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September 1, 2021

Ms. Cheryl Coopersmith Chief Clerk Boards and Commissions Town of Orangetown Planning Board 20 Greenbush Road Orangeburg, NY 10962

125 and 155 Greenbush Road Proposed Warehouse Expansion Colliers Engineering & Design Project No. 19000154A

Dear Ms. Coopersmith and Members of the Planning Board:

The following items are in response to the AKRF memorandum to you dated February 26, 2021. The items are organized according to their review comments and numbered for reference.

1. Existing Site

The Traffic Consultant has confirmed that at the time of the existing conditions data collection the existing 125 Greenbush Road site was occupied as follows:

- 30,725 sf office space
- 268,000 sf of warehouse space

Response:

No additional responses needed.

2. No-Build Condition

The No Build traffic volumes were developed using a background growth rate for the study area to the Build year 2023, approved projects in the vicinity of the proposed project, and adding estimates for the amount of traffic to be generated by the fully occupied existing 125 Greenbush site using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

A two percent background growth rate (0.5 percent per year) was utilized to grow traffic volumes to year 2023. In comparison, the Hudson Crossing Traffic Study assumed a one percent per year growth rate.

As the Consultant has recently completed several traffic studies in the immediate vicinity of this site, the background growth rate should be consistent with those approved studies.

Maser Consulting is now.Colliers Engineering & Design

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The Consultant has revised the No Build Condition analysis in the Response to Comments memorandum to include the following requested No Build projects:

- 200-400 Oritani Drive Project
- Reoccupancy of 700 Bradley Hill Road

Finally, the Consultant added the trips generated by the existing 125 Greenbush Road site using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition as identified in Table 1 of the July 2019 TIS.

As the existing site was occupied at the time of the data collection with the exception of 20,000 sf of vacant office, trip generation for the existing site should be excluded from the No Build Condition analysis, with the exception of the existing vacant space.

Response:

In order to be consistent with the recently approved 700 Bradley Hill Road at Hudson Crossing Traffic Impact Study, the existing traffic volumes (2019) have been increased by a 1% per year background growth rate to the Year 2021 and an additional 0.5% per year to the Year 2023 for a total 3% background growth factor. (Based on NYSDOT Historical Data)

As noted, in addition to the background growth factor, traffic for both the 200-400 Oritani Drive and re-occupancy of 700 Bradley Hill Road projects were included in the No-Build Condition.

As requested, traffic for only the 20,000 s.f. of vacant office space is included in the updated Year 2023 No-Build Condition. (See updated Trip Generation Table – Attachment 1.)

The updated Traffic Volume Figures and resulting analysis are also contained in Attachment 1.

3. Build Condition

The ITE Trip Generation Manual, 10th Edition Land Use Code 150 - Warehousing was used to develop trip generation estimates for the proposed warehousing at the 125 and 155 Greenbush Road sites. The Consultant provided in the February 5, 2020 memorandum as well as the Response to Comment memorandum a comparison of the trip generation rate of the existing warehouse to the ITE trip generation, to support the use of ITE Land Use

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Code 150 - Warehousing.

AKRF concurs that the existing trip generation rate closely relates to the ITE Trip Generation rates for Land Use Code 150. However, the Consultant should clearly define the existing operations at the 125 Greenbush site, the proposed expansion of operations, and how they compare to the description provided for ITE Land Use Code 150 to verify the appropriateness of ITE Land Use Code 150 for the proposed operations. It should be noted that NYSDOT requested the same information in their March 10, 2020 memorandum.

Response:

At the time of our traffic counts, the tenants at 125 Greenbush Road included Prime Packaging, Supply Chain Services, Thyssenkrupp, Nice Pak Products Inc., Gusky Logistics, and the Student Bus Company. The Applicant has indicated that many of their existing tenants would like to expand and they are marketing for the same type of warehouse type tenants. The Applicant has also indicated they have no plans for a "High Cube Parcel Hub" use such as an Amazon, UPS, or Fed-Ex Facility (Hudson Crossing).

As indicated in our February 5, 2020 "Study of Passenger Vehicles & Trucks" and as outlined in our November 20, 2020 response letter, the Existing Site Generation (Trip Rates) closely relates to the ITE Trip Generation Rates for Land Use Code 150 – Warehouse.

Based on the expected current tenant needs and anticipated new tenants, the use of ITE Land Use Code 150 – Warehouse is an appropriate category for the proposed expansion.

4. Truck Trips

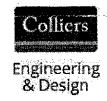
The Consultant provided revised truck trip generation, in accordance with the ITE Trip Generation Manual, 10th Edition in their Response to Comments memorandum.

AKRF concurs with the Consultant's revised truck trip generation.

Response:

Comment noted. No additional response needed.

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5. Capacity Analysis

The above comments on trip generation may alter the findings of the capacity analysis.

In addition, the NYSDOT timing plan provided by the Consultant is inconsistent between the phasing diagram and the controller programming sheets. Please confirm the signal operations with NYSDOT when revising the capacity analysis.

Response:

The updated capacity analysis (Responses 2 and 3) and updated Level of Service Summary Table are included in Attachment 1.

Based on our field observations, the NYS Route 303 northbound and southbound approaches operate as split phases and the timings were consistent with the New York State Department of Transportation (NYSDOT) timing plan (controller programming sheets) dated April 1, 2019. Subsequently, the NYSDOT indicated that the phasing diagram provided was not updated to reflect the current phasing plan.

6. Crash Analysis

A crash assessment, including the most recent four-year period from January 1, 2015 to December 32, 2018 for the NYS Route 303. Mountain View Road intersection was provided by the Consultant dated August 1, 2020. The crash assessment concluded that based on the expected trip generation for the Proposed Project, it is not anticipated to have a significant impact on the accident rates on the area roadways.

The data provided indicates that the intersection has a crash rate of 1.05 crashes/Million Entering Vehicles (MEV) for the most recent three-year period from 2016-2018. In comparison, the statewide average crash rate for similar facilities is 0.52 crashes/MEV.

In the Response to Comment memorandum the Consultant notes that several measures have been identified that could improve overall safety under existing and future conditions such as installation of signal backplates to improve signal visibility and additional signing, striping, and sight distance improvements.

The Crash Analysis should be revisited after the capacity analysis has been revised to determine if the level of passenger car and truck traffic at the intersection may warrant any of the safety measures identified by the Consultant.

Response:

Based on the updated capacity analysis (Attachment 1), the conclusions and recommendations identified in our November 10, 2020 Response Memorandum remain the same as outlined below.

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"Based on a review of the accident data these are typical type of accidents including rear end accidents with contribution factors such as driver inattention and following too closely. Based on the anticipated generation for the proposed development and the results of the capacity analysis, (as shown on TIS Table No. 2, similar Levels of Service will be experienced under future No-Build and future Build conditions), it is expected that that the Proposed Project will not have a significant impact on the accident rates on the area roadways."

Based on a review of the accident data, several measures have been identified that could improve overall safety under existing and future conditions. These measures include the installation of backplates at the NYS Route 303/Mountainview Avenue intersection, additional signing, striping and sight distance improvements.

7. Parking

The parking calculations presented on the site plans indicate that at the 125 Greenbush Road site 1,384 parking spaces are required and 455 parking spaces are provided, and at the 155 Greenbush Road site 421 parking spaces are required and 148 parking spaces are provided. This results in a total shortfall of 1,202 parking spaces, for which a variance is required.

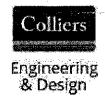
In the Response to Comment memorandum the Consultant provided ITE Parking Generation calculations, for the 85th percentile peak parking rate, the general methodology for design of a site's parking supply. Based on the ITE 85th percentile rate, 461 parking spaces would be required for the proposed development at 125 Greenbush Road and 142 parking spaces at the proposed development at 155 Greenbush Road.

However, the ITE Parking Generation Manual also notes an average parking demand for trucks of 0.11 parking spaces per 1,000 sf (included within the totals above which represent both passenger cars and trucks).

In addition, as noted by the Rockland County Department of Planning, all of the proposed parking is currently delineated for passenger cars with no parking spaces dedicated to truck or trailer storage. The County also noted concerns over existing parking supply.

The Consultant should provide a discussion of the number and location of parking spaces for trucks or trailer storage. In addition, any available data or observations regarding the existing parking demand and supply (ideally prior to March 2020) at the 125 Greenbush site should be provided.

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Response:

The Site Plan is not providing parking for truck parking. Any trailer storage would be accommodated at the loading bays.

At the time of our October 2019 data collection, The Student Bus Company has some 30 school buses parking on site (which will not be on site as part of the expansion).

8. Site Plan Comments

AKRF has reviewed the revised 125 and 155 Greenbush Avenue site plans prepared by Sparaco & Youngblood last dated November 10, 2020.

Traffic Control striping and signage, as well as sight distance measurements, also noting that vegetation adjacent to the driveways will be cleared and pruned to achieve the sight distances noted on the revised plans.

AKRF has no further comments on the site plan.

Response:

Comment noted.

Sincerely,

Colliers Engineering & Design CT, P.C.

Philip Grealy, Ph.D., P.E.

Geographic Discipline Leader

Ronald P. Rieman

Associate/Project Manager

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125 and 155 Greenbush Road

Attachment A | Updated Analysis:

Trip Generation Table Traffic Volume Figures LOS Summary Table SYNCHRO Analysis

TABLE NO. 1 HOURLY TRIP GENERATION RATES AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES 125 AND 155 GREENBUSH ROAD

NO-BUILD CONDITION		ENTRY		EXIT		TOTAL		
125 GREENBUSH RE-OCCCUPANCY (1)	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME		
OFFICE (20,000 s.f.)								
WEEKDAY PEAK AM HOUR	1.00	20	0.16	3	1.16	23		
WEEKDAY PEAK PM HOUR	0.18	4	0.97	19	1.15	23		

BUILD CONDITION		ENTRY			EXIT		TOTAL				
PROPOSED DEVELOPMENT (2)		VOI	LUME		VOI	.UME		VOL	_UME		
	HTGR*	CARS	TRUCKS	HTGR*	CARS	TRUCKS	HTGR*	CARS	TRUCKS		
125 GREENBUSH (415,000 s.f.) EXISTING WAREHOUSE + EXPANSION											
WEEKDAY PEAK AM HOUR	0.14	49	9	0.08	17	16	0.22	66	25		
WEEKDAY PEAK PM HOUR	0.06	12	13	0.18	63	12	0.24	75	25		
155 GREENBUSH (128,000 s.f.) PROPOSED WAREHOUSE		÷									
WEEKDAY PEAK AM HOUR	0.14	15	3	0.08	5	5	0.22	20	· 8		
WEEKDAY PEAK PM HOUR	0.06	3	4	0.18	19	4	0.24	22	8		
TOTAL (4)			1								
WEEKDAY PEAK AM HOUR	-	64	12		22	21	n.w	86	33		
WEEKDAY PEAK PM HOUR		15	17		82	16		97	33		

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) TRIP GENERATION HANDBOOK - 10TH EDITION, 2017 (1) ITE LAND USE 710 - OFFICE (2) ITE LAND USE 150 - WAREHOUSE

TRUCK TRIP GENERATION RATES AND DIRECTIONAL DISTRIBUTIONS FOR PEAK HOUR OF GENERATOR

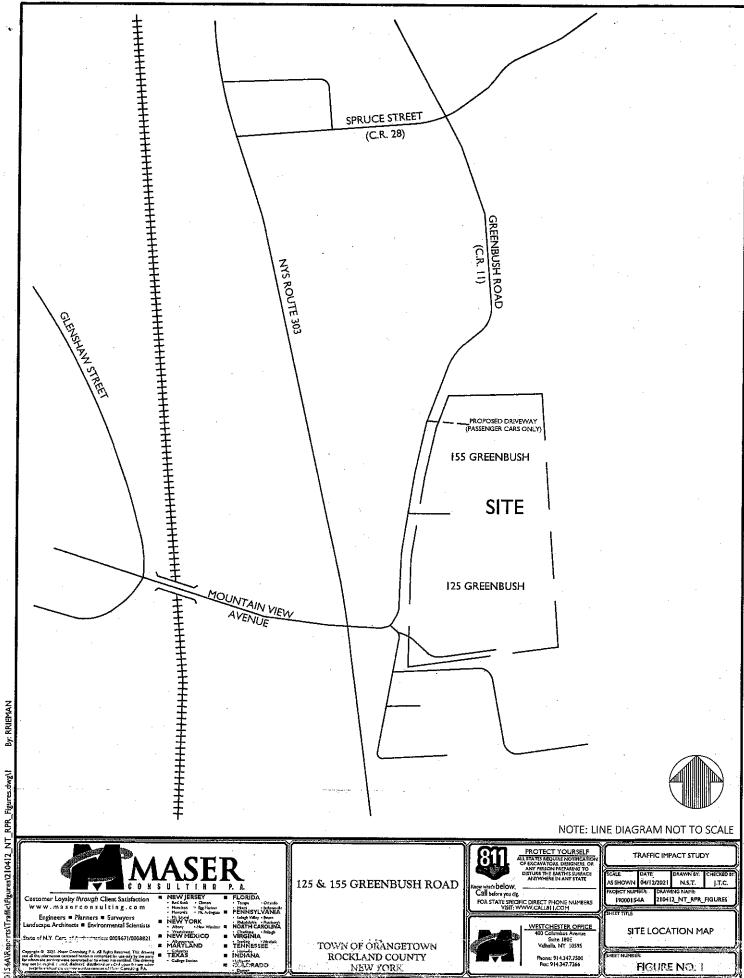
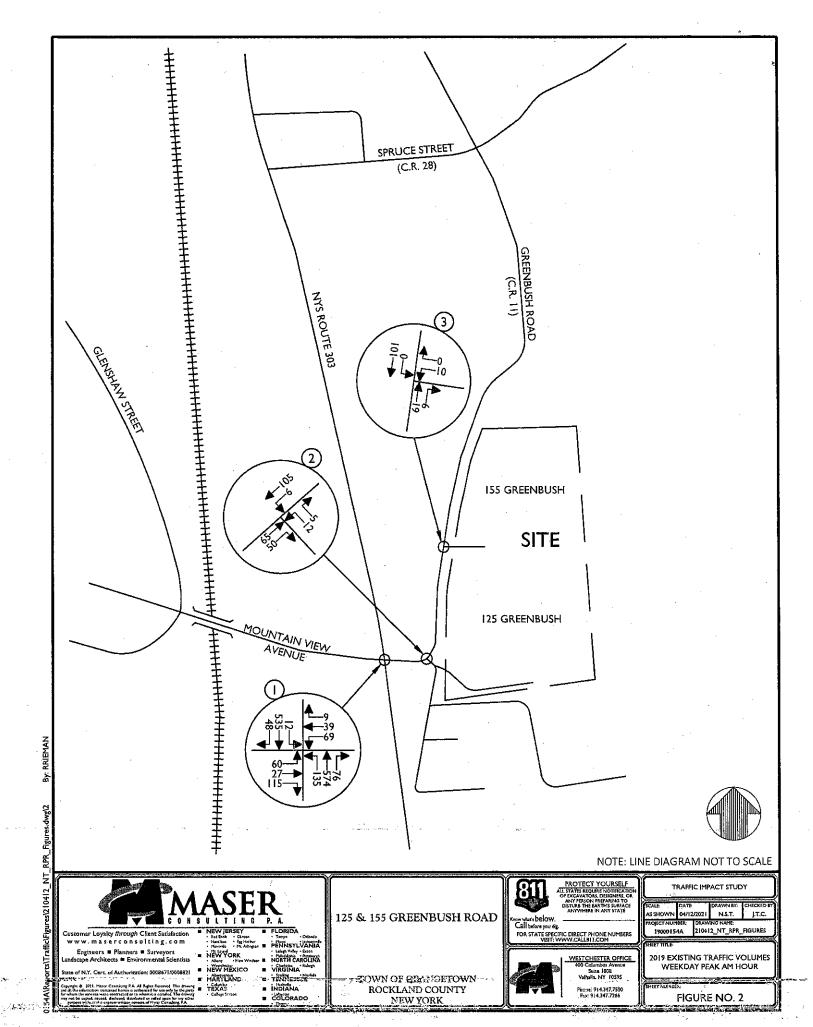
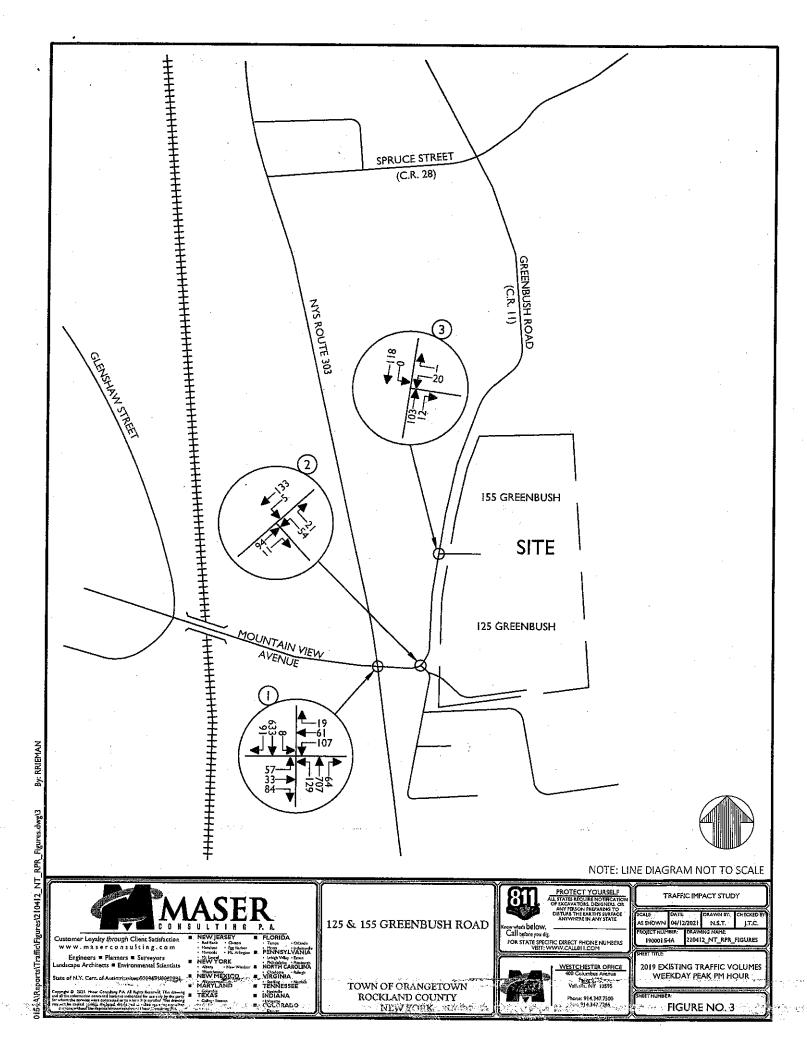
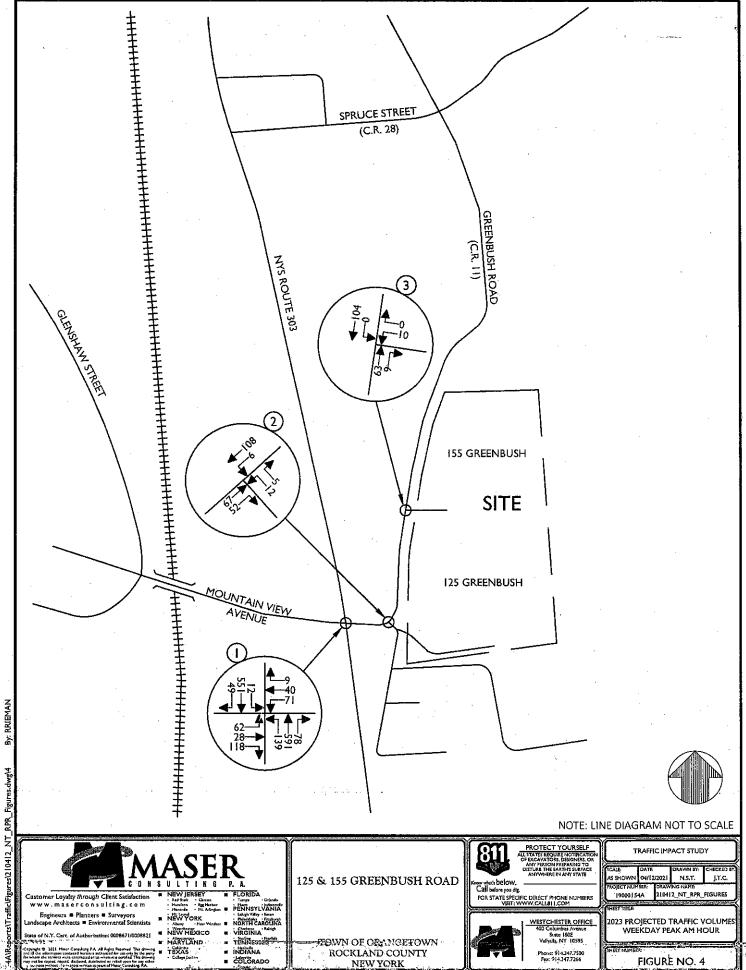
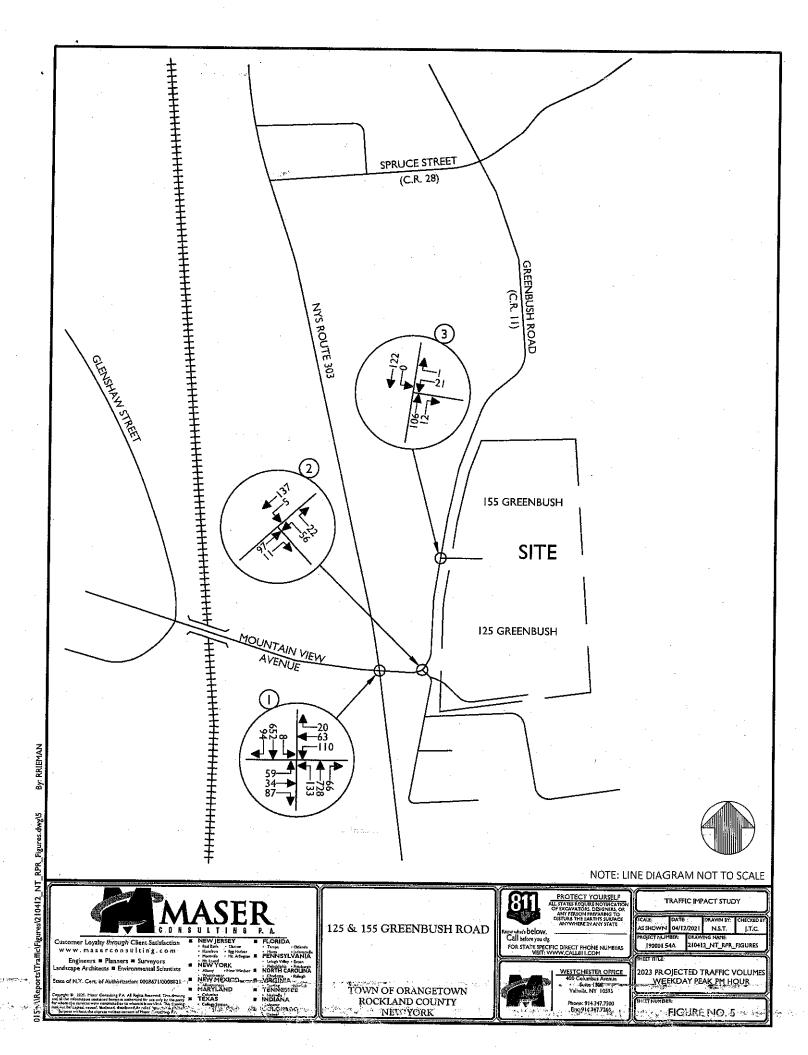


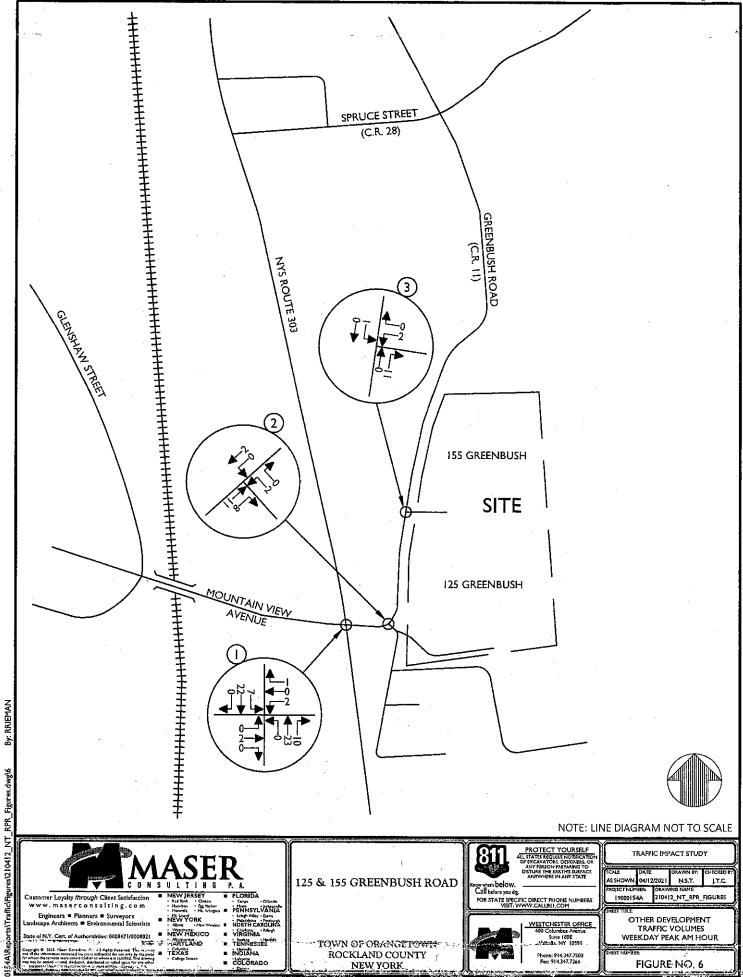
FIGURE NO.

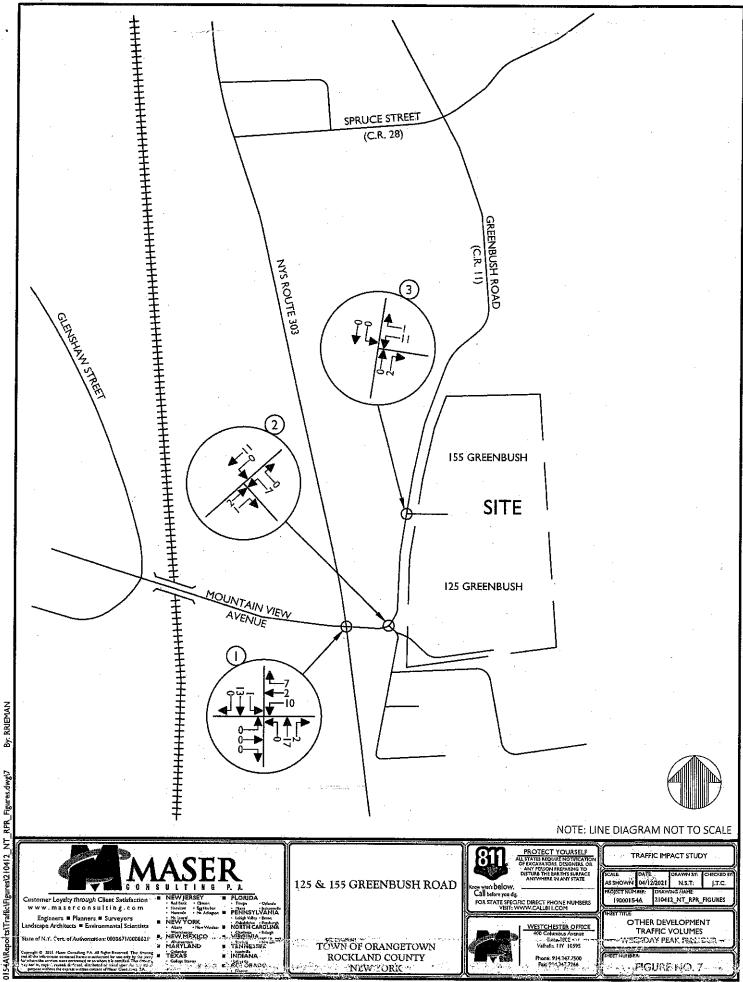




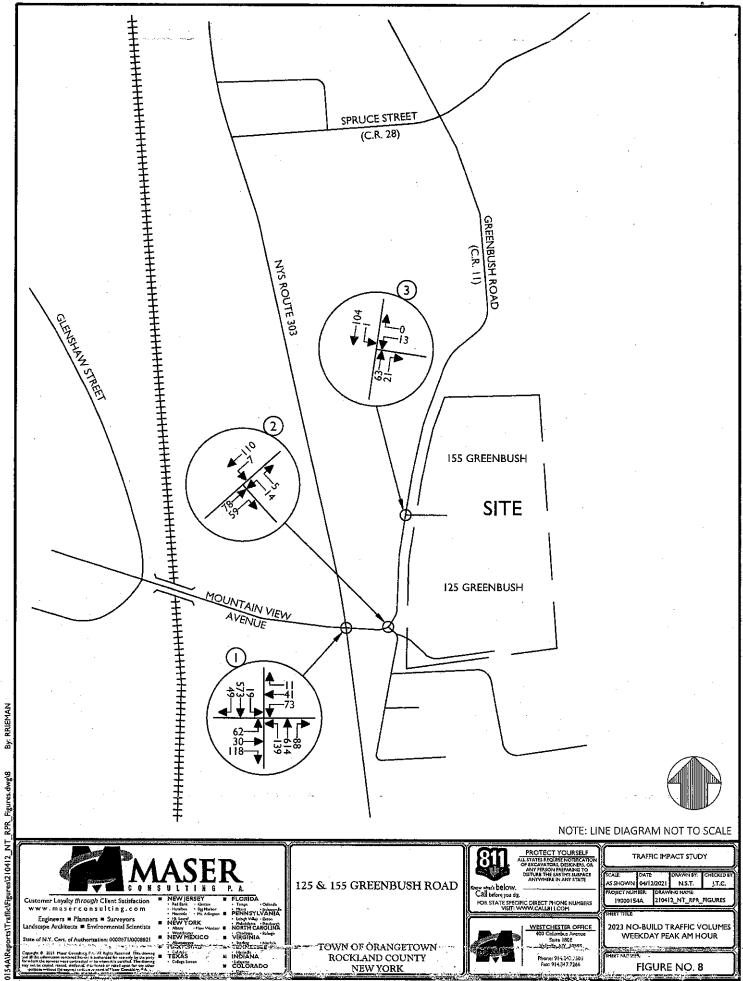


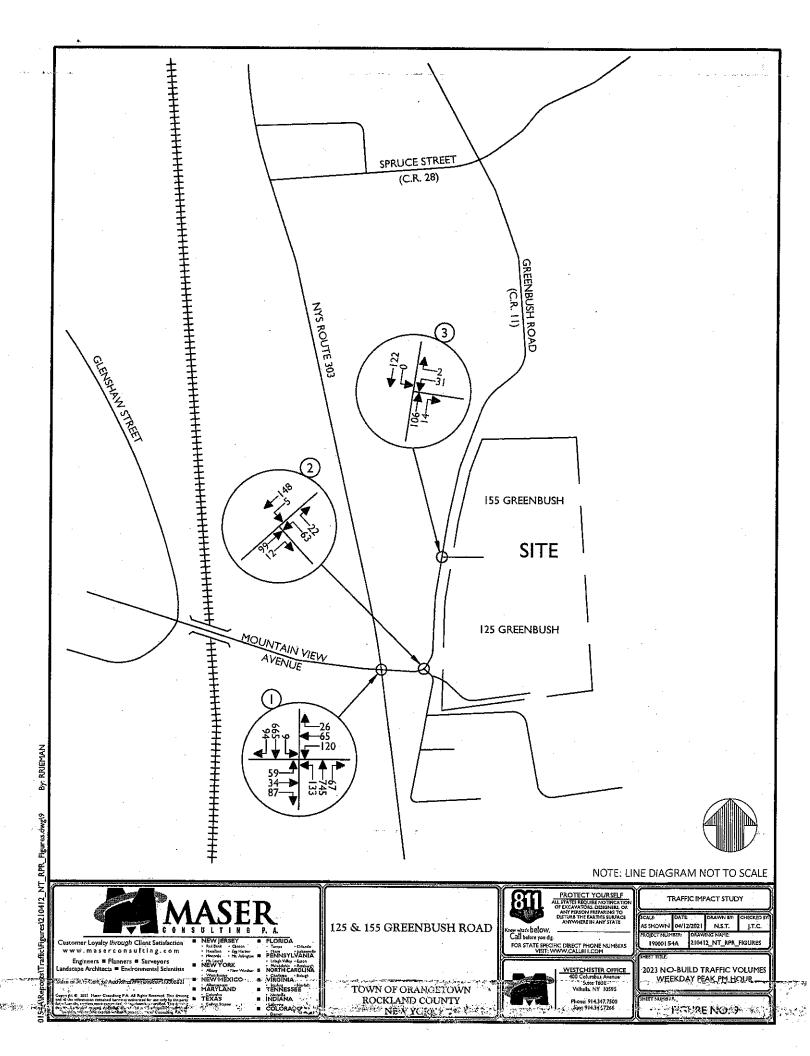


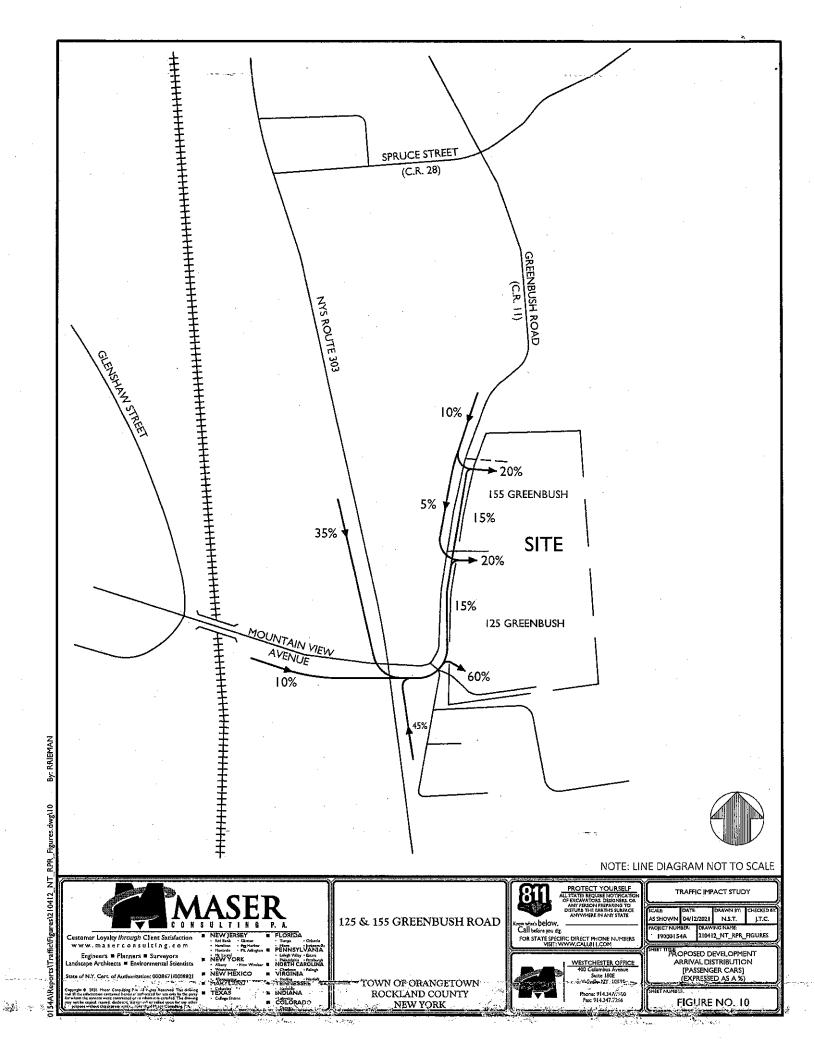


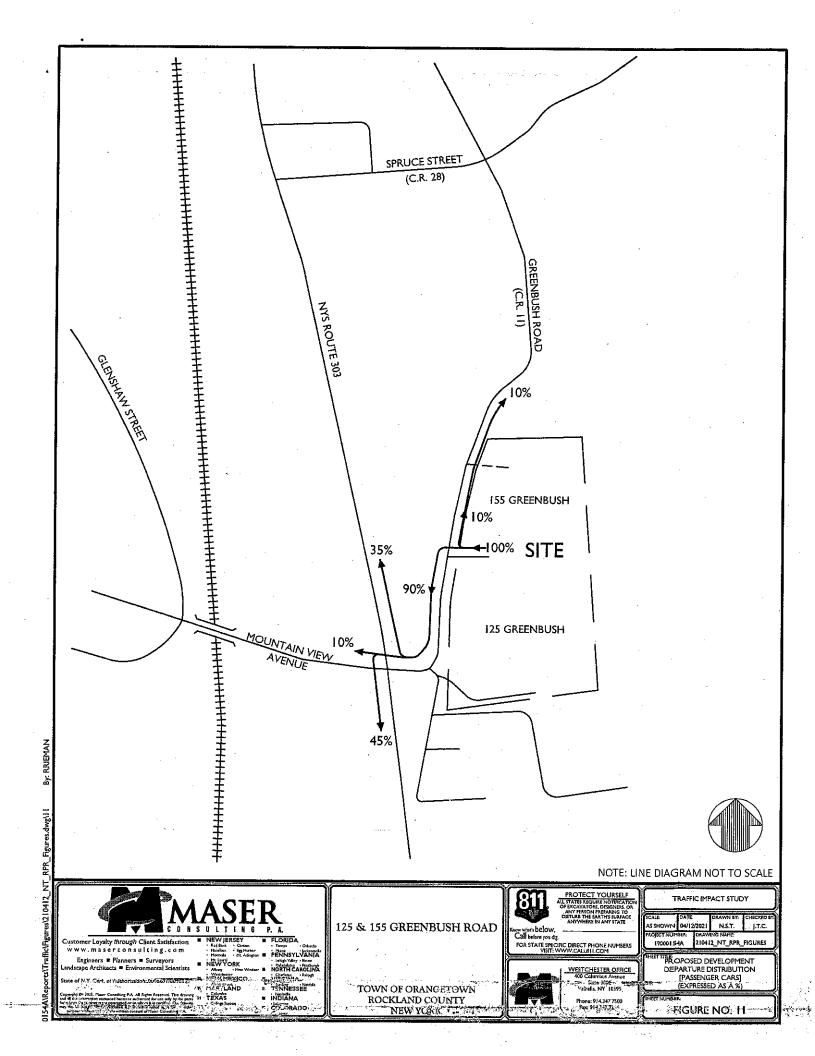


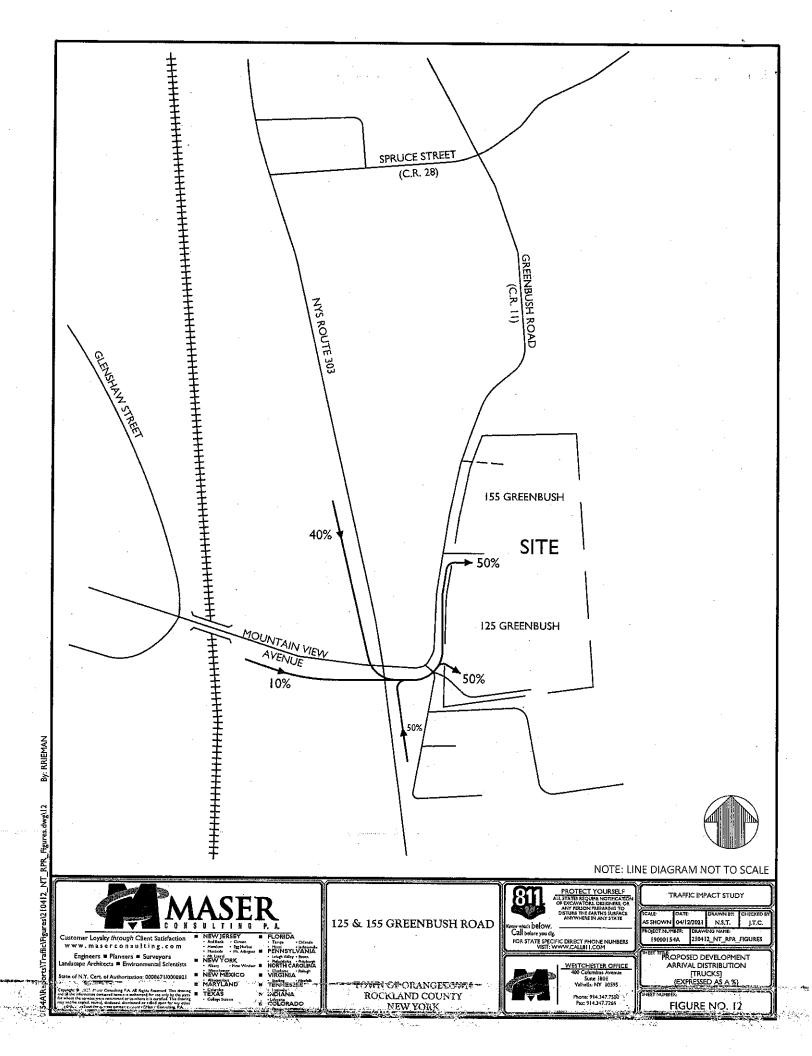
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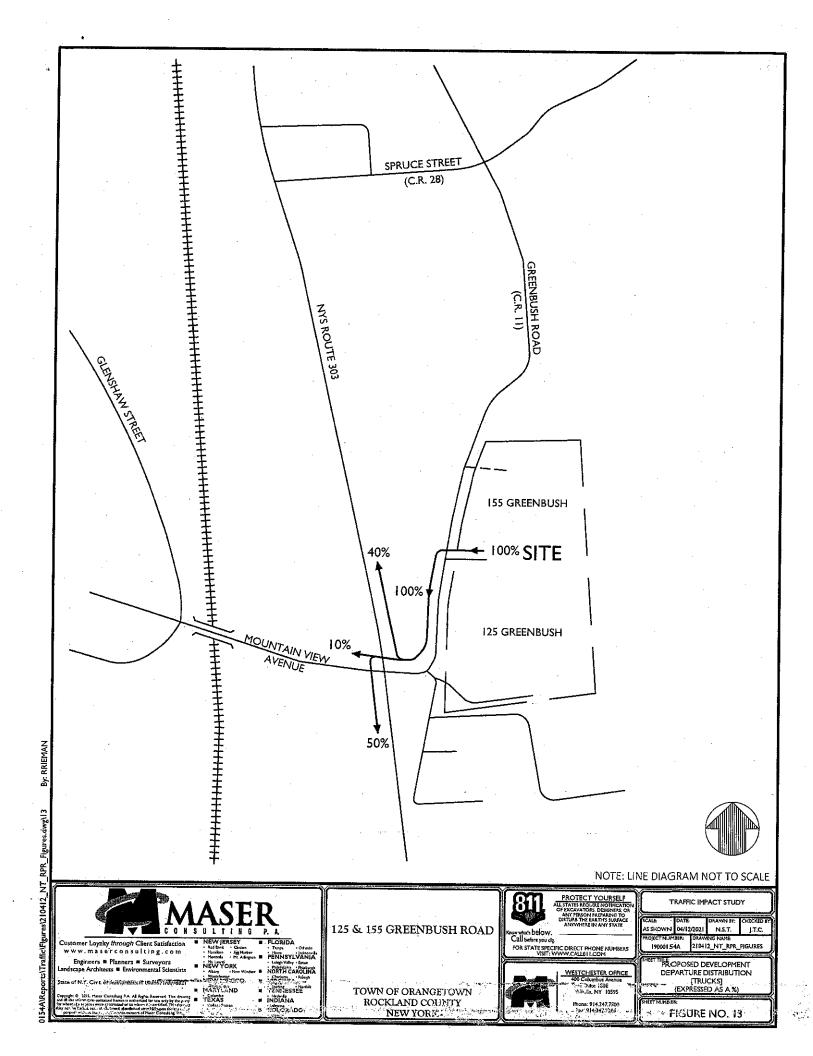


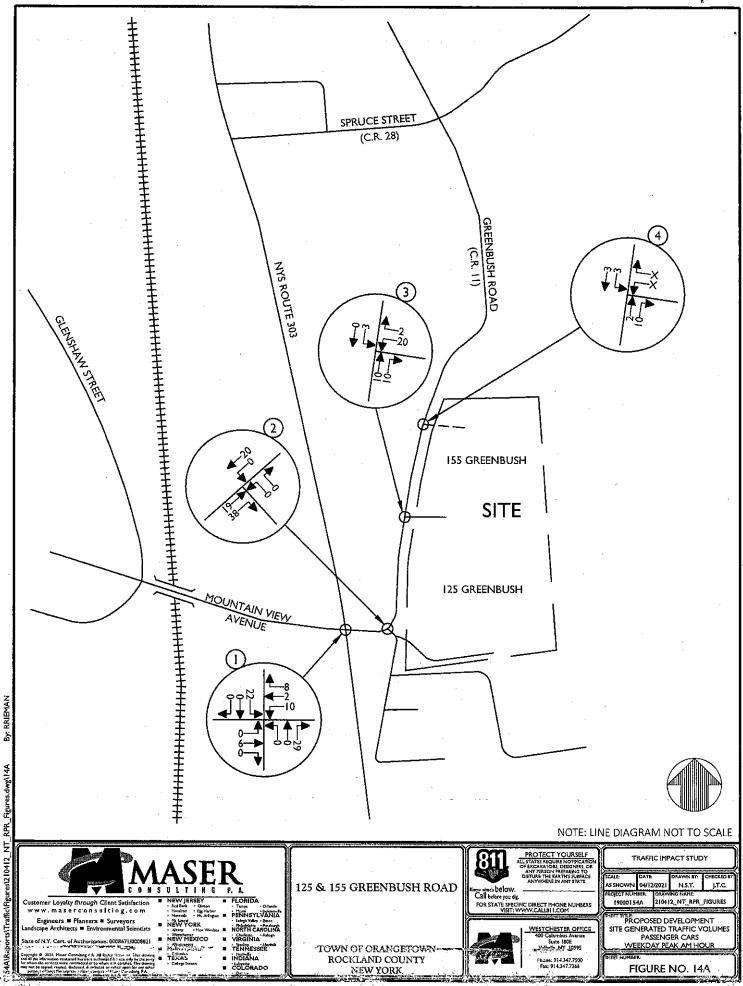


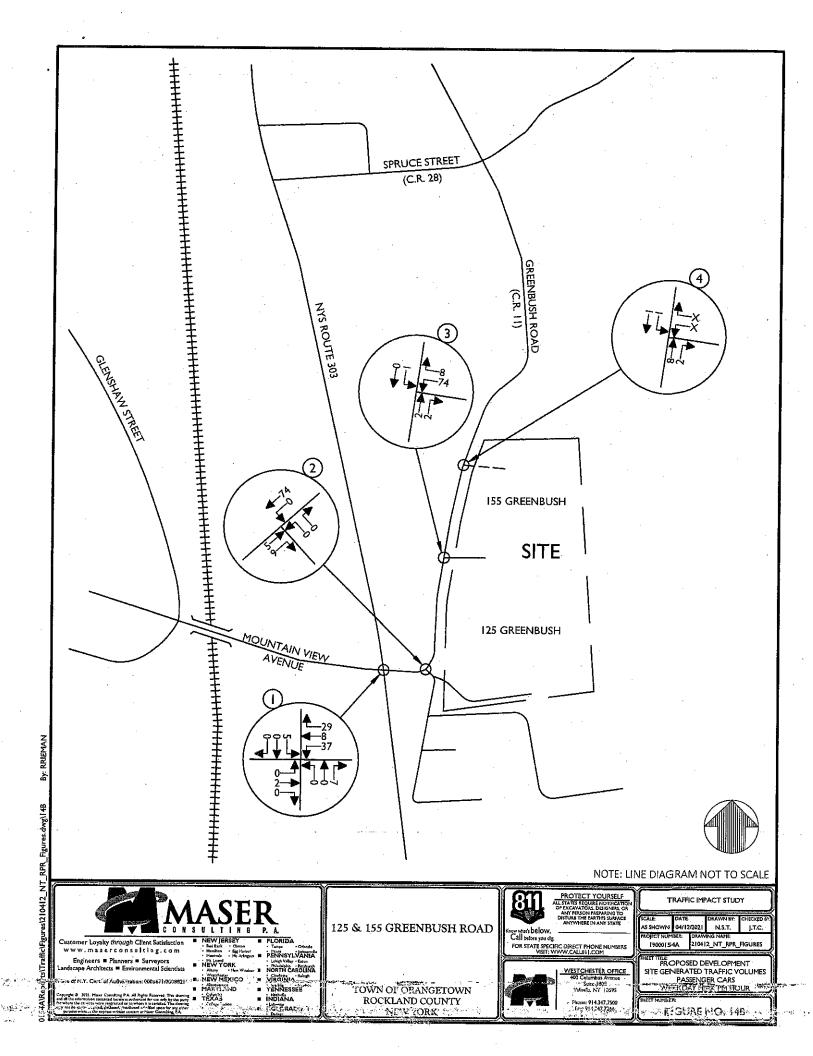


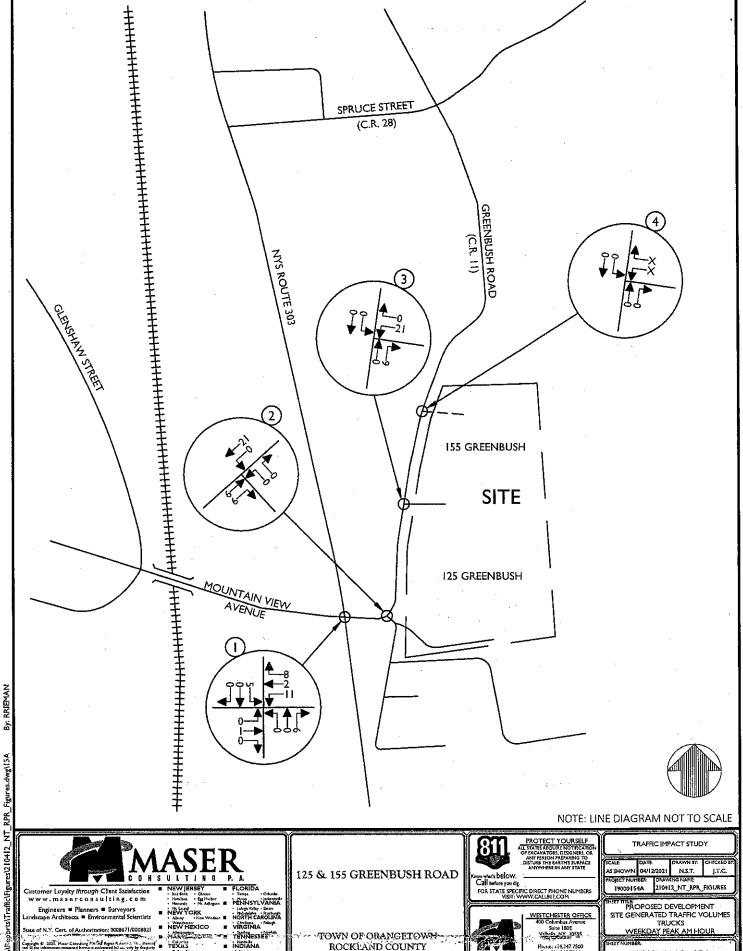






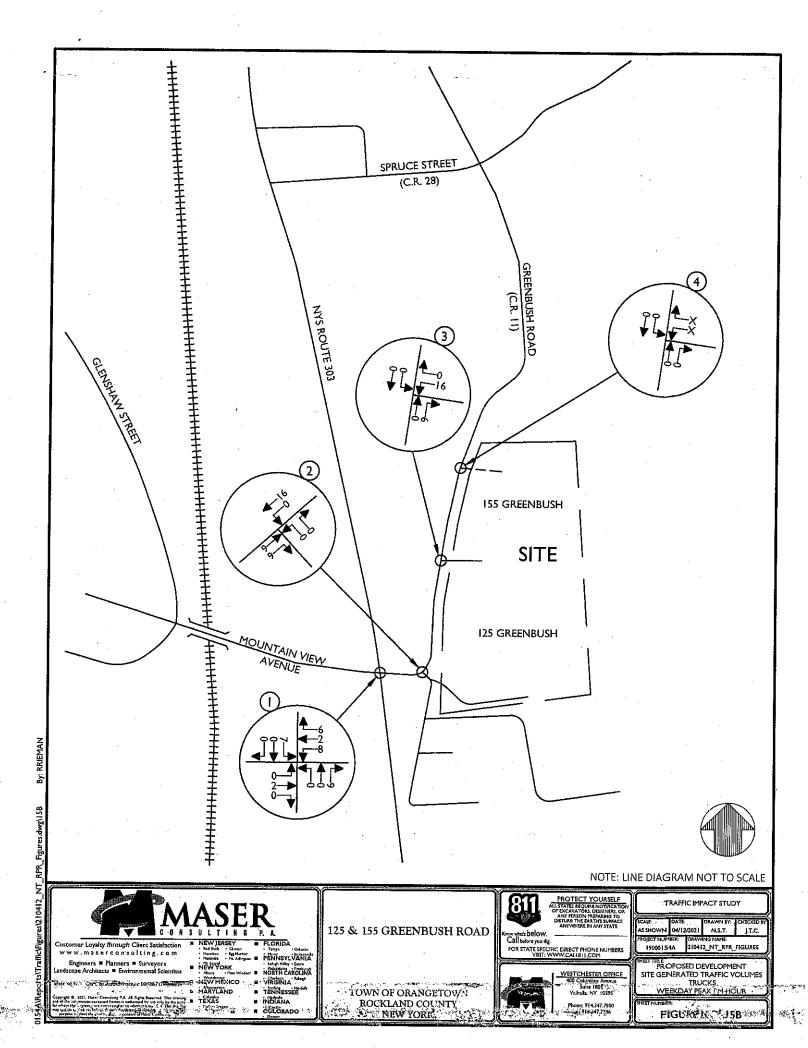


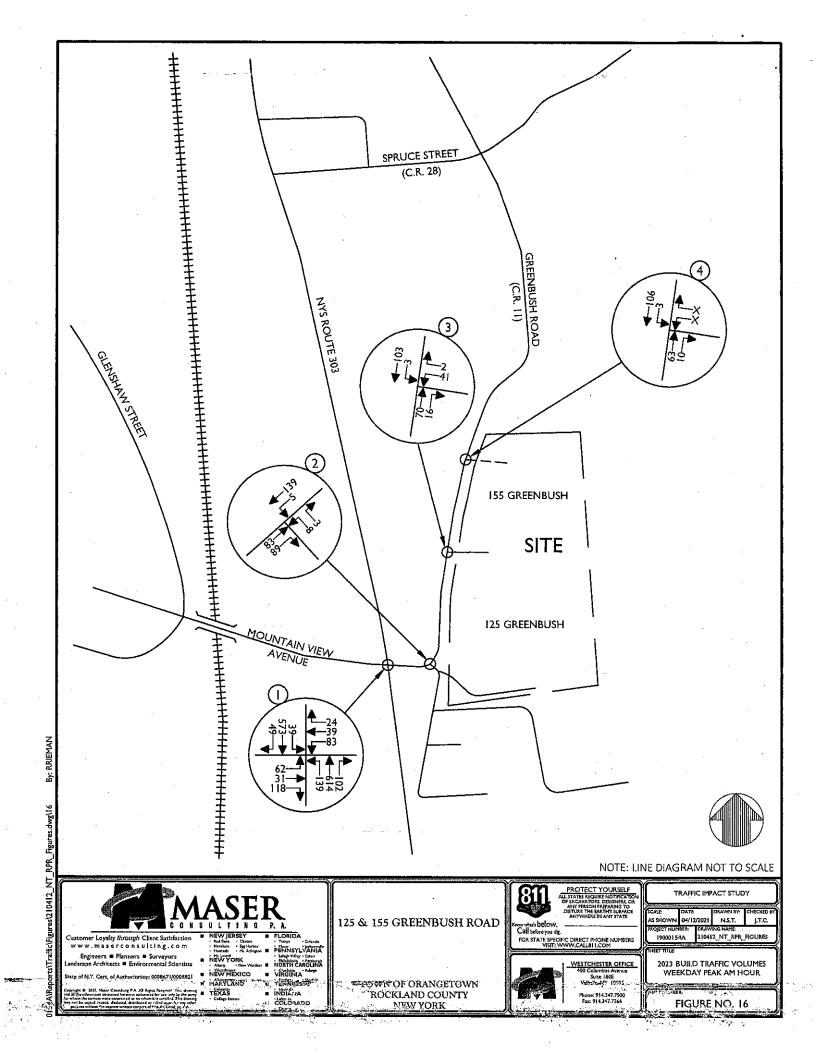




TOWN OF ORANGETOWN ROCKLAND COUNTY NEW YORK

FIGURE NO. 15A





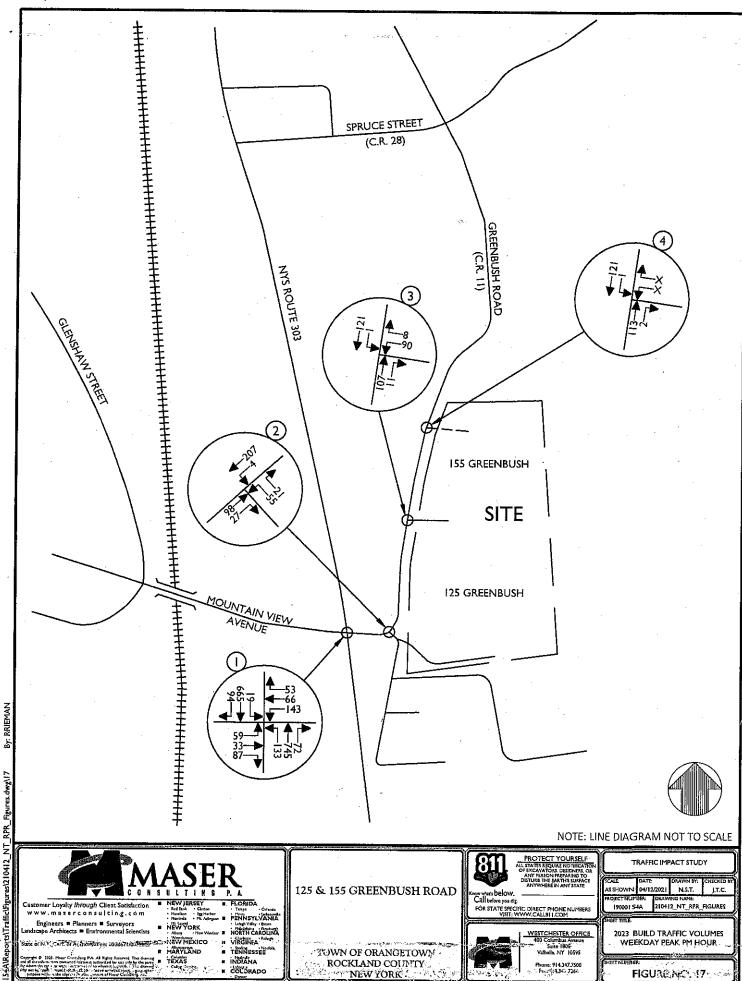


TABLE NO. 2

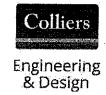
LEVEL OF SERVICE SUMMARY TABLE

Γ			YEA	R 2019	EXIS	TING			YEA	R 2023	NO-E	BUILD			YE	AR 202	23 BU	ILD	
	LOCATION	WE	EKDAY	AM	W	EEKDAY	PM	W	EKDAY	AM	W	EEKDAY	PM	WE	EKDAY	AM	W	EKDAY	PM
L.,		LOS	DELAY	V/C	LOS	DELAY	V/C	Los	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	NYS ROUTE 303 & MOUNTAINVIEW AVENUE																		
	SIGNALIZED					·													
	MOUNTAINVIEW AVENUE EB L-T-R EB OVERALL	D D	36.4 36.4	0.72	D Q	36,2 36,2	0.55	D D	37.8 37.8	0.74	D	36.4 36.4	0.52	Ð	38.6 38.6	0.74	D D	35.5 35.5	0.47
	MOUNTAINVIEW AVENUE WB L-T-R WB OVERALL	000	34.0 34.0	0.48	D	39.0 39.0	0.70	D	35,3 35,3	0.52	D	43.1 43.1	0.74	D D	37.1 37.1	0.62	D	51.9 51.9	0.81
	NYS ROUTE 303 NB L-T NB T-R	000	28.7 26.7	0.70 0.64	000	39.1 34.5	0.83 0.75	000	34.2 30.9	0.78 0.71	D	51.7. 42.7	0.91 0.83	C	36.5 32.7	0.81 0.73	Ë	68.8 53.3	0.98 0.89
	NB OVERALL NYS ROUTE 303 SB L-T SB T-R	ი ი	27.8 35.4 33.0	 0.81 0.74	D D	36,9 40,2 35,7	0.85 0.77	0 0	32.7 37.8 34.1	0.83	D D	47.4 44.7	0.87	C D C	34.7 38.8	0.84 0.76	E D. D	61.5 50.8	0.89
	SB OVERALL	C	34.3	0.74	ū	38.1	0.77	€ D	36.0	0.76	D D	38.7 41.9	0.80	ם	34.7 36.9	U.76	D	43.2 47.3	0.81
OVERALL INTERSECTION		С	31.5		D	37.5		С	34.6		D	44.0		D	36.1		D	53.1	-
2	MOUNTAINVIEW AVENUE & GREENBUSH ROAD																		
	UNSIGNALIZED									,									
	GREENBUSH ROAD SWB L-T MOUNTAINVIEW AVENUE WB L-R	A B	7.8 10.0	0.006 0.027	A B	7.7 10.6	0.004 0.123		7,9 . 10.2	0.007 0.031	A B	7.7 10.9	0.004 0.144	1 .	8.0 10.5	0.005 0.019	A B	7.7 11.3	0.004 0.139
3	GREENBUSH ROAD & EXISTING SITE DRIVEWAY																		
	UNSIGNALIZED										ŀ			:					
	GREENBUSH ROAD SB L-T EXISTING SITE DRIVEWAY WB L-R	A B	0.0 11.0	0.000 0.019		0.0 10.5	0.000 0.036		7.4 11.1	0.001 0.025		0.0 10.7	0.001 0.057	3	7.4 10.7	0.002 0.074	ı	7.5 11.2	0.001 0.164
4	GREENBUSH ROAD & PROPOSED SITE DRIVEWAY																		
	UNSIGNALIZED						,												
	GREENBUSH ROAD SB L-T	-								-				А	7.4	0.002	Α	7.5	0.001

NOTES:

19000154A

¹⁾ THE ABOVE REPRESENTS THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2] FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B[10.9], FOR THE UNSIGNALIZED INTERSECTIONS.



Level of Service Standards

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity
 ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low
 and either progression is exceptionally favorable or the cycle length is very short. If it is due to
 favorable progression, most vehicles arrive during the green indication and travel through the
 intersection without stopping.
- LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).



The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	V/c ≤ 1.0	ν/ε≥1.0
≤10	Α	<u> </u>
>10-20	В	·F
>20-35	C	F
>35-55	D	<u></u>
>55-80	E	described of the section of the sect
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.



Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	V/c ≤1.0	V/c ≥ 1.0
0-10	A	F
>10-15	В	
>15-25	C	
>25-35	D	**************************************
>35-50	E	F
>50		PW P4

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

	A	-	S	1	*	•	*	1	*	1	1	1
Lane (aroup the green years) and	ΕB	(450) y	THER I	a (AVEL)	:WBTm	WER	ija NBL##	NBTH	e NBR (- 8BL	SET I	
Lane Configurations	60	4 1 27	445	69	4) 39	n	135	41 574	76	40	4 1 - 535	10
Traffic Volume (vph) Future Volume (vph)	60	27	115	69	39	9	135	574	76	1 <i>2</i> 12	535	49 48
Ideal Flow (vphpt)	1900	1900	1900	1900	1900	1900	41900 ×	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			-1%	
Storage Length (ft)	0		0 	0		0	0		0 0	0		0
Storage Lanes Taper Length (ft)	25		, , , U	25		U	25		U	25		U
Lane Utili, Factor	1.00	1:00	1:00	1.00	1.00	1.00	0.95	0.95	0.95		0.95	0.95
Ped Bike Factor												
Frt 1		0.923			0.990			0.986			0.988	
Flt Protected		0.985	•		0.971			0.991		•	0.999	Á
Satd_Flow (prot) Flt Permitted	; . U	1729 0.856	U'	0	1669 0.543	0.	0	3021 0.991	U	0	2996 0.999	U
Satd: Flow (perm)	- 6	ALTERNATION AND ADDRESS OF THE PARTY OF THE	0	0	933	0	0	3021	- 0	0	2996	0
Right Turn on Red			Yes		6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Yes	alla de la Constantina de la Constantin		No	under State Teach		Yes
Satd. Flow (RTOR)	9 45.5	56	¥ 1,500		3			6.5	er e e e	10.00	9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft) Travel Time (s)		=595 13.5			255 5.8			710 12.1	100		1410 24.0	
Confl. Peds. (#/hr)		10.0			0.0			12.1	2		24.0	
Confl. Bikes (#/hr)								in the state of th				
Peak Hour Factor	0.88	0.88	88.0	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	.0,88
Growth Factor	100%	100% 18%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%) Bus Blockages (#/hr)	10% 0	16%	4% 0	8 % 0	3% 0	56% 0	10% 0	9% 0	7% 0	42% 0	11% 0	10% 0
Parking (#/hr)	U	U	. 0	U	V	U	U	U	U	U		Ü
Mid-Block Traffic (%)		0%			0%			0%		5	0%	
Adj. Flow (vph)	68	. 31	131,	78	44	10	. 153	652	86	14	608	55
Shared Lane Traffic (%)	n	230	in.	۸	132	0	ħ.	201.		n	677	
Lane Group Flow (vph) Enter Blocked Intersection	0 No	Zou No	No	0 No	No	No	No	891 No	No	No	No	0 No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft) Link Offset(ft)		0	w		0			0			0	
Link Offset(ff)		0			0		₹.	0				
Crosswalk Width(ft) Two way Left-Turn Lane		16	-		16			16			16	
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1,09	1.09	1.09	1.09	1.09	1,09
Turning Speed (mph)	15	0.01	9	15	0.00	9	15	1.00	9	15	1,00	9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left	^-	
Leading Detector (ft)	20 : 0	83		20 0	83 -5		20 0	83 E		20 0	83 -5	
Trailing Detector (ft) Turn Type	Perm	-5 NA		Perm	-o NA		0 Split	-5 NA		Split	-5 NA	
Protected Phases	. Gilli	4.		· ViIII	8		2	2		6	6	
Permitted Phases	4			8					Secretary Control Cont			
Detector Phase	4	. 4		8	8		. 2	2		6.	6	
Switch Phase												

		-	7	1		*	1	†	1	>		1
Láhe Group # 1884	TEBLE	EBT	EBR	WEL	WET	WER	NBL:	NBT	NBR	SBL	, 16 B T :	- SBI
Minimum Initial (s)	5.0	5.0		5.0				5.0		1.5.0	5.0	
Minimum Split (s) Total Split (s)	10.0 30.0	10.0 30.0		30.0 30.0	30.0 30.0		11.0	11.0		28.0	28.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%	12 L/S (2)	40.0 36.4%	40.0 36.4%		40.0	40.0	
Maximum Green (s)	25.0	25.0		25.0	25.0		34.0	34.0		36.4% 34.0	36.4% 34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0,0	·		0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?						300						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	e ^{go} nigalonie resurrance concerno anno	2.0	2.0	falfel last representation	3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	- 2,0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode Walk Time (s)	None	None		None	None		Max	Max		None	None	
Waik Rine (s) Flash Dont Walk (s)				7:0 18.0	7.0					7.0	7.0	
Pedestrian Calls (#/hr)				16.U 5	18.0					15.0	15.0	
/c Ratio		0.76		لا	0.82			0.80		5	5 0.80	
Control Delay		45.4			74.2			36.0			39.6	
Queue Delay		0.0			0.0			0.0			0,0	
otal Delay		45,4			74.2			36.0			39.6	
Queue Length 50th (ft)		100			75			250			193	
Dueue Length 95th (ff)		188			147			#437			281	
nternal Link Dist (ft)		515	-		175	W. P. B. C.		630			1330	ada - Chiana da
urn Bay Length (ft)												
Base Capacity (vph)		446			253			1108			1105	
Starvation Cap Reductn		0			0 .	30.00		Ò			. 0	
Spillback Cap Reductn		0			0			0	CACCAGO A TOM AN ANA		0	
Storage Gap Reductn Reduced v/c Ratio		0.50			0.0			0			0	
		0.52			0.52	v		0.80			0.61	
ntersection Summary												
	Other						-					
Cycle Length: 110												
Actuated Cycle Length: 94.3	}				Ministrative construction	34859304 SULUMBAN (************************************	s Separation and the second			,		
latural Cycle; 90												
Control Type: Actuated-Unc												
95th percentile volume a			ie may b	e longer.								
Queue shown is maximu	m aiter two c	ycies.							-	4.		
Splits and Phases: 1: NY	S Route 303	& Mounta	inview A	Vanue	•					Y		
philo and mases. 1, 141		w IVIOUITIO	arraic W W	velide				A	š			

	•		7		* -	N.	4	1	*	1	1	7
Movement。建築 电影 图象	EBL #	FET	hEBR.	WBen	WBT I	aWBR :	NBL =	NET	NBR-	SBura	SBT	SBR
Lane Configurations		4			4			414			41+	
Traffic Volume (veh/h) Future Volume (veh/h)	60 60	27 27	115 115	69 69	39 39	9	185 135	574 574	76 76	12 12	535 535	48 48
Initial Q (Qb), veh	- 0	0	113	. 0	. 0	0	0.0	0	70	12	0.00	40
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1,00	1.00		1.00
Parking Bus, Adj	- 1,00 -	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1,00
Work Zone On Approach Adj Saf Flow, veh/h/ln	1777	No. 1777	1777	1894	No 1894	1894	1767	No 1767	1767	1774	No 1774	1774
Adj Flow Rate, veh/h	68	31	131	78	44	10	153	652	86	14	608	55
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9	9	9	11	11	11
Cap, ven/h Arrive On Green	117 0.17	50 0.17	152 0,17	172 0,17	87 0.17	16	218	977	135	17	778	74
Sat Flow, veh/h	376	292	884	621	509	0.17 93	0.39 565	0.39 2529	0.39 349	0.25 69	0.25 3125	0.25 297
Grp Volume(v), veh/h	230	0	0	132	0	0	471	0	420	359	0	318
Grp Sat Flow(s), veh/h/ln	1552	. 0	. 0	1222	. 0	0	1738	0	1704	1771	0	1721
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	20.1	0.0	17.7	16.8	0.0	15.0
Cycle O Clear(g_c), s Prop In Lane	12.5 0.30	0.0	0.0 0.57	8.9 0.59	0,0	0.0 0.08	20.1 0.32	0.0	17,7 0,20	16.8	0,0	15.0
Lane Grp Cap(c), veh/h	319	n	0.57	0.59 275	. 0	0.00	672	. 0	0,20 658	0.04 441	0	0.17 428
V/C Ratio(X)	0.72	0.00	0.00	0.48	0.00	0.00	0.70	0.00	0.64	0.81	0.00	0.74
Avall Cap(c_a), veh/h	484	- 0	0	436	0	0	672	. 0	658	684	. 0	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I) Uniform Delay (d), s/veh	1.00 35.3	0.00	0.00 0.0	1.00 33.5	0.00 0.0	0.00	1.00 22.7	0.00	1.00 22.0	1.00 31,1	0.00 0.0	1.00 30.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.5	0.0	0.0	6.0	0.0	4.7	4.3	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	2.6	0.0	0.0	8.7	0,0	7.4	7.3	0.0	6.2
Unsig. Movement Delay, s/vel LnGrp Delay(d),s/veh	า 36.4	0.0	0.0	34.0	0.0	0.0	28.7	0.0	26.7	35.4	0.0	33.0
LnGm LOS	Э0, 4 D	v.u A	Α.		Α	A	. 20.1 C	v.u A	40.7 C	ು. D	A.	
Approach Vol, veh/h		-230			132			891		_	677	
Approach Delay, s/veh		36.4			34.0			27.8			34.3	
Approach LOS		- D			C			C			С	
Timen: Assigned Phs 1911		2.		4		6		8.				
Phs Duration (G+Y+Rc), s	w.	40,0		20.1		27.9		20.1				
Change Period (Y+Rc), s Max Green Setting (Gmax), s		6.0 34.0		5.0 25.0		6.0 34.0		5.0 25.0				
Max Q Clear Time (g_c+l1), s		22.1		49.0 14.5	-	18.8		10.9			-	
Green Ext Time (p_c), s		2.5		0.6		3.1		0,3				
Intersection Summary									١			
HCM 6th Ctrl Delay			31.5									
HCM 6th LOS	THE PARTY OF THE P		С				· ·			and the second s	To vacuum Christophanapan	C2000000000000000000000000000000000000

Year 2019 Existing Traffic Volumes 2: Mountainview Avenue & Greenbush Road

		•	A	/*	6	K	
ane.Group	WBL	MER	KET	NER	A SW	SVIT	
Lane Configurations	¥		₽			4	
Traffic Volume (vph)	12	. 5	65	50	- 6	105	open i kan kan kan panan kenangan panan kan kan kan kan kan kan kan kan kan
Future Volume (vph)	12	5	65	50	6	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	16	16	15	15	14	14	
Grade (%)	0%		2%	ar is profile	100	-2%	and the contract of the contra
Storage Length (ft)	. 0	0		0	0	ONNOSS IX CUPIE CARACTER	
Storage Lanes	1	0.		. 0	0		
Taper Length (ft)	25				25		
Lane Util. Factor Ped Bike Factor	1.00	1.00	1.00	1.00	1,00	1.00	
Fed Bike Factor	0.959		0.044		182 day 182 18		
Fit Protected	0.966		0.941	ALCO DE LA CONTRACTOR DE		0.007	general de de care a la company de la co
Satd. Flow (prot)	1534	n	1721	1 - A	n.	0.997 1835	
Flt Permitted	0.966	V	I/Z1	U	U-	0.997	
Satd: Flow (perm)	1534	n	1721	n	n.	1835	
Link Speed (mph)	30	U	30	V	υ	30	allower the second of the second seco
Link Distance (ft)	289		255			361	
Travel Time (s)	6.6		5.8			8.2	
Confl. Peds. (#/hr)	1.	1	0.0	1	1	0.2	of the processing and the same for the same of the same and the same of the sa
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	:0.85	0.85	0.85	0.85	0.85	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	100%	14%	12%	33%	10%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%	22.5 VANIS AND INCOME TO THE PARTY OF THE PA	0%			0%	
Adj. Flow (vph)	14	6	76	59	7	124	
Shared Lane Traffic (%)					Marine termen causes and	and commence of the second	
Lane Group Flow (vph)	20	0	135	. 0	0	131	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment Median Width(ft)	Left	Right	Annual Contract Management (COC) (MR)	Right	Left	Left	
Link Offset(ft)	16 0		0		-	0	X
Crosswalk Width(ft)	16		0 16			0	法国的政治的 医克里特氏 医克里特氏管 医克里特氏征
Two way Left Turn Lane	10		16			16	
Headway Factor	0.85	0,85	0.89	0.89	0.91	ስ በ4	
Turning Speed (mph)	15	U,03	0.05	U.09	0.91 15	0.91	
Sign Control	Stop	J	Free	0	10	Free	
	orob		1100		Handa a service and a service	1100	Marie
Intersection Summary +							The straight continues the straight and
Area Type:	Other	Selecting recovers conven		us a service de la company			X 200201446 (2004040)
Control Type: Unsignalized		4.					
					-		

intersection :					and the special of the state of	all an extraor at		and process
Int Delay, s/veh	0.9							
Movement Lane Configurations	WEWWER	A NEW NEW		d d		and the second second	<u>. 1</u>	
Traffic Vol. veh/h	12 5	1> -65 -50		н)5				
Future Vol, veh/h	12 5	65 50	6 10					
Conflicting Peds; #/hr	1 1 2 1	. 0	AND THE RESIDENCE OF THE PARTY OF THE PARTY.					
Sign Control RT Channelized	Stop Stop	Free Free None						
Storage Length	- None 0 -	- NOTE	Nor	1e -				
Veh in Median Storage		.0		0				
Grade, %	0 -	2		-2			·	
Peak Hour Factor Heavy Vehicles, %	85 85 0 100			3 5	995.9 E 170			
Mont Flow	14 6							
							-	
Major/Minor	đinori .	Majorf	Major2					
Conflicting Flow All	246 108	0.0071110000 00.000001000000000000000000	136	0				
Stage 1	107							
Stage 2 Critical Hdwy	139 - 6.4 7.2	-	- 4.43	-				
Critical Hdwy Stg 1	5.4 -	_	- +.HJ 	-				
Critical Hdwy Stg 2	5.4	•						
Follow-up Hdwy	3.5 4.2		- 2.497	-				
Pot Cap-LManeuver Stage 1	747 735 922 -	_	1278					
Stage 2	893 -	_	-					
Platoon blocked, %		•		-				
Mov Cap-1 Maneuver	741 733	1000	- 1276					
Mov Cap-2 Maneuver Stage 1	741 - 921 -	-	-	-				
Stage 2	887 -	-		-				•
Approach	COLUMNO DE LA VISITA DELLA VISI	NE	SW			(5) 即此明明		
HCM Control Delay, s	Anna Radial Control of the Control o	0 -	0.4					1 36
HCM LOS	В							
Mindr Lane/Major Mvm Capacity (veh/h)		NE/RWB∐n′ 700	1276	Me align a less		和 数据的 医内侧		
HCM Lane V/C Ratio	_		7 0.006	•				
HCM Control Delay (s)			7,8	0			and a constraint of	
HCM Lane LOS	-	- E		A				
HCM 95th %tile Q(veh)	•	0.	u U					

		A .	1	-	V	1	
āneiGroup	WEL	WE B	Net	NER	T PART	SET	
Lane Configurations	¥					े	
Traffic Volume (vph)	10	0.5	61	9	0	101	
Future Volume (vph)	10	0	61	9	0	101	
ldeal Flow (vphp)) Lane Width (ft)	1 9 00	1900	1900	1900	1900	1900	
Grade (%)	12 0%	12	13 0%	13	11	11 0%	
Storage Length (ft)	0	0	U /0	0	0	U70	
Storage Lanes	1	0		0	Ö		
Taper Length (ft)	25				25		
Lane Util, Factor	1,00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor Frt			0.005				
Flt Protected	0.950		0.982				
Satd. Flow (prot)	902	n.	1612	n	n	1801	
Flt Permitted	0.950					1001	
Satd. Flow (perm)	902	- 0	1612	0	0	1801	
Link Speed (mph)	30		30		- Married Control	30	
Link Distance (ft) Travel Time (s)	376		319			523	
Confl. Peds. (#/hr)	8.5		7.3			11.9	
Confl. Bikes (#/hr)	,1						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	100%	0%	9%	89%	0%	2%	
Bus Blockages (#/hr) Parking (#/hr)	0	0	0	0	0	0	
Mid-Block Traffic (%)	0%		0%			00/	
Adj. Flow (vph)	12	n		11	i n	0% 119	
Shared Lane Traffic (%)					, u	110	
Lane Group Flow (vph)	12	0	83	0	0	119	Designation and the state of th
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment Median Width(ft)	Left	Right	Left	Right	Left	Left	
Link Offset(ft)	12 0		0			0	
Crosswalk Width(ft)	16		16			16	A. A
Two way Left Turn Lane			10			10	
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04	
Turning Speed (mph)	15	. 9		9	15		
Sign Control	Stop		Free	•	٠	Free	
intersection Summary						al ignie	Complete and a second control of
Area Type:	Other	Water land of the same and the	Sighter length on the same		Weight weight	-	
Control Type: Unsignalized				4 5 5			
	* *	arran arrang	* .	4977 4			

intersection - F															
Int Delay, s/veh	0.6	,								***************************************					**********
Movements - Hall	WBL	VBR		VBR 1	SBL	SBT	nik di								
Lane Configurations	** * 10	n .	1) 61			से 101									
Traffic Vol, veh/h Future Vol, veh/h	10 ·	0	61	9	0	101				ets a seco					
Conflicting Peds: #/hr			0			0		16.7							1
Sign Control			Free F	Free	Free	Free		Sec. Allowance		***************************************			W-1 2000 WILL		the desired expension sea.
RT Channelized	- 11	lone	- 1	lone	į	None								=	
Storage Length	0	-	-	-	-	-									
Veh in Median Storage Grade, %	.#.U 0	•	0	•	,	0									
Peak Hour Factor	85	85 -	85	85	85	85									
Heavy Vehicles, %	100	0	9	89	0	2									
Mvmt Flow	12	0	72	11	. 0	119									
· .					•										
Major Minor	Amort -	Via	ijori -	u M	ajor2		±.								
Conflicting Flow All	197	78	0	0	83	0		Shift or to Michigan	1200 majo - 1270 milio 1480 majo	0.000m/s00000000000000000000000000000000		V-100-70 MINDLE S MINDLE S	o adolesi Mirlasko Yilirasiya		
Stage 1	. 78		•	-	-	•									
Stage 2 Critical Hdwy	119 7.4	6.2	-	-	4.1	-									
Critical Hdwy Stg 1	6,4	U.Z -	<u>.</u>	. <u>.</u>	4. I -	_				3		and the second			
Critical Hdwy Stg 2	6.4	•													
Follow-up Hdwy	4.4	3.3	-	-	2.2	-	COLUMN SUBSTITUTE S	The control of the co							
Pot Cap-1 Maneuver	614	988	•	, L	1527	11.4									
Stage 1	747 711	-	-	-	-	-	(1.67 × 1.07								
Stage 2 Platoon blocked, %	111				ala Sar	_		disease e							
Mov Cap-1 Maneuver	614	988			1527										
Mov Cap-2 Maneuver	614	-		-	-	-					-				
Stage 1	747			÷	<u>.</u>									34	
Stage 2	711	-	-	-	-	-									
Approach : 11 state 12 state	₩B÷		NB .	44.73	CLSB	aleliaeti s		4		Editor (SHEET.	
HCM Control Delay, s HCM LOS	11 B		0	and the	- 0										
HOW LOS	D														
Minor Lane/Major/Mvm	t de la company	NBT	NBRWE	il n1	SBL	SBT						17	la con la la		
Capacity (veh/h)		+	w	-07-017-014	1527	200000000000000000000000000000000000000									
HCM Lane V/C Ratio			- 0	.019	m		over community (CAS)						-		
HCM Control Delay (s)		-		WOOD AND SERVICE	0	-									
HCM Lane LOS		-	-	B 0.1	A 0.**	-									
HCM 95th %tile Q(veh)			н	· U. I	U										la di sa di

			7	1			1	1	1	•	•	1
and Group (4)	EBL!	EBT	EBR	WBL	WET	WER	NEL	NET	NBR	SE	SET	SBR
Lane Configurations		4 >			4			414			414	
Traffic Volume (vph)	57	33	84_	107	61	19	129	707	64	8	683	91
Future Volume (vph)	57	33	84	107	61	19	129	707	64	8	633	91
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			-1%	
Storage Length (ft)	0		0	0	,,,	0	0		0	0		0
Storage Lanes	-0		. 0	. 0		0	0		- 0	0		0
Taper Length (ft)	25	curio: imiscensoscensconos		25	·		25			25		
Lane Util. Factor	1.00	1.00	1.00	1,00	1.00	1.00	0.95	-0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			Seferica de la companya de la compa					7000 SGIGG 1000 TGL43M400NBNA400	Military and the second second	7727113 33 388883114815-14-14-1		AND REPORT OF THE PARTY OF THE
Fit and the second second		0.935			0.986			0.989			0.981	
Flt Protected		0.984	_		0.972			0.993			0.999	
Satd. Flow (prot)	- 0	IVYV.	0	0	11110	0	-0.	3199	. 0 -	. 0	3156	. 0
Flt Permitted		0.819			0.631		1	0.993			0.999	
Satd, Flow (perm)		1553	. 0	· U	1134	0.	0	3199	0	.5 0	3156	.0
Right Turn on Red		39	Yes		ř	Yes			No			Yes
Setd. Flow (RTOR) Link Speed (mph)		30			20			40			15	Jack B
Link Speed (mpn) Link Distance (ft)		595			30 255			40 710			40	
Travel Time (s)		13.5			200 5.8			7.10 12.1			1410	
Confl. Peds. (#/hr)		10.0		THE STATE OF THE S	0.0			12,1			24.0	
Confl. Bikes (#/hr)											e de la company	
Peak Hour Factor	0.88	-0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0,88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	2%	3%	26%	1%	4%	2%	75%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)						-					,	
Mid-Block Traffic (%)		0%			0%			0%	-		0%	
Adj. Flow (vph)	65	38	95	122	69	22	147	803	73	9	719	103
Shared Lane Traffic (%)	-									***************************************		
Lane Group Flow (vph)	0.	198	- 0	. 0	213	0	0	1023	0	0	831	. 0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	OMETANNAM AND		0			. 0			0	
Link Offset(ft)		0			0			. 0			0	
Crosswalk Width(ft)		16		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	16			16			16	***************************************
Two way Left Turn Lane							personal s					
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15-		9
Number of Detectors	1	2		1	2		1	2	POST VANDONIA CONTRACT ROSS.	1	2	or sever-very very rate
Detector Template	Left	00		Left			Left			Left		
Leading Detector (ft)	20 0	83		20	83		20	83		20	83	energia provincia
Trailing Detector (ft)		-5		0	-5°		0	-5		0	-5	
Turn Type Protected Phases	Perm	NA 4		Perm	NA		Split	NA		Split	NA	
Permitted Phases	A	4		8	8		2	2		6	6	
Detector Phase	4	A		8 **	á		a a	^				
Switch Phase		4 .		o ·	δ `			2		6	- 6	
Canton i maso			·									

		-	*		4	A	1	*	<i>/</i> *	\	1	1
Lane Group (Light Care)	-ASEBBA	ordej3Tis	EBR =	Willen	Wall a	WBR	NBL	NBTIL	WAR I	es spise	SEGUA	ww.
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s) Total Split (%)	30.0 27.3%	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Maximum Green (s)	27.3%	27.3% 25.0		27.3% 25.0	27.3% 25.0		36.4%	36.4% 34.0		36.4%	36.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		34.0 5.0	54,0 5.0	161	34.0 5.0	34.0 5.0	5 5.
All-Red Time (s)	1.0	1.0		1.0	1:0		1.0	1.0		1.0	1.0	×
Lost Time Adjust (s)		0.0		•	0.0	# M. D.		0,0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag								***************************************	,		OR AN ASSESSMENT OF THE OWNER.	
Lead-Lag Optimize?			had to									
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	Madauluman tahila Mahamis
Minimum Gap (s)	2.0	2.0		2.0	2.0		2,0	2.0		3.0	3,0	
Time Before Reduce (s) Time To Reduce (s)	0.0	0.0 0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None	al de la company	None	0.0 None		0.0 Max	0.0		0,0 None	0.0	
Walk Time (s)	140116	NONE		7.0	7.0		Wax	Max		7.0	None 7.0	
Flash Dont Walk (s)			4.2	18.0	18.0					15.0	15.0	
Pedestrian Calls (#/hr)				5	5					. 5	5	
v/c Ratio		0.56			0.89		-	0.97	W. 2005		0.88	
Control Delay		36,2			75.5			57.9			46.0	
Queue Delay		0.0			0.0			0.0		******************	0.0	1 MARKET LEGAL 11 12 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
Total Delay		36.2			75.5			57.9			46.0	
Queue Length 50th (ft)		98			140			~410			283	
Queue Length 95th (ft) Internal Link Dist (ft)		167 515			#259 175			#520			352	
Turn Bay Length (ft)		טוט			1/5			630			1330	
Base Capacity (vph)		405			278			1053			1049	
Starvation Cap Reductn		0			- 0			0			0.40	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			. 0	100		0			0	
Reduced v/c Ratio		0.49			0.77			0.97		***************************************	0.79	1000-1000-000-11-0000
intersection Stimmary (# 179	10000					ii.						
	Other	32 232 232	elimento e constante de la cons									
Cycle Length: 110												
Actuated Cycle Length: 104								Model Charles				
Natural Cycle: 100	ordinatad											
Control Type: Actuated-Unco		thorrotic	illiv infinita									
Queue shown is maximun			ary manace.									
# 95th percentile volume ex			ue máv be	lonaer								
Queue shown is maximun			orace restablished a distance		a reading of a second							-
		-										

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue

		-	7			A,	1	†	*	1		1
Movement at the second	EBL.	EBT	EBR	WBL	• WBT	. WBR	NBL	S ALE	* NBR	SBI#	CET	e e e e
Lane Configurations		4			4			43			414	
Traffic Volume (veh/h)	57	39	84	107	61	-19	129	707	64	8	633	91
Future Volume (veh/h) Initial Q (Qb), veh	57 0	33 0	84 0	107 0	61 0	19 0	129	707	64	8	633	91
Ped-Bike Adj(A_pbT)	1.00	U	1.00	1.00	V	1.00	0 1.00	0	1.00	1.00	0	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	1000
Adj Sat Flow, veh/h/ln	2058	2058	2058	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h Peak Hour Factor	65 0.88	38 0.88	95 0.88	122	69	22	147	803	73	9	719	103
Percent Heavy Veh, %	v.o.	0.50 0	v.66 -	0.88	0.88 3	0.88 3	0.88 4	0.88 4	0.88	0.88	0.88	0.88
Cap. veh/h	183	80	150	191	89	25	178	1021	4 97	5 11	5 881	5 133
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.36	0.36	0.36	0.28	0.28	0.28
Sat Flow, veh/h	456	446	833	729	495	141	495	2842	270	38	3130	
Grp Volume(v), veh/h	198	0	0	213	0	0	539	0	484	444	0	387
Grp Sat Flow(s) veh/h/ln Q Serve(g_s), s	1735 0.0	0.0	0	1364	0.	0	1816	0	1792	1862	0.	1779
Cycle Q Clear(g_c), s	9.8	0.0	0.0	4.8 14.6	0.0	0.0 0.0	25.6 25.6	0.0 0.0	22.4 22.4	21.3	0.0	18.9
Prop In Lane	0.33	u.u	0.48	0.57	. 0.0	0.10	20.0 0.27	0.0	22.4 0.15	21.3 0.02	0.0	18.9 0.27
Lane Grp Cap(c), veh/h	362	Ō	0	305	0.,	0 .	652	0	644	524	0	501
V/C Ratio(X)	0.55	0.00	0.00	0.70	0.00	-0.00	0.83	0.00	0.75	0.85	0.00	0.77
Avail Cap(c, a), veh/h HCM Platoon Ratio	504 1.00	4.00	4.00	428	0 .	0	652	0	644	669	0	639
Upstream Filter(I)	1.00	1.00 0.00	1.00 0.00	1.00 1.00	1.00 0.00	1.00 0.00	1.00 1.00	1.00 0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	37.9	0.0	0.0	27.6	0.0	1.00 26.6	1.00 32.1	0.00	1.00 31.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.0	0.0	11,4	0.0	7,9	8.1	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0,0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.2	. 0.0	0.0	4.8	0.0	0.0	12.4	0.0	10,4	10.3	0.0	8.3
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	36.2	0.0	0.0	39.0	0.0	0.0	39.1	Α.Α.	34.5	40.0		
LnGrp LOS	D	Α	A	5 <i>5.</i> 0 D	Α.	Α.υ	- D	0.0 A	34.5 C	40.2 D	0.0 A	35, 7 D
Approach Vol. veh/h		198			213			1023		<u> </u>	831	
Approach Delay, s/veh	NOR WANTED TO THE REAL PROPERTY LABOR.	36.2			39.0	***		36.9			38.1	
Approach LOS		D			D			D			. D	
Timeri Assigned Phs	er Hoger	1. 2.		4		Ĝ		. 8				
Phs.Duration (G+Y+Rc), s		40.0		22.0		32.6		22.0				
Change Period (Y+Rc), s		6.0		5.0		6.0	H000 No. 100 No.	5.0				
Max Green Setting (Gmax), s. Max Q Clear Time (g_c+l1), s		34.0		25.0		34.0		25.0				
Green Ext Time (p_c), s		27.6 2.1		11.8 0.5		23.3		16.6 0.4				
Intersection Summary 1				U.U		J.J		0.4				
HCM 6th Ctd Delay		5.5	37.5		100				2.6	31.044	and the	
HCM 6th LOS			و, رو D									

		C	1	1	6	K	e e
ane Group and America	ta a Vielle	÷WBR∗	. NET	WNER:	-SWE-	SMT.	THE RESERVE OF THE RE
Lane Configurations	W		13	,	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	ন	
Traffic Volume (vph)	54	21	94	11	5	133	
Future Volume (vph)	54	21	94	11	5 1900	133	
ideal Flow (vphpl) Lane Width (ft)	1900 16	1900 16	1900 15	4900 15	14	1900 m 14	
Grade (%)	0%	10	20%	10	14	-2%	
Storage Length (ft)	0	0	£ ,/v,	0	0		
Storage Lanes	1	0		0	0		and applicational following the respect to the second state of the
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	. 1.00-,	1.00	1.00	1.00	
Ped Bike Factor							
Fit 7	0.962		0.986			0.000	er regen un consegue de la primerio de la companya de la companya de la companya de la companya de la companya Consegue de la companya de la compa
Fit Protected Satd::Flow (prot)	0,965 1891	n	1919	, n	n	0.998 1936	
Flt Permitted	0.965	an ja U		, U.	V	0.998	
Satd. Flow (perm)	1891	0	1919	0.	0	1936	
Link Speed (mph)	- 30		30	Bell M. St. Colon Tables	and the second second	30	
Link Distance (ft)	289		255			361	
Travel Time (s)	6.6		5.8		orientin Mercenana India	8.2	
Confl. Peds. (#/hr)	1.			1			
Confl. Bikes (#/hr)		0.00	0.00	0.60	6.00	0.65	
Reak Hour Factor Growth Factor	0.83	0.83 100%	0.83 100%	0.83 100%	0.83 100%	0.83 100%	
Heavy Vehicles (%)	6%	5%	6%	9%	20%	5%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	. 65	25	113	13	6	160	
Shared Lane Traffic (%)			****			250	
Lane Group Flow (vph) Enter Blocked Intersection	90 No	No	126 No	No	No	166 No	e green, was a first to the standard for
Lane Alignment	Left	Rìght	Left	Right	Left	Left	
Median Width(ft)	16	14814	0		Luit	0	
Link Offset(ft)	. 0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							Protesting and the Control of the Co
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91	
Turning Speed (mph)	15	9	From	9	15	Eron	
Sign Control	Stop		Free			Free	
intersection Summary	e e Stalen						at the animal of the state of t
	Other					,	
Control Type: Unsignalized							
and the second second second second	and the state		427210 1 4222				The second secon

mersection								
Int Delay, s/veh	2.6							Historia de la Companya de la Compan
Movement.	WBLFWB	***************************************	SWL	SWT	an large			
Lane Configurations Traffic Vol. veh/h	Y 54 2	1. 1 94 1		4				
Future Vol, veh/h	54 21			133 133				
Conflicting Peds, #/hr	1 () 0	0	0 -			was said	
Sign Control RT Channelized	Stop Stop - None			Free Jone				
Storage Length	0	. <u>.</u>		- -				
Veh in Median Storag Grade, %		0 2		0				
Peak Hour Factor	0 - 83 83		83	-2 83			-	
Heavy Vehicles, %	6 5	6 9	20	5				
Mvm(Flow)	65 25	113 13	6	160		Telephone training		
Major/Minors: #\$2.50	Minord Mala	Maior1	Major 2 i					
Conflicting Flow All	294 121			0	<u> </u>			440 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m 2 m
Stage 1 Stage 2	121	ing a - activ	-					
Critical Hdwy	173 - 6.46 6,25	-	4.3	-				
Critical Hdwy Stg 1	5.46 -		-	-				
Critical Hdwy Stg 2 Follow-up Hdwy	5.46 - 3.554 3.345		2.38	-				
Pot Cap-1 Maneuver	689 922	-	1355	7				
Stage 1 Stage 2	894 - 848 -	-	-	-				
Platoon blocked, %	640 .		-	- -				
Mov Cap-1 Maneuver		-	1353	-				
Mov Cap-2 Maneuver Stage 1	684 - 893 -	-	-	-				
Stage 2	843 -		-	-				
Approach	WB CHEE	NE	/ 6W					4.46多90年的开发。
HCM Control Delay, s HCM LOS	10.6 B	0 .	0.3					
								Springer (Springer)
Minor Lane/Major Myn				WT				
Capacity (veh/h) HCM Lane V/C Ratio								Page 1980 P. State Co.
HCM Control Delay (s)	-	- 0.123 - 10.6	0.004 7.7	0				
HCM Lane LOS	-	- B	Α	Α				·
HCM 95th %tile Q(veh)	- 0.4	0					

		*	1	1	1	1	
Lane: Group to save entire in	re WBL	a WEF	Rê Nevê d	a NBR 1	9 SBI2	set v	a participation of the state of
Lane Configurations	¥		1 5			न	
Traffic Volume (vph)	20	- 1	103	12	0	118	
Future Volume (vph)	20	1	103	12	0	118	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	13	13	11	11	
Grade (%)	0%+;		5.0%			0%	Carry March 1995 and Spirit Carry 1995 and Carry 19
Storage Length (ft)	0	0		0	0		
Storage Lanes	. 1	0		0	0		
Taper Length (ft)	25				25	burnossammensoum review norm	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	na Bullion (1946) (1945). Takih isto katalah dalam basa da salah salah salah salah salah salah salah salah sal
Ped Bike Factor							
Pit	0.994		0.986				
FIt Protected	0.954						
Satd. Flow (prot)	1399	0	1825	0	. 0	1837	ff garage the state of the continue of the state of the s
FIt Permitted	0.954	٥	400F	^	•	4807	
Satd. Flow (perm)	1399	, U	1825	0	, U	1837	
Link Speed (mph)	30 - 376		30 319			30 523	· · · · · · · · · · · · · · · · · · ·
Link Distance (ft) Travel Time (s)	8.5		7.3			523 11.9	An Art Carachan Carachan and Arthur Carachan Car
Confl. Peds. (#/hr)	0.0	4	1.3	4	A	11.9	
Confl. Bikes (#/hr)				1			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	30%	0%	0%	58%		0%	
Bus Blockages (#/hr)	0	0	0	. 0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	23	1	120	14	0	137	
Shared Lane Traffic (%)		101.4201000MWWWWWWWWWWWW					
Lane Group Flow (vph).	- 24	0	134	0	. 0	- 137	ar brock and the brock of the state of the s
Enter Blocked Intersection	No	No	No	, No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12	le Manager Allena manager de la com-	0			0	
Link Offset(ft)	0		, T 10			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04	
Turning Speed (mph)	15	9	3 <u>1</u> 23 (1	9-	15		
Sign Control	Stop		Free			Free	
intersection Summary: 👍 🗄		ar cure si	3 6	4 S 4 A 5			and the state of t
	Other						
Control Type, Unsignalized							

mersection assumes				1			
Int Delay, s/veh	0.9						A PARTICLE AND
Movement - Pro Page	WBL	WER!	NET	NEW	SRIF	SBT	
Lane Configurations	V		13-			4	
Traffic Vol. veh/h	20	1	103	12	. 0	118	a dia propinsi di manche de Sagardo de C. 20 de la propinsi de la compansione de la
Future Vol, veh/h	20	1	103	12	0	118	
Conflicting Peds, #/hr	THE RESTRICTION OF STREET	1.	0	- 1	1:	-0	
Sign Control RT Channelized	Stop	Stop None			Free	Free	
Storage Length	0	none		None		None	
Veh in Median Storage		_	0			0	
Grade, %	0	-	0	**	-	0	
Peak Hour Factor	86	86	86	86	86	86	
Heavy Vehicles, %	30	0	0	58	0	0	
Mvmt Flow	-23	1	120	. 14	0	137	CHAIR CHAIR AND AN
	Water	·	di Sudor nerovoja senera	VMITTO A VIII A VII			
	Anor1	***************************************		*****	lajor2	100	The state of the s
Conflicting Flow All	266	129	0	0	135	0	
Stage 1 Stage 2	128 ¹ 138						
Critical Hdwy		6.2	-	-	41	-	
Critical Hdwy Stg 1	5.7	-	-	-	-	-	
Critical Howy Stg 2	5.7	•			-	•	
Follow-up Hdwy	3.77	3.3	-	-	2.2	-	
Pot Cap-1 Maneuver	667	926	:	•	1462		
Stage 1 Stage 2	833 824	-	-	- .	-	-	
Platoon blocked, %	047	•		_	_		garage to the second 12 second and the party of the many of the second second second second second second second
Mov Cap-1 Maneuver	666	924	-	•	1461	-	
Mov Cap-2 Maneuver	666	-	-	-	-	-	
Stage 1	832	-			-	4	
Stage 2	823	-	-	-	-	-	
100°1000							
Approach (* 1915)	WB:		NB		-8B		
HCM Control Delay, s	********************		0		0		
HCM LOS	В						
Minor Lane/Major Mymt	200	NBT :			***************************************	SBT	
Capacity (veh/h)				675	1461	÷	
HCM Lane V/C Ratio HCM Control Delay (s)		-		0.036 10.5	- 0	-	
HCM Lane LOS		_	4	В	A	-	
HCM 95th %tile Q(veh)			÷	0.1			
				v.v.sako ni Priis	SACTOR SOUTH COME	or consentation and the	

		-		1	4-	1	1	1	*	\	1	1
cane Group: Harris	F. EBG:	EBT	= EBR	WEL	-NBT	IVBR:	- NBL	NBT	. NBR	SBL	-SBT	SBR
Lane Configurations		4			43			414			414	
Traffic Volume (vph)	62	30	118	73	41	11	139	614	88	19	573	49
Future Volume (vph)	62	30	118	73	41	11	139	614	88	19	573	49
Ideal Flow (vphpl)	1900	1900	1900	1900	-1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14 -2%	14	12	12	12	10	10	10	10	10	10
Grade (%) Storage Length (ft)	0	=5Z70	0	0	-1%	0	0	0%	^	0	-1%	
Storage Lanes	0		0	_		0	Ö		0	0	_	0
Taper Length (ft)	25			25		V	25		U	25		Ų
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor			***************************************									
The second second second		0.924			0.988			0.984			0.988	
Flt Protected		0.986			0.972	PM Memory would consider		0.992	elomorayasconsonasconasc	DATE OF THE PARTY	0.998	d Market and a second second second
Satd, Flow (prot)	0	1731	0.	0	1656	0	. 0	3019	0	0	2985	, 0
Fit Permitted	n	0.849	0	, a	0.544		0	0.992		•	0.998	-
Satd. Flow (perm) Right Turn on Red	U	1490	Yes	U	927	0 Yes	0	3019	U.	U	2985	0
Satd. Flow (RTOR)		55.	162		Α.	168			No		, a	Yes
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710		25 1 41	1410	
Travel Time (s)		13.5			5.8			12.1			24.0	ini di manaka
Confl. Peds. (#/hr)		6										
Confl. Bikes (#/hr)										A. M. A. M.	i kasilaan maanakki dabiisi ilii kasila	dodomnico concessione
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor Heavy Vehicles (%)	100% 10%	100% 18%	100% 4%	100% 8%	100% 3%	100% 56%	100% 10%	100% 9%	100% 7%	100% 42%	100%	100%
Bus Blockages (#/hr)	0	0	476	67a 0	0	00%	1076	976 0	1%	44% 0	1170	10% 0
Parking (#/hr)		J			0		U	U	U	U	V	V
Mid-Block Traffic (%)		0%			0%		6.4	0%			0%	
Adj. Flow (vph)	70	34	134	83	47	13	158	698	100	22	651	56
Shared Lane Traffic (%)		or delicinate decress accounts			~~~					To the second second		
Lane Group Flow (vph)	. 0	238	0	.0	143	0	0	956	0	- 0	729	- 0
Enter Blocked Intersection	No Left	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment Median Width(ft)	Len	Left 0	Right	Left	Left 0	Right	- Left	Left	Right	Left	Left	Right
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16		21	16			16	
Two way Left Turn Lane								10			10	
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15	1.0	9	15		9	15		9
Number of Detectors	1	2		1	2		. 1	2	***************************************	1	2	
Detector Template	Left	-		Left			Left			Left		
Leading Detector (ft) Trailing Detector (ft)	20 0	83 -5		20	83 -5		20	83		20	83	
Turn Type	Perm	-a NA		Dorm.	c- AN		Onlit	-5 AM		0	-5	
Protected Phases	LEUII	IVA Z		Perm	NW.		Split	NA 2		Split 6	NA 6	
Permitted Phases	4.			8	ų»		4 -	·		U	U	
Detector Phase	4	4		. 8	8		2	2		6	6	
Switch Phase						an na air ann an air ann an Air a		and Notice of the Control of the Con			_	
	-											

	A	-	2		<u> </u>	A _s	*	1	1	N.		4
lane/Group	EBL	PEBTY	TEBR :	WBL	VET	"WBR	NBL	NET	NBR	SBL	e e	e SBR
Minimum Initial (s)	5.0	5.0		5.0:	5.0	4.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0	The Wall Control	11.0	11.0	Manager Advances by age.	28.0	28.0	CONTRACTOR CONTRACTOR
Total Split (s) Total Split (%)	30.0 27.3%	30.0 27.3%		30.0 27.3%	30.0 27.3%		40.0	40.0		40.0	40.0	2
Maximum Green (s)	27.578	25.0		25.0	25.0		36.4% 34.0	36.4% 34.0		36.4% 34.0	36.4%	
Yellow Time (s)	4.0	4.0	A COLUMN	4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	. 1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0	CANADA YARAN MARKATARIN MARKATARI MA		0.0	ALTEROOOGIES CONTRACTOR
Total Lost Time (s) Lead/Lag		5.0			5,0			6.0			6.0	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2,0		2.0	2.0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	APA PARA	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	100
Recall Mode Walk Time (s)	None	None		None	None		Max	Max		None	None	
Flash Dont Walk (s)				7.0 18.0	7.0 18.0					7.0	7.0	
Pedestrian Calls (#/hr)				5	5					15.0 5	15.0 5	
v/c Ratio		0.77			0,85			0.89		U,,,,	0.84	
Control Delay		46.3			78.4			43.5			42.3	
Queue Delay		0.0			0.0			0.0	2242-1819-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1919-1-1		0.0	
Total Delay Queue Length 50th (ft)	1	46.3 110			78.4	113		43.5			42.3	
Queue Length 95th (ft)		197			85 #172			301 #488			220 308	
Internal Link Dist (ft)		515			175			#400 630			1330	
Turn Bay Length (ft)								000			1000	
Base Capacity (vph)		430			245			1073		A SALAS	1067	
Starvation Cap Reductn		0		es la c	. 0			0.			0	
Spillback Cap Reductn Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.55			0.58			0.89			0 0.68	
intersection Summarv		0.00						0.09			0.00	
	Other								7. 10. 11.			
Cycle Length 110	Offici											
Actuated Cycle Length: 97.1												
Natural Cycle: 90												
Control Type: Actuated-Unc				E-12 de la company				\$3459488884anaanaanaan				TORRESTORES SCHOOL
# 95th percentile volume e Queue shown is maximul			ie may be	longer.								
Anene anown is maximul	in alter two (Sycies.										
Splits and Phases: 1: NYS	S Route 303	& Mounta	inview Av	enue								
4							·					

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. Wovement # 155 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ar EBL	EBT.	EBR	WAL	WETS	e WBR	- NBL-1	-NBT	-NBR	e sel-	· SBT	: SER
Lane Configurations		44-			43-			4 }-	and the same of th		414	
Traffic Volume (veh/h)	62	30	118	.73	41	11	139	614	88	19	573	49
Future Volume (veh/h)	62	30	118	73	41	11	139	614	88	19	573	49
Initial Q (Qb), veh	0	. 0	0.	0	0	. 0 .	O	. 0	0	. 0	. 0	0
Ped-Bike Adj(A_pbT)	1.00	4.00	1.00	1.00		1.00	1.00	4.56	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	1.00	1.00	1.00
Work Zone On Approach Adj Sat Flow, veh/h/in	1777	No 1777	1777	1894	No 1894	1894	1767	No 1767	1767	1774	No 1774	1774
Adj Flow Rate, veh/h	70	34	134	83	47	12	158	698	100	22	651	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9	9	9	11	1 1	11
Cap, veh/h	117	53	153	169	87	18	203	940	141	26	818	74
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.37	0.37	0.37	0.26	0.26	0.26
Sat Flow, veh/h	373	299	866	599	489	100	543	2518	378	101	3110	282
Grp Volume(v), veh/h	238	0	0	142	0	0	506	0	450	386	0	343
Grp Sat Flow(s),veh/h/ln	1538	. 0	0	1188	, 0	. 0	1739	0	1699	1769	0.	-1724
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.0	23.4	0.0	20.6	18.7	0.0	16.7
Cycle Q Clear(g_c), s	13.6	0.0	0.0	10.4	0.0	0.0	23.4	0,0	20.6	18,7	0.0	16.7
Prop In Lane	0.29 324	0	0.56 0	0.58	Á	0.08	0.31 649		0.22 634	0.06	n	0.16
Lane Grp Cap(c), veh/h V/C Ratio(X)	0.74	0.00	0.00	273 0.52	0.00	0.00	0.78	0.00	0.71	465 0.83	0.00	453 0.76
Avail Cap(c_a), veh/h	466	0.00	0.00	412	0.00	0.00	649	0.00	634	661	0.00	643
HCM Platoon Ratio	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	34.7	0.0	0.0	25.2	0.0	24.3	31.6	0.0	30.9
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.6	0.0	0,0	9.0	0.0	6,6	6.1	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/in	5.2	0.0	0.0	2.9	0.0	0.0	10.6	0.0	8.8	8.4	0.0	-7.0
Unsig. Movement Delay, s/veh	07.0	0.0	0.0	05.0		A A			20.0	077.0		
LnGrp Delay(d),s/veh LnGrp LOS	37.8 D	0,0 A	0.0 A	35.3 D	0.0	0,0	34.2 C	0.0	30.9 C	37.8 D	0.0	34:1
Approach Vol, veh/h	U	238	Α	ע	A 142	<u> </u>		A 956	<u> </u>	U	729	<u>C</u>
Approach Delay, s/veh		دعہ 37.8			35.3			32.7			36.0	
Approach LÖS		D.O			00.0			02.7			00.0 n	
		-	en Fanns S						e- remoderation		-	
Timer - Assigned Phy July 12	BH B	4		1 14		i de b	10.00	8				
Phs Duration (G+Y+Rc), s		40.0 6.0		21.1 5.0		29.9		21,1	i i j			
Change Period (Y+Rc), s Max Green Setting (Gmax), s		34.0		25.0		6.0 34.0		5.0 25.0				
Max Q Clear Time (g_c+l1), s		25.4		15.6		20.7		12.4				
Green Ext Time (p. c), s		2.3		0.6		3.2		0.3		4.1		
						4 (4 (4 C)						
filersection Summary		usan a	34.0	100		45.59	2.000		47.10	66.0		
HCM 6th Ctrl Delay HCM 6th LOS			34.6 C									
HOW ULL LOS			U,				٠					

			1	1	Ç	X	
cane Group	Net	MBP	NET	NER	SW	CMT.	
Lane Configurations	W		14			4	
Traffic Volume (vph)	14	5	78	59	7	110	
Future Volume (vph)	14	5	78	. 59	7	110	
Ideal Flow (vphpt)	1900	1900	1900	1900	1900	1900.	
Lane Width (ft)	16	16	15	15	14	14	
Grade (%)	0%		2%			-2%	
Storage Length (ft)	0	0		0	0		
Storage Lanes	1	. 0		0	0		envision from the design of the first
Taper Length (ft)	25				25		
Lane Util, Factor	1,00	1.00	1.00	1:00	1,00	1.00	
Ped Bike Factor							
Ert switch and an arrangement	0.963		0.942				sind a transitive simplification produces in the many of the constitution
Fit Protected	0.965		4700			0.997	
Satd.:Flow.(prot) Flt Permitted	1572 0.965	0-	1723	0	0		
Satd. Flow (perm)	1572		1723	0	۸	0.997	
Link Speed (mph)	30	U.	30	U.	U	1833	
Link Ojstance (ft)	289		255			30 361	
Travel Time (s)	6.6		بردے. 5.8			8.2	
Confl. Peds. (#/hr)	1	- 1	0.0	1	. 1	0.2	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	- 0.85	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	100%	14%	12%	33%	10%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		. 0%		enc and accordance of the	0%	
Adj. Fløw (vph)	. 16	- 6	92	69	. 8	129	
Shared Lane Traffic (%)	Sign 65-shadadeNiferenderkannoverson	/ V - V - V - V - V - V - V - V - V - V	Nillender del recommenser				- Constitution of the Cons
Lane Group Flow (vph)	22	0	-161	0	0	137	
Enter Blocked Intersection	No	No	No	No	. No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	16		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane Headway Factor	0.85	0.85	<u>በ</u> ወሰ	U 0V	0.04		
Turning Speed (mph)	U.00 15	U.80 Q	0.89	0.89 9	0.91 15	0.91	
Sign Control	Stop	ש	Free	ש	10	Free	
	oroh	KORIN BOANNAMONO	FICC			riee	
Intersection Summary (1997)	640						
	Other		***************************************		M. W.		
Control Type: Unsignalized							
The state of the s							

Lane Configurations	-	Intersection	0.0	S P C		3.2.3		4 (34.2)
Lane Configurations Traific Vol Vehith 14		Int Delay, s/veh	0.9 MRI	WER	NET	MEQ	S CAN A	SMT
Future Vol, veh/h Conflicting Petis #hr Sign Control Stop Stop Free Free Free Free RT Channelized Storage Length 0	į	Lane Configurations	ħF		Ĵ≽		COVY.	4
Conflicting Peps #ths			Committee Services	HINDRY CHEEK SUBSIDE			7	Market Street,
RT Channelized None		Conflicting Peds, #/hr	1 1	1	0	1	-1	0
Veh in Median Storage, # 0	Ĭ	RT Channelized					Free	
Grade, % 0 - 22 Peak Hour Factor 85 85 85 85 85 85 85 Heavy Vehicles, % 0 100 14 12 33 10 Munt Flow 16 8 92 69 8 129 Major/Minor Minor Major 1 Major 2 Conflicting Flow All 274 129 0 0 162 0 Stage 1 128 Stage 2 146				-	-	-	-	- 0
Heavy Vehicles, %	(Grade, %	0	-		- 0.F	-	-2
Major Majo	ĺ	Heavy Vehicles, %	0	100	14	12	33	10
Conflicting Flow All 274 129 0 0 162 0 Stage 1 128	Î	Vivmt Flow	16	- 6	92	- 69	8	129
Conflicting Flow All 274 129 0 0 162 0 Stage 1 128	200	vlajor/Minor	Minor1	i i	lajor15.	de N	lajor2	
Stage 2 146	(129	0	-	mind mind and the second	0
Critical Hdwy Stg 2 5.4	tag (Stage 2	146	-	-	-		-
Follow-up Hdwy 3.5 4.2 2.497 - Pôt Cap-1 Maneuver 720 713 - 1249 - Stage 1 903	(Critical Hdwy Stg 1	Carrier Control of the Control of th	7.2 -	-	-	4,43	-
Stage 1		Oritical Hdwy Stg 2	And a first hand had been come in the party of	10	_	•	2 407	- 5
Stage 2		Pot Cap-1 Maneuver	720		•			-
Mov Cap-1 Maneuver 714 711 - 1247 Mov Cap-2 Maneuver 714				-	-	-	-	-
Mov Cap-2 Maneuver 714			714	711	-	-	1247	-
Stage 2	٨	/lov Cap-2 Maneuver	714	-	-	-	- T	-
HCM Control Delay, s 10.2 0 0.5 HCM LOS B Minor Lane/Major Munit NET NERWBEN1 SWI	2			-	1	· · · · ·	-	-
HCM Control Delay, s 10.2 0 0.5 HCM LOS B Minor Lane/Major Munit NET NERWBLin1 SWL SWT 1 Capacity (vel:/h) - 713 1247 HCM Lane V/C Ratio - 0.031 0.007 - HCM Control Delay (s) - 10,2 7,9 0 HCM Lane LOS - B A A	2							
Minor Lane/Major Munit NET NERWBLIN14 SWL 18WI 14 14 14 14 14 14 14 14 14 14 14 14 14	333					OF ES	C. (100 Co.)	
Capacity (vel/h) - 713 1247 - HCM Lane V/C Ratio - 0.031 0.007 - HCM Control Delay (s) - 10,2 7,9 0 HCM Lane LOS - B A A			MALINE AND CONTRACTOR OF COMPANY					
Capacity (veh/h) - 743 1247 HCM Lane V/C Ratio - 0.031 0.007 - HCM Control Delay (s) - 10.2 7.9 0 HCM Lane LOS - B A A	N	/inor Lane/Major/M/m		NET	NERW	Rija 150	SWI	SWE
HCM Control Delay (s) 10.2 7.9 0 HCM Lane LOS B A A	Ī	apacity (veh/h)			•	713	1247	
	H	ICM Control Delay (s)		-	- (- 0
				-	-	B 0.1	A 0	A

Lane Configurations					1	1		n sapa A y s		
Traffic Volume (vph)		cárie Gró up	WBC	WER	NBT	NER:	SAL	SBT		
Traffic Volume (vph)			Ŋſ		1)			स		LING KOREW MALES
Ideal Flow (vphpi)			13	0			1	104		
Lane Width (ft)										DNYACO
Storage Length (ft)			Charles and the second		Name of the Party					
Storage Length (ft)				12		13	11			
Storage Lanes				Ω	U /0	Λ	Λ	U70		
Taper Length (ft) Lane Utill Factor 1,000			-							
Lane Util. Factor			1.0				AND DESCRIPTION OF THE PARTY OF	**************************************		B000.0
Fit Protected 0.950 Satd. Flow (prot) 902 0. 1468 0 0 1801 Fit Permitted 0.950 Satd. Flow (perm) 902 0. 4668 0 0 1801 Link Speed (mph) 30 30 30 30 Link Distance (ft) 376 319 523 Travel Time (s) 8.5 7.3 111.9 Confl. Fleds. (#/hr) Confl. Bikes (#/hr) Peak Hour-Factor 0.85 0.85 0.85 0.85 0.85 0.85 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 100% 0% 9% 88% 0% 2% Bus Blockages (#/hr) 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (yph) 15 0 99 0 0 123 Enter Blocked Intersection No No No No No No Lane Alignment Left Right Left Right Left Left Left Median Width (ft) 12 0 0 0 0 Crosswalk Width (ft) 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.00 0.96 0.96 1.04 1.04 Turning Speed (mph) 15 9 9 15 Sign Control Stop Free Free			1.00	1.00	1,00	1.00		1.00		
Fit Protected						2011				
Satd: Flow (prot) 902 0 1468 0 0 1801 Fit Permitted 0.950 3dd. Flow (perm) 902 0 1468 0 0 1801 Link Speed (mph) 30 30 30 30 30 Link Distance (th) 376 319 523 523 11.9 Confil. Peds. (#hit) 7.3 11.9 11.9 Confil. Peds. (#hit) 0 0 11.9 Confil. Peds. (#hit) 0 0 11.9 Confil. Peds. (#hit) 0 0 0.85 <td< td=""><td></td><td></td><td></td><td></td><td>0.966</td><td></td><td></td><td></td><td>Charles Said</td><td></td></td<>					0.966				Charles Said	
Satd Flow (perm) 902 0 1468 0 0 1801				and the second s		<u> </u>				334
Satd Flow (perm) 902 0 1468 0 0 1801			AND ADDRESS OF THE PARTY OF THE	0	. 1468	. 0	0	. 1801		
Link Speed (mph) 30 30 30 30 30 30 30 30 30 30 30 30 30				n	1169	n	n.	1904		
Link Distance (ft) 376 319 523 Travel Time (s) 8.5 7.3 11.9 Confl. Peds (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.85 0.85 0.85 0.85 0.85 0.85 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 100% 0% 9% 89% 0% 2% Bus Blockages (#/hr) 0 0 0 0 0 0 Parking (#/hir) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (yph) 15 0 74 25 1 122 Shared Lane Traffic (%) Lane Group Flow (vph) 15 0 99 0 0 123 Enter Blocked Intersection No No No No No Lane Alignment Left Right Left Right Left Left Median Width (ft) 12 0 0 0 Link Offset (ft) 0 0 0 0 Crosswalk Width (ft) 16 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.00 0.96 0.96 1.04 1.04 Turning Speed (mph) 15 9 9 15 Sign Control Stop Free Free Intersection Summary Area Type: Other				v		V	υ.	A STATE OF THE STA		
Travel Time (s) 8.5 7.3 11.9 Contl. Peds. (#hr) Peak Hour Factor 0.85 0.85 0.85 0.85 0.85 0.85 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100										
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.85 0.85 0.85 0.85 0.85 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 100% 0% 9% 89% 0% 2% Bus Blockages (#/hr) 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% 0% Adj. Flow (vph) 15 0 74 25 1 122 Shared Lane Traffic (%) Lane Group Flow (vph) 15 0 99 0 0 123 Enter Blocked Intersection No No No No No No Lane Alignment Left Right Left Right Left Left Median Width(ft) 12 0 0 Link Offset(ft) 0 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.00 0.96 0.96 1.04 1.04 Turning Speed (mph) 15 9 9 15 Sign Control Stop Free Free			the second of the second of					Cornell Contraction of the	en a company a sur a	E
Peak Hour Factor 0.85 0.85 0.85 0.85 0.85 0.85 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 100% 0% 9% 89% 0% 2% Bus Blockages (#/hr) 0 0 0 0 0 0 0 Parking (#/hr) 0 0 0 0 0 0 0 0 Parking (#/hr) 0 123 122 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>100</td> <td></td> <td></td> <td></td>							100			
Crowth Factor 100%				montessimmon and montessimmon and or	OLEN MARKEN CHANGE THE		CONTRACTOR AND ADDRESS OF THE ADDRES			
Heavy Vehicles (%)			and the second second second		and the second of	the state of the state of	Control of the last of the las			
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (yph) 15 0 74 25 1 122 Shared Lane Traffic (%) Lane Group Flow (yph) 15 0 99 0 0 123 Enter Blocked Intersection No No No No No No No Lane Alignment Left Right Left Right Left Left Median Width(ft) 12 0 0 0 Link Offset(ft) 0 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.00 0.96 0.96 1.04 1.04 Turning Speed (mph) 15 9 9 15 Sign Control Stop Free Free Intersection Summary Area Type: Other							Charles Commence Commendation			
Parking (#/hr) Mid-Block Traffic (%) 0% 0% Adj. Flow (yph) 15 0 74 25 1 122 Shared Lane Traffic (%) Lane Group Flow (yph) 15 0 99 0 0 123 Enter Blocked Intersection No N			an commentation of the same	*****************	enazonen hankipi	220 NO SERVICIO DE LA COMPOSITION DEL COMPOSITION DE LA COMPOSITIO	at learns code/finitization/interfaces in	902/2017/99017/98027/980988972780		200
Mid-Block Traffic (%) 0% 0% Adj. Flow (vph) 15 0 74 25 1 122 Shared Lane Traffic (%) 15 0 99 0 0 123 Enter Blocked Intersection No			U	U	U	V	U	U		
Adj. Flow (vph) 15 0 74 25 1 122 Shared Lane Traffic (%) Lane Group Flow (vph) 15 0 99 0 0 123 Enter Blocked Intersection No			0%		0%	Amin also as		0%		
Shared Lane Traffic (%) Lane Group Flow (vph) 15 0 99 0 0 123 Enter Blocked Intersection No No No No No No Lane Alignment Left Right Left Left Left Median Width(ft) 12 0 0 0 Link Offset(ft) 0 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.00 0.96 0.96 1.04 1.04 Furning Speed (mph) 15 9 9 15 9 15 Sign Control Stop Free Free Free			CONTRACTOR CONTRACTOR ASSESSMENT OF THE	0		25	1	CONTRACTOR AND TAXABLE CONTRACTOR		
Enter Blocked Intersection No No <th< td=""><td>•</td><td></td><td></td><td></td><td>and the second second</td><td>0,000 800 900 900 900 900</td><td></td><td></td><td></td><td>1000</td></th<>	•				and the second second	0,000 800 900 900 900 900				1000
Lane Alignment Left Right Left Left Left Median Width(ft) 12 0 0 0 Link Offset(ft) 0 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane 1.00 1.00 0.96 0.96 1.04 1,04 Headway Factor 1.00 1.00 0.96 0.96 1.04 1,04 Furning Speed (mph) 15 9 9 15 Sign Control Stop Free Free Intersection Summary Area Type: Other			the state of the s		and the second	Contract of the Contract of th				
Median Width(ff) 12 0 0 Link Offset(ft) 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane 1.00 1.00 0.96 0.96 1.04 1.04 Headway Factor 1.00 1.00 0.96 0.96 1.04 1.04 Turning Speed (mph) 15 9 9 15 Sign Control Stop Free Free Intersection Summary 10 <td></td> <td>The second secon</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>kg</td>		The second secon								kg
Link Offset(ft) 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane 1.00 1.00 0.96 0.96 1.04 1,04 Headway Factor 1.00 1.00 0.96 0.96 1.04 1,04 Turning Speed (mph) 15 9 9 15 Sign Control Stop Free Free Intersection Summary Area Type: Other				Right		Right	Left			
Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane 1.00 1.00 0.96 0.96 1.04 1,04 Headway Factor 1.00 1.00 0.96 0.96 1.04 1,04 Furning Speed (mph) 15 9 9 15 Sign Control Stop Free Free Intersection Summary Area Type: Other										
Two way Left Turn Lane Headway Factor 1.00 1.00 0.96 0.96 1.04 1.04 Turning Speed (mph) 15 9 9 15 Sign Control Stop Free Free Intersection Summary Other										
Headway Factor		Ten de Artin de Bende de Consectation de Cartin de Artinistes de La cartinament de La cartinis de Cart	IV		IV	-		10		H
Furning Speed (mph) 15 9 9 15 Sign Control Stop Free Free Intersection Summary Other			1.00	1.00	0.96	CONTRACTOR CONTRACTOR	CONTRACTOR SERVICES	1.04		Ė
Sign Control Stop Free Free Intersection Summary Area Type: Other				CONTRIBUTION OF THE PROPERTY O		ENCYCLE SECTION SECTION				
Area Type: Other					Free			Free	-	mester.
Area Type: Other		Intersection Summary								
)ther							a e siny
		Control Type: Unsignalized								

Intersection 15-	0.8										
viovement	WBL W	BR Nati	MBR.	SBL	SBTrail	i de la companya de l	i de San			Događenia se	
Lane Configurations	W	ĵ _è			4						
Traffic Vol. veh/h Future Vol. veh/h	13 13	0 63 0 63	21 21	1	104 104						
Conflicting Peds; #/hr >	0	the second second second second	- 0		0		grade the				
Sign Control RT Channelized		Stop Free	Free None		Free lone						
Storage Length Veh in Median Storage,	. 0	0	•	-	-						
Grade, %	0	- 0	-	-	0						A
Peak Hour Factor Heavy Vehicles, %	85 100	85 85 0 9	85 89	85 0	85 2						
Mymt Flow	15	0 74			122			1			A
Wajor/Winor Low All		Major1 -87 0	0 0	ajor2 99	0						
Conflicting Flow All Stage 1	211 87	87 0 	U	99	U						
Stage 2 Critical Hdwy	124 7.4		-	- * 4 4	-						
Critical Hdwy Stg 1	6.4		-	-	-						
Critical Howy Stg 2 Follow-up Howy	6.4 4.4	3.3 -		2.2						F (1.45)	
Pot Cap-1 Maneuver	602	977		1507	-						
Stage 1 Stage 2	739 707		-	-	-						
Platoon blocked, %		-	-		- .		·				
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	601 601	977	-	1507	-						
Stage 1	739		•	-	-						
Stage 2	706		-	-	-						
Aoproach (grand la la la	-WB	in NB		148B							
HCM Control Delay, s	P.A.P. Aliva Marriage Control of the	0		0.1							
HCM LOS	В										
Minor Lane/Major Mymi		iato NBRV	vBLn1	SEL	SBT					5 4467415	
Capacity (veh/h)			601	1507	•						
HCM Lane V/C Ratio HCM Control Delay (s)			0.025	and and an arrangement and	-		•				
HCM Lane LOS			В	Α	Α				-		965E
HCM 95th %tile Q(veh)			U.I	0							W.

		-	1	1	}	4	1	Ť	<i>*</i>	1	Ţ	1
and Group 18 18 18 19	EB	Z EBT	I VEBR	Wal	- WBT	WER	NBL	Net	NER	881	S ET	IN SER
Lane Configurations		€Î>			4>			413			416	en e cui
Traffic Volume (vph)	59	34	87	120	65	26	133	745	67	9	665	94
Future Volume (vph)	59	34	87	120	65	26	133	745	67	9	665	94
ldeal Flow (vphpl) Lane Width (ff)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	14	14 -2%	14	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0	*270	0	0	-1%	^	^	- 0%			-1%	
Storage Lanes	0		0	0		0 	0		0	0		. 0
Taper Length (ft)	25			25		U	25		ν	25		· U
Lane Util. Factor	1.00	1.00	1,00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							*************					
Fit.		0.935			0.983			0.989			0.982	
Flt Protected Satd, Flow (prot)	n.	0.984		_	0.972		TOWNS NOT SHOULD BE STORE	0.993			0.999	Variable of the second second
Fit Permitted	U	1865 0.812	U	. 0	1733	0	0.	3199	0	0	3158	0
Satd: Flow (perm)	n	1539	ñ		0.632 1126	0	0	0.993			0.999	
Right Turn on Red	•	1000	Yes	v	1120	Yes	U	3199	0 No	U	3158	0
Satd. Flow (RTOR)		40	100		- 6	163			NO		14	Yes
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	MARINE PRINCIPAL
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr) Peak Hour Factor	0.88	0.88	- 0 00	0.00	* A 65							
Growth Factor	100%	100%	0.88 100%	0.88 100%	0.88 100%	0.88 100%	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	2%	2%	3%	26%	100% 1%	100% 4%	100% 2%	100%	100%	100%
Bus Blockages (#/hr)	0	0	0	0	0	2076 0	1.76	4 <i>7</i> 6	4% 0	75% 0	5% 0	- '0% 0
Parking (#/hr)								· ·	U	U	U	U
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (viph)	.67	39	99	136	74	30	151	847	76	10		107
Shared Lane Traffic (%) Lane Group Flow (vph)		005							Coll Observation and Australia	Annual Control of the	CANCELLO OF THE BOOK	
Enter Blocked Intersection	0 No	205 No	0 No	O.	240	- 0	0.	1074	0	. 0	873	0
Lane Alignment	Left	Left	Right	No Left	No Left	No Right	No Left	No Left	No	No	No	No
Median Width(ft)		0	i vigint	For	0	nign	Leit	Leit ()	Right	Left	Left 0	Right
Link Offset(ft)		0			. 0			0			0	
Crosswalk Width(ft)		16			16			16			16	***************************************
Two way Left Turn Lane												
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph) Number of Detectors	15	0	9	15		. 9	15		9	15		
Detector Template	1 [.] Left	2		1 Left	2		1	2		1	2	***************************************
Leading Detector (ft)	20	83		20	83		Left	02		Left	0.0	
Trailing Detector (ft)	- 0	-5		0	-5		20 0	83 -5		20. 0	83 -5	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	-5 NA	
Protected Phases		, 4			- 8		2	2		6 6	6	
Permitted Phases	4		White the same of	8								
Detector Phase	4	4		- 8	- 8		2.	2		6	6	
Switch Phase											The state of the s	

1: NYS Route 303 & Mountainview Avenue

		-		*	*	A.	1	*	*	1	1	*
ene Group-Wallers	e EBL	ΕĒ	MEBRY	ek WBL#	NeT.	WBR	- NBL s	NET'S	NBR.	68B24	wse.	888
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	entropedia Warrachina
Total Split (s)	30.0	30.0	e la compa	30.0	30.0	1	40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	**********
Maximum Green (s)	25.0	25.0		25.0	25.0		34,0	34.0		34.0	34.0	
Yellow Time (s)	4.0 1.0	4.0		4.0	4.0 1.0		5.0 1.0	5.0 1.0		5.0	5.0	
All-Red Time (s) Lost Time Adjust (s)	4 J.U	1.0 0.0	r i a si	1.0	0.0		ָ ו.ט.ו	0.0		1.0	1.0 0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag					U.U.			U.U				
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	ingi ili sa menda	2.0	2,0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2,0		2.0	2.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	ton de la company de la co	0.0	0.0	The state of the s	0.0	0.0		0.0	0.0	CONTRACTOR CONTRACTOR
Time To Reduce (s)	0.0	.0.0		0.0	0.0		0.0	0.0		0.0	0,0	
Recall Mode	None	None	COLUMN TARREST CO. C.	None	None		Max	Max		None	None	
Walk Time (s)				7,0	7.0					7.0	7.0	
Flash Dont Walk (s)				18.0	18.0					15.0	15.0	
Pedestrian Calls (#/hr)				5	5			1 44		5	5	
v/c Ratio		0.55			0.94			1.06	2		0.91	
Control Delay Queue Delay		36.1 0.0			85,3 0,0			82.1 0.0			49.7	
Total Delay		36.1			85.3			82.1			0.0 49.7	
Queue Length 50th (ft)		103			163			~449			303	
Queue Length 95th (ft)		174		-	#308			#559			#399	
Internal Link Dist (ft)		515			175			630		2	1330	
Turn Bay Length (ft)												
Base Capacity (vph)		389	entreten section system.	*****	267			1014	***		1010	
Starvation Cap Reductn		0	and the		, 0			. 0			. 0	
Spillback Cap Reductn	indro Nillionau ya sonakanika manakkan	0			. 0			.0	heermanne versenne de teerse	CAMBUS COMORTONIO CONTROLO	0	annesse communication backers
Storage Cap Reductn		0			0			- 0			0	
Reduced v/c Ratio		0.53			0.90			1.06	•		0.86	
Intersection/Summery												
Area Type:	Other											
Cycle Length, 110												
Actuated Cycle Length: 107.								·				
Natural Cycle: 100					1.57							
Control Type: Actuated-Unco											ALMAN AZATORA	NECKSON AND AND ADDRESS.
 Volume exceeds capacit 			illy i n fini	te.								
Queue shown is maximul				L_1_								
# 95th percentile volume e			ие тау	pe jonger								
Queue shown is maximul	n aiter two	cycles.										

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



	•	-	N	K	3) (1) (1) (2) (1)	A.	1	†	1	*	: 1	1
Viovement 1	EBL -	EBT	EBF	WBL	WET	WBR	NBL	a NBT	-NBR-	SBL	SET	SSF
Lane Configurations		44-			44>			संक			414	
Traffic Volume (veh/h)	59	34	87	120	65	26	133	745	67	9	665	94
Future Volume (veh/h)	59	34	87	120	65	26	133	745	67	9	665	94
Initial Q (Qb), veh	0	0	- 0	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	1.00	esseentamentaliseera artiseeraana	1.00
Parking Bus, Adj	1.00	1.00	1,00	1,00	1.00	1.00	1.00	1.00	1,00	1,00	1.00	1.00
Work Zone On Approach Adj Sat Flow, veh/h/ln	2058	No 2058	2058	1894	No 1894	4004	4044	No	2012	4054	No	250
Adj Flow Rate, veh/h	2000 67	2000 39	99	136	74	1894 30	1841 151	1841 847	1841. 76	1864	1864	1864
Peak Hour Factor	0.88	0.88	0.88	- 0.88	0.88	0.88	0.88	047	0.88	10 0.88	756 0.88	107 -0.88
Percent Heavy Veh, %	0	0	0.00	3	3	3	4	4	4	u:06 5	u.ec 5	5
Cap, veh/h	138	88	166	201	91	34	165	974	91	12	904	135
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.34	0.34	0.34	0.29	0.29	0.29
Sat Flow, veh/h	448	438	828	722	454	168	485	2856	268	40	3133	469
Grp Volume(v), veh/h	205	0	0	240	0	0	566	. 0	508	467	0	406
Grp Sat Flow(s), veh/h/ln	1715	0	- 0	1344	0	0.1	1816	0	1792	1862	0	1780
Q Serve(g_s), s	0.0	0.0	0.0	7.0	0.0	0.0	29.7	0.0	26.0	23.7	0.0	21.0
Cycle Q Clear(g_o), s	10.6	0.0	0.0	17.6	0.0	0.0	29.7	0.0	26.0	23.7	0.0	21.0
Prop In Lane	0.33 391	. 0	0.48	0.57		0.12	0.27		0.15	0.02		0.26
Lane Grp Cap(c), veh/h V/C Ratio(X)	0.52	0.00	0.00	326 0.74	0.00	0.00	619 0.91	0	611	537	0.00	513
Avail Cap(c_a), veh/h	475	0.00	. 0 -	399	0.00	0.00	619	0.00	0.83 611	0.87 635	0.00 0	0.79 607
HCM Platoon Ratio	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1:00	1,00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	39.1	0.0	0.0	31.4	0.0	30.2	33.7	0.0	32.7
Inor Delay (d2); s/veh	- 0.4	0.0	0.0	4.0	0.0	0,0	20.2	0.0	12.5	11.0	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	4,5	0.0	0.0	6.0	0.0	0.0	15.7	0.0	12.7	11,8	0.0	9.5
Unsig. Movement Delay, s/veh	36.4	0.01	0.6	20.2	5.6		- 2 - 3					
LnGrp Delay(d).s/veh LnGrp LOS	30.4 D	0.0 A	-0.0 A	43.1 D	0.0	0.0	51.7 D	0.0	42.7	44.7	0.0	38.7
Approach Vol., veh/h	U	205	^	ע	A 240	A	U	A 1074	D.	D	A 873	<u>D</u>
Approach Delay, s/veh		36.4			43.1			47.4			8/3 41.9	
Approach LOS		D			-0.1			47.4 N			41.3 D	
					-							**********
Timer Assigned Physical Articles		10.0		AF A		200		824			4 (1744)	
Phs Duration (G+Y+Ro), s Change Period (Y+Ro), s		40.0 6.0	handari Mi	25.0 5.0		34.8		25.0				
Max Green Setting (Gmax), s		34.0		25.0		6.0 34.0		5.0 25.0				
Max Q Clear Time (g_c+I1), s		31.7		12.6		25.7		19.6				
Green Ext Time (p_c), s		1.0		0.5		3.0		0.4	`		-	
Intersection Summary												
HCM 6th Ctrl Delay	W.		44.0		4(4) (6)		SEPORATE	n rate let i di		and the Colo	10 (10)	65 (F. 40 to)
HCM 6th LOS			D									

	*	C	1	1	6	×	
uane Group, at 4 services	WEL.	awar.	MET	NER:	SWE	WSWT:	
Lane Configurations	¥		4			ৰ	
Traffic Volume (vph)	63	22	99	12	6	148	
Future Volume (vph)	63	22	99	12	5	148	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	. 16	16	15	15	14	14	
Grade (%)	-0%		2%	_		-2%	
Storage Length (ft)	0	0	***	0	0		
Storage Lanes	1	0		0.	0		An instrument of purpose to making a factor and a comment was a second
Taper Length (ft)	25	4.66	4 AA	4.56	25		
Lane Util. Factor Ped Bike Factor	HUU	1.00	1.00	1.00	1.00	1,00	
Ped Bike Factor Ert	0,965		0.986				
FIt Protected	0,964		U.30U			0.998	Manager Comment of the Comment of th
Satd, Flow (prot)	1894	0	1919	n	0	1937	
Flt Permitted	0.964	U	1010	U	. ,	0.998	
Satd. Flow (perm)	1894	i a	1919	n.	- n	1937	
Link Speed (mph)	30		30			30	
Link Distance (ft)	289		255		ela en la	361	nga kempada menganya kempada kempada kempada kempada kempada ke
Travel Time (s)	6.6		5.8			8.2	
Confl::Peds/(#/hr)	- 1			- 1			
Confl. Bikes (#/hr)		an index of the second second			tra meranen bataila aret		
Peak Hour Factor	0.83	0.83	0.83	0,83	0,83	0.83	And there is a second of each of the second of the second of
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	. 6%	5%	6%	9%	20% :	The second second second	
Bus Blockages (#/hr)	0	0	0	,0	0	0	
Parking (#/hr)	20/						
Mid-Block Traffic (%)	0%	0.7	0%			0%	
Adj. Flew (vph)	76	21	119	14	0	- 178	
Shared Lane Traffic (%)	405	ń	400	n .	h :	NON	
Lane Group Flow (vph) Enter Blocked Intersection	103 No	. No	133 No	No	V No	184 No	
Lane Alignment	Left	Right	Left	**********************	Left	Left	
Median Width(ft)	16	ragino	0	Migne	LOIL	0	
Link Offset(ft)			. 0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91	
Turning Speed (mph)	. 15	9		9	15		
Sign Control	Stop	and the same of th	Free		eronante de la companya de la compa	Free	
Intersection/Summary	-						
	Other	re for 141 fal					Parties and the second section of the second section of the second section of the second section of the second
Area Type: (Control Type: Unsignalized	Outer						
COMMUNITYPE, UNSIGNALZEU							

nierseolone 4 wes									an ar s		12 ye		
Int Delay, s/veh	2.8												
Movement 4		WBR :	COSCOLITE SA MISCOMINSCO	NER	SWL	SWT							
Lane Configurations Traffic Vol. veh/h	14 63	-22	1 2 99	12	5	र्स 148						are dans a s	
Future Vol, veh/h	63	22 0	99 0	12 1	5 1	148 0							
Conflicting Peds, #/hr Sign Control	Stop	TO THE TAX TO AN AD THE CALLS				Free						te terribility	
RT Channelized Storage Length	0	None		None	*	None							
Veh in Median Storag		-	- 0	•	-	0							
Grade, % Peak Hour Factor	0 83	83	2 83	- 83	93	-2 83							
Heavy Vehicles, %	6	5	6	9	20	5							
Mvmt Flow	76	27	119	14	- 6	178		ka se					
Major/Minor	Minorts	M	ajór1		aior2 =								
Conflicting Flow All	318	127	0	0	134	0							
Stage 1 Stage 2	127 191	-	- -	-	-								
Critical Hdwy	6:46	6.25			4,3								
Critical Hdwy Stg 1 Critical Hdwy Stg 2	5.46 5.46	-	-	-	-	-							
Follow-up Hdwy	3.554		-	-	2.38	-							
Pot Cap-1 Maneuver Stage 1	667 889	915 -	-	-	1347 -	- -							
Stage 2 Platoon blocked, %	832	-	-			-						7.0	
Mov Cap-1 Maneuver	662	914	-	-	1345	-							
Mov Cap-2 Maneuver Stage 1	662 888	-	-	-	-	-							
Stage 2	827	-	-	-	-	-	*						
Approach HCM Control Delay, s	1A G		NE :		1SW 1								
HCM LOS	В				0.0								
Minor Lane/Major Mym Capacity (veh/h)	it despe	NEDA	VERWE	3 <u>⊔n1i≡'</u> 713		SWE						And A second	
HCM Lane V/C Ratio		-		.144 0	.004	-							
HCM Control Delay (s) HCM Lane LOS		-	- -	10.9 B.	7.7 A	0 A							
HCM 95th %tile Q(veh		-	•	0.5	0	-				1000000		e francis	

			1	1	>				•	
Lane Groupu P	VBL	*WBR	NET	- NBR	- SBL	- VŠBT -				
Lane Configurations	W		4			4				
Traffic Volume (vph)	31	2	106	14	0	122				
Future Volume (vph)	31	2	106	14	0	122			·	MCCONS.AP
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	13	13	11	11	Accession of the Control of the Cont		are no section This had been as the contract of the contract o	200000000
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		0	0					
Storage Lanes	1	. 0		0	0					
Taper Length (ft)	25				25					
Lane Util, Factor	1.00	1.00	1,00	1.00	1.00	1.00			100	
Ped Bike Factor			- MERCANDO PAR NO	nin'e nal-core seven escretor en a-	NAME OF THE OWNER, THE	DISCONICIO SE SOCIA POR CONTRACTOR I NA	WILING YOUTHURANTING MARKING UNGGOOD			
Fit in the second of the secon	0.993		0.984							
Flt Protected	0.955						nahallahura aks saccanahuran nasasan sa	**************************************		MANAGE AND
Satd. Flow (prot)	1403	. 0	1811	0	01	1837				
It Permitted	0.955				egygyddydd a differydd gallan bran	1000 CO 1000 C	Option to the substitution of the substitution			MAXIMUM IN
Satd, Flow (perm)	1403	0	-1811	0	0	1837				
ink Speed (mph)	30		30	e 1970 e a companyo a		30				*********
ink Distance (ft)	376		319			523				
ravel Time (s)	8.5		7.3			11.9		Triburganak asam na yanan a		e wenne
Confl. Peds. (#/hr)	1	1		1	1.					
Confl. Bikes (#/hr)										1600 X 1997 R 19
Peak Hour Factors	0.86	0,86		0.86		0.86				
Growth Factor	100% 30%	100%	100%	100%	100%	100%				
leavy Vehicles (%)		0%	0%	58%	0%	Section Control of the Control				
Bus Blockages (#/hr)	0	0	0	0	0	0				
atking (#/hr) /lid-Block Traffic (%)	0%		OP/			00/				
id, Flow (vph)	36	,	0% 123	16	ń	0% 142				
Shared Lane Traffic (%)	.00	4	120 -	, IO		.142				
ane Group Flow (vph)	38	ň	139	, n	Α	142				
Enter Blocked Intersection	No No	No	No	No	No	No				
ane Alignment	Left	Right	Left	Right	Left	Left				
/ledian Width(ft)	12	1.49116	0	i Ngin	LOW	0				344.0
ink Offset(ft)	. 0		. 0			0				
Crosswalk Width(ft)	16		16			16				
wo way Left Turn Lane			10			10				
leadway Factor	1.00	1.00	0.96	0.96	1.04	1,04				
urning Speed (mph)	15	9	5.00	9	15	1,0 1				
Sign Control	Stop		Free			Free				
	~**F	TOTAL CONTRACTOR		dis spinosiprinsa pro-	enige representations				,	SANSING
ntersection Summary			San San Garage	100						
	Other									(CA)
Control Type: Unsignalized										
•										

			***************************************							··		
Menseletions established						\$200						
Int Delay, s/veh	1.3											
Movement Supplement	WRI	WBR"	NBT	NER	· QDI	SBT						
Lane Configurations	γ/		}			4	STATE OF THE PARTY				a de la proposición de la constantidad de la consta	
Traffic Vol, veh/h	31		106	14	0.4	122						
Future Vol, veh/h	31	2	106	14	0	122						
Conflicting Peds, #hr		1		· 1	1 -							
Sign Control		Stop		Free	A. Part Andrews	Free						
RT-Channelized		PROTECTION ASSESSMENT AND ASSESSMENT AND ASSESSMENT ASS		CONTRACTOR OF THE PARTY OF THE		None			*			
Storage Length	0	-	_	_	-	-	Established (Salah					
Veh in Median Storagi	e,# 0		0			0						
Grade, %	0	-	0	_	-	0					¥	
Peak Hour Factor	86	86	86	86	86	86						
Heavy Vehicles, %	30	0	0	58	0	0						
Mvmt Flow	36	2	123	16	0	142						
					WW. 1911.00.00.00.00.00.00.00.00.00.00.00.00.0							
Viājor/Minor 4 5-3-3-3-	Mineral	a data.	a ort	ĬΜ	aior2							
Conflicting Flow All	275	133	0	0	140	0						
Stage 1	132	100	U	U	140	U						
Stage 2	143		_		_							
Critical Hdwy	6.7	6.2		_	4.1							
Critical Hdwy Stg 1	5.7	-	-	-	_	_						
Critical Hdwy Stg 2	5.7	_	- 4		_							
Follow-up Hdwy	3.77	3.3	-	_	2.2							
Pot Cap-1 Maneuver	659	922	-		1456							
Stage 1	830	-	-	-	-	-		MATERIAL SALES				
Stage 2	820	•	-		-	-						
Platoon blocked, %			-			-						
Mov Cap-1 Maneuver		920	- 1		1455	•						
Mov Cap-2 Maneuver	658	-	-	-	-	-						
Stage 1	829		-		10.2		Sent diamen					
Stage 2	819	-	-	-	-	-	SAME STATE OF THE PARTY OF THE					
Aperbach	: WB		NB		CR.							
HCM Control Delay, s	COLUMN TURK COMPANY		0		O.			30.4000		inalitation (Carl	<u>ia aranggan</u>	
HCM LOS	В		a Zesti									
i i i i i i i i i i i i i i i i i i i										h san a san a san a sa		
Mindr Lane/Major Mym	Color	NBI	NBRWE			SBT						
Capacity (veh/h)		ž.		670	1455	•						
HCM Lane V/C Ratio		-	- 0.		-	-						
HCM Control Delay (s) HCM Lane LOS			_	10.7	**************************************	-						
HCM 95th %tile Q(veh)		-	-	B 0.2	A	-						
HOM SOME JOHN OF ACTION		•	*	U.Z	U	-						
									*		*	

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ane circupa de ser se se se	EBL:	EBT	EBR	WBL	Wate	LWBR -	I-NBE	NET	- NBR	· SBL	r KSB T	: SB:
Lane Configurations		4			44-			414		_	414	
Fraffic Volume (vph)	-62	31	118	83	39	24	139	614	102	39	573	49
Future Volume (vph)	62	31	118	83	39	24	139	614	102	39	573	49
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900.	1900	1900	1900
Lane Width (ft)	· 14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)	0	-2%		^	-1%	^	^	. 0%			-1%	
Storage Length (ft) Storage Lanes	0 0	•	0 0	0		0 n	0		0	0		0
Taper Length (ft)	25		V	25		Ų	25		U	25		U
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	CONTRACTOR OF THE PARTY OF THE	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	72.00					. . .
Fri 1942 Paris de la companya de la		0.924			0.978			0.982			0.989	
Flt Protected	***************************************	0.986	energenetations (despite	I SANCTON VINITALISM	0.972		***************************************	0.992			0.997	sears Considerations
Satd Flow (prot)	0	1732	0	0	1355	0	0	3000	. 0	0	2986	0
Flt Permitted		0.848	As a second second	Nacional State Control	0.581			0.992			0.997	
Satd, Flow (perm)	0	1490	0	0	810	0:	0 :	3000	. 0	0	2986	0
Right Turn on Red		54	Yes		ń	Yes			No			Yes
Satd. Flow (RTOR) Link Speed (mph)		30	4		30			40			40	
Link Distance (ft)		- 595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	
Confl Peds (#/hr)												
Confl. Bikes (#/hr)		77.78 months (1907) miles	- Company of the Comp									
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0,88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	17%	4%	18%	8%	50%	10%	9%	11%	26%	11%	10%
Bus Blockages (#/hr) Parking (#/hr)	0	0	0	0	0	0	. 0	0	0	0	0	. 0
Mid-Block Traffic (%)		0%			0%			0%	·		0%	
Adj. Flow (vph)	70	35	134	94	44	27	158	698	116	44	651	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	239	0 -	. 0	165	0	0	972	0	0	751	- 0
Enter Blocked Intersection	No .	· No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0.			0	
Link Offset(ft) Crosswalk Width(ft)		40			40		6.0	0				
Two way Left Turn Lane		16		-	16			16			16	
Headway Factor	0.91	0.91	0.91	0.99	1.14	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15	0.01	9.	15	1,17	9.00	1.03	1.00	1.03	1.03	1,00	1.03
Number of Detectors	1	2	T.	1	2	· ·	1	2		1	. 2	**************************************
Detector Template	Left			Left			Left			Left	. –	
Leading Detector (ft)	20	83		20	83		20	83	And the same state of the same	20	83	ANCHES SECTION
Trailing Detector (ft)	0	5	45	0	5		- 0	-5		0	-5	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	garaga a sanga c
Protected Phases	,	4			- 8		2	2		6	6	
Permitted Phases	4	Á		8 8	· · · · · · · · · · · · · · · · · · ·		0	a				
Detector Phase Switch Phase	4	4 .	Í	Ŏ.	, b		Z	- 2		, b	6	
CANON I HESC												

Part				7	~	****	1	*		<i>p</i>	\	1	1
Minimum Spill (s)				ZEBR			WBR		A CONTRACTOR OF THE PROPERTY O	NBR	Name of the Party		M SER
Spite Spit		when the second second second second	******************		STATE OF THE PARTY OF THE PARTY.	man success and perhippen algorithms		ALCOHOLOGY, AMERICAN	and the second second			The state of the same of the same	1
Total Spit (%) 27.3% 27.3% 27.3% 36.4% 36.													
Maintine (19)							les established				44.	Section 1997	
ALPSET TIME Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 10.0 10.0 10.0		CARLOS AND			Anna Carlo Car	25.0							
Lest Time Adjust (s)				***									
Lead/Lag Lag L		1.0			1.0			1.0	ALCOHOLD CO.		1.0		
Lead Lag Optimize Vehicle Extension (s)													
Vehicle Extension (s) 2.0 2.0 2.0 2.0 2.0 2.0 3.0 3.0 Minimum Gapt (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3.0 3.0 3.0 Minimum Gapt (s) 0.0 0.	Lead/Lag											•	
Minituri Gap (s) 2.0 2.0 2.0 2.0 2.0 3.0 3.6 Time Before Reduce (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.													
Time Before Reduce (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.													
Fine To Reduce (s) 0.0			Service Constitution of the Constitution of th		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	THE RECOGNIZATION OF THE PARTY		20, 30, 30, 40, 40, 10, 10, 10, 10, 10, 10, 10, 10, 10, 1				No. of the last of	
Recall Mode													
Flash Dont Walk (s)	Recall Mode	BLOOD DOOR SECTION AND ADDRESS OF THE PARTY	Contract to the second second		CONTRACTOR CONTRACTOR			And the second second second				CONTRACTOR OF STREET	
Pedestrian Galls (#Inr)				and the									
Vic Ratio 0.66 0.91 0.98 0.87 Control Delay 36.4 87.2 61.2 46.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 38.4 87.2 61.2 46.3 Queue Length 50th (ft) 117 106 ~386 253 Queue Length 95th (ft) 199 #228 #503 320 Internal Link Dist (ft) 515 175 630 1330 Turn Bay Length (ft) 402 202 989 990 Starvation Cap Reductr 0 0 0 0 0 Starvation Cap Reductr 0 0 0 0 0 Storage Cap Reductr 0 0 0 0 0 Reduced vic Ratio 0.59 0.82 0.98 0.76 Intersection Summary Area Type: Other Occupancy of the Court of Control Type: Actuated Uncoordinated Volume exceeds capacity, queue is theoretically infinite Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue			-		18.0						Mariana crosscopica de la compansión de la	many works to the comment of the	
Control Delay 38.4 87.2 61.2 46.3 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 38.4 87.2 61.2 46.3 Queue Length 50th (ft) 117 106 ~386 253 Queue Length 95th (ft) 199 #228 #503 320 Internal Link Dist (ft) 515 175 630 1330 Lini Bay Length, (ft) Base Capacity (vph) 402 202 989 990 Stavation Cap Reducth 0 0 0 0 0 Spillback Cap Reducth 0 0 0 0 0 Storage Cap Reducth 0 0 0 0 0 Reduced v/c Ratio 0.59 0.82 0.98 0.76 Intersection Summary Area Type: Other			0.66		. 5				A 00		. 5		
Queue Delay 0.0 0.0 0.0 0.0 Total Delay 38.4 87.2 61.2 46.3 Queue Length 50th (ft) 117 106 -386 253 Queue Length 95th (ft) 199 #228 #503 320 Internal Link Dist (ft) 515 175 630 1330 Turn Bay Length (ft) 8 8 989 990 Stavation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Reduced V/c Retio 0.59 0.82 0.98 0.76 Intersection Summary Area Type: Other Gycle Length: 110 Actuated Uncoordinated Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. # 35th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.													
Queue Length 50th (ft) 117 106 -386 253 Queue Length 95ih (ft) 199 #228 #503 320 Internal Link Dist (ft) 515 175 630 1330 Turn Bay Length (ft) Base Capacity (vph) 402 202 989 990 Stayvaiton Cap Reductn 0 0 0 0 0 Stayvaiton Cap Reductn 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 Reduced v/c Ratio 0.59 0.82 0.98 0.76 Intersection Summary Area Type: Other Cycle Length: 110 Actuated Cycle Length: 103.9 Natural Cycle: 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite Queue shown is maximum after two cycles. # 95th percentile volume exceeds Capacity, queue may be longer. Queue shown is maximum after two cycles.						N 25 22 22 22 23 23 23 23 25 25 25 25 25 25 25 25 25 25 25 25 25						Representation of the second	
Queue Length 95th (ft) 199 #228 #503 320 Internal Link Dist (ft) 515 175 630 1330 Luri Bay Length (ft) Base Capacity (vph) 402 202 989 990 Starvation Cap Réductr 0 0 0 0 0 0 Spillback Cap Reductr 0 0 0 0 0 0 Storage Cap Reductr 0 0 0 0 0 0 Reduced V/c Ratio 0.59 0.82 0.98 0.76 Intersection Summary 4 Area Type: Other Gycle Length: 110 Actuated Cycle Length: 103.9 Natural Cycle: 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.			CAN Provide the State of the St									and the second second	
Internal Link Dist (ft) 515 175 630 1330 Turn Bay Length (ft) Base Capacity (vph) 402 202 989 990 Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced v/c Ratio 0.59 0.82 0.98 0.76 Intersection Summary Area Type: Other Gycle-Length: 110 Actuated Cycle Length: 103.9 Natural Cycle Sum Exceeds Capacity, queue is theoretically infinite, Queue shown is maximum after two cycles. # 95th percentile volume exceeds Capacity, queue may be longer. Queue shown is maximum after two cycles.													
Turn) Bay Length (ft) Base Capacity (vph) 402 202 989 990 Starvation Cap Reductin 0 0 0 0 0 0 Spillback Cap Reductin 0 0 0 0 0 0 Storage Cap Reductin 0 0 0 0 0 0 0 Reduced v/c Ratio 0.59 0.82 0.98 0.76 Intersection Sulminary Area Type: Other Cycle Length: 110 Actuated Cycle Length: 103.9 Natural Cycle 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. \$\frac{9}{2}\$\$ \$\frac{9}{2}\$\$ \$\frac{9}{2}\$\$ \$\frac{1}{2}\$\$ \$\frac{9}{2}\$\$ \$\frac{1}{2}\$\$ \$\frac{1}{2									No.			Annual Control of the	
Starvation Cap Reductn 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NATIONAL MARKET AND ADDRESS OF THE PARTY OF		010			110			000			1000	
Spillback Cap Reductn 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							The second secon		989			990	and the same of
Storage Cap Reductin 0 0 0 0 0 0 Reduced v/c Ratio 0.59 0.82 0.98 0.76 Intersection Summary Area Type: Other Gycle Length: 110 Actuated Cycle Length: 103.9 Natural Cycle 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite, Queue shown is maximum after two cycles, # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue		,										Market Control of the	
Reduced v/c Ratio 0.59 0.82 0.98 0.76 Intersection Summary Area Type: Other Gycle Length: 110 Actuated Cycle Length: 103.9 Natural Cycle: 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue						-			Stanton to manual manua			DARKA NI CHENOMONISTE NA PARAME	
Intersection Stimmary Area Type: Other Cycle Length: 110 Actuated Cycle Length: 103.9 Natural Cycle: 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue			Constitution and Albertain						CALL THE RESERVE TO SERVE THE RESERVE TO SERVE THE RESERVE THE RES			- 20	
Area Type: Other ©ycle Length: 110 Actuated Cycle Length: 103.9 Natural Cycle: 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite: Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue						0102			0.00			0.10	
Cycle Length: 110 Actuated Cycle Length: 103.9 Natural Cycle: 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue)ther										_	
Actuated Cycle Length: 103.9 Natural Cycle: 90 Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite: Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue	Cycle Length: 110												
Control Type: Actuated-Uncoordinated Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue	Actuated Cycle Length: 103.9)								W - 1/2 - Was-	****		
Volume exceeds capacity, queue is theoretically infinite: Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue													
Queue shown is maximum after two cycles. # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue			la a sa a ba a s	ii . Le . L	i.								
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue				ily iminite									
Queue shown is maximum after two cycles. Splits and Phases: 1: NYS Route 303 & Mountainview Avenue				ue may be	e lonaer								
	Queue shown is maximum	after two	ycles.										
	Outline and the second of Anna							1.0					
7.02 1.02 1.02 1.02 1.03	Splits and Phases: 1: NYS	Route 303	& Mounta	Inview Av	enue/				á:				
	N Ø2	Establish Committee Committee		P-26						Ø 4			
₹ Ø8									I DE				
									1	_ Ø8			

1: NYS Route 303 & Mountainview Avenue

		-	7	1	4	A	*	1	1	-	1	1
Vovement ####******	PER	EST	EBR	WBL	WET	WBR	NBL	NBT	NER	SBL	887	SER
Lane Configurations	***************************************	4			4			414			414	
Traffic Volume (veh/h)	62	31	118	83	39	24	139	614	102	39	573	41.49
Future Volume (veh/h)	62 .0	31 - 0	118 0	83 0	39 0	24 0	139 0	614	102	39	573	49
initial Q (Qb), veh Ped-Bike Adj(A_pbT)	1,00		1.00	1.00	o U	1.00	1.00	0	0 1.00	1.00	0	0 1.00
Parking Bus, Adj	1.00	1.00		1.00	1:00	1:00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No	· ·	-	No			No	
Adj Sat Flow, veh/h/ln	1792	1792	1792	1819	1819	1819	1767	1767	1767	1774		1774
Adj Flow Rate, veh/h	70	35	134	94	44	27	158	698	116	44	651	56
Peak Hour Factor	0.88	0.88	0.88	0.88	. 0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, % Cap. Veh/h	17 116	17 54	17 153	8 161	8 71	8 - 33	9 196	909	9 158	11 53	11 812	11 73
Arrive On Green	0,18	0,18	0.18	0.18	0.18	0,18	0.37	0.37	0.37	0.27	0.27	0.27
Sat/Flow, veh/h	368	304	857	557	396	187	533	2467	430	195	3021	273
Grp Volume(v), veh/h	239	0	0	165	0	0	516	0	456	397	0	354
Grp:Sat Flow(s),veh/h/ln	1529	0	0	1140	0	0	1740	0	1689	1764	. (0)	1725
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	24.6	0.0	21.6	19.6	0.0	17.4
Cycle Q Clear(g_c), s Prop In Lane	13.9 0.29	0.0	0.0 0.56	13.3 0.57	0.0	0.0 0.16	24.6 0.31	0,0	21.6	19.6	0.0	17.4
Lane Grp Cap(c), ven/h	324	n	0.00 A	265	n.	0.10	641	n	0.25 622	0.11 474	0	0.16 464
V/C Ratio(X)	0.74	0.00	0.00	0.62	0.00	0.00	0.81	0.00	0.73	0.84	0.00	0.76
Avail Cap(c_a), veh/h	459	0	. 0	391-	0	0	641	0	622	650	- 0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Fliter(I)	1.00	0,00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	36.8 1.8	0.0	0.0	36.2 0.9	0.0 0.0	0.0	26.2 10.4	0.0	25.2	31.8	0.0	31.0
Initial Q Delay(d3),s/veh	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	7.5 0.0	7.0 0.0	0.0	3.7 0.0
%ile BackOfQ(50%) ven/in	5.3	0.0	0.0	3.6	0.0	0.0	11.3	0.0	9.3	8.8	0.0	7.3
Unsig. Movement Delay, s/vel			A STATE OF THE STA		nadam prantikato i serata tigana			V. 10.14 (1.17)				CORRESPONDED COR
LnGrp Delay(d).s/veh	38.6	0.0	0.0	37.1	0.0	0.0	36.5	0.0	32.7	38.8	0.0	34.7
LnGrp LOS	D	A	A	D	Α	A	D	<u> </u>	С	D	A	<u>.C</u>
Approach Vol. veh/h		239		7 10	165			972			751	
Approach Delay, s/veh Approach LOS		38.6			37.1			34,7			36.9	
Thursday Too												
Timer Assigned Phs. 2	u History	2.2		1411	1000	1471161	tra gerten	Commence and Commence				
Phs Duration (G+Y+Rc), s Change Period (Y+Rc), s		40.0 6.0	4. 51. 01. 6	21. 5 5.0		30.8 6.0		21.5° 5.0				
Max Green Setting (Gmax), s		34.0		25.0		34.0		25.0				
Max Q Clear Time (g_c+l1), s		26.6		15.9		21.6		15.3				
Green Ext Time (p_c), s		2.2		0.6		3.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay	er e	E/8181	36.1						AUG SEEDS	4,4414	HICKS AND A	<u> </u>
HCM 6th LOS			D									

	*	L	A	/	C	K	
Lane:Group: United March	WBL	MANUEL PA	* NET	NER.	: SWL	SWT	
Lane Configurations	Ŋ		1>			4	
Traffic Volume (vph)	8.	3	83	89	5	139	
Future Volume (vph)	8	3	83	89	5	139	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	16	16	15	15	14	14	
Grade (%)	0%		2%			-2%	
Storage Length (ft)	. 0	0		0	. 0		
Storage Lanes	1	0		0	. 0,		
Taper Length (ft) Lane Util. Factor	25 1.00	4.00	4.00	4.50	25		
Ped Bike Factor	I,UU	1.00	1.00	1,00	- 1.00	1,00	termina in the second second of the second s
Fed blike Factor	0.958		0.930				
Flt Protected	0.967	1	.0.830		elisti itse	0,998	And reliable to the State of the Land State of the Control of the
Satd. Flow (prot)	1525	ń	1674	n	0.5	1669	
Flt Permitted	0.967	, V	10/4	U	U	0.998	The state of the s
Satd. Flow (perm)	1525	ń	1674	Á	ñ	1669	
Link Speed (mph)	30	, v	30	v	,	30	
Link Distance (ft)	289		255			361	
Travel Time (s)	6.6		5.8			8.2	
Confl. Peds. (#/hr)	1.	1	0.0		1	0,2	
Confl. Bikes (#/hr)		•					
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	100%	17%	13%	33%	22%	Property of the Control of the Contr
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%	***************************************		0%	
Adj. Flow (vph)	9	4	98	105	- 6	164	
Shared Lane Traffic (%)	V.A.P. Friench & March & March & Comment & Com		~~~~				The second secon
Lane Group Flow (vph)	13	0	203	0 -	0	. 170	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Leff	Right	Left	Right	Left	Left	以外,但是在自己的一个人的一个人的一个人的一个人的一个人的一个人的一个人的一个人的一个人的一个人
Median Width(ft)	16		0		design of a later of the design of the later	0	SERVING SERVING AND A STREET OF THE SERVING SE
Link Offset(ff)	0		. 0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Cane	0.05	0.05	0.00				
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91	
Turning Speed (mph)	15	9	F	, 9	16 -	-	
Sign Control	Stop		Free			Free	
intersection Summary	a i						
	Other		COMMUNICATION OF THE PARTY OF T			handlestanen over med der armen	COMMUNICATION AND AND AND AND AND AND AND AND AND AN
Control Type: Unsignalized							ada per com another professional and a company (page 1884). See the official state
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2: Mountainview Avenue & Greenbush Road

niersection were												
Int Delay, s/veh	0,5											
•		de la composition de		Early construction		are the factor of the second						-
Viovement		NBR	100 mars 4 7 mars 100 mg	NER -	SWL	SWT			100			
Lane Configurations	Ŋ		₽			4						
Traffic Vol. veh/h	8	3	83:1	89	5	139	Carlotta Carlotta					
Future Vol, veh/h	8	3	83	89	5	139					7	
Conflicting Peds, #/hr			0		1	0						
Sign Control	Stop	Stop	Free	Free	Free	Free	NA THE STATE OF TH	and a contract of the Kennish and Silling			*	las-econs
RT Channelized		Vone	1	Vone		None	7.2					
Storage Length	0		-	-	-							(Secretary)
Ven in Median Storage	# 0	-	0		•	. 0						
Grade, %	0		2	-	_	-2						
Peak Hour Factor	- 85	85	.85	85	85	85						
Heavy Vehicles, %	0	100	17	13	33	22				•		Said
Mvmt Flow	- 9	4	98	105	6							
		1 m										
			o Brit io mails down a blog den	·	**************************************		CONTRACTO de la glada de como como como como como como como com	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		Trial Correlation and the Correlation of the Correl		
	Minor1		ajort 🖂	- V	ajor2							
Conflicting Flow All	329	153	0	. 0	204	0						
Stage 1	152		-		•	910.3						
Stage 2	177	<u>-</u> .	-	-	-	-						
Critical Hdwy	6.4	7.2		•	4.43							
Critical Hdwy Stg 1	5.4	-	-	-	-	_				And the country of	ACTIVITY OF THE PROPERTY OF TH	
Critical Hdwy Stg 2	5.4	-1		- L	10 J							
Follow-up Hdwy	3.5	4.2	-	- :	2.497	-		047-9-015-20-X-112-14-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-			#30 30 50 to a 1 to	19494990m
Pot Cap-1 Maneuver	670	689		4,4	1203							
Stage 1	881	-	-	-	-	-		or non-yumanary court conductions and	222200010000000000000000000000000000000		,	MORENIUS.
Stage 2	859	=	L			4	n superior de la company					
Platoon blocked, %			-	_	***************************************	-			***************************************			and had seen
Mov Cap-1 Maneuver	665	687	-	•	1201							
Mov Cap-2 Maneuver	665	-	-	_	-	-	,			- File		anaurona.
Stage 1	880	-	L	_								
Stage 2	854	-	-	-	-	-						arraman.
										F 9011160		
Approach ALL COM	WB -	140	NET		SWAL				144.00 (6.45)	andline.	OCE WOLL	
HCM Control Delay, s	ALL SANGER STATE OF THE SANGE ST		0.		0.3							
HCM LOS	. В	ndonomic programma and	MORNO CONTRACTOR SECULO		Walan Bakkan kan							*********
Vinor Lane/Vajor Myn	ŧ .	NET	NEDIA	int.	CHA :	CIAST	,					
PARTICULAR DESCRIPTION OF THE PARTIC	Assigned Markey (Co.	r Hestauli.		671		HAMILE.	NEW PROPERTY OF THE PROPERTY O	an as application	THE BUILDING	aranna erketik	anders printed	M-12122
Capacity (veh/h) HCM Lane V/C Ratio				.019 (
HCW Control Delay (s)		-	- 0			-		<u>.</u>				
HCM Lane LOS				10.5	of the programme of the best of the programme of the prog	Ò						g (Y
			-	B 0.1	A	A						
HCM 95th %tile Q(veh)		-	-	V.I	· U							

			1	-	1	1	
ane Group 1957	" WBL	WER	NBT	. NBR	SEL	SBT	
Lane Configurations	17		ቕ			4	
Traffic Volume (vph)	41	2	70	16	3	103	
Future Volume (vph)	41	2	70	16	3	103	Ministration of the control of the c
Ideal Flow (vphpl)	1900	1900.	1900	1900	1900	1900	remaining the state of the stat
Lane Width (ft) Grade (%)	12 0%	12	13 - 0%	13	11	11 0%	
Storage Length (ft)	0	0	U 70	0	0	U76	
Storage Lanes	1	0		- 0			
Taper Length (ft)	25		And Ma		25		
Lane Util, Factor	1,00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Fit.	0.995		0.975				
Fit Protected	0.954					0.998	
Satd, Flow (prot) Fit Permitted	1219 0.954	U.	1672	U	. 0	1798	
Satd, Flow (perm)	1219	n n	1672	'n	n	0.998 1798	
Link Speed (mph)	30		30	V	U	30	
Link Distance (ft)	376		319			523	
Travel Time (s)	8.5		7.3	Mark State Control		11.9	
Confi. Peds. (#/hr)							and the company of the company of the Company of the State of the Company of the
Confl. Bikes (#/hr)		100.000 100.000 100.000 100.000 100.000 100.000 100.000 100.000 100.000 100.000 100.000 100.000 100.000 100.00	Translation of Theorem Constitution in the				
Peak Hour Factor	0.85	0.85	0.85	-0.85	0.85	0.85	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%) Bus Blockages (#/hr)	50% 0	0% 0	9% 0	38% 0	0% 0	2% 0	
Parking (#/hr)	U	V	U	U	U	U	
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	48	2	82	19	4	121	ne contrare elle personale de la contrare de la co
Shared Lane Traffic (%)		24-04 (2010) 1996 (aux 1 1 1996 1 1844					·
Lane Group Flow (vph)	50	. 0	101	0	0	125	Pagan proportion representative encountries.
Enter Blocked Intersection	No	No	No	No	No	·No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft) Link Offset(ft)	12 0		0			0	
Crosswalk Width(ft)	ນ 16		16			16	
Two way Left Turn Lane	IU		10			IU	
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04	
Turning Speed (mph)	15	9.		9	15		
Sign Control	Stop		Free			Free	
Intersection Summary, 1955	ial market						
	Other						
Control Type: Unsignalized	-						

Intersection and specification was a second and the	note price
Movement 1: Well Wer Net ENER SEL SET WILL SET TO THE SET OF THE S	
Lane Configurations 14 15	
Traffic Vol., Veh/h: 41 2 70 16 3 103	
Future Vol. veh/h 41 2 70 16 3 103	
Conflicting Peds, #/hr 0 0 0 0 0	
Sign Control Stop Stop Free Free Free	
RT Channelized None None None	
Storage Length 0	
Grade, % 0 - 0 0	
Peak Hour Factor 85 85 85 85 85 85 85	
Heavy Vehicles, % 50 0 9 38 0 2	
Mvmt Flow 48 - 2 82 19 4 121	
Major/Minores Minoris List Majorasis Major2	
Conflicting Flow All 221 92 0 0 101 0	
Stage 1 92 92	
Stage 2 129	A11.081.02.01.040.000.000.000
Critical Hdwy 6.9 6.2 4.1 -	
Critical Hdwy Stg 1 5.9	
Critical Hdwy Stg 2: 5.9	
Follow-up Hdwy 3.95 3.3 2.2 - Pot Cap-1 Maneuver 672 971 1504 -	
Stage 1 824	
Stage 2 791	
Platoon blocked, %	
Mov Gap-1 Maneuver 670 971 - 1504	
Mov Cap-2 Maneuver 670	
Stage 1 824	
Stage 2 789	
Approach pragacing with an ADB control and the second of t	METOD STORY
HCM Control Delay, s 10.7 0 0.2	
HCM LOS B	
Minor Lane/Major Mvmt Lane NBT is NBRWBLing in SBL and SBL in the Major Major Major Mvmt Lane NBT is NBRWBLing	
Capacity (veh/h) - 680 1504	
HCM Lane V/C Ratio 0.074 0.002 - HCM Control Delay (s) 10.7 7.4 0	
HCM Lane LOS B A A	
HCM 95th %tile Q(veh) 0.2 0	

	1		1	1	N.	1	
Larie Ofolip	WBL	WER	NET	NBR	3BL	SET	
Lane Configurations	Y		4			4	•
Traffic Volume (vph)	0	0	63	10	3	106	
Future Volume (vph)	0	0	63	10	. 3	106	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%) Storage Length (ft)	0% 0	^	0%			0%	
Storage Lanes	1	0		. 0	0		
Taper Length (ft)	25	U		U	25		· 医基础性的 "这大学是国际的民主义士"的 <i>在</i> 不是是国际的主义。
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor				1.00	1.00	1,00	And the second of the second section of the second
Fit and a second control of the second			0.981				
Fit Protected	THE RESERVE OF THE PROPERTY OF					0.998	
Satd. Flow (prot)	1900	0	1744	0	0	1860	
Flt Permitted					***************************************	0.998	
Satd. Flow (perm)	1900	0.	1744	0	0	1860	A Colombia de Colo
Link Speed (mph)	30		30			30	
Link Distance (ft)	239		523			380	
Travel Time (s) Confl. Peds. (#/hr)	5.4		11.9			8.6	
Confl. Bikes (#/hr)							
Peak Hour Factor	0.85	0.85	0,85	0.85	n oe	0.85	
Growth Factor	100%	100%	100%	100%	0,85 100%	100%	
Heavy Vehicles (%)	0%	0%	8%	0%	0%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							Professor (St. 19 Committee Committee Committee Committee Committee Committee Committee Committee Committee Co
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	0	0.	74	12	4	125	
Shared Lane Traffic (%)			2242 000 0000	**************************************			
Lane Group Flow (vph)	0	0.	-86	0	0.	129	a sur principal de la company de la comp
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment Median Width(ft)	Left	Right	Left	Right	Left	Left	
Link Offset(ft)	12 0		0 0		•	0	
Crosswalk Width(ft)	16		16			0.	
Two way Left Turn Lane	10		10			16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	1,00	9	1.00	1.00	
Sign Control	Stop	· · · · · · · · · · · · · · · · · · ·	Free		₩.	Free	
MATERIAL STATE OF THE STATE OF							

*********	CONTRACTOR STATE	
4rea	Туре:	Oth

Intersection		0,1		6.3								in a	
Movemen			MOD	Ne is	BR SB	L SBT							
	ifigurations	¥		14	i Eleverado E	વ							
Traffic Vo	l, veh/h	0	- 0	63	40	3 106							
Future Vo	ol, veh/h	0	0	63		3 106	***						
Sign Conf	g Reds, #/hr trol	Stop		0 Free F	ree Fre	0 0 e Free							
RT Chani	relized		None .		one								
Storage L		0	-	_	-								
ven in Me Grade, %	edian Storage	,# 0 0		0	•	- 0							
Peak Hou		85	85		85 8	- 0 5 8 5							
Heavy Ve		0	0_	8		0 2							
Mymt Flo	N	0	. 0	.74	12	4 125							
		SCINOLOGICA PARA					oriomore representation (New		to the assessment was a constant	444			
Conflicting	oj	/mor1 == 213	Ma 80	jort :		and the second	i policy	4 9 4		4.1			e de la companya
Sta		213 80	80	0	0 8	6 0							
Sta	ge 2	133	-	-	_								
Critical Ho		TACOURT LANCONSPRESSOR STREET	6.2	-	+ 4,	1				11000			
Critical Ho	awy Stg 1 two Sta 2	5.4 5.4	-	-	-	- -	3.0623						**
Follow-up		3.5	3.3	-	- 2.	2 -		e di ce se					
	Maneuver	780	986	4	- 152	3 -					o la maio		
Sta Sta	ge 1	948 898	-	-	-	- -							
Platoon bl	locked, %			-	-								
	1 Maneuver		986		- 152	3 -							
	2 Maneuver ge 1	778 948	-	-	-								
	ge 2	895	-		-								
100													
Approach	1 4 T 1 1 1	WB.		NB 🗀	S	3				100			
	trol Delay, s	0		0	0,:	2							
HCM LOS		Α									-		
42 W.	e/Major Mvml veh/h)	CHEST I	NB MIN	IBHWBI	.n1: SBI - 152:	#5000000000000000000000000000000000000		New York			244 (T.E.)		E-GANDEN EN
	e V/C Ratio		_	-	- 0.002								
HCM Con	trol Delay (s)			•	0 7.	1 0							
HCM Land	e LOS %tile Q(veh):		-	-		\ А) -							
TOWN SOLL	wine M(AEU)		-										

			7	1	No. or	N	*	#	*	1	: 1 : 4	1
cahe Group (2005)	* EBL	PEF	EBR	WEL	WBT	WBR	- NBL	NB™	"NBR	SBL	SBT	SBR
Lane Configurations	line in the later of the later	4		/	4			414			4 14	
Traffic Volume (vph)	59	33.	87	143	66	53	133	745	72	19	665	94
Future Volume (vph)	59	33	87	143	66	53	133	745	72	19	665	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%	_		-1%:			. 0%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes Taper Length (ft)	25		0	0.		0	Ō		0	0		0
Lane Util. Factor	25 1.00	1.00	4.00	25	2 0n	4.66	25			25		1
Ped Bike Factor		1,00	1.00	1,00	1.00	1,00	0.95	0.95	0.95	0,95	0.95	0.95
Fri		0.934			0.973			0.000				
Flt Protected		0.984			0.973			0.989 0.993			0.982	
Satd, Flow (prot)	n	1860	n.	n	1707	n	in.	3174	n	n	0.999 3139	A
Flt Permitted		0.796		U	0.644		V	0.993	V	U	0.999	Ų
Satd, Flow (perm)	0.	1504	n	n.	1130	O.	n i	3174	o.	- 0	3139	ń
Right Turn on Red			Yes	•	, 100	Yes	U	VIIT	No	U	9193	Yes
Satd, Flow (RTOR)		40			- 11	100			140		14	169
Link Speed (mph)		30	S Market Control		30			40		1	40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5	S.C. 100.000.00(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(5.8			12.1			24.0	
Confl, Peds. (#/hr)												
Confl. Bikes (#/hr)						a a rega remandensimilare com non o		WY 2002 TO THE TOTAL CO. THE PARTY.		a and a second		Na official and the
Peak Hour Factor	0.88	0.88	0,88	0.88	0.88	-0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	2%-	3%	20%	1%	4%	13%	63%	5%	-0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		•										
Mid-Block Traffic (%)	A	0%	44		0%			0%	Wilder street America	D Miller House, and a second	0%	16671000F886F8UBF038HS
Adj. Flow (vph)	67	38	99	163	. 75	60	151	847	82	- 22	756	107
Shared Lane Traffic (%) Lane Group Flow (vph)	0	004		ň	000				_			
Enter Blocked Intersection	No	204 No	0 No	0	298	. 0	0	1080	0	0	885	0
Lane Alignment	Left	Left	Rìght	No Left	No Left	No	No	No	No	No	No	No
Median Width(ft)	LOIL	Len O	Night	LOIL		Right	Left	Left	Right	Left	Left	Right
Link Offset(ft)		0			Ö.			0 6			0	
Crosswalk Width(ft)		16			16	Barrer Distriction		16		e in a surface	0, 16	
Two way Left Turn Lane		,,,			10			10			10	
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15	0100	9	15	1.00	1.00	1.03	1.03	1,03 0
Number of Detectors	1	2		1	2		1	2	•	1	2	
Detector Template	Left			Left			Left	-		Left	2	
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	- 0	-5		0	-5		0	-5		-0	-5	
Turn Type	Perm	NA	The state of the s	Perm	NA		Split	NA		Split	NA	
Protected Phases		- 4			8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	4	4	0.00	- 8	8		2	2		6	- 6	
Switch Phase	2 28°											

Year-2023 Build Traffic Volumes 1: NYS Route 303 & Mountainview Avenue

		->	~	1			4	†	*	•	1	1
Lane Gröupt die bei er	ELL	BBT	EBR-	A (E)	WET	WBR	NBL	ABT F	- 186	SBL	561	458BR
Minimum Initial (s)	5.0	5:0		5.0	5.0		5.0	5.0		.5.0	5.0	Colonia de
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0 27.3%	30.0 27.3%		30.0 27.3%	30.0 27.3%		40.0	40.0		40.0	40.0	
Total Split (%) Maximum Green (s)	27.3%	25.0		26.0	25.0		36.4% 34.0	36.4% 34.0		36.4% 34.0	36.4% 34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		***************************************	0.0	PRO-1001-00-00-00-00-00-00-00-00-00-00-00-0		0.0	control and the Control and Control
Total Lost Time (s)		5:0-			5.0			6.0			6.0	
Lead/Lag							-					
Lead-Lag Optimize? Vehicle Extension (s)	2.0	2.0		2.0	2.0		2,0	2.0		3.0	3.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	Maria Company	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0,0	
Recall Mode	None	None		None	None		Max	Max		None	None	
Walk Time (s)				7.0	7.0					7.0	7.0	
Flash Dont Walk (s)				18.0	18.0				-	15.0	15.0	
Redestrian Galls (#/hr) v/c Ratio		0.54			5 1,12			1.09	1	0	0.92	
Control Delay		36.0			128.1			93.1			52.1	
Queue Delay	19.12	0.0	inia. I dayta dag		0.0	****		0.0		www.challan.ch	0.0	
Total Delay		36.0			128.1			93.1			52.1	
Queue Length 50th (ft)		102			~238			~456			310	
Queue Length 95th (ft) Internal Link Dist (ft)		* 173 515			#399 175			#566			#411	
Turn Bay Length (ft)		010			1/0			630			1330	
Base Capacity (vph)		375			267			990			988	
Starvation Cap Reductri		. 0			0			0			. 0	
Spillback Cap Reductn	Protesta Ministra	0			0 ·	de la la la companya de la companya	in definition or management agent to a part	0	07-3040-9040-704-3040-3040-3040		0	ENDALMY EVEN SELECTION AND SE
Storage Cap Reductn		0			0.		10.00	0			0	
Reduced v/c Ratio		0.54			1.12			1.09			0.90	
ntersection Summery	1.00								-			
	Other		The second section of the second	pales in	8008 3880 3800 ACC		*****			BIS-leblescologence /oon-nemcco	· ····································	Diferal abilitation for application of the
Cycle Length, 110												
Actuated Cycle Length: 109 Natural Cycle: 110				l e								
Control Type: Actuated-Unco	ordinated		•					<u> </u>				
 Volume exceeds capacit 		theoretica	alty infinit	e,								
· Queue shown is maximur												
# 95th percentile volume e			ue may	be longer							1000	
Queue shown is maximur	n atter two	cycles.										•
Splits and Phases: 1: NYS	Route 30	3 & Mount	ainview /	Avenue	.**				w.			
₩ Ø2	-		1	7£				3	A.			
21 K/23			T. C.	7C)			55 AB S10 A	10.35	TW4	64 646		
		Carrier of Europe (Control of Control of Con		- Constitution of the Cons								
									Ø8			
<u> </u>				-								

	×	. **	•	*	No.	A,	1	*	1	1	a‡r. a¥a	2
Movement	EBL	EBTA	EBP	= WBL	WBT	WBR	NBL	NBT	- NBR	SBL	SET	FSAR
Lane Configurations		4	_		44•			4 ि			414	
Traffic Volume (veh/h) Future Volume (veh/h)	59 59	33 33	87 87	143	66	53	133	745	72	19	665	94
Initial O (Qb), veh	09 0	აა 	67 0	143 0	66 0	53 0	133 0	745 0	72 0	19 ຄ	665	94 0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	U.	1.00	1.00	, v	1.00
Parking Bus, Adj	1.00	1.00	11.00	1,00	1.00	1.00	1.00	1.00	1.00	1:00	1.00	1.00
Work Zone On Approach		· No			No			No			No	02300.082408.03
Adj Sat Flow, veh/h/ln	2042	2042	2042	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h Peak Hour Factor	67 0.88	38 0.88	99 0,88	162 0.88	75 0.88	60 0.88	151 0.88	847 0.88	82 0.88	22 0.88	756	107
Percent Heavy Veh, %	1	u.oo 1	, 0.00 1	3	3	v.oo - 3.	U.00	v.oo 4	U.00	U,66	0.88	0.88 5
Cap. veh/h	149	96	189	220	85	64	154	907	92	25	883	132
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.32	0.32	0.32	0.29	0.29	0,29
Sat Flow, veh/h	445	409	805	715	360	272	482	2837	287	87	3092	462
Grp Volume(v), veh/h	204	0	0	297	0	0	570	- 0	510	473	0	412
Grp Sat Flow(s), ven/h/ln	1659	0	0	1347	- 0	0.0	1817	- 0	1789	1860	0	1781
Q Serve(g_s), s Cycle Q Clear(g_c), s	0.0 - 11.0	0.0	0.0	12.2 23.2	0.0	0.0 0:0	33.1 33.1	0.0 0.0	28.9 28.9	25.9	0.0	22.9
Prop In Lane	0,33	0.0	0.49	0.55	u.u	0.20	0.27	U.U	∠o.⊎ 0.16	25.9 0.05	0.0	22,9 0,26
Lane Grp Cap(c), veh/h	435	0	0.10	369	0	0.20	581	0	572	531	0.	509
V/C Ratio(X)	0.47	0.00	0.00	0.81	0.00	0.00	0.98	0.00	0.89	0.89	0.00	0.81
Avail Cap(c_a), veb/h	435	. 0	0	369	0	0	581	. 0	572	594	0	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I) Uniform Delay (d), s/veh	1.00 35.2	0.00 0.0	0.00	1.00 40.4	0.00	0.00	1,00	0.00	1.00	1.00	0.00	1.00
Incr Delay (d2), s/veh	0.3	0.0	0.0	40.4	0.0 0.0	0.0 0.0	35.9 33.0	0.0	34.5 18.9	36.4 14.4	0.0	35.3 7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0,0	0.0	8,7	0.0	0.0	19.2	0.0	15.0	13.4	0.0	10.6
Unsig. Movement Delay, s/veh					det date in a surrous							KENTANCO CINEDADORE
LnGrp Delay(d),s/veh	35.5	3 1 T.	0.0	51.9	0.0	0.0	68.8	0.0	53.3	50.8	-0.0	43.2
LnGrp LOS Approach Vol. veh/h	D	A 204	A	D	A 297	Α	<u> </u>	A	D	D	A	<u>D</u>
Approach Delay, s/veh		20 4 35.5			297 51.9			1080 61.5			8 85 47.3	
Approach LOS		55.5 D			51,5 D			01.0 E			47.3 D	
					_			_				
Phs Duration (G+Y+Rc), s	SALE IN COL	40,0	elene e	30.0		36.4	<u> </u>	30.0	12.7	50.00	al al asset	
Change Period (Y+Rc), s		6.0		5.0		- 30,4 6.0		5.0				
Max Green Setting (Gmax), s		34.0		25.0		34.0		25.0				
Max Q Clear Time (g_c+l1), s		35.1		13.0	2.5000	27.9		25.2				
Green Ext Time (p_c), s		0.0		0.5		4 2.5		0.0				
Intersection Stimmary												
HCM 6th Ctrl Delay			53,1									<u> </u>
HCM 6th LOS			D									7. S. N. S.

2: Mountainview Avenue & Greenbush Road

	3 TELE	L	*	1	4	K
ane Gioup	WEWEL:	118	SANET	N 55	SWE	SWT
Lane Configurations	W		þ	NAME OF TAXABLE PARTY.		भ
Traffic Volume (vph)	55	-21	98	27	4	207
Future Volume (vph)	55	21	98	27	4	207
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Storage Length (ft) Storage Lanes	0	0		0	0	
Taper Length (ft)	. 1 25	U		U	25	
Lane Util. Factor		1.00	4.00	1.00	/2007/2017 VANDER/OF 14 2017/2017	1:00
Ped Bike Factor	INUU	1,00	1,00	1,00	ייטיון	1.00
Fit	0.963		0.970	les est		
Flt Protected	0.965					0.999
Satd. Flow (prot)	1893	0	1686	, n	ñ	1839
Flt Permitted	0.965			ier Bis Vis V	.	0.999
Satd, Flow (perm)	1893	-0	1686	. 0	0	1839
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Contl. Peds. (#/hr)	1.			. 1	100000	
Confl. Bikes (#/hr)	**************************************				AND THE RESIDENCE AND THE PROPERTY OF THE PROP	
Peak Hour Factor	0.88	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	14%	37%:	20%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	00/		00/			00/
Mid-Block Traffic (%) Adj. Flow (vph)	0% -66	25	0% 118		Œ	0% 249
Shared Lane Traffic (%)	- 00	40	110	33 -	9	249
Lane Group Flow (vph)	91	n	151	n	n.	254
Enter Blocked Intersection	. No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0		an eng April San San San San	0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16	and the second control of the second	16		n ver-man i samelete i ker Maddi.	16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0,91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop	•	Free			Free
intersection Summary						
Area Type:	Other					on the Period Process
Control Type: Unsignalized						
					cumir (Strictald) (Stri	

intersection				10.00				in in the			
Int Delay, s/veh	2.1							and a second second second second			
Viov e ment	The second second second	COLUMN TO SERVICE STATE OF THE	THNER	SWL	SWT				17.4		
Lane Configurations Traffic Vol., veh/h	₩ 55	21 1]- 18 27	4	4 207						
Future Vol, veh/h	55	21 9	8 27	4	207						
Conflicting Peds, #/hr	1	A-11-12-A N.Y. (MAXING ACROSCA) 26 192 192 192	0 1	WALLE STATE OF THE STATE OF	0.						
Sign Control RT Channelized		Stop Fre Vone	e Free - None	Free	Free None						
Storage Length	0	-		-	-						
Veh in Median Storage Grade, %	i,# 0 0		0 - 2 -	•	-2				9 (8 (8)		
Peak Hour Factor	83		3 83	83	-2 83						
Heavy Vehicles, %	6		4 37	- 20	11						
Mymt Flow	60.	25 11	8 33	5	249						
Major/Minores-Paragraph	Minor1	Major		Vaior2						1. 14.44	
Conflicting Flow All	396	136	0 0	152	0						
Stage 1 Stage 2	136 260		• •	100	•						
Critical Hdwy	6.46	6.25		4.3							
Critical Hdwy Stg 1	5.46	-		-	-						
Critical Hdwy Stg 2 Follow-up Hdwy	5.46 3.554 3	.345		2.38	-						
Pot Cap-1 Maneuver	601	905		1326	 .						
Stage 1 Stage 2	881 774	-		-	-				***		
Platoon blocked, %					-						
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	597 597	904		1324							
Stage 1	880			-	-						
Stage 2	770	-		-	-						
					4.5						
Approach HCM Control Delay, s	11.3	SEE N	0	- FSW - 0.1		mija in 1998	stratal to d	Section 1			escapa (per
HCM LOS	В			V.,							
					, i						res estados
Minor Lane/Major Mymi			NAME OF TAXABLE PARTY.		SWT						
Capacity (veh/h) HCM Lane V/C Ratio	1		- 0.139	1324 0.004	-						
HCM Control Delay (s)			- 11.3	7,7	0						
HCM Lane LOS HCM 95th %tile Q(veh)			- B - 0.5	A 0	Α						
				T 2							

	1		1	-	\	₹.	•
canti Group (1849)	- INVE	-WER	-NBT	WVER-	* 8B	SBT	
Lane Configurations	W	AND THE PROPERTY OF	14		Acceptable of the Control of the Con	भी	
Traffic Volume (vph)	90	8	107	11	- 1	121	marini kamakan jarihwa akamban akamban akamban k
Future Volume (vph)	90	8	107	11	1	121	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	end continue research die to die not des alle de la continue de
Lane Width (ft)	12	12	13	13	11	1 1	
Grade (%)	- 0%		0%			0%	
Storage Length (ft)	0	0		0	0		
Storage Lanes	3-1164	0		0 -	0		pengagan salah penganak belari repektiran beranan dari sebagai penganak beranan beranan berana berana berana b
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	1,00	1,00	1.00	1.00	and the second of the second o
Ped Bike Factor							
Fit 1	0.989		0.987				
Fit Protected	0.956	A.	4004			300 0	
Satd. Flow (prot)	1541	. 0	1801.	.V.	U.	183/	
Flt Permitted	0.956		4004			JAA D	
Satd. Flow (perm)	1541	U	1801	U	Ų	1837	
Link Speed (mph) Link Distance (ft)	30 376		30 319			30	
	8.5					523	
Travel Time (s) Confl. Peds. (#/hr)	0.0	4	7.3	4	41	11.9	
Confl. Bikes (#/hr)	l I			a sue de la			Andre Lindrich er 1860 ist die 1966 beginn de State en 1860 ist.
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	18%		0%		0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	105	. 9	124	13	1.	141	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	114	0 -	137	. 0	Ö	142	
Enter Blocked Intersection	No	No	No	Ņо	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12		0			0	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04	
Turning Speed (mph).	15	9		9	15		
Sign Control	Stop		Free			Free	
Intersection Surmmary				10			
	Other						
Control Type: Unsignalized	Calo	951.0					
The second of th							

intersections 12											1.00				
Int Delay, s/veh	3.3					ar et et et									
									F10.11.X				OF STREET, STR	MATO TO COME OTATO OF ANY OTATO	Salvanus ar Perendus contractions
Movement 2	Accession of the Court N St.	WER	NBT	-NBR	SBL	SBT									
Lane Configurations Traffic Vol., veh/h	₩	8	1 2- 107	11	4	4 121					***				
Future Vol, veh/h	90	8	107	11	1	121 121									
Conflicting Peds, #hr		. 1	0	1		0			*						
Sign Control	Stop	Stop	Free	Free	Free	Free			3. 7						
RT Channelized		None	•	None	-	None									
Storage Length	0	-	#-	-	-	-		***************************************	2004 CO. W. T. W.	fragesta explanation (co.		900-lofel-rougen-recogni	w.w.commencer.com		EXPERIMENTAL PROPERTY AND
Veh in Median Storag	WOME: WAS ISSUED BUILDINGS		0	•	-	0									
Grade, % Peak Hour Factor	0 88	- 86	0 86	86	- 86	0 86	7.4.4								
Heavy Vehicles, %	18	0	0	80	00	90 0					424				
Mvmt Flow	105	9	124	13	1	141	1.2								
			Military public			*		•			•				
Major/Minor	Minor4		laior1	io . R	lajor2				111					V. Yan la so	
Conflicting Flow All	276	133	0	0	138	0									
Stage 1	132	-													
Stage 2	144	-		-	-	-									
Critical Hdwy	6.58	6.2			4.1										
Critical Hdwy Stg 1	5.58		-	-	-	-					· · · · · · · · · · · · · · · · · · ·		C460504704272470		
Critical Hdwy Stg 2 Follow-up Hdwy	5.58 3.662	3.3	-		2,2										
Pot Cap-1 Maneuver		3.3 922	-	-	2.2 1458	-									
Stage 1	856	-	-	-	-										
Stage 2	845	-	-		-	-									
Platoon blocked, %			_	-		-									
Mov Cap-1 Maneuver		920	-	-	1457										
Mov Cap-2 Maneuver Stage 1	679 855	-	-	-	-	-									
Stage 2	843	<u>-</u>	-		-							•			
500 3	010														
Approach	· WB		NB.	nteres e	66				er ner						
HCM Control Delay, s	MARKET MENTERS	(CATALLIA)	0	56 94 P 2 1 3	886 0.1	COT MA		Tarine.	de Manigo	Sacrata State		(Albandrasid	178 (4.4)	us tur ti	
HCM LOS	В				0.1	300 Ta					v.*				
	_														
Minor Lane/Major Mvn	4	NaT :	NEDW	DI - 1	lear .	СБТ				en regions					
The state of the s						UP.		1 - 1 - 1		414-000		180		100000	CONTRACTOR OF
HCM Lane V/C Ratio		-).164 (-									
HCM Control Delay (s)				11.2		-0									
HCM Lane LOS		-		В	Α	Α		200700700			THE PERSONAL PROPERTY OF THE PERSONAL PROPERTY		water and the same		
HCM 95th %tile Q(veh		• 1	-	0.6	. 0										
												•		•	

4: Greenbush Road & Proposed Site Driveway

,	1	A.	1	1	\	2. To	
Tane Group	WELL	Wer	(8)	NEE		S81	
Lane Configurations	M		þ			भै	
Traffic Volume (vph) Future Volume (vph)	0	0	113 113	2 · 2	1	121 121	
ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	egye a kanalangan kepada menjada menjada nganggan pengangan di pengangan kepada sa pengangan kepada sa pengang
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%		0%		•	0%	
Storage Length (ft) Storage Lanes	0	0		0	0		
Taper Length (ft)	25				25		and the control of th
Lane Util, Factor	1.00	1.00	1,00	1.00	1.00	1.00	
Ped Bike Factor			6 666				
Fit Fit Protected			0.998				
Satd. Flow (prot)	1863	0	1896	0	0	1900	The state of the s
Flt Permitted	and the second s				emare: Newbookstates	all many facilities and an analysis	
Satd, Flow (perm)	1863	0	1896	0	0	1900	
Link Speed (mph) Link Distance (ff)	30 239		30 523			30 380	
Travel Time (s)	5.4		11.9			8.6	
Confl. Reds: (#/hr)							
Confl. Bikes (#/hr)							·
Peak Hour Factor Growth Factor	0.86 100%	0.86 100%	0.86 100%	0.86 100%	- 0,86 - 100%	-0.86 100%	
Heavy Vehicles (%)	100%	2%	0%	2%	2%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)	200						
Mid-Block Traffic (%) Adj. Flow (vph)	0% - 0	۸	0% 131	ŋ	4	0%	
Shared Lane Traffic (%)	U	U		-	- (1)	141	
Lane Group Flow (vph)	15 () () ()	. 0,	133	. 0	- 0	142	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment Median Width(ft)	Left 12	Right	Left 0	Right	Left	Left.	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor Turning Speed (mph)	1.00 15	1.00 9	1.00	1.00 9	1.00 15	1.00	
Sign Control	Stop		Free	A	ΗŪ	Free	
intersection Summary				CARDINA TO ST			
Area Type:	Other		Magazine es				
Control Type: Unsignalized							
		7*************************************	AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.				

merseolone	A 4													
Int Delay, s/veh	0.1										***Colorifolio comar greco	7.40.00 TO MATERIAL OF CONTROL OF	an Maranan State Assertina	
Movement Lane Configurations	# WBL	WBR	NBT. ĵ∍	NBR	SBL	SBT					i i jiku dibila			
Traffic Vol., veh/h	. T	0	i≯ 113	2	1	स 121								
Future Vol, veh/h	0	0	113	2	1	121	, Abre 7 (s							
Conflicting Peds, #/hr		0		- 0	0	. 0								
Sign Control RT Channelized	Stop	Stop None	Free	Free None	Free	Free None								
Storage Length	0	-	-	-	_	-								
Veh in Median Storag			0	÷		0								
Grade, % . Peak Hour Factor	0 86	- 86	0 86	- 86	86	0 86								
Heavy Vehicles, %	2	2	00	2	2	0								
Mvmt Flow	0.		- 131		1.	141								
													-	
	Minor1		lajor1	1, 1	lajoi£.		4-3-63							
Conflicting Flow All	275 132	132	0	0	133	0								
Stage 1 Stage 2	143			dred isl. -		-								
Critical Hdwy	6.42	6.22	-	•	4.12					K S				
Critical Hdwy Stg 1	5.42	_	-	-	_	-								
Critical Howy Stg 2 Follow-up Howy	5:42 3.518	3 318	dice de l		2.218									
Pot Cap-1 Maneuver		917	_		1452									
Stage 1	894	-	_	-	-	-			edition of the control					
Stage 2 Platoon blocked, %	884		-	•		. 7								
Mov Cap-1 Maneuver	714	917	-	-	1452	<u>-</u>								
Mov Cap-2 Maneuver	714	-	-	-	-	-								
Stage 1	894				•									
Stage 2	883	-	-	-	-	-								
Approach the West Co	- MBZ		NB.									COLUMN TO SERVICE SERV		
HCM Control Delay, s	0		0		0.1	100 B							rate e	
HCM LOS	Ā													
Minora Barre/Malford/Myn	fililiya i s	NBT	MBRW		× × × × × × × × × × × × × × × × × × ×	SBT		# # F						he our
Capacity (veh/h)			-		1452	•								
HCM Lane V/C Ratio HCM Control Delay (s)		-	-		0.001 7.5	- : 0								
HCM Lane LOS		-	-	A	Α	A								
HCM 95th %tile Q(veh))	_	-		0							i i		
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