A colour d	W		-
Minor Lane/Major Mvm	t -	NBT		/BLn1V	VBLn2	SEL
Capacity (velvh)			-	378	710	934
HCM Lane V/C Ratio	177	-	-	0.958	0.015	0.005
HCM Control Delay (s)		-	-	69.7	10.1	8.9
HCM Lane LOS		-				A
HCM 95th %tile Q(veh)		-	3	-		0
				Contract of		

Intersection	01 - 02	The Control				Sec.	
Int Delay, s/veh	26				-		
- 1							
		WBR	NBT	NBR	SBL	SBT	
Lane Configurations	3	1	225			•	Yo
Traffic Vol, veh/h	25	99	225	9	37	261	
Future Vol. veh/h	25	99	225	9	37	261	
Conflicting Peds #/hr	0	0	0	0	0	0	
Sign Control	Stop		Free	Free	Free	Free	
RT Channelized	_	None	-	None		None	
Storage Length	0	0		-	150	-	
Veh in Median Storage,			0	-	The same of the	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	90	90	80	80	94	94	
Heavy Vehicles, %	20	20	3	20	20	9	
Mymt Flow	28	110	281	11	39	278	
AND THE PARTY OF T			7.00			78.	
Major/Minor M	morf		Major1		Wajor2		.S.
Conflicting Flow All	643	287	0	0	292	0	- 25
Stage 1	287	2.01	-	U	opinizane	menociani	77
Stage 2	356			7.	-	-	
Critical Howy	6.6	6.4	-		4.3		
Critical Howy Stg 1	5.6	0.4			-	•	
Critical Howy Stg 2	5.6	-		-	-	•	
Follow-up Hdwy	3.68	3.48	•	•	2 20		
Pot Cap-1 Maneuver	411	711	- I key	-	2.38	_	water and
Stage 1	722	111	-	•	1174	•	1000
Stage 2	671		_	-	-	-	
Platoon blocked, %	0/1	-	-				
	207	766	-		8471	•	
Mov Cap-1 Maneuver	397	711	-	-	1174	-	
Mov Cap-2 Maneuver	397	-	-	-	-		
Stage 1	722	•	- 1			-	
Stage 2	649	-	_	-	-	_	
					, ii		
Approach	WB		NB	100	SB	m=1 194	
	11.7	Helice .	0	100	1		
HCM LOS	В						
A PROPERTY OF THE PARTY OF THE	312					111.55	
		Vilgencer					
Minor Lane/Major Mymt	100	NBT	NBRV	VBLn W		SBL	SBT
Capacity (veh/h)		195	-		711	1174	-
HCM Lane V/C Ratio	-	-	-	0.07	0.155	0.034	-
HCM Control Delay (s)		-	-	14.7	- 11	82	
HCM Lane LOS	5,41	-	-	В	В	A	
HCM 95th %tile Q(veh)			_	0.2	0.5	0.1	_

Internation						
Intersection Int Delay, s/veh	24			-		VALUE OF
	377		-	1,000	AMP	
Movement	WBL	_	NBT	NBR	SBL	SBT
Lane Configurations	7	- 100	315		-	
Traffic Vol. veh/h	25	99	3]5	9	37	273
Future Vol. veh/h	25 0	99	315	9	37	273
Conflicting Peds, #/hr Sign Control		0		0	0	0
RT Channelized	Stop	Stop	Free	Free	Free	Free
Storage Length	0	O			460	None
Veh in Median Storage		District Constitution of the least	N.	ture or	150	
Grade, %	# U		0	1967(1)	-	0
Peak Hour Factor	90	90	80	80	94	94
Heavy Vehicles, %	20	20	3	20	20	9
Mynt Flow	28	110	394	20 11	39	290
WINTER I IVA	20	110	334	- 11	39	250
					. (12)	
	finor1		Major		Vajor2	
Conflicting Flow All	768	400	0	0	405	0
Stage 1	400			-		
Stage 2	368	-	-		-	
Critical Howy	6.6	6.4		-	4.3	7
Critical Holwy Stg 1	5.6	-	.	. 8 - J		•
Critical Holwy Stg 2	5.6	Special Control		-		-
Follow-up Holay	3.68	3.48			-	-
Pot Cap-1 Maneuver	345	613	-		1063	-
Stage 1	640	•	-		-	-
Stage 2	662	•	-	12	-	-
Platoon blocked, %	ARA	Witn-	-	-	- Allen	-
Mov Cap-1 Maneuver	332	613	-	-	1063	
Mov Cap-2 Maneuver	332		-	-		-
Stage 1	640	-	1.5	-	-	•
Stage 2	638	•	_	-		•
Approach	WB	di	NB	THE RES	SB	A 1848
HCM Control Delay, s	13.1		0	To Mark	1	
HCM LOS	В				-	
			-			4
Vinor Lane/Major Mymt	NAME OF	NBT	NPRV	VBLn1V	All al	SBL
Capacity (veh/h)		-	TALA	332		1063
HCM Lane V/C Ratio		•		0.084	0 179	000
HCM Control Delay (s)		- 10-11		16.8	122	8.5
HCM Lane LOS		-	_	C	В	A
HCM 95th %tile Q(veh)			-11	0.3	0.6	0.1
The state of		-		0.0	0.0	Wall

ntersection				1220	W_ 5	
Int Delay, s/veh	21.8	100				100
Movement	WEL	WER	NBT	NBR	SBL	SBT
Lane Configurations	3	#	4	1	-	
Traffic Vol. veh/h	349	33	35	312		57
Future Vol. veh/h	349	33	35	312	130	57
Conflicting Peds #/hr	0	0	0	0		0
Sign Control	Stop	Stop	Free	Free	_	Free
RT Channelized	- Company	None		Free		None
Storage Length	0	0		125		THORN
Veh in Median Storage		WEILER .	0	-	-	0
Grade %	Ö	-	ď	_	_	Ö
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	16	10	10	11	7	9
Hymt Flow	392	37	39	351	163	71
THE PERSON NAMED IN COLUMN 1	002	31	30	301	100	11
			the converge to			
	Vinor1	A	Aajor1		Major2	
Conflicting Flow All	436	39	0	-	39	0
Stage 1	39			-	-	-
Stage 2	397	-	-	-	-	1
Critical Howy	6.56	6.3		-	4.17	
Critical Howy Stg 1	5.56	- CB - Z		-	-	-
Critical Howy Stg 2	5.56	W				
Follow-up Halwy	3.644	3.39	10.00		2.263	-
Pot Cap-1 Maneuver	552	1010		0	1539	
Stage 1	949	-		8		-
Stage 2	650	D. T.		0	-	
Platoon blocked, %	100	1000000	-		e ar true	-
Mov Cap-1 Maneuver	493	1010			1539	
Mov Cap-2 Maneuver	493	-	-	_	-	
Stage 1	949				-	
Stage 2	581	-				-
City L	301			-		-
pproach	WB		NB		SB	
HCM Control Delay, s	32.8		0		5.3	
HCM/LOS	D					
					14-	
Minor Lane/Major Mym		NETIA	BLn1W	DI -7	(P)	OUT
Capacity (veh/h)		PROTAN	(63)	1010	1520	SBT
HCM Lane V/C Ratio			0.795	0.027	0.400	
-CM Control Delay (s)		-				-
		-	35.1	8.7	7.5	-
HCM Lane LOS		7	Ę	A	Α	-
ICM 95th Natile O(veh)		_	7.4	0.1	0.4	-

	1	\rightarrow	*	•	-	1	1	1	1	6	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1	- 1	1	**					7	4	-
Traffic Volume (veh/h)	0	595	52	609	436	0	0	0	0	478	0	118
Future Volume (veh/h)	0	595	52	609	436	Ø	0	0	0	478	0	118
Initial Q (Qb), veh	0	0	0	0	0	0	-	September 1	100,000	0	0	0
Ped-Bike Adj(A_pbT)	1.00	The same of the same	1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No	100000000000000000000000000000000000000		No						No	
Adj Sat Flow, veh/h/n	0	1781	1707	1796	1737	0				1826	1826	1722
Adj Flow Rate, veh/h	0	717	0	692	495	0				520	0	0
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88		-		0.92	0.92	
Percent Heavy Veh, %	0	8	13	7	11	0				5	5	0.92
Cap, veh/h	0	149		717	2371	0	70		_	585	0	
Arrive On Green	0.00	0.34	0.00	0.53	1.00	0.00		0.00		0.17	0.00	0.00
Sat Flow, vehilh	0	3474	1447	1711	3387	0	2000			3478	0.00	1459
Grp Volume(v), veh/h	0"	717	0	692	495	0				520	0	_
Grp Sat Flow(s) veh/h/ln	0	1692	1447	1711	1650	0		991		1739	0	1459
Q Serve(q_s), s	0.0	21.3	0,0	33.6	0.0	0.0	100			17.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.3	σĎ	33.6	0.0	0.0		Marin State	-	17.5	0.0	0.0
Prop In Lane	0.00	21.0	1.00	1.00	0.0	0.00	-	101		1.00	V.U	1.00
Lane Grp Cap(c), veh/h	0.00	1149	1.00	717	2371	0.00				585	п	1.00
V/C Ratio(X)	0.00	0.62		0.96	0.21	0.00		-	_	0.89	0.00	
Avail Cap(c_a), veh/h	0.00	1149	2,930	839	2371	0.00	-		_	638		_
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00	_				0	4.00
Upstream Filter(I)	0.00	1.00	0.00	0.87	0.87	0.00	-			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	33.2	0,0	11.8	0.0	0.00				1.00	0.00	0.00
Incr Delay (d2), s/veh	0.0	2.5	0.0	19.8	0.0	0.0	-			48.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				14.1	0.0	0.0
%ile BackOfQ(50%), veh/in	0.0	8.8	0.0	8.8			_	- A		0.0	0.0	0.0
Unsig. Movement Delay, s/veh		0.0	U,V	0.0	0.0	0.0		-		8.5	0.0	0.0
LinGrp Delay(d), s/veh		25.0	0.0	24.0	0.0	0.0	-11/2-2			00.0		
LnGrp LOS	0.0 A	35.8 D	0.0	31.6	0.0	0.0	Marie III			62.9	0.0	0.0
				С	A	A		20.00		E	Α	
Approach Vol., veh/h		717	A		1187						520	A
Approach Delay, s/veh		35.8	_		18.4						62.9	
Approach LOS		D			В	20 M (C)					Е	anishes.
Timer - Assigned Phs	1	2		4	Tronge	6						- N
Phs Duration (G+Y+Rc), s	45.5	47.3	-	27.2		92.8			_	-	-	-
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6	1					
Max Green Setting (Gmax), s	46.6	30.4		22.0		84.4			-			
Max Q Clear Time (q_c+11), s	35.6	23.3		19.5		2.0		-				25
Green Ext Time (p_c) s	25	2.9	THE CO.	0.6		4.1		-			-	- 11
	Ly	2,5		0.0		4.1	-		-	-	- Contracti	
Intersection Summary HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			33.1			700				7.4	1 1 200	
TROW VIII EXX			С									

User approved volume balancing among the lanes for turning movement.

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

Lane Configurations		×	-	7	1	-	4	1	†	1	\	+	1		
Lame Configurations Tradit Volume (welvh) 33 1064 0 0 926 277 94 1 1147 0 0 0 Tradit Volume (welvh) 33 1064 0 0 926 277 94 1 1147 0 0 0 Tradit Volume (welvh) 33 1064 0 0 926 277 94 1 1147 0 0 0 Tradit Volume (welvh) 33 1064 0 0 926 277 94 1 1147 0 0 0 Tradit Volume (welvh) 10 100 100 100 100 100 100 100 100 Tradition (Clob) welv 10 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 Tradition Bus Adi 100 100 100 100 100 100 100 100 100 10	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		-
Traffic Volume (velvh) 33 1064 0 0 926 277 94 1 1147 0 0 0 Fed Filture Volume (velvh) 33 1064 0 0 926 277 94 1 1147 0 0 0 Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Fed Filtis Adj(A, pkb) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Configurations	7	44			44	-			-					-
Future Volume (veh/h) 33 1064 0 0 926 277 94 1 1147 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Traffic Volume (veh/h)	33		0	0	926	277	94	The second second	1147	0	0	0	Alle Bulletin	THE SE
Indiad Q (26), weh	Future Volume (veh/h)	33	1064	0	0						ō				
Ped-Biles Adj(A_pbf) 1.00	Initial Q (Qb), veh	0	0	0	0						1000		-		-
Farking Bus, Adj. 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.	Ped-Bike Adi(A_pbT)	1.00		1.00	1.00		1.00	1.00							
Mork Zone On Approach		1.00	1.00			1.00			100			W		- The Control of the	
Ad Stat Flow verhinin 1722 1826 0 0 1811 1826 1633 1811 1811 Add Flow Rate, verhin 39 1252 0 0 1129 0 102 1 0 Peak Hour Factor 085 085 085 082 082 082 092 092 092 Percent Heavy Veh, % 12 5 0 0 6 5 18 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		h		- September 1								-			
Asi Flow Rate, veh/h 39 1252 0 0 1129 0 102 1 0 0 Peak Hour Factor 0.85 0.85 0.85 0.82 0.82 0.82 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.9				0	0		1826	1633		1811					
Peak Hour Factor 0.85 0.85 0.85 0.82 0.82 0.82 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 12 5 0 0 6 5 18 6 6 Cap, vehh 303 2371 0 0 2.351 370 4 Arrive On Green 1.00 1.00 0.00 0.00 0.88 0.00 0.22 0.22 0.00 Sar Flow, vehh 459 3561 0 0 3532 1547 1709 17 1535 Order Volume(v), vehh 39 1252 0 0 1129 0 103 0 0 Sar Sar Flow, vehh 459 1735 0 0 1721 1547 1726 0 1535 O. Serve(q, s), s 2.6 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 0.0 1.0 0.0 0.0 0.0 0.0 Cycle Q Clear(q, c), s 21.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0					0		A STATE OF THE PARTY OF THE PAR		THE PERSON NAMED IN		_				
Percent Heavy Veh, % 12 5 0 0 6 5 18 6 6 6 Cap, veh/h 303 2371 0 0 2351 370 4 Annive On Green 1.00 1.00 0.00 0.00 0.68 0.00 0.22 0.22 0.00 Sat Flow, veh/h 459 3561 0 0 3532 1547 1709 17 1535 Gap Volume(v), veh/h 39 1252 0 0 1129 0 103 0 0 Gap Sat Flow(s), veh/h/h 459 1735 0 0 1721 1547 1726 0 1535 Q Serve(g, s), s 2 6 0.0 0.0 0.0 18.6 0.0 6.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0									0.92						- 32
Cap veh/h 303 23/1 0 0 2351 37/0 4 Arrive On Green 1.00 1.00 0.00 0.00 0.88 0.00 0.22 0.22 0.00 Sart Flow, weh/h 459 3561 0 0 3532 1547 1709 17 1535 Sart Flow, weh/h 459 3561 0 0 3532 1547 1709 17 1535 Sart Flow(s), veh/h 459 1735 0 0 1721 1547 1726 0 1535 Q Serve(g, s), s 26 0 0 0.0 0.0 186 0.0 6.0 0.0 0.0 Sarp Sat Flow(s), veh/h 459 1735 0 0 1721 1547 1726 0 1535 Q Serve(g, s), s 26 0 0 0.0 0.0 186 0.0 6.0 0.0 0.0 Sarp Sat Flow(s), veh/h 459 1735 0 0 1721 1547 1726 0 1535 Q Serve(g, s), s 26 0 0 0.0 0.0 186 0.0 6.0 0.0 0.0 Sarp Sat Flow(s), veh/h 303 2371 0 0 2351 37/4 0 Sarp Sat Flow(s), veh/h 303 2371 0 0 000 000 000 000 000 000 000 000 0				The second second				18				0.0			
Arrive On Green 1.00 1.00 0.00 0.00 0.68 0.00 0.22 0.22 0.00 Star How, welch 459 3861 0 0 3532 1547 1709 17 1535 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		303	2371	0	0		-					1111			
Sat Flow, veh/h 459 3561 0 0 3532 1547 1709 17 1535 Grp Volume(v), veh/h 39 1252 0 0 1129 0 103 0 0 Grp Sat Flow(s), veh/h/h 459 1735 10 0 1721 1547 1726 0 1535 Q Serve(g, s), s 26 0.0 00 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 21.2 0.0 60 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 21.2 0.0 60 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 186 00 6.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 186 00 6.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 0.0 186 00 6.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 0.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 0.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 0.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 0.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 0.0 0.0 0.0 Cycle Q Clear(g, c), s 30.0 0.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 0.0 0.0 Cycle Q Clear (g, c), s 30.0 Cyc	Arrive On Green						0.00		or the late of the late of	0.00			- Specimen		_
Corp Volume(v), veh/h 39 1252 0 0 1129 0 103 0 0	Sat Flow, veh/h			and the latest dealers and the	Charles and								No.		
Cap Sat Flow(s), vehit/in 459 1735 0 0 1721 1547 1726 0 1535 Q Serve(g, s), s 26 0.0 0.0 0.0 186 0.0 6.0 0.0 0.0 Cycle Q Clear(g, c), s 212 0.0 0.0 0.0 186 0.0 6.0 0.0 0.0 Cycle Q Clear(g, c), s 212 0.0 0.0 0.00 1.00 0.99 1.00 Anne Grp Cap(c), vehith 303 2377 0 0 2351 374 0 V/C Rabic(X) 0.13 0.53 0.00 0.00 0.48 0.28 0.00 Avail Cap(c, a) vehith 303 2377 0 0 2351 374 0 CMP Plation Rabio 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 1.00 1.00 1.00 1.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.00 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l) 0.46 0.46 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Justiceam Filter(l)									_		- INAP				
Company Comp				the same of the sa	The second second							-			
Oycle Q Clear(g, c) s 21.2 0.0 00 0.0 186 00 5.0 0.0 0.0 Prop In Lane 1.00 0.00 0.00 1.00 0.99 1.00 Jane Gpc Cap(c), vehh 303 2371 0 0 2351 374 0 Vic Ratio(X) 0.13 0.53 0.00 0.00 0.48 0.28 0.00 Ivaal Cap(c, a), vehh 303 2371 0 0 2351 374 0 HCM Platoon Ratio 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00		26													
Prop In Lane 1.00 0.00 0.00 1.00 0.99 1.00 Jane Grp Cap(c), veh/h 303 2371 0 0 2351 374 0 V/C Ratio(X) 0.13 0.53 0.00 0.00 0.48 0.28 0.00 Avail Cap(c a), veh/h 303 2371 0 0 2351 374 0 Jostpann Filter(I) 0.46 0.46 0.00 0.00 1.00 1.00 1.00 1.00 1.00 Jestream Filter(I) 0.46 0.46 0.00 0.00 1.00 0.00 1.00 0.00 0.00 Justicam Delay (d), siveh 2.4 0.0 0.0 0.0 50 0.0 39.2 0.0 0.0 Initial Q Delay(d3), siveh 0.4 0.4 0.0 0.0 0.7 0.0 1.8 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.											-				1
Cane Grp Cap(c) veh/h 303 2371 0 0 0 2351 374 0			0.0			10.0			0.0			- 100	- 32		
//C Ratio(X) 0.13 0.53 0.00 0.00 0.48 0.28 0.00 Avail Cap(c a), veh/h 303 2371 0 0 2351 374 0 I-CM Platoon Ratio 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00			2171		-	2251	1.00		h	11,00	-				- 4
Avail Cap(c_a), veh/h 303 2371 0 0 2351 374 0 HCM Platoon Ratio 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00					Company of the Control of the Contro					CONTRACT		-			
CM Platoon Ratio 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				and the second second	and the same of the				A STATE OF THE PARTY OF THE PAR	-				- 15	
Destream Filter(I)				The second second			1.00			. 00					
Inform Delay (d), s/veh															
ncr Delay (d2), siveh															
Initial Q Delay(d3), siveh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Uniiona Delay (g), siver														
Side BackORQ (50%) veh/ln 0.1	Incrueray (02), siven														
Jinsig. Movement Delay, s/veh JinGrp Delay(d), s/veh JinGrp Delay(d), s/veh JinGrp LOS A A A A A A A A A A A A A	Initial Q Delay(05), siven	H O.4													
InGrp Delay(d),s/veh 2.8 0.4 0.0 0.0 9.7 0.0 41.0 0.0 0.0 0.0 UnGrp LOS A A A A A A A D A D A D D A Deproach Vol, veh/h 1291 1129 A 103 A Deproach Delay, s/veh 0.5 9.7 41.0 Deproach LOS A D D D D D D D D D D D D D D D D D D	wie backorugouw), ver	VIIV. I		0.0	U.U	b. 1	0.0	2.7	0.0	0.0					
A A A A A A A A A A A A A A A A A A A				0.0	0.0		44	40.0							
September Sept	Lincip Delay(d),s/veh						0.0	THE RESERVE		0.0					
Approach Delay, s/veh 0.5 9.7 41.0 Approach LOS A A D Inner - Assigned Phs 2 6 8 This Duration (G+Y+Rc), s 88.0 88.0 32.0 Change Period (Y+Rc), s 6.0 6.0 6.0 Asx Green Setting (Gmax), s 82.0 82.0 26.0 Asx Green Setting (Gmax), s 82.0 82.0 82.0 Asx Q Clear Time (g_c+I), s 23.2 20.6 8.0 Breen Ext Time (p_c), s 12.7 9.9 0.4 Intersection Summary ICM 6th Ctrl Delay 6.2 ICM 6th LOS A		A		Α	A			D				V 12.00			
Imper - Assigned Phs 2 6 8							À			Á					
Inner - Assigned Phs 2 6 8 This Duration (G+Y+Rc), s 88.0 88.0 32.0 Change Period (Y+Rc), s 6.0 6.0 6.0 Asx Green Setting (Gmax), s 82.0 82.0 26.0 Asx Q Clear Time (g_c+1), s 23.2 20.6 8.0 Green Ext Time (p_c), s 12.7 9.9 0.4 Intersection Summary ICM 6th Ctrl Delay 6.2 ICM 6th LOS A									41.0						
This Duration (G+Y+Rc), s 88.0 88.0 32.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0	Approach LOS		A			Α			D					100	
This Duration (G+Y+Rc), s 88.0 88.0 32.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0	mer - Assigned Phe		2					- 000	Ā	V200	- 1,5		-	-	
Change Period (Y+Rc), s 6.0 6.0 6.0 Asx Green Setting (Gmax), s 82.0 82.0 26.0 Asx Q Clear Time (g_c+1), s 23.2 20.6 8.0 Green Ext Time (p_c), s 12.7 9.9 0.4 Intersection Summary ICM 6th Ctrl Delay 6.2 ICM 6th LOS A	The second secon	S	88.0		7 7 7 7				_						
Max Green Setting (Gmax) s 82 0 82 0 26.0 Max Q Clear Time (g_c+1), s 23.2 20.6 8.0 Green Ext Time (p_c), s 12.7 9.9 0.4 Intersection Summary ICM 6th Ctrl Delay 6.2 ICM 6th LOS A				-		-				-			-		
Max Q Clear Time (g_c+1), s 23.2 20.6 8.0 Streen Ext Time (p_c), s 12.7 9.9 0.4 Intersection Summary ICM 6th Ctrl Delay 6.2 ICM 6th LOS A											y desire		FR 61		
Streen Ext Time (p_c), s 12.7 9.9 0.4 Intersection Summary ICM 6th Ctrl Delay 6.2 ICM 6th LOS A	Max O Clear Time (a. c.	н1) e				_							4		
Intersection Summary ICM 6th Cut Delay 62 ICM 6th LOS A										CHILA	-	115	31 E		5 TOP 2
ICM 6th Ctrl Delay 6.2 ICM 6th LOS A									0.7				-		-
ICM 6th LOS A			-	62	-		- 200	2000		_	_				
											A				
	and the same of the same			n											

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

Intersection	100	- 77	u fin		-	16 7	NAME OF TAXABLE PARTY.	
Int Delay, s/veh	69.9							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	1		A	THE PERSON NAMED IN	ODL			
Traffic Vol. vel/h	224	41	500	422	59	329		
Future Vol., veh/h	224	41	500	422	59	329		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop		Free	Free	Free	Free		ipa s
RT Channelized		None	-	None		7.0		
Storage Length	150	0	-	100	-	-		
Veh in Median Storage			0	ectilis.	-	0		
Grade, %	0		0		-	0		
Peak Hour Factor	63	63	93	93	87	87		
Heavy Vehicles, %	8	8	7	6	7	8		
Mymt Flow	356	65	538	454	68	378		
	Minor	No.	Vajor1		Major2	day in	All and The House	
Conflicting Flow All	1052	538	0	0	992	0		
Stage 1	538		-		-		V	
Stage 2	514		-	-	-			
Critical Howy	6.48	6.28	-		4.17			
Critical Howy Stg 1	5.48	-	-	-				
Critical Howy Stg 2	5.48	Y	-	- 7	-			
Follow-up Hawy	3.572		7		2.263			
Pot Cap-1 Maneuver	~ 244	532	-	-	678			
Stage 1	573				T	-		
Stage 2	588	1				-		197
Platoon blocked, %		Pelas	•	-	- 200			
Mov Cap-1 Maneuver		532	-	-	678	-		N/.
Mov Cap-2 Maneuver		-	-		-	-	700 m	
Stage 1	573		-			-	25 T	
Stage 2	513		1000	-	-	- -		
Approach	WB		NB		SB	011		l s
HCM Control Delay, s\$	306.8		0		1.7			
HCM LOS	F	-				V-014		
		100	-					23//
Minor Lane/Major Mym	t	NBT	MREV	BLATM	PI A	SBL	SBT	
Capacity (veh/h)		1431	THE REAL PROPERTY.	213	532	678	001	
HCM Lane V/C Rabo		-		1.669		0.1		
HCM Control Delay (s)				360.6	12.7	10.9	0	
HCM Lane LOS		-	-	300.6 F	B	B	A	
HCM 95th %ale Q(veh)				23.5	0.4	0.3	-	
				20.0	V.7	V. U		
Notes		0.0		1 25	^			
· : Volume exceeds cap	acity	3: De	ay exo	eeds 30	Us	. Comp	utation Not Define	

				9000		ma .	27 30
ntersection			الإياا				
Int Delay, s/veh	2						
Movement	WEL	WER	NBT	NBR	SBL	SBT	
Lane Configurations	1	-	1/2		- COL	1	-
Traffic Vol. veh/h	8	31	309	25	104	205	
Future Vol. veh/h	8	31	309	25	104	205	
Conflicting Peds, #/hr	0	0	303	0	104	ZUQ A	
Sign Control	Stop	a Brookland			Free	The Real Property lies	Name of
RT Channelized	-	ST. THEOLOGICAL		None		None	
Storage Length	Ò.	100		THURS	TWW	INUIR	
Veh in Median Storage		100	0	Street State	Annual Print	-	Service
Grade. %	0		0		-	-	
Peak Hour Factor	90	90	89	89	85	85	- 10
Heavy Vehicles %	20	20	9		20	13	باللا
Mymt Flow	9	34	347	28	122	241	ki i
THE PERSON NAMED IN COLUMN	2		341	20	122	241	
	Mar						1315
Major/Minor I	Minor		Major 1		Vlajor2		-
Conflicting Flow All	846	361	0	0	375	0	
Stage 1	361	-	-	THE STREET	STEED A	-	
Stage 2	485			-		-	
Critical Howy	6.6	6.4		-	4.3	-	
Critical Howy Stg 1	5.6	-					
Critical Holary Stg 2	5.6			-	8.4		
Follow-up Hawy	3.68	3.48	-	-	2.38		
Pot Cap-1 Maneuver	310	645			1091		
Stage 1	667	-	-	-	100		
Stage 2	583		-	-	-		
Platoon blocked %		_	-	•		-	
Mov Cap-1 Maneuver	275	645		-	1091	-	
Mov Cap-2 Maneuver	275			-	1001	_	
Stage 1	667	-	_		1000		17 - I
Stage 2	518	-	-		(0)	-	
	310		- 124				
	79.46						
Approach	WB		NB		SB		A STATE OF
HCM Control Delay, s	12.5	300.5	0	7091	2.9		
HCM LOS	В				- **-		
Editor man	18:						
Vinor Lane/Major Mym	it	NBT	NERW	VBLn1V	/RI -7	SBL	SBT
Capacity (veh/h)		1001	74644	275		1091	_
ICM Lane V/C Ratio			- 1.5	0.032	040	h 110	-
HCM Control Delay (s)			-	18.5	10.9	8.7	_
HCM Lane LOS		-y	-	C			-
ICM 95th %tile Q(veh)	100	-		0.1	0.2	A	-
TOWN DOWN THUS CHIVEN	The same	-		U.1	U.Z	0.4	

Intersection	-						
Int Delay, s/veh	1.8		920101			1225	
Control de la co		West.	A PROPERTY AND ADDRESS OF THE PARTY AND ADDRES	-			
Movement	WBL		NBT	NBR	SBL	SBT	
Lane Configurations	7	1	þ	24			
Traffic Vol, veh/h	8	31	314	26		301	
Future Vol., veh/h	8	31	314	26		301	
Conflicting Peds, #/hr	0	0	0	0		0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None	700	None	
Storage Length	0	100	- 1-	-	150	·	
Veh in Median Storage		-	0	-	-		
Grade, %	0	A. 115	Ū			0	
Peak Hour Factor	90	90	89	89		85	
Heavy Vehicles, %	20	20	9	20		13	
Mymt Flow	9	34	353	29	122	354	
				- 100		100	
Major/Minor N	finor1	-	Major1	PASSET!	Major2		
Conflicting Flow All	966	368	0	0		0	-
Stage 1	368	300	-	U		No.	
Stage 2	598					-	
Critical Howy	6.5	6.4	_		4.3		
Critical Howy Stg 1	5.6	0.4		-		-	
Critical Howy Stg 2	5.6	-		-	-		
		2.40		-	0.20		
Follow-up Howy	3.68	3.48			2.38		
Pot Cap-1 Maneuver	262	639	-		1085		
Stage 1	662		-	-			
Stage 2	516	•	-	- 5		-	
Platoon blocked, %	004	- MAN	-	-		-	
Mov Cap-1 Maneuver	233	639			1085		
Mov Cap-2 Maneuver	233	-	-	-	-	-	
Stage 1	662	-	-	-	-	-	
Stage 2	458	-	-	-	-	-	
A PART OF THE PART							
Approach	WB		NB		SB		
HCM Control Delay, s	13.1		0	100	22	-	
HCM LOS	В						
F 10 F 17 - 1	-3000		FLE		8 -	100	
dince I modified by	9	NAME.	A STATE OF	ATT - 100	BI 7	75PH	
Minor Lane/Major Mymt		NBT	MORN	VBLn1V		SBL	8
Capacity (veh/h)		•	_ 5	233	039	1085	
HCM Lane V/C Ratio		Colin -	The state of the s	0.038			
HCM Control Delay (s)		-	+	21.1	11	8.7	
HCM Lane LOS		-	•	С	B	Α	
ICM 95th %tile Q(veh)		-	-	0.1	0.2	0.4	

Intersection		and a	115		VIII -	
Int Delay, s/veh	9.8					
			* Deck	Name of the last	WHE	-
Movement	WBL	The second second	NBT	NBR	SBL	SBT
Lane Configurations	200	1	t	-	57	37
Traffic Vol., veh/h	274	132	84	330		
Future Vol. veh/h	274	132	84	330	57	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	THE RESIDENCE	Free
RT Channelized	<u>_</u>	10000	-		and .	None
Storage Length	0	0	- 6	125	160	
Veh in Median Storage		-	0		-	0
Grade %	0	-	0	-		0
Peak Hour Factor	89	89	81	81	80	80
Heavy Vehicles, %	7	5	4	13	15	15
Mymt Flow	308	148	104	407	71	46
				2000		
Major/Minor N	finor1		Vajor1	- 014	Major2	176-3
Conflicting Flow All	292	104	0	_	104	0
Stage T	104	104			104	U -
Stage 2	188				- 5	
Critical Howy	6.47	6.25			4.25	
Critical Howy Stg 1	5.47	0.23			THE RESERVE	- 4
Critical Howy Stg 2	5.47	-				
		3.345		-	2335	
Pot Cap-1 Maneuver	688	943	-		1410	•
Stage 1	908	343		0	1410	- 65
Stage 2	832	-	-	0		-
Platoon blocked %	032			U	-	-
Production of the same of the	CEA	0.45			AVERN	-
Mov Cap-1 Maneuver	654	943	-		1410	
Mov Cap-2 Maneuver	654	•		-	-	-
Stage 1	908	•	-		-	-
Stage 2	790	-		-	-	
Approach	WB	ASSESSED AND ADDRESS.	NB	V	SB	
ICM Control Delay s	13.4		0		4.7	-
HCM LOS	В		U		T.F.	
TOWN EOO						_
Vinor Lane/Major Mymt		NBTW	BLntv		SBL	SBT
Capacity (velvh)		-	654		1410	-
ICM Lane V/C Ratio		•		0.157		-
ICM Control Delay (s)		-	15.3	9.5	7.7	-
ICM Lane LOS			C	A	A	
ICM 95th %tile Q(veh)			25	0.6	0.2	

	۶	→	7	1	4	1	1	†	-	1	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WER	NBL	NBT	NBR	SBL	SBT	SBA
Lane Configurations		111 x	1	7	11		-			7	न	
Traffic Volume (veh/h)	0	318	136	1076	431	0	0	0	0	310	4	76
Future Volume (veh/h)	0	318	136	1076	431	0	0	0	0	310	4	76 76
Initial Q (Qb), veh	0	0	0	0	0	0	-/4	-		0	0	0
Ped-Bike Adj(A_pbT)	1.00	- 111-101-1	1.00	1.00		1.00			Attention	1.00	1985	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	-	-	SECRETARIA	1.00	1.00	1.00
Work Zone On Approach		No			No					and the same	No	
Adj Sat Flow, veh/h/ln	0	1737	1693	1826	1796	0		1111111		1841	1841	1781
Adj Flow Rate, veh/h	0	361	0	1223	490	0				377	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	avi			0.83	0.83	0.83
Percent Heavy Veh, %	0	11	14	5	7	0	***			4	4	8
Cap, veh/h	0	405		1148	2717	0				397	0	
Arrive On Green	0.00	0.12	0.00	1.00	1.00	0.00				0.11	0.00	0.00
Sat Flow, velvh	0	3387	1434	1739	3503	0	T			3506	0	1510
Grp Volume(v), veh/h	0	361	0	1223	490	0			-	377	0	0
Grp Sat Flow(s), veh/h/ln	0	1650	1434	1739	1706	110	-		_	1753	0	1510
Q Serve(q_s), s	0.0	16.2	0.0	93.6	0.0	0.0			200	16.0	0.0	0.0
Cycle Q Clear(q_c), s	0.0	16.2	0.0	93.6	0.0	0.0	4 11 7 11	-		16.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00	0.0	0.00				1.00	0.0	1.00
Lane Grp Cap(c), veh/h	0	405	-	1148	2717	0.00			-	397	0	1.00
V/C Ratio(X)	0.00	0.89		1.07	0.18	0.00	-		-	0.95	0.00	
Avail Cap(c_a), veh/h	0	405		1148	2717	0.00		CONTRACTOR OF STREET		397	0.00	CONTRACT OF THE PARTY OF THE PA
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00	-	_	-	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.80	0.80	0.00	NO.			1.00	0.00	0.00
Uniform Delay (d), siveh	0.0	64.8	0.0	3.7	0.0	0.0		-		66.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	24.4	0.0	433	0.0	0.0				33.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/in	0.0	8.1	0.0	16.4	0.0	0.0				8.9	0.0	0.0
Unsig. Movement Delay, s/veh			0.0	10.4	0.0	14.0				0.3	U.U	UU
LnGrp Delay(d),s/veh	0.0	89.2	0.0	47.0	0.0	0.0		-	100	100.0	0.0	0.0
LnGrp LOS	A	F	0.0	F	A	A				100.0	0.0	U.U
Approach Vol., veh/h	- 1	361	Α	- 1.00	1713	- A				F	A 777	-
Approach Delay, s/veh		89.2			33.5						377	A
Approach LOS		03.Z		130 %	33.3 C						100.0	-
		- Carried Control			Ļ						F	-
Timer - Assigned Phs	1	2		4	102400	6	100					THE REAL PROPERTY.
Phs Duration (G+Y+Rc), s	101.0	25.0		24.0		126.0		The second		-		-
Change Penod (Y+Rc), s	7.4	6.6		7.0	4.6	6.6						
Max Green Setting (Gmax), s	93.6	18.4		17.0		119.4					- 100000	1000
Max Q Clear Time (g_c+l1), s	95.6	18.2		18.0	-	2.0	4					
Green Ext Time (p_c) s	0.0	0.1		0.0		4.1		100				THE STATE OF
Intersection Summary												
HCM 6th Ctrl Delay			52.0				11 100		- 5			1000
HCM 6th LOS			D									
Notes	activities and	- 111	-	-	-				-	-		

User approved volume balancing among the lanes for turning movement.

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

8th Engineering

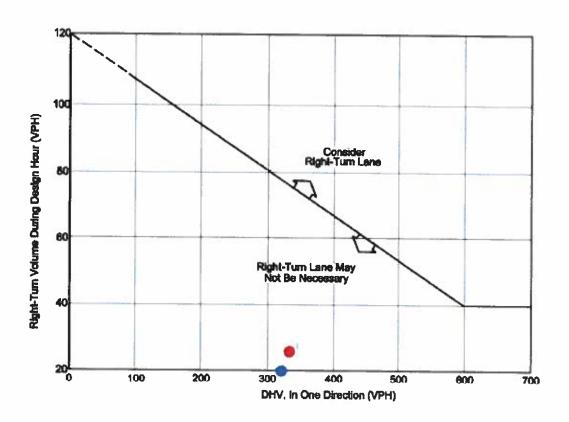
	×	-	>	•	—	1	4	†	-	-	+	1		
Movement	EBL	EBT	EBR	WEL	WBT	WER	NBL	NBT	NBR	SBL	SET	SBR	-2	191
Lane Configurations	ጎ	11			++	7	economic en	4	1			-,		- (
Traffic Volume (veh/h)	93	539	0	0	1455	437	32	2	743	0	0	0		H
Future Volume (veh/h)	93	539	0	0	1455	437	32	2	743 743	Ò	0	0		
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0					
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0000000				-
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			-		
Work Zone On Approach	1	No			No	11	-	No	-				- 500	
di Sat Flow, veh/h/ln	1707	1811	0	0	1856	1856	1633	1870	1870		-		- 11 - 11-	
Adj Flow Rate, veh/h	116	674	0	0	1582	0	36	2	0	-		No.		-
	0.80	0.80	0.80	0.92	0.92	0.92	0.89	0.89	0.89	in Linear				
Percent Heavy Veh, %	13	6	0	0	3	3	18	2	2				The state of the state of	
Cap, veh/h	236	2753	0	0	2820	Name of	203	- 11			235			
Arrive On Green	1.00	1.00	0.00	0.00	0.80	0.00	0.12	0.12	0.00	Terrore	77			-
Sat Flow, velvh	295	3532	0	0	3618	1572	1632	94	1585				WEST STATE	1
Grp Volume(v), veh/h	116	674	0	0	1582	0	38	0	0				1000	-
Grp Sat Flow(s), veh/h/in		1721	00	0	1763	1572	1786	0	1585	the same	THE L	- GETS		- CO.
Q Serve(q_s), s	23.6	0.0	0.0	0.0	24.4	0.0	29	0.0	0.0					-
	48,0	0.0	0.0	0.0	244	0.0	29	0.0	0.0			11 - 12 - 12		- this
	1.00		0.00	0.00	200	1.00	0.95	0.0	1.00			_		
	236	2753	0	0	2820	1.00	214	0	1.00		-	_	-	
	0.49	0.24	0.00	0.00	0.56		0.18	0.00	NEW YORK			-		
Avail Cap(c_a), veh/h	236	2753	0	0.00	2820	-	214	0.00				_		
ICM Platoon Ratio	200	2:00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			10000	- 2/	-
	0.21	0.21	0.00	0.00	1.00	0.00	1.00	0.00	0.00					
Uniform Delay (d), s/veh		0.0	0.0	0.0	5.4	0.0	59.3	0.0	0.0					725
ncr Delay (d2), s/veh	15	0.0	0.0	0.0	0.8	0.0	1.8	0.0	0.0		-			0017
nitial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					-50
Kile BackOfQ(50%), velv	7.4 0	0.0	0.0	0.0	7.2	0.0	1.4	0.0		- 15				
Insig. Movement Delay	check		0.0	U.U	1.2	V.U	1.4	0.0	0.0					
unGrp Delay(d),s/veh	6.4	0.0	0.0	0.0	62	0.0	CII	0.0	20	#GENALL				-
InGrp LOS	A	A	U:U	O,O	6.3 A	0.0	61.1 E	0.0	0.0					
opproach Vol., veh/h		790	Λ.	n			E	A						
	100				1582	A		38	A					
Approach Delay, s/veh Approach LOS		1.0			6.3			61.1						
Myrogra FO2	4 -	A	9	1	A	- 22		E						
imer - Assigned Phs		2		JL . 33		6	-	8		Total -	311 3	11.00		
hs Duration (G+Y+Rc),	S	126.0			77	126.0		24.0	-				200	-
hange Period (Y+Rc), s		6.0				6.0		6.0						
Max Green Setting (Gma						120.0		18.0				THE WA		1
Max Q Clear Time (q_c+	11), s	50.0				26.4		4.9		Tip.				
Green Ext Time (p.c), s		9.3				18.8		0.1						THE P
ntersection Summary		Alba .	Take 1		4						355			
ICM 6th Ctrl Delay			5.4							-				
				- No.	- 200			-			1999			
ICM 6th LOS			A											

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

Litamonica			11 11			
Intersection Int Delay, s/veh	18.1				No.	
		-		-	4	
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	10	Ť			4
Traffic Vol., veh/h	333		273	240	4	368
Future Vol., veh/h	333	10	273	240	4	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		-	•	None	-	None
Storage Length	150	0		100	-	-
Veh in Median Storage		-	0	-		0
Grade, %	0	T.	Ö			Ø
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	5	4	8	10
Mymt Flow	362	- 11	329	289	4	409
						-
Major/Minor	Minor1		Vajor1	- 1	Major2	
Conflicting Flow All	746	329	C.	0	618	0
Stage 1	329	323	-		010	
Stage 2	417		•		-	-
Critical Howy	6.43	6.23		-	4.18	
	5.43	0.23		-	4.10	-
Critical Holary Stg 1	5.43	_	•	_	•	-
Critical Howy Stg 2	2.527	1 207		-	0.070	
Follow-up Holey	3.527		100 100 100	200	2.272	
Pot Cap-1 Maneuver	380 727	710	-	-	934	-
Stage 1	663	-	-	•	-	-
Stage 2	003	•	-		-	•
Platoon blocked, %	- Rendyk	740	-	-		-
Mov Cap-1 Maneuver	378	710	-	-	934	-
Mov Cap-2 Maneuver	378	-	•	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	659	-	-), · ·		-
			who are		1000	
Approach	WB		NB		SB	
HCM Control Delay, s	68		0	-	0.1	
HCM LOS	F				V.1	
Chicked to the second	-	-				
	-	-			100	-
Minor Lane/Major Mvm	ıt	NBT	NBRV	VBLn1V		SBL
Capacity (velvh)				378	710	934
HCM Lane V/C Ratio		-	-	0.958		
HCM Control Delay (s)		-	-			8.9
HCM Lane LOS		-	-	ı,Fı		A
HCM 95th %tile Q(veh))	-	-	10.7	0	0

Intersection	() () () ()	de e		uno-	- 1954	Markey .	- 44
Int Delay, s/veh	2.6		-		-		_
Movement	WBL	WBR	NBT	NER	SBL	SBT	
Lane Configurations		ANDE	P	MON	SBL		
Traffic Vol. veh/h	25	99	225	9	37	261	-
Future Vol. veh/h	25	99	225	9	37	261	
Conflicting Peds, #/hr	0	0	0	ŏ	0	201	
Sign Control	Stop	Stop	Free		Free	Free	
RT Channelized		THE RESIDENCE OF THE PERSON NAMED IN		- Address of	STATE OF THE PERSON	4.4	
Storage Length	0	0		STATE OF THE PERSON NAMED IN	150	-	
Veh in Median Storage,	# 0	-	0	-	-	0	
Grade, %	0		0		-	0	
Peak Hour Factor	90	90	80	80	94	94	Marie Control
Heavy Vehicles, %	20	20	3	20	20	9	- 44
Mymt Flow	28	110	281	- 11	39	278	
7 2 102 1020	12.01			3 - 3 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 -			
Major/Minor N	finor1		Major 1		Wayor2		115.1
Conflicting Flow All	643	287	0	0	292	0	
Stage 1	287	201	-	U -	232	U	
Stage 2	356	0 102					
Critical Howy	6.6	64			4.3		
Critical Howy Stg 1	5.6		-				
Critical Holey Stg 2	5.6						_
Follow-up Howy	3.68	3.48			2.38	_	
Pot Cap-1 Maneuver	411	711	-	-	1174	1	
Stage 1	722	-		-	-	-	
Stage 2	671	A STATE OF THE PARTY OF THE PAR	-	-	777	and dist	
Platoon blocked, %							
Mov Cap-1 Maneuver	397	711		-	1174		
Mov Cap-2 Maneuver	397	-		-			
Stage 1	722			-	-	-	
Stage 2	649	-		-			
		100	1640	alle att		- 199	
Approach	WB		NB		SB	92	
HCM Control Delay, s	11.7		0		1		
HCM LOS	В	-	J	/III - No		S . N	
					-1191		2000
England II.		LEVE	ATHERE	100 M	- A	AFE	-
Minor Lane/Major Mvmt	8 01	NBT	NEKV	VBLn1M		SBL	SBT
Capacity (veh/h)	-	•		397	711	1174	-
HCM Lane V/C Ratio		•	-		0.155		•
HCM Control Delay (s) HCM Lane LOS	The same		•	14.7	11	8.2	-
HCM 95th %tile Q(veh)				В	B	A	-
now Jun 700e U(veh)		•	-	0.2	0.5	0.1	-

Intersection	07			and the			
Int Delay, s/veh	2.4						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	- WIR
Lane Configurations	25	7	1		37	•	
Traffic Vol. veh/h	25	99	315	9	37	273	
Future Vol, veh/h	25	99	315	9		273	
Conflicting Peds, #/hr	0	0	0	0	Ö	0	
Sign Control	Stop		Free		Free	Free	
RT Channelized		140410	-	None		None	
Storage Length	0	0			150	- 1-	Name -
Veh in Median Storage			0			0	
Grade, %	0		0	e serve	-	0	
Peak Hour Factor	90	90	80	80	94	94	
Heavy Vehicles, %	20	20	3		20	9	
Mynt Flow	28	110	394	11	39	290	
Major/Minor I	finor1	E COLUMN	Wajor1		Major2		
Conflicting Flow All	768	400	0			0	
Stage	400	400		-	400	-	-
Stage 2	368				-		
Critical Howy	6.6	6.4	ne rater		4.3	-	- 10 Live
Critical Howy Stg 1	5.6	0.4	-	-			70.00
Critical Howy Stg 2	5,6		198	eway.			RES SHE
Follow-up Howy	3.68	3.48			2.38		
Pot Cap-1 Maneuver	345	613	-		THE RESIDENCE		
Stage 1	640	414			1000	ij	
Stage 2	662		-	-		_	
Platoon blocked, %							
Mov Cap-1 Maneuver	332	613	-	-	1063	2	
Mov Cap-2 Maneuver	332	-		7.2			-
Stage 1	640	7					
Stage 2	638		-				
	MES	10/2/10/20	N. P.		88	-	
Approach	MB		NB		SB		
HCM Control Delay, s	13.1		0				
HCMLOS	В						
				100		100	
Minor Lane/Major Myrnt		NET	NERV	VBLn1V	VBLnZ	SBL	SBT
Capacity (veh/h)		-	-	332		1063	-
HCM Lane V/C Ratio		-	-	0.084	0.179	0.037	
HCM Control Delay (s)		-		16.8	122	8.5	
HCM Lane LOS				C	В	A	
HCM 95th %tile Q(veh)	400		-	0.3	0.6	0.1	-
A. A.				10.60			



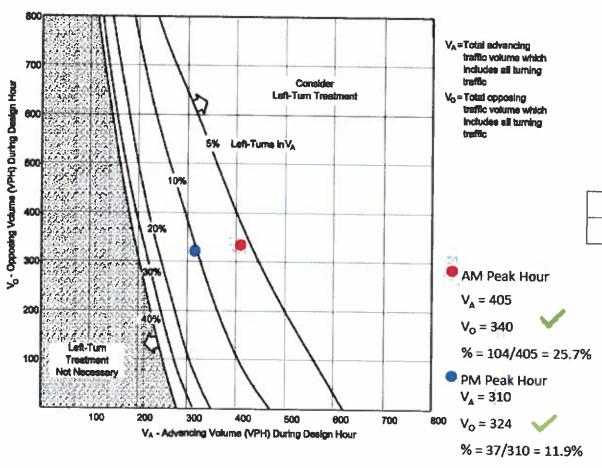
Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

				×	×					
<u>Example</u>			A	M Peak Hour	PM Peak Hour					
Given:	Design Speed DHV	=	35 miles per hour 250 vehicles per hour	Speed = 55 mph	Speed = 55 mph					
	Right Turns	10	100 vehicles per hour	DHV =340	DHV = 324					
Problem:	Determine if a right-turn lane is necessary. R-Turns = 26 R-Turns = 9									
Solution	on: To read the vertical axis, use 100 - 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.									

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS Figure 9.5-A 9.5-6

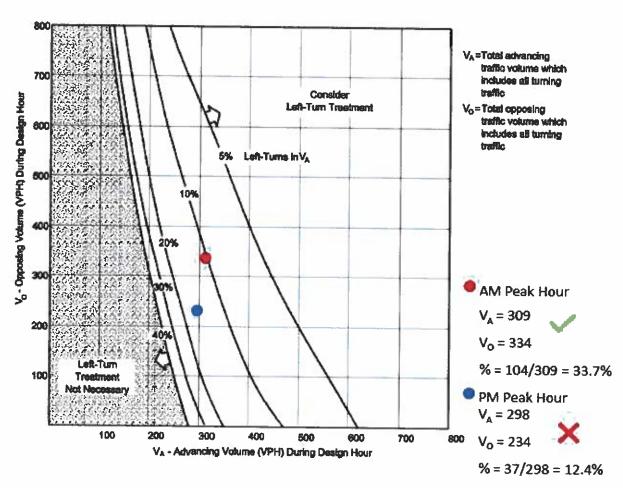
INTERSECTIONS

March 2017



Instructions:

- 1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
- 2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
- 3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a leftturn lane is not warranted based on traffic volumes.



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APPENDIX:

95 Logistics Center and the Jasper County Comprehensive Plan

- Develop competitive industrial sites and buildings, particularly those focusing on communications, technology, distribution, energy and telecommunications.
- Establish links for vocational training in high schools with post-secondary technical training through shared facilities and programs. This has been done in the past with Silverman Group tenants in other similar developments.
- Increase budget to support needed staffing increases. Fees and taxes paid by Silverman Group and the new Tenants will help accomplish this.
- Seek opportunities to use access management and design treatments to improve the mobility of strategic corridors. With further study and DOT review and approval this will be look to improve 278 and US 17 as well as begin aesthetic improvements at the two access points on US 17 as envisioned by the Whyte-Hardee Master Plan.
- Improve existing water, sewer and road infrastructure.
- The project will improve the Employment Status of Jasper County. The estimated employment increase upon full development will be 2170 new jobs which will increase the 2016 Employment Status Estimates by 18%.
- The proposed development of a new port on the Savannah River has been a vision for Jasper County for many years. This project will strengthen the infrastructure for the Terminal project.
- The sellers donated 5 acres of land for the new Community Center on John Smith Road.
- The Comprehensive Plan states to give priority to transportation programs that retain existing businesses and attract new businesses to the area. This project does just that.
- Improve access to freight facilities (ports, airfields, industrial parks) for people and freight.
- •Impact Fees: A one-time fee based on the cost associated with providing capital improvements to new homes or businesses. This fee is a per unit exaction paid at the time property is developed or purchased. These fees are placed into a special fund for system-wide capital facilities and are determined by fiscal impact analysis on the future demand a proposed development will have on the local infrastructure system. The project will be contributing according to the mutually negotiated Development Agreement.