TRAFFIC IMPACT AND SITE ACCESS STUDY - UPDATED

PROPOSED MIXED-USE SITE Portsmouth, New Hampshire

April 2019

Prepared for

Torrington Properties, Inc.

Transportation: Engineering • Planning • Design

TRAFFIC IMPACT AND SITE ACCESS STUDY PROPOSED MIXED-USE SITE PORTSMOUTH, NEW HAMPSHIRE April 24, 2019

INTRODUCTION

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On July 18, 2018 this office prepared the report entitled "Draft Traffic Impact and Site Access Study" for Torrington Properties, Inc. in order to assess the traffic impacts associated with the proposed residential/commercial development located on the east side of US1 Bypass at the site of the Frank Jones Center; a wedding, event, and conference center in Portsmouth, New Hampshire. Since publication of the draft report, the proposed development has decreased in size (69 fewer dwelling units) and the NHDOT and City of Portsmouth have requested supplemental traffic projections and analyses to better understand the implications of: 1) a possible future extension of Cate Street to the US1 Bypass (across from Borthwick Avenue), and 2) a possible future extension of the US1 Bypass median island through the Cottage Street/Coakley Road intersection (with removal of the traffic signal system).

The purpose of this finalized report entitled "*Traffic Impact and Site Access Study*" is to summarize the data collected, the future traffic projections, the technical analyses and our findings and recommendations relative to traffic operations, capacity, and safety in the study area.

A traffic study "scope" meeting was conducted with the NHDOT and City representatives on April 27, 2018. As a result of that meeting, the analysis periods were identified as the Weekday PM and Saturday Midday peak periods, and the study area was expanded to include several intersections:

- US1 Bypass/Cottage Street/Coakley Road
- US1 Bypass/Borthwick Avenue
- US1 Bypass/Existing Site Driveway (Right-In/Right-Out only)
- Islington Street/Bartlett Street/Pharmacy Driveway
- Bartlett Street/Cate Street
- Bartlett Street/Existing Shared Driveway (Ricci Lumber, Great Rhythm Brewing)
- Cate Street Extension/Proposed Site Driveway A
- Cate Street Extension/Proposed Site Driveway B
- Cate Street Extension/Proposed Site Driveway C

The City also requested: 1) supplemental counts on Woodbury Avenue (at the US1 Bypass Ramps and Franklin Avenue) for planning purposes, and 2) pedestrian and bicycle count data. The NHDOT requested that "lane utilization" be monitored on the US1 Bypass northbound approach to the Cottage Street/Coakley Road signalized intersection, given the upstream influence of the Portsmouth Traffic Circle.



EXECUTIVE SUMMARY

The proposed residential (273 dwellings)/commercial (44 KSF) development will generate approximately 353 (PM) and 444 (SAT) vehicle-trips during the peak hour periods, and the site will be accessible via: 1) the existing right-and/right-out driveway on the Bypass, 2) the existing shared site driveway located across from the Borthwick Avenue signalized intersection, and 3) an internal connection to Cate Street.

With the implementation of the traffic mitigation measures identified in this study, the US1 Bypass intersections at Cottage Street/Coakley Road and Borthwick Avenue/Existing Site Driveway are projected to operate <u>below</u> capacity through 2030 with the proposed development fully occupied.

The possible future extension of Cate Street through the subject site to the US1 Bypass (across from Borthwick Avenue) has the potential to alter the prevailing traffic patterns for some drivers in the study area. The net increases that are anticipated to occur on the Bypass will increase the volume-capacity (v/c) ratio for the overall Cottage Street/Coakley Road intersection from 0.95 to 1.01 during the 2030 PM peak hour. Similarly, the v/c ratio for the Borthwick Avenue/Cate Street Extension intersection will increase from 0.83 to 0.94 in 2030.

The possible future extension of the Bypass median island through the Cottage Street/Coakley Road intersection will eliminate the need for the traffic signal system at this location. However, the added traffic demand at the Borthwick Avenue/Cate Street Extension intersection will increase the v/c ratio from 0.94 to 1.14, resulting in an over-capacity situation by 2030.

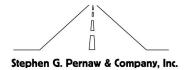
PROPOSAL

The subject site currently lies within the Mixed Residential District (G1–Gateway Corridor) on Lots 163-33, 165-2, 172-1, and 173-2. The proposed development involves razing the existing structures and constructing several new residential/commercial buildings that will contain: 250 mid-rise apartments, 23 townhomes, 22 ksf retail/restaurants, and 22 ksf of office space. The proposed development has the potential to implement the City's long-range plan to realign and extend Cate Street through the subject site to intersect with the US1 Bypass at the Borthwick Avenue signalized intersection. The existing bridge on Cate Street will be converted to a pedestrian-only bridge. A multipurpose path for bikes and pedestrians will be constructed along Hodgson Brook as well as a sidewalk on the development side of the extended roadway. For the purposes of this report only, the possible future roadway is named "Cate Street Extension."

Vehicular access to the development will continue to be provided via the existing right-in/right-out driveway on the Bypass, as well as three proposed site driveways that will intersect the south side of Cate Street Extension, if this roadway is extended. If not, then there will be an indirect driveway connection to Cate Street.

This report contains short-range and long-range traffic projections and analyses for the six existing and three proposed study area intersections for development Scenario A as shown below:

Development Scenario A: Full build-out of the subject site with Cate Street Extension.



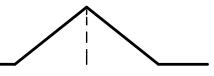
This report also includes supplemental long-range traffic projections and analyses for the two existing signalized intersections on US1 Bypass for the following two cases:

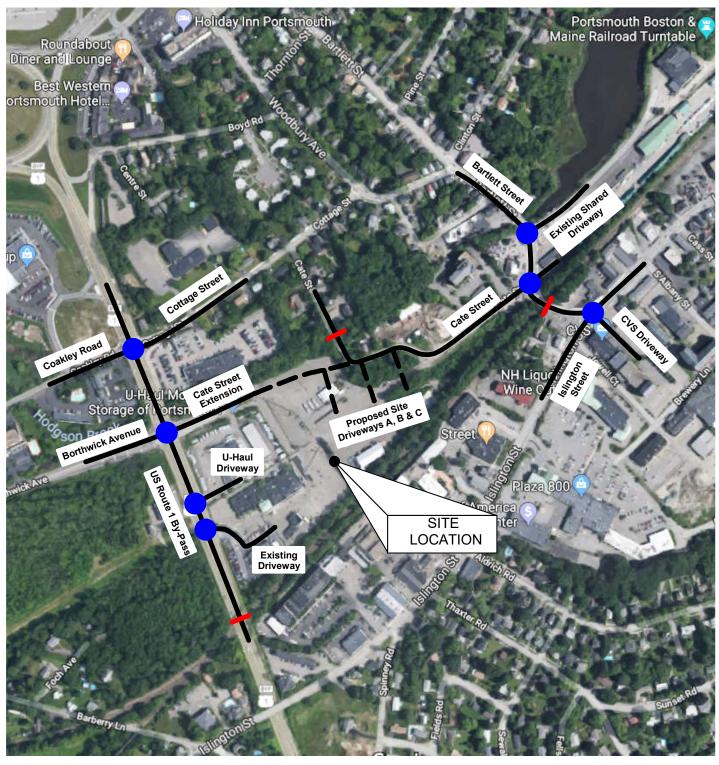
Development Scenario B: Full build-out of the subject site without Cate Street Extension.

Development Scenario C: Full build-out of the subject site with Cate Street Extension and extension of the median island on US1 Bypass through the Cottage/Coakley intersection.

Figure 1 shows the location of the subject site with respect to the area roadway system. Appendix A contains a preliminary concept plan that is the subject of this study.

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= AUTOMATIC TRAFFIC RECORDER LOCATION (NHDOT)

= INTERSECTION TURNING MOVEMENT COUNT LOCATION

NORTH

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EXISTING CONDITIONS

ROADWAYS

The **US1 Bypass** functions as a four-lane arterial highway with a general north-south orientation in the study area that extends from the Traffic Circle (and points north in Maine), past the subject site, to US1 in Portsmouth. This roadway will provide access to the site via the Borthwick Avenue signalized intersection, as well as via the existing Right-In/Right-Out Site Driveway. The speed limit is posted at 35 mph on the Bypass.

Bartlett Street functions as a local collector road with a general northwest to southeast orientation in the study area; its carries through vehicles between Islington Street and Woodbury Avenue via Dennett Street and Thornton Street. The horizontal alignment of the roadway is curvilinear and the vertical alignment is essentially flat in the study area. A paved sidewalk is present in most places along both sides of the roadway. The speed limit is posted at 20 mph in both directions.

Cate Street functions as a local collector road with a general north to south direction from its origin at Cottage Street to a sharp corner to the left and then an "S"-curve in its alignment heading to the east where its terminates at Bartlett Street. The horizontal alignment of the roadway is curvilinear and the vertical alignment ranges from flat to rolling in the area. There are no paved sidewalks or speed limit signs along Cate Street.

Islington Street functions as an urban arterial roadway with a general southwest to northeast orientation in the study area; it carries through vehicles between NH Route 33 and downtown Portsmouth. The horizontal alignment of the roadway is curvilinear and the vertical alignment is essentially flat in the study area. Islington Street provides access to numerous commercial sites and retail businesses, as well as many residences. A paved sidewalk is present along both sides of the roadway.

INTERSECTIONS

The US1/Cottage Street/Coakley Road intersection functions as a typical four-leg intersection that operates under traffic signal control. The approach lanes at this intersection are designated accordingly:

NB: One exclusive left-turn lane, one exclusive through lane, one shared through-right lane

SB: One exclusive left-turn lane, one exclusive through lane, one shared through-right lane

EB: One shared left-through-right lane

WB: One shared left-through lane, one exclusive right-turn lane

This traffic signal utilizes a fully-actuated controller that operates with three basic signal phases: 1) northbound and southbound left turns, 2) northbound and southbound through-right movements, and 3) the Cottage Street and Coakley Road approaches run concurrently. This controller is programmed to operate with a 120-second (PM) and 110-second (SAT) cycle length during the peak hour periods, and is coordinated with the signal system to the south.



The **US1/Borthwick Avenue** intersection also functions as a typical four-leg intersection that operates under traffic signal control. The approach lanes at this intersection are designated accordingly:

NB: One exclusive left-turn lane, one exclusive through lane, one shared through-right lane

SB: One exclusive left-turn lane, one exclusive through lane, one shared through-right lane

EB: One exclusive left-turn lane, one shared left-through lane, one exclusive right-turn lane

WB: One exclusive left-turn lane, one shared through-right lane

This traffic signal utilizes a fully-actuated controller that operates with four basic signal phases: 1) northbound and southbound left turns, 2) northbound and southbound through-right movements, 3) eastbound departures from Borthwick Avenue and 4) westbound departures from Borthwick Avenue (future Cate Street Extension). This controller is coordinated with the traffic signal system to the north and it is programmed to operate with a 120-second (PM) and 110-second (SAT) cycle length during the peak hour periods.

The Islington Street/Bartlett Street/Pharmacy Driveway intersection functions as a four-leg intersection that operates under traffic signal control. The signal heads are currently post-mounted or span wire-mounted. The existing lane configuration at this intersection is delineated as follows:

EB: One shared left-through lane, one exclusive right-turn lane

WB: One shared left-through-right lane

NB: One exclusive left-turn lane, one shared through-right lane

SB: One shared left-through lane, one exclusive right-turn lane

This traffic signal utilizes a fully-actuated controller that operates with three basic signal phases and an exclusive pedestrian phase (when actuated): 1) the Islington Street southbound approach (with permitted left turns) and northbound through-right movements, 2) Islington Street northbound left turns (lagging phase) with northbound through-right movements, and then 3) the Bartlett Street and pharmacy driveway approaches run concurrently. This controller operated with a 90-second average cycle length during both peak hour periods. Three crosswalks are present and extend across the southbound, westbound and eastbound approaches. The exclusive pedestrian phase was utilized only occasionally during the peak hour periods.

The **Bartlett Street/Cate Street** intersection functions as a typical three-leg "T" intersection; however there is an existing parking lot driveway located across from Cate Street that was utilized minimally during the traffic count periods. The Cate Street approach currently operates under STOP sign control. The existing lane configuration at this intersection is delineated as follows:

EB: One shared left-right lane

NB: One shared left-through lane

SB: One shared through-right lane

Although not formally designated with two approach lanes, the Cate Street approach to Bartlett Street is flared to the extent that left and right turning vehicles are able to queue side-by-side on occasion. Crosswalks are not present at this intersection.



The **Bartlett Street/Existing Shared Driveway** intersection functions as a typical three-leg "T" intersection and the Existing Shared Driveway approach operates with no traffic control devices (no stop sign, no pavement markings). The approach lanes are designated accordingly:

WB: One shared left-right lane NB: One shared through-right lane SB: One shared left-through lane

The US1 Bypass/Existing Site Driveway intersection functions as an atypical three-leg "T" intersection where the use of the site driveway is limited to right-turn arrivals and right-turn departures (due to the median island on the Bypass). The approach lanes are designated accordingly:

WB: One right-turn exit only lane

NB: One exclusive through lane and one shared through-right lane

The Cate Street Extension/Proposed Site Driveway A, B, & C intersections will function as typical three-leg "T" intersections with one shared lane on each approach. Each site driveway approach will operate under stop sign control and will be delineated with a short section of four-inch double-yellow centerline and an 18-inch white stop line.



TRAFFIC VOLUMES

Research at the New Hampshire Department of Transportation (NHDOT) revealed that short-term automatic traffic recorder counts were conducted on: 1) US1 Bypass (under B&M railroad) in July-August 2018, 2) Bartlett Street (west of Islington Street) in September 2017, and 3) Cate Street (at Hodgson Brook) in August of 2017. These count stations are located a short distance from the subject site.

The NHDOT data shows that the US1 Bypass carried an Annual Average Daily Traffic (AADT) volume of 18,997 vehicles per day (vpd) in 2018. Similarly, Bartlett Street carried an AADT volume of 16,742 vpd and Cate Street carried 1,448 vpd in 2018. Data from the automatic traffic recorder counts is summarized graphically on Page 9 and shows the daily and hourly variations in traffic demand in the study area. Except for Cate Street, the hourly rate of traffic flow reached peak levels during the weekday evening commuter period. Appendix B contains a summary of the NHDOT count data.

To establish current travel patterns and traffic volumes in the study area, Pernaw & Company, Inc. conducted simultaneous turning movement and vehicle classification counts at the six existing study area intersections on Thursday, May 24th from 3:00 to 6:00 PM and on Saturday, May 26 from 11:00 AM to 3:00 PM. The new 2018 balanced count data for the study area intersections is summarized on Figure 3A & 3B. Several facts and conclusions are evident from this data.

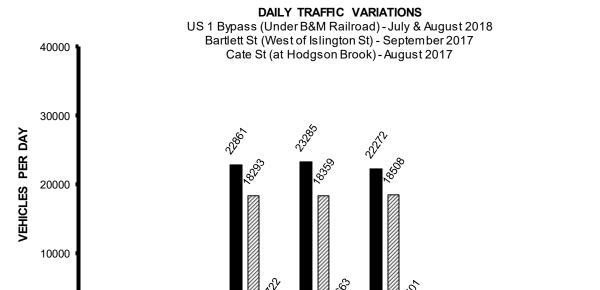
- The highest traffic hour for the overall study area system occurred from 4:30 to 5:30 PM at which time the volume of traffic on the Bypass ranged from 2,117 vehicles south of the site to 2,273 vehicles north of Cottage Street (total both directions). The majority traveled in the northbound direction on the Bypass during this peak hour. During this same hour, Islington Street and Bartlett Street accommodated over 1,100 vehicles. Cate Street (west of Bartlett Street) carried 151 vehicles, Borthwick Avenue carried 587 vehicles (west of US1 Bypass), and Cottage Street carried 496 vehicles.
- On Saturday the highest traffic hour for the overall study area system occurred from 11:45 AM to 12:45 PM and the roadway volumes were found to be lower than during the weekday PM peak hour. The traffic volume on the Bypass ranged from 1,752 to 1,844 vehicles per hour, Islington Street and Bartlett Street generally carried fewer than 1,000 vehicles (except 1,007 vehicles were observed on Islington Street north of Bartlett Street). Cate Street (west of Bartlett Street) carried 76 vehicles, Borthwick Avenue carried 257 vehicles (west of US1 Bypass), and Cottage Street carried 305 vehicles.
- The section of Borthwick Avenue east of US1 Bypass (where Cate Street will be extended to) carried only 33 (PM) and 40 (SAT) vehicles during the peak hour periods, primarily due to the U-Haul business.
- Truck traffic accounted for approximately 2-3% (PM) and 1% (SAT) of the traffic flow during the peak hour periods at the study area intersections.



 Pedestrian activity was monitored at the study area intersections and was found to be highest at the Islington Street/Bartlett Street intersection with 49 pedestrians observed during the PM peak hour. The Bartlett Street/Cate Street intersection accommodated 17 pedestrians and there 15 pedestrians observed at the Bartlett Street/Shared Driveway. Pedestrian activity at the two study area intersections on US1 Bypass was nil during the PM peak hour. Comparable pedestrian volumes occurred during the Saturday midday peak hour.

Figure 2A (PM) and Figure 2B (SAT) summarize the raw turning movement count data for each study area intersection and its individual peak hour. Figure 3A (PM) and Figure 3B (SAT) summarize the turning movement volumes for the overall "system" peak hour. The detail sheets summarizing the intersection turning movement count data are included in Appendix C. The pedestrian count data is included in Appendix D.



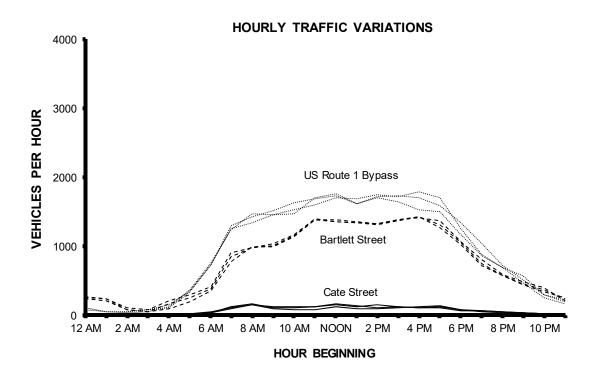


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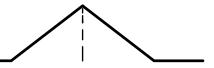


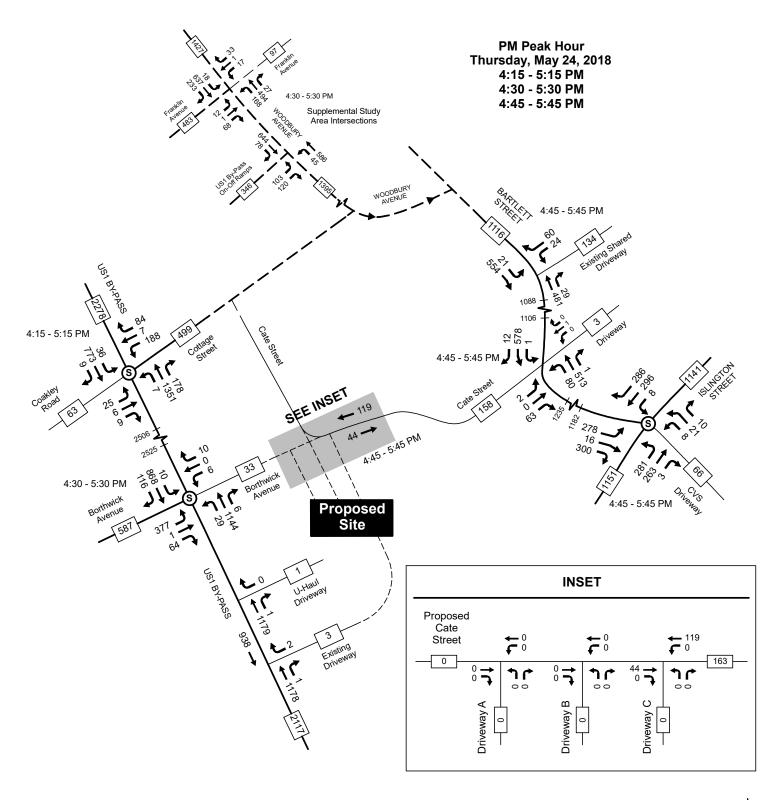
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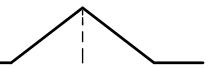
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Figure 2A



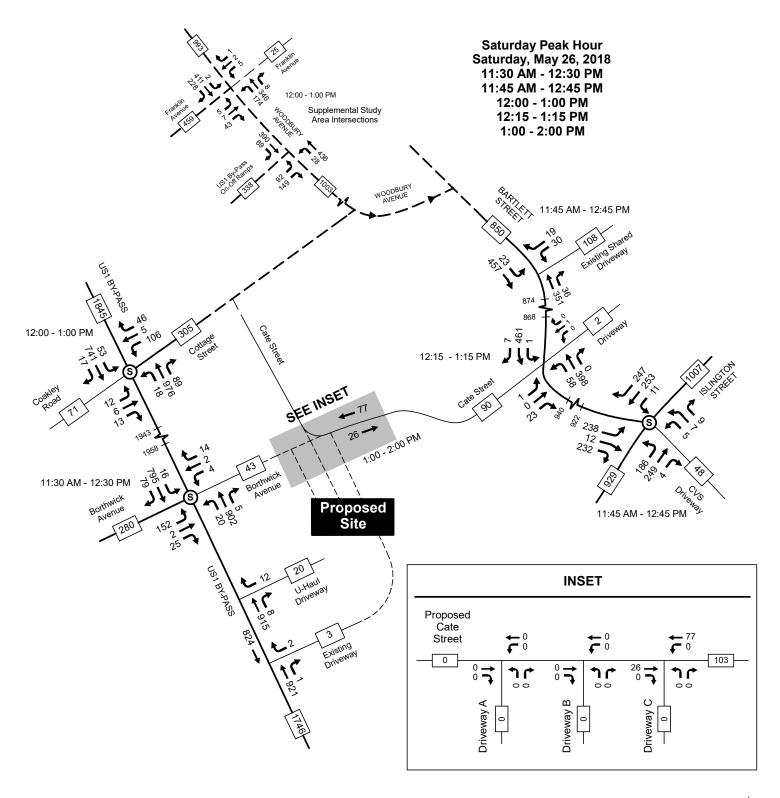
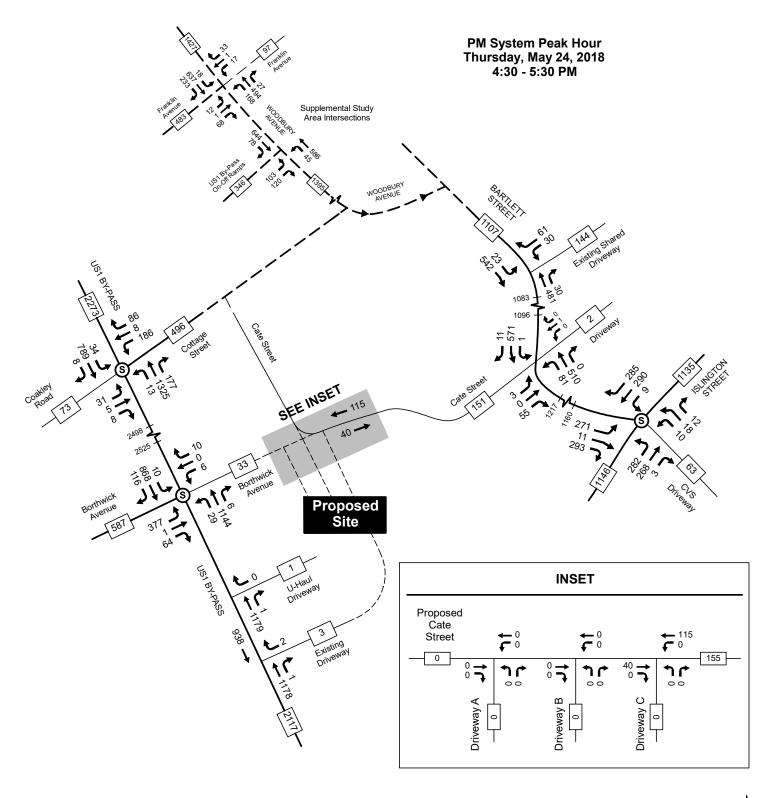
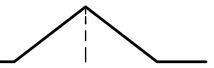


Figure 2B







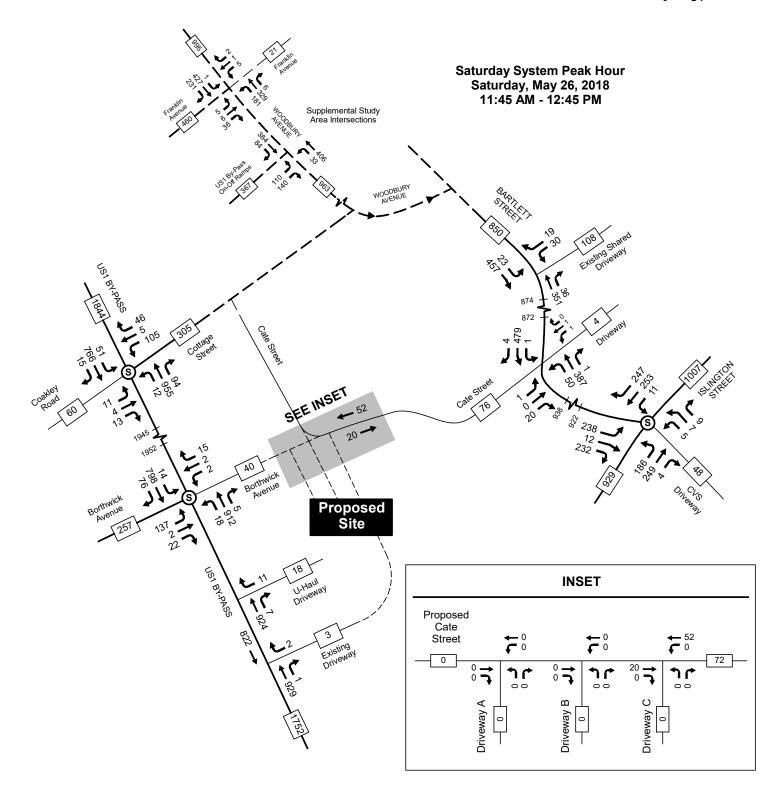


Figure 3B



NO-BUILD TRAFFIC VOLUMES

In order to identify the net impact that the proposed residential/commercial development will have in the study area, future traffic projections <u>with</u> and <u>without</u> the proposed development are necessary. The future traffic projections without the proposed development are referred to as "No-Build" traffic projections.

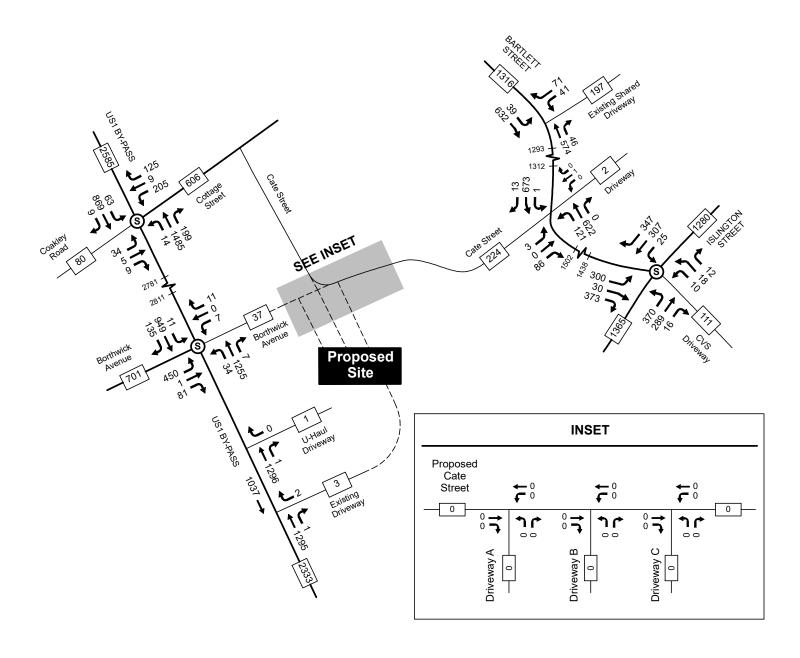
The No-Build traffic volumes for 2020 and 2030 are summarized schematically on Figures 4 through 7. These projections are based on the May 2018 traffic volumes, a 1-percent annual background traffic growth rate (compounded annually) to account for normal growth in the area, and peak-month seasonal adjustment factors of 1.07 (PM) and 1.08 (SAT).

The No-Build projections also account for five other pending development projects that were identified at the "scope meeting."

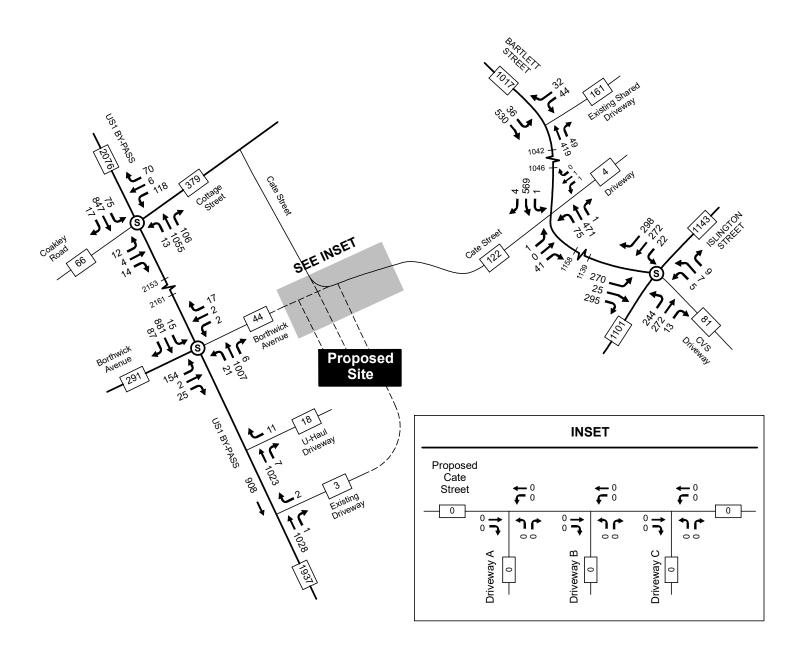
- Proposed Multi-Family Development 31-unit townhouse development on Cate Street
- Proposed Office Development 50,000 sf office building off of Borthwick Avenue
- Proposed Apartments 92-unit apartment development at 145 Brewery Lane
- Proposed Mixed-Use Development Mixed-use development at 110 Brewery Lane
- Proposed Residential Development 120 dwellings off Bartlett Street (Clipper Traders)

The No-Build traffic projections are intended to reflect worst-case, peak-month, peak-hour conditions. Calculations pertaining to the derivation of the annual background traffic growth rate and the seasonal adjustment factors are contained in Appendix E. Appendix F contains the diagrams for the five other development projects.



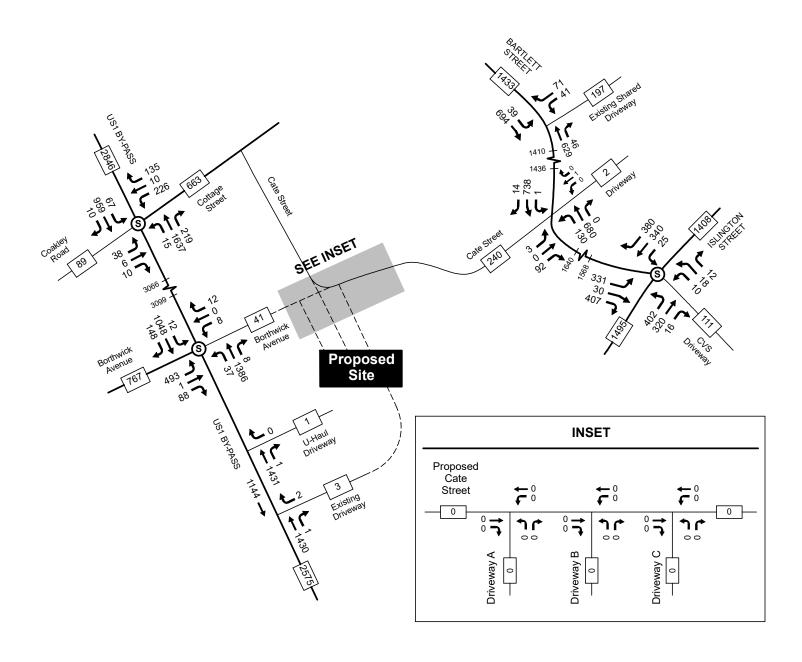


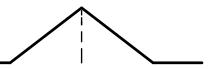


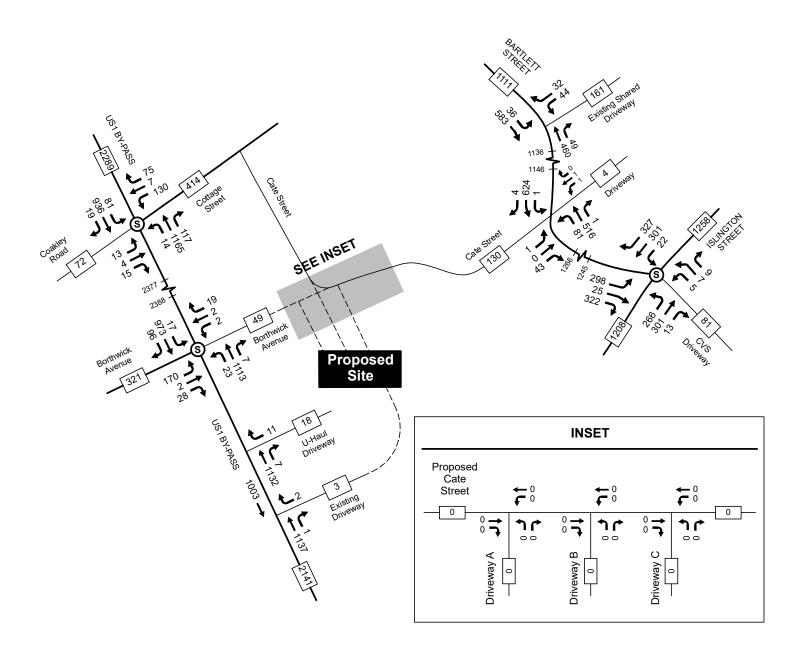




Pernaw & Company, Inc.









SITE GENERATED TRAFFIC

In estimating the quantity of vehicle-trips that will be produced by the proposed residential/commercial development, Pernaw & Company, Inc. considered the standardized tripgeneration rates and equations published by the Institute of Transportation Engineers (ITE) ¹. In this case the number of dwelling units and the gross floor area of the commercial space were used as the independent variables.

Based upon ITE Land Use Codes (LUC) 220 & 221 – Multi-Family Housing (Low-Rise and Mid-Rise, respectively), the residential portion of the development is expected to generate approximately 123 (PM) and 128 (SAT) vehicle-trips during the peak hour periods. Trips that are generated by residences are considered to be "new" trips to the study area (primary trips).

Based on several ITE LUC (for restaurants, retail and offices), the commercial portion of the development is expected to generate approximately 230 (PM) and 316 (SAT) vehicle-trips during the peak hour periods. Restaurants and retail trips are comprised of both primary trips and "pass-by" trips which are drawn from the existing traffic stream on US1 Bypass.

Table 1 summarizes the results of the trip generation analysis and shows that the overall site will generate approximately 353 (PM) and 444 (SAT) vehicle-trips during the peak hour periods. This table also shows the breakdown between the primary trips and the pass by trips.

In mixed-use developments it is reasonable to expect some interaction will occur between certain compatible uses; i.e. some residents and office employees may utilize the eating establishments (and retail use) in the commercial building rather than traveling off-site. According to NCHRP 684 guidelines, approximately 76 of the 353 PM trips (22%) could be subtracted from the trip estimate for the overall site to account for "internal" trips. To introduce conservativeness into the subsequent analyses, the Build traffic projections do not reflect any such "credit" for internal trips. Appendix G contains the derivation of the trip generation estimates.

¹ Institute of Transportation Engineers, *Trip Generation*, tenth edition (Washington, D.C., 2017).



Trip Generation Summary	Table 1

Trip Composition	Pass-By Trips ⁸			<u>42 veh</u>			63 veh		s 126 trips
Trip	Primary Trips	11111111	156 veh	<u>113 veh</u>	269 trips		167 veh	<u>151 veh</u>	318 trips
	Site Total		198 veh	155 veh	353 trips		230 veh	<u>214 veh</u>	444 trips
	Food/Beer Hall ⁷		37 veh	<u>22 veh</u>	59 trips		34 veh	33 <u>veh</u>	67 trips
t,000 sf)	Retail ⁶		9 veh	<u>10 veh</u>	19 trips		12 veh	<u>11 veh</u>	23 trips
Commercial Building (44,000 sf)	Cafe ⁵		31 veh	<u>26 veh</u>	57 trips		75 veh	<u>61 veh</u>	136 trips
Comme	Restaurant ⁴		42 veh	<u>26 veh</u>	68 trips		40 veh	<u>38 veh</u>	78 trips
	Office³		4 veh	<u>23 veh</u>	27 trips		6 veh	<u>6 veh</u>	12 trips
Residential (273 Dwellings)	Apartments ¹ Townhomes ²		10 veh	<u>6 veh</u>	16 trips		8 veh	<u>8 veh</u>	16 trips
Residential (2	Apartments ¹		65 veh	<u>42</u> <u>veh</u>	107 trips		55 veh	<u>57 veh</u>	112 trips
		Weekday PM Peak Hour	Entering	Exiting	Total	Saturday Peak Hour	Entering	Exiting	Total

¹ ITE Land Use Code 221 - Multifamily Housing (Mid-Rise) 250 Dwelling Units
² ITE Land Use Code 220 - Multifamily Housing (Low-Rise) 23 Dwelling Units
³ ITE Land Use Code 710 - General Office Building (approximate gross floor area = 22,000 sf)
⁴ ITE Land Use Code 932 - High-Turnover (Sit-Down) Restaurant (approximate gross floor area = 7,000 sf)
⁵ ITE Land Use Code 930 - Fast Casual Restaurant (approximate gross floor area = 4,000 sf)

 6 T/E Land Use Code 820 - Shopping Center (approximate gross floor area = 5,000 sf) 7 T/E Land Use Code 932 - High-Turnover (Sit-Down) Restaurant (approximate gross floor area = 6,000 sf) 8 T/E Handbook: LUC 932 = 43%, LUC 820 = 34% (PM) and 26% (SAT)

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TRAFFIC DIVERSION

It is important to note that this development project will result in two separate and distinct impacts; the first being due to "site generated traffic" (the distribution of primary trips throughout the study area) and the second due "traffic diversion" as a result of the new connection to US1 Bypass (aka: Cate Street Extension). Providing this new connection has the potential to alter the prevailing travel patterns for some drivers in the study area (non-site traffic). Both traffic increases and decreases will occur in the study area as certain drivers will divert from their existing travel route to use the new roadway (depending upon the driver's origin/destination). The diagrams below illustrate several examples where traffic diversion is expected to occur.



<u>Trip Diversion Pattern 1</u> – (Traffic Circle area to Islington Street-NB)

Current travel routes (red):

- a. Traffic Circle to Woodbury- Bartlett-Islington NB.
- b. Traffic Circle to US1Byp-Cottage-Woodbury-Bartlett-Islington NB.
- c. Traffic Circle to US1Byp-Cottage-Cate-Islington NB.

Future travel routes (green):

a. Traffic Circle to US1Byp-Cate St. Extension-Bartlett-Islington NB



Trip Diversion Pattern 2 – (Islington Street SB to Traffic Circle area)

Current travel routes (red):

- a. Islington SB to Bartlett-Thornton/Dennett-Woodbury-Franklin.
- b. Islington SB to Bartlett-Cate-Cottage-US1Byp.

Future travel routes (green):

a. Islington SB to Bartlett-Cate-Cate St. Extension-US1Byp.



<u>Trip Diversion Pattern 3</u> – (Borthwick Avenue to/from Islington Street)

Current travel routes (red):

- a. Islington SB to Bartlett-Cate-Cottage-US1Byp-Borthwick.
- b. Borthwick to US1Byp-Cottage-Cate-Bartlett-Islington.

Future travel routes (green):

- a. Islington SB to Bartlett-Cate-Cate St. Extension-Borthwick.
- b. Borthwick to Cate St. Extension-Cate-Bartlett-Islington.





<u>Trip Diversion Pattern 4</u> – (US1Byp.to/from Cate Street)

Current travel routes (red):

- a. US1Byp. to Cottage-Cate.
- b. Cate to Cottage-US1Byp.

Future travel routes (green):

- a. US1Byp to Cate St. Extension-Cate.
- b. Cate to Cate St. Extension-US1Byp.



<u>Trip Diversion Pattern 5</u> – (Traffic Circle area to/from Shared Driveway)

Current travel routes (red):

- a. Shared Driveway to Bartlett-Thornton/ Dennett-Woodbury-Franklin-Traffic Circle.
- b. Traffic Circle to Woodbury-Thornton/Dennett-Woodbury-Shared Driveway.

Future travel routes (green):

- a. Shared Driveway to Bartlett-Cate-Cate St. Extension-US1Byp.
- b. US1Byp. to Cate St. Extension-Cate-Bartlett-Shared Driveway.

It should be noted that traffic diversion will occur under Development Scenarios A and C (with Cate Street Extension), but not under Development Scenario B (no Cate Street Extension).



BUILD TRAFFIC PROJECTIONS

In order to identify the net impact that site traffic will have in the study area, future traffic projections with and without the proposed development are necessary. The future traffic projections with both the proposed residential/commercial units in full operation and the Cate Street Extension in place are referred to as "Build" traffic projections.

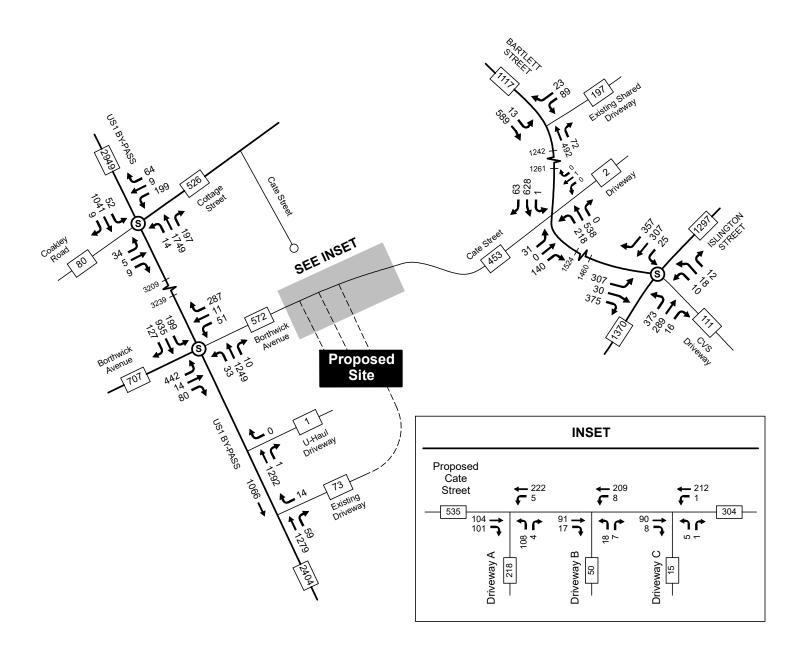
The Build traffic volume projections for 2020 and 2030 with site traffic and the Cate Street Extension (Scenario A) are summarized schematically on Figures 8 through 11. These projections are based on the No-Build projections, the trip generation estimates contained in Table 1, the anticipated traffic diversion patterns described earlier, and the expectation that the primary trips will be distributed in the following manner:

To/From Gatew ay:	Commercial Distribution	Residential Distribution
Gateway A - US1 Bypass (South)	21%	34%
Gateway B - Borthwick Avenue (West)	2%	3%
Gateway C - Coakley Road (West)	0%	0%
Gateway D - US1 Bypass (North)	71%	51%
Gatew ay E - Bartlett Street (North)	1%	1%
Gatew ay F - Islington Street (Northeast)	4%	9%
Gateway G - Isington Street (Southwest)	1%	2%
Total	100%	100%

These percentages were based on an analysis of area wide travel patterns from the U.S. Census Bureau - Center for Economic Studies, as well as our knowledge of the local area (see Appendix G). The pass-by trips were distributed in proportion to the approach volumes observed at the US1 Bypass/Borthwick Avenue intersection.

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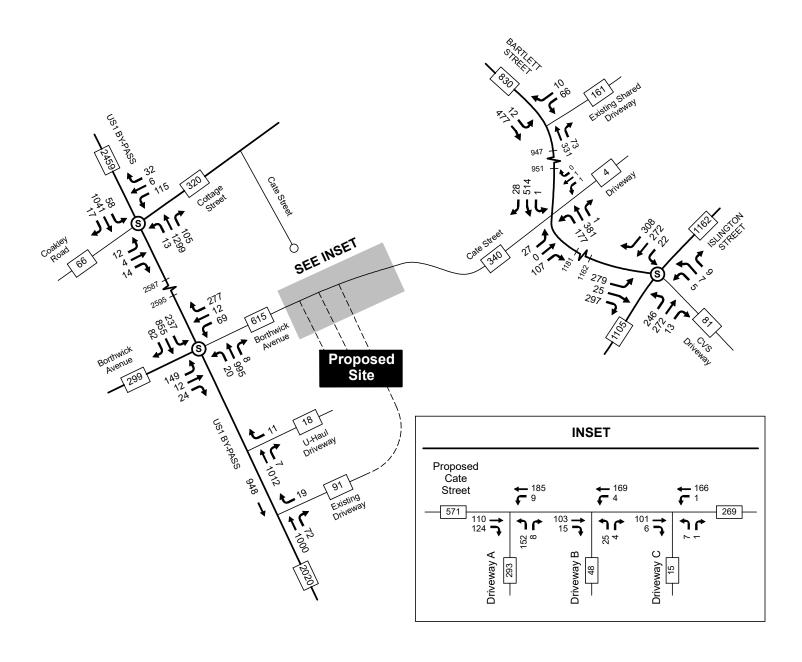




Scenario A = Proposed Development with Cate Street Extension

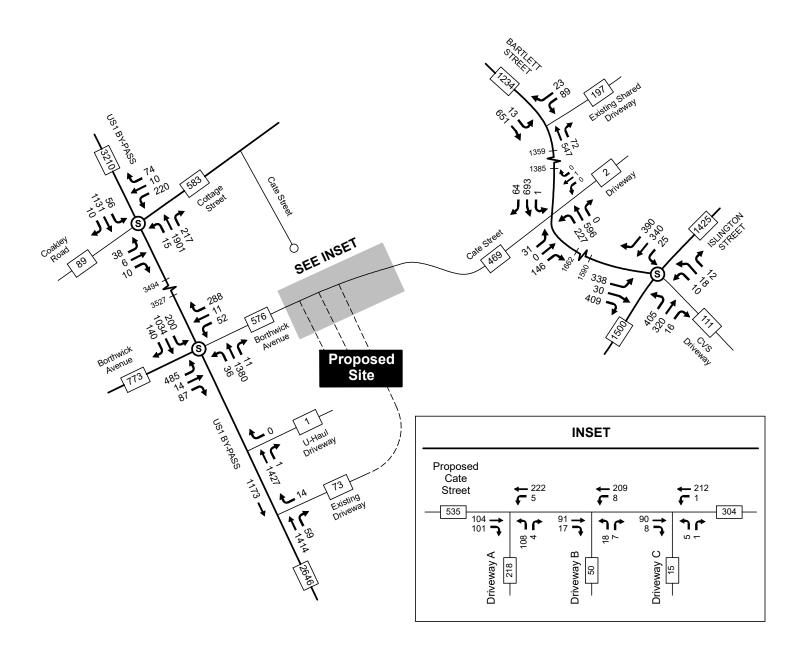




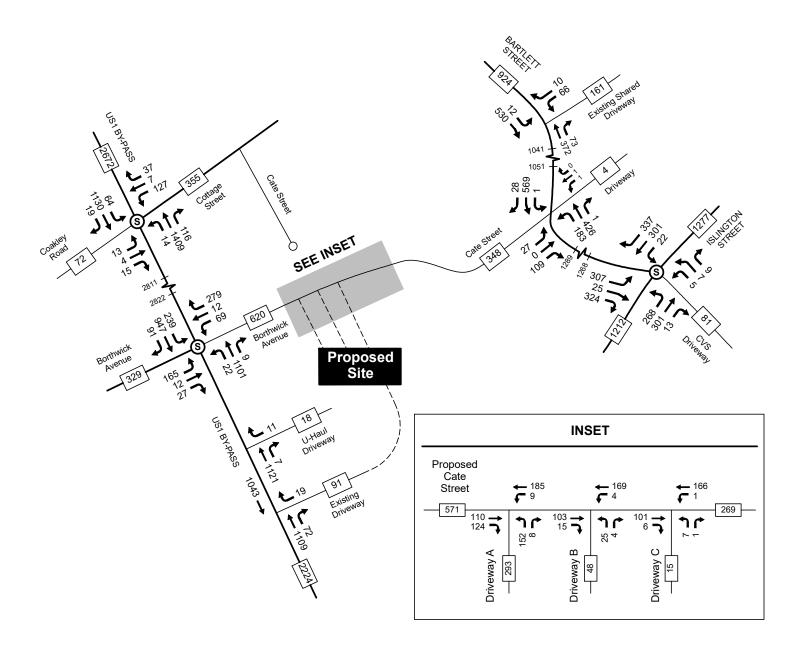




Pernaw & Company, Inc.









IMPACT SUMMARY - DEVELOPMENT SCENARIO A

The net impact that the proposed residential/commercial development will have on area roadway and intersection traffic volumes within the study area with Development Scenario A can be determined by comparing the No-Build traffic projections with the Build projections. A comparison for the two 2020 peak hour cases is summarized on Figure 12.

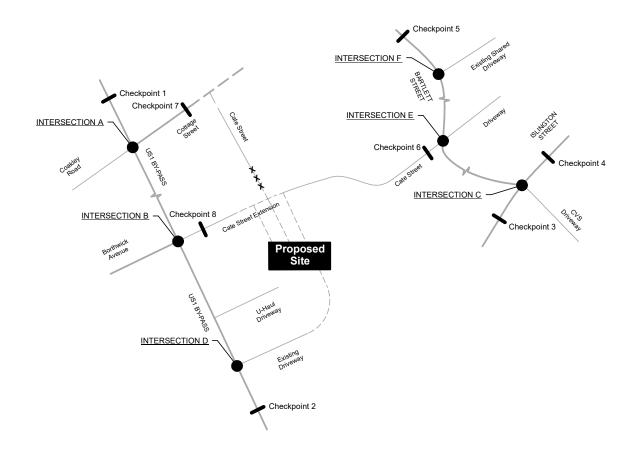
In terms of roadway segments, the greatest net increase in roadway volumes will occur on US1 Bypass, <u>north</u> of the Cottage Street/Coakley Road intersection during the PM peak hour period. The traffic volume on this roadway segment is projected to increase by +14% (+364 vehicles) during the PM peak hour period and by +18% (+383 vehicles) during the Saturday midday peak hour. The net impact on US1 Bypass <u>south</u> of the site is projected at +3% (PM) and +4% (SAT). Similarly, the impacts on Islington Street are on the order of +1% to +2%.

Net traffic <u>decreases</u> are expected on Bartlett Street north of the existing Shared Driveway intersection due to the anticipated traffic diversion as a result of the Cate Street Extension project. Corresponding traffic <u>increases</u> are expected on Cate Street west of Bartlett Street for the same reasons. Obviously, the traffic volume on the section of Cate Street between Cottage Street and the future pedestrian bridge will be limited to those with destinations on this short roadway section.

In terms of intersection utilization (total vehicles entering), the US1 Bypass/Borthwick Avenue/Cate Street Extension intersection is expected to accommodate +497 (PM) and +521 (SAT) additional vehicles during the peak hour periods. This translates into increases of approximately +17% and +23% respectively. Similarly, the US1 Bypass/Cottage Street/Coakley Road intersection is expected to undergo increases of +12% (PM) and +16% (SAT) as a result of the combined impact of site traffic and the new roadway connection to the Bypass. The impacts at the Islington Street/Bartlett Street intersection will be on the order of +1% during the peak hour periods.

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	PM	Peak Hour				Satur	day Peak Ho	our	
Location	2020 No-Build	2020 Build	Change	% Change	Location	2020 No-Build	2020 Build	Change	% Change
Intersection A	3026	3382	+356 veh	12%	Intersection A	2337	2716	+379 veh	16%
Intersection B	2941	3438	+497 veh	17%	Intersection B	2219	2740	+521 veh	23%
Intersection C	2097	2119	+22 veh	1%	Intersection C	1732	1755	+23 veh	1%
Intersection D	2335	2418	+83 veh	4%	Intersection D	1939	2039	+100 veh	5%
Intersection E	1520	1620	+100 veh	7%	Intersection E	1165	1238	+73 veh	6%
Intersection F	1403	1278	-125 veh	-9%	Intersection F	1110	969	-141 veh	-13%
Checkpoint 1	2585	2949	+364 veh	14%	Checkpoint 1	2076	2459	+383 veh	18%
Checkpoint 2	2333	2404	+71 veh	3%	Checkpoint 2	1937	2020	+83 veh	4%
Checkpoint 3	1365	1370	+5 veh	0%	Checkpoint 3	1101	1105	+4 veh	0%
Checkpoint 4	1280	1297	+17 veh	1%	Checkpoint 4	1143	1162	+19 veh	2%
Checkpoint 5	1316	1117	-199 veh	-15%	Checkpoint 5	1017	830	-187 veh	-18%
Checkpoint 6	224	453	229 veh	102%	Checkpoint 6	122	340	218 veh	179%
Checkpoint 7	606	526	-80 veh	-13%	Checkpoint 7	379	320	-59 veh	-16%
Checkpoint 8	37	572	535 veh	++%	Checkpoint 8	44	615	571 veh	++%



TRAFFIC OPERATIONS AND SAFETY

INTERSECTION CAPACITY - SIGNALIZED INTERSECTIONS

The three signalized intersections in the study area were analyzed utilizing the methods of the Highway Capacity Manual 2010², as replicated by Synchro Traffic Signal Timing Software (Version 10). A traffic flow rate, capacity, Level of Service (LOS), and delay estimate was determined for each critical traffic movement, lane group, and for the overall intersection. Levels of Service are simply letter grades (A-F) that categorize the vehicle delays associated with specific turning maneuvers. The following table describes the criteria used in the analysis of signalized intersections.

Table 2	Level-of-Service Criteria for Signalized Intersections
Level of Service	Control Delay (seconds/vehicle)
Α	<u><</u> 10.0
В	> 10.0 and <u><</u> 20.0
С	> 20.0 and <u><</u> 35.0
D	> 35.0 and <u><</u> 55.0
E	> 55.0 and <u><</u> 80.0
F	> 80.0

Source: Transportation Research Board, Highway Capacity Manual 2010.

Table 3 summarizes the results of the analysis for the US1 Bypass/Cottage Street/Coakley **Road** intersection and it shows that the overall intersection will operate at capacity (v/c = 1.00) and at LOS D during the 2020 PM peak hour with the proposed development fully occupied. Some individual lane groups within the intersection will operate slightly over capacity during this period. By 2030 this intersection will be capacity deficient during the PM peak hour both with (v/c = 1.10) and without (v/c = 1.01) the proposed development. This is an indicator that additional lane capacity is desirable from a long-range standpoint. With the current lane configuration the overall intersection will operate at LOS E during the 2030 PM peak hour (build case). During the 2030 Saturday midday peak hour, this intersection is expected to operate well below capacity (v/c = 0.80) and at LOS B, both with and without the proposed development.

The vehicle queuing analysis shows that minimal storage is needed in the northbound left-turn lane on US1 Bypass (for turns to Coakley Road) during both peak hour periods. Shortening the length of this turn lane will provide more storage for the southbound left-turn movement (to Cate Street Extension) at the signalized intersection to the south.

As requested by the NHDOT, the utilization of each of the two northbound through lanes was monitored during both peak hour periods. As a result of upstream conditions on the Bypass, more drivers favor the left rather than the right through lane (see Appendix H). The capacity analyses summarized on Table 3 are based on Lane Utilization Factors of 0.88 (PM) and 0.75 (SAT). This phenomenon affects intersection capacity in a negative way.

² Transportation Research Board, *Highway Capacity Manual* (Washington, D.C., 2010).



Table 3

Signal-Controlled Intersection Capacity Analysis Summary (Existing Lane Configuration) US Route 1 By-Pass / Cottage Street / Coakley Road

		2018	2018 Existing	_		2020 N	20 No-Build		202	2020 Build (Scenario A)	Scenar	io A)		2030 N	2030 No-Build		203	2030 Build (Scenario A)	Scena	rio A)
	V/C 1)	V/C 1) Delay 2) LOS 3)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	(E SO)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}
Weekday PM Peak Hour				•••••																
Coakley Road - EB LT&TH& RT	0.20	37.3	۵	1 (2)	0.26	38.4	۵	1 (3)	0.35	42.6	۵	1(3)	0.34	39.4	Δ	2 (3)	0.49	45.7	۵	2 (3)
Cottage Street - WB LT&TH Cottage Street - WB RT	0.83	59.9 38.1	шО	7 (9)	0.93	79.1	шΩ	9 (11)	1.04	114.8 40.5	μО	9 (12) 0 (1)	1.03	104.8 40.2	πО	10 (13) 2 (4)	1.17	156.4 40.9	πО	11 (14) 0 (2)
US1 Bypass - NB LT US1 Bypass - NB 2TH&RT	0.23	65.3 18.9	шю	0 (1)	0.27	61.1 29.0	шО	0 (1)	0.27	52.1 36.6	۵۵	1 (1)	0.28	58.1 46.5	шО	0 (1) 40 (45)	0.28	51.7 70.3	ОШ	1 (1) 48 (49)
US1 Bypass - SB LT US1 Bypass - SB 2TH&RT	0.45	60.2	шм	1 (2) 5 (8)	0.71	79.3	шо	2 (4) 5 (9)	0.59	65.3	ша	2 (3) 6 (10)	0.76	86.0 11.8	μm	2 (5) 6 (10)	0.63	69.6	шm	2 (4) 6 (11)
Overall	0.81	22.1	ပ		0.92	30.3	ပ		1.00	35.5	۵	*********	1.01	42.5	۵		1.10	58.5	ш	
Cycle Length	120.0				120.0				120.0			•••••	120.0				120.0			
Saturday Peak Hour																				
Coakley Road - EB LT&TH& RT	0.10	40.1	۵	1(1)	0.11	39.9	۵	1 (1)	0.11	44.3	۵	1(3)	0.12	39.6	۵	1 (1)	0.14	8.44	۵	1 (1)
Cottage Street - WB LT&TH Cottage Street - WB RT	0.58	46.6	۵۵	3 (5) 0 (0)	0.64	49.6	۵۵	4 (6) 0 (1)	0.67	55.8 45.3	шО	4 (6) 0 (0)	0.70	52.4 40.8	۵۵	4 (7) 0 (2)	0.76	63.8 45.5	шО	5 (8) 0 (0)
US1 Bypass - NB LT US1 Bypass - NB 2TH&RT	0.17	72.3 9.4	ш∢	0 (1) 12 (18)	0.19	66.2	шю	0 (1) 15 (4)	0.23	67.8 8.9	ш∢	0 (1) 5 (5)	0.23	67.4 13.5	шш	0 (1) 18 (6)	0.25	58.3 11.4	шю	0 (1) 5 (9)
US1 Bypass - SB LT US1 Bypass - SB 2TH&RT	0.37	49.4	□ ∢	1 (3) 3 (8)	0.50	50.0	۵ ۷	2 (4) 4 (8)	0.53	58.9 7.7	ш∢	2 (4) 5 (10)	0.61	56.4 7.9	ш «	2 (5) 5 (9)	0.64	67.3	ш∢	2 (5) 6 (11)
Overall	0.58	13.4	ω.	•••••	99.0	14.9	m		0.74	13.0	m		0.73	16.6	ω		0.80	15.0	ω	
Cycle Length	110.0				110.0				120.0				110.0				120.0			

¹⁾ Volume-to-capacity ratio, 2) Delay in vehicles per seconds, 3) Level of Service, 4) Queue length in vehicles



Table 4 summarizes the results of the analysis for the **US1 Bypass/Borthwick Avenue/Cate Street Extension** intersection and it shows that the overall intersection will operate $\underline{\text{below}}$ capacity (v/c = 0.93) and at LOS D during the 2020 PM peak hour period with the proposed development in full operation. By 2030 the overall intersection will operate $\underline{\text{at}}$ capacity (v/c = 1.00) during the PM peak hour and at LOS E. This is an indicator that additional lane capacity is desirable from a long-range standpoint. During the 2030 Saturday midday peak hour, this intersection will operate $\underline{\text{below}}$ capacity (v/c = 0.82) and at LOS D with the proposed development and the current lane configuration.

The vehicle queuing analysis shows that additional storage is needed in the southbound left-turn lane on US1 Bypass (for turns to Cate Street Extension) during both peak hour periods. Lengthening this turn lane is possible by shortening the storage for the northbound left-turn movement (to Coakley Road) at the signalized intersection to the north.

Table 5 summarizes the results of the analysis for the **Islington Street/Bartlett Street/Pharmacy Driveway** intersection and it shows that the overall intersection will operate slightly above capacity (v/c = 1.03) and at LOS D during the 2020 PM peak hour period with the proposed development in full operation. By 2030 this intersection will be capacity deficient during the PM peak hour both with (v/c = 1.12) and without (v/c = 1.11) the proposed development. Although this is an indicator that additional lane capacity is desirable, the City's current plans to reconstruct this intersection and upgrade the traffic signal system do not include additional travel lanes. Right-of-way availability appears to be a constraint. Increasing the traffic signal cycle length has the potential to increase intersection capacity; however longer vehicle queues usually result.

During the 2030 Saturday midday peak hour, this intersection will operate <u>below</u> capacity (v/c = 0.89) and at LOS C with the proposed development and the current lane configuration.

The calculations pertaining to the signalized intersection capacity analyses are included in Appendix I.

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Table 4

Signal-Controlled Intersection Capacity Analysis Summary (Existing Lane Configuration) US Route 1 By-Pass / Borthwick Avenue / Cate Street Extension

		2018	2018 Existing			2020 1	020 No-Build	Б	202	2020 Build (Scenario A)	(Scena	rio A)		2030 N	2030 No-Build		203(2030 Build (Scenario A)	Scenar	io A)
	V/C 1)	V/C 1) Delay 2) LOS 3)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	(E SO)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	10S 3)	Queue Avg/95 ^{th 4)}
Weekday PM Peak Hour				**********																
Borthwick Avenue - EB LT Borthwick Avenue - EB LT&TH	0.68	50.4	ا ۵ ۵	7 (9)	0.73	50.5	ه ۵ ۵	8 (11)	0.90	75.0	шш	9 (13) 9 (13)	0.77	52.2	ه ۵ ۵	9 (12) 9 (12)	0.96	90.4	ш ш с	10 (15)
Borthwick Avenue - EB RT	0.05	40.8	Δ	(i)	0.00	38.7	۵ ا	(p) (p)	0.06	42.3	י ב	(i)	0.0	37.9	ו ב	(E) (3	0.07	42.2	י ב	(0) (0
Cate Street Extension - WB LT Cate Street Extension - WB TH&RT	0.01	56.8 55.8	шш	(E) (O) (O)	0.12	56.9 55.8	шш	0 (1)	0.21	45.2 83.4	O L	2 (3) 6 (14)	0.12	55.8 55.0	шО	0 (0)	1.03	46.1 117.6	ם וי	2 (3) 7 (15)
US1 Bypass - NB LT US1 Bypass - NB 2TH&RT	0.33	57.1 14.9	шю	1 (2) 7 (17)	0.38	57.4 17.8	шю	1 (2) 9 (20)	0.92	60.8 45.8	ш 🗅	1 (2) 20 (26)	0.47	60.0	шО	1 (3) 16 (24)	0.51	61.7 54.6	шО	1 (3) 23 (30)
US1 Bypass - SB LT US1 Bypass - SB 2TH&RT	0.23	63.7	шю	0 (1) 6 (10)	0.26	73.7	шю	0 (1) 8 (7)	0.88	76.1 21.6	шО	6 (10) 10 (17)	0.22	71.6	ша	0 (1) 15 (20)	0.95	91.5 22.9	щO	6 (11) 13 (19)
Overall	0.57	20.8	ပ	•••••••	0.65	23.8	ပ		0.93	47.8	۵	•••	0.72	27.4	ပ		1.00	56.9	ш	
Cycle Length	120.0			•••••	120.0				120.0				120.0				120.0			
Saturday Peak Hour																				
Borthwick Avenue - EB LT Borthwick Avenue - EB LT&TH Borthwick Avenue - EB RT	0.49 0.02	46.1 46.1 43.5	000	3 (4) 3 (4) 0 (0)	0.51 0.51 0.02	45.7 45.7 42.6	000	3 (4) 0 (0)	0.68 0.72 0.02	61.5 64.9 49.7	шшО	4 (5) 4 (5) 0 (0)	0.54 0.54 0.03	46.0 45.8 42.0	۵۵۵	4 (4) 4 (4) 0 (0)	0.70 0.75 0.03	61.7 66.8 49.0	шшО	4 (5) 4 (5) 0 (0)
Cate Street Extension - WB LT Cate Street Extension - WB TH&RT	0.03	49.3 49.4	۵۵	0 (0)	0.03	49.3 49.4	۵۵	0 (0)	0.36	45.9 58.8	ΔШ	3 (4)	0.03	49.7	۵۵	0 (0)	0.33	44.6 67.1	ΩШ	3 (4) 6 (5)
US1 Bypass - NB LT US1 Bypass - NB 2TH&RT	0.24	52.0 11.3	O 80	1 (1) 5 (12)	0.27	52.2 12.4	O 89	1 (2) 6 (14)	0.38	61.0 32.0	шО	1 (2) 15 (19)	0.32	53.6 13.0	∩ ∞	1 (2) 7 (15)	0.33	58.6 36.0	шО	1 (2) 17 (21)
US1 Bypass - SB LT US1 Bypass - SB 2TH&RT	0.19	55.0 8.3	ш∢	0 (1) 5 (7)	0.20	59.6 9.5	ш∢	0 (1) 4 (6)	0.78	62.3 12.8	шю	6 (12) 6 (8)	0.25	60.0 9.7	ш∢	0 (1)	0.83	67.7 16.3	w m	6 (13) 12 (7)
Overall	0.41	15.0	m		0.46	16.0	•		0.74	35.2	۵		0.51	16.4	ω		0.82	38.6	۵	
Cycle Length	110.0				110.0				120.0				110.0				120.0			

¹⁾ Volume-to-capacity ratio, 2) Delay in vehicles per seconds, 3) Level of Service, 4) Queue length in vehicles



Table 5

Signal-Controlled Intersection Capacity Analysis Summary (Existing Lane Configuration) Islington Street / Bartlett Street / Pharmacy Driveway

		2018	2018 Existing	 B		2020 N	020 No-Build		202	2020 Build (Scenario A)	Scenar	lo A)		2030 N	2030 No-Build		203(2030 Build (Scenario A)	Scenar	io A)
	V/C 1)	V/C ¹⁾ Delay ²⁾ LOS ³⁾	10S 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	10S 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	10S 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	10S 3)	Queue Avg/95 ^{th 4)}
Weekday PM Peak Hour												••••••								
Bartlett Street - EB LT&TH Bartlett Street - EB RT	0.76	28.8	ပေထာ	4 (9) 0 (2)	1.08	99.1 23.4	шO	7 (12) 1 (4)	1.11	107.3 23.6	шO	7 (13) 1 (4)	1.19	136.7 24.8	шO	8 (14) 2 (7)	1.21	146.2 25.2	шΟ	8 (14)
Pharmacy Dwy - WB LT&TH&RT	0.08	16.4	Ф	0 (1)	0.11	19.6	m	0 (1)	0.11	19.6	Ф	0 (1)	0.12	19.7	œ	0 (1)	0.13	19.7	80	0 (1)
Islington Street - NB LT Islington Street - NB TH&RT	0.76	30.3	∪ ∢	5 (9) 2 (4)	1.00	69.0 5.5	ш∢	7 (13) 2 (3)	0.95	54.6 5.5	□ ∢	7 (13) 2 (3)	1.09	94.5	щ∢	9 (14) 2 (4)	1.10	97.6 5.7	щ∢	9 (14) 2 (4)
Islington Street - SB LT&TH Islington Street - SB RT	0.70	25.7	ပပ	5 (8) 0 (2)	0.65	21.3	Oш	5 (8) 0 (2)	0.68	23.0	ပဏ	5 (8) 0 (2)	0.72	23.3	ပဏ	6 (9) 0 (2)	0.72	23.3	ပော	6 (9) 0 (2)
Overall	0.85	21.7	ပ		1.01	38.8	٥		1.03	38.0	۵	***********	1.11	49.5	۵		1.12	51.8	۵	
Cycle Length	90.0				90.0		•		90.0				90.0				90.0			
Saturday Peak Hour												•••••								
Bartlett Street - EB LT&TH Bartlett Street - EB RT	0.62	18.0	മെ	3 (6) 0 (2)	0.73	25.9 17.9	ပော	5 (9) 0 (2)	0.73	25.3 17.5	ပေရ	5 (9) 0 (2)	0.81	31.7	ပေရ	5 (11) 1 (3)	0.83	33.8 18.8	Oω	5 (11) 1 (3)
Pharmacy Dwy - WB LT&TH&RT	0.04	12.4	Ф	0 (1)	0.04	15.2	ω.	0 (1)	0.04	14.9	æ	0(1)	0.04	15.6	ø	0 (1)	0.04	15.6	æ	0 (1)
Islington Street - NB LT Islington Street - NB TH&RT	0.65	25.6 7.2	∪ ∢	2 (6) 2 (3)	0.73	31.8	υ «	4 (8) 2 (4)	0.75	33.2 8.3	υ ∢	4 (8) 2 (4)	0.81	37.8 8.0	۵ ح	4 (9) 3 (4)	0.81	38.5 8.0	0 4	4 (9) 3 (4)
Islington Street - SB LT&TH Islington Street - SB RT	0.59	18.3	8 8	3 (6) 0 (2)	0.64	22.4 19.0	ပေး	5 (7) 0 (2)	0.65	23.6 19.6	ပေရ	5 (8) 0 (2)	0.68	23.7	ပေရ	5 (8) 0 (2)	0.68	23.7 19.0	ပဏ	5 (8) 0 (2)
Overall	0.74	16.2	m		0.80	20.5	ပ		0.81	20.9	ပ		0.87	22.6	ပ		0.89	23.1	ပ	
Cycle Length	80.0				90.0				0.06				90.0				90.0			

1) Volume-to-capacity ratio, 2) Delay in vehicles per seconds, 3) Level of Service, 4) Queue length in vehicles



TRAFFIC MITIGATION POSSIBILITES

The previous capacity analyses have demonstrated that there is a long-range need to increase intersection capacity at the three signalized intersections in the study area to accommodate the anticipated 2030 PM peak hour traffic volumes. Based on an evaluation of several alternatives, it is recommended the following mitigation measures be considered:

A. <u>US1 Bypass/Cottage Street/Coakley Road</u>

- a. Add exclusive right-turn lane on the US1 Bypass northbound approach to the signal.
- b. Change existing shared through-right lane to an exclusive through lane.
- c. Shorten northbound left-turn lane to 50-feet.

B. <u>US1 Bypass/Borthwick Avenue/Cate Street Extension</u>

- a. Delineate the westbound approach with a shared left-through-right lane, and an exclusive right-turn lane.
- b. Lengthen southbound left-turn lane.
- c. Increase traffic signal cycle length to 120-seconds.

C. <u>Islington Street/Bartlett Street/Pharmacy Driveway</u>

a. Increase traffic signal cycle length to 120-seconds.

Table 6 summarizes the results of the mitigation analyses for the worst-case 2030 Weekday PM peak hour period. The mitigation measures cited above have the potential to lower the overall intersection v/c ratio at the US1 Bypass/Cottage Street/Coakley Road intersection from v/c = 1.10 (existing lanes) to v/c = 1.01 (with additional northbound right-turn lane). Similarly, the US1 Bypass/Borthwick Avenue/Cate Street Extension intersection changes from v/c = 1.00 (existing lanes) to v/c = 0.94 (with reconfiguration of approach lanes on Cate Street Extension). Increasing the traffic signal cycle length at the Islington Street/Bartlett Street/Pharmacy Driveway will lower the v/c ratio from v/c = 1.12 (90-second cycle) to v/c = 0.98 (120-second cycle).

The calculations pertaining to the mitigation analyses are also included in Appendix I.



Table 6

Signal-Controlled Intersection Capacity Analysis Summary - with Mitigation 2030 Weekday PM Peak Hour

		2030 I	No-Buil	<u>d</u>		2030	Build		203	30 Build	w/Miti	gation
	<u>V/C 1)</u>	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}	<u>V/C 1)</u>	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	LOS 3)	Queue Avg/95 ^{th 4)}
US1 Bypass/Cottage St/Coakley Rd ⁵												
Coakley Road - EB LT&TH& RT	0.34	39.4	D	2 (3)	0.49	45.7	D	2 (3)	0.39	41.9	D	2 (3)
Cottage Street - WB LT&TH Cottage Street - WB RT	1.03 0.33	104.8 40.2	F D	10 (13) 2 (4)	1.17 0.10	156.4 40.9	F D	11 (14) 0 (2)	1.07 0.10	122.0 39.3	F D	10 (13) 0 (2)
US1 Bypass - NB LT US1 Bypass - NB 2TH&RT US1 Bypass - NB 2TH US1 Bypass - NB RT	0.28 1.03 - -	58.1 46.5 -	E D -	0 (1) 40 (45) -	0.28 1.12 - -	51.2 70.2 - -	D E -	1 (1) 48 (49) - -	0.28 - 1.02 0.24	52.9 - 30.8 7.4	D - C A	0 (1) - 40 (45) 2 (3)
US1 Bypass - SB LT US1 Bypass - SB 2TH&RT	0.76 0.44	86.0 11.8	F B	2 (5) 6 (10)	0.63 0.49	69.6 10.7	E B	2 (4) 7 (11)	0.63 0.50	69.6 11.7	E B	2 (4) 7 (12)
Overall	1.01	42.5	D		1.10	58.4	E		1.01	31.8	С	
Cycle Length	120.0				120.0				120.0			
US1 Bypass/Borthwick Ave/Cate St Ex	tensio	<u>n ⁶</u>										
Borthwick Avenue - EB LT Borthwick Avenue - EB LT&TH Borthwick Avenue - EB RT	0.77 0.77 0.07	52.2 52.2 37.9	D D D	9 (12) 9 (12) 0 (1)	0.96 0.97 0.07	88.0 90.4 42.2	F F D	10 (15) 10 (15) 0 (0)	0.91 0.92 0.07	76.3 78.2 41.3	E E D	10 (15) 10 (15) 0 (0)
Cate Street Extension - WB LT Cate Street Extension - WB TH&RT Cate Street Extension - WB LT&TH&RT Cate Street Extension - WB RT	0.12	55.8 55.0 -	E D -	0 (1) 0 (0) -	0.28 1.04 -	47.4 122.8 -	D F -	2 (4) 7 (15) -	- 0.87 0.13	- 89.6 51.2	- - F D	- - 5 (11) 0 (3)
US1 Bypass - NB LT US1 Bypass - NB 2TH&RT	0.47 0.73	60.0 22.0	E C	1 (3) 16 (24)	0.51 0.99	61.7 54.9	E D	1 (3) 23 (30)	0.51 0.92	61.7 41.3	E D	1 (3) 21 (27)
US1 Bypass - SB LT US1 Bypass - SB 2TH&RT	0.22 0.65	71.6 19.0	E B	0 (1) 15 (20)	0.94 0.68	86.2 21.9	F C	6 (11) 13 (19)	0.95 0.65	94.1 19.0	F B	6 (11) 11 (18)
Overall	0.72	27.4	С		1.00	56.9	E		0.94	45.7	D	
Cycle Length	110.0				110.0				120.0			
Is lington St/Bartlett St/Pharmacy Driv	eway ⁷											
Bartlett Street - EB LT&TH Bartlett Street - EB RT	1.19 0.54	136.7 24.8	F C	8 (14) 2 (7)	1.22 0.56	149.9 25.4	F C	8 (14) 2 (7)	0.97 0.58	70.5 32.3	E C	9 (17) 4 (8)
Pharmacy Dwy - WB LT&TH&RT	0.12	19.7	В	0 (1)	0.13	19.7	В	0 (1)	0.09	24.8	С	1 (2)
lslington Street - NB LT lslington Street - NB TH&RT	1.09 0.33	94.5 5.7	F A	9 (14) 2 (4)	1.10 0.33	97.6 5.7	F A	9 (14) 2 (4)	0.98 0.34	71.3 8.7	E A	11 (18) 4 (6)
lslington Street - SB LT&TH lslington Street - SB RT	0.72 0.28	23.3 17.8	C B	6 (9) 0 (2)	0.72 0.28	23.3 17.9	C B	6 (9) 0 (2)	0.76 0.28	36.0 26.6	D C	9 (13) 0 (2)
Overall	1.11	49.5	D		1.12	52.5	D		0.98	41.0	D	
Cycle Length	90.0				90.0				120.0			

¹⁾ Volume-to-capacity ratio, 2) Delay in vehicles per seconds, 3) Level of Service, 4) Queue length in vehicles

⁵⁾ Mitigation = Add exclusive right-turn lane on US1 Bypass NB approach, change NB shared through-right lane to an exclusive through lane

⁶⁾ Mitigation = Reconfigure WB approach with a shared left-through-right lane and an exclusive right-turn lane, increase signal cycle to 120 seconds

⁷⁾ Mitigation = Increase signal cycle to 120 seconds



INTERSECTION CAPACITY - UNSIGNALIZED INTERSECTIONS

Capacity and Level of Service (LOS) calculations pertaining to unsignalized intersections address the quality of service for those vehicles turning into and out of intersecting side streets or driveways. The availability of adequate gaps in the traffic stream on the major street actually controls the potential capacity for vehicle movements to and from the minor approaches. Levels of Service are simply letter grades (A-F), which categorize the vehicle delays associated with specific turning maneuvers. Table 7 describes the criteria used in this analysis. Calculations pertaining to these analyses are included in Appendix J.

Table 7	Level-of-Service Criteria for Unsignalized Intersections
Level of	Control Delay
Service	(seconds/vehicle)
Α	<u><</u> 10.0
В	> 10.0 and <u><</u> 15.0
С	> 15.0 and <u><</u> 25.0
D	> 25.0 and <u><</u> 35.0
E	> 35.0 and <u><</u> 50.0
F	> 50.0

Source: Transportation Research Board, Highway Capacity Manual 2010.

The three unsignalized study area intersections were analyzed according to the methodologies of the *Highway Capacity Manual*³ as replicated by the latest edition of the *Synchro Traffic Signal Timing Software (Version 10)*, which also performs unsignalized intersection capacity analyses.

Table 8 summarizes the results for the **US1 Bypass/Existing Site Driveway** intersection. At this intersection, the only applicable traffic movement (with a conflicting traffic stream) is the right-turn departure movement from the site. The analyses demonstrate that this movement will operate well below capacity (v/c = 0.05) and at LOS C or higher through 2030 with the site in full operation. The calculations pertaining to these analyses are found in Appendix J.

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³ Transportation Research Board, *Highway Capacity Manual* (Washington, D.C., 2010).

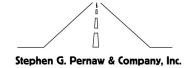


Table 8

STOP-Controlled Intersection Capacity Analysis US Route 1 By-Pass / Existing Site Driveway

W	′eekday PN	/I Peak Ho	ur	Saturday Peak Hour					
Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS ³	Queue 4		
13.1	0.01	В	<1	11.8	0.00	В	<1		
13.9	0.01	В	<1	12.4	0.01	В	<1		
14.6	0.04	В	<1	13.0	0.05	В	<1		
14.9 15.7	0.01 0.04	B C	<1 <1	13.0 13.7	0.01 0.05	B B	<1 <1		
	Delay ¹ 13.1 13.9 14.6 14.9	Delay ¹ V/C ² 13.1 0.01 13.9 0.01 14.6 0.04 14.9 0.01	Delay ¹ V/C ² LOS ³ 13.1 0.01 B 13.9 0.01 B 14.6 0.04 B 14.9 0.01 B	13.1 0.01 B <1 13.9 0.01 B <1 14.6 0.04 B <1 14.9 0.01 B <1	Delay 1 V/C 2 LOS 3 Queue 4 Delay 1 13.1 0.01 B <1	Delay 1 V/C 2 LOS 3 Queue 4 Delay 1 V/C 2 13.1 0.01 B <1	Delay 1 V/C 2 LOS 3 Queue 4 Delay 1 V/C 2 LOS 3 13.1 0.01 B <1		

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)



The results of the analysis for the **Bartlett Street/Cate Street** intersection are summarized on Table 9A, and demonstrate that the departure movements from the Cate Street approach will operate well <u>over</u> capacity during the 2030 PM peak hour period as a result of site traffic (and diverted traffic). Departures from this approach will change from LOS D to LOS F during this period, and long vehicle queues on the minor approach will form. These findings are an indicator that physical improvements to this intersection are needed in order to accommodate site traffic.

It should be noted that this methodology is not capable of accounting for the vehicle queues that were temporarily observed on Bartlett Street that extended back from the traffic signal at Islington Street. This occurred occasionally during the PM peak hour; more so at the Cate Street intersection and to a lesser extent at the Shared Driveway. Nevertheless, driver courtesy was observed in several instances that enabled certain vehicles to turn during congested moments.

Three mitigation alternatives were evaluated for this intersection. Table 9B schematically shows the layout of each alternative, as well as an evaluation of traffic operations during the 2030 PM peak hour period.

- A. <u>Alternative Configuration A</u> Re-stripe the northbound Bartlett Street approach to provide an exclusive left-turn pocket for turns on to Cate Street.
- B. <u>Alternative Configuration B</u> Re-align the Cate Street and Bartlett Street northbound approach to create a "through street" with stop sign control on the Bartlett Street southbound approach.
- C. <u>Alternative Configuration C</u> Same as Configuration B with additional right-turn slip ramp.



Table 9A

STOP-Controlled Intersection Capacity Analysis - Revised 9/19/18 Bartlett Street / Cate Street / Parking Lot Driveway

		v	/eekday Pl	M Peak Ho	ur	Saturday Peak Hour				
		Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS ³	Queue 4	
Bartlett Street - NB I	Left Turns									
	2018 Existing	9.2	0.10	Α	<1	8.6	0.05	Α	<1	
	2020 No Build	10.0	0.17	В	1	9.1	0.09	Α	<1	
	2020 Build	11.0	0.31	В	1	9.5	0.20	Α	1	
	2030 No Build	10.5	0.19	В	1	9.3	0.10	Α	<1	
	2030 Build	11.7	0.34	В	2	9.9	0.22	Α	1	
Cate Street - EB Lef	t-Through									
	2018 Existing	16.1	0.19	С	1	12.5	0.06	В	<1	
	2020 No Build	86.6	0.08	F	<1	35.6	0.01	Е	<1	
	2020 Build	>300.0	1.28	F	5	68.4	0.40	F	2	
	2030 No Build	120.5	0.11	F -	<1	43.4	0.01	E	<1	
	2030 Build	>300.0	1.86	F	5	97.1	0.50	F	2	
Cate Street - EB Rig	ht-Turns									
	2018 Existing	-	-	-	-	-	-	-	-	
	2020 No Build	17.0	0.27	С	1	13.2	0.11	В	<1	
	2020 Build	20.0	0.43	С	2	14.5	0.27	В	1	
	2030 No Build 2030 Build	19.1 23.1	0.32 0.50	C C	1 3	14.1 15.6	0.13 0.30	B C	<1 1	
D 1: 1 (D:			0.50	C	3	13.0	0.50	C	'	
Parking Lot Drivew a	y - WB Left-Through-Righ									
	2018 Existing	37.8	0.01	E	<1	24.7	0.02	С	<1	
	2020 No Build	68.3	0.02	F F	<1	36.9	0.03	E F	<1	
	2020 Build	111.2	0.03		<1	55.7	0.05		<1	
	2030 No Build 2030 Build	95.2 169.3	0.03 0.05	F F	<1 <1	45.4 71.6	0.04 0.07	E F	<1 <1	
Bartlett Street - SB I		100.0	0.00		*1	71.0	0.01	•	-1	
Bartiett Street - SB i										
	2018 Existing	8.7	0.00	Α	<1	8.2	0.00	Α	<1	
	2020 No Build	9.1	0.00	A	<1	8.5	0.00	A	<1	
	2020 Build	8.8	0.00	Α .	<1	8.2	0.00	Α .	<1	
	2030 No Build 2030 Build	9.4 9.0	0.00	A A	<1 <1	8.6 8.3	0.00	A A	<1 <1	
	2000 Dullu	5.0	0.00	^	~1	0.5	0.00	^	~1	

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)



Table 9B

Alternative Mitigation Evaluation - 2030 PM Peak Hour Bartlett Street / Cate Street

	Alternative Configuration A	Alternative Configuration B	Alternative Configuration C
1. Overall Intersection Delay (sec):	19 sec Cate Street	Cate Street 117 sec	Street Tuber 108 sec
2. Volume to Capacity Ratio:	1.85) 4 86.0	0.06	0.03
3. Movement Delay (sec):	300+ 3 2 2 2	10 3	
4. Level of Service:	F - D - C - D	8 J	A J
5. 95th Percentile Queue (veh):	2 1 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5	57 3	\$7 3 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$



Although there are advantages and disadvantages associated with each alternative configuration that requires city review/input, it appears that Configuration A offers the least overall intersection delay. As a short-range measure, this alternative could be enhanced by providing two approach lanes on Cate Street (one shared left-through lane, one exclusive right-turn lane).

The analysis of these alternative intersection layouts are contained in Appendix K.

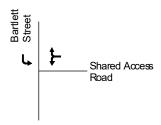
The results of the analysis for the **Bartlett Street/Existing Shared Driveway** intersection are summarized on Table 10, and demonstrate that all applicable movements will operate below capacity during the 2030 peak hour periods with the site in full operation; subject to the occasional restrictions due to vehicle queuing on Bartlett Street. Nevertheless, long delays (LOS F) and vehicle queues of up to six vehicles are expected on the minor approach during the weekday PM peak hour in 2030. The left-turn arrival movement from Bartlett Street (on to the existing Shared Driveway) will operate at LOS A during all hours of the day through the horizon year and beyond with the development fully occupied.

T	а	h	e	1	0

STOP-Controlled Intersection Capacity Analysis Bartlett Street / Shared Access Road

		W	/eekday PN	Л Peak Ho	ur	Saturday Peak Hour					
		Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS ³	Queue 4		
Shared Access Road	l - WB Left & Right-Turn D	Departures									
	2018 Existing	22.2	0.36	С	2	17.3	0.18	С	1		
	2020 No-Build	44.3	0.63	E	4	24.2	0.35	С	2		
	2020 Build	58.1	0.71	F	5	22.3	0.32	С	1		
	2030 No-Build	62.3	0.74	F	5	28.3	0.39	D	2		
	2030 Build	91.6	0.86	F	6	26.2	0.37	D	2		
Bartlett Street - SB Le	eft-Turn Arrivals										
	2018 Existing	8.8	0.03	Α	<1	8.3	0.02	Α	<1		
	2020 No-Build	9.4	0.05	Α	<1	8.7	0.04	Α	<1		
	2020 Build	9.0	0.02	Α	<1	8.4	0.01	Α	<1		
	2030 No-Build	9.7	0.05	Α	<1	8.8	0.04	Α	<1		
	2030 Build	9.2	0.02	Α	<1	8.5	0.01	Α	<1		

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)

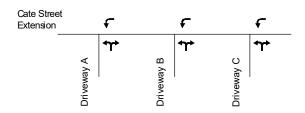




Analysis of the three **Cate Street Extension/Proposed Site Driveway** intersections are summarized on Table 11, and demonstrate that all applicable movements will operate well <u>below</u> capacity and at LOS B (or higher) through 2030 and beyond with the site in full operation. Vehicle queuing on the minor approaches will be minimal.

Table 11			STOP-Controlled Intersection Capacity Anal Cate Street Extension / Site Driveways A, B								
		w	/eekday Pl	И Peak Ho	ur		Saturday	Peak Hou	r		
		Delay 1	V/C ²	LOS ³	Queue 4	Delay 1	V/C ²	LOS ³	Queue 4		
Cate Street Exter	nsion / Site Driveway	<u> </u>									
Site Driveway A -	NB Left & Right-Turn D	Departures									
	2020 Build	12.7	0.21	В	1	13.5	0.30	В	1		
	2030 Build	12.7	0.21	В	1	13.5	0.30	В	1		
Cate Street Exten	sion - WB Left-Turn Arr	rivals									
	2020 Build	7.7	0.00	Α	<1	7.8	0.01	Α	<1		
	2030 Build	7.7	0.00	Α	<1	7.8	0.01	Α	<1		
Site Drivew ay B -	NB Left & Right-Turn D 2020 Build 2030 Build	Departures 10.3 10.3	0.04 0.04	B B	<1 <1	10.4 10.4	0.05 0.05	B B	<1 <1		
Cate Street Exten	sion - WB Left-Turn Arr	rivals									
	2020 Build	7.4	0.01	Α	<1	7.5	0.00	Α	<1		
	2030 Build	7.4	0.01	Α	<1	7.5	0.00	Α	<1		
Cate Street Exter	nsion / Site Driveway	<u>c</u>									
Site Driveway C -	NB Left & Right-Turn D	epartures									
	2020 Build	10.3	0.01	В	<1	10.1	0.01	В	<1		
	2030 Build	10.3	0.01	В	<1	10.1	0.01	В	<1		
Cate Street Exten	sion - WB Left-Turn Arr	rivals									
	2020 Build	7.4	0.00	Α	<1	7.4	0.00	Α	<1		
	2030 Build	7.4	0.00	Α	<1	7.4	0.00	Α	<1		

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)





SUPPLEMENTAL DEVELOPMENT SCENARIOS

To assist the NHDOT and City in the decision-making process regarding the: 1) the possible future extension of Cate Street (to the Bypass), and 2) the possible future extension of the existing median island on the Bypass through the Coakley Road/Cottage Street intersection, supplemental traffic projections have been prepared for the two signalized intersections on the Bypass.

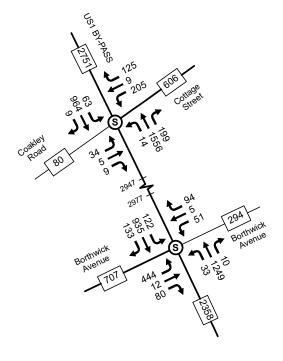
The impact of the Cate Street Extension can be identified by comparing Development Scenario A (with Cate Street Extension) with Development Scenario B (no Cate Street Extension). Similarly, the impact of the median island extension on the Bypass can be identified by comparing Development Scenario C (with median extension) with Development Scenario A (no median extension).

Figure 13 and Figure 14 summarize the Supplemental Build traffic volumes for Development Scenarios B and C, respectively. The supplemental Impact Summary for 2020 is summarized on Figure 15. The following conclusions are evident from these supplemental traffic projections for the worst-case PM peak hour:

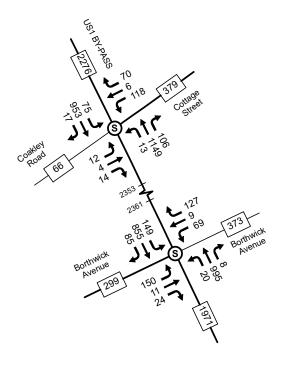
- 1. Extending Cate Street to the Bypass will increase the traffic demand at the Coakley Road/Cottage Street signalized intersection by approximately +190 vehicles during the PM peak hour.
- 2. Extending Cate Street to the Bypass will increase the traffic demand at the Borthwick Avenue/Cate Street Extension signalized intersection by approximately +270 vehicles during the PM peak hour.
- 3. Extending the median island on the Bypass through the Coakley Road/Cottage Street intersection (with elimination of the traffic signal) will reduce the traffic demand at this intersection by approximately -96 vehicles during the PM peak hour.
- 4. Extending the median island on the Bypass through the Coakley Road/Cottage Street intersection will increase the traffic demand at the Borthwick Avenue/Cate Street Extension signalized intersection by approximately +100 vehicles during the PM peak hour.



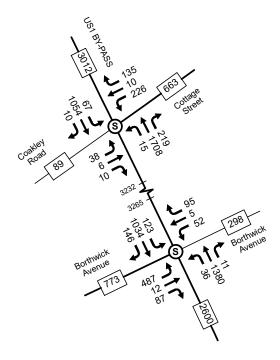
Pernaw & Company, Inc.



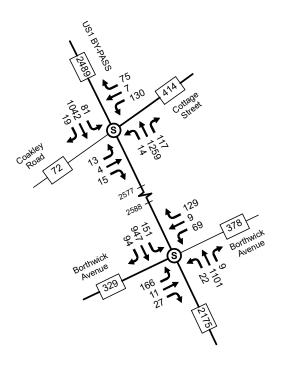
2020 PM BUILD



2020 SATURDAY BUILD



2030 PM BUILD

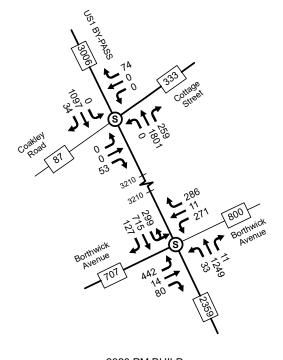


2030 SATURDAY BUILD

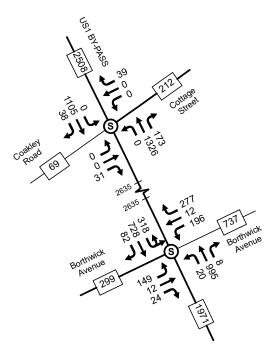
Scenario B = Proposed Development without Cate Street Extension



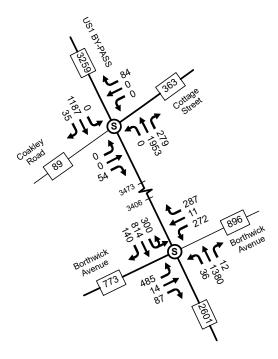
Pernaw & Company, Inc.



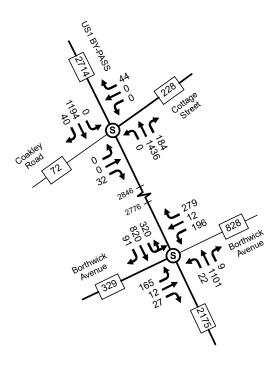
2020 PM BUILD



2020 SATURDAY BUILD



2030 PM BUILD

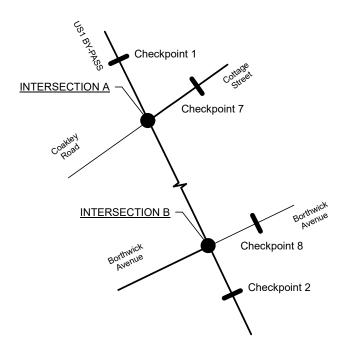


2030 SATURDAY BUILD

Scenario C = Proposed Development with Cate Street Extension & US1 Bypass Median



Pernaw & Company, Inc.



PM Peak Hour

			Build Scenario	A A		Build Scenario	οВ	E	Build Scenario C				
	2020	2020			2020			2020					
Location	No-Build	Build	Change	% Change	Build	Change	% Change	Build	Change	% Change			
Intersection A	3026	3382	+356 veh	12%	3192	+166 veh	5%	3286	+260 veh	9%			
Intersection B	2941	3438	+497 veh	17%	3168	+227 veh	8%	3538	+597 veh	20%			
Checkpoint 1	2585	2949	+364 veh	14%	2751	+166 veh	6%	2998	+413 veh	16%			
Checkpoint 2	2333	2358	+25 veh	1%	2358	+25 veh	1%	2359	+26 veh	1%			
Checkpoint 7	606	526	-80 veh	-13%	606	0 veh	0%	306	-300 veh	-50%			
Checkpoint 8	37	572	+535 veh	++%	294	+257 veh	++%	892	+855 veh	++%			

Saturday Peak Hour

			Build Scenario A			Build Scenario	В	Build Scenario C				
Location	2020 No-Build	2020 Build	Change	% Change	2020 Build	Change	% Change	2020 Build	Change	% Change		
Intersection A	2337	2716	+379 veh	16%	2537	+200 veh	9%	2691	+354 veh	15%		
Intersection B	2219	2740	+521 veh	23%	2502	+283 veh	13%	2821	+602 veh	27%		
Checkpoint 1	2076	2459	+383 veh	18%	2276	+200 veh	10%	2501	+425 veh	20%		
Checkpoint 2	1942	1971	+29 veh	1%	1971	+29 veh	1%	1971	+29 veh	1%		
Checkpoint 7	379	320	-59 veh	-16%	379	0 veh	0%	193	-186 veh	-49%		
Checkpoint 8	44	615	+571 veh	++%	373	+329 veh	++%	823	+779 veh	++%		

Build Scenario A = Proposed Development with Cate Street Extension Build Scenario B = Proposed Development without Cate Street Extension

Build Scenario C = Proposed Development with Cate Street Extension & US1 Bypass Median





The Supplemental Capacity Analyses for these two intersections for the worst-case PM peak hour using the 2030 Build traffic volumes for each development scenario are summarized on Table 12. The following conclusions are evident from these supplemental capacity analyses:

- 1. Extending Cate Street to the Bypass will increase the V/C ratio for the overall Coakley Road/Cottage Street intersection from 0.95 to 1.01. Although the overall Level of Service remains at LOS C, extending Cate Street will increase the average delay at this intersection by approximately six seconds/vehicle.
- 2. Extending Cate Street to the Bypass will increase the V/C ratio for the overall Borthwick Avenue/Cate Street Extension from 0.83 to 0.94. Although the overall Level of Service remains at LOS D, extending Cate Street will increase the average delay at this intersection by approximately ten seconds/vehicle.
- 3. Extending the median island on the Bypass through the Coakley Road/Cottage Street intersection will increase the V/C ratio at the nearby Borthwick Avenue/Cate Street Extension intersection from 0.94 to 1.14. The overall Level of Service changes from LOS D to LOS F. Average delay at this intersection increases by approximately +40 seconds/vehicle as a result of the median extension.



Table 12		Supp	emen	tal Signal	-Contra	olled Ir 203	nterse 0 We	Supplemental Signal-Controlled Intersection Capacity Analysis Summary (with Mitigation) 2030 Weekday PM Peak Hour	acity A Peak H	nalysi	s Sum	ımary (wi	th Mitig	yation)		
		2030 N	2030 No-Build		2030	2030 Build (Scenario A)*	Scenar	io A)*	2030	2030 Build (Scenario B)*	Scenari	o B)*	2030	2030 Build (Scenario C)*	cenari	*(0)
	V/C 1)	Delay 2) LOS 3)	LOS 3)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	(sO7	Queue Avg/95 ^{th 4)}	V/C 1)	Delay 2)	(E SO)	Queue Avg/95 ^{th 4)}	V/C 1)	Delay ²⁾	10S 3)	Queve Avg/95 ^{th 4)}
US1 Bypass/Cottage St/Coakley Rd																ľ
Coakley Road - EB LT&TH& RT	0.34	39.4	۵	2 (3)	0.39	41.9	۵	2 (3)	0.28	36.7	D	2 (3)	UNSIGN	UNSIGNALIZED INTERSECTION	NTERSE	CTION
Cottage Street - WB LT&TH Cottage Street - WB RT	1.03	104.8 40.2	шО	10 (13) 2 (4)	1.07	122.0 39.3	пΟ	10 (13) 0 (2)	0.95	79.2 38.1	шО	10 (13) 2 (4)	EB Right-Turns 0.16 14.7	t-Turns 14.7	В	<i></i>
US1 Bypass - NB LT US1 Bypass - NB 2TH US1 Bypass - NB RT	0.28	58.1 46.5	В	0 (1) 40 (45)	0.28 1.02 0.24	52.9 30.8 7.4	O O A	0 (1) 40 (45) 2 (3)	0.28 0.97 0.26	54.7 22.5 8.4	0 U 4	0 (1) 12 (39) 2 (3)	WB Right-Turns 0.62 53.0	nt-Turns 53.0	ш	4
US1 Bypass - SB LT US1 Bypass - SB 2TH&RT	0.76	86.0	щα	2 (5) 6 (10)	0.63	69.6	ша	2 (4) 7 (12)	0.76	86.0	ш 66	2 (5) 7 (12)				••••••
Overall	1.01	42.5	۵		1.01	31.8	ပ		0.95	26.0	ပ					
Cycle Length	120.0				120.0				120.0							
US1 Bypass/Borthwick Ave/Cate St Extension	Sion															
Borthwick Avenue - EB LT Borthwick Avenue - EB LT&TH Borthwick Avenue - EB RT	0.77 0.77 0.07	52.2 52.2 37.9	000	9 (12) 9 (12) 0 (1)	0.91 0.92 0.07	76.3 78.2 41.3	шшО	10 (11) 10 (11) 0 (0)	0.83 0.83 0.07	59.3 59.5 39.3	шшО	9 (12) 9 (12) 0 (1)	1.11	138.9 142.2 44.7	ппО	11 (16) 11 (17) 0 (0)
Cate Street Extension - WB LT&TH&RT Cate Street Extension - WB RT	0.12	55.8 55.0	E	0 (1)	0.87	89.6 51.2	ш О	5 (11) 0 (3)	0.62	63.2 53.7	ш	2 (6) 0 (0)	1.21	171.3 49.8	пО	14 (22) 3 (7)
US1 Bypass - NB LT US1 Bypass - NB 2TH&RT	0.47	60.0	шО	1 (3) 16 (24)	0.51	61.7	шО	1 (3) 21 (27)	0.51	61.7 33.5	шО	1 (3) 21 (25)	0.51	61.7 82.8	шш	1 (3) 26 (32)
US1 Bypass - SB LT US1 Bypass - SB 2TH&RT	0.22	71.6	шв	0 (1) 15 (20)	0.95	94.1 19.0	ц О	6 (11) 11 (18)	0.73	71.8	ша	3 (7) 13 (19)	1.13	144.2 22.2	шΟ	11 (18) 11 (14)
Overall	0.72	27.4	ပ		0.94	45.7	Ω		0.83	35.6	۵		1.14	85.3	ட	
Cycle Length	120.0				120.0				120.0				120.0			

49

Volume-to-capacity ratio, 2) Delay in vehicles per seconds, 3) Level of Service, 4) Queue length in vehicles
Scenario A = Proposed Development with Cate Street Extension
Scenario B = Proposed Development No Cate Street Extension
Scenario C = Proposed Development with Cate Street Extension and Median Island at Cottage Street/Coakley Road Intersection



STUDY FINDINGS AND CONCLUSIONS

Based on the existing conditions data collected along US1 Bypass and at the six existing study area intersections, the anticipated traffic increases from the proposed residential/commercial development (Development Scenario B), and the analysis of future traffic operations in the study area, Pernaw & Company, Inc. concludes that:

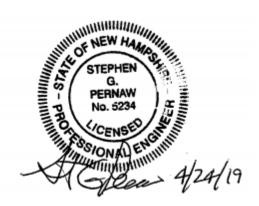
- 1. The May 2018 traffic counts revealed that the Weekday PM peak hour traffic volumes are generally higher than those observed during the Saturday Midday peak hour period. During the PM peak hour (4:30 to 5:30 PM) the US1 Bypass carried over 2,200 vehicles (total both directions, north of cottage Street), Islington Street and Bartlett Street carried over 1,100 vehicles, Cottage Street (east of the Bypass) carried 500 vehicles, and Cate Street (west of Bartlett Street) carried approximately 150 vehicles. See Figure 3A.
- 2. The proposed residences and commercial uses are expected to generate a total of 353 vehicle-trips (198 arrivals, 155 departures) during the weekday PM peak hour period, and 444 vehicle-trips (230 arrivals, to 214 departures) during the Saturday Midday peak hour period. Approximately 24-28% of these trips will be "pass-by" trips that will turn into the site from the existing traffic stream on the Bypass. See Table 1.
- 3. The intersection capacity and Level of Service analyses for the two signalized study area intersections on the Bypass indicates that with implementation of the mitigation measures recommended on Page 36, these intersections will operate <u>below</u> capacity through 2030 with the subject site in full operation. More specifically, the Cottage Street/Coakley Road intersection is projected to operate with an overall volume-to-capacity ratio of v/c = 0.95 during the 2030 PM peak hour and the Borthwick Avenue/Existing Site Driveway intersection is projected to operate at v/c = 0.83. See Table 12.
- 4. Cate Street Extension (Supplemental Development Scenario A) The possible future realignment and extension of Cate Street through the subject site to the US1 Bypass (and the closure of the Cate Street bridge to through traffic; for pedestrian use only) is expected to alter local travel patterns as this new connection will become an attractive travel route for many drivers (depending upon their trip origin or destination). Analysis of this development scenario shows that there will be net increases on the Bypass, and these will increase the v/c ratio at Cottage Street/Coakley Road intersection from v/c = 0.95 to 1.01 (slightly over capacity) during the 2030 PM peak hour. The Borthwick Avenue/Cate Street Extension intersection increases from v/c = 0.83 to 0.94. See Table 12.
- 5. Median Island Extension (Supplemental Development Scenario C) The possible future extension of the median island on the Bypass through the Cottage Street/Coakley Road intersection (Development Scenario C) will eliminate the need for traffic signal control at this location. However, the added traffic demand at the Borthwick Avenue/Cate Street Extension intersection increases its v/c from 0.94 to 1.14 (significantly over capacity) during the 2030 PM peak hour. See Table 12.
- 6. Analysis of the three existing <u>unsignalized</u> study area intersections revealed that peak period capacity deficiencies will occur at the Bartlett Street/Cate Street intersection in 2020 as a result of site traffic and diverted traffic (weekday PM peak hour). Three mitigation scenarios



were evaluated, with varying results. Configuration A, which maintains Cate Street as the minor leg of the intersection, appears to operate more efficiently than reconfiguring Bartlett Street such that the north leg functions as the minor approach (Configuration B and C) See Table 9A and 9B.

7. Analysis of the three proposed site driveway intersections on Cate Street Extension, if constructed, confirms that each intersection will operate well <u>below</u> capacity with single approach lanes on each leg of each intersection. These intersections will operate at LOS B (or higher) through 2030 with the site fully occupied. Vehicle queuing will be minimal. See Table 11.

In conclusion, development of the subject site as proposed can be successfully mitigated by implementing the recommendations summarized on Page 36. All signalized study area intersections will operate below capacity (v/c < 1.0) during the weekday PM and Saturday midday peak hour periods in 2030, with the site in full operation. The traffic diversion that will occur in the study area due to the possible future extension of Cate Street through the subject site to the Bypass has the potential to increase the overall v/c ratio at the Cottage Street/Coakley Road intersection to 1.01. Similarly, the traffic diversion that will occur along the Bypass due to the possible future extension of the median island through the Cottage Street/Coakley Road intersection has the potential to create a significant capacity deficiency at the Borthwick Road/Cate Street Extension intersection (v/c = 1.14) during the 2030 PM peak hour period. It should be noted that the extension of the median island will also impact several other properties in the area. The possible future extension of both Cate Street and the median island on the Bypass are <u>not</u> proposed by Torrington Properties, Inc. The subject site can and should be developed independently of these other longer-range projects.



APPENDIX

Appendix A Site Plan

Appendix B Automatic Traffic Recorder Counts

Appendix C Intersection Turning Movement Counts

Appendix D Pedestrian Counts

Appendix E Seasonal Adjustment Factors / Historical Growth Rates

Appendix F Other Development Traffic Volumes

Appendix G · Site Generated Traffic Volumes / Trip Distribution / Traffic Diversion

Appendix H Lane Utilization Factors

Appendix I Capacity and Level of Service Calculations – Signalized

Appendix J Capacity and Level of Service Calculations - Unsignalized

Appendix K Bartlett Street / Cate Street Alternative Layouts & Analyses

Appendix A

Site Plan

PCA TORRINGTON PROPERTIES + WATERSTONE PROPERTIES GROUP

WEST END YARDS - PORTSMOUTH | 8

Appendix B

Automatic Traffic Recorder Counts





List Viev	<u>'</u>	All DIRs														
Record	144	4	1	•	₩	of	1	Goto R	eco	rd	go					
Location	ID 8	23790	42								N	MPO ID				
Ту	pe S	POT									H	PMS ID				
On Ni	-	es									On	HPMS	Yes			
LRS	ID	00000	01B_									Loc Pt.				
SF Gro	up 0	3									Rout	e Type				
AF Gro	up 0	3									<u> </u>	Route				
GF Gro	-											Active				
Class Dist G	rp D	efault								<u> </u>	Ca	tegory	3			
Seas Clss G	rp D	efault								<u></u>	<u> </u>					
WIM Gro	up [efault														
QC Gro	up D	efault														
Fnct'l Cla	ss F	reewa	y & Ex	pressv	vay						M	ilepost				
Located ($\overline{}$															
Loc On Ali	as L	IS 1 B	YPASS	UND	ER B	M RA	۱LF	ROAD (E	B-W	B) (8137	79043-813	79042)				
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More Detail)															
STATION D	ATA															
Directions:			EB		0											
AADT Ye		AA i 18,9		DHV 1,79			%	D 9		17 51	PA 15 (92%)	В 1,482	-		Src	
20		21,8		1,1	<i>52</i>						74 (93%)				Grow	
	16	21,4									35 (91%)			, ,,,	om 20 Grow	/n
										10,00	00 (3170)	1,000	(370)	fro	om 20)15
	15	21,0														
20	12	37,0	000	,												
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Mod Ye			odel ADT	AM F	PHV	AM P	PV	MD PH	v M	ID PPV	PM PHV	PM PP\	/ NT	PHV	NT F	PPV
VOLUME O	coul	VT							1,	/01.118/	E TREN	.0				
		Date	e		1	Int		Total	1 `	Year	IE IKENI		al Gr	owth		
100	Th	nu 8/2/	2018			60	-	22,272	1	2018			-13%	J W L I I		
45	W	ed 8/1	/2018			60		23,285	1	2017			2%			
45	Tu	e 7/31	/2018			60	-:	22,861	1	2016			2%			
30	F	ri 9/4/2	2015			60	:	25,199]	2015			-17%			
45	Ti	nu 9/3/	2015			60	- :	24,394]	2012			14%			
45	W	ed 9/2	/2015	-		60	_;	24,783		2009			1%			
*		ue 9/1/				60		24,726		2006			1%			
*			/2015		\rightarrow	60	-	24,496	1	2003			0%			
45	Fri	12/14	/2012			60	<u></u>	48,039	1	วกกว			30%			







Excel Version

Weekly Volume F	Report		
Location ID:	82379042	Type:	SPOT
Located On:	US Route 1 Bypass N	:	
Direction:	2-WAY		
Community:	PORTSMOUTH	Period:	Mon 7/30/2018 - Sun 8/5/2018
AADT:	18997		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		81	102	112				98	0.4%
1:00 AM		51	57	47				52	0.2%
2:00 AM		42	48	56				49	0.2%
3:00 AM		56	81	80				72	0.3%
4:00 AM		125	151	111				129	0.6%
5:00 AM		363	362	338				354	1.6%
6:00 AM		765	739	729				744	3.3%
7:00 AM		1238	1292	1257				1,262	5.5%
8:00 AM		1469	1425	1346				1,413	6.2%
9:00 AM		1450	1516	1463				1,476	6.5%
10:00 AM		1536	1628	1465				1,543	6.8%
11:00 AM		1603	1695	1696				1,665	7.3%
12:00 PM		1710	1726	1762				1,733	7.6%
1:00 PM		1692	1622	1619				1,644	7.2%
2:00 PM		1750	1713	1700				1,721	7.5%
3:00 PM		1722	1734	1643				1,700	7.5%
4:00 PM		1792	1709	1524				1,675	7.3%
5:00 PM		1710	1585	1498				1,598	7.0%
6:00 PM		1260	1343	1171				1,258	5.5%
7:00 PM		880	1043	868				930	4.1%
8:00 PM		682	717	691				697	3.1%
9:00 PM		470	516	571				519	2.3%
10:00 PM		249	290	296				278	1.2%
11:00 PM		165	191	229				195	0.9%
Total	0	22,861	23,285	22,272	0	0	0		
24hr Total		22861	23285	22272				22,806	
AM Pk Hr		11:00	11:00	11:00					
AM Peak		1603	1695	1696				1,665	
PM Pk Hr		4:00	3:00	_					
PM Peak		1792	1734		-			1,763	
% Pk Hr		7.84%	7.45%	7.91%				7.73%	





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	On NHS	No								Or	HPMS	Yes	
	LRS ID	N37900	35							LRS	Loc Pt.		
SF	Group	04								Rou	te Type		
AF	Group	04									Route		
GF	Group	E							<u> </u>)	Active	Yes	
	Dist Grp	<u> </u>								Ca	ategory	3	
Seas C	lss Grp	Default						·		<u> </u>		 	
WIN	Group	Default								<u> </u>			
QC	Group	Default											
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MMD !	Year	AA	DT	DHV	-30	K	%	D %	1	PA ·	В	С	Src
	2018	16,7	42 ³			ę	9		15,43	37 (92%)	1,305	(8%) _f	Grown rom 2017
	2017	16,4	414	1,4	34	ę	9		15,23	33 (93%)	1,181		10111 2017
	2016	17,8	60 ³						16,28	39 (91%)	1,571	(9%)	Grown
	0045									,	,	` ' '	rom 2015 Grown
	2015	17,5										f	rom 2014
5. b	2014	17,0											
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	Model Year		odel ADT	AM I	PHV	AM P	PV	MD PHV	MD PPV	РМ РНV	PM PPV	NT PH	NT PPV
VOLU	ME COL	INT									- 6		
1020	10120 0001	Dat				Int		Total	VOLUN Year	IE TRENI		al Growt	h
***	Т	hu 9/21			$\overline{}$	60	٠.	18,508	2018		Annu	ai Growt 2%	n
45		/ed 9/20			\rightarrow	60	_	18,359	2017			-8%	
45		ue 9/19				60		18,293	2017			-6% 2%	
45)		Fri 8/1/2			-	60		18,538					
455		hu 7/31			-	60	_	18,997	2015			3% 46%	
*	٧	Ved 7/30	0/2014	-		60		19,331	2014			16%	
**	Т	ue 7/29	/2014			60	:	20,116	2011			-4%	
45	N	1on 7/28	3/2014			60	- 2	20,172	2009			-2%	
-		7/4-	10011			^^		7 400	2005			-9%	







Excel Version

Weekly Volume R	eport		
Location ID:	82379052	Type:	SPOT
Located On:	Bartlett St	:	
Direction:	2-WAY		
Community:	PORTSMOUTH	Period:	Mon 9/18/2017 - Sun 9/24/2017
AADT:	16414		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		246	258	261				255	
1:00 AM		207	238	233				226	
2:00 AM		84	80	105				90	
3:00 AM		49	52	73		5		58	
4:00 AM		95	167	207				156	
5:00 AM		194	254	292				247	
6:00 AM		356	378	407		-		380	
7:00 AM		782	844	902				843	and the same of th
8:00 AM		997	985	982				988	
9:00 AM		998	1010	1029				1,012	
10:00 AM		1134	1146	1170				1,150	
11:00 AM		1377	1387	1403					
12:00 PM		1386	1358	1349				1,364	
1:00 PM		1350	1340	1342				1,344	
2:00 PM		1326	1311	1321				1,319	
3:00 PM		1384	1376	1380				1,380	41.0
4:00 PM		1414	1422	1434				1,423	
5:00 PM		1375	1312	1271				1,319	
6:00 PM		1071	1045	1022				1,046	
7:00 PM		800	752	720				757	
8:00 PM		593	576	568				579	
9:00 PM		480	458	445				461	
10:00 PM		392	369	345				369	
11:00 PM		203	241	247				230	
Total	0	18,293	18,359	18,508	0	0	0		_
24hr Total		18293	18359	18508				18,387	
AM Pk Hr		11:00	11:00	11:00		_			
AM Peak		1377	1387	1403				1,389	
PM Pk Hr		4:00	4:00	4:00					
PM Peak		1414	1422	1434				1,423	
% Pk Hr		7.73%	7.75%	7.75%			L	7.74%	





Transportation Data Management System

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	Type	SPOT							Н	PMS ID				
	On NHS	No							On	HPMS	No			•
		L3790394								Loc Pt.				
s	F Group	04							Rout	e Type				
A	F Group	04						<u> </u>		Route				
G	F Group	E						<u> </u>		Active	Yes			
Class	Dist Grp	Default						<u> </u>	Ca	tegory	3			
Seas (Clss Grp	Default)						
WII	M Group	Default						F						
Q	C Group	Default						T						
Fnc	t'l Class	Local							М	ilepost				
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Direct	ION DAT	-WAY 🕡				_	•							
	Year	AADT	DHV-	30	K %	D %		PA		В	С		Src	
	2018	1,448 ³			12		1,33	4 (92	%)	114 ((8%)		Grow	
	2017	1,420	165	5	12			9 (93	-	101		Tro	m 20) /
	2016	1,576 ³					1,43	7 (91	%)	139	(9%)		Grow	
	2015	1,545 ³											Grow m 20	
	2014	1,500										110	/III 20	, 14
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1.010	Model	Model			D	/ 145 5::::	MD 2001	D. -		PM PPV	, , , , , ,	21.0	N	
	Year	AADT	AM P	HV AM	PPV	MD PHV	MD PPV	PM P	HV	PM PPV	ונאן׳	PHV	NT P	·PV
VOLU	JME COL	INT					VOLUN	IE TR	FNI	0				
		Date		Int		Total	Year				al Gro	wth		
49)	Т	hu 8/31/2017		60		1,501	2018				2%			
ŧ	V	/ed 8/30/2017		60		1,663	2017				-10%			
*		ue 8/29/2017		60	\perp	1,722	2016				2%			
***		Thu 8/7/2014		60	_	1,714	2015				3%			
1		Ved 8/6/2014		60	+	1,952	2014				16%			
		Tue 8/5/2014		60	+	1,769	2011				8%			
5	-	Mon 8/4/2014 Sun 7/17/2011		60	+	1,619 463	2009				3%			
	0	uii // //2011		1 00		400								

2005

-7%







Excel Version

Weekly Volume Re	port		
Location ID:	82379111	Type:	SPOT
Located On:	Cate St	:	
Direction:	2-WAY		
Community:	PORTSMOUTH	Period:	Mon 8/28/2017 - Sun 9/3/2017
AADT:	1420		

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Graph
12:00 AM		2	6	1			-	3	-
1:00 AM		3	3	3				3	-
2:00 AM		3	3	1				2	
3:00 AM		0	0	0				0	
4:00 AM		4	5	5				5	
5:00 AM		19	12	17				16	MAD:
6:00 AM		40	38	50				43	
7:00 AM		128	95	108				110	
8:00 AM		160	148	152				153	College William Art. Art. and
9:00 AM		102	119	95				105	SUDDAY SEE THE SEE
10:00 AM		105	120	86				104	The second secon
11:00 AM		127	122	79				109	
12:00 PM		147	165	116				143	
1:00 PM		120	135	101				119	Activities of the Control of the Con
2:00 PM		148	113	87				116	and the same of th
3:00 PM		125	117	103				115	
4:00 PM		111	102	129				114	hard and a second
5:00 PM		130	103	131				121	
6:00 PM		81	72	86				80	
7:00 PM		61	64	54				60	introtaiza
8:00 PM		54	46	34				45	
9:00 PM		30	42	34				35	
10:00 PM		16	25	20				20	
11:00 PM		6	8	9				8	
Total	0	1,722	1,663	1,501	0	0	0		
24hr Total		1722	1663	1501	_			1,629	
AM Pk Hr		8:00	8:00	8:00					
AM Peak		160	148	152				153	
PM Pk Hr		2:00	12:00	5:00					
PM Peak		148	165	131				148	
% Pk Hr		9.29%	9.92%	10.13%				9.78%	

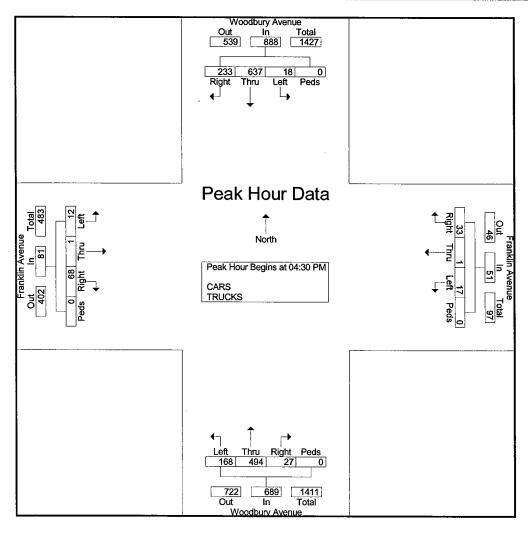
Appendix C Intersection Turning Movement Counts

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name : 1831A Thurs Woodbury Avenue-Franklin Avenue Site Code : 1831A Start Date : 5/24/2018 Page No : 3

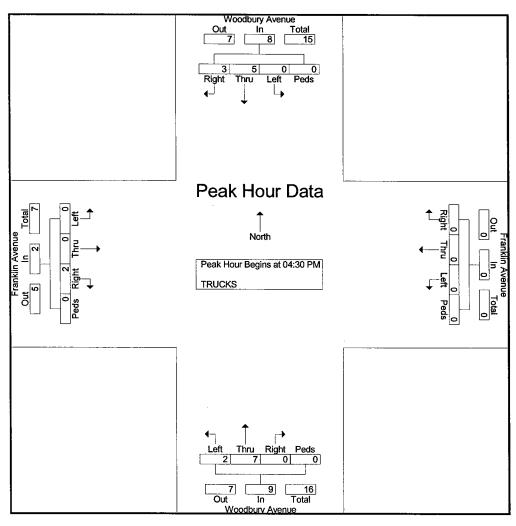
		Wood Fr	bury A		e			klin A rom E	venue ast			Wood Fr	bury /		Э			klin A om W	venue 'est		
Start Time	Right	Thru	Left	Peds	App. Total	Right							Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	03:00	PM to	05:45 PN	vi - Pea	k 1 of	1								·	··				,
Peak Hour fo	r Entire	e Inters	ection	Begin	s at 04:3	IO PM															
04:30 PM	59	146	3	0	208	8	0	5	0	13	8	101	40	0	149	17	0	6	0	23	393
04:45 PM	49	145	6	0	200	5	1	4	0	10	8	113	43	0	164	16	1	0	0	17	391
05:00 PM	66	167	5	0	238	15	0	5	0	20	7	151	43	0	201	18	0	4	0	22	481
05:15 PM	59	179	4	0	242	5	0	3	0	8	4	129	42	0	175	17	0	2	0	19	444
Total Volume	233	637	18	0	888	33	1	17	0	51	27	494	168	0	689	68	1	12	0	81	1709
% App. Total	26.2	71.7	2	0		64.7	2	33.3	0		3.9	71.7	24.4	0		84	1.2	14.8	0		
PHF	.883	.890	.750	.000	.917	.550	.250	.850	.000	.638	.844	.818	.977	.000	.857	.944	.250	.500	.000	.880	.888



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Thurs Woodbury Avenue-Franklin Avenue Site Code: 1831A Start Date: 5/24/2018

Page No : 2

·			bury A	Avenue orth	е			klin A rom E	venue ast			Wood Fr	bury A		9			klin A om W	venue /est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Ar	nalysis	From (04:30 F	PM to 0	05:15 PN	1 - Pea	k 1 of	1						•						-	
Peak Hour fo	r Entire	Inters	ection	Begins	s at 04:3	0 PM															
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
05:15 PM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
Total Volume	3	5	0	0	8	0	0	0	0	0	0	7	2	0	9	2	0	0	0	2	19
% App. Total	37.5	62.5	0	0		0	0	0	0		0	77.8	22.2	0		100	0	0	0		
PHF	.375	.625	.000	.000	.500	.000	.000	.000	.000	.000	.000	.438	.250	.000	.563	.500	.000	.000	.000	.500	.792



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Thurs Woodbury Avenue-Franklin Avenue Site Code: 1831A

Start Date : 5/24/2018

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Groups Printed- CARS - TRUCKS

		141 .								illea- C	ANO -										
		Wood			е		Fran	klin A	venue			Wood	ibury /	Avenu	е		Fran	klin A	venue		
		Fr	om No				F	rom E	ast			Fr	om Sc	outh			Fı	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	52	95	0	0	147	7	3	10	0	20	5	83	44	0	132	15	4	1	0	20	319
03:15 PM	51	115	0	0	166	2	3	5	0	10	3	87	44	0	134	12	1	4	0	17	327
03:30 PM	57	124	1	0	182	4	7	4	0	15	3	116	40	0	159	24	1	5	Ō	30	386
03:45 PM	62	131	4	0	197	2	1	5	0	8	7	103	27	0	137	14	0	4	0	18	360
Total	222	465	5	0	692	15	14	24	0	53	18	389	155	0	562	65	6	14	0	85	1392
																			_		,,,,
04:00 PM	42	124	1	0	167	4	1	5	0	10	4	104	35	0	143	13	1	7	0	21	341
04:15 PM	52	121	4	0	177	4	3	6	0	13	8	101	39	0	148	27	1	2	0	30	368
04:30 PM	59	146	3	0	208	8	0	5	0	13	8	101	40	0	149	17	0	6	Ō	23	393
04:45 PM	49	145	6	0	200	5	1	4	0	10	8	113	43	0	164	16	1	0	0	17	391
Total	202	536	14	0	752	21	5	20	0	46	28	419	157	0	604	73	3	15	0	91	1493
																'			_	•	
05:00 PM	66	167	5	0	238	15	0	5	0	20	7	151	43	0	201	18	0	4	0	22	481
05:15 PM	59	179	4	0	242	5	0	3	0	8	4	129	42	0	175	17	0	2	0	19	444
05:30 PM	42	137	3	0	182	7	1	9	0	17	11	84	43	0	138	11	ō	2	Ö	13	350
05:45 PM	41	146	2	0	189	6	2	3	0	11	1	78	30	0	109	14	2	2	ō	18	327
Total	208	629	14	0	851	33	3	20	0	56	23	442	158	0	623	60	2	10	0	72	1602
											'										
Grand Total	632	1630	33	0	2295	69	22	64	0	155	69	1250	470	0	1789	198	11	39	0	248	4487
Apprch %	27.5	71	1.4	0		44.5	14.2	41.3	0		3.9	69.9	26.3	0		79.8	4.4	15.7	Ō		
Total %	14.1	36.3	0.7	0	51.1	1.5	0.5	1.4	0	3.5	1.5	27.9	10.5	0	39.9	4.4	0.2	0.9	Ö	5.5	
CARS	622	1604	33	0	2259	68	20	64	0	152	68	1225	454	0	1747	192	10	38	0	240	4398
% CARS	98.4	98.4	100	0	98.4	98.6	90.9	100	0	98.1	98.6	98	96.6	0	97.7	97	90.9	97.4	Ö	96.8	98
TRUCKS	10	26	0	0	36	1	2	0	0	3	1	25	16	0	42	6	1	1	0	8	89
% TRUCKS	1.6	1.6	0	0	1.6	1.4	9.1	0	0	1.9	1.4	2	3.4	ō	2.3	3	9.1	2.6	ŏ	3.2	2
								_	-			_		,		, ,	J. 1	2.0	,	0.2	

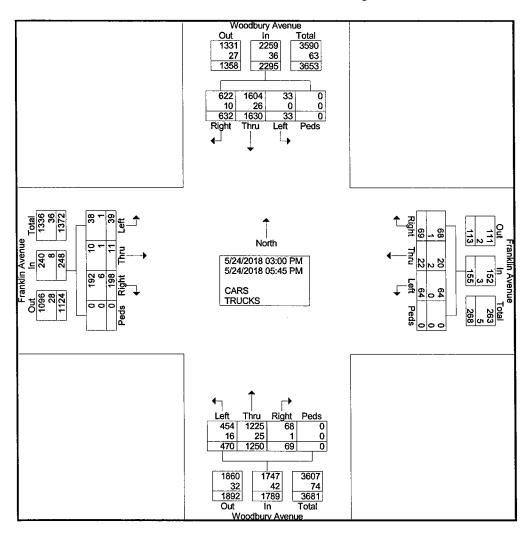
Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A Thurs Woodbury Avenue-Franklin Avenue

Site Code : 1831A Start Date : 5/24/2018

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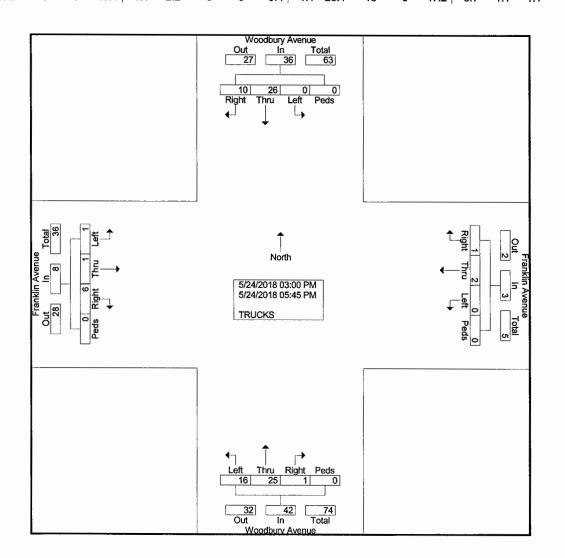
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Thurs Woodbury Avenue-Franklin Avenue

Site Code : 1831A Start Date : 5/24/2018

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Groups Printed-TRUCKS

		Wood	bury /	Avenu	е		Fran	klin A	venue			Wood	bury /	Avenu	е		Fran	klin A	venue		
		Fr	om No				F	rom E	ast				om Sc				Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	2	2	0	0	4	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	9
03:15 PM	1	6	0	0	7	0.	1	0	0	1	0	4	5	0	9	1	0	0	0	1	18
03:30 PM	0	5	0	0	5	0	1	0	0	1	0	5	2	0	7	3	0	1	0	4	17
03:45 PM	0	2	0_	0	2	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	6
Total	3	15	0	0	18	1	2	0	0	3	0	15	9	0	24	4	0	1	0	5	50
		_	_	_																	
04:00 PM	2	2	0	0	4	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	2	3	0	0	5	0	0	0	0	0	0	5	7	0	12	1	0	0	0	1	18
		_	_		-																
05:00 PM		2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
05:15 PM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
05:30 PM	1	3	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7
05:45 PM	1	1_	0	0	2	0	0	0	0	0	. 0	0	0	0	0	0	1	0	0	1	3
Total	5	8	0	0	13	0	0	0	0	0	1	5	0	0	6	1	1	0	0	2	21
,			_																		
Grand Total	10	26	0	0	36	1	2	0	0	3	1	25	16	0	42	6	1	1	0	8	89
Apprch %		72.2	0	0		33.3	66.7	0	0		2.4	59.5	38.1	0		75	12.5	12.5	0		
Total %	11.2	29.2	0	0	40.4	1.1	2.2	0	0	3.4	1.1	28.1	18	0	47.2	6.7	1.1	1.1	0	9	

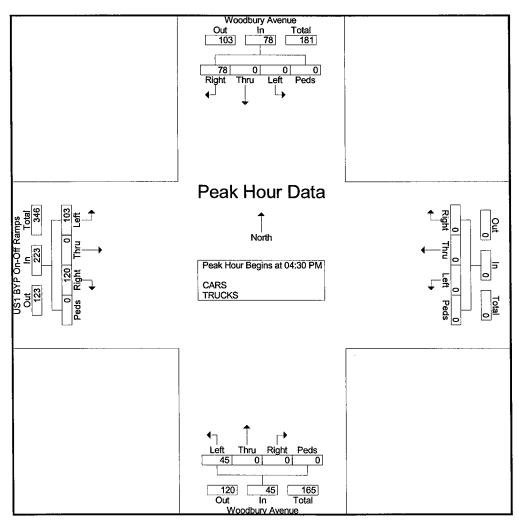


Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Thurs Woodbury Avenue-US1 BYP On-Off Ramps turns only

Site Code : 1831A Start Date : 5/24/2018

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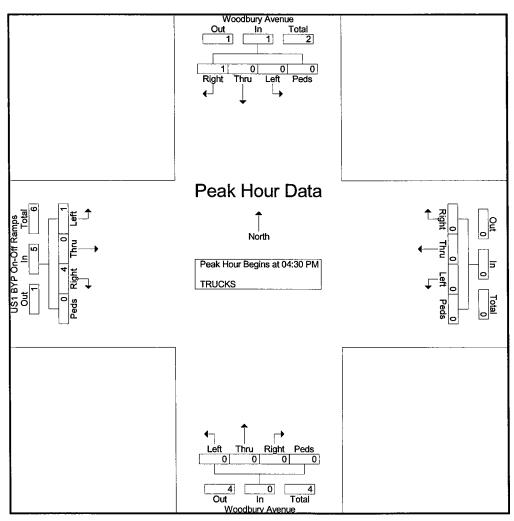
		Wood Fre	Avenu	е		F			Wood Fre	е	US										
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From (04:30 F	PM to 0	05:15 PN	Л - Реа	k 1 of	1			-										
Peak Hour fo	r Entire	Inters	ection	Begin:	s at 04:3	O PM															
04:30 PM	18	0	0	0	18	0	0	0	0	0	0	0	13	0	13	34	0	24	0	58	89
04:45 PM	21	0	0	0	21	0	0	0	0	0	0	0	7	0	7	30	0	19	0	49	77
05:00 PM	19	0	0	0	19	0	0	0	0	0	0	0	16	0	16	28	0	28	0	56	91
05:15 PM	20	0	0	0	20	0	0	0	0	0	0	0	9	0	9	28	0	32	0	60	89
Total Volume	78	0	0	0	78	0	0	0	0	0	0	0	45	0	45	120	0	103	0	223	346
% App. Total	100	0	0	0		0	0	0	0		0	0	100	0		53.8	0	46.2	0		
PHF	.929	.000	.000	.000	.929	.000	.000	.000	.000	.000	.000	.000	.703	.000	.703	.882	.000	.805	.000	.929	.951



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A Thurs Woodbury Avenue-US1 BYP On-Off Ramps turns only Site Code : 1831A Start Date : 5/24/2018

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	Woodbury Avenue											Wood	bury /	venu	е	ÚS					
		Fr	om No	orth		L	Fi			Fre	uth										
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	eak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	6
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		80	0	20	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.250	.000	.417	.500



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Thurs Woodbury Avenue-US1 BYP On-Off Ramps turns only Site Code: 1831A Start Date : 5/24/2018

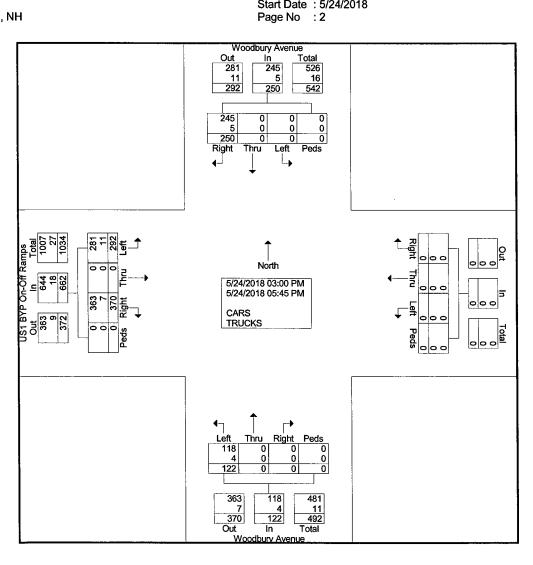
Page No : 1

Groups Printed- CARS - TRUCKS

		Mood	hung	Avon	^				·po i i	Woodhuri Avenue IICA DVD On Off Domine														
	Woodbury Avenue From North												Woodbury Avenue						US1 BYP On-Off Ramps					
						From East						From South						From West						
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
03:00 PM	13	0	0	0	13	0	0	0	0	0	0	0	13	0	13	36	0	21	0	57	83			
03:15 PM	20	0	0	0	20	0	0	0	0	0	0	0	10	0	10	21	0	21	0	42	72			
03:30 PM	20	0	0	0	20	0	0	0	0	0	0	0	7	0	7	26	0	28	0	54	81			
03:45 PM	20	0	0	0	20	0	0	0	0	0	0	0	10	0	10	35	0	23	0	58	88			
Total	73	0	0	0	73	0	0	0	0	0	0	0	40	0	40	118	0	93	0	211	324			
04:00 PM	19	0	0	0	19	0	0	0	0	0	0	0	5	0	5	27	0	22	0	49	73			
04:15 PM	29	0	0	0	29	0	0	0	0	0	0	0	12	0	12	35	0	37	0	72	113			
04:30 PM	18	0	0	0	18	0	0	0	0	0	0	0	13	0	13	34	0	24	0	58	89			
04:45 PM	21	0	0	0	21	0	0	0	0	0	0	0	7	0	7	30	0	19	0	49	77			
Total	87	0	0	0	87	0	0	0	0	0	0	0	37	0	37	126	0	102	0	228	352			
																'								
05:00 PM	19	0	0	0	19	0	0	0	0	0	0	0	16	0	16	28	0	28	0	56	91			
05:15 PM	20	0	0	0	20	0	0	0	0	0	0	0	9	0	9	28	0	32	0	60	89			
05:30 PM	27	0	0	0	27	0	0	0	0	0	0	0	10	0	10	32	0	19	Ō	51	88			
05:45 PM	24	0	0	0	24	0	0	0	0	0	0	0	10	0	10	38	0	18	0	56	90			
Total	90	0	0	0	90	0	0	0	0	0	0	0	45	0	45	126	0	97	0	223	358			
	•					'								•				•			, 555			
Grand Total	250	0	0	0	250	0	0	0	0	0	0	0	122	0	122	370	0	292	0	662	1034			
Apprch %	100	0	0	0		0	0	0	0		0	Ö	100	Ö		55.9	Ö	44.1	Ö	****				
Total %	24.2	0	0	0	24.2	0	0	0	ō	0	0	Ö	11.8	Ö	11.8	35.8	Ö	28.2	Ö	64				
CARS	245	0	0	0	245	0	0	0	0	0	0	0	118	0	118	363	0	281	0	644	1007			
% CARS	98	0	0	0	98	0	0	Ō	Õ	Ö	0	Ö	96.7	Ö	96.7	98.1	ŏ	96.2	Ö	97.3	97.4			
TRUCKS	5	0	0	0	5	0	0	0	0	0	0	0	4	0	4	7	0	11	0	18	27			
% TRUCKS	2	Ō	0	0	2	Ō	Ö	0	Ō	Ö	0	Ö	3.3	Ö	3.3	1.9	Ö	3.8	Ö	2.7	2.6			
	-	-	_	•	_		•	•	•	•		·	5.0	·	0.0	10	•	5.0	J	2.,	2.0			

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Thurs Woodbury Avenue-US1 BYP On-Off Ramps turns only Site Code: 1831A

Start Date : 5/24/2018



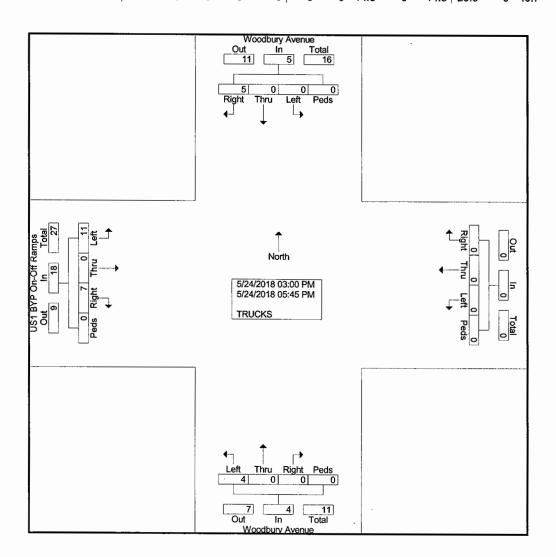
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Thurs Woodbury Avenue-US1 BYP On-Off Ramps turns only Site Code: 1831A

Site Code : 1831A Start Date : 5/24/2018

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Groups Printed-TRUCKS

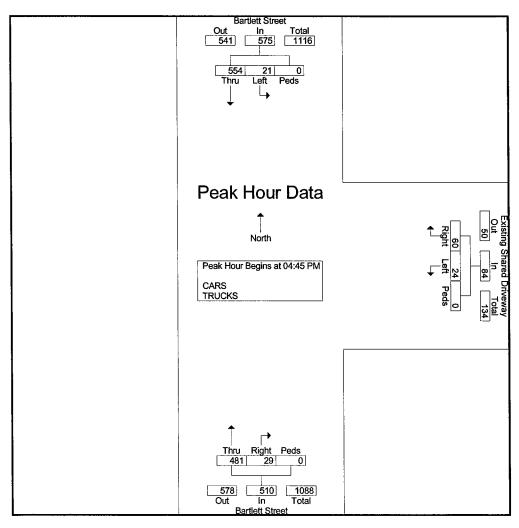
		Wood	bury	Avenu	e					<u> </u>			bury	Avenu	e	US	1 BY	On-C	off Ran	nns	}
			om N				Fi	rom E	ast				om Sc		•			rom W		nps	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	,	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	2	0	4	0	6	9
03:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	Ō	1	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	Ö	2	3
Total	3	0	0	0	3	0	0	0	0	0	0	0	3	0	3	3	0	9	0	12	18
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	. 2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	Ō	1	Ö	1	ŏ	ŏ	ò	ŏ	ò	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	Ö	0	Ŏ	Ó	2	ō	ŏ	ŏ	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ō	ō	2	ō	1	ŏ	3	3
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4	0	2	0	6	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	۱ ٥
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	Ō	Ō	Ö	Ö	Ö	Ö	Õ	Õ	Õ	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö	Ö	0	Õ	Ŏ	ŏ	Õ	i
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Ö	Ö	Ö	Ö	Õ	Ô
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	5	0	0	0	5	0	0	0	0	0	0	0	4	0	4	7	0	11	0	18	27
Apprch %	100	0	0	0		0	0	Ō	Ö	_	0	ŏ	100	ő	•	38.9	ŏ	61.1	ő		
Total %	18.5	0	0	0	18.5	0	0	0	0	0	0	Õ	14.8	ŏ	14.8	25.9	ŏ	40.7	ő	66.7	



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_C_Thurs_PM_Bart-Shared Site Code: 1831A

Start Date : 5/24/2018 Page No : 3

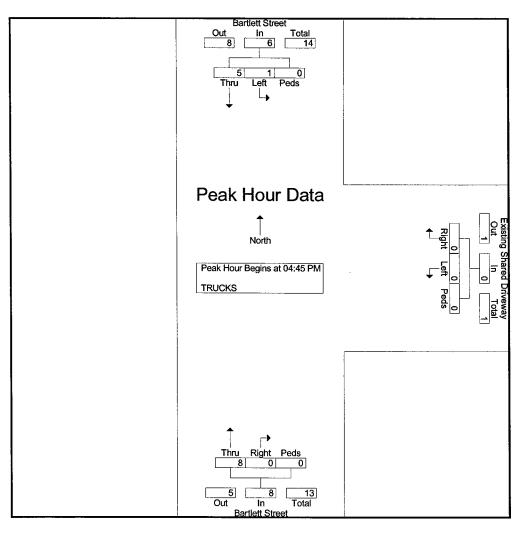
		Bartlett From			Exis	sting Sha From	red Drive East	way			t Street South		
Start Time	Thru	Left	Peds Ap	p. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis I	From 03:00	PM to 0	5:45 PM - P	eak 1 of 1									
Peak Hour for Entire	Intersectio	n Begins	at 04:45 PN	1									
04:45 PM	130	5	0	135	17	8	0	25	9	123	0	132	292
05:00 PM	128	6	0	134	23	6	0	29	6	150	0	156	319
05:15 PM	148	4	0	152	10	6	0	16	7	124	0	131	299
05:30 PM	148	6	0	154	10	4	0	14	7	84	0	91	259
Total Volume	554	21	0	575	60	24	0	84	29	481	0	510	1169
% App. Total	96.3	3.7	0		71.4	28.6	0		5.7	94.3	0		
PHF	.936	.875	.000	.933	.652	.750	.000	.724	.806	.802	.000	.817	.916



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_C_Thurs_PM_Bart-Shared Site Code : 1831A

Site Code: 1831A Start Date: 5/24/2018

			t Street North		Exis	sting Shar From		way			t Street South		
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis	From 04:4	5 PM to 0	5:30 PM	- Peak 1 of 1									
Peak Hour for Entire	Intersecti	on Begins	at 04:45	PM									
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
05:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
05:30 PM	1	1	0	2	0	0	0	. 0	0	1	0	1	3
Total Volume	5	1	0	6	0	0	0	0	0	8	0	8	14
% App. Total	83.3	16.7	0		0	0	0		0	100	0		
PHF	.313	.250	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.875



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_C_Thurs_PM_Bart-Shared Site Code : 1831A

Site Code : 1831A Start Date : 5/24/2018

Page No : 1

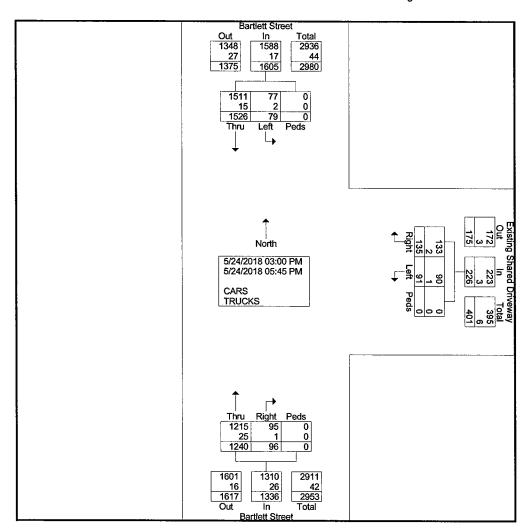
Groups Printed- CARS - TRUCKS

		Street	Bartlett			ed Driveway				Street	Bartlett		
			From		ĺ		From			North	From		
Int. Total	App. Total	Peds	Thru	Right	o. Total	Peds Ap	Left	Right	App. Total	Peds	Left	Thru	Start Time
241	106	0	96	10	21	0	11	10	114	0	7	107	03:00 PM
228	101	0	90	11	14	0	8	6	113	0	7	106	03:15 PM
255	113	0	104	9	15	0	5	10	127	0	10	117	03:30 PM
270	122	0	113	9	16	0	7	9	132	0	4	128	03:45 PM
994	442	0	403	39	66	0	31	35	486	0	28	458	Total
256	101	0	92	9	17	0	8	9	138	0	6	132	04:00 PM
249	96	0	88	8	21	0	9	12	132	0	6	126	04:15 PM
257	92	0	84	8	21	0	10	11	144	0	8	136	04:30 PM
292	132	0	123	9	25	0	8	17	135	0	5	130	04:45 PM
1054	421	0	387	34	84	0	35	49	549	0	25	524	Total
319	156	0	150	6	29	0	6	23	134	0	6	128	05:00 PM
299	131	0	124	7	16	0	6	10	152	0	4	148	05:15 PM
259	91	0	84	7	14	0	4	10	154	0	6	148	05:30 PM
242	95	0	92	3	17	0	9	8	130	0	10	120	05:45 PM
1119	473	0	450	23	76	0	25	51	570	0	26	544	Total
3167	1336	0	1240	96	226	0	91	135	1605	0	79	1526	Grand Total
		0	92.8	7.2	i	0	40.3	59.7		0	4.9	95.1	Apprch %
	42.2	0	39.2	3	7.1	. 0	2.9	4.3	50.7	0	2.5	48.2	Total %
3121	1310	0	1215	95	223	0	90	133	1588	0	77	1511	CARS
98.5	98.1	0	98	99	98.7	0	98.9	98.5	98.9	0	97.5	99	% CARS
46	26	0	25	1	3	0	1	2	17	0	2	15	TRUCKS
1.5	1.9	0	2	1	1.3	0	1.1	1.5	1.1	0	2.5	1	% TRUCKS

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A_INT_C_Thurs_PM_Bart-Shared

Site Code : 1831A Start Date : 5/24/2018 Page No : 2



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

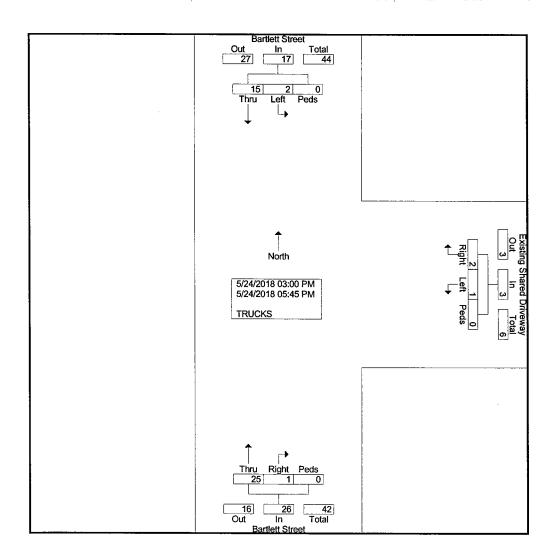
File Name: 1831A_INT_C_Thurs_PM_Bart-Shared

Site Code : 1831A Start Date : 5/24/2018

Page No : 1

Groups Printed- TRUCKS

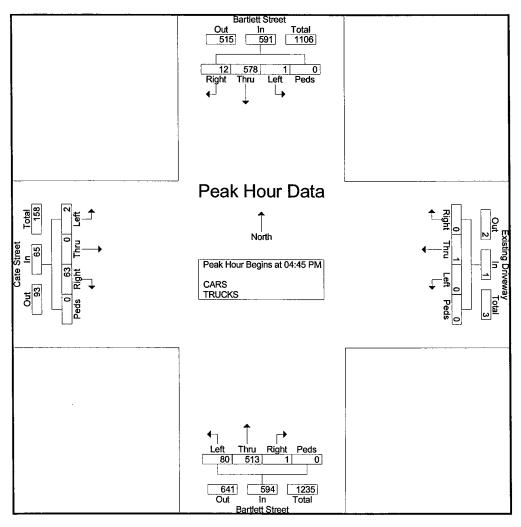
		Bartlett	Street		Exi	sting Shar	red Drive	way		Bartlet	t Street		
		From					East			From	South	į	
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:00 PM	3	1	0	4	0	1	0	1	0	4	0	4	9
03:15 PM	1	0	0	1	1	0	0	1	1	2	0	3	5
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	5	1	0	6	1	1	0	2	1	10	0	11	19
				. 1									
04:00 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
04:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	5	0	0	5	1	0	0	1	0	8	0	8	14
05:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	Ô	0	Ō	4	Ō	4	4
05:30 PM	1	1	0	2	0	0	0	0	Ō	1	Ō	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	5	1	0	6	0	0	0	0	0	7	0	7	13
Grand Total	15	2	0	17	2	1	0	3	1	25	0	26	46
Apprch %	88.2	11.8	0	''	66.7	33.3	0	3	3.8	96.2	0	20	46
Total %	32.6	4.3	0	37	4.3	2.2	0	6.5			0	56 E	
10tai /6	32.0	4.3	U	31	4.3	2.2	U	6.5	2.2	54.3	0	56.5	



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_D_Thurs_PM_Bartlett-Cate Site Code : 1831A

Start Date : 5/24/2018 Page No : 3

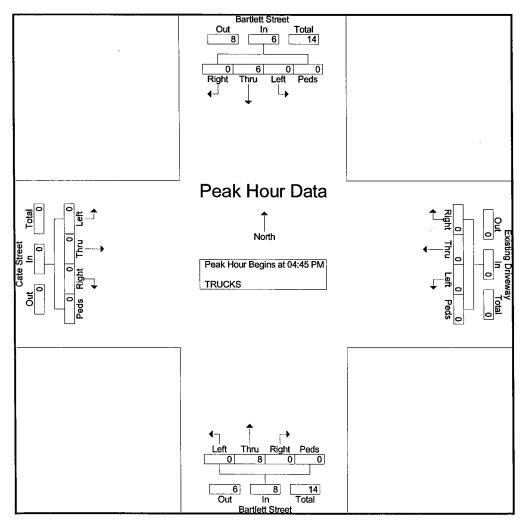
		Ba	rtlett S	treet			Existi	ing Dri	iveway	,		Bai	tlett S	treet			C	ate Sti	reet]
		Fı	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	04:45 F	PM to (05:30 PN	Л - Реа	k 1 of	1													
Peak Hour fo	r Entire	Inters	ection	Begins	s at 04:4	5 PM															
04:45 PM	1	142	0	0	143	0	0	0	0	0	0	131	28	0	159	11	0	1	0	12	314
05:00 PM	2	129	1	0	132	0	0	0	0	0	0	158	21	0	179	18	0	1	0	19	330
05:15 PM	2	158	0	0	160	0	1	0	0	1	0	129	16	0	145	16	0	0	0	16	322
05:30 PM	7	149	0	0	156	0	0	0	0	0	1	95	15	0	111	18	0	0	0	18	285
Total Volume	12	578	1	0	591	0	1	0	0	1	1	513	80	0	594	63	0	2	0	65	1251
% App. Total	2	97.8	0.2	0		0	100	0	0		0.2	86.4	13.5	0		96.9	0	3.1	0		
PHF	.429	.915	.250	.000	.923	.000	.250	.000	.000	.250	.250	.812	.714	.000	.830	.875	.000	.500	.000	.855	.948



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_D_Thurs_PM_Bartlett-Cate

Site Code : 1831A Start Date : 5/24/2018 Page No : 2

		Ba	rtlett S	treet			Existi	ing Dri	veway			Bar	tlett S	treet			C	ate St	reet]
l		Fı	rom No	orth			F	rom E	ast			Fr	om So	uth			F	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	04:45 I	PM to 0	05:30 PN	/I - Pea	k 1 of '	1													
Peak Hour for	r Entire	e Inters	ection	Begins	s at 04:4	5 PM															
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.700



Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name : 1831A_INT_D_Thurs_PM_Bartlett-Cate Site Code : 1831A

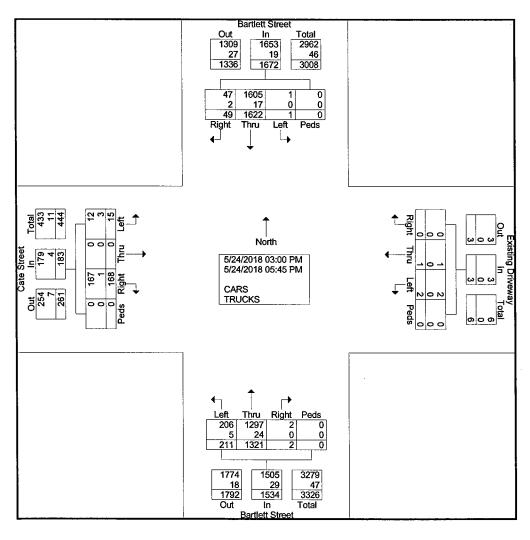
Start Date : 5/24/2018 Page No : 1

Groups Printed- CARS - TRUCKS

			tlett S					ing Dr	iveway	mod O		Ba	rtlett S	treet			C	ate Str	eet		1
			om No					rom E				Fr	rom So	uth			Fr	om W	est		
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	4	120	0	0	124	0	0	0	0	0	0	103	24	0	127	14	0	4	0	18	269
03:15 PM	8	110	0	0	118	0	0	0	0	0	0	95	19	0	114	15	0	1	0	16	248
03:30 PM	0	124	0	0	124	0	0	0	0	0	0	113	11	0	124	6	0	3	0	9	257
03:45 PM	6	127	0_	0	133	0	0	1	0	1	1	120	17	0	138	9	0	1	0	10	282
Total	18	481	0	0	499	0	0	1	0	1	1	431	71	0	503	44	0	9	0	53	1056
04:00 PM	7	142	0	0	149	۱ ٥	0	^	^	0		00	40	^	444		•		•		
04:00 PM	2	133	0	0	135	0	0	0	0	. 0	0	98 97	13	0	111	27	0	1	0	28	288
04:30 PM	2	142	0	0	148	١	0	0	0	0	0	92	22	0	119	14	0	1	Ü	15	269
04:45 PM	1	142	0	0	143	0	0	0	0	0	0		16	0	108	10	0	1	0	11	267
Total	16	559	<u>ŏ</u>	0	575	0	0	0	0	0	0	131 418		0 0	159 497	11 62	0		0	12	314
I Otal	1 10	333	U	U	3/3	, 0	U	U	U	U	U	410	19	U	497	62	U	4	0	66	1138
05:00 PM	2	129	1	0	132	0	0	0	0	0	0	158	21	0	179	18	0	1	0	19	330
05:15 PM	2	158	0	0	160	0	1	0	0	1	0	129	16	0	145	16	0	0	Ō	16	322
05:30 PM	7	149	0	0	156	0	0	0	0	0	1	95	15	0	111	18	0	0	0	18	285
05:45 PM	4	146	0	0	150	0	0	1	0	1	0	90	9	0	99	10	0	1	0	11	261
Total	15	582	1	0	598	0	1	1	0	2	1	472	61	0	534	62	0	2	0	64	1198
				_																	
Grand Total	49	1622	1	0	1672	0	1	2	0	3	2	1321	211	0	1534	168	0	15	0	183	3392
Apprch %	2.9	97	0.1	0		0	33.3	66.7	0		0.1	86.1	13.8	0		91.8	0	8.2	0		i
Total %	1.4	47.8	0	0	49.3	0	0	0.1	0	0.1	0.1	38.9	6.2	0	45.2	5	0	0.4	0	5.4	
CARS	47	1605	. 1	0	1653	0	1	2	0	3	2	1297	206	0	1505	167	0	12	0	179	3340
% CARS	95.9	99	100	0	98.9	0	100	100	0	100	100	98.2	97.6	0	98.1	99.4	0	80	0	97.8	98.5
TRUCKS	2	17	0	0	19	0	0	0	0	0	0	24	5	0	29	1	0	3	0	4	52
% TRUCKS	4.1	1	0	0	1.1	0	0	0	0	0	0	1.8	2.4	0	1.9	0.6	0	20	0	2.2	1.5

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_D_Thurs_PM_Bartlett-Cate Site Code: 1831A

Site Code : 1831A Start Date : 5/24/2018



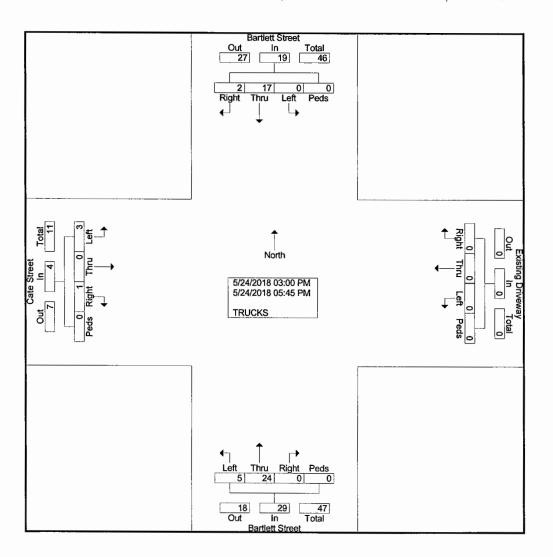
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_D_Thurs_PM_Bartlett-Cate Site Code : 1831A

Start Date : 5/24/2018

Page No : 1

Groups Printed-TRUCKS

			rtiett S					ing Dri	veway	,		Ba	rtlett S					ate Str]
			om No					rom E	ast			Fı	rom Sc			İ	F	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	10
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	1	0	1	5
Total	0	6	0	0	6	0	0	0	0	0	0	8	4	0	12	0	0	2	0	2	20
04:00 PM	0	1	0	0	1	0	0	·	0	0	۱ ۸	2	1	0	3		0	4	^	4	
04:15 PM	0	1	ő	n	1	n	Ô	ň	ŏ	0	١	0	,	0	0	0	0	,	0	,	3
04:30 PM	1	3	ň	ň	, 1	٥	0	0	0	0	0	2	0	0	3	1	0	0	0	1	1
04:45 PM	l i	1	ň	0	1	ľ	0	ň	0	0	0	3	0	0	3		0	0	0	1	8
Total	1	6	0	0	7	0	0	0	0		0	8		0	9	1	0	- 0	0	2	4
rotar		·	·	Ū	,	, 0	U	U	U	U	0	0	'	U	9	'	U	'	U	2	18
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	. 0	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	Ó	Ō	2
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	Ō	4
Total	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
Grand Total	2	17	0	0	19	l 0	0	0	0	0	l 0	24	5	0	29	1 1	٥	3	0	4	52
Apprch %	10.5	89.5	Ö	Ö		ŏ	ő	Ô	Ö	U	١	82.8	17.2	Ö	23	25	0	75	0	4	32
Total %	3.8	32.7	Ö	Ö	36.5	Ö	Õ	Õ	Õ	0	0	46.2	9.6	0	55.8	1.9	0	5.8	0	7.7	

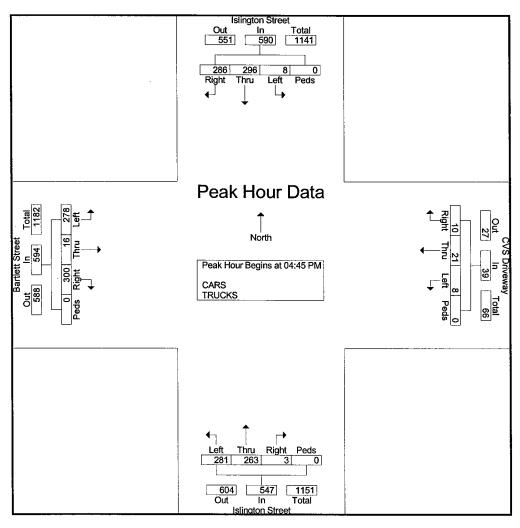


Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A_INT_E_Thurs_PM_Islington-Bartlett

Site Code : 1831A Start Date : 5/24/2018

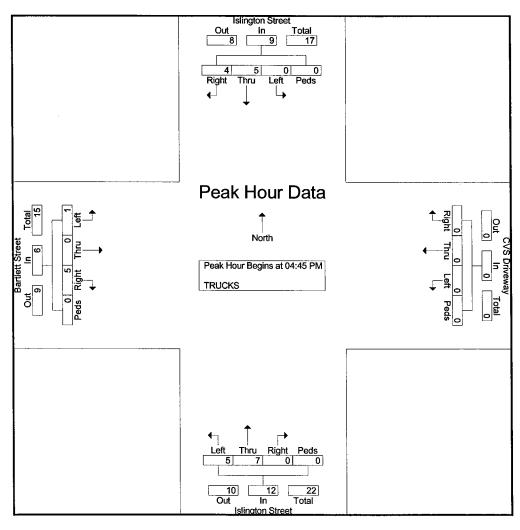
	,		gton S					S Driv					gton S					rtlett S			
		F	om No	orth			F	rom E	ast	_		Fr	om So	uth			Fr	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ai	nalysis	From	00:8C	PM to (05:45 Pi	И - Реа	k 1 of '	1											,		
Peak Hour fo	r Entire	e Inters	ection	Begin:	s at 04:4	5 PM															
04:45 PM	84	84	1	0	169	3	4	1	0	8	0	64	69	0	133	73	6	61	0	140	450
05:00 PM	91	67	1	0	159	2	5	3	0	10	3	75	83	0	161	67	1	69	0	137	467
05:15 PM	68	81	3	0	152	2	5	3	0	10	0	65	70	0	135	83	2	68	0	153	450
05:30 PM	43	64	3	0	110	3	7	1	0	11	0	59	59	0	118	77	7	80	0	164	403
Total Volume	286	296	8	0	590	10	21	8	0	39	3	263	281	0	547	300	16	278	0	594	1770
% App. Total	48.5	50.2	1.4	0		25.6	53.8	20.5	0		0.5	48.1	51.4	0		50.5	2.7	46.8	0		
PHF	.786	.881	.667	.000	.873	.833	.750	.667	.000	.886	.250	.877	.846	.000	.849	.904	.571	.869	.000	.905	.948



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_E_Thurs_PM_Islington-Bartlett

Site Code : 1831A Start Date : 5/24/2018

		Islin	gton S	treet			CV	S Drive	eway			Islin	gton S	treet			Bai	rtlett S	treet]
		Fr	om No	rth			F	rom E	ast			Fr	om Sc	uth			Fı	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ai	nalysis	From ()4:45 F	PM to 0	5:30 PN	/ - Реа	k 1 of	1								·					
Peak Hour fo	r Entire	Inters	ection	Begins	at 04:4	5 PM															
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	2	2	0	4	1	0	1	0	2	8
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	6
05:15 PM	2	1	0	0	3	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	9
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
Total Volume	4	5	0	0	9	0	0	0	0	0	0	7	5	0	12	5	0	1	0	6	27
% App. Total	44.4	55.6	. 0	0		0	0	0	0		0	58.3	41.7	0		83.3	0	16.7	0		
PHF	.500	.625	.000	.000	.750	.000	.000	.000	.000	.000	.000	.438	.625	.000	.600	.625	.000	.250	.000	.750	.750



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_E_Thurs_PM_Islington-Bartlett Site Code: 1831A Start Date: 5/24/2018

Page No :1

Groups Printed- CARS - TRUCKS

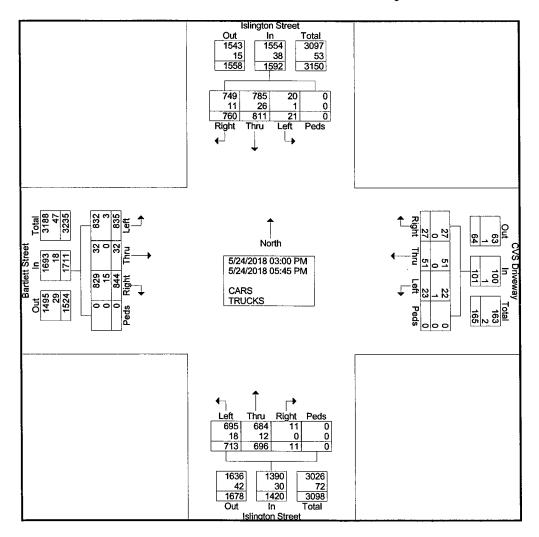
		Islin	gton S	Street			CV	S Driv		incu- Ci	1110		ngton S	Street			Ra	rtlett S	treet		1
			om No					rom E					rom Sc					rom W			
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	78	64	2	0	144	3	3	2	0	8	0	45	50	0	95	69	3	61	0	133	380
03:15 PM	61	72	1	0	134	2	3	2	0	7	3	49	48	ŏ	100	58	4	54	Ö	116	357
03:30 PM	61	56	2	0	119	3	5	2	0	10	1	61	56	ō	118	64	2	66	ŏ	132	379
03:45 PM	73	_ 84	1	0	158	0	1	0	0	1	1	54	64	ō	119	59	2	72	Ö	133	411
Total	273	276	6	0	555	8	12	6	0	26	5	209	218	0	432	250	11	253	0	514	1527
																			_		
04:00 PM	45	66	3	0	114	2	5	1	0	8	3	55	60	0	118	71	1	87	0	159	399
04:15 PM	67	63	0	0	130	1	4	2	0	7	0	55	46	0	101	70	1	65	0	136	374
04:30 PM	42	58	4	0	104	5	4	3	0	12	0	64	60	0	124	70	2	73	0	145	385
04:45 PM	84	84	1	0	169	3	4	1	0	8	0	64	69	0	133	73	6	61	0	140	450
Total	238	271	8	0	517	11	17	7	0	35	3	238	235	0	476	284	10	286	0	580	1608
				_																	
05:00 PM	91	67	1	0	159	2	5	3	0	10	3	75	83	0	161	67	1	69	0	137	467
05:15 PM	68	81	3	0	152	2	5	3	0	10	0	65	70	0	135	83	2	68	0	153	450
05:30 PM	43	64	3	0	110	3	7	1	0	11	0	59	59	0	118	77	7	80	0	164	403
05:45 PM	47	52	0	0	99	1	5	3	0	9	0	50	48	0	98	83	1	79	0	163	369
Total	249	264	7	0	520	8	22	10	0	40	3	249	260	0	512	310	11	296	0	617	1689
	700	044	0.4	•	4500				_					_							
Grand Total	760	811	21	0	1592	27	51	23	0	101	11	696	713	0	1420	844	32	835	0	1711	4824
Approh %	47.7	50.9	1.3	0	•	26.7	50.5	22.8	0		0.8	49	50.2	0		49.3	1.9	48.8	0		
Total %	15.8	16.8	0.4	0	33	0.6	1.1	0.5	0	2.1	0.2	14.4	14.8	. 0	29.4	17.5	0.7	17.3	0	35.5	
CARS	749	785	20	0	1554	27	51	22	0	100	11	684	695	0	1390	829	32	832	0	1693	4737
% CARS	98.6	96.8	95.2	0	97.6	100	100	95.7	0	99	100	98.3	97.5	0_	97.9	98.2	100	99.6	0	98.9	98.2
TRUCKS	11	26	40	0	38	0	0	1	0	1	0	12	18	0	30	15	0	3	0	18	87
% TRUCKS	1.4	3.2	4.8	0	2.4	0	0	4.3	0	1	0	1.7	2.5	0	2.1	1.8	0	0.4	0	1.1	1.8

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A_INT_E_Thurs_PM_Islington-Bartlett

Site Code : 1831A Start Date : 5/24/2018



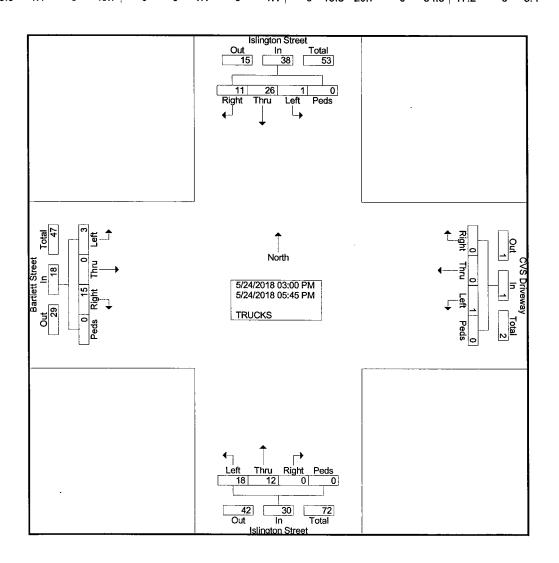
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_E_Thurs_PM_Islington-Bartlett Site Code : 1831A

Start Date : 5/24/2018

Page No : 1

Groups Printed-TRUCKS

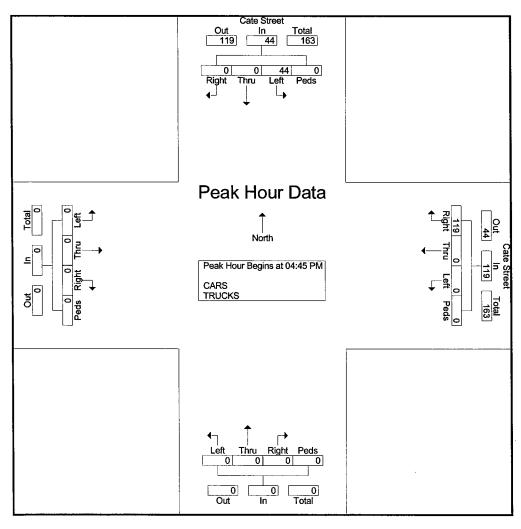
										S FIRRE	1- INU										
		Islin	igton S	Street			CV:	S Driv	eway			Islir	igton S	Street			Bai	rtlett S	treet		
		Fr	rom No	orth			F	rom E	ast			Fr	om So	outh			Fi	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	3	3	1	0	7	0	0	0	0	0	0	3	1	0	4	5	0	0	0	5	16
03:15 PM	2	3	0	0	5	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	8
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
03:45 PM	2	5	0	0	7	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	9
Total	7	14	1	0	22	0	0	1	0	1	0	3	5	0	8	6	0	0	0	6	37
04:00 PM	0	4	۸	0	1	l 0	0	0	0	0		4	3	^	4	4	0	0	0	4	
04:00 FM	0	2	0	0	2	١	0	. 0	0	0	0	1	-	0	4		•	-	_	1	0
04:30 PM	, v	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	4	-	2	0	4	′
	<u>'</u>	5	0	0	6	0	- 0	0	0	0	0	2	2	0	4	1	0	1	0	2	8
Total	, ,	Đ	U	U	0	į U	U	U	U	0	0	4	′	0	11	5	0	3	0	8	25
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	6
05:15 PM	2	1	0	0	3	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	9
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	6
Total	3	7	0	0	10	0	0	0	0	0	0	5	6	0	11	4	0	0	0	4	25
Grand Total	11	26	4	0	38	l 0	0	4	0	4		40	40		30	45	0	2	^	40	l 0 -
		68.4	2.6	0	30	0	0	100	0	1	0	12	18 60	0	30	15	-	46.7	0	18	87
Approh %				0	42.7	0	_		-	4.4	U	40		0	04.5	83.3	0	16.7	0	00.7	
Total %	12.6	29.9	1.1	U	43.7	Į U	0	1.1	0	1.1	0	13.8	20.7	0	34.5	17.2	0	3.4	U	20.7	1



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Cate St PM

Site Code : 1831A Start Date : 5/24/2018

		Ca	te Str	eet			Ca	te Str	eet												
		Fre	om No	orth			Fi	rom E	ast			Fre	om Sc	uth			Fı	rom W	lest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	int. Total
Peak Hour Ar	nalysis	From (1 00:80	PM to 0	05:45 PN	/I - Pea	k 1 of	1													
Peak Hour fo	r Entire	Inters	ection	Begins	at 04:4	5 PM															
04:45 PM	0	0	6	0	6	33	0	0	0	33	0	0	0	0	0	0	0	0	0	0	39
05:00 PM	0	0	16	0	16	41	0	0	0	41	0	0	0	0	0	0	0	0	0	0	57
05:15 PM	0	0	9	0	9	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	32
05:30 PM	0	0	13	0	13	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	35
Total Volume	0	0	44	0	44	119	0	0	0	119	0	0	0	0	0	0	0	0	0	0	163
% App. Total	0	0	100	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.688	.000	.688	.726	.000	.000	.000	.726	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.715



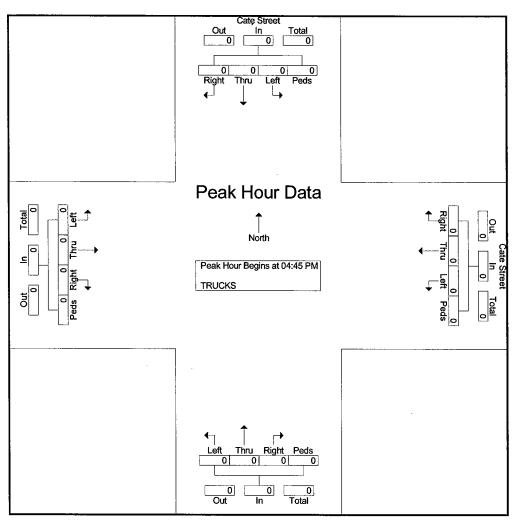
Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A Cate St PM

Site Code : 1831A Start Date : 5/24/2018

		Ca	ate Str	eet			Ca	ate Str	eet								-)
		Fr	om No	orth			F	rom E	ast			Fr	om Sa	uth	ļ		Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From (04:45 F	PM to 0	05:30 PN	/I - Pea	k 1 of	1							,						
Peak Hour fo	r Entire	Inters	ection	Begins	s at 04:4	5 PM															
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A Cate St PM Site Code: 1831A Start Date: 5/24/2018

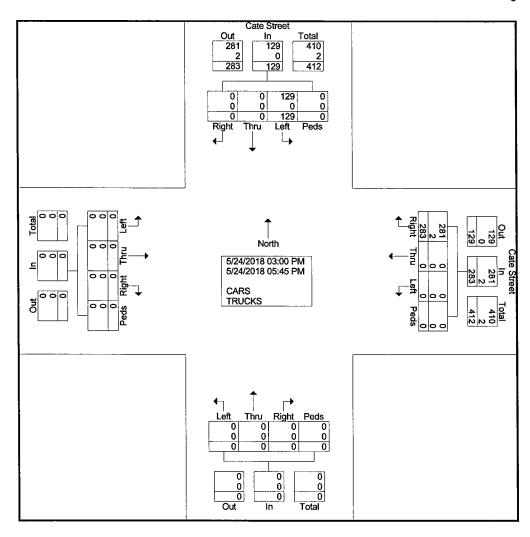
Page No : 1

Groups Printed- CARS - TRUCKS

		~																			
1		Uč	ate Str	reet			Ca	ate Str	eet												
		Fr	om No	orth			Fr	om E	ast			Fr	om So	uth			Fr	om W	est		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left		App. Total	Int. Total
03:00 PM	0	0	11	0	11	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	39
03:15 PM	0	0	14	0	14	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	38
03:30 PM	0	0	9	0	9	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	24
03:45 PM	0	0	5	0	5	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	26
Total	0	0	39	0	39	88	0	0	0	88	0	0	0	0	0	0	0	0	0	0	127
																'					
04:00 PM	0	0	15	0	15	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	32
04:15 PM	0	0	14	0	14	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	35
04:30 PM	0	0	9	0	9	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	27
04:45 PM	0	0	6	0	6	33	0	0	0	33	0	0	0	0	0	0	0	0	0	0	39
Total	0	0	44	0	44	89	150	0	0	89	0	0	0	0	0	0	0	0	0	0	133
				10			115														
05:00 PM	0	0	16	0	16	41	0	0	0	41	0	0	0	0	0	0	0	0	0	0	57
05:15 PM	0	0	9 13	0	9	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	32
05:30 PM	0	0			13	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	35
05:45 PM	0	0	8	0	8	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	28
Total	0	0	46	0	46	106	0	0	0	106	0	0	0	0	0	0	0	0	0	0	152
																					'
Grand Total	0	0	129	0	129	283	0	0	0	283	0	0	0	0	0	0	0	0	0	0	412
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	31.3	0	31.3	68.7	0	0	0	68.7	0	0	0	0	0	0	0	0	0	0	
CARS	0	0	129	0	129	281	0	0	0	281	0	0	0	0	0	0	0	0	0	0	410
% CARS	0	0	100	0	100	99.3	0	0	0	99.3	0	0	0	0	0	0	0	0	0	0	99.5
TRUCKS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0	0	0	0	0.7	0	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.5

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Cate St PM

Site Code : 1831A Start Date : 5/24/2018



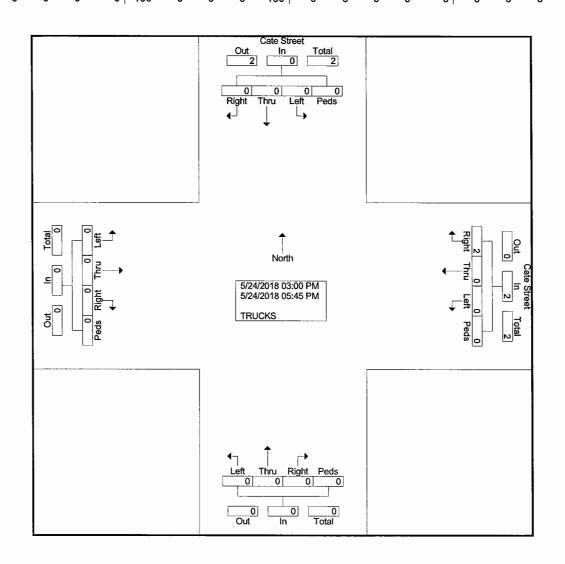
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Cate St PM

Site Code : 1831A Start Date : 5/24/2018

Page No :1

Groups Printed-TRUCKS

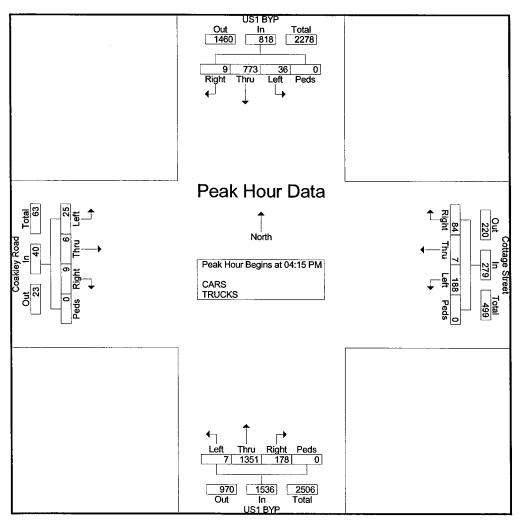
		C	ate St	reet			Ca	ate St]
	İ	Fr	om N	orth			F	rom E	ast			Fr	om Sc	outh			F	rom W	lest		1
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0_	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_G_Thurs_PM_US1 BYP-Cottage Site Code : 1831A

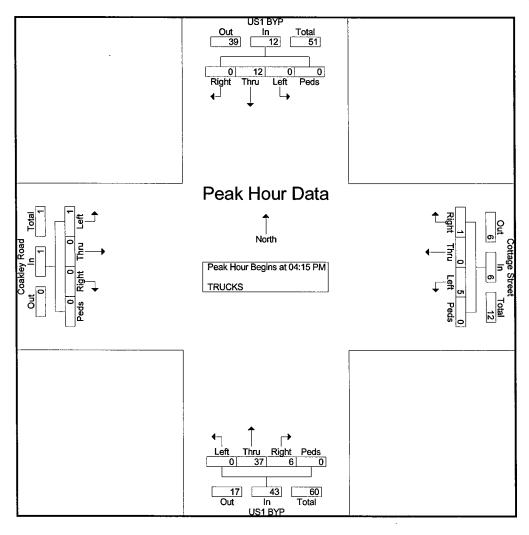
Start Date: 5/24/2018 Page No: 3

		-	JS1 BY						treet				JS1 BY				Co	akley F	Road]
		Fı	rom No	orth			F	rom E	ast			Fr	om So	uth			Fı	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From (03:00 F	PM to 0	05:45 PN	1 - Pea	k 1 of	1													
Peak Hour fo	r Entire	Inters	ection	Begins	s at 04:1	5 PM															
04:15 PM	2	186	10	0	198	14	0	40	0	54	39	341	0	0	380	1	3	5	0	9	641
04:30 PM	4	198	8	0	210	10	4	50	0	64	52	335	3	0	390	3	0	7	0	10	674
04:45 PM	1	196	10	0	207	27	1	41	0	69	35	312	0	0	347	4	0	10	0	14	637
05:00 PM	2	193	8	0	203	33	2	57	0	92	52	363	4	0	419	1	3	3	0	7	721
Total Volume	9	773	36	0	818	84	7	188	0	279	178	1351	7	0	1536	9	6	25	0	40	2673
% App. Total	1.1	94.5	4.4	0		30.1	2.5	67.4	0		11.6	88	0.5	0		22.5	15	62.5	0		
PHF	.563	.976	.900	.000	.974	.636	.438	.825	.000	.758	.856	.930	.438	.000	.916	.563	.500	.625	.000	.714	.927



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_G_Thurs_PM_US1 BYP-Cottage Site Code: 1831A Start Date: 5/24/2018

		-	JS1 BY					tage S					JS1 BY					akley F			
		F	rom No	orth		1	F	rom E	ast			<u>Fr</u>	om Sc	uth			Fi	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From	04:15 F	PM to (05:00 PN	И - Pea	k 1 of	1													
Peak Hour fo	r Entire	Inters	ection	Begin:	s at 04:1	5 PM															
04:15 PM	0	1	0	0	1	1	0	1	0	2	2	16	0	0	18	0	0	0	0	0	21
04:30 PM	0	3	0	0	3	0	0	3	0	3	2	7	0	0	9	0	0	1	0	1	16
04:45 PM	0	6	0	0	6	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	13
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	12
Total Volume	0	12	0	0	12	1	0	5	0	6	6	37	0	0	43	0	0	1	0	1	62
% App. Total	0	100	0	0		16.7	0	83.3	0		14	86	0	0		0	0	100	0		1
PHF	.000	.500	.000	.000	.500	.250	.000	.417	.000	.500	.750	.578	.000	.000	.597	.000	.000	.250	.000	.250	.738



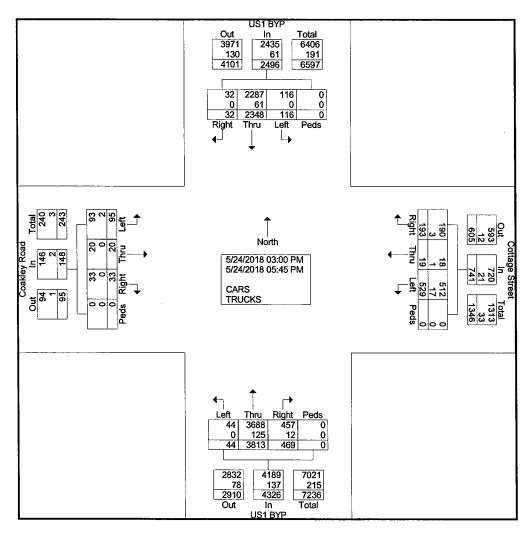
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_G_Thurs_PM_US1 BYP-Cottage Site Code : 1831A Start Date : 5/24/2018 Page No : 1

Groups Printed- CARS - TRUCKS

										nted- C	<u> 4KS -</u>										
1		ι	JS1 BY	/P			Cot	tage S	Street			ι	JS1 BY	/P			Coa	akley F	Road		
		Fr	om No	orth		}	F	rom E	ast			Fr	om So	uth		ŀ	Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	4	212	10	0	226	18	0	32	0	50	36	317	3	0	356	2	3	9	0	14	646
03:15 PM	5	188	16	0	209	12	3	49	0	64	32	307	5	0	344	5	2	13	0	20	637
03:30 PM	3	194	8	0	205	12	1	45	0	58	48	325	3	0	376	3	1	8	0	12	651
03:45 PM	4	201	5	0	210	12	3	52	0	67	34	345	5	0	384	1	1	7	Ö	9	670
Total	16	795	39	0	850	54	7	178	0	239	150	1294	16	0	1460	11	7	37	0	55	2604
																				,	
04:00 PM	1	208	11	0	220	9	3	45	0	57	55	326	8	0	389	5	2	10	0	17	683
04:15 PM	2	186	10	0	198	14	0	40	0	54	39	341	0	0	380	1	3	5	Ō	9	641
04:30 PM	4	198	8	0	210	10	4	50	0	64	52	335	3	0	390	3	0	7	0	10	674
04:45 PM	1	196	10	0	207	27	1	41	0	69	35	312	0	0	347	4	Ō	10	Ö	14	637
Total	8	788	39	0	835	60	8	176	0	244	181	1314	11	0	1506	13	5	32	0	50	2635
																'					
05:00 PM	2	193	8	0	203	33	2	57	0	92	52	363	4	0	419	1	3	3	0	7	721
05:15 PM	1	202	8	0	211	16	1	38	0	55	38	315	6	0	359	0	2	11	0	13	638
05:30 PM	4	183	16	0	203	14	0	46	0	60	31	273	3	0	307	4	1	8	Ō	13	583
05:45 PM	1	187	6	0	194	16	1	34	0	51	17	254	4	0	275	4	2	4	Ö	10	530
Total	8	765	38	0	811	79	4	175	0	258	138	1205	17	0	1360	9	8	26	0	43	2472
																			_		
Grand Total	32	2348	116	0	2496	193	19	529	0	741	469	3813	44	0	4326	33	20	95	0	148	7711
Apprch %	1.3	94.1	4.6	0		26	2.6	71.4	0		10.8	88.1	1	0		22.3	13.5	64.2	0		
Total %	0.4	30.5	1.5	0	32.4	2.5	0.2	6.9	0	9.6	6.1	49.4	0.6	0	56.1	0.4	0.3	1.2	0	1.9	
CARS	32	2287	116	0	2435	190	18	512	0	720	457	3688	44	0	4189	33	20	93	0	146	7490
% CARS	100	97.4	100	0	97.6	98.4	94.7	96.8	0	97.2	97.4	96.7	100	0	96.8	100	100	97.9	Ō	98.6	97.1
TRUCKS	0	61	0	0	61	3	1	17	0	21	12	125	0	0	137	0	0	2	0	2	221
% TRUCKS	0	2.6	0	0	2.4	1.6	5.3	3.2	0	2.8	2.6	3.3	Ō	0	3.2	Ō	Ö	2.1	Õ	1.4	2.9
	-										,		-	_		,	•		•	•••	0

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_G_Thurs_PM_US1 BYP-Cottage Site Code: 1831A

Site Code : 1831A Start Date : 5/24/2018



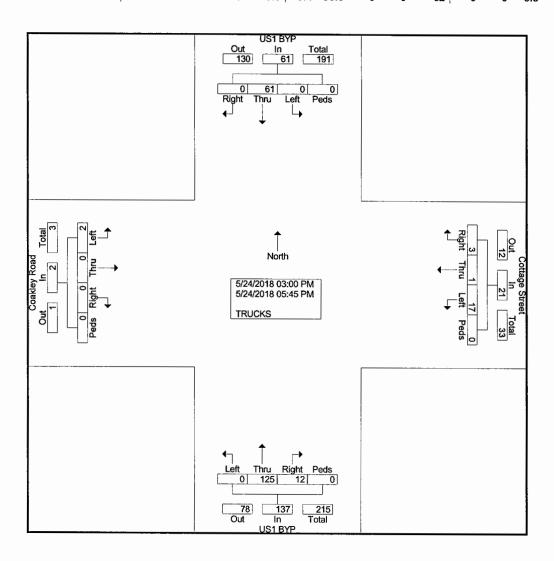
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_G_Thurs_PM_US1 BYP-Cottage Site Code: 1831A

Start Date : 5/24/2018

Page No :1

Groups Printed-TRUCKS

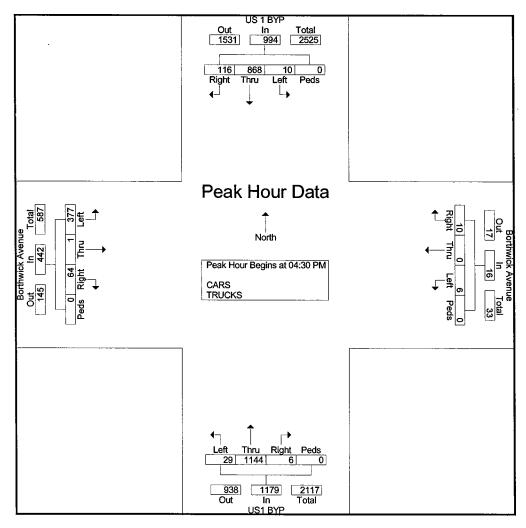
	I		104 6	<u> </u>						3 i illito											,
			JS1 B					tage S				ι	JS1 BY	ΥP			Coa	akley f	Road		
		Fı	rom No				F	rom E	ast			Fr	om Sc	outh			Fi	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left		App. Total	Int. Total
03:00 PM	0	10	0	0	10	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	23
03:15 PM	0	12	0	0	12	0	1	1	0	2	0	25	0	0	25	0	0	0	0	Ö	39
03:30 PM	0	6	0	0	6	0	0	1	0	1	2	15	0	0	17	0	Ō	1	ō	1	25
03:45 PM	0	7	0	0	7	1	0	5	0	6	0	17	0	0	17	Ō	Ö	Ó	ō	Ó	30
Total	0	35	0	0	35	1	1	7	0	9	3	69	0	0	72	0	0	1	0	1	117
04:00 PM	0	4	0	0	4	1	0	2	0	3	2	8	0	0	10	0	0	0	0	0	17
04:15 PM	0	1	0	0	1	1	0	1	Ō	2	2	-16	ŏ	ŏ	18	ŏ	ŏ	ő	ŏ	Õ	21
04:30 PM	0	3	0	0	3	0	0	3	Ö	3	2	7	ŏ	Ŏ	9	ň	ŏ	1	ñ	1	16
04:45 PM	0	6	0	0	6	Ō	0	1	Ö	1	1	5	ŏ	ŏ	6	ň	ŏ	ò	ő	Ö	13
Total	0	14	0	0	14	2	0	7	0	9	7	36	ō	0	43	Ö	0	1	0	1	67
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	12
05:15 PM	0	5	0	Ō	5	Ō	Ö	1	ő	1	ó	4	ñ	Ö	4	ő	Ö	0	0	0	10
05:30 PM	0	2	0	0	2	Ŏ	Ö	1	Ö	1	1	3	ñ	ő	4	ő	ő	Ö	0	0	107
05:45 PM	0	3	0	0	3	Ō	Ō	1	Ö	1		4	ñ	. 0	4	ŏ	ŏ	Ö	Ö	ő	۵ (
Total	0	12	0	0	12	0	0	3	0	3	2	20	0	0	22	0		0		0	37
,										-	_		•	·			·	Ū	Ū	U	57
Grand Total	. 0	61	0	0	61	3	1	17	0	21	12	125	0	0	137	0	0	2	0	2	221
Apprch %	0	100	0	0		14.3	4.8	81	0		8.8	91.2	Ŏ	ō	,	Ö	ŏ	100	Õ	_	
Total %	0	27.6	0	0	27.6	1.4	0.5	7.7	0	9.5	5.4	56.6	0	ō	62	Ö	ŏ	0.9	Ö	0.9	



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_H_Thurs_PM_US1 BYP-Borthwick

Site Code: 1831A Start Date: 5/24/2018 Page No: 3

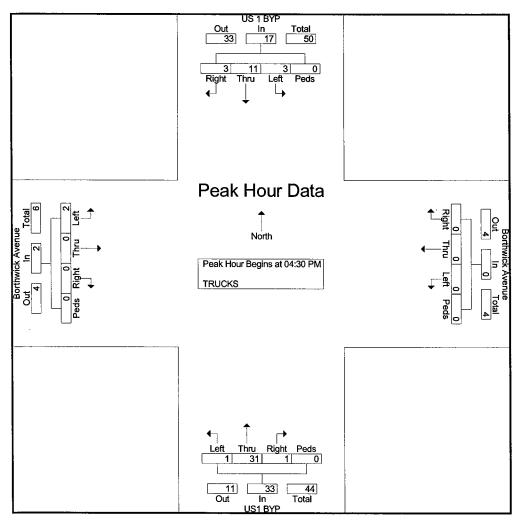
		U	S 1 B	ΥP			Borth	wick A	venue			Ĺ	JS1 BY	/P			Borth	wick A	venue	·]
		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			F	rom W	est		}
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From 0)3:00 F	PM to 0)5:45 PN	/I - Pea	k 1 of	1													•
Peak Hour for	r Entire	Inters	ection	Begins	at 04:3	0 PM															
04:30 PM	28	220	3	0	251	2	0	1	0	3	0	293	4	0	297	15	0	112	0	127	678
04:45 PM	25	214	2	0	241	4	0	3	0	7	5	270	11	0	286	15	0	69	0	84	618
05:00 PM	31	227	0	0	258	3	0	1	0	4	1	297	6	0	304	18	1	115	0	134	700
05:15 PM	32	207	5	0	244	1	0	1	0	2	0	284	8	0	292	16	0	81	0	97	635
Total Volume	116	868	10	0	994	10	0	6	0	16	6	1144	29	0	1179	64	1	377	0	442	2631
% App. Total	11.7	87.3	1	0		62.5	0	37.5	0		0.5	97	2.5	0		14.5	0.2	85.3	0		
PHF	.906	.956	.500	.000	.963	.625	.000	.500	.000	.571	.300	.963	.659	.000	.970	.889	.250	.820	.000	.825	.940



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_H_Thurs_PM_US1 BYP-Borthwick

Site Code : 1831A Start Date : 5/24/2018

		U	S 1 B	Y P			Borth	wick A	venue			l	JS1 B	/P		··· -	Borth	wick A	venue	;	}
		Fr	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fi	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From (04:30 F	PM to 0	05:15 PN	И - Pea	k 1 of	1													
Peak Hour for	r Entire	Inters	ection	Begins	s at 04:3	O PM															
04:30 PM	0	2	2	0	4	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	15
04:45 PM	1	5	0	0	. 6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	12
05:15 PM	2	2	1	0	5	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	11
Total Volume	3	11	3	0	17	0	0	0	0	0	1	31	1	0	33	0	0	2	0	2	52
% App. Total	17.6	64.7	17.6	0		0	0	0	0		3	93.9	3	0	Ì	0	0	100	0		
PHF	.375	.550	.375	.000	.708	.000	.000	.000	.000	.000	.250	.775	.250	.000	.825	.000	.000	.500	.000	.500	.867



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_H_Thurs_PM_US1 BYP-Borthwick Site Code: 1831A Start Date: 5/24/2018

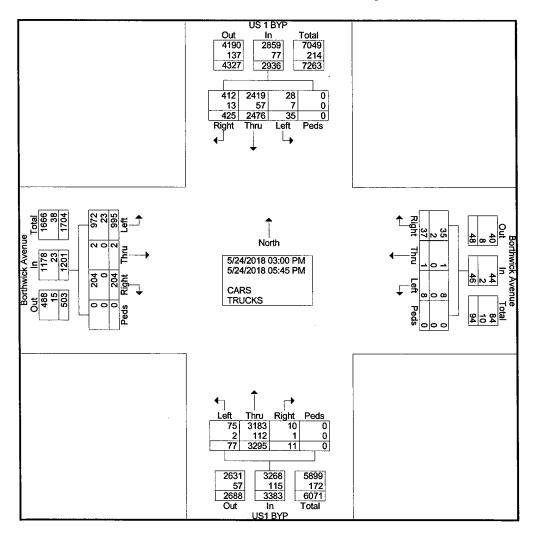
Page No : 1

Groups Printed- CARS - TRUCKS

		U	S 1 B	YP			Borth		venue	e co			JS1 BY	/P			Borth	wick A	venue		
		Fr	om No	orth				rom E					om So					rom W			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	47	193	5	0	245	5	0	0	0	5	2	283	5	0	290	12	0	69	0	81	621
03:15 PM	46	196	3	0	245	4	0	0	0	4	0	262	10	0	272	16	0	78	0	94	615
03:30 PM	58	174	4	0	236	1	0	0	0	1	0	295	11	0	306	12	0	92	0	104	647
03:45 PM	45_	213	3	0	261	5	0	0	0	5	0	285	5	0	290	16	0	78	0	94	650
Total	196	776	15	0	987	15	0	0	0	15	2	1125	31	0	1158	56	0	317	0	373	2533
04:00 PM	39	204	4	0	247	6	0	0	0	6	1	270	5	0	276	29	1	113	0	143	672
04:15 PM	27	201	1	0	229	2	0	0	0	2	0	288	6	0	294	21	0	83	0	104	629
04:30 PM	28	220	3	0	251	2	0	1	0	3	0	293	4	0	297	15	0	112	0	127	678
04:45 PM	25	214	2	0	241	4	0	3	0	7	5	270	11	0	286	15	0	69	0	84	618
Total	119	839	10	0	968	14	0	4	0	18	6	1121	26	0	1153	80	1	377	0	458	2597
05.00.514			_	_			_														
05:00 PM	31	227	0	0	258	3	0	1	0	4	1	297	6	0	304	18	1	115	0	134	700
05:15 PM	32	207	5	0	244	1	0	1	0	2	0	284	8	0	292	16	0	81	0	97	635
05:30 PM	22	217	2	0	241	3	1	1	0	5	1	250	1	0	252	18	0	59	0	77	575
05:45 PM	25	210	3	0	238	1	0		0	2	1	218	5	0	224	16	0	46	0	62	526
Total	110	861	10	0	981	8	1	4	0	13	3	1049	20	0	1072	68	1	301	0	370	2436
O-red Tetal	425	0.470	25	0	2020			•	_	40				_			_		_		
Grand Total		2476 84.3	35 1.2	0	2936	37	1	8	0	46	11	3295	77	0	3383	204	2	995	0	1201	7566
Apprch % Total %	14.5	32.7	0.5	0	20.0	80.4	2.2	17.4	0		0.3	97.4	2.3	0		17	0.2	82.8	0		
CARS	412	2419	28	<u>0</u>	38.8 2859	0.5 35	0	0.1	0	0.6	0.1	43.6	1	0	44.7	2.7	0	13.2	0	15.9	
% CARS	96.9	97.7	80	0	97.4	94.6	100	8	0	44	10	3183	75	0	3268	204	2	972	0	1178	7349
TRUCKS	13	57	7	0	77	94.6	0	100	0	95.7	90.9	96.6	97.4	0	96.6	100	100	97.7	0	98.1	97.1
% TRUCKS	3.1	2.3	20	0	2.6	5.4	0	0	0	2	0 1	112	2	0	115	0	Ü	23	0	23	217
70 INUCKS	3.1	2.3	20	U	2.0	3.4	U	U	U	4.3	9.1	3.4	2.6	0	3.4	0	0	2.3	0	1.9	2.9

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_H_Thurs_PM_US1 BYP-Borthwick

Site Code : 1831A Start Date : 5/24/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

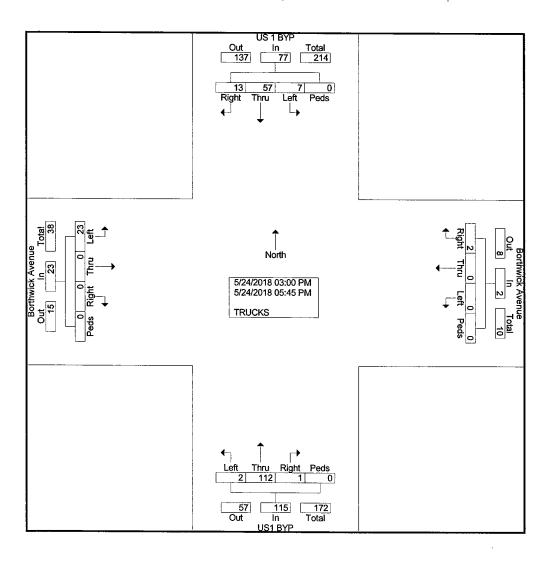
File Name: 1831A_INT_H_Thurs_PM_US1 BYP-Borthwick

Site Code : 1831A Start Date : 5/24/2018

Page No : 1

Groups Printed-TRUCKS

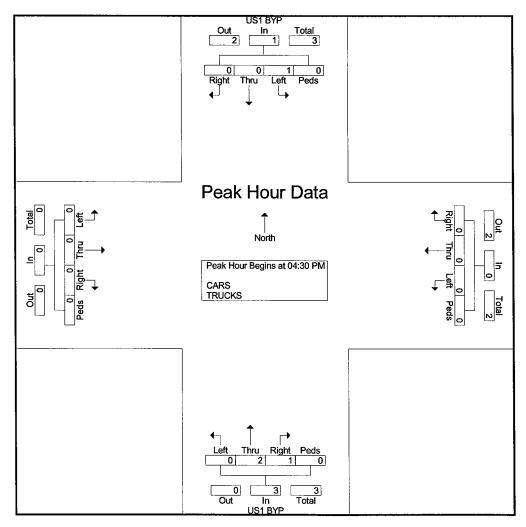
			S 1 B				Borth	wick A	venue				JS1 BY	/P		[]				
			om No				F	rom E	ast			Fr	om So	uth			F	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	2	7	1	0	10	1	0	0	0	1	0	9	1	0	10	0	0	3	0	3	24
03:15 PM	1	12	0	0	13	0	0	0	0	0	0	17	0	0	17	0	0	6	0	6	36
03:30 PM	1	5	2	0	8	0	0	0	0	0	0	13	0	0	13	0	0	3	0	3	24
03:45 PM	2	11	0	0	13	0	0	0	0	0	0	11	0	. 0	11	0	0	2	0	2	26
Total	6	35	3	0	44	1	0	0	0	1	0	50	1	0	51	0	0	14	0	14	110
04:00 PM	1	2	1	0	4	1	0	0	0	1	0	9	0	0	9	0	0	2	0	2	16
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	16	Ō	Ō	16	0	Ŏ	3	ō	3	22
04:30 PM	0	2	2	0	4	0	0	0	0	0	0	10	0	Ō	10	0	ō	1	Õ	1	15
04:45 PM	1	5	0	0	6	0	0	0	0	0	1	7	0	0	8	Ō	Ō	0	ō	ò	14
Total	3	11	3	0	17	1	0	0	0	1	1	42	0	0	43	0	0	6	0	6	67
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	12
05:15 PM	2	2	1	0	5	0	0	Ō	Ö	Ō	Ō	5	1	ŏ	6	ŏ	Ö	ò	ñ	'n	11
05:30 PM	1	3	0	0	4	0	0	0	Ō	Ō	ō	3	Ó	ō	3	ő	ŏ	1	Õ	1	'.
05:45 PM	1	4	0	0	5	0	0	0	0	Ō	Ō	3	Ō	ō	3	Ō	Ō	1	ŏ	1	9
Total	4	11	1	0	16	0	0	0	0	0	0	20	1	0	21	0	0	3	0	3	40
Grand Total	13	57	7	0	77	2	0	0	0	2	1	112	2	0	115	0	0	23	0	23	217
Apprch %	16.9	74	9.1	0		100	0	Ó	Ō	_	0.9	97.4	1.7	ŏ		ō	ŏ	100	ŏ		- ' '
Total %	6	26.3	3.2	0	35.5	0.9	0	0	0	0.9	0.5	51.6	0.9	Ō	53	Ŏ	Ö	10.6	ŏ	10.6	



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Thurs US1 BYP-U-Haul-Existing Site Driveways Site Code: 1831A

Start Date : 5/24/2018 Page No : 3

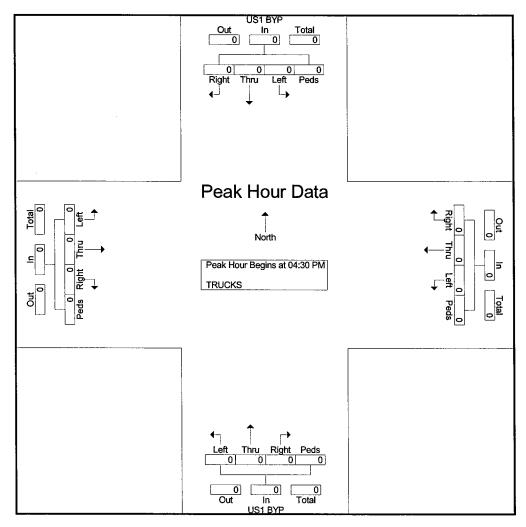
		_	JS1 B			From East						US1 BYP From South						From West					
Start Time	From North Right Thru Left Peds App. Total I														Right	App. Total	Int. Total						
Peak Hour Ar									1 003	App. Total	Tagair	11114	LOIL	1 003	Арр. Гош	Tagrit	Thru	Left	Peds	App. Total	IIII. TOLAI		
Peak Hour fo	r Entire	Inters	ection	Begins	s at 04:3	O PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4		
% App. Total	0	0	100	0		0	0	0	0		33.3	66.7	0	0		0	0	0	0				
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.333		



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A Thurs US1 BYP-U-Haul-Existing Site Driveways Site Code : 1831A

Start Date : 5/24/2018

		_	/P								US1 BYP]				
	From North						From East						From South						From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
Peak Hour Ar	nalysis	From (04:30 F	PM to 0	5:15 PN	/I - Pea	k 1 of	1																
Peak Hour for	r Entire	Inters	ection	Begins	at 04:3	0 PM																		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0			
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000			



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A Thurs US1 BYP-U-Haul-Existing Site Driveways Site Code : 1831A

Start Date : 5/24/2018

Page No : 1

Groups Printed- CARS - TRUCKS

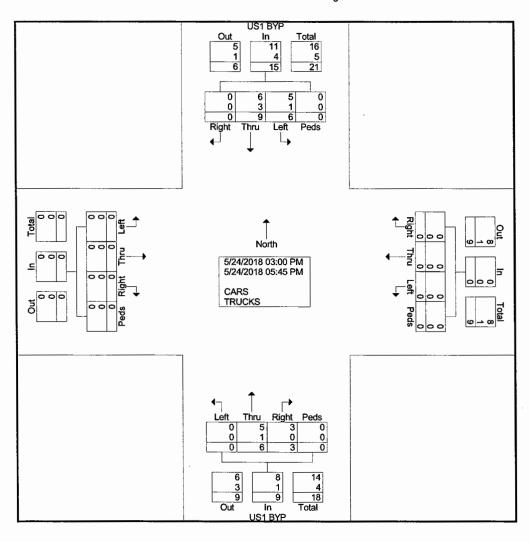
US1 BYP US1 BYP																					
												ι	JS1 BY	/P]
		Fr	om No				Fr	rom E	ast			Fr	om So	uth			Fr	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
03:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
03:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	6	2	0	8	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	12
																					,
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	6
																					'
05:00 PM	-0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	2	0	4	0	0	0	0	0	0	. 0	0	0	0	0	0	0	0	0	4
Total	0	2	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6
Grand Total	0	9	6	0	15	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	24
Apprch %	0	60	40	0		0	0	0	0		33.3	66.7	0	0		0	0	0	0		
Total %	0	37.5	25	0	62.5	0	0	. 0	0	0	12.5	25	0	0	37.5	0	0	0	0	0	
CARS	0	6	5	0	11	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	19
% CARS	0	66.7	83.3	0	73.3	0	0	0	0	0	100	83.3	0	0	88.9	0	0	0	0	0	79.2
TRUCKS	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% TRUCKS	0	33.3	16.7	0	26.7	0	0	0	0	0	0	16.7	0	0	11.1	0	0	0	0	0	20.8

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name : 1831A Thurs US1 BYP-U-Haul-Existing Site Driveways Site Code : 1831A

Start Date : 5/24/2018



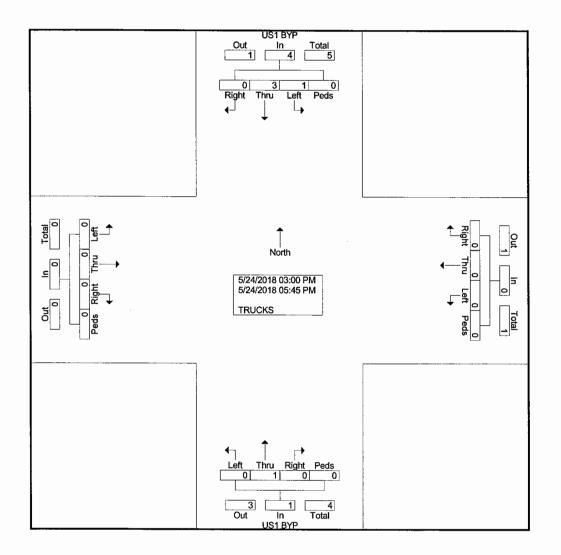
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A Thurs US1 BYP-U-Haul-Existing Site Driveways Site Code : 1831A

Start Date : 5/24/2018

Page No : 1

Groups Printed-TRUCKS

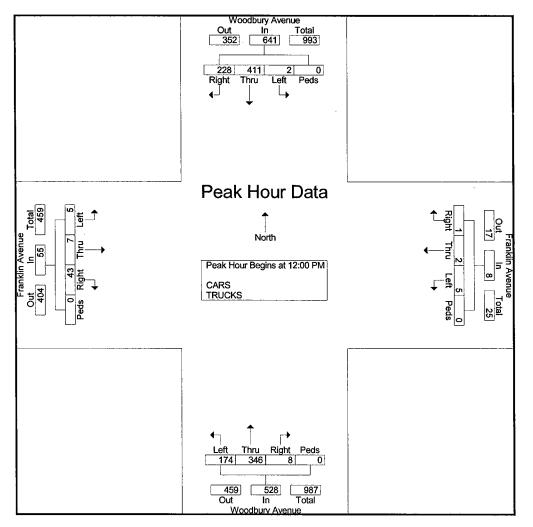
	US1 BYP US1 BYP																				
		ι	IS1 BY	/P		US1 BYP															
		Fr	om No	orth			Fi	rom E	ast			Fre	om Sc	uth							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:00 PM	0	1	0	0	4	0	٥	0	0	0		0	0	•	0	1 0	^	^	_	•	
04:00 PM	0	,	0	0	Ó	0	Ŏ	0	0	-	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	Ö	0	0	0	0	_	•	0	0	0	0	0	0	0	0	0	0	0
	0		0	- 0	1	0	- 0	- 0	0	0	0	0	0	0	0	0	0	0	0	0	- 0
Total	, 0	'	U	U	'	U	U	U	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	۱ ٥
05:15 PM	0	0	0	0	0	0	0	0	0	Ō	0	Ō	Ō	ō	Ō	ō	Ö	Õ	ō	Õ	Ŏ
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	Ö	Ō	Ō	Ō	Ö	Ö	Ö	ō	ō	Ö
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Ō	Ō	Ō	Ō	Ö	ō	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		•		٠,			_	_													
Grand Total	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Apprch %		75	25	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	60	20	0	80	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-Franklin Avenue Site Code: 1831A

Start Date : 5/26/2018

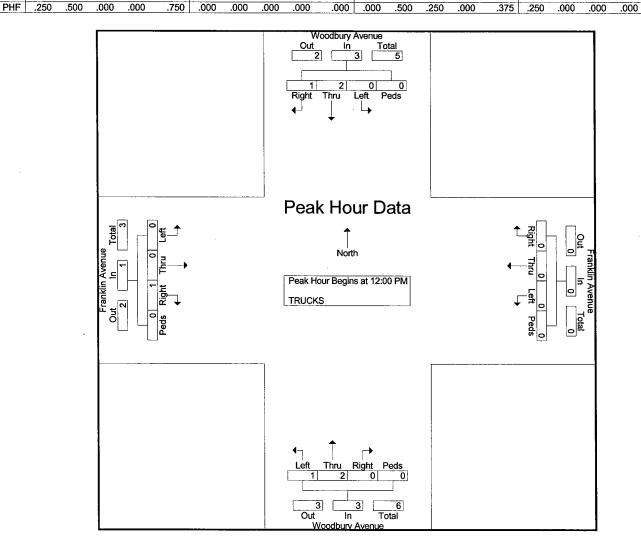
		Wood Fre	bury A		е			klin A rom E	venue ast	!		Wood Fr	bury A		е			klin A om W	venue 'est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ai	nalysis	From 1	11:00	AM to	02:45 PN	И - Pea	k 1 of	1													
Peak Hour fo	r Entire	e Inters	ection	Begin	s at 12:0	00 PM															
12:00 PM	65	88	0	0	153	0	0	0	0	0	3	80	49	0	132	9	3	1	0	13	298
12:15 PM	65	114	1	0	180	1	0	4	0	5	1	102	42	0	145	9	1	0	0	10	340
12:30 PM	54	120	0	0	174	0	1	1	0	2	1	70	44	0	115	11	2	2	0	15	306
12:45 PM	44	89	1	0	134	0	1	0	0	1	3	94	39	0	136	14	1	2	0	17	288
Total Volume	228	411	2	0	641	1	2	5	0	8	8	346	174	0	528	43	7	5	0	55	1232
% App. Total	35.6	64.1	0.3	0		12.5	25	62.5	0		1.5	65.5	33	0		78.2	12.7	9.1	0		
PHF	.877	.856	.500	.000	.890	.250	.500	.313	.000	.400	.667	.848	.888	.000	.910	.768	.583	.625	.000	.809	.906



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-Franklin Avenue Site Code: 1831A

Site Code: 1831A Start Date: 5/26/2018 Page No: 3

			bury /		е			klin A rom E	venue ast			Wood Fr	bury /		е			klin A rom W	venue 'est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ai							k 1 of	1													
Peak Hour fo	r Entire	Inters	ection	Begin:	s at 12:0	0 PM															
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total Volume	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	7
% App. Total	33.3	66.7	0	0		0	0	0	0		0	66.7	33.3	0		100	0	0	0		
PHF	.250	.500	.000	.000	.750	.000	.000	.000	.000	.000	.000	.500	.250	.000	.375	.250	.000	.000	.000	.250	.583



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-Franklin Avenue

Site Code : 1831A Start Date : 5/26/2018 Page No : 1

Groups Printed- CARS - TRUCKS

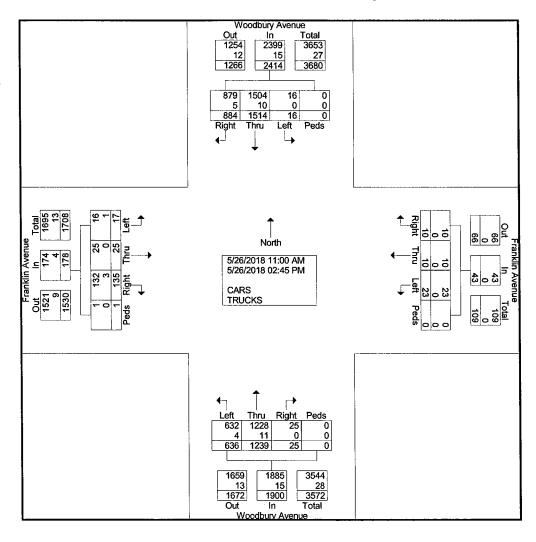
		Wood	bury A	Avenu		· · · ·	Fran		venue	iiileu- C				Avenu		l	Eran	klin A	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
			om No		•			rom E					om Sc		ь						
Start Time	Right	Thru		Peds		Right	Thru	Left			Diebt					D: 11		om W			
11:00 AM	50	100	1	0	App. Total	Right 0	111111	Leit	Peas	App. Total	Right	Thru		Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:15 AM	48	99	- 1	0	148	1	1	1	•	2	1	66	51	0	118	6	0	0	0	6	277
11:30 AM	66	105	4	0	172		1	0	0	2	1	89	40	0	130		0	1	0	8	288
11:45 AM	47	105	Ö	0	152		0	0	-	3	1	93	27	0	121	5	1	1	0	7	303
Total	211	409	3	0	623	3	3	2	0 0	1	1	77	46	0	124	7	0	2	0	9	286
i otai	211	409	3	U	023	3	3	2	U	8	4	325	164	0	493	25	1	4	0	30	1154
12:00 PM	65	88	0	0	153	0	0	0	0	0	3	80	49	0	132	9	3	1	0	13	298
12:15 PM	65	114	1	0	180	1	0	4	0	5	1	102	42	0	145	9	1	0	0	10	340
12:30 PM	54	120	0	0	174	0	1	1	0	2	1	70	44	0	115	11	2	2	0	15	306
12:45 PM	44	89	1	0	134	0	1	0	0	1	3	94	39	0	136	14	1	2	0	17	288
Total	228	411	2	0	641	1	2	5	0	8	8	346	174	0	528	43	7	5	0	55	1232
01:00 PM	44	83	5	0	132	1 1	1	1	0	3	0	76	39	0	115	5	0	2	0	7	257
01:15 PM	52	78	ŏ	Õ	130	2	1	1	ő	4	1	78	36	0	115	8	3	2 2	0	13	262
01:30 PM	61	84	ő	Ö	145	1	i	2	ŏ	4	;	60	35	Õ	96	9	1	0	Ö	10	255
01:45 PM	57	95	ĭ	ŏ	153	Ö	ò	1	ő	1	1	67	30	0	98	6	4	1	1	12	264
Total	214	340	6	0	560	4	3	5		12	3	281	140	ő	424	28	8	5	-	42	1038
00 00 514				_	4.0	1 .	_														
02:00 PM	54	94	1	0	149	1	0	4	0	5	2	64	30	0	96	12	4	2	0	18	268
02:15 PM	53	91	1	0	145	0	1	3	0	4	3	63	47	0	113	11	3	1	0	15	277
02:30 PM	64	77	2	0	143	0	1	3	0	4	3	89	44	0	136	6	1	0	0	7	290
02:45 PM	60	92		0	153	1	0	1	0	2	2	71	37	0	110	10	1	0	0_	11	276
Total	231	354	5	0	590	2	2	11	0	15	10	287	158	0	455	39	9	3	0	51	1111
Grand Total	884	1514	16	0	2414	10	10	23	0	43	25	1239	636	0	1900	135	25	17	1	178	4535
Apprch %	36.6	62.7	0.7	0		23.3	23.3	53.5	0		1.3	65.2	33.5	Ō		75.8	14	9.6	0.6		
Total %	19.5	33.4	0.4	0	53.2	0.2	0.2	0.5	0	0.9	0.6	27.3	14	Ō	41.9	3	0.6	0.4	0	3.9	
CARS	879	1504	16	0	2399	10	10	23	0	43	25	1228	632	0	1885	132	25	16	1	174	4501
% CARS	99.4	99.3	100	0	99.4	100	100	100	0	100	100	99.1	99.4	0	99.2	97.8	100	94.1	100	97.8	99.3
TRUCKS	5	10	0	0	15	0	0	0	0	0	0	11	4	0	15	3	0	1	0	4	34
% TRUCKS	0.6	0.7	0	0	0.6	0	0	0	0	0	0	0.9	0.6	0	0.8	2.2	Ō	5.9	Ō	2.2	0.7

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A SAT Woodbury Avenue-Franklin Avenue

Site Code : 1831A Start Date : 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A SAT Woodbury Avenue-Franklin Avenue

Site Code : 1831A Start Date : 5/26/2018 Page No : 1

Groups Printed-TRUCKS

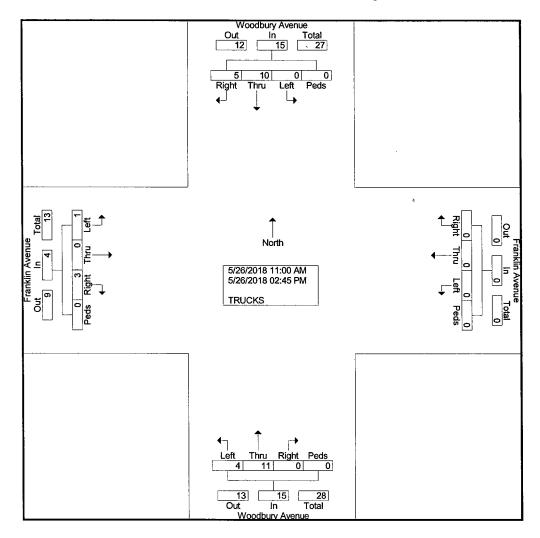
		odbury				ı ıaıı		venue			Wood	bury /	Avenu	e		⊦ran	KIIN A	venue		
		From N	orth				om E					om Sc					om W			
Start Time Righ				App, Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
		0 0	0	0	0	0	0	0	0	0	1	1	0	App. 10tal	0	0	0	0	App. 10tas	111L 10tal
11:15 AM	0	2 0	Ō	2	ō	Ö	Õ	ŏ	ŏ	ő	,	'n	ő	2	l ŏ	ő	ñ	ő	ň	1
	0	0 0	0	0	Ō	Ō	Ö	Õ	Ö	Ô	3	ő	ő	3	ñ	Ö	ő	0	n	3
11:45 AM	1	0 0	ō	1	Ö	ŏ	Ö	Ö	ő	ő	Ö	Ö	Ö	ő	0	ő	0	Ö	0	1
Total		2 0	0	3	0	0	0	0	0	0	6	1	0		0	0	0	0	0	10
						•	•	•	•	Ū	Ū	•	Ū	•		Ū	Ū	Ū	U	10
12:00 PM	0	1 0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	Ō	ò	Ŏ	ō	ō	ŏ	Ö	ō
12:30 PM	0	1 0	0	1	0	0	0	0	0	0	1	1	Ö	2	Ö	ō	ō	ō	Ŏ	3
12:45 PM		0 0	0	1	0	0	0	0	0	0	0	0	0	0	1	Ō	Ō	Ö	1	2
Total	1	2 0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	0	Ŏ	1	7
										_						-	-		-	
01:00 PM	1	2 0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
•	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
01.001101	0	1 0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:45 PM	1	1 0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	4 0	0	6	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	10
02:00 PM		20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Q2Q		0 0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
02.001111	0	0 0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3
		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2 0	0	3	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	7
,																				
	5 1		0	15	0	0	0	0	0	0	11	4	0	15	3	0	1	0	4	34
Apprch % 33.			0		0	0	0	0		0	73.3	26.7	0		75	0	25	0		
Total % 14.	7 29.	4 0	0	44.1	0	0	0	0	0	0	32.4	11.8	0	44.1	8.8	0	2.9	0	11.8	

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A SAT Woodbury Avenue-Franklin Avenue

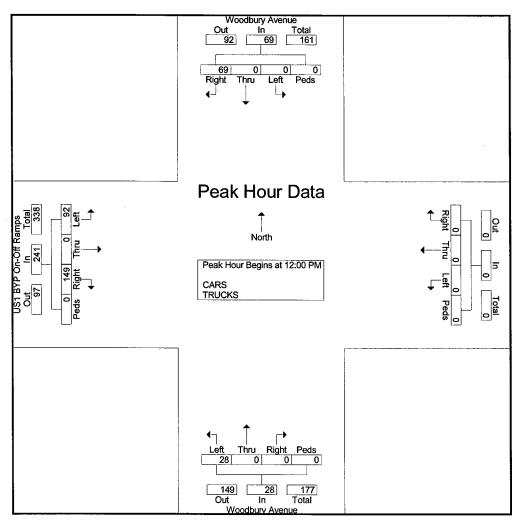
Site Code : 1831A Start Date : 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-US1 BYP On-Off Ramps Site Code: 1831A

Start Date : 5/26/2018

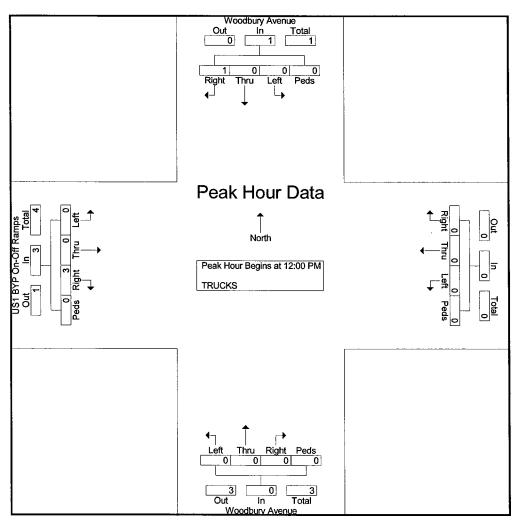
		Wood Fr	bury /		е		Fi	om E	ast			Wood Fre	bury A		e	US	1 BYF Fr	On-C		nps	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	12:00 I	PM to	12:45 PN	1 - Pea	k 1 of '	1													
Peak Hour fo	r Entire	Inters	ection	Begin:	s at 12:0	0 PM															
12:00 PM	22	0	0	0	22	0	0	0	0	0	0	0	6	0	6	41	0	29	0	70	98
12:15 PM	20	0	0	0	20	0	0	0	0	0	0	0	4	0	4	35	0	19	0	54	78
12:30 PM	18	0	0	0	18	0	0	0	0	0	0	0	13	0	13	32	0	27	0	59	90
12:45 PM	9	0	0	0	9	0	0	0	0	0	0	0	5	0	5	41	0	17	0	58	72
Total Volume	69	0	0	0	69	0	0	0	0	0	0	0	28	0	28	149	0	92	0	241	338
% App. Total	100	0	0	0		0	0	0	0		0	0	100	0		61.8	0	38.2	0		
PHF	.784	.000	.000	.000	.784	.000	.000	.000	.000	.000	.000	.000	.538	.000	.538	.909	.000	.793	.000	.861	.862



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-US1 BYP On-Off Ramps Site Code: 1831A

Start Date : 5/26/2018

		Wood	-		е							Wood	_		е	US			Off Rar	nps	
		<u> Fr</u>	om No	orth			FI	rom E	ast			Fr	om Sc	uth			Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From '	12:00 I	PM to 1	12:45 PN	1 - Pea	k 1 of	1													•
Peak Hour for	r Entire	Inters	ection	Begins	s at 12:0	0 PM															
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0	0	0	0	0
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
% App. Total	100	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.500



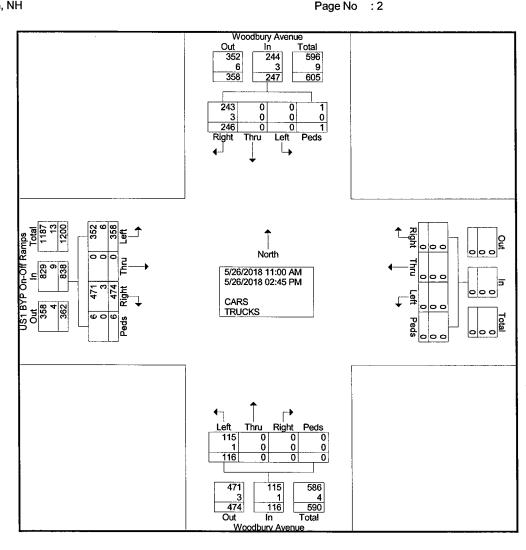
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-US1 BYP On-Off Ramps Site Code: 1831A

Start Date : 5/26/2018

								Grou	յps Pr	inted- C	ARS -	TRUC	KS								
				\venu	е							Wood	bury A	Avenu	е	US	1 BYF	On-C	Off Ran	nps	}
			om No				F	rom E	ast			Fr	om Sc	uth				rom W		•	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	10	0	0	0	10	0	0	0	0	0	0	0	13	0	13	27	0	24	0	51	74
11:15 AM	24	0	0	0	24	0	0	0	0	0	0	0	4	0	4	23	0	27	1	51	79
11:30 AM	11	0	0	0	11	0	0	0	0	0	0	0	5	0	5	30	0	28	3	61	77
11:45 AM	24	0	0	1	25	0	0	. 0	0	0	0	0	10	0	10	32	0	35	0	67	102
Total	69	0	0	1	70	0	0	0	0	0	0	0	32	0	32	112	0	114	4	230	332
																					'
12:00 PM	22	0	0	0	22	0	0	0	0	0	0	0	6	0	6	41	0	29	0	70	98
12:15 PM	20	0	0	0	20	0	0	0	0	0	0	0	4	0	4	35	0	19	0	54	78
12:30 PM	18	0	0	0	18	0	0	0	0	0	0	0	13	0	13	32	0	27	0	59	90
12:45 PM	9	0	0	0	9	0	0	0	0	0	0	0	5	0	5	41	0	17	0	58	72
Total	69	0	0	0	69	0	0	0	0	0	0	0	28	0	28	149	0	92	0	241	338
			_																		'
01:00 PM	16	0	0	0	16	0	0	0	0	0	0	0	9	0	9	20	0	21	2	43	68
01:15 PM	19	0	0	0	19	0	0	0	0	0	0	0	6	0	6	25	0	24	0	49	74
01:30 PM	18	0	0	0	18	0	0	0	0	0	0	0	8	0	8	41	0	22	0	63	89
01:45 PM	18	0	0	0	18	0	0	0	0	. 0	0	0	10	0	10	36	0	15	0	51	79
Total	71	0	0	0	71	0	0	0	0	0	0	0	33	0	33	122	0	82	2	206	310
		_	_																		
02:00 PM	16	0	0	0	16	0	0	0	0	0	0	0	7	0	7	27	0	23	0	50	73
02:15 PM	8	0	0	0	8	0	0	0	0	0	0	0	7	0	7	35	0	23	0	58	73
02:30 PM	13	0	0	0	13	0	0	0	0	0	0	0	9	0	9	28	0	23	0	51	73
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	37	0	0	0	37	0	0	0	0	0	0	0	23	0	23	91	0	70	0	161	221
1		_	_																		
Grand Total	246	0	0	1	247	0	0	0	0	0	0	0	116	0	116	474	0	358	6	838	1201
Apprch %	99.6	0	0	0.4		0	0	0	0		0	0	100	0		56.6	0	42.7	0.7		
Total %	20.5	0	0	0.1	20.6	0	0	0	0	0	0	0	9.7	0	9.7	39.5	0	29.8	0.5	69.8	
CARS	243	0	0	1	244	0	0	0	0	0	0	0	115	0	115	471	0	352	6	829	1188
% CARS	98.8	0	0	100	98.8	0	0	0	0	0	0	0	99.1	0	99.1	99.4	0	98.3	100	98.9	98.9
TRUCKS	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	3	0	6	0	9	13
% TRUCKS	1.2	0	0	0	1.2	0	0	0	0	0	0	0	0.9	0	0.9	0.6	0	1.7	0	1.1	1.1

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-US1 BYP On-Off Ramps Site Code: 1831A

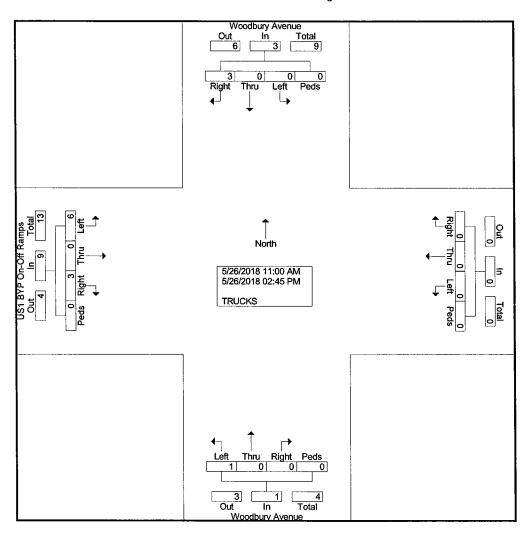
Start Date : 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-US1 BYP On-Off Ramps Site Code: 1831A
Start Date: 5/26/2018

									Group	s Printe	d- TRl	JCKS									
ŀ				Avenu	е		_	_				Wood			е	US			Off Ran	nps	
			om No					rom E					om Sc				Fr	rom W			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
40.00.00		_	_	_																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
01:00 PM	0	0	0	0	0	0	0	0	0	0		•	^	^	•	1 0	•	_		_	
01:15 PM	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	1	0	Ö	0	1	0	0	0	0	0	-	0	0	0	0		0	0	0	0	0
Total	1	0	0	0	-	0	0	0	0	0	0	0		0	1	0	0	1	0		3
Total	'	U	U	U	'	, 0	U	U	U	U	U	U	1	U	1	0	U	1	U	1	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	۱ ٥
02:15 PM	1	0	0	0	1	0	0	0	0	Ö	Ö	ő	ő	ŏ	Ö	ő	Õ	1	ő	1	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	Ō	Ö	Ö	Ö	ő	o	Ö	ò	ŏ	Ö	ñ
02:45 PM	0	0	0	0	0	0	0	Ō	Ö	Ö	ŏ	ŏ	ŏ	ŏ	ő	ŏ	ŏ	Õ	ŏ	ŏ	ň
Total	1	0	0	0	1	0	0	0	0	0	0	0	Ō	Ō	0	0	0	1	0	1	2
																					_
Grand Total	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	3	0	6	0	9	13
Apprch %	100	0	0	0		0	0	0	0		0	0	100	0		33.3	0	66.7	0		
Total %	23.1	0	0	0	23.1	0	0	0	0	0	0	0	7.7	0	7.7	23.1	0	46.2	0	69.2	

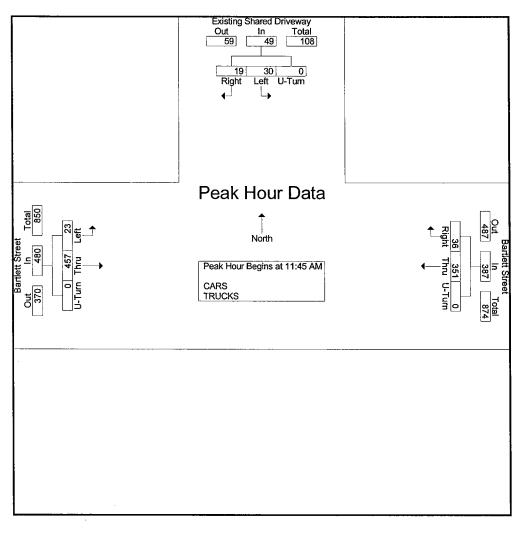
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT Woodbury Avenue-US1 BYP On-Off Ramps Site Code: 1831A
Start Date: 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_C_SAT_Bart-Shared Site Code: 1831A

Site Code : 1831A Start Date : 5/26/2018

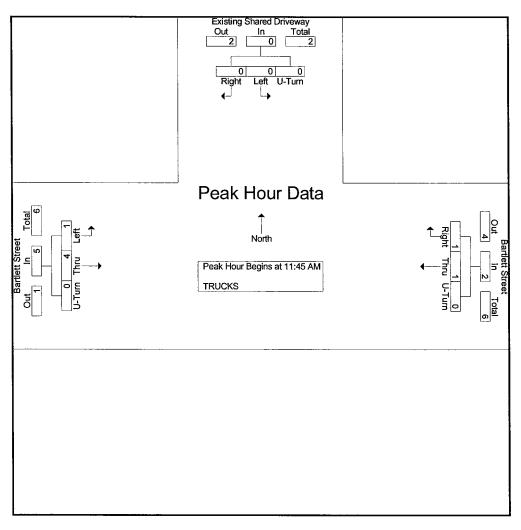
	Exis	ting Sha	red Drive	way	-	Bartle	tt Street			Bartle	tt Street		
		From	North			Fron	n East			From	n West		
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 11:00	AM to 0	2:45 PM	- Peak 1 of 1			-						
Peak Hour for Entire	Intersectio	n Begins	s at 11:45	AM									
11:45 AM	4	6	0	10	10	84	0	94	111	2	0	113	217
12:00 PM	6	10	0	16	9	79	0	88	104	8	0	112	216
12:15 PM	5	6	0	11	9	102	0	111	120	7	0	127	249
12:30 PM	4	8	0	12	8	86	0	94	122	6	0	128	234
Total Volume	19	30	0	49	36	351	0	387	457	23	0	480	916
% App. Total	38.8	61.2	0		9.3	90.7	0		95.2	4.8	0	i	
PHF	.792	.750	.000	.766	.900	.860	.000	.872	.936	.719	.000	.938	.920



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_C_SAT_Bart-Shared Site Code: 1831A

Start Date: 5/26/2018 Page No: 3

	Exis	ting Shar From	red Drive North	way			tt Street n East				tt Street n West		
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis	From 11:45	AM to 1	2:30 PM	- Peak 1 of 1									
Peak Hour for Entire	Intersection	n Begins	at 11:45	AM									
11:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
12:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
Total Volume	0	0	0	0	1	1	0	2	4	1	0	5	7
% App. Total	0	0	0		50	50	0		80	20	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.500	.250	.000	.625	.583



Weather: Clear Collected By: MV
Job Number: 1831A
Town/State: Portsmouth, NH

File Name: 1831A_INT_C_SAT_Bart-Shared Site Code: 1831A Start Date: 5/26/2018

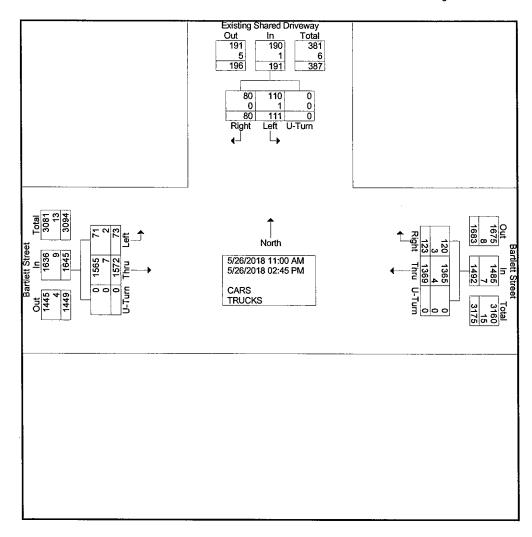
	Evi	oting She	ared Drive	N4614	Groups Pr		t Street	JCKS		Dartla	# Ct t		
	EXI		North	way			n East				tt Street n West		
Start Time	Right	Left		App. Total	Right	Thru	U-Turn	App. Total	Thru	Left		App. Total	Int. Total
11:00 AM	2	5	0-14111	7 App. 10tal	6	81	0-1411	87	116	2	0-1411	App. Total 118	212
11:15 AM	3	7	0	10	4	104	0	108	103	5	0	108	212
11:30 AM	5	4	0	9	5	79	0	84	89	1	0	90	183
11:45 AM	4	6	0	10	10	84	0	94	111	2	0	113	217
Total	14	22	0	36	25	348	0	373	419	10	0	429	838
,			·	00		0.10	Ū	0,0	410	10	Ū	425	000
12:00 PM	6	10	0	16	9	79	0	88	104	8	0	112	216
12:15 PM	5	6	0	11	9	102	0	111	120	7	0	127	249
12:30 PM	4	8	0	12	8	86	0	94	122	6	0	128	234
12:45 PM	6	9	0	15	8	94	0	102	93	6	0	99	216
Total	21	33	0	54	34	361	0	395	439	27	0	466	915
01:00 PM	6	6	0	12	9	84	0	93	100	2	0	102	207
01:15 PM	6	7	Õ	13	9	86	ő	95	85	5	ő	90	198
01:30 PM	8	7	Õ	15	8	71	ő	79	97	5	0	102	196
01:45 PM	1	3	Ŏ	4	10	90	ő	100	99	3	ő	102	206
Total	21	23	0	44	36	331	0	367	381	15	0	396	807
02:00 PM	6	9	0	15	8	73	0	81	95	7	0	102	198
02:15 PM	8	10	Ö	18	7	71	0	78	90	5	0	95	191
02:30 PM	5	6	Ö	11	7	99	Ö	106	66	3	Õ	69	186
02:45 PM	5	8	0	13	6	86	Ö	92	82	6	Ö	88	193
Total	24	33	0	57	28	329	0	357	333	21	0	354	768
Grand Total	80	111	0	191	123	1369	0	1492	1572	73	0	1645	3328
Approh %	41.9	58.1	Ŏ	,,,	8.2	91.8	Ö	1402	95.6	4.4	0	10-10	3320
Total %	2.4	3.3	Ö	5.7	3.7	41.1	ő	44.8	47.2	2.2	0	49.4	
CARS	80	110	0	190	120	1365	0	1485	1565	71	0	1636	3311
% CARS	100	99.1	ő	99.5	97.6	99.7	ő	99.5	99.6	97.3	0	99.5	99.5
TRUCKS	0	1	0	1	3	4	0	7	7	2	0	9	17
% TRUCKS	0	0.9	0	0.5	2.4	0.3	Ő	0.5	0.4	2.7	ő	0.5	0.5

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A_INT_C_SAT_Bart-Shared

Site Code : 1831A Start Date : 5/26/2018 Page No : 2



Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A_INT_C_SAT_Bart-Shared

Site Code : 1831A Start Date : 5/26/2018 Page No : 1

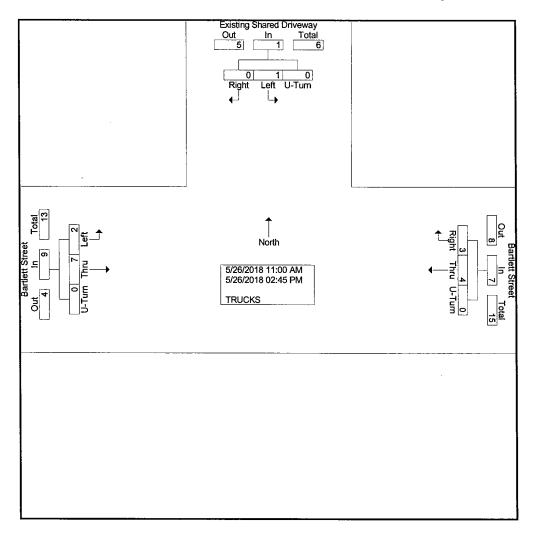
Groups Printed-TRUCKS

	Evi	oting Cha	rad Drive		Oloup	Davida	4 04						
	EXIS		red Drive	eway		Bartle	tt Street				tt Street		
O			North				n East				n West		
Start Time	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	. 0	0	0	2	0	0	2	2
Total	0	0	0	0	0	1	0	1	3	0	0	3	4
								,				- '	·
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	1	0	1	Ō	1	ž
12:30 PM	0	0	0	0	0	1	0	1	2	Ö	Õ	2	3
12:45 PM	0	0	0	0	0	0	Ō	Ó	o 0	1	ŏ	1	1
Total	0	0	0	0	1	1	0	2	2	2	0	4	6
'				- '			·	- 1	_	_	Ů	71	0
01:00 PM	0	0	0	0	1	1	0	2	1	0	0	1	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	ō	Ô
01:45 PM	0	0	0	0	0	0	0	0	1	0	Ō	1	1
Total	0	0	0	0	1	1	0	2	2	0	0	2	4
										-	•	- 1	•
02:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	1	0	0	1	Ö	ō	Õ	ő	i
02:30 PM	0	0	0	0	0	1	0	1	Õ	Ō	Õ	ő	1
02:45 PM	0	0	0	0	0	0	Ö	0	Õ	Ô	ŏ	ŏ	ò
Total	0	1	0	1	1	1	0	2	0	 0	0	0	3
'				- 1	-	•	Ū	~	Ü	U	U	0	3
Grand Total	0	1	0	1	3	4	0	7	7	2	0	9	17
Apprch %	0	100	0		42.9	57.1	Ö	•	77.8	22.2	0	•	17
Total %	0	5.9	Ô	5.9	17.6	23.5	Ő	41.2	41.2	11.8	0	52.9	
70 1	•	5.0	J	0.0		20.0	U	71.2	71.2	11.0	U	32.9	

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

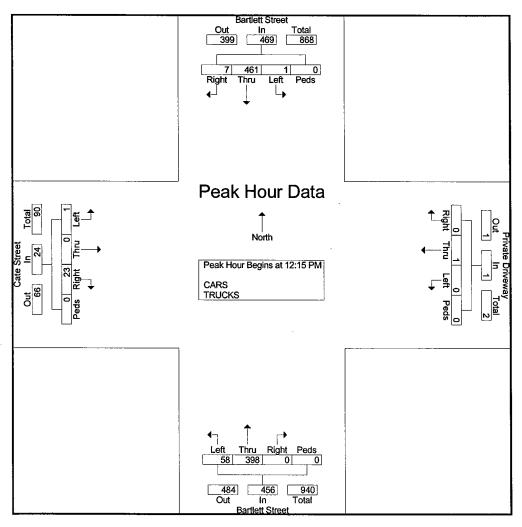
File Name : 1831A_INT_C_SAT_Bart-Shared Site Code : 1831A Start Date : 5/26/2018 Page No : 2



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_D_SAT_Bartlett-Cate Site Code : 1831A

Site Code : 1831A Start Date : 5/26/2018

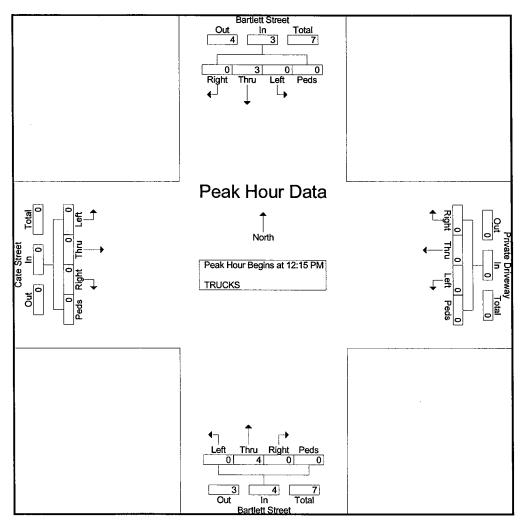
			tlett S				Priva	te Dri	veway			Bai	tlett S	treet			C	ate Str	eet]
		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fı	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	11:00 /	AM to (02:45 PN	/I - Pea	k 1 of :	1													•
Peak Hour fo	r Entire	Inters	ection	Begins	at 12:1	5 PM															
12:15 PM	1	125	0	0	126	0	0	0	0	0	0	109	16	0	125	5	0	0	0	5	256
12:30 PM	0	130	1	0	131	0	1	0	0	1	0	95	9	0	104	4	0	0	0	4	240
12:45 PM	1	102	0	0	103	0	0	0	0	0	0	102	16	0	118	5	0	1	0	6	227
01:00 PM	5	104	0	0	109	0	0	0	0	0	0	92	17	0	109	9	0	0	0	9	227
Total Volume	7	461	1	0	469	0	1	0	0	1	0	398	58	0	456	23	0	1	0	24	950
% App. Total	1.5	98.3	0.2	0		0	100	0	0		0	87.3	12.7	0		95.8	0	4.2	0		İ
PHF	.350	.887	.250	.000	.895	.000	.250	.000	.000	.250	.000	.913	.853	.000	.912	.639	.000	.250	.000	.667	.928



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_D_SAT_Bartlett-Cate

Site Code : 1831A Start Date : 5/26/2018

			rtlett S						veway			Bar	tiett S	treet			_	ate Str]
		Fı	rom No	orth			F	rom E	ast			Fr	om So	uth			Fr	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	12:15 F	PM to (01:00 PN	/i - Pea	k 1 of	1													
Peak Hour for	r Entire	Inters	ection	Begins	s at 12:1	5 PM															
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0.	0	0	0	1
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total Volume	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.583



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_D_SAT_Bartlett-Cate Site Code: 1831A

Site Code : 1831A Start Date : 5/26/2018

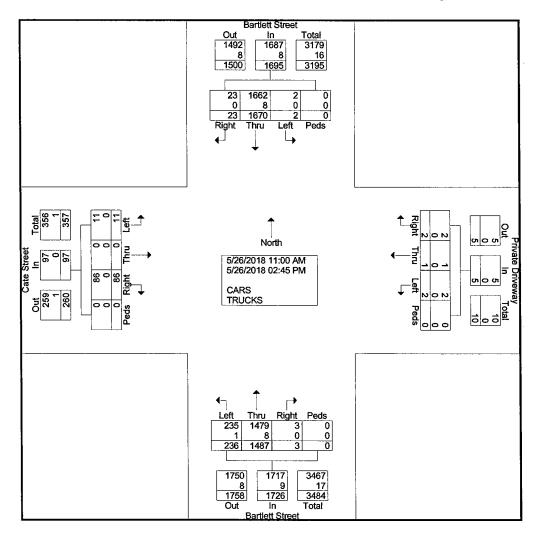
Page No : 1

Groups Printed- CARS - TRUCKS

Start Time Right Throu Left Peds Argo Teal Right Throu Left Peds Argo Teal Right Throu Left Peds Argo Teal Right R											inted- C/	ARS -	TRUC	KS								
Start Time Right Thru Left Peds Japan Right Thru Left Peds Peds Japan Right Thru Left Peds								Priva	ate Dri	veway			Ва	rtlett S	treet			C	ate Str	eet		
11:00 AM					orth			F					F	rom So	outh			Fr	rom W	est		
11:00 AM 0 118 0 0 118 0 0 0 10 0 0 0 0 0 89 14 0 103 10 0 0 0 10 231 11:15 PM 1 10 0 0 0 112 0 0 0 0 0 0 0 0 0 0 0 0		Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM		0	118	0	0	118	0	0	0	0	0	0	89	14	0	103	10	0	0	0	10	231
11:45 AM		2		0	0		0	0	0	0	0	0	106	20	0	126	8	0	0	0	8	246
Total 5 430 0 0 435 0 0 0 0 0 0 0 0 0 376 58 0 434 25 0 2 0 27 896 12:00 PM		1		0	0	91	0	0	0	0	0	0	84	11	0	95	1	0	1	0	2	188
12:00 PM							0	0	0	0	0	0	97	13	0	110	6	0	1	0	7	231
12:15 PM	Total	5	430	0	0	435	0	0	0	0	0	0	376	58	0	434	25	0	2	0	27	896
12:15 PM	12:00 PM	1	112	0	0	113	۱ ٥	0	1	0	1	1	86	12	n	99	5	0	0	0	5	218
12:30 PM	12:15 PM	1	125	0	0	126	0		Ó		-	Ó										
12:45 PM	12:30 PM	0	130	1	0	131	0	1	0	0	-	_							_			
Total 3 469 1 0 473 0 1 1 0 0 2 1 392 53 0 446 19 0 1 0 20 941 O1:00 PM 5 104 0 0 109 0 0 0 0 0 0 0 0 0 92 17 0 109 9 0 0 0 0 9 227 O1:15 PM 4 91 0 0 95 0 0 0 0 0 0 0 93 17 0 110 4 0 4 0 8 213 O1:30 PM 2 101 1 0 104 1 0 1 0 2 1 79 12 0 92 9 0 0 0 0 9 207 O1:45 PM 2 105 0 0 107 0 0 0 0 0 0 98 24 0 122 5 0 1 0 6 235 Total 13 401 1 0 415 1 0 1 0 2 1 362 70 0 433 27 0 5 0 32 882 O2:00 PM 1 96 0 0 97 0 0 0 0 0 0 1 1 80 14 0 95 5 0 0 0 0 5 200 O2:15 PM 0 99 0 0 99 1 0 0 0 0 1 1 80 14 0 95 5 0 0 0 0 5 200 O2:15 PM 0 99 0 0 99 1 0 0 0 0 1 1 80 14 0 95 5 0 0 0 5 200 O2:30 PM 1 81 0 0 82 0 0 0 0 0 0 0 0 0 0 12 10 0 112 2 0 2 0	12:45 PM	1	102	0	0	103	0	0	0	0	0	Ō		16	Ö				•		-	
O1:15 PM	Total	3	469	1	0	473	0	1	1			1										
O1:15 PM				_	_			_					-									
01:30 PM				-	_			_	-			l .							-	-		
O1:45 PM 2 105 0 0 107 0 0 0 0 0 98 24 0 122 5 0 1 0 6 235 Total 13 401 1 0 415 1 0 1 0 2 1 362 70 0 433 27 0 5 0 32 882 02:00 PM 1 96 0 0 97 0 0 0 0 0 80 19 0 99 3 0 1 0 4 200 02:15 PM 0 99 0 0 99 1 0 0 0 14 0 95 5 0 0 0 5 200 02:15 PM 0 99 0 0 0 0 0 0 112 2 0 2 0 4 198		4		0	-		0		0	_	_	0			-			_		_	-	
Total 13 401 1 0 415 1 0 1 0 2 1 362 70 0 433 27 0 5 0 32 882 02:00 PM 1 96 0 0 97 0 0 0 0 0 0 0 80 19 0 99 3 0 1 0 4 200 02:15 PM 0 99 0 0 99 1 0 0 0 0 1 1 80 14 0 95 5 0 0 0 5 200 02:30 PM 1 81 0 0 82 0 0 0 0 0 0 0 1 1 2 2 0 2 0 4 198 02:45 PM 0 94 0 0 94 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2		1	_		1	-	1	-		1			_			•	0	-	_	
O2:00 PM 1 96 0 0 97 0 0 0 0 0 80 19 0 99 3 0 1 0 4 200 02:15 PM 0 99 0 0 99 1 0 0 0 1 1 80 14 0 95 5 0 0 0 5 200 02:30 PM 1 81 0 0 82 0 0 0 0 102 10 0 112 2 0 2 0 4 198 02:45 PM 0 94 0 0 0 0 0 0 95 12 0 107 5 0 0 0 5 206 Total 2 370 0 0 372 1 0 0 0 1726 86 0 11 0 97 3523												0							1			
O2:15 PM 0 99 0 0 99 1 0 0 0 1 1 80 14 0 95 5 0 0 0 5 200 O2:30 PM 1 81 0 0 82 0 0 0 0 0 102 10 0 112 2 0 2 0 4 198 O2:45 PM 0 94 0 0 0 0 0 0 0 0 112 2 0 2 0 4 198 O2:45 PM 0 94 0 0 0 0 0 0 95 12 0 107 5 0 0 4 198 Total 2 3 1695 2 1 2 0 5 3 1487 236 0 1726 86 0 11 0 97 3523	Total	13	401	1	0	415	1	0	1	0	2	1	362	70	0	433	27	0	5	0	32	882
O2:30 PM 1 81 0 0 82 0 0 0 0 0 102 10 0 112 2 0 2 0 4 198 O2:45 PM 0 94 0 0 0 0 0 0 0 95 12 0 107 5 0 0 0 5 206 Total 2 370 0 0 372 1 0 0 0 0 95 12 0 107 5 0 0 0 5 206 Total 2 370 0 0 372 1 0 0 0 1 1 357 55 0 413 15 0 3 0 18 804 Grand Total 23 1670 2 0 1695 2 1 2 0 5 3 1487 236 0<	02:00 PM	1	96	0	0	97	0	0	0	0	0	0	80	19	0	99	3	0	1	0	4	200
O2:45 PM O 94 O 0 94 O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	02:15 PM	0	99	0	0	99	1	0	0	0	1	1	80	14	0	95	5	0	0	0	5	200
Total 2 370 0 0 372 1 0 0 0 1 1 357 55 0 413 15 0 3 0 18 804 Grand Total 23 1670 2 0 1695 2 1 2 0 5 3 1487 236 0 1726 86 0 11 0 97 3523 Apprch % 1.4 98.5 0.1 0 40 20 40 0 0.2 86.2 13.7 0 88.7 0 11.3 0 Total % 0.7 47.4 0.1 0 48.1 0.1 0 0.1 0 0.1 0 10 42.2 6.7 0 49 2.4 0 0.3 0 2.8 CARS 23 1662 2 0 1687 2 1 2 0 5 3 1479 235 0 1717 86 0 11 0 97 3506 % CARS 100 99.5 100 0 99.5 100 100 100 0 100 99.5 99.6 0 99.5 100 0 100 99.5 TRUCKS 0 8 0 0 8 0 0 8 0 0 0 0 0 0 0 8 1 0 9 0 0 0 0 0 0 17	02:30 PM	1	81	0	0	82	0	0	0	0	0	0	102	10	. 0	112	2	0	2	0	4	198
Grand Total 23 1670 2 0 1695 2 1 2 0 5 3 1487 236 0 1726 86 0 11 0 97 3523 Apprch % 1.4 98.5 0.1 0 40 20 40 0 0.2 86.2 13.7 0 88.7 0 11.3 0 Total % 0.7 47.4 0.1 0 48.1 0.1 0 0.1 0 0.1 0 10.1 42.2 6.7 0 49 2.4 0 0.3 0 2.8 CARS 23 1662 2 0 1687 2 1 2 0 5 3 1479 235 0 1717 86 0 11 0 97 3506 % CARS 100 99.5 100 0 99.5 100 100 100 0 100 0 99.5 99.6 0 99.5 100 0 100 0 99.5 TRUCKS 0 8 0 0 8 0 0 0 8 0 0 0 0 0 0 0 8 1 0 9 0 0 0 0 0 0 17	02:45 PM						0	0	0	0	0	0	95	12	0	107	5	0	0	0	5	206
Apprch % 1.4 98.5 0.1 0 40 20 40 0 0.2 86.2 13.7 0 88.7 0 11.3 0 Total % 0.7 47.4 0.1 0 48.1 0.1 0 0.1 0 0.1 42.2 6.7 0 49 2.4 0 0.3 0 2.8 CARS 23 1662 2 0 1687 2 1 2 0 5 3 1479 235 0 1717 86 0 11 0 97 3506 % CARS 100 99.5 100 0 100 100 100 99.5 99.6 0 99.5 100 0 100 99.5 TRUCKS 0 8 0 0 0 0 0 0 8 1 0 9 0 0 0 0 17	Total	2	370	0	0	372	1	0	0	0	1	1	357	55	0	413	15	0	3	0	18	804
Apprch % 1.4 98.5 0.1 0 40 20 40 0 0.2 86.2 13.7 0 88.7 0 11.3 0 Total % 0.7 47.4 0.1 0 48.1 0.1 0 0.1 0 0.1 42.2 6.7 0 49 2.4 0 0.3 0 2.8 CARS 23 1662 2 0 1687 2 1 2 0 5 3 1479 235 0 1717 86 0 11 0 97 3506 % CARS 100 99.5 100 0 100 100 100 99.5 99.6 0 99.5 100 0 100 99.5 TRUCKS 0 8 0 0 0 0 0 0 8 1 0 9 0 0 0 0 0	Grand Total	23	1670	2	0	1695	2	1	2	0	5	3	1487	236	0	1726	86	0	11	n	97	3523
Total % 0.7 47.4 0.1 0 48.1 0.1 0 0.1 0 0.1 0 0.1 42.2 6.7 0 49 2.4 0 0.3 0 2.8 CARS 23 1662 2 0 1687 2 1 2 0 5 3 1479 235 0 1717 86 0 11 0 97 3506 % CARS 100 99.5 100 0 99.5 100 100 100 0 100 99.5 99.6 0 99.5 100 0 100 0 100 99.5 TRUCKS 0 8 0 0 8 0 0 0 8 0 0 0 0 0 0 0 0 0 8 1 0 9 0 0 0 0 0 0 17	Apprch %	1.4	98.5	0.1	0			20				_				0		_			0,	0020
CARS 23 1662 2 0 1687 2 1 2 0 5 3 1479 235 0 1717 86 0 11 0 97 3506 % CARS 100 99.5 100 0 99.5 100 100 100 0 100 100 99.5 99.6 0 99.5 100 0 100 0 99.5 TRUCKS 0 8 0 0 8 0 0 0 0 0 0 0 0 8 1 0 9 0 0 0 0 0 17		0.7	47.4	0.1	0	48.1					0.1				_	49		-			28	
% CARS 100 99.5 100 0 99.5 100 100 100 100 99.5 99.6 0 99.5 100 0 100 99.5 TRUCKS 0 8 0 0 0 0 0 0 8 1 0 9 0 0 0 0 0 17	CARS	23		2	0	1687		1														3506
TRUCKS 0 8 0 0 8 0 0 0 0 0 0 0 8 1 0 9 0 0 0 0 17	% CARS	100	99.5	100	0	99.5	100	100	100	0	100	_			-			-		•		
	TRUCKS	0	8	0	0	8	0	0	0	0	0											
	% TRUCKS	0	0.5	0	0	0.5	0	0	0	0	0	0	0.5	0.4	0	0.5	0	0	0		_	

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_D_SAT_Bartlett-Cate

Site Code : 1831A Start Date : 5/26/2018



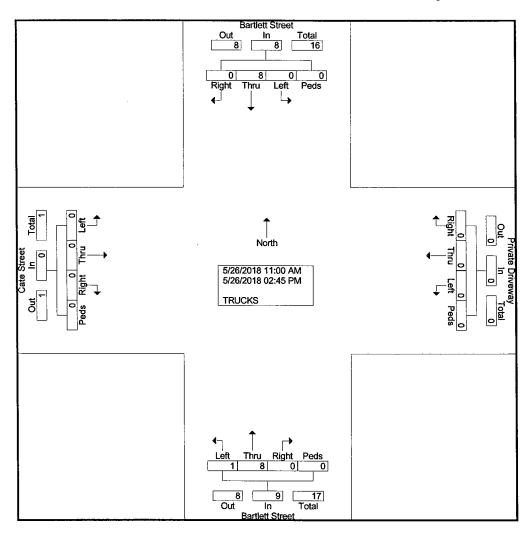
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_D_SAT_Bartlett-Cate Site Code : 1831A Start Date : 5/26/2018 Page No : 1

Groups Printed-TRUCKS

		Do:	rtlett S	troot		1	Deixe			s Printet	- 1110		4-4-5								1
									veway				rtlett S					ate Str			
0, 17			om No					rom E					om Sc					rom W			
Start Time		Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1_	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
																				_	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	Ö	ō	Ö	Õ	1
12:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	Ō	Ö	1	0	Ŏ	ō	Ŏ	Õ	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	Ó	Ö	ō	Ö	Ŏ	ŏ	ő	ŏ	ŏ	ŏ
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
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01:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:15 PM	0	0	0	0	0	0	0	0	Ō	Ö	Ō	ō	ñ	ŏ	ō	ő	ŏ	ő	Ö	ő	ň
01:30 PM	0	0	0	0	0	0	0	Ō	Ö	Ö	Õ	ő	ő	ŏ	ŏ	ő	ŏ	Ö	Õ	Ô	0
01:45 PM	0	1	0	Ō	1	Ö	Ö	Ö	Ö	0	Ö	ŏ	Õ	Ö	ő	0	Ö	Ö	Ö	ő	1
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
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02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	l n	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	Ō	Ō	ō	Ö	Õ	1	'n	Õ	i	ő	Ö	Ö	Ö	0	1
02:30 PM	0	0	0	Ō	Ō	Ō	Ö	ō	ŏ	ŏ	ŏ	1	ő	ő	1	ő	Ö	ő	Õ	0	
02:45 PM	Ō	1	ō	ō	1	Ŏ	ŏ	Õ	Õ	ŏ	ŏ	1	ő	ŏ	1	Ö	ő	Ö	Ö	ő	'
Total	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0		- 0	0		6
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Grand Total	0	8	0	0	8	0	0	0	0	0	0	8	4	^	9		^	^	0	•	47
Apprch %	0	100	0	ő	U	0	Ö	ő	Ö	0	0	88.9	11 4	0	9	0	0	0	0	0	17
Total %	0	47.1	0	0	47.1	0	0	0	0	^	0		11.1	0	E0.0	0	0	0	0	_	
i Olai 70	, 0	47.1	U	U	4/.1	U	U	U	U	0	0	47.1	5.9	0	52.9	0	0	0	0	0	

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_D_SAT_Bartlett-Cate

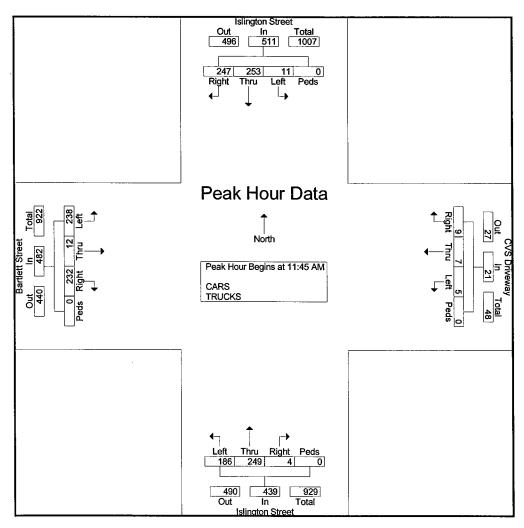
Site Code : 1831A Start Date : 5/26/2018 Page No : 2



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_E_SAT_Islington-Bartlett

Site Code : 1831A Start Date : 5/26/2018

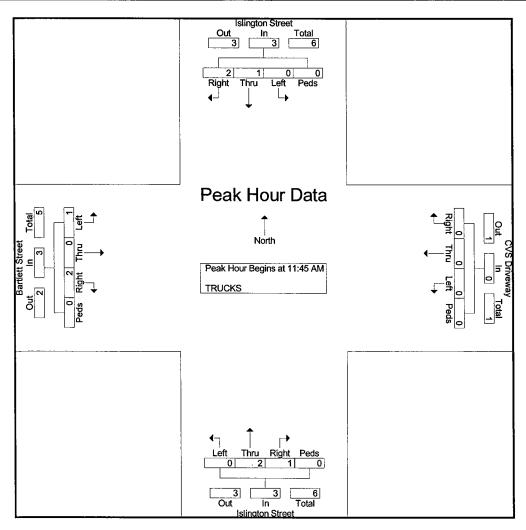
			gton S					S Drive					gton S					rtlett S			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	11:00	AM to 1	12:30 PN	/l - Pea	k 1 of '	1													•
Peak Hour fo	r Entire	e Inters	ection	Begins	s at 11:4	5 AM															
11:45 AM	71	73	4	0	148	2	0	0	0	2	1	66	39	0	106	62	1	47	0	110	366
12:00 PM	52	67	4	0	123	2	2	3	0	7	1	70	47	0	118	45	2	65	0	112	360
12:15 PM	67	45	0	0	112	4	2	1	0	7	1	54	57	0	112	62	4	67	0	133	364
12:30 PM	57	68	3	0	128	1	3	1	0	5	1	59	43	0	103	63	5	59	0	127	363
Total Volume	247	253	11	0	511	9	7	5	0	21	4	249	186	0	439	232	12	238	0	482	1453
% App. Total	48.3	49.5	2.2	0		42.9	33.3	23.8	0		0.9	56.7	42.4	0		48.1	2.5	49.4	0		
PHF	.870	.866	.688	.000	.863	.563	.583	.417	.000	.750	1.00	.889	.816	.000	.930	.921	.600	.888	.000	.906	.992



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_E_SAT_Islington-Bartlett

Site Code : 1831A Start Date : 5/26/2018 Page No : 3

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		Г					<u> </u>	rom E	ası				om So	utn				rom W	est		
Start Time	Right	Thru	Left			Right		Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From 1	11:45 /	AM to 1	12:30 PN	и - Pea	k 1 of	1													
Peak Hour fo	r Entire	e Inters	ection	Begins	s at 11:4	5 AM															
11:45 AM	0	1	0	Ō	1	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
Total Volume	2	1	0	0	3	0	0	0	0	0	1	2	0	0	3	2	0	1	0	3	9
% App. Total	66.7	33.3	0	0		0	0	0	0		33.3	66.7	0	0		66.7	0	33.3	0		
PHF	.500	.250	.000	.000	.750	.000	.000	.000	.000	.000	.250	.500	.000	.000	.375	.500	.000	.250	.000	.375	.563



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name : 1831A_INT_E_SAT_Islington-Bartlett Site Code : 1831A

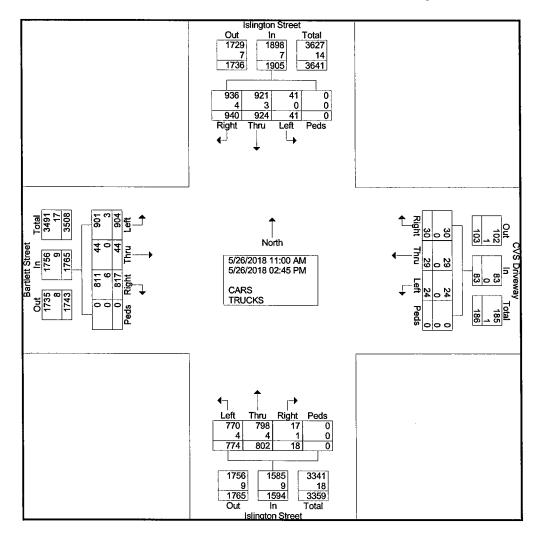
Start Date : 5/26/2018 Page No : 1

Groups Printed- CARS - TRUCKS

										nted- C/	ARS -										
			gton S				CVS	S Drive	eway		i	Islin	gton S	Street			Bar	tlett S	treet		
		Fr	om No	orth			Fi	rom E	ast			Fr	om Sc	outh			Fr	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	59	65	6	0	130	1	3	3	0	7	3	46	43	0	92	54	5	70	0	129	358
11:15 AM	71	63	1	0	135	2	2	1	0	5	1	54	61	0	116	56	0	60	0	116	372
11:30 AM	56	63	0	0	119	2	1	0	0	3	0	69	40	0	109	46	0	52	0	98	329
11:45 AM	71	73	4	0	148	2	0	0	0	2	1	66	39	0	106	62	1	47	0	110	366
Total	257	264	11	0	532	7	6	4	0	17	5	235	183	0	423	218	6	229	0	453	1425
12:00 PM	52	67	4	0	123	2	2	3	0	7	1	70	47	0	118	45	2	65	0	112	360
12:15 PM	67	45	0	0	112	4	2	1	0	7	1	54	57	0	112	62	4	67	0	133	364
12:30 PM	57	68	3	0	128	1	3	1	0	5	1	59	43	0	103	63	5	59	0	127	363
12:45 PM	59	47	4	0	110	3	1	3	0	7	1	51	52	0	104	42	2	62	0	106	327
Total	235	227	11	0	473	10	8	8	0	26	4	234	199	0	437	212	13	253	0	478	1414
01:00 PM	59	51	3	0	113	1	1	4	0	6	0	31	50	0	81	64	0	53	0	117	317
01:15 PM	62	57	5	0	124	1	1	0	0	2	1	48	48	0	97	43	1	50	0	94	317
01:30 PM	49	54	2	0	105	0	1	2	. 0	3	2	47	45	0	94	54	4	54	0	112	314
01:45 PM	60	53	2	0	115	3	2	2	0	7	0	35	60	0	95	41	9	61	0	111	328
Total	230	215	12	0	457	5	5	8	0	18	3	161	203	0	367	202	14	218	0	434	1276
02:00 PM	46	49	2	0	97	1	1	1	0	3	3	44	48	0	95	54	1	52	0	107	302
02:15 PM	55	67	2	0	124	4	4	1	0	9	2	36	39	0	77	51	3	51	0	105	315
02:30 PM	56	41	1	0	98	2	3	1	0	6	1	47	54	0	102	36	4	53	0	93	299
02:45 PM	61	61	2	0	124	1	2	1	0	4	0	45	48	0	93	44	3	48	0	95	316
Total	218	218	7	0	443	8	10	4	0	22	6	172	189	0	367	185	11	204	0	400	1232
Grand Total	940	924	41	0	1905	30	29	24	0	83	18	802	774	0	1594	817	44	904	0	1765	5347
Apprch %	49.3	48.5	2.2	0		36.1	34.9	28.9	0		1.1	50.3	48.6	0		46.3	2.5	51.2	0		
Total %	17.6	17.3	0.8	0	35.6	0.6	0.5	0.4	0	1.6	0.3	15	14.5	0	29.8	15.3	8.0	16.9	0	33	
CARS	936	921	41	0	1898	30	29	24	0	83	17	798	770	0	1585	811	44	901	0	1756	5322
% CARS	99.6	99.7	100	0	99.6	100	100	100	0	100	94.4	99.5	99.5	0	99.4	99.3	100	99.7	0	99.5	99.5
TRUCKS	4	3	0	0	7	0	0	0	0	0	1	4	4	0	9	6	0	3	0	9	25
% TRUCKS	0.4	0.3	0	0	0.4	0	0	0	0	0	5.6	0.5	0.5	0	0.6	0.7	0	0.3	0	0.5	0.5
																-					

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_E_SAT_Islington-Bartlett Site Code: 1831A

Site Code: 1831A Start Date: 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_E_SAT_Islington-Bartlett

Site Code : 1831A Start Date : 5/26/2018 Page No : 1

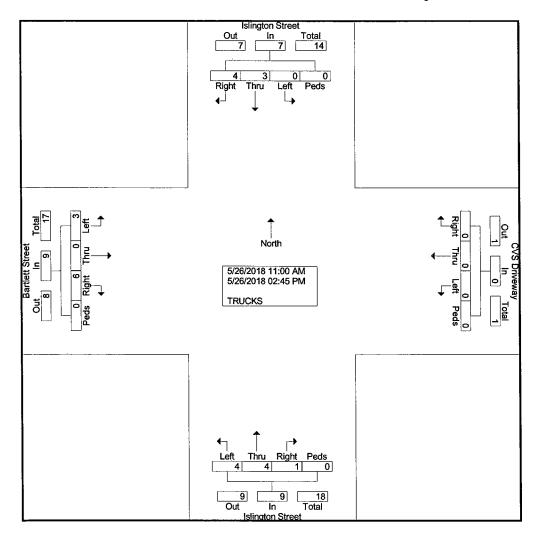
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			gton S						eway			lslir	ngton S	treet			Ba	rtlett S	treet		
			om No					rom E	ast			Fi	rom So	uth			F	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Ō	1	i i
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	Ō	Ö	Ò	Õ	Ò	i
11:45 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	Ō	2	1	Ö	Ö	Ö	1	4
Total	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	1	0	1	0	2	7
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12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	0	0	0	1	0	0	0	0	0	Ō	1	ō	ō	1	ő	ŏ	õ	ŏ	Õ	2
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	Ó	Ō	ō	ò	1	Õ	1	ŏ	2	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	Õ	Õ	Ō	Ō	Ò	ŏ	ò	ŏ	ō	
Total	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
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01:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	4
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	Ó	Ō	Ö	Ö	ò	i
01:30 PM	0	0	0	0	0	0	0	0	0	Ō	o	Õ	Ō	Ö	ő	Õ	Ö	ő	ő	ő	i .
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	Ö	Ö	Ö	Ö	1	ŏ	ŏ	ŏ	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	2	0	0	0		6
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02:00 PM	0	0	0	0	0	0	0	0	0	0	· 0	1	0	0	1	2	0	0	0	2	3
02:15 PM	1	0	0	0	1	0	0	0	0	Ö	Ö	Ó	Ö	ő	Ö	ō	Ö	ŏ	ŏ	ō	1
02:30 PM	0	0	0	0	0	0	0	0	0	Ō	Ō	Õ	1	ŏ	ĭ	ő	ŏ	ñ	ŏ	ő	4
02:45 PM	1	0	0	0	1	0	0	0	0	Õ	Ö	Ö	ò	ő	Ö	Ö	Ö	1	Ö	1	2
Total	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	2	0	- i	<u> </u>	3	7
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Grand Total	4	3	0	0	7	0	0	0	0	0	1	4	4	0	9	6	0	3	0	9	25
Apprch %	57.1	42.9	Ö	Ö	•	Ö	Ö	ő	ŏ	·	11.1	44.4	44.4	ő	3	66.7	Ö	33.3	ő	9	25
Total %	16	12	Ö	ŏ	28	Ö	ŏ	Õ	ő	0	4	16	16	0	36	24	0	12	0	36	
. 0 (01. 70			·	Ū		, 0	U	·	U	U	7	10	10	U	30	24	U	12	U	30	[

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A_INT_E_SAT_Islington-Bartlett Site Code: 1831A

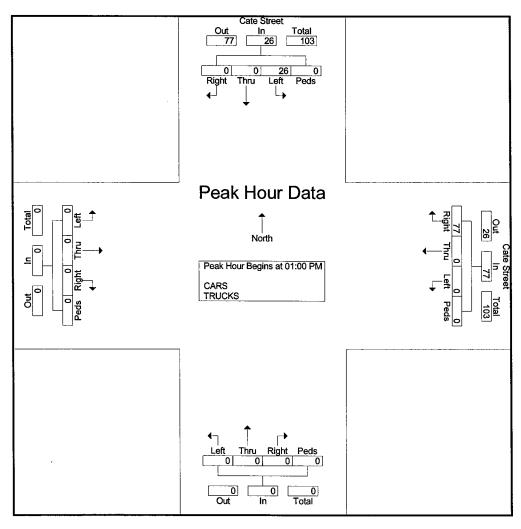
Site Code : 1831A Start Date : 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Cate St SAT

Site Code : 1831A Start Date : 5/26/2018 Page No : 3

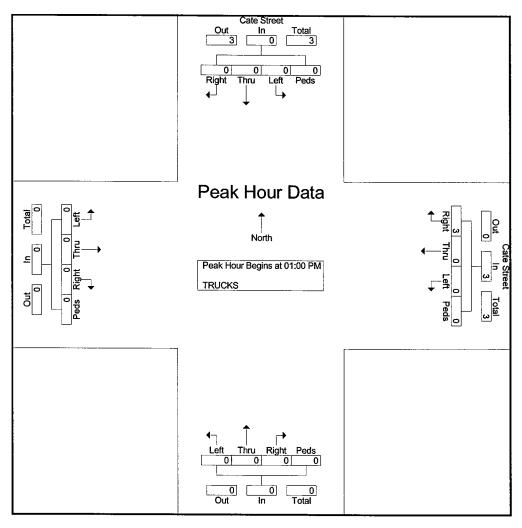
		Ca	te Str	eet		-	Ca	ate Str	eet												
		Fr	om No	rth			F	rom E	ast			Fre	om So	uth			Fı	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From '	11:00 A	AM to (02:45 PN	/I - Pea	k 1 of :	1													
Peak Hour fo	r Entire	Inters	ection	Begins	s at 01:0	0 PM															
01:00 PM	0	0	8	0	8	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	27
01:15 PM	0	0	4	0	4	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	22
01:30 PM	0	0	8	0	8	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	23
01:45 PM	0	0	6	0	6	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	31
Total Volume	0	0	26	0	26	77	0	0	0	77	0	0	0	0	0	0	0	0	0	0	103
% App. Total	0	0	100	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.813	.000	.813	.770	.000	.000	.000	.770	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.831



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Cate St SAT

Site Code : 1831A Start Date : 5/26/2018 Page No : 3

			ate Str					ate Str													
		<u>Fr</u>	om No	orth			F	rom E	ast			Fre	om Sc	uth			Fi	om W	est		ĺ
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	01:00 F	PM to 0	1:45 PN	1 - Pea	k 1 of	1												7 44 7 7 7 1 1	
Peak Hour for	r Entire	Inters	ection	Begins	at 01:0	0 PM															
01:00 PM	0	0	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o l	0
01:15 PM	0	0	0	0	0	0	0	0	Ō	0	Ō	ō	ō	ō	Ō	Ö	Õ	Õ	Õ	ő	Ŏ
01:30 PM	0	0	0	0	0	1	0	0	0	1	0	ō	ō	Õ	Ō	ō	Õ	Õ	ŏ	ő	1
01:45 PM	0	0	0	0	0	2	0	0	Ō	2	ō	ō	ō	ō	ŏ	Ō	ŏ	Õ	Ö	ő	2
Total Volume	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0	0		100	0	0	ō		ō	ō	ō	ō	•	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A Cate St SAT

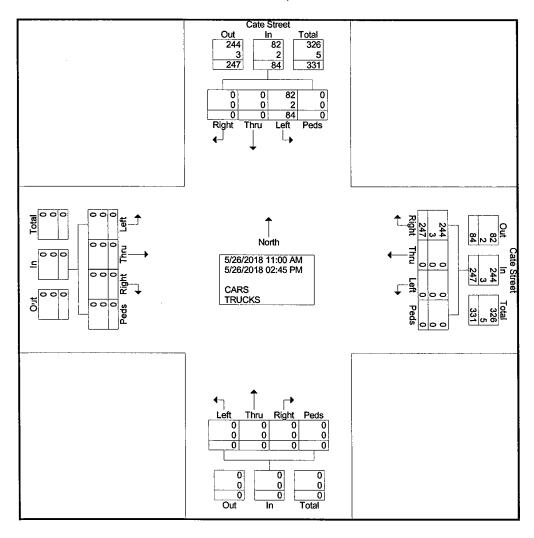
Site Code : 1831A Start Date : 5/26/2018 Page No : 1

Groups Printed- CARS - TRUCKS

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1		-	ate Str				-	te Str]
		Fr	om No				Fr	om E	ast			Fr	om Sc	outh			Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	8	0	8	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	21
11:15 AM	0	0	5	0	5	20	0	0	0	20	0	0	0	0	0	0	0	0	0	Ō	25
11:30 AM	0	0	1	0	1	11	0	0	0	11	0	0	0	0	0	0	0	0	0	Ō	12
11:45 AM	0	0	7) 0	7	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	21	0	21	58	0	0	0	58	0	0	0	0	0	0	0	0	0	0	79
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12:00 PM	0	0	4	0	4	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	16
12:15 PM	0	0	5	. 0	5	15₋		0	0	15	0	0	0	0	0	0	0	0	0	0	20
12:30 PM	0	0	<u>4</u> 5	0	4	11.	0	0	0	11	0	0	0	0	0	0	0	0	0	0	15
12:45 PM	0	0		0	5	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	21
Total	0	0	18	0	18	54	0	0	0	54	0	0	0	0	0	0	0	0	0	0	72
1																					
01:00 PM	0	0	8	0	8	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	27
01:15 PM	0	0	4	0	4	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	22
01:30 PM	0	0	8	0	8	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	23
01:45 PM	0	0	6	0	6	25	0	. 0	0	25	0	0	0	0	0	0	0	0	0	0	31
Total	0	0	26	0	26	77	0	0	0	77	0	0	0	0	0	0	0	0	0	0	103
02:00 PM	0	0	6	0	6	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	26
02:15 PM	0	0	6	0	6	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	21
02:30 PM	0	0	2	0	2	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	13
02:45 PM	0	0	5	0	5	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	19	0	19	58	0	0	0	58	0	0	0	0	0	0	0	0	0	0	77
Grand Total	0	0	84	0	84	247	0	0	0	247	0	0	0	0	0	0	0	0	0	0	331
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	25.4	0	25.4	74.6	0	0	0	74.6	0	0	0	0	0	0	0	. 0	0	0	
CARS	0	0	82	0	82	244	0	0	0	244	0	0	0	0	0	0	0	0	0	0	326
% CARS	0	0	97.6	0	97.6	98.8	0	0	0	98.8	0	0	0	0	0	0	0	0	0	0	98.5
TRUCKS	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
% TRUCKS	0	0	2.4	0	2.4	1.2	0	0	0	1.2	0	0	0	0	0	0	0	0	0	0	1.5

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A Cate St SAT

Site Code : 1831A Start Date : 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A Cate St SAT Site Code : 1831A

Start Date : 5/26/2018

Page No : 1

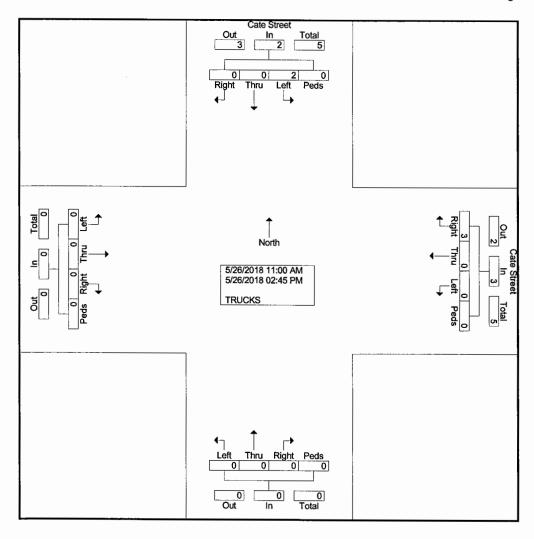
Groups Printed-TRUCKS

	,									s Printe	u- INC	CKS									
		_	ate St				Ca	ite Sti	reet											•	
		Fr	om No	orth			Fr	om E	ast			Fr	om Sc	outh			F	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Ō
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	l 0	0	0	0	0	0	0	0	0	•	
12:15 PM	l ŏ	ő	ň	ŏ	ŏ	ő	Ö	Õ	0	ő	0	Ö	0	0	0	0	0	0	0	0	0
12:30 PM	l ŏ	ő	0	ő	Ö	ő	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	ő	ő	Õ	ŏ	Ö	Ö	0	Ô	Ö	0	0	Ö	0	0	0	0	0	0	0	0	0
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Total	, ,	Ū	·	·	· ·		Ū	Ū	Ū	Ū	, 0	U	U	U	U	, 0	U	U	U	U	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	1	0	1	0	0	0	Ō	Ō	0	ō	Ö	Ö	Ö	Ö	ŏ	Ô	Ö	Ö	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	Ō	Ö	Ö	Ö	o o	Ö	Ō	Õ	ő	i
02:45 PM	0	0	0	0	0	0	0	Ō	Ō	Ō	0	Ŏ	Ö	Ö	ŏ	ő	ő	Ö	Ö	ő	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Apprch %	Ö	Õ	100	ő		100	0	ő	ő	3	0	Ö	Ö	Ö	U	0	0	0	0	U	5
Total %	ŏ	ŏ	40	ŏ	40	60	ő	ő	Ö	60	n	0	Ô	0	0	0	0	0	0	0	
i Jiai 70		U	70	U	40	00	U	U	U	00	, 0	U	U	U	U	U	U	U	U	U	1

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A Cate St SAT

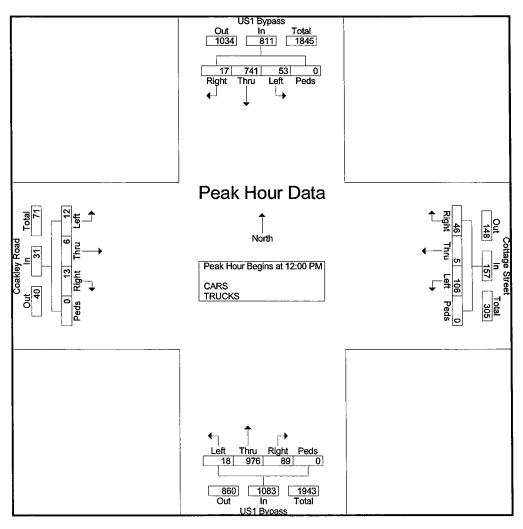
Site Code : 1831A Start Date : 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_G_SAT_US1 BYP-Cottage Site Code: 1831A

Start Date : 5/26/2018

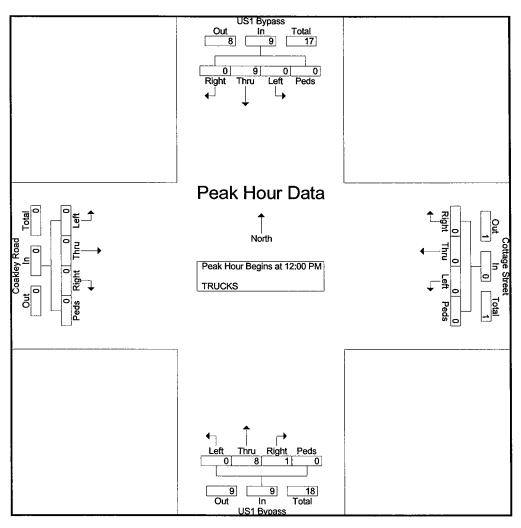
		US	S1 Byp	ass			Cot	tage S	treet			US	1 Byp	ass			Coa	akley F	Road]
		Fi	rom No	orth			F	rom E	ast			Fr	om So	uth			<u>Fı</u>	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	11:00 /	AM to (02:45 PN	/I - Реа	k 1 of	1													
Peak Hour for	r Entire	e Inters	ection	Begin:	s at 12:0	0 PM															
12:00 PM	4	182	11	0	197	11	0	19	0	30	26	250	5	0	281	1	2	2	0	5	513
12:15 PM	5	202	19	0	226	11	3	26	0	40	30	232	2	0	264	6	2	2	0	10	540
12:30 PM	5	177	14	0	196	10	2	28	0	40	16	238	4	0	258	4	0	4	0	8	502
12:45 PM	3	180	9	0	192	14	0	33	0	47	17	256	7	0	280	2	2	4	0	8	527
Total Volume	17	741	53	0	811	46	5	106	0	157	89	976	18	0	1083	13	6	12	0	31	2082
% App. Total	2.1	91.4	6.5	0		29.3	3.2	67.5	0		8.2	90.1	1.7	0		41.9	19.4	38.7	0		
PHF	.850	.917	.697	.000	.897	.821	.417	.803	.000	.835	.742	.953	.643	.000	.964	.542	.750	.750	.000	.775	.964



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A_INT_G_SAT_US1 BYP-Cottage Site Code: 1831A Start Date: 5/26/2018

			1 Byp om No					tage S rom Ea					S1 Byp om So					akley F om W			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From 1	2:00	PM to 1	2:45 PN	Л - Pea	k 1 of '	1													
Peak Hour fo	r Entire	Inters	ection	Begins	at 12:0	0 PM															
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
12:30 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	9	0	0	9	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	18
% App. Total	0	100	0	0		0	0	0	0		11.1	88.9	0	0		0	0	0	0		
PHF	.000	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.500	.000	.000	.450	.000	.000	.000	.000	.000	.750



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_G_SAT_US1 BYP-Cottage Site Code: 1831A Start Date: 5/26/2018

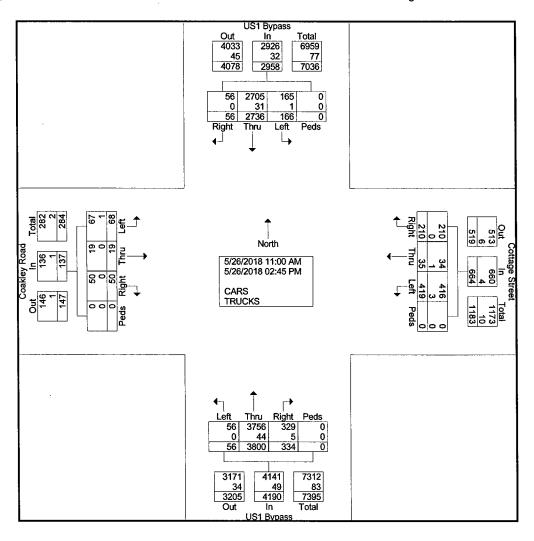
										nted- C	ARS -	TRUC	<u>(S</u>								
			31 Byp			ĺ	Cot	tage S	Street		i	US	S1 Byp	ass			Coa	akley F	Road		
		Fr	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fı	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	2	163	14	0	179	11	3	33	0	47	27	197	3	0	227	4	1	2	0	7	460
11:15 AM	2	155	11	0	168	17	2	30	0	49	26	235	1	0	262	3	2	5	0	10	489
11:30 AM	2	180	9	0	191	13	1	27	0	41	30	231	3	0	264	4	0	6	0	10	506
11:45 AM	1	205	7	0	213	14	0	32	0	46	22	235	1	0	258	2	0	3	0	5	522
Total	7	703	41	0	751	55	6	122	0	183	105	898	8	0	1011	13	3	16	0	32	1977
																					,
12:00 PM	4	182	11	0	197	11	0	19	0	30	26	250	5	0	281	1	2	2	0	5	513
12:15 PM	5	202	19	0	226	11	3	26	0	40	30	232	2	0	264	6	2	2	0	10	540
12:30 PM	5	177	14	0	196	10	2	28	0	40	16	238	4	0	258	4	0	4	0	8	502
12:45 PM	3	180	9	0	192	14	0	33	0	47	17	256	7	0	280	2	2	4	0	8	527
Total	17	741	53	0	811	46	5	106	0	157	89	976	18	0	1083	13	6	12	0	31	2082
											-										
01:00 PM	5	151	7	0	163	11	4	27	0	42	21	242	3	0	266	5	1	8	0	14	485
01:15 PM	4	166	11	0	181	13	3	23	0	39	13	254	4	0	271	1	1	6	0	8	499
01:30 PM	3	168	12	0	183	9	0	19	0	28	21	210	3	0	234	5	1	5	0	11	456
01:45 PM	2	160	7	0	169	24	5	20	0	49	23	234	2	0	259	2	1	6	0	9	486
Total	14	645	37	0	696	57	12	89	0	158	78	940	12	0	1030	13	4	25	0	42	1926
02:00 PM	9	173	15	0	197	18	5	26	0	49	9	244	7	0	260	2	2	8	0	12	518
02:15 PM	8	167	8	0	183	12	4	21	0	37	14	224	2	0	240	3	2 2	2	0	7	467
02:30 PM	0	159	3	0	162	8	1	29	0	38	14	263	6	0	283	2	0	. 3	0	5	488
02:45 PM	1	148	9	0	158	14	2	26	0	42	25	255	3	0	283	4	2	2	0	8	491
Total	18	647	35	0	700	52	12	102	0	166	62	986	18	0	1066	11	6	15	0	32	1964
				_																	
Grand Total	56	2736	166	0	2958	210	35	419	0	664	334	3800	56	0	4190	50	19	68	0	137	7949
Apprch %	1.9	92.5	5.6	0		31.6	5.3	63.1	0		8	90.7	1.3	0		36.5	13.9	49.6	0		
Total %	0.7	34.4	2.1	0	37.2	2.6	0.4	5.3	0	8.4	4.2	47.8	0.7	0	52.7	0.6	0.2	0.9	0	1.7	
CARS	56	2705	165	0	2926	210	34	416	0	660	329	3756	56	0	4141	50	19	67	0	136	7863
% CARS	100	98.9	99.4	0	98.9	100	97.1	99.3	0	99.4	98.5	98.8	100	0	98.8	100	100	98.5	0	99.3	98.9
TRUCKS	0	31	1	0	32	0	1	3	0	4	5	44	0	0	49	0	0	1	0	1	86
% TRUCKS	0	1.1	0.6	0	1.1	0	2.9	0.7	0	0.6	1.5	1.2	0	0	1.2	0	0	1.5	0	0.7	1.1

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A_INT_G_SAT_US1 BYP-Cottage

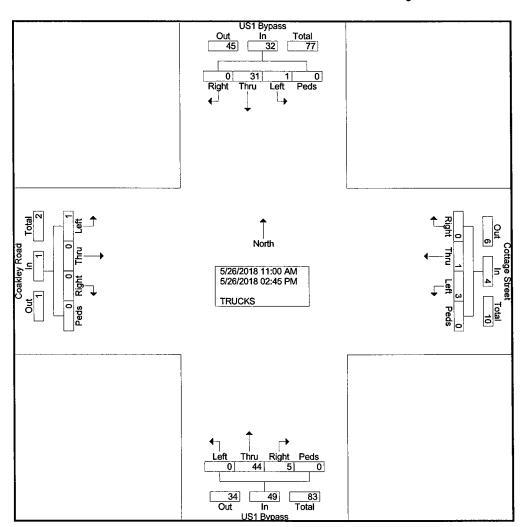
Site Code : 1831A Start Date : 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_G_SAT_US1 BYP-Cottage Site Code : 1831A Start Date : 5/26/2018 Page No : 1

										s Printed	<u>1- IRU</u>										
			1 Byp				Cot	tage S	treet			US	31 Byp	ass			Co	akley F	Road		
		Fr	om No	orth			F	rom Ea	ast			Fr	om So	uth			F	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
11:45 AM	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	9
Total	0	11	0	0	11	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	28
																					'
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
12:30 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	6
12:45 PM	0	3	0	0	3	0	0	0	_ 0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	9	0	0	9	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	18
01:00 PM	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	5
01:15 PM	0	1	0	0	1	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	8
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
01:45 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
Total	0	5	0	0	5	0	0	1	0	1	3	12	0	0	15	0	0	1	0	1	22
				_	_																
02:00 PM	0	2	1	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
02:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
02:30 PM	0	1	0	0	1	0	0	0	0	0	0		0	0	2	0	0	0	0	0	3
02:45 PM	0	1_	0	0	1_	0	1_	1_	0	2	0	0	0	0	0	0	0	0	0	0	3 18
Total	0	6	1	0	7	0	1	2	0	3	0	8	0	0	8	0	0	0	0	0	18
	1 6			_				_		. 1											
Grand Total	0	31	1	0	32	0	1	_3	0	4	5	44	0	0	49	0	0	1	0	1	86
Apprch %	0	96.9	3.1	0		0	25	75	0		10.2	89.8	0	0		0	0	100	0		
Total %	0	36	1.2	0	37.2	0	1.2	3.5	0	4.7	5.8	51.2	0	0	57	О	0	1.2	0	1.2	

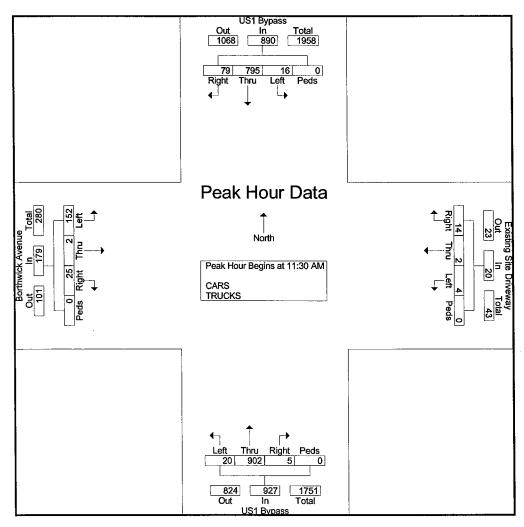
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_G_SAT_US1 BYP-Cottage Site Code: 1831A Start Date: 5/26/2018



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_H_SAT_US1 BYP-Borthwick Site Code: 1831A

Start Date : 5/26/2018

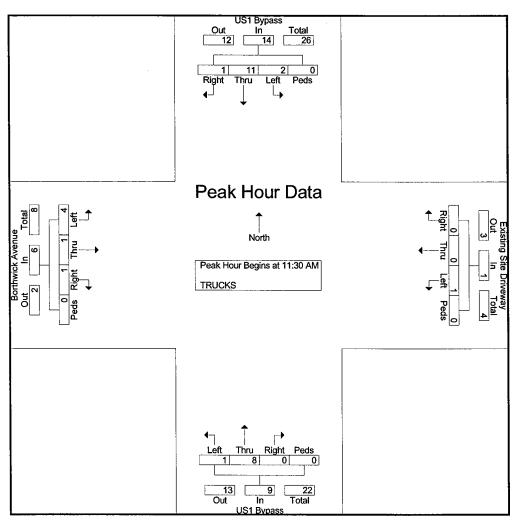
			31 Byp om No			E	xisting F	Site I		ay			31 Byp om So					wick A rom W	venue 'est	•	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour A	nalysis	From '	11:00 /	AM to	02:45 PN	И - Pea	k 1 of	1													
Peak Hour fo	r Entire	Inters	ection	Begin:	s at 11:3	MA 0															
11:30 AM	15	193	2	0	210	1	0	2	0	3	. 0	231	5	0	236	8	0	36	0	44	493
11:45 AM	18	215	8	0	241	2	2	0	0	4	2	213	5	0	220	6	1	37	0	44	509
12:00 PM	30	173	1	0	204	6	0	1	0	7	2	224	4	0	230	8	0	54	0	62	503
12:15 PM	16	214	5	0	235	5	0	1	0	6	1	234	6	0	241	3	1	25	0	29	511
Total Volume	79	795	16	0	890	14	2	4	0	20	5	902	20	0	927	25	2	152	0	179	2016
% App. Total	8.9	89.3	1.8	0		70	10	20	0		0.5	97.3	2.2	0		14	1.1	84.9	0		
PHF	.658	.924	.500	.000	.923	.583	.250	.500	.000	.714	.625	.964	.833	.000	.962	.781	.500	.704	.000	.722	.986



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_H_SAT_US1 BYP-Borthwick

Site Code : 1831A Start Date : 5/26/2018 Page No : 3

		US	31 Byp	ass		E	Existing	Site [Drivew	ay		US	31 Byp	ass			Borth	wick A	venue		1
		Fr	om No	orth			F	rom Ea	ast			Fr	om Sc	uth			F	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	11:30 /	AM to 1	12:15 PN	Л - Реа	k 1 of '	1													
Peak Hour for	r Entire	Inters	ection	Begins	s at 11:3	MA 0															
11:30 AM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	2	0	2	9
11:45 AM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	8
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
12:15 PM	1	4	1	0	6	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	9
Total Volume	1	11	2	0	14	0	0	1	0	1	0	8	1	0	9	1	1	4	0	6	30
% App. Total	7.1	78.6	14.3	0		0	0	100	0		0	88.9	11.1	0		16.7	16.7	66.7	0		
PHF	.250	.688	.500	.000	.583	.000	.000	.250	.000	.250	.000	.667	.250	.000	.750	.250	.250	.500	.000	.750	.833



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

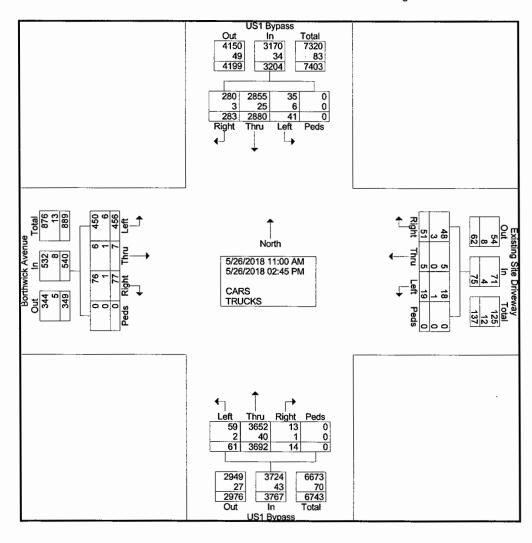
File Name: 1831A_INT_H_SAT_US1 BYP-Borthwick Site Code: 1831A Start Date: 5/26/2018 Page No: 1

Groups Printed- CARS - TRUCKS

										ntea- C	4K5 -										
			S1 Byp			E	Existing			ay			S1 Byp						Avenue	:	
		Fr	om No	orth		Ĺ		rom E				F	rom Sc	outh			Fı	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	24	170	1	0	195	3	0	1	0	4	0	182	1	0	183	6	1	46	0	53	435
11:15 AM	20	172	2	0	194	3	0	0	0	3	1	217	6	0	224	6	0	47	0	53	474
11:30 AM	15	193	2	0	210	1	0	2	0	3	0	231	5	0	236	8	0	36	0	44	493
11:45 AM	18	215	8	0	241	2	2	0	0	4	2	213	5	0	220	6	1	37	0	44	509
Total	77	750	13	0	840	9	2	3	0	14	3	843	17	0	863	26	2	166	0	194	1911
	•					•															
12:00 PM	30	173	1	0	204	6	0	1	0	7	2	224	4	0	230	8	0	54	0	62	503
12:15 PM	16	214	5	0	235	5	0	1	0	6	1	234	6	0	241	3	1	25	0	29	511
12:30 PM	12	196	0	0	208	2	0	0	0	2	0	241	3	0	244	5	0	21	0	26	480
12:45 PM	25	183	2	0	210	3	0	0	0	3	0	246	4	0	250	1	0	27	0	28	491
Total	83	766	8	0	857	16	0	2	0	18	3	945	17	0	965	17	1	127	0	145	1985
																					'
01:00 PM	12	171	1	0	184	3	0	1	0	4	2	247	1	0	250	5	0	16	0	21	459
01:15 PM	12	177	0	0	189	1	0	2	0	3	1	248	0	0	249	3	0	17	0	20	461
01:30 PM	23	170	1	0	194	2	0	1	0	3	0	200	3	0	203	3	1	29	0	33	433
01:45 PM	18	158	4	0	180	4	0	1	0	5	0	237	1	0	238	8	0	20	0	28	451
Total	65	676	6	0	747	10	0	5	0	15	3	932	5	0	940	19	1	82	0	102	1804
																'					
02:00 PM	16	176	7	0	199	6	0	2	0	8	2	239	7	0	248	4	0	23	0	27	482
02:15 PM	14	173	2	0	189	1	1	5	0	7	2	225	2	0	229	4	1	17	0	22	447
02:30 PM	14	176	3	0	193	6	0	1	0	7	1	244	7	0	252	4	2	23	0	29	481
02:45 PM	14	163	2	0	179	3	2	1	0	6	0	264	6	. 0	270	3	0	18	0	21	476
Total	58	688	14	0	760	16	3	9	0	28	5	972	22	0	999	15	3	81	0	99	1886
																					'
Grand Total	283	2880	41	0	3204	51	5	19	0	75	14	3692	61	0	3767	77	7	456	0	540	7586
Apprch %	8.8	89.9	1.3	0		68	6.7	25.3	0		0.4	98	1.6	0		14.3	1.3	84.4	0		
Total %	3.7	38	0.5	0	42.2	0.7	0.1	0.3	0	1	0.2	48.7	8.0	0	49.7	1	0.1	6	0	7.1	
CARS	280	2855	35	0	3170	48	5	18	0	71	13	3652	59	0	3724	76	6	450	0	532	7497
% CARS	98.9	99.1	85.4	0	98.9	94.1	100	94.7	0	94.7	92.9	98.9	96.7	0	98.9	98.7	85.7	98.7	Ō	98.5	98.8
TRUCKS	3	25	6	0	34	3	0	1	0	4	1	40	2	0	43	1	1	6	0	8	89
% TRUCKS	1.1	0.9	14.6	0	1.1	5.9	0	5.3	0	5.3	7.1	1.1	3.3	Õ	1.1	1.3	14.3	1.3	Ö	1.5	1.2
														•					•		

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_H_SAT_US1 BYP-Borthwick

Site Code : 1831A Start Date : 5/26/2018 Page No : 2



Weather: Clear Collected By: MV
Job Number: 1831A
Town/State: Portsmouth, NH File Name: 1831A_INT_H_SAT_US1 BYP-Borthwick Site Code: 1831A Start Date: 5/26/2018 Page No: 1

Groups Printed- TRUCKS

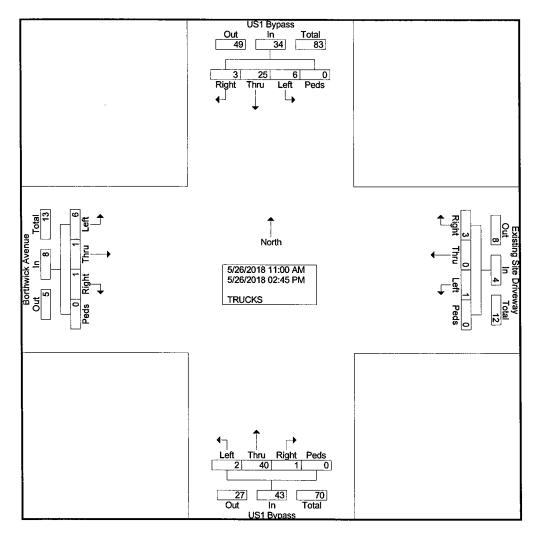
										s Printed	3- IRU										
			S1 Byp			E	Existing	Site	Drivew	ay		US	S1 Byp	ass			Borth	wick A	venue		
		F	rom No					rom E	ast				rom Sc					rom W			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	8
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	Ö	Ö	Ö	ō	Õ	4
11:30 AM	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	0	Ō	2	Ö	2	9
11:45 AM	0	2	1_	0	3	0	0	0	0	0	0	3	0	Ō	3	0	Ö	2	ő	2	8
Total	0	9	1	0	10	1	0	1	0	2	0	12	1	0	13	0	0	4	0	4	29
													•	-		,	•	•	·	•	
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	4
12:15 PM	1	4	1	0	6	0	0	0	0	0	0	2	0	Ō	2	Ö	1	ō	ŏ	<u>i</u>	9
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	Ö	5	Ŏ	Ó	1	ŏ	1	7
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	Ō	1	Ö	ō	ò	ŏ	ò	3
Total	2	7	1	0	10	0	0	0	0	0	0	9	1	0	10	1	1	1	0	3	23
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01:00 PM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
01:15 PM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	0	0	Ö	8
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	Ō	ō	Ō	Õ	3
01:45 PM	0_	2	1	0	3	0	0	0	0	0	0	2	0	0	2	Ō	Ö	1	Ö	1	6
Total	1	3	2	0	6	1	0	0	0	1	0	12	0	0	12	0	0	1	0	<u>_</u>	20
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02:00 PM	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
02:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	O	Õ	ō	ō	Ö	4
02:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	Ō	3	0	ō	ō	Ö	Õ	
02:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	Ö	Ö	Ö	Ŏ	Ö	2
Total	0	6	2	0	8	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	17
													_	-	•		•	٠	·	·	.,
Grand Total	3	25	6	0	34	3	0	1	0	4	1	40	2	0	43	1	1	6	0	8	89
Apprch %	8.8	73.5	17.6	0		75	0	25	0		2.3	93	4.7	Ö		12.5	12.5	75	ő	·	00
Total %	3.4	28.1	6.7	0	38.2	3.4	0	1.1	Ō	4.5	1.1	44.9	2.2	ő	48.3	1.1	1.1	6.7	0	9	
							_			0				0	70.0	1.1	1.1	0.7	J	9	I

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name : 1831A_INT_H_SAT_US1 BYP-Borthwick Site Code : 1831A

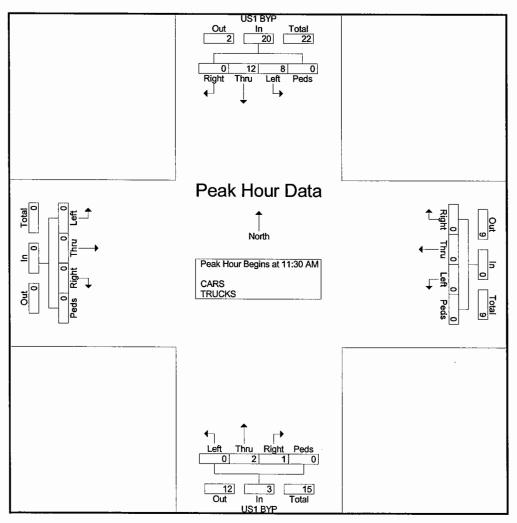
Start Date : 5/26/2018 Page No : 2



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT US1 BYP-U-Haul-Existing Site Driveways Site Code: 1831A

Site Code: 1831A Start Date: 5/26/2018 Page No: 3

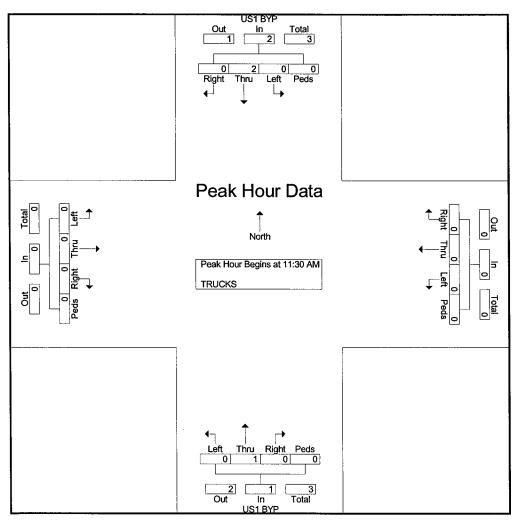
		U	S1 BY	P								l	IS1 BY	/P							
		Fre	om No	orth			Fi	rom E	ast			Fr	om Sc	uth			Fr	om W	lest		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From 1	11:00 A	AM to 0)2:45 PN	И - Pea	k 1 of	1													
Peak Hour for	r Entire	Inters	ection	Begins	at 11:3	MA 0															
11:30 AM	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	4	4	0	8	0	0	0	0	0	0	0	0	0	0	0	Ō	0	0	Ō	8
12:00 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	Ō	5
12:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total Volume	0	12	8	0	20	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	23
% App. Total	0	60	40	0		0	0	0	0		33.3	66.7	0	0		0	0	0	0	_	
PHF	.000	.750	.500	.000	.625	.000	.000	.000	.000	.000	.250	.500	.000	.000	.375	.000	.000	.000	.000	.000	.719



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT US1 BYP-U-Haul-Existing Site Driveways Site Code: 1831A

Site Code: 1831A Start Date: 5/26/2018 Page No: 3

		Ü	JS1 BY	/P								ī	JS1 BY	/P]
		Fr	om No	orth			Fi	rom E	ast			Fr	om So	uth			Fr	om W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	11:30 /	AM to 1	12:15 PN	/I - Pea	k 1 of :	1													
Peak Hour for	r Entire	Inters	ection	Begins	s at 11:3	0 AM															
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	Õ	1	0	0	1	0	0	0	0	0	3
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375



Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT US1 BYP-U-Haul-Existing Site Driveways Site Code: 1831A

Start Date : 5/26/2018

Page No : 1

Groups Printed- CARS - TRUCKS

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							_					_	IS1 B				_				
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Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	2	3	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
11:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	4	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	8	12	0	20	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	21
		_																			'
12:00 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
12:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
12:30 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	8	6	0	14	0	0	0	0	0	1	2	0	0	. 3	0	0	0	0	0	17
01:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	1	0	1	0	0	0	0	0	- 0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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Total	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
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02:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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02:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	Ō	Ō	Ō	ō	Ö	Õ	ŏ	Õ	1
02:45 PM	0	3	8	0	11	0	0	0	0	0	0	Ö	Ö	Ö	Ö	ŏ	ő	Ö	ŏ	ő	11
Total	0	6	13	0	19	0	0	0	0	0	1	2	0	0	3	0	<u>ŏ</u> _	0	0	0	22
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Grand Total	0	22	36	0	58	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	65
Apprch %	0	37.9	62.1	0		0	0	0	0	_	42.9	57.1	Õ	Ö	•	l ő	ő	Õ	ő	U	00
Total %	0	33.8	55.4	0	89.2	0	0	Ō	ō	0	4.6	6.2	ŏ	ő	10.8	ő	ŏ	Ö	0	0	
CARS	0	20	29	0	49	ō	0		0	0	2	3	- 0	0	5	0	0	0	0	0	54
% CARS	0	90.9	80.6	0	84.5	Ö	Ö	ŏ	ŏ	Ŏ	66.7	75	ŏ	Ö	71.4	ő	Ö	Ö	Ö	0	83.1
TRUCKS	0	2	7	0	9	0	0	0	0	0	1	1	- 0		2	0	0	0	0	0	
% TRUCKS	ő	9.1	19.4	ŏ	15.5	ő	Õ	ñ	ő	0	33.3	25	0	0	28.6	0	0	0	0	0	11 16.9
,,	, ,	0.1	10.4		10.0	, 5	U	J	J	0	55.5	20	U	U	20.0	U	U	U	U	0	10.9

Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A SAT US1 BYP-U-Haul-Existing Site Driveways

Site Code : 1831A Start Date : 5/26/2018 Page No : 2

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A SAT US1 BYP-U-Haul-Existing Site Driveways Site Code : 1831A Start Date : 5/26/2018

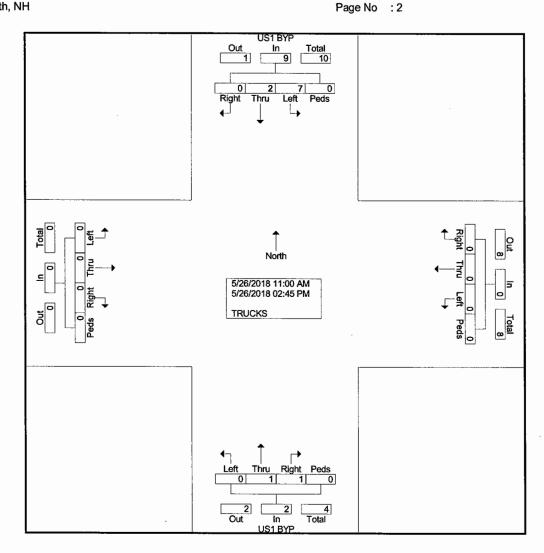
Page No : 1

Groups Printed-TRUCKS

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İ			JS1 BY									t	JS1 BY	P							
			om No					rom E				Fre	om So	uth			Fr	rom W	est		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	0	Ō	Ō	Ó
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	1
Total	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	Ö	4
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12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Ō	Ö	Ö	Ō	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	ō	Ö	Ö	Ö	Ŏ
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö	Ö	Ŏ	Õ	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
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01:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Ō	Õ	Ö
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	0
01:45 PM	0	0	0	0	0	0	0	. 0	0	0	0	0	0	0	0	0	Ō	Ö	Ö	Ö	Ö
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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02:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	0	0
02:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	Ō	Ō	Ō	Ō	ō	2
Total	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
															- 1	-		_	_	•	
Grand Total	0	2	7	0	9	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	11
Apprch %	0	22.2	77.8	0		0	0	0	0		50	50	ō	Ö	_	ŏ	ŏ	Õ	Õ	·	
Total %	0	18.2	63.6	0	81.8	0	0	0	0	0	9.1	9.1	Ŏ	ő	18.2	ő	ŏ	Ö	Ö	0	
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Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A SAT US1 BYP-U-Haul-Existing Site Driveways Site Code: 1831A

Site Code : 1831A Start Date : 5/26/2018



Appendix D

Pedestrian Counts

Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

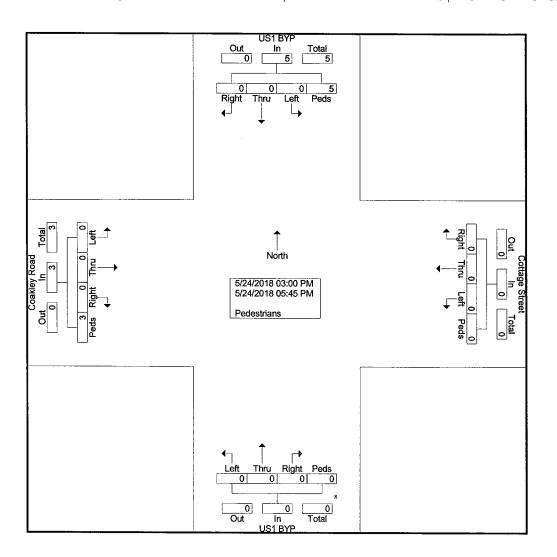
File Name: 1831A_INT_G_Thurs_PM_US1 BYP-Cottage

Site Code : 1831A Start Date : 5/24/2018

Page No : 1

Groups Printed- Pedestrians

		Ü	JS1 BY	ΥP			Cot	tage S		Tillico			JS1 BY	/P			Coa	akley F	Road]
<u> </u>		Fr	rom No					rom E				Fr	om So	outh				rom W			
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	1	1	0	0	0	0	0	۱ ٥	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	Ó	Ŏ	Ŏ	Ō	Ŏ	Ö	ő	ŏ	ŏ	ŏ	Ö	ő	ñ	ŏ	'n	'n	โ
04:30 PM	0	0	0	0	Ō	Ō	ō	Ŏ	Ö	Ŏ	Ö	ŏ	ŏ	ŏ	ŏ	ŏ	ő	ő	ő	ő	0
04:45 PM	0	0	0	0	0	0	0	0	0	Ō	Ō	Ō	ō	Õ	ō	Ō	ŏ	Ŏ	ō	Ö	ŏ
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Õ	Ö	Ŏ	ō	. 0	Ö	Ö	Ŏ
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
05:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6
Grand Total	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	8
Apprch %	0	0	0	100		0	0	0	0		0	0	0	Ō	_	ō	Ō	Ō	100	•	
Total %	0	0	0	62.5	62.5	0	0	0	0	0	0	0	0	0	0	O	Ō	Ō	37.5	37.5	

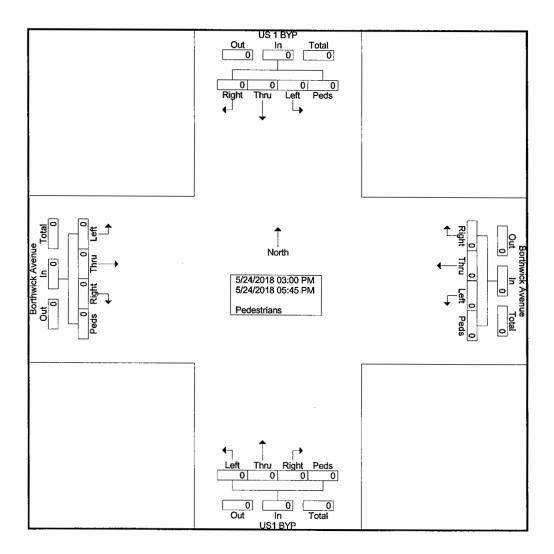


Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name: 1831A_INT_H_Thurs_PM_US1 BYP-Borthwick

Site Code : 1831A Start Date: 5/24/2018 Page No: 1

Groups Printed-Pedestrians

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			IS 1 B						\venue				JS1 B						venue		
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ó	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	ō
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Ö	Ö	Ö	Ö	Ō	Ö
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ō	Ō	0	ō	Õ	ŏ
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05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	۱ ٥
05:15 PM	0	0	0	0	0	0	0	0	Ō	Ō	ō	ō	Ö	Ö	Ö	ő	ŏ	Ŏ	Ö	ő	٠ ň
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Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	-	0	Ö	0	Ö	•	ő	ŏ	Õ	Õ	·	ő	Õ	ő	Ö	U	"
Total %		•	•	·			·	·	U		"	U	U	U		0	U	U	U		
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Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

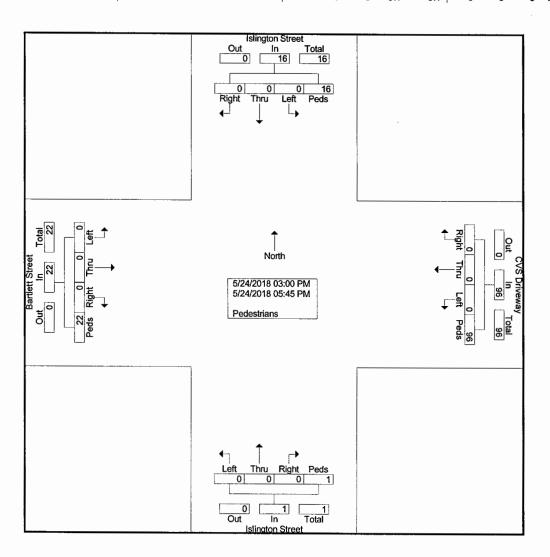
File Name: 1831A_INT_E_Thurs_PM_Islington-Bartlett

Site Code : 1831A Start Date : 5/24/2018

Page No : 1

Groups Printed- Pedestrians

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03:15 PM	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	1	1	8
03:30 PM	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	2	2	11
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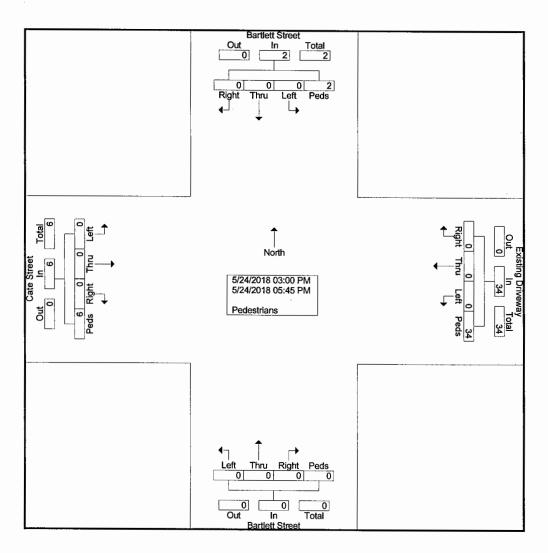
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH File Name : 1831A_INT_D_Thurs_PM_Bartlett-Cate Site Code : 1831A

Start Date : 5/24/2018

Page No : 1

Groups Printed-Pedestrians

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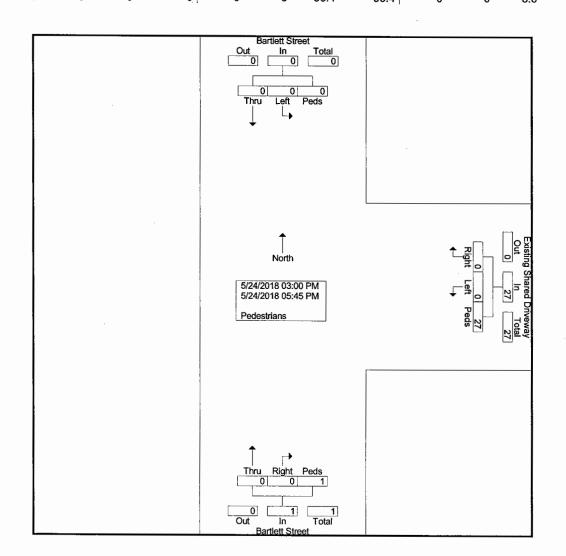
Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A_INT_C_Thurs_PM_Bart-Shared Site Code: 1831A

Start Date : 5/24/2018 Page No : 1

Groups Printed-Pedestrians

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Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A_INT_G_SAT_US1 BYP-Cottage

Site Code : 1831A Start Date : 5/26/2018 Page No : 1

Groups Printed- Pedestrians

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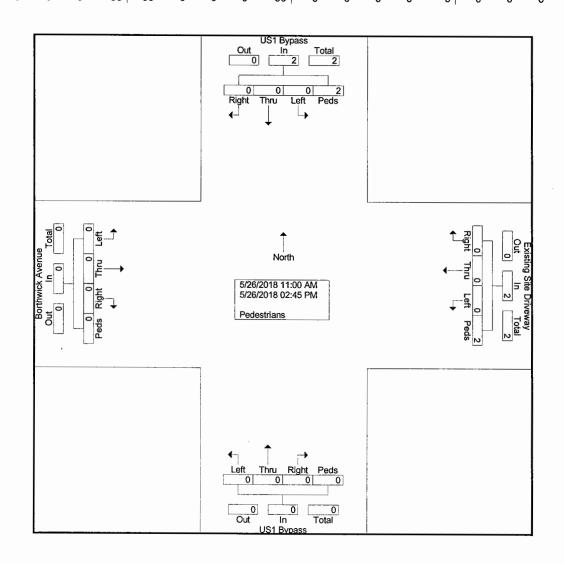
Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name : 1831A_INT_H_SAT_US1 BYP-Borthwick Site Code : 1831A Start Date : 5/26/2018 Page No : 1

Groups Printed-Pedestrians

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11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0
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Weather: Clear Collected By: MV Job Number: 1831A

Town/State: Portsmouth, NH

File Name: 1831A_INT_E_SAT_Islington-Bartlett Site Code: 1831A

Start Date : 5/26/2018 Page No : 1

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11:15 AM	0	0	0	2	2	0	0	0	9	9	0	0	0	0	0	0	0	0	2	2	13
11:30 AM	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	12
11:45 AM	0_	0	0	0	0	0_	0	0	11	11	0	0	0	0	0	0	0	0	1	1	12.
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12:00 PM	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	7.
12:15 PM	0	0	0	1	1	0	0	0	8	8	0	0	0	0	0	0	0	0	6	6	15
12:30 PM	0	0	0	2	2	0	0	0	10	10	0	0	0	0	0	0	0	0	2	2	14
12:45 PM	0	0	0	1	1	0	0	0	15	15	0	0	0	0	0	0	0	0	6	6	22
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Weather: Clear Collected By: MV Job Number: 1831A Town/State: Portsmouth, NH

File Name: 1831A_INT_D_SAT_Bartlett-Cate

Site Code : 1831A Start Date : 5/26/2018 Page No : 1

Groups Printed- Pedestrians

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11:15 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6	6	9
11:30 AM	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	Ō	0	1	1	7
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Total	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0		1	13
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01:00 PM	0	0	0	2	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	9
01:15 PM	0	0	0	0	0	0	0	0	6	6	0	0	0	Ō	Ō	0	Ö	Õ	1	1	7
01:30 PM	0	0	0	0	0	0	0	0	7	7	0	0	Ō	ō	Õ	0	ŏ	ŏ	ó	Ó	7
01:45 PM	0	0	0	0	0	0	0	0	1	1	Ō	Ō	Ō	1	1	ő	ŏ	ő	Ö	Ö	2
Total	0	0	0	2	2	0	0	0	21	21	0	0	0	1	1	0	0	0	1	1	25
						'						-			• '	, ,	·	·	•	•	
02:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	0	Ó	Ö	Õ	ő	ŏ	Õ	5
02:30 PM	0	0	0	0	0	0	0	0	3	3	0	Ō	Õ	Ö	0	0	ŏ	ő	Õ	Õ	3
02:45 PM	0	0	0	0	0	0	0	0	2	2	0	Ō	Ō	Ö	Ō	Ö	ŏ	ŏ	Õ	Ö	2
Total	0	0	0	0	0	0	0	0	12	12	0	0	0	1	1	0	0	0	0	0	13
	-									,		•	·			,	Ū	·	·	Ū	10
Grand Total	0	0	0	2	2	0	0	0	68	68	0	0	0	2	2	l 0	0	0	12	12	84
Apprch %	0	0	0	100		0	Ō	Ō	100		ŏ	ő	ő	100	2.	ŏ	ő	. 0	100	12	04
Total %	0	0	0	2.4	2.4	Ö	Ŏ	ō	81	81	ŏ	ő	ő	2.4	2.4	ŏ	0	0	14.3	14.3	
				•		,	_	•	• '	011		v	9	2.7	2.4	J	U	J	14.3	14.3	

Appendix E

Seasonal Adjustment Factors / Historical Growth Rates



STEPHEN G. PERNAW & COMPANY, INC.

PROJECT:

Proposed Mixed-Use Site, Portsmouth, New Hampshire

NUMBER: STATION: 1821A 02331001

SEASONAL ADJUSTMENT FACTOR - SUMMARY

CASE:

Peak Hour Data (May to Peak Month)

LOCATION:

US4/NH16 - East/South of General Sullivan Bridge, Newington, NH

	<u>PM</u> ·	SAT
2017 Monthly Data	1.08	1.08
2016 Monthly Data	1.10	1.10
2015 Monthly Data	NA	NA
2014 Monthly Data	NA	NA
2013 Monthly Data	1.02	1.07
Average	1.07	1.08
Use	1.07	1.08



Year 2017 Monthly Data

Town:

Newington

Station:

02331001

Location:

US 4/NH 16 (Spaulding TPK) east/south of General Sullivan Bridge (Exit 4-5)

Group:

3

		Adjustr	ment to
<u>Month</u>	<u>ADT</u>	<u>Average</u>	<u>Peak</u>
January	60,218	1.17	1.29
February	69,482	1.01	1.11
March	65,848	1.07	1.18
April	68,406	1.03	1.13
May	71,759	0.98	1.08
June	75,074	0.94	1.03
July	74,839	0.94	1.04
August	77,466	0.91	1.00
September	73,005	0.96	1.06
October	72,519	0.97	1.07
November	68,986	1.02	1.12
December	64,695	1.09	1.20

AADT:

70,335

Peak Month:

77,466

Notes:

XX A box around data indicates an estimated value. Do not use as data.

NA Data Not Available for consecutive months. Estimates not provided.



Year 2016 Monthly Data

Town:

Newington

Station:

02331001

Location:

US 4/NH 16 (Spaulding TPK) east/south of General Sullivan Bridge (Exit 4-5)

Group:

3

		Adjustr	nent to
<u>Month</u>	<u>ADT</u>	<u>Average</u>	<u>Peak</u>
January	62,174	1.13	1.26
February	65,447	1.08	1.19
March	67,316	1.05	1.16
April	68,975	1.02	1.13
May	71,099	0.99	1.10
June	75,185	0.94	1.04
July	75,497	0.93	1.04
August	78,156	0.90	1.00
September	73,373	0.96	1.07
October	72,103	0.98	1.08
November	68,579	1.03	1.14
December	66,463	1.06	1.18

AADT:

70,393

Peak Month:

78,156

Notes:

A box around data indicates an estimated value. Do not use as data. XX

Data Not Available for consecutive months. Estimates not provided. NA



Year 201	5 Monthly	Data								
Peak Hou										
	331003	Newington	n, US 4 ar	nd NH 16 \	WB E of G	en. Sulliv	an Bridge			
Stations =		Newington						03		
	331002	Newington	n, US 4 ar	nd NH 16 I	EB E of G	en Sulliva	n Bridge			
		Da			Number					
<u>Month</u>	<u>AM</u>	<u>Mid</u>	<u>PM</u>	Sat Mid	<u>AM</u>	<u>Mid</u>	<u>PM</u>	Sat Mid	of Days	
Jan	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Feb	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Mar	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Apr	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
May	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Jun	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Jul	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Aug	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Sep	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Oct	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Nov	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Dec	5131	4349	5936	5310	1.00	1.00	1.00		31	
Average	5131	4349	5936	5310						
Average I	Daily Data									
		Da	nta							
Month	<u>AveSun</u>	AveWD	AveSat	AveDay	AveSun	AveWD	AveSat	AveDay		
Jan	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Feb	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Mar	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Apr	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
May	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Jun	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Jul	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Aug	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Sep	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Oct	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Nov	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A		
Dec	51443	71270	65846	68012	1.00	1.00	1.00			
Average	51443	71270	65846	68012						
Notes:	1. A box									
	Yearly average days may not match the published report									
	3. Factors	s are base	d on Aver	age Montl	n					



Year 2014	Monthly	Data					-		
Peak Hou	r Data								
	331003	Newington	, US 4 ar	nd NH 16 \	NB E of G	en. Sulliva	an Bridge		
Stations -		Newington						03	
	331002	Newington	, US 4 ar	nd NH 16 I	B E of G	en Sullivar	Bridge		
		Dat				Fact		Number	
Month	AM	Mid	PM	Sat Mid	<u>AM</u>	Mid	PM	Sat Mid	of Days
Jan	4838	3543	5617	4428	1.10	1.13	1.07	1.11	31
Feb	5005	3601	5341	4825	1.06	1.11	1.12	1.02	28
Mar	5405	3536	5917	4779	0.99	1.13	1.02	1.03	31
Apr	5476	3866	6188	4810	0.97	1.03	0.97	1.02	30
May	5533	4058	6245	4843	0.96	0.98	0.96		31
Jun	5489	4180	6223	4944	0.97	0.96	0.97	1.00	30
Jul	5186	4454	6101	5178	1.03	0.90	0.98		31
Aug	5361	4636	6271	5427	0.99	0.86	0.96		31
Sep	5628	4060	6168	5078	0.95	0.98	0.97	0.97	25
Oct	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Nov	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
Dec	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
DC0		71117	711171	771 477		77.47.4	77.47.	77147	77.47.
Average	5325	3993	6008	4924					
Average I	Daily Data	1							
		Dat	:a						
Month	AveSun		AveSat	AveDay	AveSun	Fac AveWD	AveSat	AveDay	
Jan	44967		50587	58610	1.19	1.13	1.23		
Feb	48350		58292	60126	1.11	1.12	1.06		
Mar	49619		60632	62850	1.08	1.06	1.02		
Apr	48985		61380	66262	1.10	1.00	1.01		
May	53853		62887	68020	1.00	0.98	0.99		
Jun	58659		65260	70512	0.92	0.95	0.95		
Jul	61500		66432	72502	0.87	0.93	0.93	+	
Aug	61652	4	68643	73798	0.87	0.90	0.90		
Sep	55907	1	63885		0.96	0.97	0.97		
Oct	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Nov	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Dec	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Average	53721	70439	62000	66862					
Notes:	1. A box around the data indicates a calculated value. Do not use as data.								
	Yearly average days may not match the published report								
		s are based					-	+	



Year 2013	3 Monthly	Data								
Peak Hou	r Data									
	331003	Newington, US 4 and NH 16 WB E of Gen. Sullivan Bridge								
Stations =	331001	Newington, US 4 and NH 16 E of Gen. Sullivan E Group: 03								
	331002	Newingto								
		Da	ata		Factors					Number
<u>Month</u>	<u>AM</u>	<u>Mid</u>	<u>PM</u>	Sat Mid	AM	Mid	PM	Sat Mid		of Days
Jan	4932	3613	5645	4507	1.06	1.12	1.07	1.08		31
Feb	5191	3721	5722	3796	1.01	1.09	1.06	1.29		28
Mar	5176	3606	5885	4919	1.01	1.12	1.03	0.99		31
Apr	5424	3801	6166	4823	0.97	1.06	0.98	1.01		30
May	5434	4061	6248	5023	0.96	0.99	0.97	0.97		31
Jun	5455	4204	₹ 6212	7 4969	0.96	0.96	0.97	0.98		30
Jul	5049	4458	6133	5197	1.04	0.91	0.99	0.94		31
Aug	5235	4702	6305	(5377)	1.00	0.86	0.96	0.91		31
Sep	5511	4055	6218	4974	0.95	1.00	0.97	0.98		30
Oct	5636	4037	6349	5104	0.93	1.00	0.95	0.96		31
Nov	5202	3999	6040	4764	1.01	1.01	1.00	1.03		30
Dec	4604	4210	5711	5172	1.14	0.96	1.06	0.94		31

FACTOR = 1.02 1.07

4039

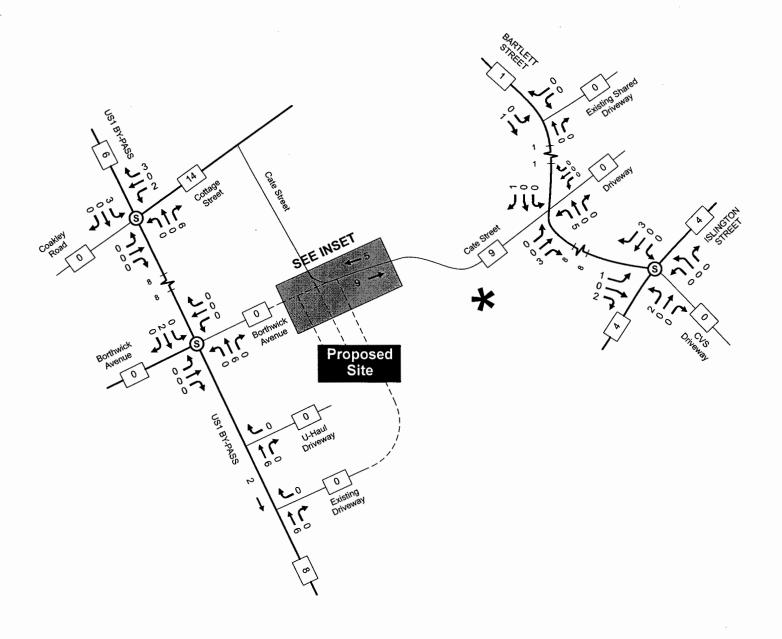
6053

4885

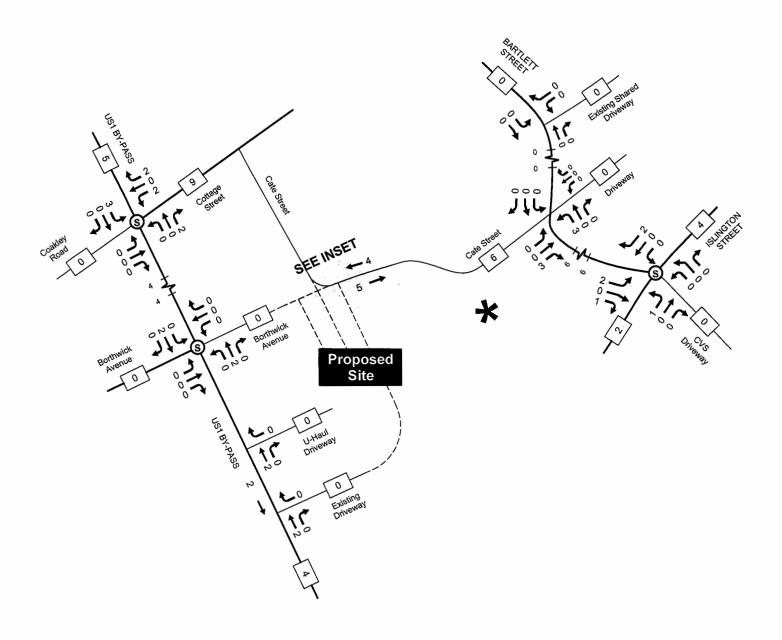
Appendix F

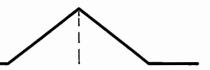
Other Development Traffic Volumes



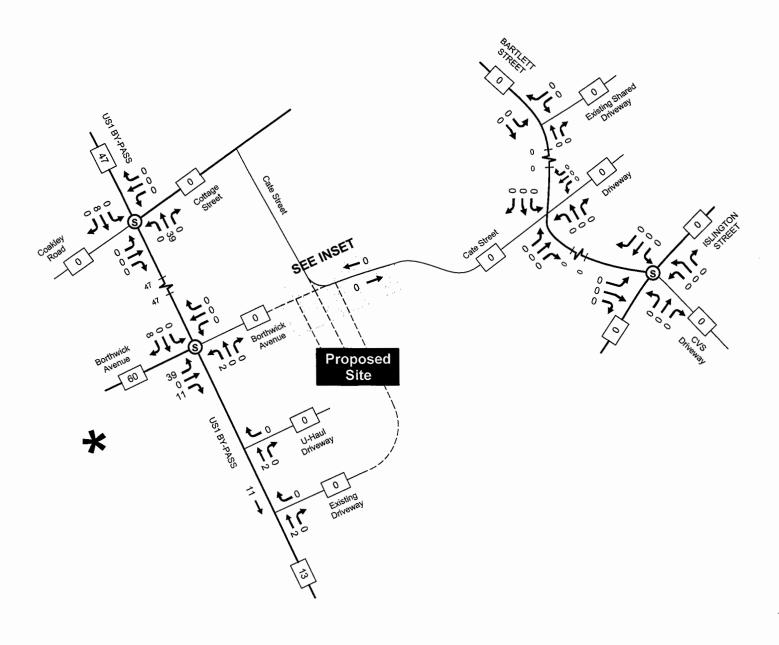








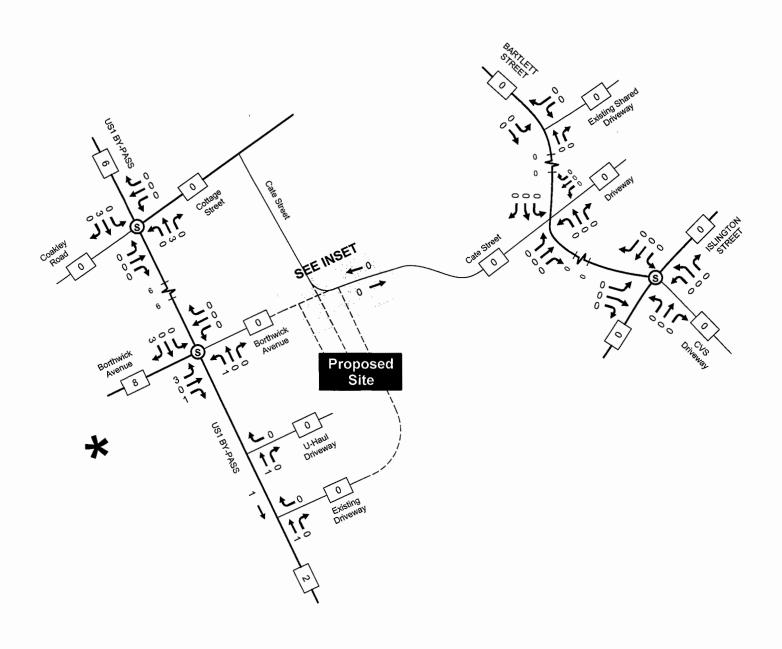
Pernaw & Company, Inc.

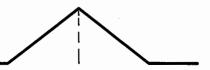


NORTH

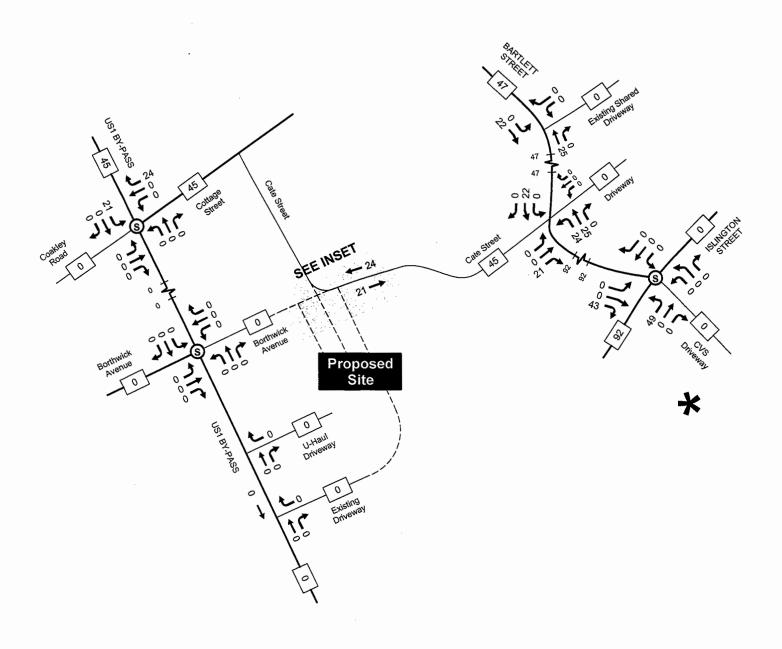


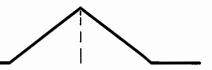
Pernaw & Company, Inc.



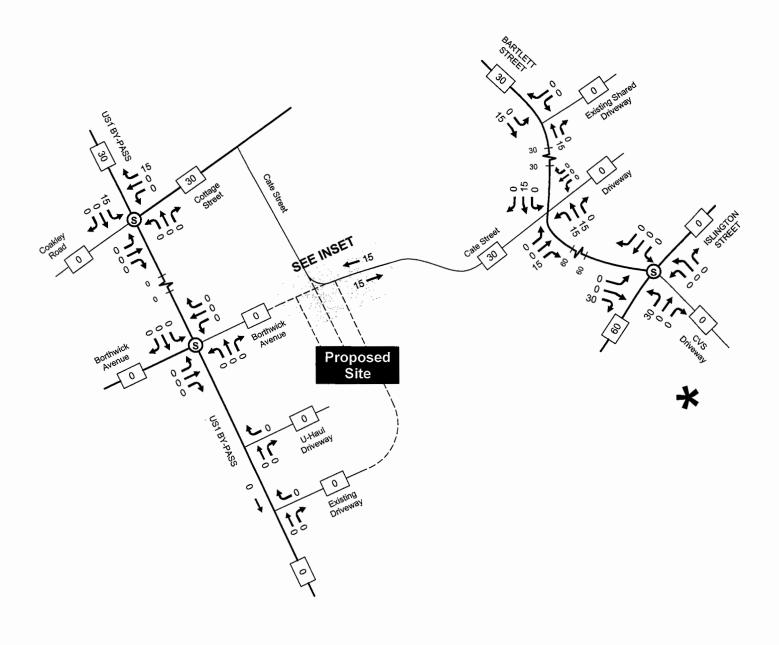


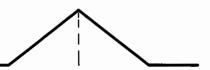
Pernaw & Company, Inc.



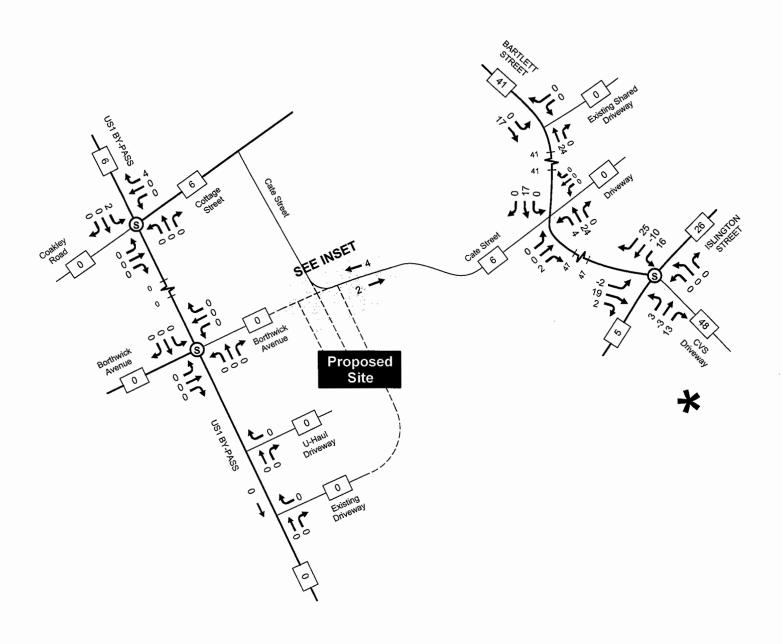


Pernaw & Company, Inc.





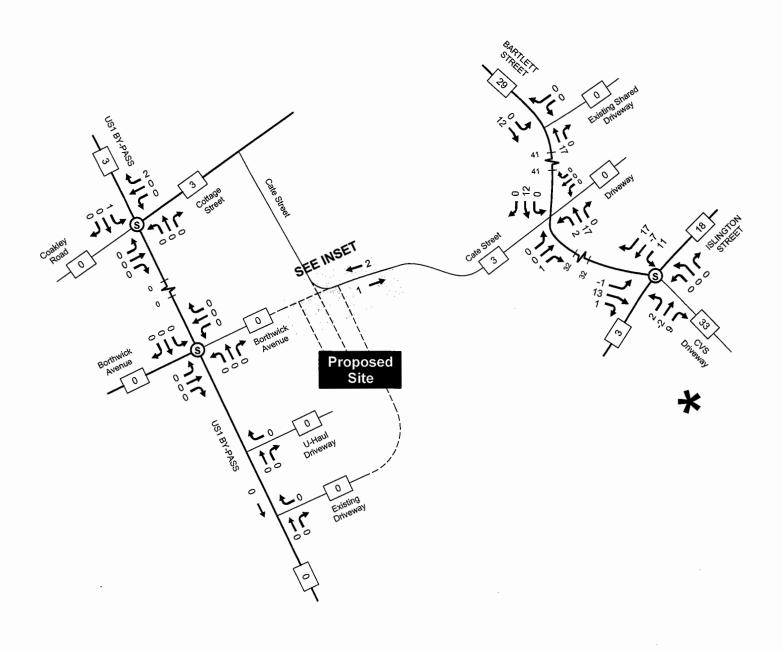
Pernaw & Company, Inc.

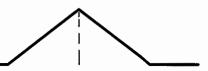


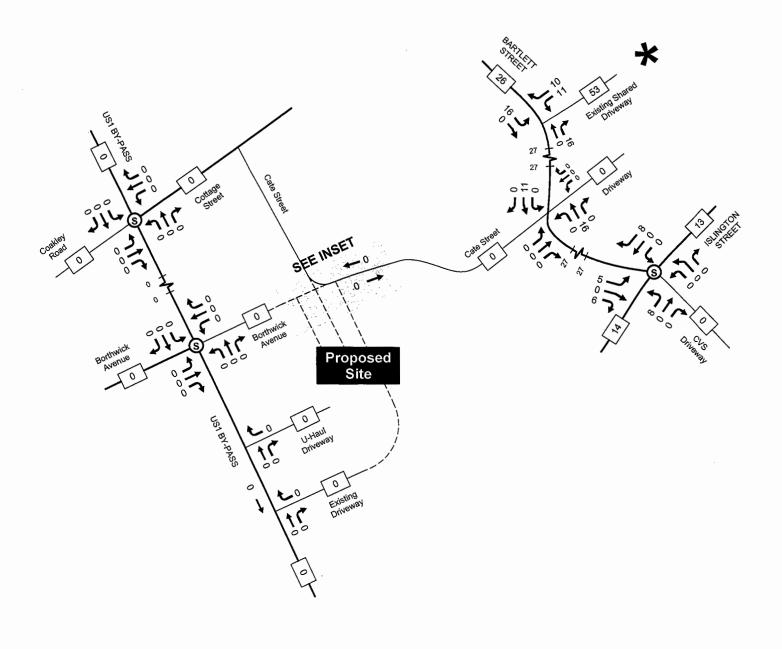
Appendix

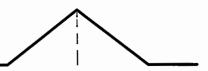


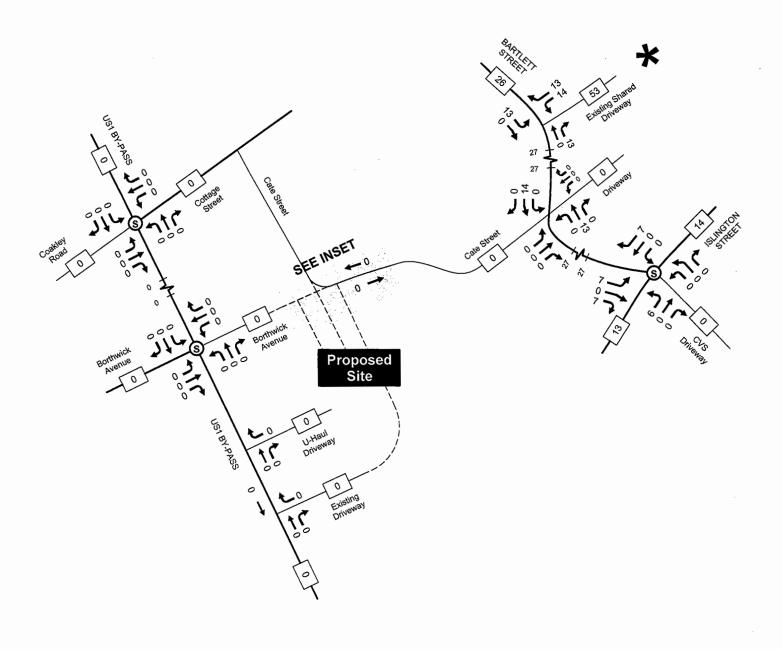
Pernaw & Company, Inc.







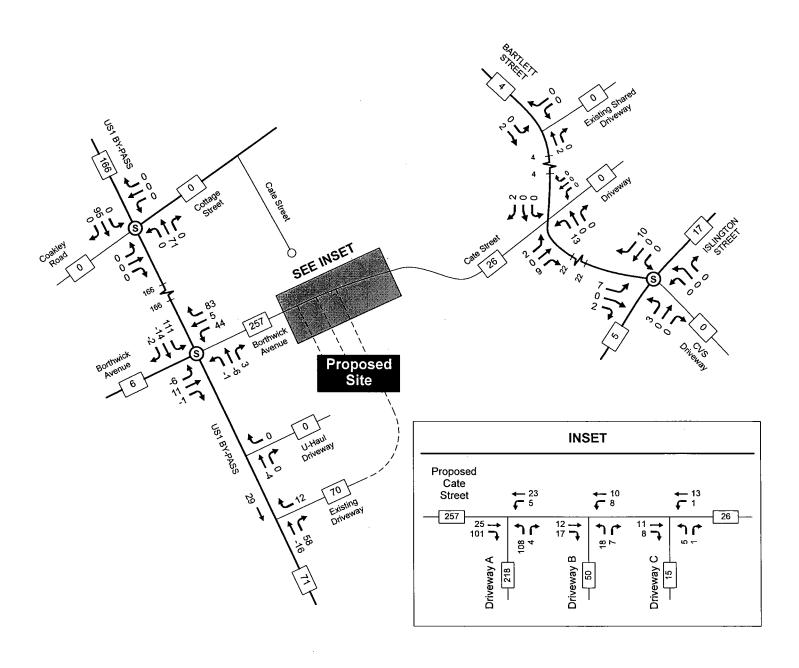




Site Generated Traffic Volumes / Trip Distribution / Traffic Diversion Appendix G

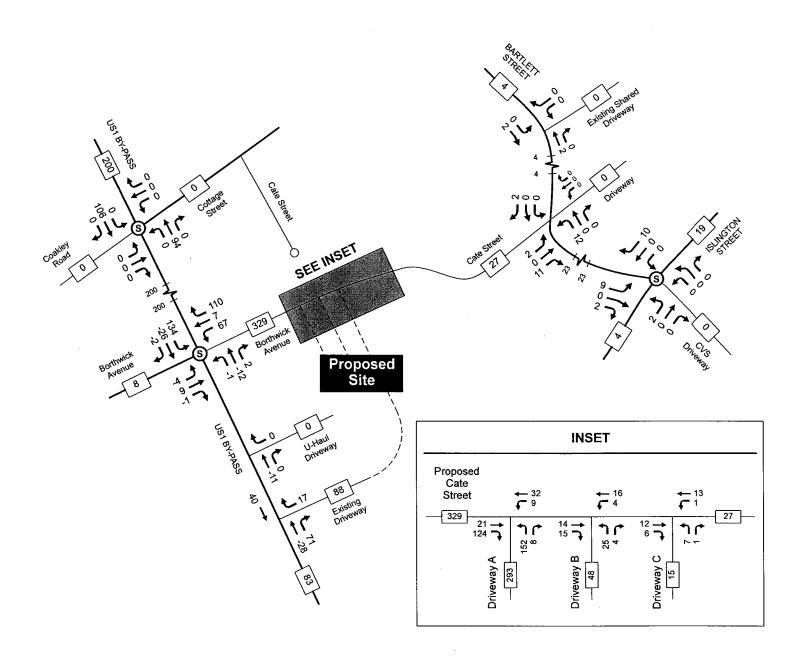


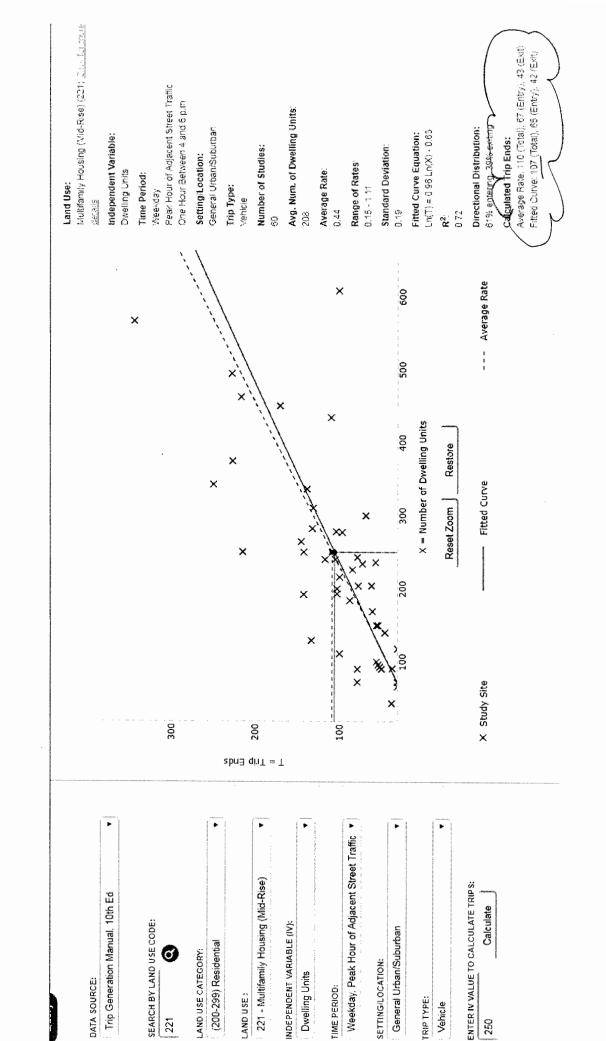
Pernaw & Company, Inc.





Pernaw & Company, Inc.





	Data Plot and Equation	DATA STATISTICS
		Land Use:
DATA SOURCE:		DATE OF THE PROPERTY OF THE PR
Trip Generation Manual, 10th Ed		Independent Variable: Dwelling Unite
SEARCH BY LAND USE CODE:	300	Time Period: Saturday Peak Hour of Generator
LAND USE CATEGORY: (200-299) Residential	×	Setting/Location; General Urban/Suburban Trip Type:
LAND USE: 221 - Multifamily Housing (Mid-Rise)	Trip Ends	Vehicle Number of Studies:
INDEPENDENT VARIABLE (IV);	× 1	Avg. Num. of Dwelling Units: 264
Dwelling Units	100 × market mar	Average Rate: 0.44
TIME PERIOD: Saturday, Peak Hour of Generator	;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	Range of Rates; 0.34 - 0.73
SETTING:LOCATION:		Standard Deviation: 0.08
TRIP TYPE:	0 100 200 300 400 500 500 X = Number of Dwelling Units	Fitted Curve Equation; = 0.42(X) + 6.73 p.2.
Vehicle	Reset Zoom Restore	 ଓଡ଼େ
ENTER IV VALUE TO CALCULATE TRIPS. Calculate Calculate	X Study Site Average Rate	Directional Distribution: 49% enlarge 5.% exting Corollated Trip Ends: Average Rate 110 (Total), 54 (Entry), 56 (Ext) Fitted Curver 112 (Total), 55 (Entry), 57 (Ex.t)



		10th Ed	
DATA SOURCE:	A THE RESIDENCE OF THE PROPERTY OF THE PERSON OF THE PERSO	Trip Generation Manual, 10th Ed	

SEARCH BY LAND USE CODE;

LAND USE CATEGORY: 220

(200-299) Residential

220 - Multifamily Housing (Low-Rise) LAND USE:

INDEPENDENT VARIABLE (IV):

Dwelling Units

Weekday. Peak Hour of Adjacent Street Traffic .

TIME PERIOD:

SETTING/LOCATION:

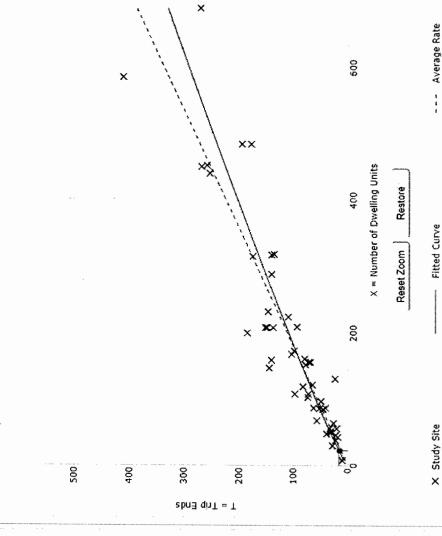
General Urban/Suburban

TRIP TYPE: Vehicle ENTER IV VALUE TO CALCULATE TRP 5:

Calculate

23

Data Plot and Equation



DATA STATISTICS

Multiamly Housing (Low-Rise) (220) CLOSS CONTRACTOR 5,30

Independent Variable;

Owelling Units

Time Period;

Weekday

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

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies;

Avg. Num. of Dwelling Units: 187

Average Rate: 0.56

Range of Rates:

0.18 - 1.25

Standard Deviation:

Ln(T) = 0.89 Ln(X) - 0.02 Fitted Curve Equation:

Directional Distribution:

Calculated Trip Ends:

Average Rate 13 (Total), \$ (Entry), 5 (Ext) Fitted Curve 16 (Total), 10 (Entry), 8 (Ext)

Multitamily Housing (Low-Rise) (220) Steets to 16 TOTAL, BENTRY, BEXIT Avg. Num. of Dwelling Units: 23 ×.70=16.1 General Urban-Suburban Directional Distribution: Fitted Curve Equation: T = 1.08(X) - 33.24 Peak Hour of Generator Independent Variable: Calculated Lap Entils: Number of Studies: Standard Deviation: 0.20 Setting/Location: Range of Rates: 0.41 - 0.93 Average Rate Owelling Units Time Period: Trip Type: Saturday Vehicle 0.70 200 X = Number of Dwelling UnitsRestore 100 Reset Zoom 200 150 22 100 abri∃ qiriT ≔ T

220 - Multifamily Housing (Low-Rise)

LAND USE:

LAND USE CATEGORY: (200-299) Residential

INDEPENDENT VARIABLE (IV):

Dwelling Units

Trip Generation Manual, 10th Ed

DATA SOURCE:

SEARCH BY LAND USE CODE:

0

220

Saturday, Peak Hour of Generator

TIME PERIOD:

General Urban/Suburban

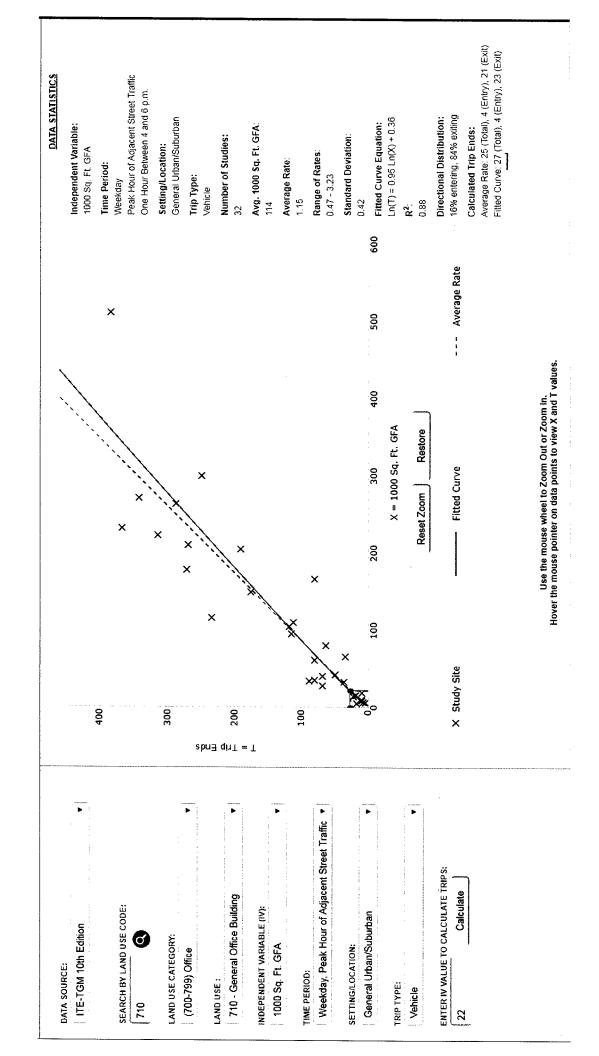
TRIP TYPE: Vehicle

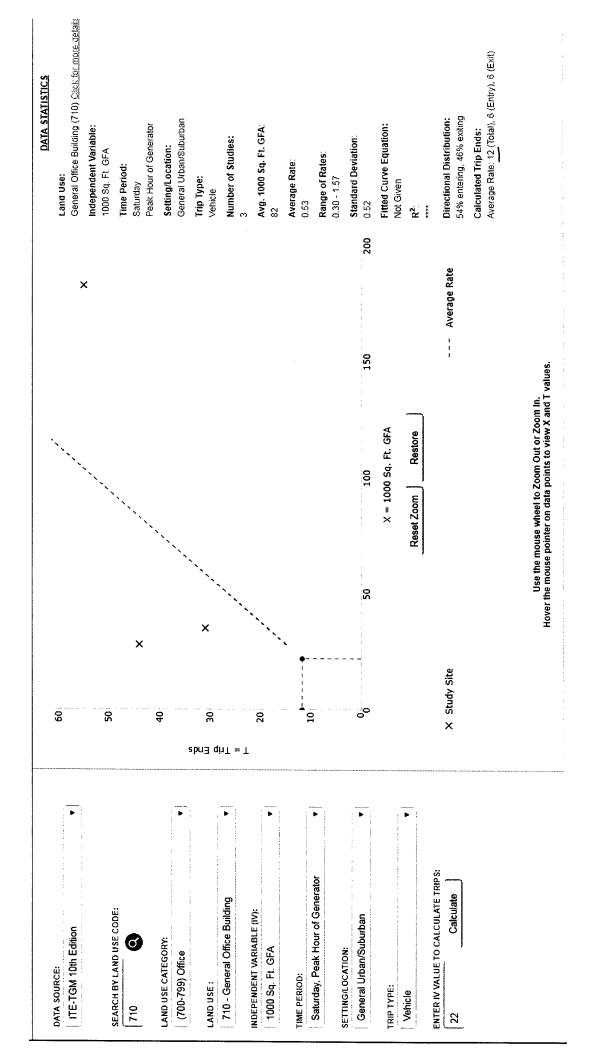
SETTING/LOCATION:

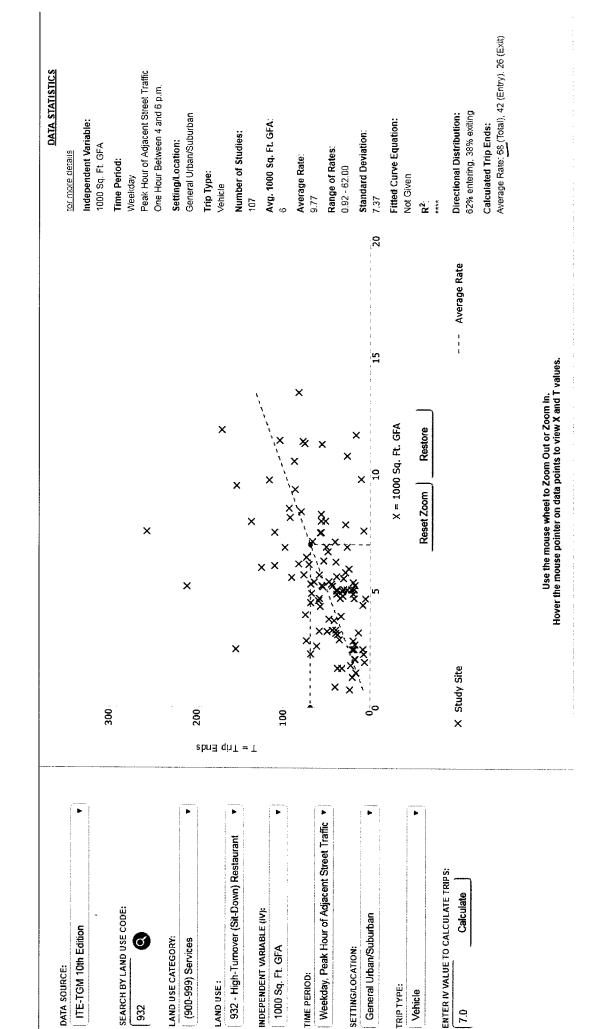
ENTER IV VALUE TO CALCULATE TRIPS:

Calculate

23







SETTING/LOCATION:

TRIP TYPE: Vehicle

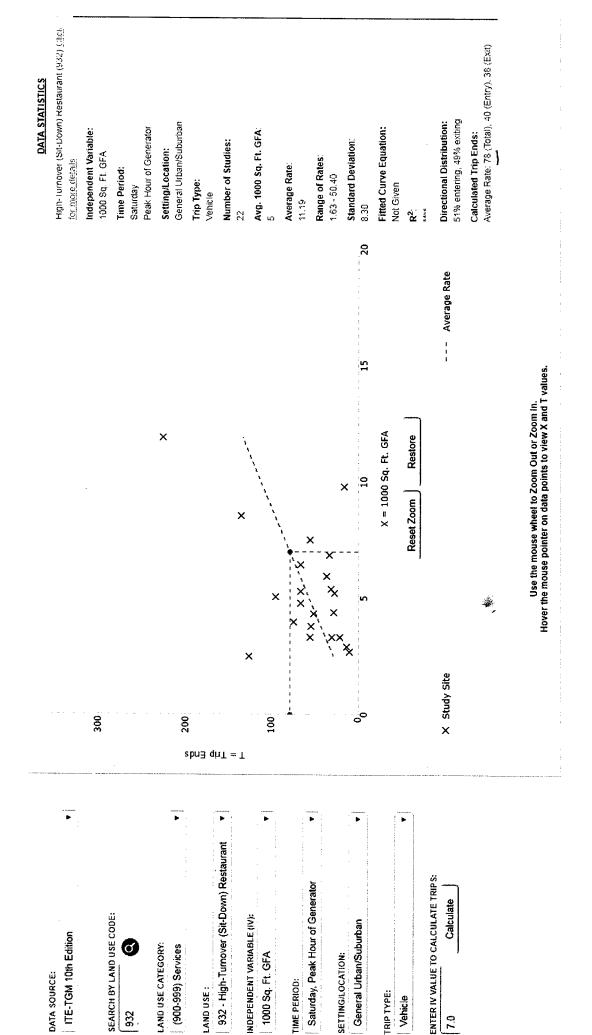
7.0

TIME PERIOD:

LAND USE:

932

DATA SOURCE:



SETTING/LOCATION:

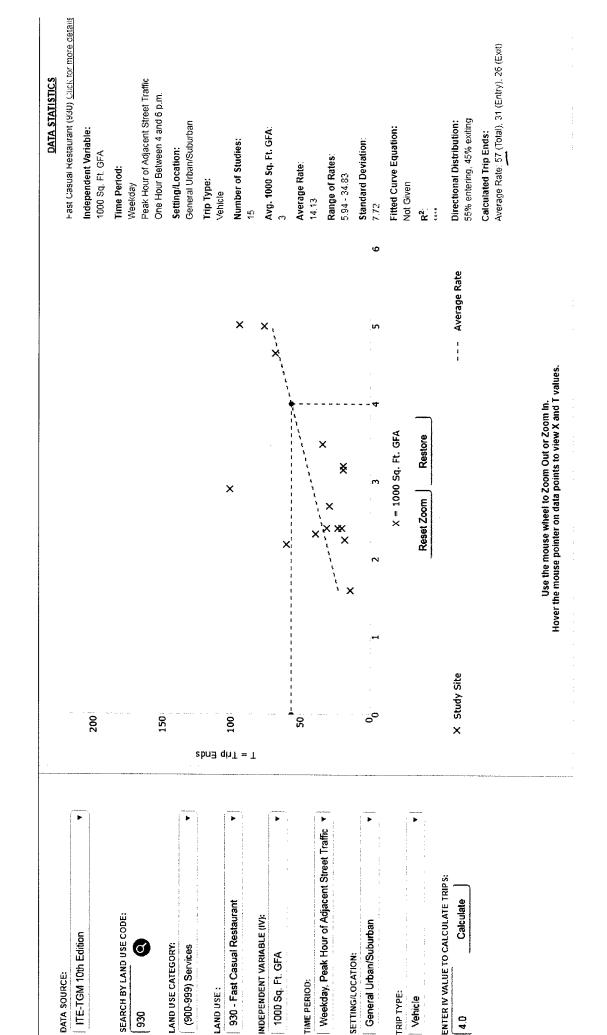
TRIP TYPE: Vehicle

TIME PERIOD:

LAND USE:

932

DATA SOURCE:



TIME PERIOD;

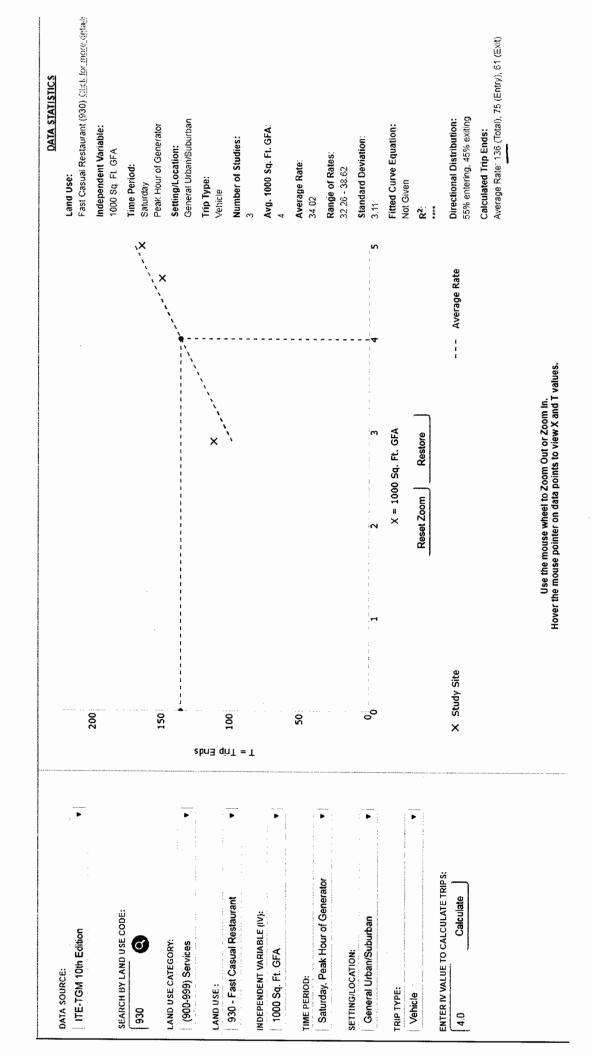
TRIP TYPE: Vehicle

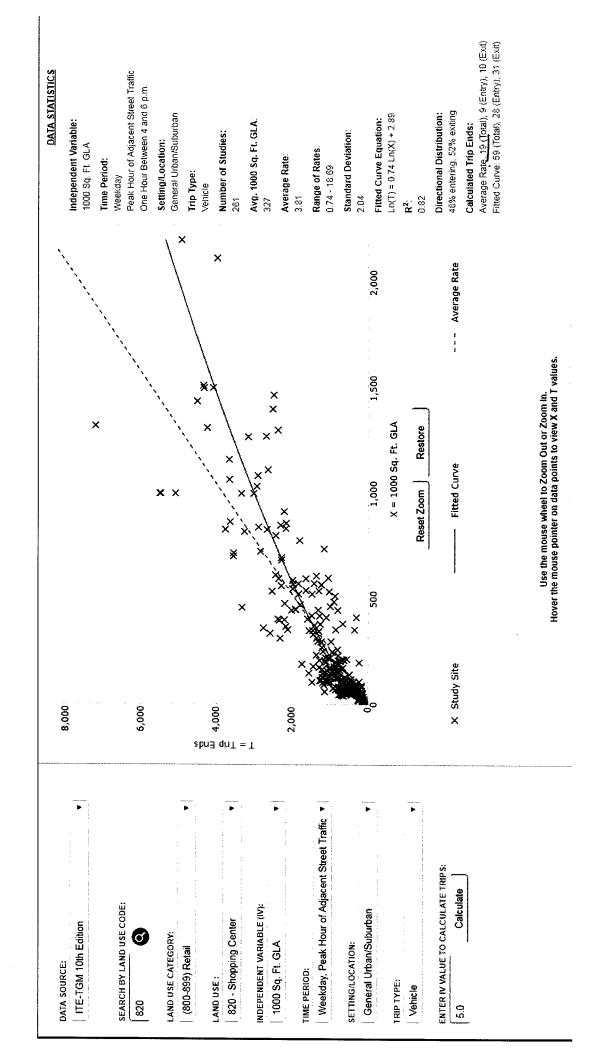
4.0

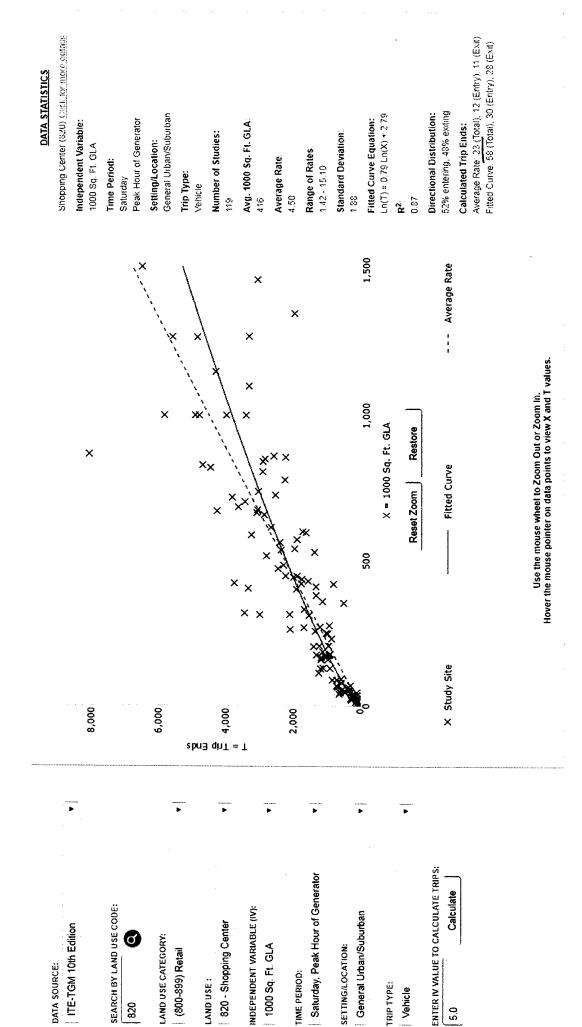
LAND USE:

930

DATA SOURCE:







SEARCH BY LAND USE CODE:

820

LAND USE CATEGORY:

(800-899) Retail

ITE-TGM 10th Edition

DATA SOURCE:

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GLA

TIME PERIOD:

820 - Shopping Center

LAND USE:

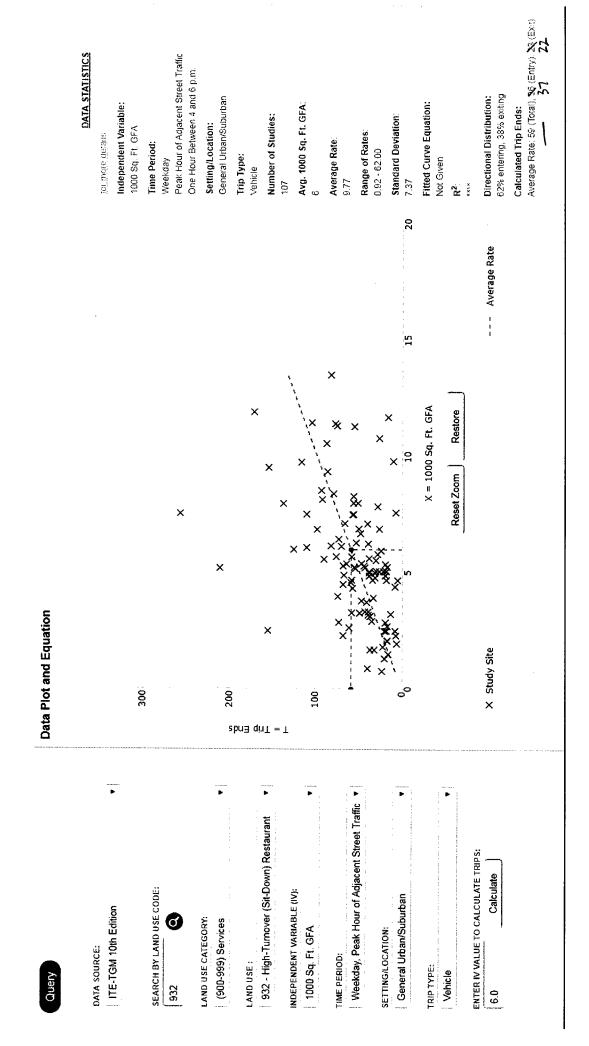
Calculate

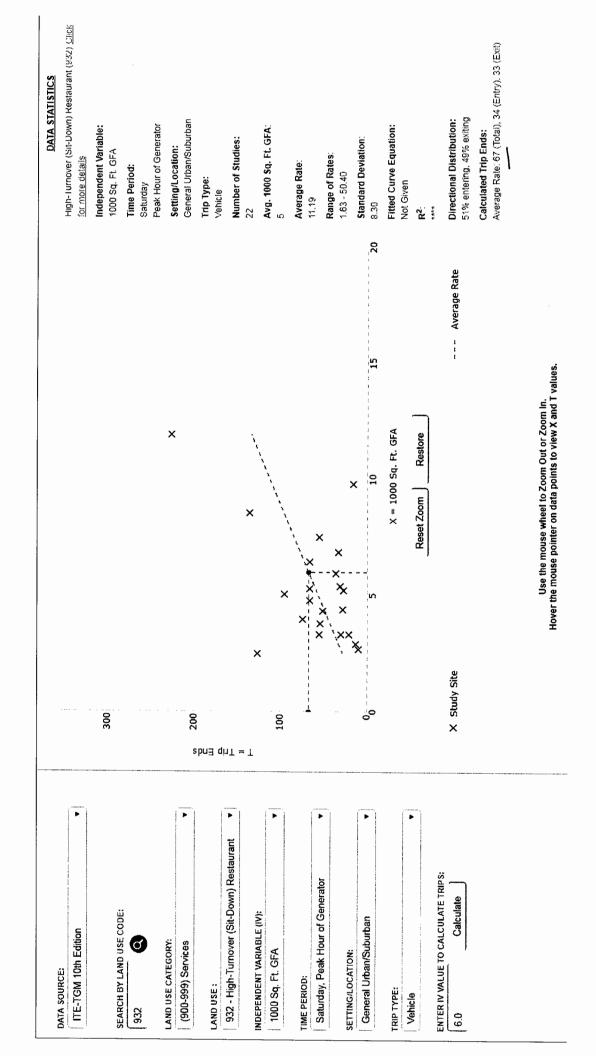
5.0

General Urban/Suburban

TRIP TYPE: Vehicle

SETTING/LOCATION:







Home Destination Report - Where Workers Live Who are Employed in the Selection Area - by County Subdivisions

Jobs Counts by County Subdivisions Where Workers Live - All Jobs

0.05 0.02 0.02 0.015 0.03 2378 216 0 865 649 130 4324 1.00 1.00 0 0 3007 0	2015 A	1	A	1	В	GATEWAY PERCENTAGE C D E	Y PERCE D	NTAGE E	L	ပြ	4	В	GATEW/	GATEWAY ALLOCATION C D E	ATION	L	9	
3,007 9.5% 1.00 1.00 0	Portsmouth city (Rockingham, NH)	4,324	Snare 13.6%	0.55	0.05	0.00	0.20	0.02	0.15	0.03	2378	216	0	865	98	649	130	4324
1,762 5.5% 1.00 1.00 0 0 1762 0	Dover city (Strafford, NH)	3,007					1.00				0	0	0	3007	0	0	0	3007
NH) 978 3.1% 0.40 0.60 0.60 391 0 0 587 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rochester city (Strafford, NH)	1,762					1.00				0	0	0	1762	0	0	0	1762
NH) 953 3.0% 1.00 0 0 953 0 0 0 H) 839 2.6% 1.00 0 0 0 0 0 0 0 0 0 0 m, NH) 819 2.6% 1.00 0 0 <td>Hampton town (Rockingham, NH)</td> <td>826</td> <td>3.1%</td> <td>0.40</td> <td></td> <td></td> <td>09.0</td> <td></td> <td></td> <td></td> <td>391</td> <td>0</td> <td>0</td> <td>287</td> <td>0</td> <td>0</td> <td>0</td> <td>826</td>	Hampton town (Rockingham, NH)	826	3.1%	0.40			09.0				391	0	0	287	0	0	0	826
H) 839 2.6% 1.00	Somersworth city (Strafford, NH)	953	3.0%				1.00				0	0	0	953	0	0	0	953
m, NH) 819 2.6% 732 2.3% 1.00 0 0 0 0 0 0 0 NH) 705 2.2% 1.00 0 0 0 0 0 0 0 616 1.9% 0.50 0.20 0.30 308 123 0 185 0 0 0 14,735 307 339 0 10454 86 649 130	ster town (Rockingham, NH)	839	7.6%				1.00				0	0	0	839	0	0	0	839
732 2.3% 1.00 0 0 0 0 705 0	vmarket town (Rockingham, NH)	819	2.6%				1.00				0	0	0	819	0	0	0	819
NH) 705 2.2% 1.00 0 0 0 0 705 0 0 0 0 0 0 0 0 0 0 0 0 0	ery town (York, ME)	732	2.3%				1.00				0	0	0	732	0	0	0	732
616 1.9% 0.50 0.20 0.30 308 123 0 185 0 0 0 0 14,735 307 339 0 10454 86 649 130 21% 2% 0% 71% 1% 4% 1%	itham town (Rockingham, NH)	202	2.2%				1.00				0	0	0	202	0	0	0	705
3077 339 0 10454 86 649 130 21% 2% 0% 71% 1% 4% 1%	town (Rockingham, NH)	616	1.9%	0.50	0.20		0.30				308	123	0	185	0	0	0	616
2% 0% 71% 1% 4% 1%		14,735									3077	339	0	10454	98	649	130	14735
2% 0% 71% 1% 4% 1%																		
											21%	2%	%0	71%	1%	4%	1%	100%

Gateway A = US1 Bypass (South)
Gateway B = Borthwick Avenue (West)
Gateway C = Coakly Road (West)
Gateway D = US1 Bypass (North)

Gateway E = Bartlett Street (North) Gateway F = Islington Street (East)

Gateway G = Islington Street (West)

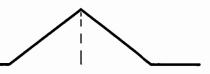


Work Destination Report - Where Workers are Employed Who Live in the Selection Area - by County Subdivisions

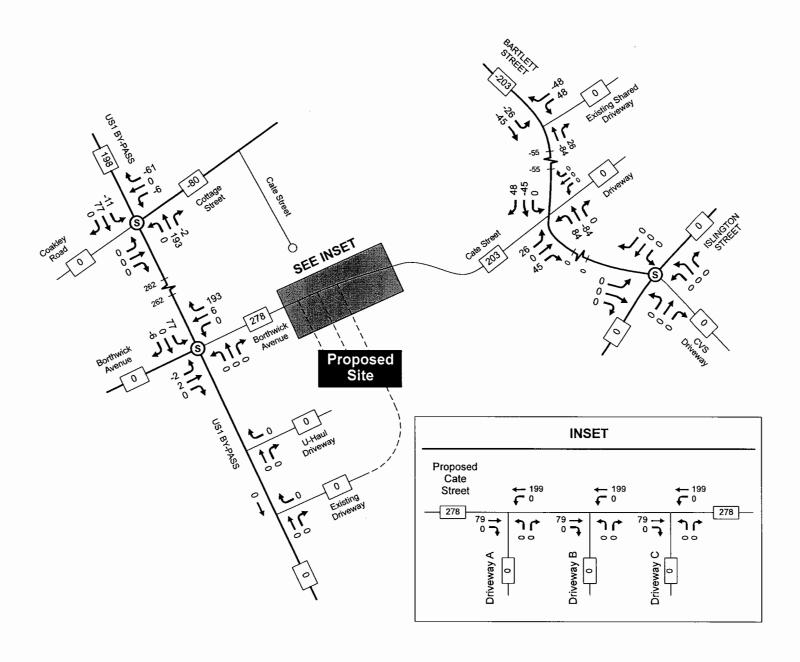
Total All Jobs

Total All Jobs																	
				_	GATEWAY PERCENTAGE	Y PERC	ENTAGE					GATEW.	GATEWAY ALLOCATION	CATION			
	2015	15	<	B	ပ	Δ	ш	ц	9	<.	В	ပ	۵	ш	щ	0	
	Count Share	Share															
Portsmouth city (Rockingham, NH)	4,324	4,324 36.4%	0.55	0.05	0.00	0.20	0.02	0.15	0.03	2378	216	0	865	98	649	130	4324
Dover city (Strafford, NH)	218	4.9%				1.00				0	0	0	578	0	0	0	578
Exeter town (Rockingham, NH)	387	3.3%				1.00				0	0	0	387	0	0	0	387
Manchester city (Hillsborough, NH)	334	2.8%				1.00				0	0	0	334	0	0	0	334
Boston city (Suffolk, MA)	327	2.8%				1.00				0	0	0	327	0	0	0	327
Newington town (Rockingham, NH)	296	2.5%				1.00				0	0	0	296	0	0	0	296
Hampton town (Rockingham, NH)	288	2.4%	0.40			09.0				115	0	0	173	0	0	0	288
Durham town (Strafford, NH)	281	2.4%				1.00				0	0	0	281	0	0	0	281
Nashua city (Hillsborough, NH)	235	2.0%				1.00				0	0	0	235	0	0	0	235
Salem town (Rockingham, NH)	208	1.8%				1.00				0	0	0	208	0	0	0	208
	7,258									2493	216	0	3684	98	649	130	7258
										34%	3%	%0	51%	%	%6	2%	100%

Gateway A = US1 Bypass (South)
Gateway B = Borthwick Avenue (West)
Gateway C = Coakly Road (West)
Gateway D = US1 Bypass (North)
Gateway E = Bartlett Street (North)
Gateway F = Islington Street (East)
Gateway G = Islington Street (West)

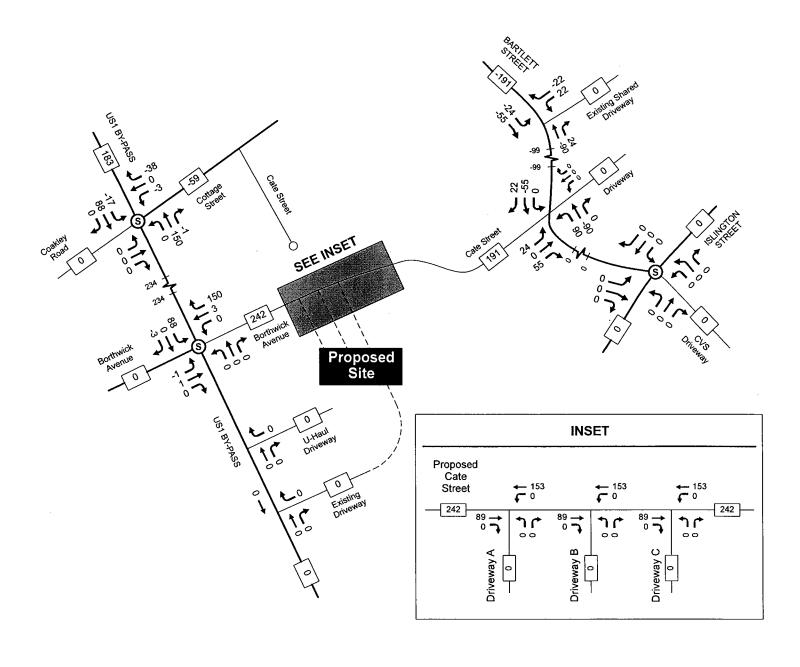


Pernaw & Company, Inc.



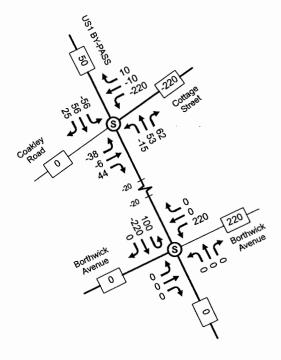


Pernaw & Company, Inc.

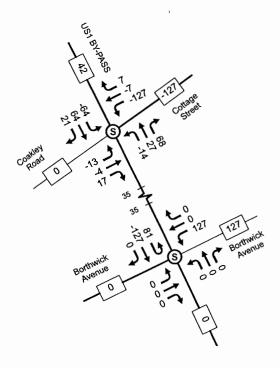




Pernaw & Company, Inc.



PM Peak Hour



Saturday Peak Hour

Appendix

Appendix H Lane Utilization Factors

CALCULATION SHEET



Project:	Torrington Properties	Job Number:	1831A
Calculated By:	SP	Date:	7/2/2018
Checked By:	CA	Date:	7/2/2018
Sheet No:	1	Of:	1
Subject:	Lane Utilization Fac	tors	

Given: US1 Bypass northbound through lanes at the Cottage/Coakley intersection are not utilized equally due to upstream constraints.

Calculate: The appropriate Lane Utilization Factors for use in the intersection capacity and Level of Service analyses.

PM Peak Hour Calculation:

	Right Thru Lane	Left Thru Lane	Sum <u>L</u>	Itilization Factor	
4:30 - 4:45 PM	163	215	378	= 378 / 2 / 215 =	<u>0.88</u>
4:45 - 5:00 PM	166	192	358	= 358 / 2 / 192 =	0.93
5:00 - 5:15 PM	210	215	425	= 425 / 2 / 215 =	0.99
5:15 - 5:30 PM	167	181	348	= 348 / 2 / 181 =	0.96
Total:	706	803	1509		0.94

SAT Peak Hour Calculation:

	Right Thru Lane	Left Thru Lane	Sum L	Itilization Factor	
11:45 - 12:00 PM	. 86	171	257	= 257 / 2 / 171 =	<u>0.75</u> 🗘 Use
12:00 - 12:15 PM	121	154	275	= 275 / 2 / 154 =	0.89
12:15 - 12:30 PM	107	155	262	= 262 / 2 / 155 =	0.85
12:30 - 12:45 PM	93	163	256	= 256 / 2 / 163 =	0.79
Total:	407	643	1050		0.82

Appendix I Capacity and Level of Service Calculations – Signalized

	٠	-	•	1	←	4	1	†	~	\		1
Vovemeni	ERC	5 E3T	. EBR	WELL.	. WBT	W9R	NEF	N37	133	SB_	SBT	83
ane Configurations		4			र्स	- 7	*	1		*	1	
raffic Volume (vph)	31	/ 5.	8	186	8	86 1	13	1325	177	34	789	
uture Volume (vph)	31	5	8	186	8	86	13	1325	177	34	789	
eal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
otal Lost time (s)		4.0			4.0	6.0	4.0	4.0	1,000	4.0	4.0	. 130
ne Util. Factor		1.00		and generally	1.00	1.00	1.00	*0.88		1.00	0.95	
t		0.98	,		1.00	0.85	1.00	0.98	₩ ''	1.00	1.00	
Protected		0.97		· · · · · · · · · · ·	0.95	1.00	0.95	1.00		0.95	1.00	
atd. Flow (prot)		1753			1763	1615	1805	3220	with the	1805		
Permitted		0.58			0.72	1.00	0.95	1.00			3535	
atd. Flow (perm)		1048			1325	1615	1805			0.95	1.00	
ak-hour factor, PHF	0.79	0.79	0.79	0.76	0.76			3220		1805	3535	
j. Flow (vph)	39	0.7.5	0. <i>1</i> .9	245		0.76	0.90	0.90	0.90	0.99	0.99	0.9
OR Reduction (vph)	. 0	7	, iu		11	113	14	1472	197	34	797	
ne Group Flow (vph)	. :	48	0	0	0	64	0	7	0	0	0	
eavy Vehicles (%)	3%	40 0%	0	0	256	49	14	1662	. 0	34	805	
			0%.	3%	0%	0%	. 0%	2%	2%	0%	2%	09
m Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
otected Phases		4			8		5	2		1	6	5 L
rmitted Phases	4			. 8		8						
tuated Green, G (s)		26.1			26.1	26.1	2.0	72.8		3.1	73.9	
ective Green, g (s)		28.1			28.1	26.1	4.0	74.8		5.1	75.9	
tuated g/C Ratio		0.23			0.23	0.22	0.03	0.62		0.04	0.63	
earance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
hicle Extension (s)		3.0	<u> </u>		3.0	3.0	3.0	3.0		3.0	3.0	
ne Grp Cap (vph)		245			310	351	60	2007		76	2235	
Ratio Prot				-			0.01			c0.02	0.23	
Ratio Perm		0.05			c0.19	0.03				00.02		_
Ratio		0.20	``. :.`` `		0.83	0.14	0.23	0.83		0.45	0.36	
iform Delay, d1		36.9	,		43.6	37.9	56.5	17.6		56.1	10.5	
ogression Factor		1.00			1.00	1.00	1.12	0.87		1.00	1.00	
remental Delay, d2		0.4			16.2	0.2	1.8	3.6		4.1	0.5	٠.
lay (s)		37.3			59.9	38.1	65.3	18.9		60.2	10.9	
vel of Service		D			E	D		10.9 B		00.2	,	
proach Delay (s)		37.3			53.2	٠.		19:3		=	12.0	
proach LOS	-	D			00.2 D			19:3 B		· .: .	12.9	
•								D			В	
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M 2000 Volume to C			0.81			a tydd ac yr. Geneddol o'i				eren er		
tuated Cycle Length (120.0	50	am of lost				12.0			•
ersection Capacity Ut	ilization		62.6%	, IC	U Level	of Service	1. 1.		В			
alysis Period (min)			15				,	7		. 5	-	.,
c Critical Lane Group			15				+44.		-			

Lane Configurations Traffic Volume (vph) Traffic Volume (vph) 31 5 186 8 86 13 1325 34 789 Future Volume (vph) 31 5 186 8 86 13 1325 34 789 Future Volume (vph) 31 5 186 8 86 13 1325 34 789 Future Volume (vph) Perm NA Perm NA Perm Prot NA Prot NA Protected Phases 4 8 8 5 2 1 6 Permitted Phases 4 8 8 8 5 2 1 6 Permitted Phases Wilch Phase Wil	•	۶	→	•	-	4	1	†	\	↓	
Lane Configurations		E9.	£37	7.91	:4.3 ₂	্রস্তুন্	NB1	7/3	- 331	587	
Traffic Volume (vph) 31 5 186 8 86 13 1325 34 789 Future Volume (vph) 31 5 186 8 86 13 1325 34 789 Tum Type Perm NA Perm NA Perm Prot. NA			4		र्स	7	*	44	, K		
Future Volume (vph) 31 5 186 8 86 13 1325 34 789 Turn Type Perm NA Perm NA Perm Prot NA Prot NA Protected Phases 4 8 5 2 1 6 Permitted Phases 4 8 8 5 2 1 6 Switch Phase Minimum Initial (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	Traffic Volume (vph)	31	5	186	8.	86	13		34		
Tum Type Perm NA Perm NA Perm Prot NA Prot NA Prot NA Protected Phases 4	Future Volume (vph)	31						and the state of t			a de la comercia del comercia de la comercia de la comercia del comercia de la comercia del la comercia del la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia de la comercia del la comercia del la comercia del la comercia del la comercia del la comercia del la comercia del la comercia
Protected Phases	Turn Type	Perm	NA	Perm	NA						
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Detector Phase 4	Permitted Phases	4		8		8			. · '	0	
Switch Phase Minimum Initial (s) 4.0 11.0 16.0 11.0 16.0 16.0 16.0 11.0 16	Detector Phase	4	4		` 8		5		···· · · · · · · · · · · · · · · · · ·		7 P
Minimum Initial (s) 4.0 11.0 76.0 11.0 74.0 11.0 74.0 Total Split (%) 29.2% 29.2% 29.2% 29.2% 29.2% 92.% 61.7% 9.2% 61.7% Yellow Time (s) 4.0	Switch Phase			н. ;iй.		i gwyddiai	ŭ				e e e e e e e e e e e e e e e e e e e
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Lead-Lag Optimize? Recall Mode None None None None None None C-Min None C-Min Act Effct Green (s) 28.1 28.1 26.1 7.3 77.2 7.5 79.5 Actuated g/C Ratio 0.23 0.23 0.22 0.06 0.64 0.06 0.66 v/c Ratio 0.22 0.83 0.27 0.13 0.80 0.30 0.34 Control Delay 32.7 65.3 14.5 62.8 18.8 61.5 10.5 Queue Delay 0.0 0.0 0.0 0.6 0.0 0.0 Total Delay 32.7 65.3 14.5 62.8 19.3 61.5 10.5 LOS C E B E B E B Approach Delay 32.7 49.8 19.7 12.5 12.5	Lead/Lag		2 2 3. 0		4.0	0.0	and the second	· · · · · · · · · · · · · · · · · · ·	'- *****		
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Applicability Commence of Bright Application of Bright Application of Bright Application of the Commence of th								19.7		12.5	
Intersection Summary			C		D			В		В	

Cycle Length: 120 Actuated Cycle Length: 120

Offset 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 80

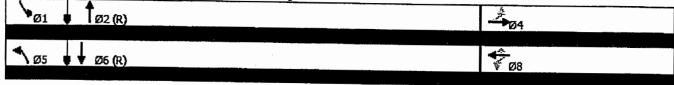
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 21.7

Intersection Capacity Utilization 62.6% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service B



	-	←	•	•	†	>	1	:
Lana Group	5.57	, 43 -	<u> १९७</u> २	NEF	1.31	. 1 \$3 <u>1</u> -1	SBT	
Lane Group Flow (vph)	60	282	164	16	1871	64		
v/c Ratio	0.28	0.93	0.40	0.15	0.92	0.59	887 0.38	
Control Delay	36.4	82.8	23.4	59.0	27.9	77.2		
Queue Delay	0.0	0.0	0.0	0.0	1.9	0.0	10.1	
Total Delay	36.4	82.8	23.4	59.0	29.8	77.2	0.0	
Queue Length 50th (ft)	32	215	53	12	597		10.1	
Queue Length 95th (ft)	63	#283	88	m21	#972	#112	129	
Internal Link Dist (ft)	998	606	;	11121	304	#112	220	
Turn Bay Length (ft)			50	100	004	150	719	er en en en en en en en en en en en en en
Base Capacity (vph)	217	306	414	106	2033	150 109	ດວິເຄ	
Starvation Cap Reductn	0	0	0	100	75		2353	and the second of the second o
Spillback Cap Reductn	- 0	. 0	0	. 0	0	. 0	U	
Storage Cap Reductn	0	Ô	Ů.	Ö.		0	. 1	
Reduced v/c Ratio	0.28	0.92	0.40	0.15	0.96	0.59	0.20	
plersection Summative	a constitution			0.10	0.30	0.09	0.38	

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

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Movement.	E9.	E97	535	W3.	ेशकुर	িপট্র	1 NBC	NB7	् ७३२:	1880	~ \$3 <u>7</u> (SER
Lane Configurations			_		ર્વ	7	7	ሰ ነ		*	† }	
Traffic Volume (vph)	38 ,	/ 6.		226	/ 10 _	/ 135_	15.		219	ر 67	959	/ 10 ·
Future Volume (vph)	38	6	10	226	10	135	15	1637	219	67	959	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	6.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	*0.88		1.00	0.95	
Frt		0.97			1.00	0.85	1.00	0.98		1.00	1.00	
Fit Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	:
Satd. Flow (prot)		1753			1762	1615	1805	3220		1805	3535	
Fit Permitted		0.43			0.70	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		783			1296	1615	1805	3220		1805	3535	• .
Peak-hour factor, PHF	0.79	0.79	0.79	0.76	0.76	0.76	0.90	0.90	0.90	0.99	0.99	0.99
Adj. Flow (vph)	48	8	13	297	13	178	17	1819	243	68	969	10
RTOR Reduction (vph)	. 0.	7	. 0	. 0	0	64	0	8	0	0	303	
Lane Group Flow (vph)	Ö	62	0	0	310	114	17	2054	Ö	68	978	0
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%	0%:	2034	2%	0%	2%	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	270			0%
Protected Phases		4	٠.	Cilii	8	Fellii	. FIUL			Prot	NA	
Permitted Phases	4	•.		8		8	: J	2		1	6	:
Actuated Green, G (s)	•	26.0			26.0	26.0	. 20	70.0			74.0	
Effective Green, g (s)		28.0		A 1. K	28.0	26.0	2.0 4.0	72.0	•	4.0	74.0	
Actuated g/C Ratio		0.23			0.23	0.22	0.03	74.0		6.0	76.0	
Clearance Time (s)		6.0		•	6.0	6.0		0.62		0.05	0.63	
Vehicle Extension (s)		3.0			3.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)		182				3.0	3.0	3.0		3.0	3.0	
v/s Ratio Prot		102		: .	302	349	60	1985		90	2238	
v/s Ratio Perm		0.08			-0.04		0.01	c0.64		c0.04	0.28	
v/c Ratio		0.34			c0.24	0.07						
Uniform Delay, d1			-	•	1.03	0.33	0.28	1.03		0.76	0.44	
Progression Factor		38.3			46.0	39.6	56.6	23.0		56.3	11.2	
Incremental Delay, d2		1.00	· 5 - 1.		1.00	1.00	0.99	0.84		1.00	1.00	
Delay (s)		1.1			58.8	0.5	1.9	27.3		29.7	0.6	
Level of Service	. :.	39.4			104.8	40.2	58.1	46.5		86.0	11.8	1.1
2.6. 100 Mod. 453.8 (1987) 1.3.		D			F	. D.	Ę	D		F	В	
Approach Delay (s)	·	39.4			81.2 F			46.6			16.6	
Approach LOS		D			F			D			В	
pleresolor Summary					x 24	Pagasas se		· () · () · () · ()	Production	· 1836		
HCM 2000 Control Delay			42.5	H	CM 2000	Level of S	Contino		D		1997 1997	
HCM 2000 Volume to Capaci	tv ratio		1.01		CM 2000		SOI AICE		D			
Actuated Cycle Length (s)	7 : -: -: -:		120.0	Q.	um of lost	time (e)		*. terri	40.0			
Intersection Capacity Utilizati	on		79.0%			ume (s) f Service	· .		12.0			
Analysis Period (min)	-:!	4.1.1	15.076	10	O FEAGU	i Selvice	1.00	in the second	D			
c Critical Lane Group			, .	-	,							
E Tarinam Tarih alianh		·	7.3							:		

	۶	→	•	←	•	1	Ť	-	1	
Larie Grote 🔝 🔣		EBT	. 1030	. NBT)452 1	YB)	S9L	837	
Lane Configurations		4		ર્લ	7	ሻ	ተ ኈ	٦	† \$	
Traffic Volume (vph)	38	6	226	. 10	135	. 15	1637	67	959	
Future Volume (vph)	38	6	226	10	135	15	1637	67	959	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA	
Protected Phases		4		8		5	2	· 1	6	•
Permitted Phases	4		. 8		8					
Detector Phase	4	4	8	8	8	5	2	· 1	6	
Switch Phase			:							1
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	•
Minimum Split (s)	16.0	16.0	- 16.0	16.0	16.0	11.0	16.0	11.0	16.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	11.0	77.0	11.0	77.0	
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	9.2%	64.2%	9.2%	64.2%	·
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	* 1 1 11
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0	` .	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	6.0	4.0	4.0	4.0	4.0	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?								- :		
Recall Mode	None -	None	None	None	None	None	C-Min	None	C-Min	•
Act Effct Green (s)	5.	28.0		28.0	26.0	7.0	75.2	7.0	79.6	
Actuated g/C Ratio		0.23	•	0.23	0.22	0.06	0.63	0.06	0.66	
v/c Ratio	÷.	0.37		1.03	0.43	0.16	1.02	0.65	0.42	
Control Delay		39.9	•	104.4	25.1	56.2	42.3	82.9	10.7	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.1	÷ .
Total Delay		39.9		104.4	25.1	56.2	42.3	82.9	10.8	
LOS		D	•	F	C	. · ·E	· D	F	: .B	
Approach Delay		39.9		75.5		, ,	42.4		15.5	
Approach LOS		D .	·. :	Е	· · · · ·		D		B	

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

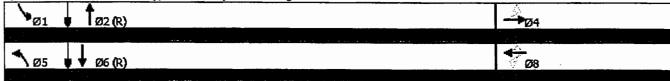
Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03 Intersection Signal Delay: 39.1 Intersection Capacity Utilization 79.0%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15



		-	←	•	4	†	-	ļ	
Faule Group		: EBT	ಿತ	7337	184	737	33L	837	V 27 - A41 - 12 - A15 - 13 - A15 - 13 - A15 - 13 - A15 - A15 - A15 - A15 - A15 - A15 - A15 - A15 - A15 - A15 -
Lane Group Flow (vph)		69	310	178	17	2062	68	979	
v/c Ratio	- :	0.37	1.03	0.43	0.16	1.02	0.65	,	et.
Control Delay		39.9	104.4	25.1	56.2	42.3	82.9	0.42 10.7	· · · · · · · · · · · · · · · · · · ·
Queue Delay		0.0	0.0	0.0	0.0	0:0	0.0	0.1	
Total Delay		39.9	104.4	25.1	56.2	42.3	82.9	10.8	
Queue Length 50th (ft)		39	~256	62	12	~996	53	147	
Queue Length 95th (ft)		73	#330	98	m20	#1123	#121	250	
Internal Link Dist (ft)	- 2	998	606			304	#121	719	
Turn Bay Length (ft)				50	100		150	113	The state of the s
Base Capacity (vph)		189	302	414	105	2025	105	2344	
Starvation Cap Reductn		0	0	0	0	-4-0	0	المنتوع	
Spillback Cap Reductn		0	0	0	Ö	- 0	Ö	388	
Storage Cap Reductn		0	0	0	Ō	0	. Ņ	J000	
Reduced v/c Ratio		0.37	1.03	0.43	0.16	1.02	0.65	0.50	
Merceoffon Stamper							₹,•2	V.00, 2	and the second control of the second

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	ၨ	→	•	•	←	•	4	†	<i>></i>	-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			_si	1	/ h	~ 1 h	450	7	† \$	
Traffic Volume (vph)	34	5	9	199	9	64	14 🗸	1749	197	52	~ 1041 ~	-
Future Volume (vph)	34	5	9	199	9	64	14	1749	197	52	1041	Ç
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	6.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	*0.88		1.00	0.95	
Frt		0.98			1.00	0.85	1.00	0.98		1.00	1.00	
FIt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1751			1763	1615	1805	3229		1805	3535	
Flt Permitted		0.43			0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		773			1318	1615	1805	3229		1805	3535	
Peak-hour factor, PHF	0.79	0.79	0.79	0.76	0.76	0.76	0.90	0.90	0.90	0.99	0.99	0.99
Adj. Flow (vph)	43	6	11	262	12	84	16	1943	219	53	1052	0.0
RTOR Reduction (vph)	0	6	0	0	0	67	0	6	0	0	0	(
Lane Group Flow (vph)	0	54	0	0	274	17	16	2156	0	53	1061	(
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%	0%	2%	2%	0%	2%	0%
	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4		. 0	8	7 01111	5	2		1.	6	
Permitted Phases	4			8		8	Ü	_		•	O	
Actuated Green, G (s)		22.0		•	22.0	22.0	2.0	76.0		4.0	78.0	
Effective Green, g (s)		24.0			24.0	22.0	4.0	78.0		6.0	80.0	
Actuated g/C Ratio		0.20			0.20	0.18	0.03	0.65		0.05	0.67	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		154			263	296	60	2098		90	2356	
v/s Ratio Prot					200	200	0.01	c0.67		c0.03	0.30	
v/s Ratio Perm		0.07			c0.21	0.01	0.01	00.07		00.00	0.50	
v/c Ratio		0.35			1.04	0.06	0.27	1.03		0.59	0.45	
Uniform Delay, d1		41.3			48.0	40.4	56.6	21.0		55.8	9.5	
Progression Factor		1.00			1.00	1.00	0.90	0.77		1.00	1.00	
Incremental Delay, d2		1.4			66.8	0.1	1.0	20.5		9.5	0.6	
Delay (s)		42.6			114.8	40.5	52.1	36.6		65.3	10.1	
Level of Service		D			F	D	Ď	D.D		55.5 E.	В	
Approach Delay (s)		42.6			97.4		ž	36.7			12.8	
Approach LOS		D			F			D			В	
Intersection Summary												
HCM 2000 Control Delay			35.5	Н	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Capacity	ratio		1.00						_			
Actuated Cycle Length (s)			120.0	St	um of lost	time (s)			12.0			
Intersection Capacity Utilization			75.9%			of Service			D			
Analysis Period (min)			15						_			
c Critical Lane Group												

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations		4.		4	7	35	♦ \$	*	↑ }	
Traffic Volume (vph)	34	5	199	9	64	14	1749	52	1041	
Future Volume (vph)	34	5	199	9	64	14	1749	52	1041	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA	
Protected Phases		4		8		5	2	1	6	
Permitted Phases	4		8		8					
Detector Phase	4	4	8	8	8	5	2	1	6	
Switch Phase		,								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	11.0	16.0	11.0	16.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0	11.0	81.0	11.0	81.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	9.2%	67.5%	9.2%	67.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	6.0	4.0	4.0	4.0	4.0	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	•
Act Effct Green (s)		24.0		24.0	22.0	7.0	79.2	7.0	83.6	
Actuated g/C Ratio		0.20		0.20	0.18	0.06	0.66	0.06	0.70	
v/c Ratio		0.37		1.04	0.23	0.15	1.01	0.50	0.43	
Control Delay		43.9		113.8	11.0	50.2	33.0	71.8	9.1	
Queue Delay		0.0		0.0	0.0	0.0	9.2	0.0	0.0	
Total Delay		43.9		113.8	11.0	50.2	42.2	71.8	9.2	
LOS		D		F	В	D	D	Е	Α	
Approach Delay		43.9		89.7			42.2		12.2	
Approach LOS		D		F			D		В	
Intersection Summary		<u> </u>			WY.O	ğa i		ajar.		

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

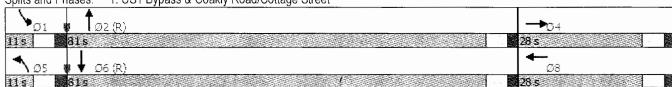
Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04 Intersection Signal Delay: 37.8 Intersection Capacity Utilization 75.9%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15



	-	←	*	4	†	\	ļ	
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	60	274	84	16	2162	53	1061	
v/c Ratio	0.37	1.04	0.23	0.15	1.01	0.50	0.43	
Control Delay	43.9	113.8	11.0	50.2	33.0	71.8	9.1	
Queue Delay	0.0	0.0	0.0	0.0	9.2	0.0	0.0	
Total Delay	43.9	113.8	11.0	50.2	42.2	71.8	9.2	
Queue Length 50th (ft)	35	~229	1	13	~1047	41	144	
Queue Length 95th (ft)	68	#305	30	m14	#1177	#86	251	
Internal Link Dist (ft)	998	606			304		719	
Turn Bay Length (ft)			50	100		150		
Base Capacity (vph)	161	263	363	105	2137	105	2463	
Starvation Cap Reductn	0	0	0	0	56	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	161	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.37	1.04	0.23	0.15	1.04	0.50	0.46	
Intersection Summary	<u> </u>							

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	≯	-	•	•	←	•	4	†	/	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		A.			र्स	* 7	*	朴) A	*1	
Traffic Volume (vph)	38	6	10	220	10	74		1 901 1	217	56	1131 .	1
Future Volume (vph)	38	6	10	220	10	74	15	1901	217	56	1131	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	. 190
Total Lost time (s)		4.0			4.0	6.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	*0.88		1.00	0.95	
Frt		0.97			1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1753			1763	1615	1805	3228		1805	3535	
Flt Permitted		0.34			0.70	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		625			1298	1615	1805	3228		1805	3535	
Peak-hour factor, PHF	0.79	0.79	0.79	0.76	0.76	0.76	0.90	0.90	0.90	0.99	0.99	0.9
Adj. Flow (vph)	48	8	13	289	13	97	17	2112	241	57	1142	1
RTOR Reduction (vph)	0	7	0	0	0	67	0	6	0	0	. 0	'
Lane Group Flow (vph)	0	62	0	0	302	30	17	2347	0	57	1152	
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%	0% -	2%	2%	0%	2%	09
	Perm	NA		Perm	NA	Perm	Prot	NA	2-70	Prot	NA	- 07
Protected Phases	. 01111	4		Cilli	8	1 GIIII	5	2		1	6	
Permitted Phases	4	4		8	O	8	J	2			O	
Actuated Green, G (s)		22.0		U	22.0	22.0	2.0	76.0		4.0	78.0	
Effective Green, g (s)		24.0			24.0	22.0	4.0	78.0		6.0	80.0	
Actuated g/C Ratio		0.20			0.20	0.18	0.03	0.65		0.05	0.67	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		125			259	296						
v/s Ratio Prot		120			259	290	60	2098		90	2356	
v/s Ratio Perm		0.10			an na	0.00	0.01	c0.73		c0.03	0.33	
v/c Ratio		0.49			c0.23	0.02	0.00	4 40		0.00	0.40	
Uniform Delay, d1		42.6			1.17	0.10	0.28	1.12		0.63	0.49	
Progression Factor		1.00			48.0	40.8	56.6	21.0		55.9	9.9	
Incremental Delay, d2		3.1			1.00	1.00	0.90	0.70		1.00	1.00	
Delay (s)					108.4	0.2	0.8	55.6		13.7	0.7	
Level of Service		45.7			156.4	40.9	51.7	70.3		69.6	10.6	
		D 45.7			F	D	D	E		Е	B	
Approach Delay (s) Approach LOS		45.7 D			128.3 F			70.1 E			13.4 B	
Intersection Summary					•							
HCM 2000 Control Delay			58.5		CM 2000	Level of	Service		E		· · · · · · · · · · · · · · · · · · ·	
HCM 2000 Volume to Capacity	ratio		1.10		2000	2010101	001 4100		L			
Actuated Cycle Length (s)			120.0	9	um of lost	time (s)			12.0			
Intersection Capacity Utilization			82.3%		CU Level o				12.0 E			
Analysis Period (min)			15	IC	JO LEVE! (A GEI VICE			_			
c Critical Lane Group			10									

	٦	→	€		*	4	†	\	\	
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	· · · · · · · · · · · · · · · · · · ·
Lane Configurations		€₽•		4	7	*	↑ ₽	*	^	
Traffic Volume (vph)	38	6	220	10	74	15	1901	56	1131	
Future Volume (vph)	38	6	220	10	74	15	1901	56	1131	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA	
Protected Phases		4		8		5	2	1	6	
Permitted Phases	4		8		8					
Detector Phase	4	4	8	8	8	5	2	1	6	
Switch Phase		-								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	11.0	16.0	11.0	16.0	
Total Split (s)	28.0	28.0	28.0	28.0	28.0	11.0	81.0	11.0	81.0	
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%	9.2%	67.5%	9.2%	67.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	6.0	4.0	4.0	4.0	4.0	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?			,						_	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)		24.0		24.0	22.0	7.0	79.2	7.0	83.6	
Actuated g/C Ratio		0.20		0.20	0.18	0.06	0.66	0.06	0.70	
v/c Ratio		0.52		1.17	0.27	0.16	1.10	0.54	0.47	
Control Delay		52.9		151.2	14.0	49.7	65.5	74.3	9.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.1	
Total Delay		52.9		151.2	14.0	49.7	65.5	74.3	9.7	
LOS		D		F	В	D	Ε	E	Α	
Approach Delay		52.9		117.8			65.4		12.7	
Approach LOS		D		F			Е		В	
Intersection Summary	A COM	i de la Milit				<u> </u>	1250		<u> </u>	<u>No recover con</u>

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

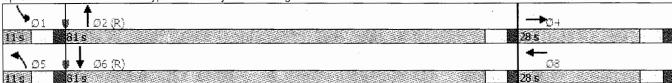
Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.17 Intersection Signal Delay: 54.6 Intersection Capacity Utilization 82.3%

Intersection LOS: D ICU Level of Service E

Analysis Period (min) 15



	-	←	•	4	†	\	\downarrow	
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	69	302	97	17	2353	57	1152	
v/c Ratio	0.52	1.17	0.27	0.16	1.10	0.54	0.47	
Control Delay	52.9	151.2	14.0	49.7	65.5	74.3	9.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
Total Delay	52.9	151.2	14.0	49.7	65.5	74.3	9.7	
Queue Length 50th (ft)	42	~278	10	13	~1193	44	162	
Queue Length 95th (ft)	80	#353	39	m13	m#1227	#97	282	
Internal Link Dist (ft)	998	606			304		719	
Turn Bay Length (ft)			50	100		150		
Base Capacity (vph)	132	259	363	105	2137	105	2463	
Starvation Cap Reductn	0	0	0	0	18	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	293	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.52	1.17	0.27	0.16	1.11	0.54	0.53	
Intersection Summary	grand.	4.		y		, · · · ·	1	

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	٠	→	•	•	◄	•	4	1	<u></u>	1	Ţ	1
Movement	131	<u> 33</u> 7	<u> </u>	4.6.7	୍ଜ୍ୟ	: ://3₹	NB.	NBT	NBR	\$31	897	
Lane Configurations		14		/	1 \$	7	/ K	^ \$\$		*		
Traffic Volume (vph)	(d: 11)	4	13 1	105	7 3	46	12	955	94/	/ [†	Comment.
Future Volume (vph)	11	4	13	105	5	46	12	955	or a series of the contract of	01 54	766	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	94	51	766	15
Total Lost time (s)		4.0	· _ 32%% .		4.0	6.0		omen and the Committee of the committee of the committee of the committee of the committee of the committee of	1900	1900	1900	1900
Lane Util. Factor	49.	1.00		2 100	1.00	1.00	4.0	4.0		4.0	4.0	
Frt	and the state	0.94	' · · · · · · · · · · · · · · · · · · ·		1.00	0.85	1,00	*0.75		1.00	0.95	
Flt Protected		0.98			0.95		1.00	0.99	EDING OF	1.00	1.00	
Satd. Flow (prot)	4	1747				1.00	0.95	1.00	1, 1 v, 2, 1 i.s.	0.95	1.00	
FIt Permitted	3 - 13 - 13 - 13 - 13 - 13 - 13 - 13 -	0.87	200		1814	1615	1805	2781		1805	3565	
Satd. Flow (perm)		1544	n Lilias		0.77	1.00	0.95	1.00		0.95	1.00	
Peak-hour factor, PHF	0.70	0.70	0.70	205	1458	1615	1805	2781	No fine to record	1805	3565	
Adj. Flow (vph)	and the second second		0.70	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
RTOR Reduction (vph)	16	6	19	124	6	54	13	1016	100	55	833	16
Lane Group Flow (vph)	0	16	. 0	0	0-	47	0	. 5	(0	0	-< 1	0
	0	25	0	0	130	7	13	1111	.0	55	848	Ô
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	1%	. 0%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2	12/2012	1	6	
Permitted Phases	4			8		8			7 Marian 7 . 1 . 2			
Actuated Green, G (s)	Addition.	15.1			15.1	15.1	2.7	69.9		7.0	74.2	
Effective Green, g (s)		17.1			17.1	15.1	4.7	71.9	r ind The and if it	9.0	76.2	
Actuated g/C Ratio		.0.16			0.16	0.14	0.04	0.65	- 20 G	0.08	0.69	,
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0	and the same	6.0	6.0	- 1 De
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	**************************************	3.0	3.0	
Lane Grp Cap (vph)		240		-	226	221	77	1817	MATERIA M.	147		·
v/s Ratio Prot	·		S. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	1. j 1. j 1			0.01		.4 -, 1 5-		2469	
v/s Ratio Perm		0.02		. 12.	c 0.09	0.00	0.01	60.40		c0.03	0.24	
v/c Ratio	1.3.40	0.10		37.43° 11.	0.58	0.03	0.17	0.64	-034 - 4 c			
Uniform Delay, d1	· · · · · · · · · · · · · · · · · · ·	39.9	alle tampe of the	iliatraji	43.1	41.1	50.8	0.61		0.37	0,34	
Progression Factor		1.00	s.vene	200	1.00	1.00	1.40	11.0	da bast	47.8	6.8	, .
Incremental Delay, d2	eleda il de dilli	0.2	to the said.		3.5	0.1	and the second of	0.72		1.00	1.00	
Delay (s)	A 4.50	40.1	. :: ····	· .	46.6		1.0	1.5		1.6	0.4	
Level of Service	1	D	ali made		#0.0 D	41.2	72.3	9.4	i	49.4	7.2	
Approach Delay (s)		40.1	vat esse			D	Е	. A	6	D	Α.	
Approach LOS	Death Brown	D.		ita 1. Tu	45.0		172.72	10.1		10.5	9.8	
• •					D			В			Α	
Marsacion Symman						:			· · · · · · · · · · · · · · · · · · ·	F. 7		
HCM 2000 Control Delay			13.4	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capa	acity ratio		0.58	No.		1.38	T (100	the second		.5. :	ayrin, ayr	
Actuated Cycle Length (s)			110.0	Sı	ım of lost	time (s)			12.0	Salan di	- litte en e	
Intersection Capacity Utiliza	ation	i e esta	55.5%			of Service		¥7.)	12.0			
Analysis Period (min)			15	r:		· Solaide		K. D. Johnson			' '	
c Critical Lane Group						1.3						:
and the state of the second of			E:				A . : 327 .	e omit			- 21. <u></u> .	10.75

	۶	→	•	←	*	*	†	\	1	
Lane Group	132	337	1.66		-74BZ	.737	7.3-	631	897	
Lane Configurations		4		4	Ħ	k	41	<u> </u>		
Traffic Volume (vph)	11	4	105	5.	46	12	955	- 51	↑ 1>	
Future Volume (vph)	11	4	105	5	46	12	955	51 51	766	Contract to the second
Tum Type	Perm	NA	Perm	NA.	Perm	Prot	NA	Prot	NA	
Protected Phases		4	e	8	Gi,	ي بران _{هر ت} 5	3.44	· FIUL	6	
Permitted Phases	4		8		8		۲.	- L		
Detector Phase	4	4	8	8	8	5	2	200.47		Canada Cara Cara Cara Cara Cara Cara Cara C
Switch Phase			1.34%		Trans.		_	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	1 1 A 4 1
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	and the state of the state of
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0		16.0	11.0	16.0	The state of the s
Total Split (s)	25.0	25.0	25.0	25.0	25.0	11.0	72.0	13.0	74.0	
Total Split (%)	22.7%	22.7%	22.7%	22.7%	22.7%	10.0%	65.5%		67.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	-2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	rio estre a comprand
Lost Time Adjust (s)		-2.0		-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	6.0	4.0	4.0			1. 4
Lead/Lag					1.2.0	Lead	Lag	Lead	4.0	
Lead-Lag Optimize?					1	Load	Lay	Leau	Lag	A CARLON
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	la consideramentale de la cons
Act Effct Green (s)		17.1		17.1	15.1	8.2	73.1	10.1	79.8	and the second of the second
Actuated g/C Ratio		0.16		0.16	0.14	0.07	0.66	0.09	0.73	
v/c Ratio		0.16		0.58	0.18	0.10	0.60	0.09		American State of the Company
Control Delay		25.2		52.3	3.9	68.0	10.2	52.1	0.33 7.3	
Queue Delay		0.0		0.0	0.0	0.0	0.2	0.0		Miles in the second
Total Delay		25.2		52.3	3.9	68.0	10.4	52.1	0.0	
LOS		C		D	Α.	00.0 E		52.1 D	7.3	
Approach Delay		25.2		38.1	, Ü.	:=:	11.0	U	A	
Approach LQS		. C		D.1					10.0	
miorosofion Comments		- · · ₹		·	· · · · ·	1.30 144	D		А	

Cycle Length: 110
Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

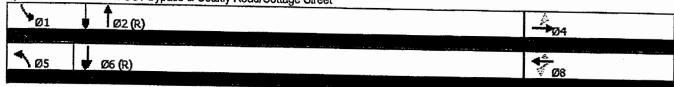
Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 13:1 Intersection LOS: B Intersection Capacity Utilization 55.5% ICU Level of Service B

Analysis Period (min) 15



	→	—	•	4	†	1	+	
Large Group		¥37	WBR.	V.3.F	7.37	\$3.	S3*	
Lane Group Flow (vph)	41	130	54	13	1116	55	849	
v/c Ratio	0.16	0.58	0.18	0.10	0.60	0.33		
Control Delay	25.2	52.3	3.9	68.0	10.2	52.1	7.3	
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0		State During Control of the Control
Total Delay	25.2	52.3	3.9	68.0	10.4	52.1	7.3	
Queue Length 50th (ft)	14	86	0.	7		37		
Queue Length 95th (ft)	30	131	9	m25	458	78	195	
Internal Link Dist (ft)	998		•	11120	304			
Turn Bay Length (ft)	Section 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to 10 to		50	100	904	150	, rig	
Base Capacity (vph)	316	284-		134	1883	169	004E	and a second second
Starvation Cap Reductn	0	0	0	ا بدادید	178	109	2019	
Spillback Cap Reductn	0	Ŏ.	ŏ	Ŏ			Ö	Angelia de la companya del companya de la companya del companya de la companya de
Storage Cap Reductn	0	0	0	0			, U	· SEETE BELLEVILLE DE
Reduced v/c Ratio	0.13	0.46	0.15	0 10	0 65 °	∴0.333 U	່ດຂວ	en and the state of the state o
piospoofor Rimmon	-		4.401.7		0.00		0.32	

m Volume for 95th percentile queue is metered by upstream signal.

	٠	→	•	•	4	*	4	†	~	\	↓	1
(foverner)		EE E	#4/EBEX	\$163 L	, MBT	्रभावतः,	NBL	NB7	NBR	` SB[\$3 ⁺	8.9.7
Lane Configurations	100	4		/	A	1 1	/ \	<u>/ †}</u>		18	\$ \$	
Traffic Volume (vph)	12	4	🗸 . 14 🗸	118	6/	70	13		106	75	847	/ 17
Future Volume (vph)	-12	4	14	118	6	70	13	1055	106	75	847	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		er francis i i i i	4.0	6.0	4.0	4.0		4.0	4.0	1300
Lane Util. Factor		1.00				1.00	1.00	*0.75		1.00	0.95	
Frt		0.94			1.00	0.85	1.00	0.99	12.2	1.00	1.00	
Flt Protected		0.98	1.5	1 4 10	0.95	1.00	0.95	1.00	4.4	0.95	1.00	
Satd. Flow (prot)		1746	and the second		1814	1615	1805	2781		1805	3565	
FIt Permitted		0.86			0.76	1.00	0.95	1.00	A.	0.95	1.00	
Satd. Flow (perm)		1529	7 - 5 - 1		1447	1615	1805	2781	4 . 5 .	1805		
Peak-hour factor, PHF	0.70	0.70	0.70	0.85	0.85	0.85	0.94		0.04		3565	
Adj. Flow (vph)	17		20	139	7	0.65 82	14	0.94	0.94	0.92	0.92	0.92
RTOR Reduction (vph)	. 0	17	0	0	. 0	71		1122	113	82	921	18
Lane Group Flow (vph)	0	26	0	0	146		0	4000	0	0	1	. 0
Heavy Vehicles (%)	∴ :0%	0%	0%	0%	. 0%	11	14	1230	0	82	938	. 0
Turn Type	Perm	NA	U /0			0%	0%	1%	2%	0%	1%	0%
Protected Phases	COM	1NA 4	1	Perm	NA	Perm	Prot	NA		Prot	NA	
Permitted Phases		4			8		5	2		. 1	6	
Actuated Green, G (s)	4	15.3	·	. 8	45.00	8						
Effective Green, g (s)	% •	17.3			15.3	15.3	2.4	68.7		8.0	74.3	
Actuated g/C Ratio		0.16			17.3	15.3	4.4	70.7		10.0	76.3	
Clearance Time (s)	'				0.16	0.14	0.04	0.64		0.09	0.69	
Vehicle Extension (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
		3.0		. A' -	3.0	3.0	3.0	3.0		3.0	3.0	· · ·
Lane Grp Cap (vph)		240			227	224	72	1787		164	2472	
v/s Ratio Prot			·			e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la companya de la companya de la companya de la companya de la companya de la companya de la co	0.01	c0.44		c0.05	0.26	
v/s Ratio Perm		0.02			c0.10	0.01						
v/c Ratio		0.11			0.64	0.05	0.19	0.69		0.50	0.38	
Uniform Delay, d1	4.1	39.7	,		43.5	41.1	51.1	12.6		47.6	7.0	
Progression Factor		1.00			1.00	1.00	1.27	0.71		1.00	1.00	
Incremental Delay, d2		0.2			6.1	0.1	1.2	2.0		2.4	0.4	
Delay (s)		39.9			49.6	41.1	66.2	11.0		50.0	7.5	
Level of Service		D			D	D	Ε	В		D	Α΄	
Approach Delay (s)		39.9			46.5			11.6			10.9	
Approach LOS		D			D			В			В	
niersaciion Symmagy	V. Seri			131.00	Salar Salar				and and the	*****	Aget Organia	A Section
HCM 2000 Control Delay			14.9	LI	244 2000	l aval -£ c				<u> </u>		
COLUMN COLUMN COLUMN			14.5	n(JIVI ZUUU	Level of S	ervice		В			
HCM 2000 VOILIME to Canacib	ratio	e Species	.0.66									
HCM 2000 Volume to Capacity Actuated Cycle Length (s)	y ratio		0.66	Ž						1 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Actuated Cycle Length (s)			110.0	Şt	ım of lost				12.0			-
Actuated Cycle Length (s) Intersection Capacity Utilization			110.0 60.2%	Şt	ım of lost	time (s) of Service			12.0 B			
Actuated Cycle Length (s)			110.0	Şt	ım of lost							

	•	→	•	←	4	4	†	1	ļ		
Cana Group	E3.	<u> </u>		WET	MER	NBT	7.3-	SEL	8.37		
Lane Configurations		4		स	7	ሻ	^	ሻ	44		
Traffic Volume (vph)	12	4	118	6	70	13	1055	75	847		
Future Volume (vph)	12	4	118	6	70	13	1055	75	847	-	the transfer of
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA		
Protected Phases		4			. • • • • • • • • • • • • • • • • • • •	5	2	1100.	IVA.		
Permitted Phases	. 4		8		8	. ,		1	Ö		
Detector Phase	4	4	8	8	8		2			·	
Switch Phase			∵, ÷ . Ŭ ,		J				0		
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	11.0	16.0		4.0	. ,	
Total Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	71.0	11.0	16.0		
Total Split (%)	21.8%	21.8%	21.8%	21.8%	21.8%	10.0%		15.0	75.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	64.5%	13.6%	68.2%		
All-Red Time (s)	2.0	2.0	2.0	2.0	2,0		4.0	4.0	4.0		
Lost Time Adjust (s)		-2.0	2.0	-2.0	0.0	2.0 -2.0	2.0	2,0	2.0		
Total Lost Time (s)		4.0		4.0	6.0	4.0	-2.0	-2.0	-2.0		
Lead/Lag	-			7.0	. 0.0		4.0	4.0	4.0		
Lead-Lag Optimize?			٠.			Lead	Lag	Lead	Lag		
Recall Mode	None	None	None	None	None	Nana	0.14				
Act Effct Green (s)		17.3	None	17.3	15.3	None	C-Min	None	C-Min		
Actuated g/C Ratio	٠	0.16		0.16		7.9	71.9	11.3	79.9		
v/c Ratio		0.17		0.16	0.14	0.07	0.65	0.10	0.73		
Control Delay	•	25.7	• • • • • • • • • • • • • • • • • • • •	56.2	0.27	0.11	0.68	0.45	0.36	:	
Queue Delay		0.0			9.8	62.9	11.8	54.1	7.2		
Total Delay		25.7		0.0	0.0	0.0	0.2	0.0	0.0		
LOS	,·	23.7 C		56.2	9.8	62.9	12.0	54.1	7.2		
Approach Delay	. , .	25.7		. E	Α	E	В	D	A		
Approach LOS				39.5			12.5		10.9		
Approach Common		С		D	• •	·. :.	В	: .	В		

Cycle Length: 110

Actuated Cycle Length: 110

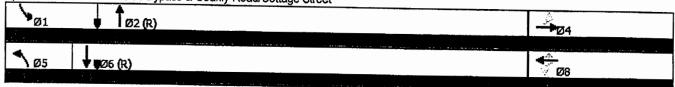
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68 Intersection Signal Delay: 14.5 Intersection Capacity Utilization 60.2% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service B



	-	←	•	4	†	\		
Láng Group	E57.	100 E	: MBR	NET	CABT 4	. 331	\$37	
Lane Group Flow (vph)	43	146	82	14	1235	82	939	
v/c Ratio	0.17	0.64	0.27	0.11	0.68	0.45	0.36	
Control Delay	25.7	56.2	9.8	62.9	11.8	54.1	7.2	
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	X part of the Mark
Total Delay	25.7	56.2	9.8	62.9	12.0	54.1	7.2	
Queue Length 50th (ff)	14	97	0	7	371	55	94	
Queue Length 95th (ft)	33	152	33	m25	90	106	192	the second of th
Internal Link Dist (ft)	998	606		V-1, -	304		719	
Turn Bay Length (ft)			50	100		150	1 1.7 .	and the second of the second o
Base Capacity (vph)	297	265	341	129	1840	194	2607	A State of the second of the second
Starvation Cap Reductn	0	0	.0	0	117	Ô	0	the final control of the state of the second of
Spillback Cap Reductn		. 0	0	. 0	. 0	. 0	0	
Storage Cap Reductn	0	. 0	0	0	. 0	Ö	0	the state of the second of the state of the
Reduced v/c Ratio	0.14	0.55	0.24	0.11	0.72	0.42	0.36	
merceoligh Symmery			in a second	1				

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	4	4	4	†	~	\	 	4
Korremen!	<u> 1</u> EB1	=3-	<u> </u>	. 431	. 199 [†]	_Y33	7.3.7	N3 ⁻	NBR	S31	(SBR
ane Configurations	Sec. 12	∕	. /.	🗲	√ 4	1	1	_^^ }	_	*5	, † }	
raffic Volume (vph)	13 1	4	15	1/130	7	7 5 ·	141		117	/ 81 J	936	19
uture Volume (vph)	13	• 4	15	130	7	75	14	1165	117	81	936	19
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	6.0	4.0	4.0		4.0	4.0	1
ane Util. Factor		1.00			1.00	1.00	1.00	*0.75		1.00	0.95	:
irt		0.94			1.00	0.85	1.00	0.99		1.00	1.00	
It Protected		0.98			0,95	1.00	0.95	1.00	*	0.95	1.00	
Satd. Flow (prot)		1747			1814	1615	1805	2781		1805	3564	
It Permitted		0.83	(1)		0.75	1.00	0.95	1.00	S. 172.	0.95	1.00	
Satd. Flow (perm)	11 - 20 - 4 - mm	1471	21 · ***** · **		1429	1615	1805	2781		1805	3564	
Peak-hour factor, PHF	0.70	0.70	0.70	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	19	. 6	21	153	. 8	88	15	1239	124	88	1017	21
RTOR Reduction (vph)	0	18	. 0	0	0	.75	0	5	. 0	0	. 1	. 0
ane Group Flow (vph)	0	28	0	0	161	13	15	1358	0	88	1037	0
leavy Vehicles (%)	0%	0%	0%	0%	0%	- 0%	0%	1%	2%	0%	1%	. 0%
Tum Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	. 2	100 miles	1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		15.8			15.8	15.8	2.0	69.4		6.8	74.2	
Effective Green, g (s)		17.8			17.8	15.8	4.0	71.4		8.8	76.2	
Actuated g/C Ratio		0.16			0.16	0.14	0.04	0.65		0.08	0.69	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
/ehicle Extension (s)	<u> </u>	3.0	1407	- 17 - 19 - 19 - 19 - 19 - 19 - 19 - 19	3.0	3.0	3.0	3.0		3.0	3.0	
ane Grp Cap (vph)		238			231	231	65	1805		144	2468	
/s Ratio Prot				1. J. J. J. J. J. J. J. J. J. J. J. J. J.			0.01	c0.49		c0.05	0.29	
/s Ratio Perm		0.02			c0.11	0.01						
//c Ratio		0.12		·	0.70	0.05	0.23	0.75		0.61	0.42	6 - X
Jniform Delay, d1		39.4			43.6	40.7	51.5	13.2		48.9	7.3	
Progression Factor		1.00	1.00		1.00	1.00	1.28	0.82		1.00	1.00	
ncremental Delay, d2		0.2		,	8.8	0.1	1.6	2.7		7.5	0.5	
Delay (s) Level of Service	"· · · · · ·	39.6			52.4	40.8	67.4	13.5	w Ma	56.4	7.9	
Approach Delay (s)		D 20.0		7	D	D	Ε	В		. Е	Α	
Approach LOS		39.6			48.3		mi 42.	14.1		i was	11.6	A
••		D			D			В			В	
Nersector Summary						1.1		1 2				
ICM 2000 Control Delay			16.6	Н	CM 2000	Level of	Service		В			
ICM 2000 Volume to Capaci	ty ratio		0.73					· · · · · · · · · · · · · · · · · · ·	3 ; 5			
Actuated Cycle Length (s)			110.0	S	um of los	t time (s)	ied and live		12.0		ishiin x	
ntersection Capacity Utilization	on .	5 3755	64.7%			of Service		144	C			
Analysis Period (min)	,		15		or near to the	, 7, 7, 7, 7, 7	No. 1927	A CONTRACT			-1:	
: Critical Lane Group				H :- 1:-10		:		Same All	s:			

	۶	-	•	←	*	4	†	-	ļ	
lane Group	. E91	E9T_		. W37	· WER	7.37	NBF	831	SB**	
Lane Configurations		4		4	7	ሻ	† }	۲	† }	
Traffic Volume (vph)	13	4	130	7	75	14	1165	81	936	
Future Volume (vph)	13	4	130	7	75	14	1165	81	936	
Turn Type	Perm	NA	Perm	NA	Perm	Prot		Prot	NA	er in the second second
Protected Phases		4	i's dail i's	8		5	2	1		San San San San San San San San San San
Permitted Phases	4		8		8	·				1
Detector Phase	4	4	8	8	, ; ; 8	5	2	1 1	6	
Switch Phase				•	•	J			. ,	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	11.0	16.0	11.0	16.0	
Total Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	73.0	13.0	75.0	
Total Split (%)	21.8%	21.8%	21.8%	21.8%	21.8%	10.0%	66.4%	11.8%	68.2%	S
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2:0	2.0	
Lost Time Adjust (s)		-2.0	· · · · · · · · · · · · · · · · · · ·	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		4.0	4 A. A.	4.0	6.0	4.0	4.0	4.0	4.0	and the second
Lead/Lag					, .,	Lead	Lag	Lead	Lag	to the second se
Lead-Lag Optimize?				j. j.				Load	Lag	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)		17.8		17.8	15.8	7,5	72.6	10.1	79.8	
Actuated g/C Ratio		0.16		0.16	0.14	0.07	0.66	0.09	0.73	
v/c Ratio		0.18	<u>.</u>	0.70	0.29	0.12	0.74	0.53	0.40	garage and the second
Control Delay		26.2		59.7	10.9	64.1	14.1	60.2	7.3	2
Queue Delay		0.0		0.0	0.0	0.0	0.3	0.0	0.0	
Total Delay		26.2		59.7	10.9	64.1	14.3	60.2	7.3	
LOS		С		E	В	Ε	В.	00.2 E	Δ.Δ	
Approach Delay		26.2		42.5	. পার		14.9		11.5	New Control of the Co
Approach LOS		C		Ď		:	В		11.5	and the second
5.002.51 - 27 - 5 ² O					~		 .			Laurence de la la la la la la la la la la la la la

Cycle Length: 110
Actuated Cycle Length: 110 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 65

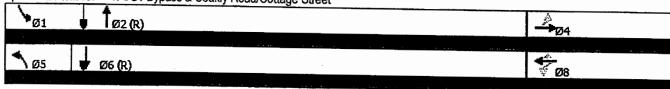
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Capacity Utilization 64.7%

Intersection Signal Delay: 16.1 Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15



	→	←	*	4	†	\	ļ	
Latte Group	_ <u>=</u>	7937	াওন	135	137	331	83	
Lane Group Flow (vph)	46	161	88	15	1363	88	1038	
v/c Ratio	0.18	0.70	0.29	0.12	0.74	0.53	0.40	and the second second second
Control Delay	26.2	59.7	10.9	64.1	14.1	60.2	7.3	
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0	The second second
Total Delay	26.2	59.7	10.9	64.1	14.3	60.2	7.3	et de la martina de la companione de la companione de la companione de la companione de la companione de la co
Queue Length 50th (ft)		106	0	8	453	59	115	医多种 经保险 医水流
Queue Length 95th (ft)	34	167	38	m24	139	#124	220	and the Marketine Committee of the Commi
Internal Link Dist (ft)	998	606	e Miles		304	DAL D	719	가지 없다 회문을 받는데 그리고 아니다.
Turn Bay Length (ft)			50	100		150		manage was to the best of the well would be to the control of the
Base Capacity (vph)	284	259	338	122	1857	167	2587	
Starvation Cap Reductn Spillback Cap Reductn	. 0	.0	. 0	0	105	0	0	the state of the s
Storage Cap Reductin	. / 🖔	Ď.	0	0	0	0	0	lana, e perende a la la la como
Reduced v/c Rafio	.0 16	. 0.65°	0	0	0	0	0	
Totalog an Current	U. 10	0.62	0.26	0.12	0.78	0.53	0.40	

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^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	•	-	•	•	←	•	4	†	/	\	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		/ ()			- € Î	7	M	A \$		- 1	144	
Traffic Volume (vph)	12	4	14.	1 15	6	/ 32	/ 13	1299	105	58	1041	17
Future Volume (vph)	12	4	14	115	6	32	13	1299	105	58	1041	17
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	6.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	*0.75		1.00	0.95	
Frt		0.94			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1746			1814	1615	1805	2788		1805	3566	
Flt Permitted		0.86			0.75	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1530			1426	1615	1805	2788		1805	3566	
Peak-hour factor, PHF	0.70	0.70	0.70	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	17	6	20	135	7	38	14	1382	112	63	1132	18
RTOR Reduction (vph)	0	17	0	0	0	33	0	3	0	0	1	0
Lane Group Flow (vph)	0	26	0	0	142	5	14	1491	0	63	1149	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	0 70
Protected Phases		4		, 0,,,,	8		5	2		1	6	
Permitted Phases	4			8	Ū	8	Ū	_		'	J	
Actuated Green, G (s)		16.0			16.0	16.0	2.0	80.1		5.9	84.0	
Effective Green, g (s)		18.0			18.0	16.0	4.0	82.1		7.9	86.0	
Actuated g/C Ratio		0.15			0.15	0.13	0.03	0.68		0.07	0.72	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		229		•	213	215	60	1907		118	2555	
v/s Ratio Prot					210	210	0.01	c0.53		c0.03	c0.32	
v/s Ratio Perm		0.02			c0.10	0.00	0.01	00.00		00.00	00.32	
v/c Ratio		0.11			0.67	0.02	0.23	0.78		0.53	0.45	
Uniform Delay, d1		44.1			48.2	45.2	56.5	12.9		54.3	7.1	
Progression Factor		1.00			1.00	1.00	1.18	0.52		1.00	1.00	
Incremental Delay, d2		0.2			7.7	0.0	1.4	2.2		4.6	0.6	
Delay (s)		44.3			55.8	45.3	67.8	8.9		58.9	7.7	
Level of Service		D			E	D	67.0 E	Α		50.5 E	Α	
Approach Delay (s)		44.3			53.6	D	_	9.5		_	10.3	
Approach LOS		D			D			3.3 A			В	
Intersection Summary			٠.,									
HCM 2000 Control Delay			13.0	H	ICM 2000	Level of	Service		В			
HCM 2000 Volume to Capac	city ratio		0.74						5			
Actuated Cycle Length (s)	,		120.0	5	Sum of lost	time (s)			12.0			
Intersection Capacity Utilizat	tion		65.9%		CU Level				12.0 C			
Analysis Period (min)			15						J			
c Critical Lane Group			. •									

	≯	-	•	←	•	4	†	\	ļ	
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations		€₽•		4	7	**	* \$	7	† \$	
Traffic Volume (vph)	12	4	115	6	32	13	1299	58	1041	
Future Volume (vph)	12	4	115	6	32	13	1299	58	1041	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA	
Protected Phases		4		8		5	2	1	6	
Permitted Phases	4		8		8					
Detector Phase	4	4	8	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	11.0	16.0	11.0	16.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	11.0	83.0	12.0	84.0	
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	9.2%	69.2%	10.0%	70.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	6.0	4.0	4.0	4.0	4.0	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)		18.0		18.0	16.0	7.5	83.3	9.1	89.6	
Actuated g/C Ratio		0.15		0.15	0.13	0.06	0.69	0.08	0.75	
v/c Ratio		0.17		0.67	0.13	0.12	0.77	0.46	0.43	
Control Delay		28.5		63.2	1.0	64.8	9.3	64.9	7.3	
Queue Delay		0.0		0.6	0.0	0.0	0.5	0.0	0.0	
Total Delay		28.6		63.9	1.0	64.8	9.8	64.9	7.3	
LOS		С		Ε	Α	E	Α	Ε	Α	
Approach Delay		28.6		50.6			10.3		10.3	
Approach LOS		С		D			В		В	
Intersection Summary			4 CVA.	ing dan kining Kiningga Sang			自强磁	4 41 N	Maria s	

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

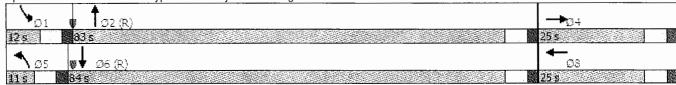
Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77 Intersection Signal Delay: 13.0 Intersection Capacity Utilization 65.9%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15



	-	←	•	4	†	\	ļ	
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	43	142	38	14	1494	63	1150	
v/c Ratio	0.17	0.67	0.13	0.12	0.77	0.46	0.43	
Control Delay	28.5	63.2	1.0	64.8	9.3	64.9	7.3	•
Queue Delay	0.0	0.6	0.0	0.0	0.5	0.0	0.0	
Total Delay	28.6	63.9	1.0	64.8	9.8	64.9	7.3	
Queue Length 50th (ft)	15	104	0	11	126	47	131	
Queue Length 95th (ft)	34	161	0	m15	135	#98	256	
Internal Link Dist (ft)	998	606			304		719	
Turn Bay Length (ft)			50	100		150		
Base Capacity (vph)	284	249	324	112	1948	136	2665	
Starvation Cap Reductn	0	0	0	0	151	0	0	
Spillback Cap Reductn	15	14	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.16	0.60	0.12	0.13	0.83	0.46	0.43	
Intersection Summary						2 1 V		

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	•	-	•	•	←	•	4	†	/	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		J. A.	and "		~ A	7	Jac.	1	,	*	A\$	
Traffic Volume (vph)	13	4	15	127	7	37	14		1 16 🗸	64	1130 🗸	19
Future Volume (vph)	13	4	15	127	7	37	14	1409	116	64	1130	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	6.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	*0.75		1.00	0.95	
Frt		0.94			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1747			1814	1615	1805	2788		1805	3566	
Flt Permitted		0.77			0.74	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1382			1410	1615	1805	2788		1805	3566	
Peak-hour factor, PHF	0.70	0.70	0.70	0.85	0.85	0.85	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	19	6	21	149	8	44	15	1499	123	70	1228	21
RTOR Reduction (vph)	0	18	0	0	0	38	0	4	0	0	1220	0
Lane Group Flow (vph)	0	28	Õ	0	157	6	15	1618	0	70	1248	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	2%	0%	1%	0%
Turn Type	Perm	NA	070	Perm	NA	Perm	Prot	NA	2 /0			0 70
Protected Phases	1 01111	4		Feiiii	8	Pellii	5	2		Prot	NA	
Permitted Phases	4	4		8	0	0	5	2		1	6	
Actuated Green, G (s)	7	15.7		0	15.7	8 15.7	2.0	01.0		- 2	04.0	
Effective Green, g (s)		17.7				15.7	2.0	81.0		5.3	84.3	
Actuated g/C Ratio		0.15			17.7	15.7	4.0	83.0		7.3	86.3	
_					0.15	0.13	0.03	0.69		0.06	0.72	
Clearance Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		203			207	211	60	1928		109	2564	
v/s Ratio Prot							0.01	c0.58		c0.04	c0.35	
v/s Ratio Perm		0.02			c0.11	0.00						
v/c Ratio		0.14			0.76	0.03	0.25	0.84		0.64	0.49	
Uniform Delay, d1		44.5			49.1	45.5	56.5	13.6		55.1	7.3	
Progression Factor		1.00			1.00	1.00	1.01	0.64		1.00	1.00	
Incremental Delay, d2		0.3			14.7	0.1	1.3	2.7		12.2	0.7	
Delay (s)		44.8			63.8	45.5	58.3	11.4		67.3	7.9	
Level of Service		D			Ε	D	Ε	В		Е	Α	
Approach Delay (s)		44.8			59.8			11.8			11.1	
Approach LOS		D			Е			В			В	
Intersection Summary												
HCM 2000 Control Delay			15.0	H	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Ca	, ,		0.80									
Actuated Cycle Length (s	,		120.0	Si	um of los	time (s)			12.0			
Intersection Capacity Util	ization		70.3%			of Service			С			
Analysis Period (min)			15									
c Critical Lane Group			10									

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Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations		4		स्	7	75	♠\$>	*	* \$	
Traffic Volume (vph)	13	4	127	7	37	14	1409	64	1130	
Future Volume (vph)	13	4	127	7	37	14	1409	64	1130	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA	
Protected Phases		4		8		5	2	1	6	
Permitted Phases	4		8		8					
Detector Phase	4	4	8	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	11.0	16.0	11.0	16.0	
Total Split (s)	23.0	23.0	23.0	23.0	23.0	11.0	85.0	12.0	86.0	
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%	9.2%	70.8%	10.0%	71.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	6.0	4.0	4.0	4.0	4.0	
Lead/Lag						Lead	Lag	Lead	Łag	
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)		17.7		17.7	15.7	7.2	84.1	8.6	89.9	
Actuated g/C Ratio		0.15		0.15	0.13	0.06	0.70	0.07	0.75	
v/c Ratio		0.21		0.75	0.16	0.14	0.83	0.54	0.47	
Control Delay		30.4		71.5	3.0	56.1	11.8	70.3	7.3	
Queue Delay		0.0		0.0	0.0	0.0	0.6	0.0	0.0	
Total Delay		30.4		71.5	3.0	56.1	12.4	70.3	7.3	
LOS		С		Ε	Α	Е	В	Ε	Α	
Approach Delay		30.4		56.5			12.8		10.7	
Approach LOS		С		Ε			В		В	
Intersection Summary	Marketta.		03446	Neg Kita			A. A. A.		11. P. 14.	

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83 Intersection Signal Delay: 14.9 Intersection Capacity Utilization 70.3%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15



		←	4	4	†	/	ļ	
Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	46	157	44	15	1622	70	1249	
v/c Ratio	0.21	0.75	0.16	0.14	0.83	0.54	0.47	
Control Delay	30.4	71.5	3.0	56.1	11.8	70.3	7.3	
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Total Delay	30.4	71.5	3.0	56.1	12.4	70.3	7.3	
Queue Length 50th (ft)	17	117	0	12	132	54	147	
Queue Length 95th (ft)	37	#191	4	m15	213	#114	272	
Internal Link Dist (ft)	998	606			304		719	
Turn Bay Length (ft)			50	100		150		
Base Capacity (vph)	236	223	299	108	1966	129	2669	
Starvation Cap Reductn	0	0	0	0	103	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	108	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.70	0.15	0.14	0.87	0.54	0.49	
Intersection Summary			La Silve					1

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

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ଠା ବ୍ଲାବ୍ଲ	531_	537	<u> </u>	V/9:L		1,193	V3.7	N37	NBR :	SEL	\$3T	SBF
ane Configurations	ሻ	र्भ	7	1	₽		ኝ	_^^p		, '	44	
raffic Volume (vph)	377	1	64	6	- 0	10	29	1144	6 4	10	868	116
uture Volume (vph)	377	1	64	6	0	10	29	1144	6	10	868	116
eal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
otal Lost time (s)	4.0	4.0	6.0	4.0	4.0	- TTTT.	4.0	4.0	1000	4.0	4.0	. 1300
ane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
rt	1.00	1.00	0.85	1.00	0.85		1.00	1.00		1.00	0.98	
t Protected	0.95	0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
atd. Flow (prot)	1698	1702	1615	1805	1615		1752	3500		1752	3503	.:
t Permitted	0.95	0.95	1.00	0.95	1.00	1.1.1	0.95	1.00		0.95	1.00	
atd. Flow (perm)	1698	1702	1615	1805	1615		1752	3500		1752	. ~	
eak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.97	0.97	0.07		3503	0.00
dj. Flow (vph)	454	1	77	7	0.30	11	30		0.97	0.96	0.96	0.96
TOR Reduction (vph)		0	63	0	4.4			1179	6	10	904	121
ane Group Flow (vph)	227	228	14	7	. + <u>5</u> 11 0	.0	0	0	0	0	7	(
eavy Vehicles (%)	1%	0%	0%	0%	. 0%	0	30	1185	0	10	1018	ا .
urn Type	Split	NA	Prot			0%	3%	3%	17%	3%	1%	39
otected Phases	- 7	7		Split	. NA		Prot	NA		Prot	NA	
ermitted Phases			. <i>1</i>	8	8		5	2		1	6	:
ctuated Green, G (s)	21:6	.04.0	24.0		• •							
fective Green, g (s)		21.6	21.6	2.3	2.3	·	4.2	71.1	1 1 1	1.0	67.9	
	23.6	23.6	21.6	4.3	4.3		6.2	73.1		3.0	69.9	
ctuated g/C Ratio	0.20	0.20	0.18	0.04	0.04	.:.	0.05	0.61		0.02	0.58	
learance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	. ! :	3.0	3.0	* 50 ° 1	3.0	3.0	
ane Grp Cap (vph)	333	334	290	64	57		90	2132		43	2040	
s Ratio Prot	0.13	c0.13	0.01	c0.00	0.00		c0.02	c0.34	٠	0.01	0.29	
s Ratio Perm							,					
c Ratio	0.68	0.68	0.05	0.11	0.01		0.33	0.56		0.23	0.50	
niform Delay, d1	44.7	44.7	40.7	56.0	55.8		54.9	13.9		57.4	14.7	:
rogression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.07	0.68	
cremental Delay, d2	5.7	5.7	0.1	0.8	0.0		2.2	1.1		2.5	0.8	
elay (s)	50.4	50.4	40.8	56.8	55.8		57.1	14.9		63.7	10.9	
evel of Service	D	D	. D	Ε	E		E	В		E	В	•
pproach Delay (s)		49.0	* :: -		56.2	-	v	15.9		_	11.4	
oproach LOS		D			Ë		• • •	В			В	
(articalitat Summery		The said States							حسوب	د و در او	مريون	119 ft. 3
CM 2000 Control Delay			20.8	Н	CM 2000	Level of S	Service		С			
CM 2000 Volume to Capac	ity ratio		0.57		2000	LO VOI OI C	OI VICE	14.3				
ctuated Cycle Length (s)	· V		120.0	Ç,	um of los	t time (e)	-		40.0	. · · · · · · · · · · · · · · · · · · ·		
tersection Capacity Utiliza	ion		55.6%			of Service			18.0	-		
nalysis Period (min)			15	· · IC	O LEVEL	OI SELVICE		*** .	В			
			10									

	×		*	1	←	1	†	-	ţ	
Lane Group	<u> </u>	E37,	ଅନ୍ତମ	7.67	779T	NB1	NB_	SBC.	89	
Lane Configurations	75	स	7*	ሻ	λ	ኝ	ት ን	7	44	
Traffic Volume (vph)	377	1	64	6	0	29	1144	- 10	868	
Future Volume (vph)	377	1	64	6	0	29	1144	10	868	
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	NA	
Protected Phases	7	7	7	8	8	5	2	1	6	
Permitted Phases				• •			. :			
Detector Phase	7	7	7	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11:0	16.0	,
Total Split (s)	34.0	34.0	34.0	11.0	11.0	11.0	64.0	11.0	64.0	. "
Total Split (%)	28.3%	28.3%	28.3%	9.2%	9.2%	9.2%	53.3%	9.2%	53.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)	23.6	23.6	21.6	7.7	7.7	8.6	81.5	7.8	75.9	
Actuated g/C Ratio	0.20	0.20	0.18	0.06	0.06	0.07	0.68	0.06	0.63	
v/c Ratio	0.68	0.68	0.19	0.06	0.05	0.24	0.50	0.09	0.46	
Control Delay	54.5	54.6	1.3	54.3	0.4	57.7	12.8	58.2	10.5	
Queue Delay	0.4	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.4	
Total Delay	54.9	54.9	1.3	54.3	0.4	57.7	12.9	58.2	10.9	
LOS	.D.	D	Α	D	A	E	В	E	В	
Approach Delay		47.2			21.4		14.0		11.4	. ,
Approach LOS		D			C		В	•		

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 100 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

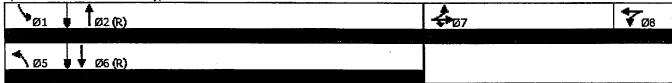
Maximum v/c Ratio: 0.68 Intersection Signal Delay: 19.4

Intersection Capacity Utilization 55.6%

Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 2: US1 Bypass & Borthwick Avenue/Cate Street Extension



Lane Group Flow (vph) 227 228 77 7 11 30 1185 10 1025 v/c Ratio 0.68 0.68 0.19 0.06 0.05 0.24 0.50 0.09 0.46 Control Delay 54.5 54.6 1.3 54.3 0.4 57.7 12.8 58.2 10.5 Queue Delay 0.4 0.4 0.0 0.0 0.0 0.0 0.1 0.0 0.4 Total Delay 54.9 54.9 1.3 54.3 0.4 57.7 12.9 58.2 10.9 Queue Length 50th (ft) 172 172 0 5 0 22 171 8 143 Queue Length 95th (ft) 224 225 0 21 0 55 431 m19 242 Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 Storage Cap Reductn 28 28 0 0 0 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		۶	→	•	•		1	†	1	1	
v/c Ratio 0.68 0.68 0.19 0.06 0.05 0.24 0.50 0.09 0.46 Control Delay 54.5 54.6 1.3 54.3 0.4 57.7 12.8 58.2 10.5 Queue Delay 0.4 0.4 0.0 0.0 0.0 0.0 0.0 0.4 Total Delay 54.9 54.9 1.3 54.3 0.4 57.7 12.9 58.2 10.9 Queue Length 50th (ft) 172 172 0 5 0 22 171 8 143 Queue Length 95th (ft) 224 225 0 21 0 55 431 m19 242 Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Spillback Cap Reductn	******	E31	537	<u> </u>	16.81		V.3(L	¥3=	530	SBT	
V/c Ratio 0.68 0.68 0.19 0.06 0.05 0.24 0.50 0.09 0.46 Control Delay 54.5 54.6 1.3 54.3 0.4 57.7 12.8 58.2 10.5 Queue Delay 0.4 0.4 0.0 0.0 0.0 0.0 0.1 0.0 0.4 Total Delay 54.9 54.9 1.3 54.3 0.4 57.7 12.9 58.2 10.9 Queue Length 50th (ft) 172 172 0 5 0 22 174 8 143 Queue Length 95th (ft) 224 225 0 21 0 55 431 m19 242 Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Spillback Cap Redu		227	228	77	7	11	30	1185	10	1025	
Control Delay 54.5 54.6 1.3 54.3 0.4 57.7 12.8 58.2 10.5 Queue Delay 0.4 0.4 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.4 Total Delay 54.9 54.9 1.3 54.3 0.4 57.7 12.9 58.2 10.9 Queue Length 50th (ft) 172 172 0 5 0 22 171 8 143 Queue Length 95th (ft) 224 225 0 21 0 55 431 m19 242 Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reducth 0 0 0 0 0 0 0 0 0 668 Spillback Cap Reducth 28 28 0 0 0 0 178 0 0		0.68	0.68	0.19	0.06	0.05					
Queue Delay 0.4 0.4 0.0 0.0 0.0 0.0 0.1 0.0 0.4 Total Delay 54.9 54.9 1.3 54.3 0.4 57.7 12.9 58.2 10.9 Queue Length 50th (ft) 172 172 0 5 0 22 171 8 143 Queue Length 95th (ft) 224 225 0 21 0 55 431 m19 242 Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 0 Spillback Cap Reductn 28 28 0 0 0 0 0 0 0 0 0		54.5	54.6	1.3	54.3		4 444				
Total Delay 54.9 54.9 1.3 54.3 0.4 57.7 12.9 58.2 10.9 Queue Length 50th (ft) 172 172 0 5 0 22 171 8 143 Queue Length 95th (ft) 224 225 0 21 0 55 431 m19 242 Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 668 Spillback Cap Reductn 28 28 0 0 0 0 178 0		0.4	0.4	0,0	0.0						
Queue Length 50th (ft) 172 172 0 5 0 22 171 8 143 Queue Length 95th (ft) 224 225 0 21 0 55 431 m19 242 Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reductn 0 0 0 0 0 0 0 668 Spillback Cap Reductn 28 28 0 0 0 0 178 0		54.9	54.9		**						
Queue Length 95th (ft) 224 225 0 21 0 55 431 m19 242 Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reductn 0 0 0 0 0 0 0 668 Spillback Cap Reductn 28 28 0 0 0 178 0 0		172	172	. 0		0				143	
Internal Link Dist (ft) 916 388 250 304 Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reductn 0 0 0 0 0 0 0 0 668 Spillback Cap Reductn 28 28 0 0 0 0 178 0 0	Queue Length 95th (ft)	224	225	0	21	0					
Turn Bay Length (ft) 225 225 150 200 150 Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reductn 0 0 0 0 0 0 0 0 668 Spillback Cap Reductn 28 28 0 0 0 0 178 0			916			388					
Base Capacity (vph) 424 425 481 115 230 125 2376 113 2236 Starvation Cap Reductn 0 0 0 0 0 0 0 668 Spillback Cap Reductn 28 28 0 0 0 178 0 0	Turn Bay Length (ft)	225		225	150	.90.00	200	78.8°	150	001,	
Starvation Cap Reductn 0 0 0 0 0 0 0 668 Spillback Cap Reductn 28 28 0 0 0 0 178 0 0	Base Capacity (vph)	424	425	481	115	230		2376		2236	Alberta State of
Spillback Cap Reductr 28 28 0 0 0 178 0 0		0	0	0		0	1 22 1	0			
Storage Cap Reductn 0 0 0 0 0 0 0		28	28	0	0	0	0	178		000	
		0	0	0	0	0	. 0	0		9.,	· · · · · · · · · · · · · · · · · · ·
Reduced v/c Ratio 0.57 0.57 0.16 0.06 0.05 0.24 0.54 0.09 0.65	Reduced v/c Ratio	0.57	0.57	0.16	0.06	0.05	0.24	0,54	0.09	0.65	

m Volume for 95th percentile queue is metered by upstream signal.

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(n) amani	9 - EBL	: 237	√, <u>3</u> 9R	. 443T	XXB1	ावहर	- NEL	. VST	\33 <u>7</u>	SPL	_ 83 [™]	SBR
Lane Configurations	, Y	्र स	# ر	_ '	1>		"	1	_	_ শ	ተሱ	,
Traffic Volume (vph)	450	/ 1,	/ 81,	/ 7	0.	< 11 _.	/ 34	/1255	7.	/ 11 .	949	135
Future Volume (vph)	450	1	81	7	0	11	34	1255	7	11	949	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	100	1.00	0.95	:	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.85		1.00	1.00		1.00	0.98	
Fit Protected	0.95	0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1702	1615	1805	1615		1752	3499	•	1752	3499	
Flt Permitted	0.95	0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1698	1702	1615	1805	1615		1752	3499		1752	3499	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	542	1	98	8	0.50	12	35	1294	7	11	989	141
RTOR Reduction (vph)	0	Ò	78	Ŏ	12	0	. 0	0	Ó	0	8	0
Lane Group Flow (vph)	271	272	20	8	0	0	35	1301	0	11	1122	0
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	3%	3%	.17%	3%	1%	3%
Turn Type	Split	NA	Prot	Split	NA	070	Prot	NA	,1770		NA	376
Protected Phases	7	7		8	8		5			Prot		
Permitted Phases	·• .		· · · · · ·	0	Ů.		'0.	2	:	1	6	
Actuated Green, G (s)	24.3	24.3	24.3	2.3	2.3		1.1	68.4		4.0	65.0	
Effective Green, g (s)	26.3	26.3	24.3	4.3	4.3		4.4 6.4	70.4		1.0	65.0	
Actuated g/C Ratio	0.22	0.22	0.20	0.04	0.04		0.05	0.59		3.0	67.0	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0					0.02	0.56	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	372	373	327			· · · · · · · · · · · · · · · · · · ·	3.0	3.0		3.0	3.0	
v/s Ratio Prot	0.16			64	57		93	2052		43	1953	
v/s Ratio Perm	0.16	c0.16	0.01	c0.00	0.00		c0.02	c0.37		0.01	0.32	-
v/c Ratio	0.72	0.70	0.00	. 0.40	0.04			2.22				
Uniform Delay, d1	0.73	0.73	0.06	0.12	0.01	:	0.38	0.63	; ;	0.26	0.57	
Progression Factor	43.5	43.5	38.6	56.0	55.8		54.9	16.3		57.4	17.2	
Incremental Delay, d2	1.00	1.00	1.00	1.00	1.00	. :	1.00	1.00		1.24	0.78	
	7.0	7.0	0.1	0.9	0.1		2.5	1.5		2.8	1.1	
Delay (s)	50.5	50.5	38.7	56.9	55.8		57.4	17.8		73.7	14.6	
Level of Service	D _.	D	D	E	E		E	В		E	В	
Approach Delay (s)		48.7	· ·		56.3			18. 9			15.1	
Approach LOS		D			Ε			В			В	
plersection Summary		15 miles 15 miles										
HCM 2000 Control Delay			23.8	ŀ	ICM 2000	Level of	Service		С			
HCM 2000 Volume to Car			0.65		f .		4 1					
Actuated Cycle Length (s			120.0		Sum of lost	time (s)			18.0			
Intersection Capacity Utili	zation		60.7%		CU Level				В		. •	
Analysis Period (min)			15		76.5	-			.			e .
c Critical Lane Group											. ,	-
							٠					

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Ene Grave	155 A 155	ERT	EBR /	MBL.	. ¥9₹.	_ X31.	\37	\$3.L	337	
Lane Configurations	7	स	7	7	1>	*	41	7	44	
Traffic Volume (vph)	450	. 1	81	7	0	34	1255	11	949	
Future Volume (vph)	450	1	81	7	0	34	1255	11	949	• •
Tum Type	Split	NA	Prot	Split	NA	Prot	NA:	Prot	. NA	
Protected Phases	7	7	7	8	8	5	2	1	6	
Permitted Phases		-							. 7	
Detector Phase	7	7	7	8	8	5	2	. 1	6	
Switch Phase			•				. J	·		
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	,11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0	
Total Split (s)	34.0	34.0	34.0	11.0	11.0	11.0	64.0	11.0	64.0	
Total Split (%)	28.3%	28.3%	28.3%	9.2%	9.2%	9.2%	53.3%	9.2%	53.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	. `
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	A Company of the Comp
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		5			
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	•
Act Effct Green (s)	26.3	26.3	24.3	7.7	7.7	8.8	78.8	7.8	73.1	
Actuated g/C Ratio	0.22	0.22	0.20	0.06	0.06	0.07	0.66	0.06	0.61	
v/c Ratio	0.73	0.73	0.23	0.07	0.05	0.27	0.57	0.10	0.53	• ,
Control Delay	55.1	55.1	3.6	54.4	0.5	58.4	15.0	67.3	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	. 12	.0.0	0.2	
Total Delay	55.1	55.1	3.6	54.4	0.5	58.4	16.8	67.3	14.0	
LOS	. , E	. Е	A	D	Α	Ε	В	E	В	•
Approach Delay	4.	47.2			22.0		17.9	·	14.5	
Approach LOS		D.;			C		1B		: B	
ନ୍ତିରଙ୍ଗର ବିଜ୍ଞାନ୍ତ ନ୍ତି		Supplied to								

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 5 (4%), Referenced to phase 2:NBT and 6:SBT, Start of Green

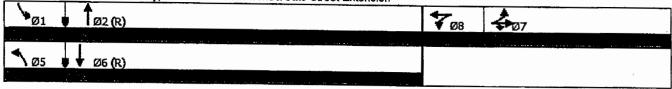
Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73
Intersection Signal Delay: 22.7
Intersection Capacity Utilization 60.7%
Analysis Period (min) 15

Intersection LOS: C ICU Level of Service B

Splits and Phases: 2: US1 Bypass & Borthwick Avenue/Cate Street Extension



	۶	→	•	•	4	1	†	1	1			
Larie Group	E90	g EBF	ं इड्ड	WB.	W9.	1. NB <u>1</u> .	NB*	331	(\$37).:			12.
Lane Group Flow (vph)	271	272	98	8	12	35	1301	11	1130	<u> </u>		
v/c Ratio	0.73	0.73	0.23	0.07	0.05	0.27	0.57	0.10				
Control Delay	55.1	55.1	3.6	54.4	0.5	58.4	15.0	67.3	0.53 13.8			
Queue Delay	0.0	0.0	0.0	0.0	0.0		1.8	0.0				
Total Delay	55.1	55.1	3.6	54.4	0.5	0.0 58.4	16.8		0.2			
Queue Length 50th (ft)	203	204	÷. 0.	6	0.5		226	67.3	14.0			
Queue Length 95th (ft)	269	269	12	23	0	26 61		8	195			
Internal Link Dist (ft)		916	'-	, 20	388	01	496	m20	m185			
Turn Bay Length (ft)	225	0.10	225	150	300	200	250		304		, ,	
Base Capacity (vph)	427	428	484	· 115	220	200	0000	150				
Starvation Cap Reductn		0	<u></u>	0	230	128	2299	114	2176			
Spillback Cap Reductn	ň	·	0	0	Ü	0	700	. 0	336			
	0	. 0			Ų	. 0	783	0	0			
	0.63	.0:64	. •	0.02	0 0.05	.:0.27:	0	0 40	0			
Storage Cap Reductn Reduced v/c Ratio	0 0.63	0 0.64	0.20	0.07	0 0.05	0 0.27	0 0.86	0 0.10	0 0 0.61			

m Volume for 95th percentile queue is metered by upstream signal.

	۶	→	•	•	←	4	4	1	~	-	ţ	4
Aoviaman'i	, <u>191</u>	<u> </u>	ESR	. WeT		<u> </u>	Z37	7.37	ेशहर	\$32	837	SBR
ane Configurations	*1	्रब	7	7	1		N.	ተቡ		*	† }	
raffic Volume (vph)	493	1.	88 ,	/ 8	/ 0	12	/37.	/ 1386 .	/ 8.	/ 12.	1048	148
future Volume (vph)	493	1	88	8	0	12	37	1386		12	1048	148
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0	1	4.0	4.0	
ane Util. Factor	0.95	0.95	1.00	1.00	1,00		1.00	0.95		1.00	0.95	
rt	1.00	1.00	0.85	1.00	0.85		1.00	1.00		1.00	0.98	-
It Protected	0.95	0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1702	1615	1805	1615	****	1752	3499		1752	3499	
It Permitted	0.95	0.95	1.00	0.95	1.00	N 1	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1698	1702	1615	1805	1615	:	1752	3499	: 2	1752	3499	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.97	0.97	0.97	0.96		0.00
\dj. Flow (vph)	594	1	106	9	0.50	13		****			0.96	0.96
RTOR Reduction (vph)	0	.0	84		12	0	38	1429	8	12	1092	154
ane Group Flow (vph)	297	298	22	9	12	****	0	0	0.	0	8	0
leavy Vehicles (%)	1%	0%	0%	0%	•	0	38	1437	0	13	1238	0
					0%	0%	3%	3%	17%	3%	1%	3%
Furn Type Protected Phases	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
			7	8	8		5	2	1	1	6	٠.
Permitted Phases	054	i de a	05.4					,				
Actuated Green, G (s)	25.4	25.4	25.4	3.2	3.2		3.6	65.4		2.0	63.8	
ffective Green, g (s)	27.4	27.4	25.4	5.2	5.2		5.6	67.4		4.0	65.8	
Actuated g/C Ratio	0.23	0.23	0.21	0.04	0.04	.·	0.05	0.56		0.03	0.55	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	17	3.0	3.0		3.0	3.0	
ane Grp Cap (vph)	3 87	388	341	78	69		81	1965		58	1918	
/s Ratio Prot	0.17	c0.18	0.01	c0.00	0.00		c0.02	c0.41		0.01	0.35	
/s Ratio Perm					, .							
/c Ratio	0.77	0.77	0.07	0.12	0.01		0.47	0.73	, e .	0.22	0.65	
Jniform Delay, d1	43.3	43.3	37.8	55.2	54.9		55.8	19.6		56.5	18.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.24	0.93	:
ncremental Delay, d2	8.8	8.8	0.1	0.7	0.0		4.2	2.4		1.6	1.4	
Delay (s)	52.2	52.2	37.9	55.8	55.0		60.0	22.0		71.6	19.0	
evel of Service	D	D	D	E	D		È	Č		7,1.0 E	В.	
Approach Delay (s)	1000	50.0		_	55.3		·	23.0			19.5	
oproach LOS		D	1 . 1. 21.	/	F		'A.				. 13.3	
rigisadion Summan			ine inves	and Sugar	-		Vicinia de la composición della composición dell					
	A Company								245.25			
ICM 2000 Control Delay			27.4	. +	ICM 2000	Level of	Service		С			
ICM 2000 Volume to Capac	ity ratio		0.72							·		
Actuated Cycle Length (s)			120.0		Sum of los				18.0			
ntersection Capacity Utilizati	ion	. 1	65.6%	10	CU Level	of Service	3		С			
Analysis Period (min)			15									
Critical Lane Group												

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Care Group	EST	537	<u>: </u>)\B_	77.37	N3(_	9.5±	S3/_	SBT.			
Lane Configurations	ሻ	ર્ન	7	7	7	ħ	44	ħ	†			
Traffic Volume (vph)	493	1	88	8	0.	37	1386	12	1048			
Future Volume (vph)	493	1	88	8	0	37	1386	12	1048			
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	NA			
Protected Phases	. 7	7	7	8	8	5	2	1	6			
Permitted Phases												
Detector Phase	7	7	7	8	8	5	2	1	6			
Switch Phase	· · · · · · · · · · · · · · · · · · ·											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0			
Total Split (s)	35.0	35.0	35.0	11.0	11.0	11.0	63.0	11.0	63.0			
Total Split (%)	29.2%	29.2%	29.2%	9.2%	9.2%	9.2%	52.5%	9.2%	52.5%		· .	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2 .0	-2.0	-2.0	-2.0	-2.0			
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		: .					
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min			
Act Effct Green (s)	27.4	27.4	25.4	7.4	7.4	8.1	73.4	7.5				•
Actuated g/C Ratio	0.23	0.23	0.21	0.06	0.06	0.07	0.61	0.06	0.59			
v/c Ratio	0.77	0.77	0.24	0.08	0.06	0.32	0.67	0.12	0.60			٠.
Control Delay	56.6	56.7	4.1	55.1	0.5	61.5	20.5	68.5	18.5			
Queue Delay	1.4	1.4	0.0	0.0	0.0	0.0	1.1	0.0	0.2	. ;.	-	
Total Delay	58.0	58.1	4.1	55.1 _	0.5	61.5	21.5	68.5	18.7			
LOS	E	E	1 A. A.	E	A	Ε	C	E	В			
Approach Delay		49.9			22.8		22.6		19.2			
Approach LOS		D .			C	3.13	C		В			

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 14 (12%), Referenced to phase 2:NBT and 6:SBT, Start of Green

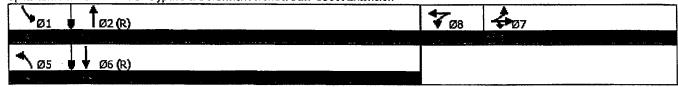
Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77 Intersection Signal Delay: 26.9 Intersection Capacity Utilization 65.6% Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 2: US1 Bypass & Borthwick Avenue/Cate Street Extension



	۶	-	\rightarrow	•	—	4	†	-	ļ		
Lane Greet	[EB]	<u>: 561</u>	533	187		N3_	NET	S31	\$35		
Lane Group Flow (vph)	297	298	106	9	13	38	1437	13	1246	<u></u>	
v/c Ratio	0.77	0.77	0.24	0.08	0.06	0.32	0.67	0.12	0.60		
Control Delay	56.6	56.7	4.1	55.1	0.5	61.5	20.5	68.5	18.5		
Queue Delay	1.4	1.4	0.0	0.0	0.0	0.0	1.1	0.0	0.2		
Total Delay	58.0	58.1	4.1	55.1	0.5	61.5	21.5	68.5	18.7		
Queue Length 50th (ft)	222	223	0	7	0	28	388	9	363		
Queue Length 95th (ft)	292	293	17	24	0	66	593	m21	m495		
Internal Link Dist (ft)	1.32.	916			388		250	, 177	304	er e e	
Turn Bay Length (ft)	225		225	150		200		150	N 5.5 1.1		
Base Capacity (vph)	438	439	493	111	227	117	2141	109	2081		
Starvation Cap Reductn	0	0	0	0	0	0	0	Ö	185	٠,	-
Spillback Cap Reductn	41	42	0	0	0	0	426	0	0		
Storage Cap Reductn	0	0	0	. 0	0	0	0	0	0		•
Reduced v/c Ratio	0.75	0.75	0.22	80.0	0.06	0.32	0.84	0.12	0.66		
información Summany											

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis 2: US1 Bypass & Borthwick Avenue/Cate Street Extension

	۶		*	•	←	•	•	†	<i>/</i>	/		-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	14	7	- 15	- jr	485	34	1 3		-4	_ ^1 }	
Traffic Volume (vph)	442	14	80	51 \	11 6	287 🗸	33	1249	10	199	935	127
Future Volume (vph)	442	14	80	51	11	287	33	1249	10	199	935	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	. '	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	1.00		1.00	0.98	
Fit Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1708	1615	1805	1625		1752	3497		1752	3502	
FIt Permitted	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1698	1708	1615	1805	1625	_	1752	3497		1752	3502	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	533	17	96	57	12	319	34	1288	10	207	974	132
RTOR Reduction (vph)	0	0	80	0 .	112	0	0	1	0	0	9	0
Lane Group Flow (vph)	277	273	16	57	219	0	34	1297	0	207	1097	0
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	3%	3%	17%	3%	1%	3%
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	19.8	19.8	19.8	15.9	15.9		3.0	46.2		14.1	57.3	
Effective Green, g (s)	21.8	21.8	19.8	17.9	17.9		5.0	48.2		16.1	59.3	
Actuated g/C Ratio	0.18	0.18	0.17	0.15	0.15		0.04	0.40		0.13	0.49	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	308	310	266	269	242		73	1404		235	1730	
v/s Ratio Prot	c0.16	0.16	0.01	0.03	c0.13		0.02	c0.37		c0.12	0.31	
v/s Ratio Perm												
v/c Ratio	0.90	0.88	0.06	0.21	0.90		0.47	0.92		0.88	0.63	
Uniform Delay, d1	48.0	47.8	42.2	44.9	50.Ž		56.2	34.2		51.0	22.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.98	0.90	
Incremental Delay, d2	27.0	23.9	0.1	0.4	33.2		4.6	11.6		26.0	1.5	
Delay (s)	75.0	71.8	42.3	45.2	83,4		8,08	45.8		76.1	21.6	
Level of Service	Ε	Ė	D	D	F		E	D		È	С	
Approach Delay (s)		68.8			77.8			46.2			30.2	
Approach LOS		Е			Е			D			С	
Intersection Summary				<u> 1, 4, 3, 4, </u>								
HCM 2000 Control Delay			47.8	Н	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Capa	city ratio		0.93									
Actuated Cycle Length (s)			120.0		um of lost				18.0			
Intersection Capacity Utiliza	ation		90.1%	IC	U Level	of Service			Ε			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	-	•	€	←	4	†	\	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	1	र्स	7	34	1) A	† \$	346	∱ }	
Traffic Volume (vph)	442	14	80	51	11	33	1249	199	935	
Future Volume (vph)	442	14	80	51	11	33	1249	199	935	
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	NA	•
Protected Phases	7	7	7	8	8	5	2	1	6	
Permitted Phases										
Detector Phase	7	7	7	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0	
Total Split (s)	26.0	26.0	26.0	22.0	22.0	11.0	52.0	20.0	61.0	
Total Split (%)	21.7%	21.7%	21.7%	18.3%	18.3%	9.2%	43.3%	16.7%	50.8%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Ü		Ū	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)	21.8	21.8	19.8	17.9	17.9	7.1	48.2	16.1	61.8	
Actuated g/C Ratio	0.18	0.18	0.16	0.15	0.15	0.06	0.40	0.13	0.52	
v/c Ratio	0.90	0.88	0.23	0.21	0.94	0.33	0.92	0.88	0.61	
Control Delay	79.8	76.8	1.2	47.2	64.9	63.2	46.2	81.3	20.6	
Queue Delay	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.4	
Total Delay	79.8	76.8	1.2	47.2	114.9	63.2	46.2	81.3	21.0	
LOS	Ε	Ε	Α	D	F	E	D	F	С	
Approach Delay		66.9			104.9		46.6		30.5	
Approach LOS		Ε			F		D		С	
Intersection Summary	4.000				Rajasti	1		1		

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 20 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Green

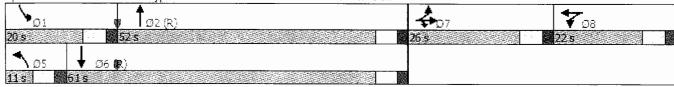
Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94 Intersection Signal Delay: 50.6 Intersection Capacity Utilization 90.1%

Intersection LOS: D
ICU Level of Service E

Analysis Period (min) 15



	<i>≯</i>	-	•	•	←	•	†	\	↓		
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT		
Lane Group Flow (vph)	277	273	96	57	331	34	1298	207	1106	 	
v/c Ratio	0.90	0.88	0.23	0.21	0.94	0.33	0.92	0.88	0.61		
Control Delay	79.8	76.8	1.2	47.2	64.9	63.2	46.2	81.3	20.6		
Queue Delay	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.4		
Total Delay	79.8	76.8	1.2	47.2	114.9	63.2	46.2	81.3	21.0		
Queue Length 50th (ft)	223	218	0	39	160	26	497	152	254		
Queue Length 95th (ft)	#336	#328	0	80	#341	61	#646	m#260	m426		
Internal Link Dist (ft)		916			388		250		304		
Turn Bay Length (ft)	225		225	150		200		150			
Base Capacity (vph)	311	313	428	270	355	103	1405	235	1810		
Starvation Cap Reductn	0	0	0	. 0	0	0	0	0	266		
Spillback Cap Reductn	0	0	0	0	139	. 0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.89	0.87	0.22	0.21	1.53	0.33	0.92	0.88	0.72		
Intersection Summary			5/2003	w.1/			e jeroog		5.11056	٠.,.	

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	•	→	7	•	←	•	4	†	/	-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*5	1	7	- M	1	_	- M	14		*	† \$	•
Traffic Volume (vph)	485	14.	87 L		11	288	36		1 1 ·	200	1 034	 2140
Future Volume (vph)	485	14	87	52	11	288	36	1380	11	200	1034	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	1.00		1.00	0.98	
Fit Protected	0.95	0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1708	1615	1805	1625		1752	3497		1752	3502	
FIt Permitted	0.95	0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1698	1708	1615	1805	1625		1752	3497		1752	3502	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	584	17	105	58	12	320	37	1423	11	208	1077	146
RTOR Reduction (vph)	0	0	88	0	96	0	0	1	0	0	9	(
Lane Group Flow (vph)	298	303	18	58	236	0	37	1433	0	208	1215	(
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	3%	3%	17%	3%	1%	3%
Turn Type	Split	NA	Prot	Split	NA	0,70	Prot	NA		Prot	NA	07
Protected Phases	7	7	7	8	8		5	2		1	6	
Permitted Phases	·	·	•	Ü			J	2		'	U	
Actuated Green, G (s)	20.0	20.0	20.0	15.0	15.0		3.0	48.0		13.0	58.0	
Effective Green, g (s)	22.0	22.0	20.0	17.0	17.0		5.0	50.0		15.0	60.0	
Actuated g/C Ratio	0.18	0.18	0.17	0.14	0.14		0.04	0.42		0.12	0.50	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	311	313	269	255	230		73	1457		219	1751	
v/s Ratio Prot	0.18	c0.18	0.01	0.03	c0.15		0.02	c0.41		c0.12	0.35	
v/s Ratio Perm	0.10	60.10	0.01	0.03	CO. 13		0.02	60.41		CU. 12	0.33	
v/c Ratio	0.96	0.97	0.07	0.23	1.03		0.51	0.98		0.05	0.60	
Uniform Delay, d1	48.5	48.7	42.1	45.7	51.5		56.3	34.6		0.95	0.69	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00			52.1	23.0	
Incremental Delay, d2	39.4	41.8	0.1	0.5	66.1		5.4	1.00 20.0		0.98	0.92	
Delay (s)	88.0	90.4	42.2	46.1	117.6		61.7			40.4	1.8	
Level of Service	66.9 F	F	42.2 D	40.1 D	F		61. <i>į</i> E	54.6		91.5	22.9	
Approach Delay (s)	ı	82.2	D	D	107.0		_	D 54.9		F	C 22.0	
Approach LOS		62.2 F			107.0 F			54.8 D			32.9 C	
Intersection Summary									,		Ü	,
HCM 2000 Control Delay			56.9	Н	CM 2000	Level of S	Service		E		·····	
HCM 2000 Volume to Capac	itv ratio		1.00		000	_0,0,0,0	201 1100		_			
Actuated Cycle Length (s)	,		120.0	S	um of lost	time (s)			18.0			
Intersection Capacity Utilizati	ion		95.1%		CU Level				F			
Analysis Period (min)			15		.5 257010	7. OOI VIOO			'			
c Critical Lane Group												

	*	-	*	€	-	*	†	\	↓	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	*	र्स	7	7	ĵ.	*	1) A	1	-
Traffic Volume (vph)	485	14	87	52	11	36	1380	200	1034	
Future Volume (vph)	485	14	87	52	11	36	1380	200	1034	
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	·NA	
Protected Phases	7	7	7	8	8	5	2	1	6	
Permitted Phases										
Detector Phase	7	7	7	8	8	5	2	1	6	
Switch Phase	•									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0	
Total Split (s)	26.0	26.0	26.0	21.0	21.0	11.0	54.0	19.0	62.0	
Total Split (%)	21.7%	21.7%	21.7%	17.5%	17.5%	9.2%	45.0%	15.8%	51.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)	22.0	22.0	20.0	17.0	17.0	7.0	50.0	15.0	62.4	
Actuated g/C Ratio	0.18	0.18	0.17	0.14	0.14	0.06	0.42	0.12	0.52	
v/c Ratio	0.96	0.97	0.25	0.23	1.02	0.36	0.98	0.95	0.67	
Control Delay	90.5	92.5	1.4	48.3	88.7	64.7	54.9	94.7	21.8	
Queue Delay	0.0	0.0	0.0	0.0	39.0	0.0	0.0	0.0	0.4	
Total Delay	90.5	92.5	1.4	48.3	127.7	64.7	54.9	94.7	22.2	
LOS	F	F	Α	D	F	Ε	D	F	С	
Approach Delay		78.1			115.9		55.1		32.8	
Approach LOS		Ε			F		Е		С	
Intersection Summary						JAN 184	4.5.1.1			ethana da ta la la la la la la la la la la la la la

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 20 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02 Intersection Signal Delay: 57.1 Intersection Capacity Utilization 95.1%

Intersection LOS: E ICU Level of Service F

Analysis Period (min) 15

2: US1 Bypass & Borthwick Avenue/Cate Street Extension Splits and Phases:



	<i>></i>	→	\rightarrow	•	←	•	†	>	ļ		
Lane Group	EBL	EBT.	EBR	WBL	WBT	NBL	NBT	SBL	SBT		
Lane Group Flow (vph)	298	303	105	58	332	37	1434	208	1223	 	
v/c Ratio	0.96	0.97	0.25	0.23	1.02	0.36	0.98	0.95	0.67		
Control Delay	90.5	92.5	1.4	48.3	88.7	64.7	54.9	94.7	21.8		
Queue Delay	0.0	0.0	0.0	0.0	39.0	0.0	0.0	0.0	0.4		
Total Delay	90.5	92.5	1.4	48.3	127.7	64.7	54.9	94.7	22.2		
Queue Length 50th (ft)	243	247	0	40	~187	28	568	154	326		
Queue Length 95th (ft)	#375	#382	0	82	#379	65	#738	m#268	m469		
Internal Link Dist (ft)		916			388		250	11111 200	304		
Turn Bay Length (ft)	225		225	150		200	200	150	004		
Base Capacity (vph)	311	313	428	255	326	102	1458	219	1829		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	207	-	
Spillback Cap Reductn	0	0	0	0	181	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.96	0.97	0.25	0.23	2.29	0.36	0.98	0.95	0.75		
Intersection Summary			en en en en en en en en en en en en en e							• :	

Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	٠	→	*	•	←	4	4	†	~	\	↓	√
Movement	- ED/	23	_E33	7/BL	Wen	435	√.5.7	7.37	V3R	837	887	337
Lane Configurations	ħ	. લે	7 7	_ Y	- B		*	41	_	_ }	√ ↑Ъ	
Traffic Volume (vph)	137	/ 2 ⋅	22 1	/ 2N	2	15	18 •	912	5.4	14	798	176 4
Future Volume (vph)	137	2	22	2	2	15	18	912	5	14	798	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0		4.0	4.0	1300
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	N. J. J.	1.00	0.95	3851		0.95	
Frt	1.00	1.00	0.85	1.00	0.87	a la dinazione	1.00	1.00	Dan marin	1.00	0.99	
Flt Protected	0.95	0.95	1.00	0.95	1.00	581 E. L.W.	0,95	1.00	WAR.	0.95	1.00	aztini
Satd. Flow (prot)	1681	1665	1583	1805	1649	الأهلاء	1703	3572	ir Ade aal Mil V	1770	3521	
Flt Permitted	0.95	0.95	1.00	0.95	1.00		0.95	1.00	11,000	0.95	1.00	2.7
Satd. Flow (perm)	1681	1665	1583	1805	1649	. :	1703	3572		1770	3521	
Peak-hour factor, PHF	0.65	0.65	0.65	0.68	0,68	0.68	0.96	0.96	0.96			0.00
Adj. Flow (vph)	211	3	34	3	3	22	0.96 19	950	0.90 5	-0.92 15	0.92 867	0.92
RTOR Reduction (vph)	. Q	⇒ ŏ.	30	ŏ	21	22	0	350 100		15 0		83
Lane Group Flow (vph)	108	106	4	3	. بالكائدية 4	0	19	955	0.	15	5	0
Heavy Vehicles (%)	2%	50%	2%	- 0%	0%	0%	6%	900 1%	- 0%	2%	945	0
Turn Type	Split	NA	Prot	Split	NA	UW			U 70		1%	3%
Protected Phases	opiit A	- 170	4	Spiit 8	NA 8		Prot 5	NA	3 7 7	Prot	NA	
Permitted Phases	at the Mil.		· ALAT		0			2			6	
Actuated Green, G (s)	12.4	12.4	12.4	4.14	4.1	1 . 11.		00.5		. 36.6		
Effective Green, g (s)	14.4	14.4	12.4	6.1	6.1		3.2	66:5	1431 11/	3.0	66.3	>
Actuated g/C Ratio	0.13	0.13	0.11	0.06	0.06		5.2	68.5		5.0	68.3	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		0.05	0.62		0.05	0.62	
Vehicle Extension (s)	3.0	3.0		3.0		. ,	6.0	6.0	·. · . · . ·	6.0	6.0	
Lane Grp Cap (vph)		217			3.0		3:0	3.0		3.0	3.0	
v/s Ratio Prot	220 c 0:06	0.06	178	100	91		80	2224		80	2186	
v/s Ratio Perm	CO:OO	0.06	0.00	0.00	c0.00	[2.2 [22]	c0.01	0.27		0.01	c0.27	20 f.
v/c Ratio	0.40	0.46	0.00		المعطام الكا		المعتادة ا	. عاد ا		the res		
	0.49	0.49	0.02	0.03	0.05		0,24	0.43	الا بنيد.	0.19	0.43	
Uniform Delay, d1 Progression Factor	44.4	44.4	43.4	49.2	49.2		50.5	10.7	e Visit	50.5	10.8	
The state of the s	1.00	1.00	1,00	1.00	1.00		1.00	1.00		1.07	0.71	2.5
incremental Delay, d2 Delay (s)	1.7	1.7	0.0	0.1	0.2		1.5	0.6		1.1	0.6	
Level of Service	46.1	46.1	43.5	49.3	49.4		52.0	11.3		55.0	8.3	
	D 2 186.754	D	D	D	D		D.	В	. e e e e e	ΕΕ	Α, Α	
Approach Delay (s) Approach LOS	las francis		<u> </u>		49.4			12.1		wibaki	9.0	
Approacti LOS		D			D			В			Α	
Metacolos Summen				Fr. Design	1.05							
HCM 2000 Control Delay			15.0	Н	CM 2000	Level of S	Service		В	ئىنىڭ بەرسەت		
HCM 2000 Volume to Capac	ity ratio	N. Viller	0.41		7 1 5 X		V. S	V. 1949	80. J. S.	1,177		11 T.Y.
Actuated Cycle Length (s)			110.0	Sı	um of lost	time (s)	A	dan ba	18.0		i terri	
Intersection Capacity Utilizat	ion		42.8%			Service			Δ	guri.	, į .	4
Analysis Period (min)	* * * * * * * * * * * * * * * * * * * *	: 200' . na	15		- 1117	T. T. S. L. L. C.	Saucit .	and Artists.	- 	v ::		.1.3. 1
c Critical Lane Group		47.00	17 · 4	V.	4, 173	i kalan Manaka Ma	99 by Y			Williams	c. • .;	
S. S. S. S. S. S. S. S. S. S. S. S. S. S	:			//41		izalilik ili "abi	2016 1	• ::: - 4	``	- i'1':.	100	

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Lana Grove		E97	EB R	W31	WET	NBL	7.3	SBL	837. //
Lane Configurations	ሻ	4	7	¥	A	ሻ	↑ }	ሻ	^ }
Traffic Volume (vph)	137	2	22 22	2	2	18	912	14	798
Future Volume (vph)	137	2	22	2	2	18	912	14	798
Turn Type	Split	NA	Prot	Split	NA.	Prot	NA	Prot	NA .
Protected Phases	4	4	4	8	8	5	2	1	6
Permitted Phases									
Detector Phase	4	4	4	8	8	5	2	1	6
Switch Phase								HAA!	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	1.0	4.0	1.0	4.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0
Total Split (s)	24.0	24.0	24.0	13.0	13.0	13.0	60.0	13.0	60.0
Total Split (%)	21.8%	21.8%	21.8%	11.8%	11.8%	11.8%	54.5%	11.8%	54.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2,0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?					والمستعدد المستعدد				
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min
Act Effct Green (s)	14.4	14.4	12.4	8,3	8.3	8.8	74.6	8.5	74.3
Actuated g/C Ratio	0.13	0.13	0.11	80.0	0.08	0.08	0.68	0.08	0.68
v/c Ratio	0.49	0.49	0.11	0.02	0.17	0.14	0.39	0.11	0.40
Control Delay	51.3	51.3	0.7	46.5	23.5	48.8	11.3	51.6	8.2
Queue Delay	0.0	0,0	0.0	0.0	0,0	0.0	0.0	.0.0	01
Total Delay	51.3	51.3	0.7	46.5	23.5	48.8	11.3	51.6	8.4
LOS	Ď	D	Α	D	C	Ď	· B	D	
Approach Delay		44.4			25.9		12.0		- 9.1
Approach LOS		D		e ize e i i e e e e e i e e e e e e e e e e	℃		B		A A A A A A A A A A A A A A A A A A A

riersection Summary

Cycle Length: 110.

Actuated Cycle Length: 110

Offset: 107 (97%), Referenced to phase 2:NBT and 6:SBT; Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

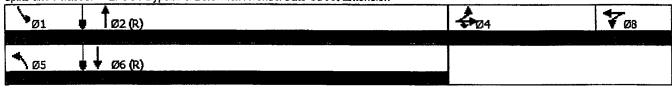
Intersection Signal Delay: 14.5

Intersection Capacity Utilization 42.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A



	۶	→	•	•	←	4	†	1	↓	
Lane Grove	EBL		<u> </u>	W.B.T	· 1,79 =	NB[N37.	S51	83	
Lane Group Flow (vph)	108	106	34	3	25	19	955	15	950	
v/c Ratio	0.49	0:49	0.11	0.02	0.17	0.14	0.39	0.11	0.40	Maria Barasa da da da da da da da da da da da da da
Control Delay	51.3	51.3	0.7	46.5	23.5	48.8	11.3	51.6	8.2	Maria Cara Cara Cara Cara Cara Cara Cara
Queue Delay	0.0	0.0	0.0	0.0	0.0	0:0	0.0			
Total Delay	51.3	51.3	0.7	46.5	23.5	48.8	11.3	51.6	8.4	
Queue Length 50th (ft)	75	73	. 0	.2	2	-13	133	10		5 (1.87 %)
Queue Length 95th (ft)	90	88	0	9	18	3 6	294	m30	175	Maria Maria e Mercana da maria
Internal Link Dist (ft)		916			388	37.5	250		304	Section 1
Turn Bay Length (ft)	225		2 25	150		200	an marin.	150		avi (11. v. d. v. o. o. o. o. o. o. o. o. o. o. o. o. o.
Base Capacity (vph)	305	302	383	151	158	146	2429	148	2397	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	519	المراسية المستعدد والمعادد والسافات
Spillback Cap Reductn	. 0	0	0	0	0	0	148	.0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	Ô	0	47 mars is Alas Indian to the Mills of the Alas Indian
Reduced v/c Ratio	0.35	0.35	0.09	0.02	0.16	0.13	0.42	0.10	0.51	
Merseoller Summery							orternado, Prode a -	5 ·		was the Carlot Construction and the construction of the carlot construction

m Volume for 95th percentile queue is metered by upstream signal.

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Victor of		_ 53T	533_	7.3.	497	५७३	73.	7.3~	NES.	881	837	SER
Lane Configurations	7	/ 4	1	- 5	1		<u> </u>	4 1		*	47	
Traffic Volume (vph)	154	2,	25/	21	2.	17.	21.4	1007	6/		/ 881 ·	87/
Future Volume (vph)	154	2	25	2	2	17	21	1007	6	15	881	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	- 2. H	1.00	0.95		1.00	0.95	Pr.
Frt	1.00	1.00	0.85	1.00	0.87	Caral Telescope	1.00	1.00		1.00	0.99	
Fit Protected	0.95	0.95	1.00	0.95	1.00		0.95	1:00		0.95	1.00	44. W
Satd. Flow (prot)	1681	1668	1583	1805	1646	eren e e e e e e e e e e e e e e e e e e	1703	3571	an in the	1770	3520	· . · ·
Fit Permitted	0.95	0.95	1.00	0.95	1.00	1. 44	0.95	1.00	, 11.	0.95	1.00	
Satd. Flow (perm)	1681	1668	1583	1805	1646	:	1703	3571	:	1770	3520	
Peak-hour factor, PHF	0.65	0.65	0.65	0.68	0.68	0.68	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	237	3	38	3	3	25	22	1049	6	16	958	95
RTOR Reduction (vph)	0	0	33	0.	24	- 0	0	0	0	- 10 - 0:	5	
Lane Group Flow (vph)	121	119	5	3	4	0	22	1055	Ô	. 16	1048	0
Heavy Vehicles (%)	2%	50%	2%	0%	0%	0%	6%	1%	0%	2%	1048	3%
Turn Type	Split	NA	Prot	Split	NA	, <u>, , , , , , , , , , , , , , , , , , </u>	Prot	NA	070			370
Protected Phases	4	. 34	4	8		وموجوة	F101	NA 2		Prot	NA	
Permitted Phases		is in the second					.0				6	140
Actuated Green, G (s)	13,4	13.4	13.4	4.1	4.1		2.2	Cor.	200	0.0	05.0	
Effective Green, g (s)	15.4	15.4	13.4	6.1	6.1		3.3 5.3	65.5 67.5		3.0	65.2	
Actuated g/C Ratio	0.14	0.14	0.12	0.06	0.06	o . 33	0.05	67.5 0.61		5.0	67.2	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			The same of the same		0.05	0.61	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	117.4%	6.0	6.0	4. 3	6.0	6.0	
Lane Grp Cap (vph)	235	233	192				3.0	3.0	<u> </u>	3.0	3.0	
v/s Ratio Prot	c0.07	233 0.07	0.00	100	91		82	2191		80	2150	
v/s Ratio Perm	60.07.	. 0.07	0.00	0.00	c0.00		c0.01	0.30		0.01	c0.30	. ::
v/c Ratio	0.54	O E4	0.00	. 0.00	0.05							
Uniform Delay, d1	0.51 43.8	0.51	0.02	0.03	0.05		0.27	0.48		0.20	0.49	
Progression Factor		43.8	42.5	49.2	49.2	A. 12	50.5	11.7		50.6	11.9	
Incremental Delay, d2	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.16	0.74	
3	1.9	1.9	0.1	0.1	0.2		1.8	0.8		1.2	0.7	
Delay (s) Level of Service	45.7	45.7	42.6	49.3	49.4		52.2	12.4		59.6	9.5	
and the state of t	D	D	D	D	D		D	В.,,,.		E	ΑΑ	
Approach Delay (s)		45.3			49.4			13.2			10.3	
Approach LOS		D			D			В			В	
Margadion Symmaty												
HCM 2000 Control Delay			16.0	Н	CM 2000	evel of	Service		D			
HCM 2000 Volume to Cap	acity rafio		0.46		-III 2000	LOVEI UI	OI VICE	V. 18. 18.	Ь			
Actuated Cycle Length (s)	TO MAR DE TALL.	: / .	110.0		um of lost	time (e)	1.1.11144	Pian Didin	10 0	ile – ile		
Intersection Capacity Utiliz	ation	۱	45.7%		U Level o		1,777	3 a 3 b 3	18.0		350	
Analysis Period (min)			15	المنسب :	o revelo	OCIVICE		will the	A.	a mili		
c Critical Lane Group	: ','		: 15									
- Sunan Pano Cionb								11.Y' i				

	•	→	*	•	←	4	†	-	Ţ	
Larie Group	E31	_ E9.T	<u> </u>	WB(_	:MB=	9.37	%3Ç	SEL	\$37	
Lane Configurations	*	री	*	75	f	ሻ	† }	ሻ	† \$	
Traffic Volume (vph)	154	2	25	2	2	21		15	881	
Future Volume (vph)	154	2	25	2	2	21	1007	15	881	
Turn Type	Split	NA	Prot	Split	NA	Prot	NA.	Prot		H 1 8 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Protected Phases	4	4	4	8	8		: 1998 2			
Permitted Phases	100					.:: `	_	1	, A.	
Detector Phase	4	4	4	8	8	 5	2	4	6	and the state of t
Switch Phase				Ĭ	,:	7,. J			6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	1.0	4.0	1.0	4.0	Andrew Commence
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0	
Total Split (s)	23.0	23.0	23.0	13.0	13.0	13.0	63.0	11.0	61.0	
Total Split (%)	20.9%	20.9%	20.9%	11.8%	11.8%	11.8%		10.0%	55.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	and the same of the same
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	*
Lead/Lag		- 10 ALVIN .	70	,		Lead	Lag	Lead		Service and the service of the servi
Lead-Lag Optimize?			e de la	1	ta in Mila		Lag	Leau	Lag	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effet Green (s)	15.4	15.4	13.4	8.3	8,3	9.0	73.5	8.5	73.2	egente i julio e
Actuated g/C Ratio	0.14	0.14	0.12	0.08	0.08	0.08	0.67	0.08	0.67	in marketing
v/c Ratio	0.52	0.51	0.12	0.02	0.19	0.16		0.12	0.67	
Control Delay	50.9	50.8	8.0	46.5	22.7	49.0	12.5	55.9	9.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5 0.1	e vit
Total Delay	50.9	50.8	0.8	46.5	22.7	49.0	12.5	55.9	9.7	1 Maria de la companya della companya della companya de la companya de la companya della company
LOS	D	D	Α	D	C	70.0 D	12.3 B	55.8 E	9.7 A	grade and
Approach Delay	· · · · · · · · · · · · · · · · · · ·	44.0	2%	 .	25.0		13.2	<u> </u>	10.4	
Approach LOS		D	1 44	· 4, .	20.0	, ÷ v	13.2 B		10.4 B	Section 18
Moranofan Cunwan	in a second	st. 7					P.		Б.	المناف المسال

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

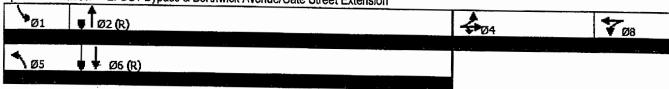
Maximum v/c Ratio: 0.52

Intersection Signal Delay: 15.6

Intersection Capacity Utilization 45.7%

Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A



	۶	-	•	•	←	4	†	\	↓	
Lama Grout	.	237	535	WEL	687	7.31	NB**	S31	837	
Lane Group Flow (vph)	121	119	38	3	28	22	1055	16	1053	
v/c Ratio	0.52	0.51	0.12	0.02	0.19	0.16	0.44	0.12	0.45	
Control Delay	50.9	50.8	0.8	46.5	22.7	49.0	12.5	55.9	9.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
Total Delay	50.9	50.8	0.8	46.5	22.7	49.0	12.5	55.9	9.7	in the same of the same of the same of the same of the same of the same of the same of the same of the same of
Queue Length 50th (ft)	84	83	0	2			157		92	
Queue Length 95th (ft)	96	95	0	9	19	39	349	m31	160	Selection of the select
Internal Link Dist (ft)		916			388		250	11101	304	or the first of the second
Turn Bay Length (ft)	225		225	150		200	200	150	304	the facilities of the facilities of the
Base Capacity (vph)	297	295	376	151	161	147	2429	137	2380	Authorities and the
Starvation Cap Reductn	0	0	0	0	n	0	. <u>2</u> -2-2-	∩ ∩	417	
Spillback Cap Reductn	0	0	0	0	n n		42		417	
Storage Cap Reductn	0	0	0	0	n	0	72	Δ.	. 0	
Reduced v/c Ratio	0.41	0.40	0.10	0.02	0.17	0.15	. n 44: ⊹	0.12	0.54	and the second of the
Marcovian Summary		2" * * * * * * * * * * * * * * * * * *	e se est est. Teller.		a. Y:17.2 (5.30	V-11	0.12	0.04	a 100 meta di matanda kanangan 1900 m

m Volume for 95th percentile queue is metered by upstream signal.

	•	→	*	1	4	4	4	†	~	1	↓	4
Movement	E90	EB.		WBT		7.32	7,97	73-	. YBR	83,7	\$3T	S37
Lane Configurations	٣	₹	7	_ §	-14		∠ ₹	\$ }		7 75	44,	
Traffic Volume (vph)	170	/ ; 2 .	28 .	/ 2	/ 2	19	- 23	/ 1113./	7 1	/ 17 :	973	√ 96 √
Future Volume (vph)	170	2	28	2	2	19	23	1113	7	17	973	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0	i - '# i '	4.0	4.0	* 37.07
Lane Util, Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	1.00		1.00	0.99	
Flt Protected	0.95	0.95	1.00	0.95	1-00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1669	1583	1805	1643		1703	3571		1770	3520	
Flt Permitted	0.95	0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1669	1583	1805	1643		1703	3571		1770	3520	
Peak-hour factor, PHF	0.65	0.65	0.65	0.68	0.68	0.68	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	262	3	43	3	3	28	24	1159	7	18	1058	104
RTOR Reduction (vph)	0	0	37	0-	27	. 0	1.0	0	0	0	5	0
Lane Group Flow (vph)	134	131	6	3	4	0	24	1166	0	18	1157	0
Heavy Vehicles (%)	2%	50%	2%	0%	0%	0%	6%	1%	- 0%	2%	1%	3%
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases:	4	4	4	. 8	8		5	2		1.	6	
Permitted Phases							*** *****			da como de la como		·····
Actuated Green, G.(s)	14.1	14.1	14.1	3.7	3.7		2.8	65.7	& Marie	2.5	65.4	
Effective Green, g (s)	16.1	16.1	14.1	5.7	5.7		4.8	67.7	25	4.5	67.4	7-3-1
Actuated g/C Ratio	0.15	0.15	0.13	0.05	0.05		0.04	0,62		0.04	0.61	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	246	244	202	93	85		74	2197		72	2156	
v/s Ratio Prot	c0.08	0.08	0.00	0.00	c0.00		c0.01	0.33	2 4	0.01	c0.33	
v/s Ratio Perm	Z 1. 7. 79					227, 442				and the transfer of		Th. 20 10 1
v/c Ratio	0.54	0.54	0.03	0.03	0.05		0.32	0.53		0.25	0.54	
Uniform Delay, d1	43.6	43.5	42.0	49.5	49.6		51.0	12.1		51.1	12.3	
Progression Factor	1,00	1.00	1.00	1.00	1.00		1.00	1.00	. A.	1.14	0.72	
Incremental Delay, d2	2.5	2.3	0.1	0.1	0.3		2.5	0.9		1.7	0.9	
Delay (s)	46.0	45.8	42.0	49.7	49.8		53.6	- 13.0		60.0	9.7	300
Level of Service	D	D	D	D	, D		D	В		E	Α	1
Approach Delay (s)		45.3	sati.		49,8		il.	13.8			10.5	
Approach LOS		D			D			В			В	
mersection Summery							. :					
HCM 2000 Control Delay			16.4	Н	CM 2000	Level of S	Service		В			
HCM 2000 Volume to Capaci	ty ratio		0.51	Walter Commencer	LOW MY	14. 15 km 15.		ing sog		有效		1979
Actuated Cycle Length (s)			110.0	Sı	ım of los	time (s)	wastus (Line)	A ROYAL	18.0	. Fu. 1 7 .Ka	arVr	<u></u>
Intersection Capacity Utilization	on		49.1%			of Service	,		A			
Analysis Period (min)			15	.ok 27 27	. 152205512	n orient	Vene Tar 1	an de de la				."i
c Critical Lane Group												

	•	→	•	1	←	•	†	\	1	
Larre Group		E3 T	E39	10 Bil	74BT	NBC.	N.3.	S3.	Sat	
Lane Configurations	*	स	#	ሻ	4	*		Tar.		
Traffic Volume (vph)	170	2	28	2		23	1140	<u> </u>	^ ^	
Future Volume (vph)	170	2	28	2	2	23	1113	17	973	
Turn Type	Split	NA.	Prot	Split	NA.	Prot	NA	17	973	granda grani a kaja maj kaj
Protected Phases	4	4	4	8	8		NA 2	Prot		
Permitted Phases						No garage			6	tige, samma, e
Detector Phase	4	4	4	8	8	5	2	Prade		
Switch Phase			J. 30 W.	•	314 337		_ 		6 (2) (4)	e Marijajan di seperanti ji k
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	1.0	4.0	1.0	4.0	
Minimum Split (s)	11.0	11.0	11.0	41.0	11.0-	11.0	16.0	11.0	16.0	
Total Split (s)	24.0	24.0	24.0	12.0	12.0	12.0	63.0	11.0	62.0	
Total Split (%)	21.8%	21.8%	21.8%	10.9%	10.9%	10.9%	57.3%	10.0%	56.4%	question all yards
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0		4.0	
Lead/Lag					ericult is a Vist.	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	123.12	15. 25th			Extra des					Para Santa Ca
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	A Control of the Cont
Act Effct Green (s)	16.1	16.1	14.1	7.9	7.9	8,5	73.8	8.0	73.5	
Actuated g/C Ratio	0.15	0.15	0.13	0.07	0.07	0.08	0.67	0.07	0.67	title the table one of the call day
v/c Ratio	0.55	0.54	0.13	0.02	0.22	0.18	0.49	0.14:	0.49	
Control Delay	51.3	51.0	0.8	47.5	23.0	50.9	12.6	57.2	9.4	Street and the control of the control of the
Queue Delay	0.0	0.0	0:0	0,0	0.0	0.0	0.1	0.0	0.1	
Total Delay	51.3	51.0	0.8	47.5	23.0	50.9	12.7	57.2	9.5	
LOS	D	∠ D	. A	D	C	Ď	В.	Ε'.	A	
Approach Delay		44.1			25.2		13.4	W 2525	10.2	· · · · · · · · · · · · · · · · · · ·
Approach LOS		D.					В		В	多点溶解 改装的 1

Cycle Length: 116 Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55 Intersection Signal Delay: 15.7

Intersection Capacity Utilization 49.1%

Analysis Period (min) 15

Intersection LOS: B ICU Level of Service A

Ø1	▼ Tø2 (R)	♣64	₹ ø8
↑ Ø5	Ø6 (R)		

	•	-	\rightarrow	•	←	4	†	1	↓	
lana Group	E 9.1	E8_	3 33	WB5	NBT	3.32	7,3-	337	837	
Lane Group Flow (vph)	134	131	43	3	31	24	1166	18	1162	
v/c Ratio	0.55	0.54	0.13	0.02	0.22	0.18	0.49	0.14	0.49	Altant will be a
Control Delay	51.3	51.0	0.8	47.5	23.0	50.9	12.6	57.2	9.4	The transfer of the second sec
Queue Delay	0.0	0.0	0.0	0.0	0.0	0:0	0.1	0.0	0.1	
Total Delay	51.3	51.0	8.0	47.5	23.0	50.9	12.7	57.2	9.5	The state of the s
Queue Length 50th (ft)	93	91	0	• 2	2		187	12	150	Yang Kalabata
Queue Length 95th (ft)	105	103	0	9	19	44	365	m32	160	
Internal Link Dist (ft)	e de la co	916	,		388	A	250		304	SARKANA SA
Turn Bay Length (ft)	225		225	150		200	en mana	150	22.9970	And Allahal Allaha ang ang
Base Capacity (vph)	310	308	387	134	147	132	2415	128	2373	4. 1 - 1 - 1
Starvation Cap Reductn	0	. 0	0	0	0	0	0	0	309	e demonstration and the con-
Spillback Cap Reductn	0	0	0	0	2	0	261	0	0	
Storage Cap Reductn	0	0	. 0	0	0	0	0	0	0	
Reduced v/c Ratio	0.43	0.43	0.11	0.02	0.21	0.18	0,54	0.14	0.56	
Tarsector Summer							4 46 42 101.		ALUSTETT.	e en estrementa de debeta de la composição

m Volume for 95th percentile queue is metered by upstream signal;

HCM Signalized Intersection Capacity Analysis 2: US1 Bypass & Borthwick Avenue/Cate Street Extension

	٠	→	*	•	←	4	•	†	<i>></i>	\	 	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1995	∕ €Î	1	*	/ h		1	介和		*5	_ 1/4	
Traffic Volume (vph)	149	1 2	24	69	12.	277 🕻	20	995	8	237	855	82 4
Future Volume (vph)	149	12	24	69	12	277	20	995	8	237	855	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	1.00		1.00	0.99	
Fit Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1588	1583	1805	1627		1703	3570		1770	3521	
FIt Permitted	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1588	1583	1805	1627		1703	3570		1770	3521	
Peak-hour factor, PHF	0.65	0.65	0.65	0.68	0.68	0.68	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	229	18	37	101	18	407	21	1036	8	258	929	89
RTOR Reduction (vph)	0	0	34	0	236	0	0	1	0	0	5	0
Lane Group Flow (vph)	124	123	3	101	189	0	21	1043	0	258	1013	0
Heavy Vehicles (%)	2%	50%	2%	0%	0%	0%	6%	1%	0%	2%	1%	3%
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	11.0	11.0	11.0	16.9	16.9		2.0	47.7		20.4	66.1	
Effective Green, g (s)	13.0	13.0	11.0	18.9	18.9		4.0	49.7		22.4	68.1	
Actuated g/C Ratio	0.11	0.11	0.09	0.16	0.16		0.03	0.41		0.19	0.57	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	182	172	145	284	256		56	1478		330	1998	
v/s Ratio Prot	0.07	c0.08	0.00	0.06	c0.12		0.01	c0.29		c0.15	0.29	
v/s Ratio Perm												
v/c Ratio	0.68	0.72	0.02	0.36	0.74		0.38	0.71		0.78	0.51	
Uniform Delay, d1	51.5	51.7	49.6	45.1	48.2		56.8	29.1		46.5	15.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.11	0.76	
Incremental Delay, d2	10.0	13.2	0.1	8.0	10.6		4.2	2.9		10.5	0.8	
Delay (s)	61.5	64.9	49.7	45.9	58.8		61.0	32.0		62.3	12.8	
Level of Service	Ε	Е	D	D	Е		Ε	С		Е	В	
Approach Delay (s)		61.5			56.3			32.5			22.8	
Approach LOS		Е			Ε			С			С	
Intersection Summary		. '			-							
HCM 2000 Control Delay			35.2	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capac	ity ratio		0.74									
Actuated Cycle Length (s)			120.0	S	um of lost	time (s)			18.0			
Intersection Capacity Utilizati	ion		76.4%		U Level o				D			
Analysis Period (min)			15						-			
c Critical Lane Group												

Timings

2: US1 Bypass & Borthwick Avenue/Cate Street Extension

	→	-	•	€	←	4	†	\	↓		
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT		
Lane Configurations	745	4	7) N	ĵ .	***	† \$	À£	1		
Traffic Volume (vph)	149	12	24	69	12	20	995	237	855		
Future Volume (vph)	149	12	24	69	12	20	995	237	855		
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	NA		
Protected Phases	. 4	4	4	. 8	8	5	2	1	6		
Permitted Phases											
Detector Phase	4	4	4	8	8	5	2	1	6		
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	1.0	4.0	1.0	4.0		
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0		
Total Split (s)	17.0	17.0	17.0	28.0	28.0	11.0	47.0	28.0	64.0		
Total Split (%)	14.2%	14.2%	14.2%	23.3%	23.3%	9.2%	39.2%	23.3%	53.3%		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lead/Lag						Lead	Lag	Lead	Lag		
Lead-Lag Optimize?									_		
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min		
Act Effct Green (s)	13.0	13.0	11.0	18.9	18.9	7.7	49.7	22.4	71.7		
Actuated g/C Ratio	0.11	0.11	0.09	0.16	0.16	0.06	0.41	0.19	0.60		
v/c Ratio	0.68	0.72	0.12	0.36	0.87	0.19	0.71	0.78	0.48		
Control Delay	70.9	74.8	0.8	47.0	34.2	58.0	34.0	67.2	12.4		
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.2		
Total Delay	70.9	74.8	0.8	47.0	34.2	58.0	34.0	67.3	12.6		
LOS	Е	Е	Α	D	С	Ε	С	Е	В		
Approach Delay		63.5			36.7		34.5		23.7		
Approach LOS		Ε			D		С		С		

Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87 Intersection Signal Delay: 33.1 Intersection Capacity Utilization 76.4%

Intersection LOS: C ICU Level of Service D

Analysis Period (min) 15



	۶	→	•	•	←	4	†	\	ļ	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	124	123	37	101	425	21	1044	258	1018	
v/c Ratio	0.68	0.72	0.12	0.36	0.87	0.19	0.71	0.78	0.48	
Control Delay	70.9	74.8	0.8	47.0	34.2	58.0	34.0	67.2	12.4	
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.2	
Total Delay	70.9	74.8	8.0	47.0	34.2	58.0	34.0	67.3	12.6	
Queue Length 50th (ft)	98	98	0	69	110	16	373	147	142	
Queue Length 95th (ft)	117	117	0	88	98	43	470	#310	208	
Internal Link Dist (ft)		916			388		250		304	
Turn Bay Length (ft)	225		225	. 150		200		150		
Base Capacity (vph)	187	176	322	361	549	109	1480	356	2110	
Starvation Cap Reductn	0	0	0	0	0	0	0	2	406	
Spillback Cap Reductn	0	0	0	0	2	0	30	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.66	0.70	0.11	0.28	0.78	0.19	0.72	0.73	0.60	
Intersection Summary			1.		tyre ji					

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis 2: US1 Bypass & Borthwick Avenue/Cate Street Extension

	۶	-	*	•	←	4	4	†	<i>*</i>	/	 	√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Sec.	14	1 6	15	<i>(</i> 1)		/ *§	<u></u> †}		7	1	
Traffic Volume (vph)	165 N		27	69 1	12	279	22	1 101	9	239	947	91
Future Volume (vph)	165	12	27	69	12	279	22	1101	9	239	947	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	1.00		1.00	0.99	
FIt Protected	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00.	
Satd. Flow (prot)	1681	1597	1583	1805	1627		1703	3570		1770	3521	
Flt Permitted	0.95	0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1681	1597	1583	1805	1627		1703	3570		1770	3521	
Peak-hour factor, PHF	0.65	0.65	0.65	0.68	0.68	0.68	0.96	0.96	0.96	0.92	0.92	0.92
Adj. Flow (vph)	254	18	42	101	18	410	23	1147	9	260	1029	99
RTOR Reduction (vph)	0	0	38	0	201	0	0	1	0	0	6	0
Lane Group Flow (vph)	135	137	4	101	227	0	23	1155	0	260	1123	0
Heavy Vehicles (%)	2%	50%	2%	0%	0%	0%	6%	1%	0%	2%	1%	3%
Turn Type	Split	NA	Prot	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	11.8	11.8	11.8	18.2	18.2		3.0	46.7		19.3	63.0	
Effective Green, g (s)	13.8	13.8	11.8	20.2	20.2		5.0	48.7		21.3	65.0	
Actuated g/C Ratio	0.12	0.12	0.10	0.17	0.17		0.04	0.41		0.18	0.54	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	193	183	155	303	273		70	1448		314	1907	
v/s Ratio Prot	0.08	c0.09	0.00	0.06	c0.14		0.01	c0.32		c0.15	0.32	
v/s Ratio Perm												
v/c Ratio	0.70	0.75	0.03	0.33	0.83		0.33	0.80		0.83	0.59	
Uniform Delay, d1	51.1	51.4	48.9	44.0	48.2		55.9	31.3		47.6	18.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.11	0.82	
Incremental Delay, d2	10.6	15.4	0.1	0.7	18.9		2.7	4.7		14.6	1.2	
Delay (s)	61.7	66.8	49.0	44.6	67.1		58.6	36.0		67.7	16.3	*
Level of Service	E	Е	D	D	Е		Ε	D		Ε	В	
Approach Delay (s)		62.2			62.8			36.4			26.0	
Approach LOS		Е			Е			D			С	
Intersection Summary	-						. 1.4					
HCM 2000 Control Delay			38.6	Н	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Capac	ity ratio		0.82									
Actuated Cycle Length (s)			120.0		um of lost				18.0			
Intersection Capacity Utilizat	ion		80.1%	IC	CU Level of	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	\rightarrow	•	←	•	†	>		
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	Jac.	ર્વ	7	100	[}	100	* \$	M.	† \$	
Traffic Volume (vph)	165	12	27	69	12	22	1101	239	947	
Future Volume (vph)	165	12	27	69	12	22	1101	239	947	
Turn Type	Split	NA	Prot	Split	NA	Prot	NA	Prot	NA	
Protected Phases	4	4	4	8	8	5	2	1	6	
Permitted Phases										
Detector Phase	4	4	4	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	1.0	4.0	1.0	4.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0	
Total Split (s)	18.0	18.0	18.0	27.0	27.0	11.0	49.0	26.0	64.0	
Total Split (%)	15.0%	15.0%	15.0%	22.5%	22.5%	9.2%	40.8%	21.7%	53.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)	13.8	13.8	11.8	20.2	20.2	7.3	48.7	21.3	67.4	
Actuated g/C Ratio	0.12	0.12	0.10	0.17	0.17	0.06	0.41	0.18	0.56	
v/c Ratio	0.70	0.75	0.13	0.33	0.90	0.22	0.80	0.83	0.57	
Control Delay	70.8	76.2	8.0	46.0	43.7	59.4	37.4	73.0	16.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	
Total Delay	70.8	76.2	8.0	46.0	43.7	59.4	37.4	73.0	16.5	
LOS	Ε	E	Α	D	D	Е	D	Ε	В	
Approach Delay		63.8			44.2		37.9		27.1	
Approach LOS		Ε			D		D		С	

Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 14 (12%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90 Intersection Signal Delay: 36.8 Intersection Capacity Utilization 80.1%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15



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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	135	137	42	101	428	23	1156	260	1128	· · · · · · · · · · · · · · · · · · ·
v/c Ratio	0.70	0.75	0.13	0.33	0.90	0.22	0.80	0.83	0.57	
Control Delay	70.8	76.2	8.0	46.0	43.7	59.4	37.4	73.0	16.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	
Total Delay	70.8	76.2	0.8	46.0	43.7	59.4	37.4	73.0	16.5	
Queue Length 50th (ft)	107	109	0	68	146	17	430	151	310	
Queue Length 95th (ft)	125	127	0	89	136	45	525	#320	187	
Internal Link Dist (ft)		916		-	388	10	250	#520	304	
Turn Bay Length (ft)	225		225	150	000	200	200	150	304	
Base Capacity (vph)	198	188	332	345	507	103	1450	325	1983	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	256	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	230	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.68	0.73	0.13	0.29	0.84	0.22	0.80	0.80	0.65	
Intersection Summary	5 .64			0.20			0.00	0.00		erek i de gjande kalender i de

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lane Configurations Traffic Volume (vph) 271 11 293 10 18 12 282 268 3 9 290 Future Volume (vph) 271 11 293 10 18 12 282 268 3 9 290 1900 1900 1900 1900 1900 1900 190		۶	-	•	•	4-	4	1	†	~	\	+	1
Lane Configurations Traffic Volume (yph) 271 11 293 10 18 12 282 268 3 9 290 Future Volume (yph) 271 111 293 10 18 12 282 268 3 9 290 Ideal Flow (yphpl) 1900 1900 1900 1900 1900 1900 1900 1900 1900 Ideal Flow (yphpl) 1900 1900 1900 1900 1900 1900 1900 1900 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00 Fit 1.00 0.85 0.96 1.00 1.00 1.00 1.00 Fit Flyrotected 0.95 1.00 0.99 0.95 1.00 0.90 Satd. Flow (prot) 1796 1583 1803 1770 1860 1861 Fit Permitted 0.70 1.00 0.90 0.95 1.00 0.99 Satd. Flow (perm) 1316 1683 1642 1770 1860 1837 Peak-hour factor, PHF 0.94 0.94 0.94 0.83 0.83 0.83 0.86 0.86 0.86 0.86 0.86 Adj. Flow (yph) 288 12 312 12 22 14 328 312 3 10 337 Paus (yph) 288 12 312 12 22 14 328 312 3 10 337 Lane Group Flow (yph) 0 300 84 0 38 0 328 315 0 0 0 0 Lane Group Flow (yph) 0 300 84 0 38 0 328 315 0 0 347 Heavy Vehicles (%) 1% 0% 2% 0% 0% 0% 2% 2% 0% 0		(30) EBT		: E9R	MBA_	WBT.	- W39) NBL	73.	NER	S3.	ଞ୍ଚ	୍ଟେ
Traffic Volume (vph)			भ	1		4		*	î.				
Fulture Volume (vph)	Traffic Volume (vph)	271	11	293	10		/ 12 :	/282		/ 3	/ a		/ 28
Ideal Flow (yphpl)	Future Volume (vph)	271	11	293	10					¥3	▼ ,5		28
Total Lost time (s)	Ideal Flow (vphpl)	1900	1900										
Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Total Lost time (s)		4.0				1000			1300	1300		190
Fit Protected	Lane Util. Factor												6.0
Fit Protected 0.95 1.00 0.99 0.95 1.00 1.00 1.00 Satd. Flow (prot) 1796 1583 1803 1770 1880 1861 1861 1861 1870 (prot) 1796 1583 1803 1770 1880 1861 1861 1861 1870 (prot) 1316 1583 1803 1770 1880 1880 1839 1842 1770 1880 1839 1839 1842 1770 1880 1839 1842 1770 1880 1839 1842 1843 1843 1843 1843 1843 1843 1843 1843	Frt						• •			-			1.0
Satic Flow (prot)	Fit Protected									1			0.8
Fit Permitted	Satd. Flow (prot)					-	:			٠.			1.0
Satistrate Sat													159
Peak-hour factor, PHF					-						:.		1.0
Adj. Flow (vph)		0.04			0.00		0.00						159
RTOR Reduction (vph) 0 0 228 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0											0.86		0.8
Lane Group Flow (vph) 0 300 84 0 38 0 328 315 0 0 347 Heavy Vehicles (%) 1% 0% 2% 0% 0% 0% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 0% 2% 2% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	RTOR Reduction (vah)									3	10	337	33
Heavy Vehicles (%)	Lane Group Flow (vph)		_								0	. 0	25
Turn Type										0	0	347	7:
Protected Phases Permitted Phases Permitted Phases Permitted Phases Permitted Phases Actuated Green, G (s) 17.7 17.7 17.7 14.0 35.7 15.7 Effective Green, g (s) 19.7 17.7 19.7 16.0 37.7 17.7 Actuated g/C Ratio 0.30 0.27 0.30 0.24 0.58 0.27 Clearance Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 396 428 494 433 1072 497 W/s Ratio Prot 4/s Ratio Prot 4/s Ratio Prot 4/s Ratio Derm 4/s Ratio 0.76 0.20 0.08 0.76 0.29 0.70 Uniform Delay, d1 20.7 18.4 16.3 22.9 7.1 21.4 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 8.1 0.2 0.1 7.4 0.2 4.3 Delay (s) 1.00 2.8.8 18.6 16.4 30.3 7.2 25.7 Approach Delay (s) 2.8.8 18.6 16.4 30.3 7.2 25.7 Approach Delay (s) 2.8.8 18.6 16.4 19.0 23.0 Approach LOS C B B C C HCM 2000 Volume to Capacity ratio Actuated Cycle Length (s) 15 HCM 2000 Control Delay 4.5 4.5 4.5 4.5 5.5 5.5 5.5 Sum of lost time (s) 19.0 Incremence (min) 15							0%	2%	2%	0%	0%	2%	19
Frotected Phases Permitted Phases Actuated Green, G (s) 17.7 17.7 17.7 14.0 35.7 15.7 Effective Green, g (s) 17.7 17.7 19.7 16.0 37.7 17.7 Actuated g/C Ratio 0.30 0.27 0.30 0.24 0.58 0.27 Clearance Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 4/S Ratio Prot 4/S Ratio Prot 4/S Ratio Prot 4/S Ratio Prot 4/S Ratio Prot 5/S Ratio Prot 60.23 0.05 0.02 0.17 0.19 4/S Ratio Prot 60.19 4/S Ratio Prot 60.29 0.70 60.19 60.10 60		custom	NĄ	custom	custom	NA		Prot	NA		custom	NA	custor
Permitted Phases 4 4 4 8 8 8 2 2 2 5 6 6 Actuated Green, G (s) 17.7 17.7 17.7 14.0 35.7 15.7 Effective Green, g (s) 19.7 17.7 19.7 16.0 37.7 17.7 Actuated g/C Ratio 0.33 0.227 0.30 0.24 0.58 0.27 Clearance Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0								5					
Actuated Green, G (s) 17.7 17.7 17.7 14.0 35.7 15.7 Effective Green, g (s) 19.7 17.7 19.7 16.0 37.7 17.7 Actuated g/C Ratio 0.30 0.27 0.30 0.24 0.58 0.27 Clearance Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0		4.	4	-	8	8			2		256	6	(
Effective Green, g (s) 19.7 17.7 Actuated g/C Ratio 0.30 0.27 0.30 0.24 0.58 0.27 Clearance Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 497 498 Ratio Prot 498 Ratio Perm 40.23 0.05 0.02 40.17 40.19 407 407 408 Co.19 407 408 Co.19 409 Co.19 Co	Actuated Green, G (s)		17.7	17.7		17.7		14.0					15.
Actuated g/C Ratio Clearance Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0			19.7	17.7		19.7							15.
Clearance Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 396 428 494 433 1072 497 Vel Ratio Prot c0.19 Vel Ratio Perm c0.23 0.05 0.02 0.17 c0.19 Vel Ratio Perm c0.23 0.05 0.02 0.17 c0.19 Vel Ratio Perm c0.20 0.08 0.76 0.29 0.70 Uniform Delay, d1 20.7 18.4 16.3 22.9 7.1 21.4 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 8.1 0.2 0.1 7.4 0.2 4.3 Delay (s) 28.8 18.6 16.4 30.3 7.2 25.7 Level of Service C B B B C A C C Approach Delay (s) 23.6 16.4 19.0 23.0 Approach LOS C B B B C A C C C B B B C A C C C C B B B C C C C			0.30	0.27		0.30							0.24
Vehicle Extension (s) 3.0 497 498 492 410 498 498 498			6.0	6.0									6.0 6.0
Lane Grp Cap (vph) 396 428 494 433 1072 497 w/s Ratio Prot c0.19 w/s Ratio Perm c0.23 0.05 0.02 0.17 c0.19 w/c Ratio O 0.76 0.20 0.08 0.76 0.29 0.70 Uniform Delay, d1 20.7 18.4 16.3 22.9 7.1 21.4 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 8.1 0.2 0.1 7.4 0.2 4.3 Delay (s) 28.8 18.6 16.4 30.3 7.2 25.7 Level of Service C B B C A C Approach Delay (s) 23.6 16.4 19.0 23.0 Approach LOS C B B C C Approach LOS C B C B B C C Approach LOS C B C C Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 Incressection Capacity Utilization 63.6% ICU Level of Service B Analysis Period (min) 15	Vehicle Extension (s)		3.0	3.0									
## Ratio Prot	Lane Grp Cap (vph)		396	***************************************									3.0
w/s Ratio Perm c0.23 0.05 0.02 0.17 c0.19 w/c Ratio 0.76 0.20 0.08 0.76 0.29 0.70 Uniform Delay, d1 20.7 18.4 16.3 22.9 7.1 21.4 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 8.1 0.2 0.1 7.4 0.2 4.3 Delay (s) 28.8 18.6 16.4 30.3 7.2 25.7 Level of Service C B B C A C Approach LOS C B B C A C HCM 2000 Control Delay 21.7 HCM 2000 Level of Service C C HCM 2000 Volume to Capacity ratio 0.85 Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 Intersection Capacity Utilization 63.6% ICU Level of Service B						707			1012			497	383
A/C Ratio 0.76 0.20 0.08 0.76 0.29 0.70 Uniform Delay, d1 20.7 18.4 16.3 22.9 7.1 21.4 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 8.1 0.2 0.1 7.4 0.2 4.3 Delay (s) 28.8 18.6 16.4 30.3 7.2 25.7 Level of Service C B B C A C Approach Delay (s) 23.6 16.4 19.0 23.0 23.0 Approach LOS C B B C C C HCM 2000 Control Delay 21.7 HCM 2000 Level of Service C C HCM 2000 Volume to Capacity ratio 0.85 Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 Analysis Period (min) 15 ICU Level of Service B	v/s Ratio Perm		c0 23	0.05		0.02		CO. 19	0.47			0.40	
Uniform Delay, d1 20.7 18.4 16.3 22.9 7.1 21.4 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0								0.70					0.0
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													0.2
Comparison													19.9
Delay (s) 28.8 18.6 16.4 30.3 7.2 25.7 Level of Service C B B C A C Approach Delay (s) 23.6 16.4 19.0 23.0 Approach LOS C B B B C A C Approach LOS C B B B C A C Approach LOS C B B B C A C Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 Actuated Cycle Length Utilization 63.6% ICU Level of Service B Analysis Period (min) 15													1.00
Level of Service C B B C A C C Approach Delay (s) 23.6 16.4 19.0 23.0 Approach LOS C B B C C C C C C C C C C C C C C C C													0.3
Approach Delay (s) 23.6 16.4 19.0 23.0 Approach LOS C B B C C Approach LOS C B B C C Approach LOS C B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C Approach LOS C B B B C C B C C B B B C C C B B C C C C												25.7	20.
Approach LOS C B B C Intersection State HCM 2000 Control Delay 21.7 HCM 2000 Level of Service C HCM 2000 Volume to Capacity ratio 0.85 Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 Intersection Capacity Utilization 63.6% ICU Level of Service B Analysis Period (min) 15								С				•	(
HCM 2000 Control Delay 21.7 HCM 2000 Level of Service C HCM 2000 Volume to Capacity ratio 0.85 Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 Intersection Capacity Utilization 63.6% ICU Level of Service B Analysis Period (min) 15		·					٠.		19.0			23.0	
HCM 2000 Control Delay 21.7 HCM 2000 Level of Service C HCM 2000 Volume to Capacity ratio 0.85 Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 Intersection Capacity Utilization 63.6% ICU Level of Service B Analysis Period (min) 15	••		C			В			В			Ċ	
HCM 2000 Control Delay HCM 2000 Level of Service C HCM 2000 Volume to Capacity ratio Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 ICU Level of Service B Analysis Period (min) 15													#15 for 18
HCM 2000 Volume to Capacity ratio 0.85 Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 Intersection Capacity Utilization 63.6% ICU Level of Service B Analysis Period (min) 15			-	21.7	Н	CM 2000	Level of S	ervice					and the state of
Actuated Cycle Length (s) 65.4 Sum of lost time (s) 19.0 ntersection Capacity Utilization 63.6% ICU Level of Service B Analysis Period (min) 15	HCM 2000 Volume to Capa	city ratio				,				<u> </u>			
ntersection Capacity Utilization 63.6% ICU Level of Service B Analysis Period (min) 15	Actuated Cycle Length (s)				Si	im of lost	time (e)			10.0			
Analysis Period (min) 15		ation											
					0	a richal Ö	i coi vice		** ~	B			
	(0.17 T.1 = T.F												

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Larra Gratip	See EBL	ERT	(1.EBR)	W31.	SWET:	J NBL	NST.	3 - 88L	897	ି ଓଡ଼ିଆ	29
Lane Configurations		4	7		4	M	4		र्स	7	
Traffic Volume (vph)	271	11	293	10	18	282	268	9 9	290	285	
Future Volume (vph)	271	11	293	10	18	282	268	9	290	285	
Turn Type	custom	NA	custom	custom	NA.	Prot	NA	custom	NA	custom	
Protected Phases						5					9
Permitted Phases	4	4	4	8	8		2	256	6	6	
Detector Phase	4	4	4	8	8	5	2	256	6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0		16.0	16.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	20.0	42.0	·	22.0	22.0	24.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	22.2%	46.7%		24.4%	24.4%	27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	•	2.0	2.0	0.0
Lost Time Adjust (s)		-2.0	0.0		- 2.0	-2.0	-2.0		-2.0	0.0	
Total Lost Time (s)		4.0	6.0		4.0	4.0	4.0		4.0	6.0	
Lead/Lag						Lag			Lead	Lead	
Lead-Lag Optimize?						Yes			Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min		Min	Min	None
Act Effct Green (s)		19.7	17.7		19.7	16.0	37.8		17.7	15.7	
Actuated g/C Ratio		0.30	0.27		0.30	0.24	0.58		0.27	0.24	
v/c Ratio		0.76	0.48		0.10	0.76	0.29		0.70	0.52	
Control Delay		35.7	5.4		13.5	36.8	8.0		30.4	6.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		35.7	5.4		13.5	36.8	8.0		30.4	6.2	
LOS		D	Α.		В	D	Α		С		
Approach Delay		20.3	•		13.5		22.7		18.6		
Approach LOS	:	Ç			В		С		В		·

Cycle Length: 90

Actuated Cycle Length: 65.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 20.3 Intersection Capacity Utilization 63.6%

Intersection LOS: C ICU Level of Service B

Analysis Period (min) 15

Ø2		Ø4	#109
Paragraphic Control			
Ø 6	D 5	Ø8	

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[යුදුල Gracyp	J11E97		W.57	V3E1	13.	: 83 ⁻	େଞ୍ଚ	
Lane Group Flow (vph)	300	312	48	328	315	347	331	
v/c Ratio	0.76	0.48	0.10	0.76	0.29	0.70	0.52	
Control Delay	35.7	5.4	13.5	36.8	8.0	30.4	6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.7	5.4	13.5	36.8	8.0	30.4	6.2	
Queue Length 50th (ft)	108	0.	10	123	58	125	0.2	
Queue Length 95th (ft)	#224	0 53	28	#221	92	196	48	
Internal Link Dist (ft)	212		69		292	271	40	
Turn Bay Length (ft)		125	77	150	202	21.1		
Base Capacity (vph)	401	661	511	432	.1080	505	641	
Starvation Cap Reductn	0	0	0		0.000	, 000 ·	041	· · · · · · · · · · · · · · · · · · ·
Spillback Cap Reductn	0	0	Ō.	Õ	0	0	0	
Storage Cap Reductn	0	0	Õ	0	n	. 0	0	the state of the s
Reduced v/c Ratio	0.75	0.47	0.09	0.76	0.29	0.69	0.52	
Electrical States			425.			0.00	0.02	and the second s

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	٠	→	•	•	+	4	1	1	-	\	ţ	1
Movement	, 14 EBU.	<u> 1</u> 537	. :	191	1.3	್ಗುತ್ತಿದ್ದ	NET.	AB.	NER	831	SET	> 'SBR
Lane Configurations		4	75		4	·	*	1			4	7
Traffic Volume (vph)	300	30	373	10	18,	/ 12.	370		16	25,	الم ر 307 م	347.
Future Volume (vph)	300	30	373	10	18	12	370	289	16	25	307	347.1
Ideal Flow (vphpl)	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.0		4.0	;	4.0	4.0	.000	10 <u>0</u> 0	4.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00	granda a		1.00	1.00
Frt		1.00	0.85		0.96		1.00	0.99	*		1.00	0.85
Fit Protected		0.96	1.00	te e	0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1801	1583		1803		1770	1850			1859	1599
Flt Permitted		0.71	1.00		0.77		0.95	1.00			0.95	1.00
Satd. Flow (perm)		1338	1583		1412		1770	1850		· . · ·	1779	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	319	32	397	12	22	14	430	336	19	29	357	0.86
RTOR Reduction (vph)	0	0	253	. 0	11	0	-50	1.		29		403
Lane Group Flow (vph)	0	351	144	0	37	0	430	354	0	0	0	281
Heavy Vehicles (%)	1%	0%	2%	0%	0%	.0%	2%	2%	. 0%	0%	386 2%	122
Turn Type	custom	NA	custom		NA.	.070.		NA	. 076			<u>1%</u>
Protected Phases			·	Custom	iva		Prot	NA		custom	NA	custom
Permitted Phases	4	4	4	8	8		5		:	0.50	Ā	
Actuated Green, G (s)		14.0	14.0	, : . .	14.0		34.0	40.0	. ,	256	6	6
Effective Green, g (s)	*****	16.0	14.0		16.0		14.0	40.0 42.0			20.0	20.0
Actuated g/C Ratio	:	0.24	0.21		0.24		16.0 0.24				22.0	20.0
Clearance Time (s)		6.0	6.0		6.0			0.64			0.33	0.30
Vehicle Extension (s)		3.0	3.0		3.0		6.0 3.0	6.0			6.0	6.0
Lane Grp Cap (vph)	· · · · · · · · · · · · · · · · · · ·	324	335	•	342			3.0			3.0	3.0
v/s Ratio Prot		J24	550		342		429	1177			593	484
v/s Ratio Perm		c0.26	0.09		0.02		c0.24					
v/c Ratio	٠.	1.08	0.09		0.03		4.00	0.19			c0.22	0.08
Uniform Delay, d1		25.0	22.5		0.11		1.00	0.30			0.65	0.25
Progression Factor		1.00	1.00	٠.	19.5		25.0	5.4			18.7	17.4
Incremental Delay, d2	; '	74.1	0.9		1.00	-11.12	1.00	1.00		· .	1.00	1.00
Delay (s)		99.1	23.4		0.1		44.0	0.1			2.6	0.3
Level of Service	. 5%	. 55.1 F	23.4 C		19.6		69.0	5.5			21.3	17.6
Approach Delay (s)		58.9	Ċ		B		Ε	A			C	В
Approach LOS		50.5		·	19.6			40.3			19.4	
		_			В			D			В	
Alerceolide Summary		· · · · · · · · · · · · · · · · · · ·				1					5 2 - 2 - 2	1 1
HCM 2000 Control Delay			38.8	Н	CM 2000	Level of S	ervice		D			
HCM 2000 Volume to Cap	acity ratio	٠	1.01						, ,			
Actuated Cycle Length (s)			66.0	S	um of los	t time (s)			19.0			
Intersection Capacity Utiliz	ation		72.9%			of Service			13.0 C			
Analysis Period (min)			15					S 10	•			
c Critical Lane Group	** 7											
	-					**			. ,	,		

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lare Grovo	631	<u> </u>	EBR	100	1.37	N31	. 137	\$31	\$37	\$33	7 9
Lane Configurations		4	7		4	*	(4	7	
Traffic Volume (vph)	300	30	373	10	18	370	289	25	307	347	
Future Volume (vph)	300	30	373	10	18	370	289	25	307	347	
Turn Type	custom	NA	custom	custom	NA	Prot	NA	custom	NA	custom	
Protected Phases						5					. 9
Permitted Phases	4	4	4	8	. 8.		2	256	6	6	
Detector Phase	4	4	4	8	8	5	2	256	6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0		16.0	16.0	24.0
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	46.0		26.0	26.0	24.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%	22.2%	51.1%		28.9%	28.9%	27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	٠.	2.0	2.0	0.0
Lost Time Adjust (s)		-2.0	0.0	•	-2.0	-2.0	-2.0		-2.0	0.0	
Total Lost Time (s)		4.0	6.0		4.0	4.0	4.0		4.0	6.0	
Lead/Lag						Lag		·	Lead	Lead	
Lead-Lag Optimize?						Yes			Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min		Min	Min	None
Act Effct Green (s)		16.0	14.0		16.0	16,0	42.0		22.0	20.0	·
Actuated g/C Ratio		0.24	0.21		0.24	0.24	0.64		0.33	0.30	
v/c Ratio		1.08	0.68		0.14	1.00	0.30		0.65	0:53	1
Control Delay		102.5	12.2		16.4	72.8	6.2		24.9	5.1	
Queue Delay	, .	0.0	0.0		0.0	0.0	0.0		0.0	0.0	<u>.</u>
Total Delay		102.5	12.2	-	16.4	72.8	6.2	,	24.9	5.1	
LOS	. *	, F	В	-	В	E.	A		C	À	
Approach Delay		54.6			16.4		42.7		14.8		
Approach LOS		D	5° .		B		D		В		

Cycle Length: 90

Actuated Cycle Length: 66

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.08 Intersection Signal Delay: 36.6 Intersection Capacity Utilization 72.9%

Intersection LOS: D
ICU Level of Service C

Analysis Period (min) 15

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© Ø 6	₹ °Ø5	Ø8	

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ana Grova	3 E3 T	्डिड्	TENT	V3L (137	SBT	SSR	
Lane Group Flow (vph)	351	397	48	430	355			
v/c Ratio	1.08	0.68	0.14	1:00	0.30	386	403	
Control Delay	102.5	12.2	16.4	72.8	6.2	0.65 24.9	0.53	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	5.1	
Total Delay	102.5	12.2	16.4	72.8	6.2	24.9	0.0	raff Aria (a file and film) a comparation of
Queue Length 50th (ft)	~163	26	11	~174	54	130	5.1	
Queue Length 95th (ft)	#309	107	32	#321	85	204	47	
Internal Link Dist (ft)	212		69		292		47	
Turn Bay Length (ft)		125		150	۲۵۲	271	·	to the second of
Base Capacity (vph)	324	588	353	429	1179	593	765	
Starvation Cap Reductn	0	0	0	120	7115	090	.100	
Spillback Cap Reductn	0.	0	0	Ô	· •	0	a	
Storage Cap Reductn	0	0	0.		0		0	The transfer of the second
Reduced v/c Ratio	1.08	0.68	0.14	1.00	0.30	0.65	0.53	
Merses on Suprement			77 1.13		2.00	0.00	0.00	

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.

	۶	-	•	€	←	*	4	†	~	-	1	4
Mevement	£97	EBT	EBR	:- W3.	1,031	9,39	. NBF	7.31	: २३३	\$31	S3 ⁻	\$3P
ane Configurations		⁄ ર્ન	7		4	,	. 3	7>			स	79
Traffic Volume (vph)	, 331 y	/ 30	/ 407	/ 10	18	/ 12	402		16	25 .	/ 340,	/ 380
Future Volume (vph)	331	30	407	10	18	12	402	320	16	25	340	380
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.0		4.0		4.0	4.0	·	21.074.074	4.0	6.0
ane Util. Factor		1.00	1.00		1.00	and the second	1.00		d : 5		1.00	1.00
-rt		1.00	0.85		0.96		1.00	0.99			1.00	0.85
It Protected		0.96	1.00		0.99		0.95	1.00	3, ,		1.00	1.00
Satd. Flow (prot)		1800	1583		1803		1770	1851			1859	1599
It Permitted	Y	0.71	1.00		0.70	, 12 to 1	0.95	1.00			0.95	1.00
Satd. Flow (perm)		1335	1583		1272		1770	1851			1780	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.83		0.83	0.86	0.86	0.86	0,86		
Adj. Flow (vph)	352	32	433	12	22	14	467	372		at the parties as the	0.86	0.86
RTOR Reduction (vph)	0	0	252	0	11		407		19	29	395	442
ane Group Flow (vph)	0	384	181	0	37	0	467	200	0	0	0	308
leavy Vehicles (%)	1%	0%	2%	. 0%	0%	0%		390	0	0	424	134
Turn Type	custom	NA	custom		NA	U70	2%	2%	0%`	0%	2%	1%
Protected Phases	·	INV	Custom	custom	, NA	,	Prot	NA		custom	. NA	custom
Permitted Phases		· i	· · · · · · · · · · · · · · · · · · ·		∵ <u></u>		5		ä	.:	٠.	
Actuated Green, G (s)		14.0	14.0	.8	8		ونعت م	2 .	1 1	256	6	. 6
Effective Green, g (s)		16.0		i	14.0		14.0				20.0	20.0
Actuated g/C Ratio			14.0	-	16.0	,	16.0	42.0			22.0	20.0
Clearance Time (s)		0.24	0.21			ry to	0.24	0.64	 		0.33	0.30
/ehicle Extension (s)		6.0	6.0		6.0		6.0	6.0			6.0	6.0
		3.0	3.0		3.0		3.0	3,0	-:	. 5. 1	3.0	3.0
ane Grp Cap (vph)		323	335		308		429	1177			593	484
/s Ratio Prot		-11			1,32 , 1		c0.26	i i i i i i i i i i i i i i i i i i i				
/s Ratio Perm		c0.29	0.11		0.03			0.21		•	c0.24	0.08
/c Ratio		1.19	0.54		0.12		1.09	0.33			0.72	0.28
Jniform Delay, d1		25.0	23.1		19.5	•	25.0	5.5			19.3	17.5
Progression Factor		1.00	1.00	de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la	1.00		1.00	1.00	? × 1.7		1.00	1.00
ncremental Delay, d2		111.7	1.7		0.2		69.5	0.2			4.1	0.3
Delay (s)		136.7	24.8		19.7		94.5	5.7	γ	<i>:</i> .	23.3	17.8
evel of Service		F	С		В		F	A		.,	Z-V.S	В
Approach Delay (s)		77.4			19,7		A	54.0	: 1		20.5	_
Approach LOS		E			В						C	
Mersection Summary												
ICM 2000 Control Delay			49.5	Н	CM 2000	Level of S			D			
ICM 2000 Volume to Capac	city ratio		1.11			L6101010	JOI VICE					
Actuated Cycle Length (s)		*.	66.0	C	um of lost	time (c)	141.		10.0		. :	
ntersection Capacity Utilizat	ion		78.1%			of Service			19.0	:		
nalysis Period (min)	· · ·		15		in Feaci	VI. SEI AICE	. :	.	Ď	1 221.0		

Lane Configurations Traffic Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Turn Type custom NA custom custom NA Prot NA custom NA custom Protected Phases Permitted Phases Permitted Phases 4 4 4 4 8 8 8 5 2 256 6 6 6 Detector Phase 4 4 4 4 8 8 8 5 2 256 6 6 6 Switch Phase Minimum Initial (s) Minimum Initial		•		•	•	←	4	†	>	ļ	4		
Lane Configurations		ANDERL	<u> </u>	<u> </u>	(ABC	1913	VB.	N3T	\$3	SET	SBR	ଉତ	
Traffic Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume (vph) 331 30 407 10 18 402 320 25 340 380 Future Volume Volume (vph) 321 380 Future Volume Volume (vph) 321 380 Future Volume Volume Volume (vph) 321 380 Future Volume Volu			र्स	7		43.	*	Ť.			Ħ		
Future Volume (vph) Tum Type custom NA custom custom NA		331		407	10				25		380		
Turn Type Custom NA Custom Custom NA Prot NA Custom Na Custom Na	Future Volume (vph)	331	30					320					
Protected Phases Permitted Phases Permitted Phases 4	Tum Type	custom	NA					,					
Permitted Phases	Protected Phases		**** * * * * * * * * * *		·TERESTI.	in territor	5		Custom	(NA	Custom		1.
Detector Phase 4	Permitted Phases	4	4	4	8	8		·	256		c	·. 9	
Switch Phase Minimum Initial (s) 5.0 5.0 5.0 5.0 5.0 5.0 10.0 10.0 10.0 7.0 Minimum Split (s) 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 16.0 16.0 24.0 Total Split (s) 20.0 20.0 20.0 20.0 20.0 46.0 26.0 26.0 24.0 Total Split (%) 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.0 2.0 20.0 22.0 22.0 22.0 22.0 22.0 20.0 0.0	Detector Phase	4	4	4		8	5	٠, ج		0			
Minimum Split (s) 11.0 11.0 11.0 11.0 11.0 11.0 11.0 16.0 16	Switch Phase				. <u>.</u>	·	, , <u>*</u> .		2,00		,		
Minimum Split (s) 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 16.0 16.0 16.0 24.0 Total Split (s) 20.0 20.0 20.0 20.0 20.0 20.0 46.0 26.0 26.0 24.0 Total Split (%) 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 22.0 2.0	Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0	1	10.0	40.0		
Total Split (s) 20.0 20.0 20.0 20.0 20.0 20.0 46.0 26.0 24.0 Total Split (%) 22.2% 22.2% 22.2% 22.2% 22.2% 22.2% 51.1% 28.9% 28.9% 27% Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 3.0 All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	Minimum Split (s)	11.0											
Total Split (%) 22.2% 22.0 20.0 2.0 2	Total Split (s)			A 6 12 -1									
Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 3.0 All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 0.0 Lost Time Adjust (s) -2.0 0.0 -2.0 -2.0 -2.0 -2.0 0.0 Total Lost Time (s) 4.0 6.0 4.0 4.0 4.0 4.0 6.0 Lead/Lag Lead Lead Lead Lead Lead Lead Lead Lead-Lag Optimize? Yes Yes <td>Total Split (%)</td> <td>22.2%</td> <td></td>	Total Split (%)	22.2%											
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	Yellow Time (s)			11.5								4 1 4	
Lost Time Adjust (s)	All-Red Time (s)				-								
Total Lost Time (s)	Lost Time Adjust (s)		and and in Marrie									0.0	
Lead/Lag Lag Lead Lead Lead-Lag Optimize? Yes Yes Yes Recall Mode None None None None None None Min Min Min None Act Effct Green (s) 16.0 14.0 16.0 16.0 42.0 22.0 20.0 Actuated g/C Ratio 0.24 0.21 0.24 0.24 0.64 0.33 0.30 v/c Ratio 1.18 0.74 0.15 1.09 0.33 0.72 0.56 Control Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 LOS F B B F A C A Approach LOS E B E B E B <td>Total Lost Time (s)</td> <td></td> <td>_</td> <td></td>	Total Lost Time (s)											_	
Recall Mode None Min Min Min Min None Act Effct Green (s) 16.0 14.0 16.0 16.0 42.0 22.0 20.0 Actuated g/C Ratio 0.24 0.21 0.24 0.24 0.64 0.33 0.30 V/c Ratio 1.19 0.74 0.15 1.09 0.33 0.72 0.56 Control Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 LOS F B B F A C A Approach LOS E B E B E B	Lead/Lag					4.0		4.0		1 17 11 12 12		•	
Recall Mode None None None None None None None None None Min Min Min Min None Act Effct Green (s) 16.0 14.0 16.0 16.0 42.0 22.0 20.0 Actuated g/C Ratio 0.24 0.21 0.24 0.24 0.64 0.33 0.30 V/c Ratio 1.19 0.74 0.15 1.09 0.33 0.72 0.56 Control Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 LOS F B B F A C A Approach LOS E B E B E B	Lead-Lag Optimize?		10.00				Voc						
Act Effet Green (s) 16.0 14.0 16.0 16.0 42.0 22.0 20.0 Actuated g/C Ratio 0.24 0.21 0.24 0.24 0.64 0.33 0.30 v/c Ratio 1.19 0.74 0.15 1.09 0.33 0.72 0.56 Control Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 LOS F B B F A C A Approach Delay 74.0 16.8 56.0 16.2 Approach LOS E B E B		None	None	None	None	None		Min					
Actuated g/C Ratio 0.24 0.21 0.24 0.24 0.64 0.33 0.30 v/c Ratio 1.19 0.74 0.15 1.09 0.33 0.72 0.56 Control Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 LOS F B B F A C A Approach Delay 74.0 16.8 56.0 16.2 Approach LOS E B E B	Act Effct Green (s)											None	
v/c-Ratio 1.19 0.74 0.15 1.09 0.33 0.72 0.56 Control Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 LOS F B B F A C A Approach Delay 74.0 16.8 56.0 16.2 Approach LOS E B E B				** ** ** ** * * * * * * * * * * * * * *							6	.:	÷ ;
Control Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 LOS F B B F A C A Approach Delay 74.0 16.8 56.0 16.2 Approach LOS E B E B	v/c Ratio								Service L				
Queue Delay 0.0	Control Delay					A Chara		ne syle been ma-	·				
Total Delay 139.2 16.1 16.8 97.5 6.4 27.6 5.2 LOS F B B F A C A Approach Delay 74.0 16.8 56.0 16.2 Approach LOS E B E B	Queue Delay												
LOS F B B F A C A Approach Delay 74.0 16.8 56.0 16.2 Approach LOS E B E B	Total Delay			1 7772	- ' ' '	2.2 7 7.4							:
Approach Delay 74.0 16.8 56.0 16.2 Approach LOS E B E B													
Approach LOS E B B	Approach Delay			V .	:		, [.] .F				A		:
					,			- ·	,		,		
	Margadion Symmary			an ai i	24	D		4.4.5.	i	В			4.0 - 2

Cycle Length: 90

Actuated Cycle Length: 66

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 47.6

Intersection Capacity Utilization 78.1%

Analysis Period (min) 15

Intersection LOS: D ICU Level of Service D

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	C'any	
Ø6 7 Ø5	Ø8	

4: Islington Street & CVS Driveway

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Laris Graviti	<u> 5</u> 37	E35	10.00	XBL	· (197	SBT	SER	the second secon
Lane Group Flow (vph)	384	433	48	467	391	424	442	
v/c Ratio	1.19	0.74	0.15	1.09	0.33	0.72	0.56	
Control Delay	139.2	16.1	16.8	97.5	6.4	27.6	5.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	139.2	16.1	16.8	97.5	6.4	27.6	5.2	· · · · · · · · · · · · · · · · · · ·
Queue Length 50th (ft)	~192	39	- 11	~218	61	147		
Queue Length 95th (ft)	#343	#164	32	#356	95	227	48	en fransistation to a factor of a contract of a
Internal Link Dist (ft)	212		69		292	271		회사 하고 있는데 이 아이지 않는데 그 사람이 없다.
Turn Bay Length (ft)		125		150				
Base Capacity (vph)	323	587	319	429	1179	593	792	SANTONILA POR ESTA DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA C
Starvation Cap Reductn	0	0	0	0	0	0	0	
Spillback Cap Reductn	. 0 .	0	0	0	0.	0	, Ŏ.	
Storage Cap Reductn	0	0	0	0	0	0		All the second s
Reduced v/c Ratio	1.19	0.74	0.15	1.09	0.33	0.72	0.56	Baylov version of the care experience
management of the state of the								and the second of the second o

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	→	-	•	•	←	•	4	†	/	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		A	1		A.	/	*	1>			્ર ર્ન	w 7
Traffic Volume (vph)	307	3 0	375		18	12	/ 373	289	1 6	25	307	35
Future Volume (vph)	307	30	375	10	18	12	373	289	16	25	307	35
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Total Lost time (s)		4.0	6.0		4.0		4.0	4.0			4.0	6.
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.0
Frt		1.00	0.85		0.96		1.00	0.99			1.00	0.8
FIt Protected		0.96	1.00		0.99		0.95	1.00			1.00	1.0
Satd. Flow (prot)		1801	1583		1803		1770	1850			1859	159
FIt Permitted		0.71	1.00		0.76		0.95	1.00			0.95	1.00
Satd. Flow (perm)		1337	1583		1379		1770	1850			1777	159
Peak-hour factor, PHF	0.94	0.94	0.94	0.83		0.83	0.86	0.86	0.86	0.86	0.86	0.8
Adj. Flow (vph)	327	32	399	12		14	434	336	19	29	357	41:
RTOR Reduction (vph)	0	0	249	0		0	0	1	0	0	0	29
Lane Group Flow (vph)	0	359	150	0		0	434	354	0	0	386	11
Heavy Vehicles (%)	1%	0%	2%	0%		0%	2%	2%	0%	0%	2%	19
Turn Type	custom	NA	custom			070	Prot	NA	0 70			custor
Protected Phases	Custom	МА	Custom	Custom	INA		5	INA		custom	NA	custor
Permitted Phases	4	4	4	8	8		J	2		256	C	
Actuated Green, G (s)	7	14.0	14.0	O	14.0		15.0	40.0		230	10.0	10
Effective Green, g (s)		16.0	14.0		16.0		17.0	42.0			19.0	19.
Actuated g/C Ratio		0.24	0.21		0.24		0.26	0.64			21.0	19.
Clearance Time (s)		6.0	6.0		6.0						0.32	0.2
Vehicle Extension (s)		3.0	3.0		3.0		6.0	6.0			6.0	6.
Lane Grp Cap (vph)		324					3.0	3.0			3.0	3.
v/s Ratio Prot		324	335		334		455	1177			565	46
v/s Ratio Prot v/s Ratio Perm		-0.07	0.00		0.00		c0.25					
		c0.27	0.09		0.03			0.19			c0.22	0.0
v/c Ratio		1.11	0.45		0.11		0.95	0.30			0.68	0.2
Uniform Delay, d1		25.0	22.6		19.5		24.1	5.4			19.6	18.
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		82.3	1.0		0.1		30.5	0.1			3.4	0.3
Delay (s)		107.3	23,6		19,6		54.6	5.5			23.0	18.
Level of Service		F	С		В		D	Α			C	I
Approach Delay (s)		63.2			19.6			32.5			20.6	
Approach LOS		Ε			В			С			С	
Intersection Summary			N. 19	<u> </u>	gerti, diğir							1
HCM 2000 Control Delay			38.0		HCM 2000	Level of S	Service		D			
HCM 2000 Volume to Capac	city ratio		1.03									
Actuated Cycle Length (s)			66.0		Sum of los				19.0			
Intersection Capacity Utilizat	tion		73.5%		ICU Level	of Service			D			
Analysis Period (min)			15									
Critical Lane Group												

4: Islington Street & CVS Driveway

	•	-	*	•	←	4	†	-	1	4		
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9	
Lane Configurations		र्स	7		4,	*	ĵ +		र्स	7		
Traffic Volume (vph)	307	30	375	10	18	373	289	25	307	357		
Future Volume (vph)	307	30	375	10	18	373	289	25	307	357		
Turn Type	custom	NA	custom	custom	NA	Prot	NA	custom	NA	custom		
Protected Phases						5					9	
Permitted Phases	4	4	4	8	8		2	256	6	. 6		
Detector Phase	4	4	4	8	8	5	2	256	6	6		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0		16.0	16.0	24.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0	21.0	46.0		25.0	25.0	24.0 -	
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%	23.3%	51.1%		27.8%	27.8%	27%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	0.0	
Lost Time Adjust (s)		-2.0	0.0		-2.0	-2.0	-2.0		-2.0	0.0		
Total Lost Time (s)		4.0	6.0		4.0	4.0	4.0		4.0	6.0		
Lead/Lag						Lag			Lead	Lead		
Lead-Lag Optimize?						Yes			Yes	Yes		
Recall Mode	None	None	None	None	None	None	Min		Min	Min	None	
Act Effct Green (s)		16.0	14.0		16.0	17.0	42.0		21.0	19.0		
Actuated g/C Ratio		0.24	0.21		0.24	0.26	0.64		0.32	0.29		
v/c Ratio		1.11	0.68		0.14	0.95	0.30		0.68	0.55		
Control Delay		110.7	12.8		16.5	59.7	6.2		27.0	5.4		
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Total Delay		110.7	12.8		16.5	59.7	6.2		27.0	5.4		
LOS		F	В		В	Е	Α		С	Α		
Approach Delay		59.2			16.5		35.6		15.8			
Approach LOS		· E			В		D		В			

Intersection Summary

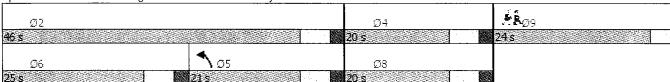
Cycle Length: 90 Actuated Cycle Length: 66 Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11 Intersection Signal Delay: 36.1 Intersection Capacity Utilization 73.5%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15



	-	•	•	4	†	↓	✓	
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR	
Lane Group Flow (vph)	359	399	48	434	355	386	415	
v/c Ratio	1.11	0.68	0.14	0.95	0.30	0.68	0.55	
Control Delay	110.7	12.8	16.5	59.7	6.2	27.0	5.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	110.7	12.8	16.5	59.7	6.2	27.0	5.4	
Queue Length 50th (ft)	~170	28	11	172	54	133	0	
Queue Length 95th (ft)	#317	111	32	#313	85	209	49	
Internal Link Dist (ft)	212		69		292	271		
Turn Bay Length (ft)		125		150				
Base Capacity (vph)	324	584	344	455	1178	565	755	
Starvation Cap Reductn	0	0	0	0	0	0	0	
Spillback Cap Reductn	. 0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.11	0.68	0.14	0.95	0.30	0.68	0.55	
Intersection Summary	A 12 A 4. 1. 1		Mary St. A.		1 1/2 / 1 1 2 P	- 25%	gara da da da da da da da da da da da da da	<u> Alegia kan berataran ber</u>

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	۶	-	•	•	←	•	4	†	<i>></i>	>		1
Movement	EBL	EBT	EBR	WBL	WBT:	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		्रश			4,		- 4	ĵ»	4	ar'	स्	7
Traffic Volume (vph)	338	30	409	10	18	12	405	320	16	25	- 340	390
Future Volume (vph)	338	30	409	10	18	12	405	320	16	25	340	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.0		4.0		4.0	4.0			4.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		0.96		1.00	0.99			1.00	0.8
Fit Protected		0.96	1.00		0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1800	1583		1803		1770	1851			1859	1599
Flt Permitted		0.71	1.00		0.68		0.95	1.00			0.95	1.00
Satd. Flow (perm)		1334	1583		1237		1770	1851			1780	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	360	32	435	12	22	14	471	372	19	29	395	45
RTOR Reduction (vph)	0	0	248	0	11	0	0	1	0	0	0	316
Lane Group Flow (vph)	0	392	187	0	37	0	471	390	0	0	424	13
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	19
Turn Type	custom	NA	custom		NA		Prot	NA		custom	NA	custon
Protected Phases			04.010111	Guotom			5	INA		Custom	INA	Custon
Permitted Phases	4	4	4	8	8		0	2		256	6	(
Actuated Green, G (s)		14.0	14.0	Ü	14.0		14.0	40.0		200	20.0	20.0
Effective Green, g (s)		16.0	14.0		16.0	,	16.0	42.0			22.0	20.0
Actuated g/C Ratio		0.24	0.21		0.24		0.24	0.64			0.33	0.30
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	6.0
Vehicle Exterpsion)s		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		323	335		299	-	429	1177			593	484
v/s Ratio Prot		020	000		200		c0.27	1111			595	404
v/s Ratio Perm		c0.29	0.12		0.03		60.21	0.21			~O 24	0.00
v/c Ratio		1.21	0.56		0.03		1.10	0.21	,		c0.24 0.72	0.09
Uniform Delay, d1		25.0	23.2		19.5		25.0	5.5				
Progression Factor		1.00	1.00		1.00		1.00	1.00			19.3	17.5 1.00
Incremental Delay, d2		121.2	2.0		0.2		72.6	0.2				
Delay (s)		146.2	25.2		19.7		97.6				4.1	0.0
Level of Service		r+o.z	20.2, C		1 <i>9.1</i> B		97.0 È	5.7, A			23.3	
Approach Delay (s)		82.6	O		19.7		Г	55.9			C	Ε
Approach LOS		02.0 F			19.1 B			55.9 E			20.5 C	
Intersection Summary		a sekî i	1 1 2 1						,	, jaka		
HCM 2000 Control Delay		·	51.8	H	CM 2000	l evel of 9	Service	··········	D .			
HCM 2000 Volume to Capaci	tv ratio		1.12		2111 2000	_5 +01 01 0	201 4100		U.			
Actuated Cycle Length (s)	,		66.0	S	um of lost	time (s)			19.0			
Intersection Capacity Utilizati	on		78.7%		CU Level of				19.0 D			
Analysis Period (min)			15	10	O LOVEI C	1 OCT VICE			D			
			10									

4: Islington Street & CVS Driveway

		۶	-	•	•	←	•	†	~	\	4		
Lane Group	w 1	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	. Ø9	
Lane Configurations			र्स	7		43>	*5	ĵ.		स	7		
Traffic Volume (vph)		338	30	409	10	18	405	320	25	340	390		
Future Volume (vph)		338	30	409	10	18	405	320	25	340	390		
Turn Type		custom	NA	custom	custom	NA	Prot	NA	custom	NA	custom		
Protected Phases							5					9	
Permitted Phases		4	4	4	8	8		2	256	6	6		
Detector Phase		4	4	4	8	.8	5	2	256	6	6		
Switch Phase													
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0	
Minimum Split (s)		11.0	11.0	11.0	11.0	11.0	11.0	16.0		16.0	16.0	24.0	
Total Split (s)		20.0	20.0	20.0	20.0	20.0	20.0	46.0		26.0	26.0	24.0	
Total Split (%)		22.2%	22.2%	22.2%	22.2%	22.2%	22.2%	51.1%		28.9%	28.9%	27%	
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0	
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	0.0	
Lost Time Adjust (s)			-2.0	0.0		-2.0	-2.0	-2.0		-2.0	0.0		
Total Lost Time (s)			4.0	6.0		4.0	4.0	4.0		4.0	6.0		
Lead/Lag							Lag			Lead	Lead		
Lead-Lag Optimize?							Yes			Yes	Yes		
Recall Mode		None	None	None	None	None	None	Min		Min	Min	None	
Act Effct Green (s)			16.0	14.0		16.0	16.0	42.0		22.0	20.0		
Actuated g/C Ratio			0.24	0.21		0.24	0.24	0.64		0.33	0.30		
v/c Ratio			1.21	0.75		0.15	1.10	0.33		0.72	0.57		
Control Delay			148.5	16.9		16.9	100.6	6.4		27.6	5.3		
Queue Delay			0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Total Delay			148.5	16.9		16.9	100.6	6.4		27.6	5.3		
LOS			F	В		В	F	Α		С	Α		
Approach Delay			79.3			16.9		57.9		16.0			
Approach LOS			Е			В		Ε		В			

Intersection Summary

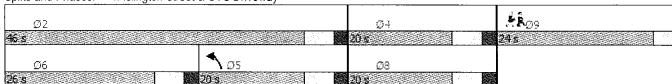
Cycle Length: 90 Actuated Cycle Length: 66 Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1:21 Intersection Signal Delay: 49.9 Intersection Capacity Utilization 78.7%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15



	→	*	•	4	†	↓	1	
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR	
Lane Group Flow (vph)	392	435	48	471	391	424	453	
v/c Ratio	1.21	0.75	0.15	1.10	0.33	0.72	0.57	
Control Delay	148.5	16.9	16.9	100.6	6.4	27.6	5.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	148.5	16.9	16.9	100.6	6.4	27.6	5.3	
Queue Length 50th (ft)	~198	42	11	~221	61	147	0	
Queue Length 95th (ft)	#352	#169	32	#360	95	227	49	•
Internal Link Dist (ft)	212		69		292	271		
Turn Bay Length (ft)		125		150				
Base Capacity (vph)	323	583	310	429	1179	593	800	
Starvation Cap Reductn	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.21	0.75	0.15	1.10	0.33	0.72	0.57	
Intersection Summary		A Supplied				1,100		

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	•	→	•	•	—	4	4	†	~	1	↓	4
forement in the second	EB1	E27	553	/ Y/31.	WET	্গভূব	N-3/1	V.3-	7.35	SBL	\$3T	33
ane Configurations		1	1		~ (13	, }	N.	/	<u>/ र्</u> स	/ 7
raffic Volume (vph)	238 v	112	232	/ 5/	7	9.	186	∕ 249 ✓	4	111	253	24
uture Volume (vph)	238	12	232	5	7	9	186	249	4	11	253	24
leal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
otal Lost time (s)		4.0	6.0		4.0		4.0	4.0	iai Lidani		4.0	6.
ane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.0
rt		1.00	0.85	· · · · · · · · · · · · · · · · · · ·	0.94	de Alice Saide and	1.00	1.00	al in Table	RII. 19-15.1II	1.00	0.8
It Protected	$\hat{\gamma}_{i,j}, \hat{\gamma}_{j,j}$	0.95	1.00	State P.E.	0.99		0.95	1.00			1.00	1.0
atd. Flow (prot)		1814	1599	d she is an being	1768	Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Ca	1805	1871			1896	159
It Permitted		0.72	1.00		0.91	W	0.95	1.00	() - 3154°		0.98	1.0
atd. Flow (perm)		1360	1599	and marketing	1632		1805	1871	2.78.00.	- 11:	1860	159
eak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75	0,93	0.93	0.93	0.00		
dj. Flow (vph)	262	13	255	7	9	12	200	268	0.93	0.86	0.86 294	0,8
TOR Reduction (vph)	0		182	· · · · · ·	. 8	0	200	200	. 0	13		28
ane Group Flow (vph)	0	275	73	0	20	0	200	272	* **	0	0	21
leavy Vehicles (%)	0%	0%	1%	0%	. 0%⊹	0%	200		0 .∵ orw::	0 :xoo∈⊗:	307	7
urn Type	custom	NA	custom	custom		0.70		1%	25%	0%	0%	19
rotected Phases	Cualom	1,1000	CUSIOIII	Custom	NA	ing a see to see	Prot	NA		custom	NA	custor
ermitted Phases		4	illin i				5					
ctuated Green, G (s)	·	15.4	15.4		8	*		2		256	6	
ffective Green, g (s)	دا شداله سود.	17.4	m' ' m ***	All A	15.4		7.1	, 26.1			13.0	13.
ctuated g/C Ratio		0.33	15.4 0.29	own graging	17.4	2. 156	9.1	28.1		5 .	15.0	13.
Clearance Time (s)		6.0	a service a management of the		0.33	a Mai Ab	0.17	0.53	4	. 1855 <u>.</u>	0.28	0.2
ehicle Extension (s)	d 23.	3.0	6.0 3.0	XI sasta s	6.0	an in the	6.0	6.0	.2 .		6.0	6.
				gir giring ng p	3.0		3.0	3.0	Carlo		3.0	3.
ane Grp Cap (vph)		442	460	er in	530		307	982			521	38
/s Ratio Prot							c0.11					- : : :
/s Ratio Perm		c0.20	0.05	5. at a .	0.01			0.15			c0.17	0.0
/c.Ratio	din Li	0.62	0.16		0.04	in the second	0.65	0.28			0.59	0.1
Iniform Delay, d1		15.3	14.2		12.3		20.7	7.1			16.6	16.
rogression Factor	MAL III I	1.00	1.00		1.00		1.00	1.00			1.00	1.0
ncremental Delay, d2	A 4	2.7	0.2		0.0	_	4.9	0.2			1.7	0.
elay (s)	All a live and	18.0	14.4		12.4		25.6	7.2			18.3	16.
evel of Service		В	В		. В		C	Α			В	owall M
pproach Delay (s)		16.3			12.4	. XII		15.0		176.83	17.3	
pproach LOS		В			В		A	В	1.6" 1		.a. 23 'A'. B	
dersection Summary		. :									والمركاة	
ICM 2000 Control Delay			16.2	НС	M 2000	Level of S	ervice		В			
IGM 2000 Volume to Capaci	ty ratio	m ving to the star	0.74		37,	20101010	OI VICE		41		1. 1. 1.	
ctuated Cycle Length (s)	outer crimits	the share	53.5	Su.	m of lost	time (s)	af.ARSig.	arda bur	19.0			
ntersection Capacity Utilizati	on	1.00	57.8%			of Service	1, 1,20c.	r gree	19.0 B			
	arine Cide i		service seems of the	100	- refec	N OCI VICE		3 M. S.	D		J. 10	
nalysis Period (min)			15									, .

	≯	→	*	•	4	4	†	\	ļ	4		
Lane Grove		<u> </u>	इडक्	1731	7.457	N31	V37	\$3°L -	837	SBR	Ø9	
Lane Configurations		ર્ન	7		4	ሻ	\$		र्स	7		
Traffic Volume (vph)	238	12	232	5	7	186	249	11	253~	247		:
Future Volume (vph)	238	12	232	5	7	186	249	11	253	247		
Turn Type	custom	NA .	custom	custom	NA	Prot	NA (ustom	NA (custom		
Protected Phases						5		-			9	
Permitted Phases	4	. 4	4	8	8		2	256	6	6		
Detector Phase	4	4	4	8	8	5	2	256	6	6		
Switch Phase		of do Lin⊒ina	lilari San bilanda	ali in aliana								1
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16,0		16.0	16.0	24.0	
Total Split (s)	22.0	22.0	22.0	22.0	22.0	13.0	34.0		21.0	21.0	24.0	
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	16.3%	42.5%		26.3%	26.3%	30%	;
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	0.0	·
Lost Time Adjust (s)		-2.0	0.0		-2.0	-2.0	-2.0		-2.0	0.0		
Total Lost Time (s)	ا مراضیان است. مراسطین و است.	4.0	6.0		4.0	4.0	4.0		4.0	6.0		
Lead/Lag						Lag			Lead	Lead		
Lead-Lag Optimize?		1200			idalia "		angayeyê Gundên					
Recall Mode	None	None	None	None	None	None	Min		Min	Min	None	
Act Effct Green (s)		17.4	15.4		17.4	9.0	28.1		15.0	13,0	<u> Bakar</u>	
Actuated g/C Ratio		0.33	0.29		0.33	0.17	0.53		0.28	0.24		
v/c Ratio	میزود. میاندسسانیانگ	0,62	0.40		0.05	0.66	0.28		0.59	0.47	1.1.	
Control Delay		23.2	4.7		10.1	34.7	8.1		21.9	5.6		
Queue Delay		0.0	> 0.0		0.0	0.0	0.0		0.0	0.0	Mary Indiana	,.
Total Delay		23.2	4.7		10.1	34.7	8.1		21.9	5.6		
LOS		C	A	经银品	В	C	A	ريا نفوره العالمان	, C,	Α		
Approach Delay		14.3			10.1		19.4		14.0			
Approach LOS		B		ivedeli	В	Y MA	В.	ه در اواد د کیمیاه در در اماد	- B			

Cycle Length: 89 Actuated Cycle Length: 53.5

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 15.6

Intersection Capacity Utilization 57.8%

Analysis Period (min) 15

Intersection LOS: B ICU Level of Service B

Ø2		- \$ 04	#k _{Ø9}
3.	j s		
[©] Ø6	₹ 705	Ø8	

Queues

4: Islington Street & CVS Driveway

		•	←	•	†	ļ	✓
Lang Group	557	≣gq	7.9T	0.30	1.3	83=	623
Lane Group Flow (vph)	275	255	28	200	272	307	287
v/c Ratio	0.62	0.40	0.05	0,66	0.28	0.59	047
Control Delay	23.2	4.7	10.1	34.7	8.1	21.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	4.7	10.1	34.7	8.1	21.9	5.6
Queue Length 50th (ft)		0	4.	62	44	-84	0
Queue Length 95th (ft)	#151	43	14	#147	80	141	41
Internal Link Dist (ft)	212		69	1974	292	271	
Turn Bay Length (ft)	المحادث	125		150			
Base Capacity (vph) Starvation Cap Reductn	459	658	558	304	1052	593	19. 656 1.00 (19.00)
		0	0	0	0	U	0
Spillback Cap Reductn Storage Cap Reductn	0	<u>,</u>	0	0	0	. 0	wa l e ish for Him e again
Reduced v/c Ratio	U Osco:	U	0	11	U	0	0
Noddocd Wo Italio	U.0U *	9.39	∪.⊎5	0.66	0.26	0.52	0.44

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	•	→	•	•	←	4	1	†	~	-	+	4
lovensent	The second	. 597	EBR	7.50	: 3	//BR	V.B.F	7.3-	NBR	S31	· 837	SBF
ane Configurations		/ 4	7	/	. 4		\ \	/ }			<u> </u>	×
raffic Volume (vph)	270 ₹	25	295	5	1 7	/ 9.	/ 244 ·	272	13	22	/ 272	298
uture Volume (vph)	270	25	295	5	7	9	244	272	13	22	272	298
leal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
otal Lost time (s)		4.0	6.0	the spin and an all the	4.0	GA TEMBU.	4.0	4.0		1,000	4.0	6.0
ane Util. Factor		1.00	1.00	48.50	1.00	1"	1.00	1.00	والرماداتان	San San San	1.00	
rt		1.00	0.85	en la chia di pina	0.94	file and the	1.00	0.99		For Mark	1.00	0.85
It Protected		0.96	1.00		0.99	a na sa sa	0.95	1:00) (# · · ·	t in the	1.00	
atd. Flow (prot)		1817	1599	in the brokening of the	1768	942. 11.174	1805	1848			1893	110 1 120 1
It Permitted		0.72	1.00		0.91	in.	0.95	1.00			0.96	1599
atd. Flow (perm)		1375	1599	. 1 10041 1	1630	and a serior labor	1805	1848	er indicate .			1.00
eak-hour factor, PHF	0.91	0.91		0.75	0.75	0.75	0.93	0:93	0.02	0.00	1818	1599
dj. Flow (vph)	297	27	324	7	9	12	262	292	0.93	0.86	0.86	0.86
TOR Reduction (yph)	0	_0		•	. 8		202	292 1	14	26	316	347
ane Group Flow (vph)	0	324	108	0	20	0	262		0	, Ŏ	0	255
eavy Vehicles (%)	0%	0%	1%		0%	0%	0%	305	0	0	342	92
urn Type	custom	NA	custom		NA	0.70		1%	25%	0%	0%	1%
rotected Phases	Odolom		Cusioni	CUSIOIII	INA	e i are	Prot	NA		custom	NA	custom
ermitted Phases		i\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.	4	8			5			المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة ال المراجعة المراجعة ال		
ctuated Green, G (s)	Jan Jar	19.0		o Na Malve	8 19.0			2		256	6	6
ffective Green, g (s)	Costo Lead in	21.0	19.0			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	11.0	34.3	skir.		17.3	17.3
ctuated g/C Ratio		0.32	0.29		21.0		13.0	36.3			19.3	17.3
learance Time (s)		6.0	6.0		0.32		0.20	0.56	. 5 ° 2		0.30	0.26
ehicle Extension (s)		3.0		200	6.0		6.0	6.0			6.0	6.0
ane Grp Cap (vph)			3.0	· · · · ·	3.0	1	3.0	3,0			3.0	3.0
s Ratio Prot		442	465		524		359	1027			537	423
s Ratio Perm		and Market				is training	c0.15					
c Ratio	708 m	c0.24	0.07		0.01			0.16			c0.19	0.06
niform Delay, d1		0.73	0.23		0.04		0.73	0.30			0.64	0.22
	ran da sa sa sa sa sa sa sa sa sa sa sa sa sa	19.7	17.6		15.2		24.5	7.7			20.0	18.7
regression Factor		1.00	1.00		1:00		1.00	1.00			1.00	1.00
cremental Delay, d2		6.2	0.3		0.0		7.3	0.2			2.5	0.3
elay (s)		25.9	17.9		15.2		31,8	7.9			22.4	19.0
evel of Service		C	. В		В		C	Α			С	В
oproach Delay (s)	dan Masa	21.9		andrija Judio Berut	15.2	10 m	첫 취수	18.9			20.7	
pproach LOS		С			В			В			С	
ersection Summary	4.3											
CM 2000 Control Delay			20 F		CM 2000	l aval = CC						
CM 2000 Volume to Capa	city ratio		20.5		CM 2000	Level of S	ervice	e je sa	C			
	ony rado	. 22 z 41.	0.80 65.3						منسب فأفيا	ii Miri	April 1	
Ciliated Cycle i ength (e)			00.3	S	um of lost	time (s)			19.0			
ctuated Cycle Length (s)	tion											
ctuated Cycle Length (s) tersection Capacity Utiliza nalysis Period (min)	tion		63.6% 15		U Level o				. B		14: 4:	

	۶	-	•	•	+ -	•	†	1	ļ	1	
Lane Group	E3.	[58]	555	7.31		101	NB1	SSL	837	833	28
Lane Configurations		र्स	7		4	*	4		.	Ħ	
Traffic Volume (vph)	270	25	295	5	7	244	272	22	272	298	
Future Volume (vph)	270	25	295	5	7	244	272	22	272	298	
Turn Type	custom	. NA	custom		. NA	Prot		custom		custom	
Protected Phases			arras repast.		Contraction of	5	the state of the s	Custom	, IN	Custom	
Permitted Phases	4	4	4	8	. 8	4004FT	9.	256	6	6	9
Detector Phase	4	4	4	8	8	5	2	256	6		
Switch Phase		ne ge		and an Agraphic	a PS	er eta			sajana ja	ال المراتب	. Promis
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		16.0		16.0	16.0	24.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	17.0	41.0		24.0	24.0	24.0
Total Split (%)	27,8%	27.8%	27.8%	27.8%	27.8%	18.9%	45.6%	erita e atrologio. Professorio de Armento	26.7%	26.7%	24.0 27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	∴ 2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)		-2.0	0.0	and the same of th	-2.0	-2.0	-2.0	4	-2.0	0.0	0.0
Total Lost Time (s)		4.0	6.0	20 Mg	4.0	4.0	4.0	ha Dan	4.0	6.0	e
Lead/Lag				•• •		Lag	~	AL ALLANT.	Lead	Lead	
Lead-Lag Optimize?					٠			in page.		iere.	
Recall Mode	None	None	None	None	None	None	Min		Min	Min	None
Act Effct Green (s)		21.0	19.0	11 1 m	21.0	13.0	36.3	Salaha L	19.3	17.3	A Line
Actuated g/C Ratio		0.32	0.29		0.32	0.20	0.56	Harry While	0.30	0.26	1920 11 11 11 11 11 11
v/c Ratio		0.73	0.48		0.05	0.73	0.30	er Mis	0.64	0.51	Production of the
Control Delay		32.1	5.9		11.8	39.0	8.6		26.3	5.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	4.850 B	0.0	0.0	e Belghaga e
Total Delay		32.1	5.9		11.8	39.0	8.6	an Alama Maria	26.3	5.6	<u> </u>
LOS		C	, A		В	D	- A		20.0 C	Δ	
Approach Delay		19.0			11.8	1 - 1 .	22.6		15.9		
Approach LOS		B			₽.	San San	- ·			1 1 To	

Cycle Length: 90

Actuated Cycle Length: 65.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73 Intersection Signal Delay: 18.8 Intersection Capacity Utilization 63.6%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Ø2		-Ø4	#109
Ø6	1 05	₹********** Ø8	

	-	•	4	•	†	↓	1
Lane Grove	23	E35	1137	1.31	7.3-	\$37	\$ 7 7
Lane Group Flow (vph)	324	324	28	262	306	342	
v/e Ratio	0.73	0.48	0.05	0.73	0.30	0.64	347
Control Delay	32.1	5.9	11.8	39.0	8.6	26.3	0.61
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Total Delay	32.1	5.9	11.8	39.0	8.6	26.3	5.6
Queue Length 50th (ft)	115	6	4	100	58	117	
Queue Length 95th (ft)	#233	60	16	#203	99	185	
Internal Link Dist (ff)	212		69			271	<mark>enė</mark> de <i>redistria</i> ca d <u>reas</u> dr
Turn Bay Length (ft)		125		150	184 DIESTINA	i miliilisi.	
Base Capacity (vph)	442	680	533	359	1049	556	692
Starvation Cap Reductn	Õ	. 0	0	0	0	0	0
Spillback Cap Reductn	.0	0	0	0	0	0	
Storage Cap Reductn	U	0	. 0	0	0	U	0
Reduced v/c Ratio	0,73	0.48	0.05	0.73	0.29	0.62	0.50
O'STREET OF STREET	٠.						the white but a said the way of the said the sai

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Movement EBL EBT EBR WEL MBT WER NEU MBT VBR 6BL	•	
	83	C 2 2
Lane Configurations	<u> </u>	
Traffic Volume (vph) 298 25 322 5 7 0 0 266 201 12 22	ં 301 ∕	<u> </u>
Future Volume (vph) 298 25 322 5 7 9 266 301 13 22	301	327
Ideal Flow (yphpl) 1900 1900 1900 1900 1900 1900 1900 190	301 1900 ः	327
Total Lost time (s) 4.0 6.0 4.0 4.0 4.0	4.0	1900
Lane Util, Factor 1.00 1.00 1.00 1.00	1.00	6.0 1.00
Frt 1.00 0.85 0.94 1.00 0.99	1.00	0.85
Fit Protected 0.96 100 0.99 0.95 1.00	1.00	1.00
Satd. Flow (prot) 1816 1599 1768 1805 1851	1893	1599
Fit Remitted 0.72 1.60 0.91 0.95 1.00	0.96	1.00
Satd. Flow (perm) 1372 1599 1621 1805 1851	1820	1599
Peak-hour factor, PHF 0.91 0.91 0.91 0.75 0.75 0.03 0.03 0.00 0.00	0.86	
Adj. Flow (vph) 327 27 354 7 9 12 286 324 14 26	350	0.86
RTOR Reduction (vph) 0 0 216 0 8 0 0 1 0 0	330	380 276
Lane Group Flow (vph) 0 354 138 0 20 0 286 337 0 0	376	104
Heavy Vehicles (%) 0% 0% 1% 0% 0% 0% 1% 25% 0%	0%	104
Turn Type custom NA custom custom NA Prot NA custom		
Protected Phases:	IVA	custom
Permitted Phases 4 4 4 8 8 8 2 2.5.6		
Actuated Green, G (s) 19.0 19.0 19.0	6 18.0	- 10 A
Effective Green, g (s) 21.0 19.0 21.0 13.0 37.0	20.0	18.0
Actuated g/G Ratio 0:32 0.29 0.32 0.20 0.56	0.30	18.0
Clearance Time (s) 6.0 6.0 6.0 6.0	6.0	0.27
Vehicle Extension (s) 3.0 3.0 3.0 3.0	3.0	6.0
Lane Grp Cap (vph) 436 460 515 355 1037	551	3.0
v/s Ratio Prot	JJ 1	436
We Ratio Perm	0.21	0.06
v/c Ratio 0.81 0.30 0.00 0.00 0.20	0.68	0.06 0.24
Uniform Delay, d1 20.7 18.3 15.5 25.3 7.8	20.2	18.7
Progression Factor 1.00 1.00 1.00 1.00	1.00	1.00
Incremental Delay, d2 11.0 0.4 0.0 12.5 0.2	3.5	0.3
Delay (s) 31.7 18.7 15.6 37.9 8.0	23.7	0.3 18.9
Level of Service C B B D A	20.1 C	10.5
Approach Delay (s) 25.2	21.3	
Approach LOS C B C	C	:
iskarsaction Germany		
HCM 2000 Control Delay 22.6 HCM 2000 Level of Service C		
HCM 2000 Volume to Capacity ratio 0.87	200.0	
Actuated Cycle Length (a)	4.44	Ostalia.
Actuated Dyde Length (5) 60.0 Stim of lost time (s) 40.0		
13.0 13.0 13.0 13.0 13.0 13.0 13.0 13.0	A. 18	
	(<u>3</u>)	

	•	-	•	•	←	4	†	\	Ţ	4	
ane Group	<u> 5</u> 9,	=37	53 3		11.97	7.3.	V3~	83.	SBT	SBR	7 0
ane Configurations		4	7		4	*	1				
raffic Volume (vph)	298	25	322	5.	60.7	266	301°	80	4		
uture Volume (vph)	298	25	322	5	7	266		22	301	327	
urn Type	custom			custom	NA.	to the second of	301	22	301	327	
Protected Phases	:	: .	Cuswan	custoffi	IYA	Prot	NA	custom	NA.	custom	
Permitted Phases	. 4	1	1	0	0.	<i></i> ;		- A =	25 . . .		9
etector Phase	Δ		1971. Th	.,\	. 0		2	256	6	6	
Switch Phase	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	variation in the second of th		0	8	5	2	256	6	. 6	
linimum Initial (s)	5.0	5.0	5.0	- E O							
linimum Split (s)	11.0	11.0	3.0 11.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0
otal Split (s)	25.0	25.0	25.0	11.0	11.0	11.0	16.0	William.	16.0	16.0	24.0
otal Split (%)	27.8%	27.8%		25.0	25.0	17.0	41.0		24.0	24.0	24.0
ellow Time (s)	4.0	en antagram made a	27.8%	27.8%	*** ** ** *** ***	18.9%	w		26.7%	26.7%	27%
II-Red Time (s)	4.0 2.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0
ost Time Adjust (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	0.0
otal Lost Time (s)		-2.0	0.0	,	-2.0	-2.0	-2 .0		-2.0	0.0	or a supplemental to
ead/Lag		4.0	6.0		4.0	4.0	4.0	Marine San	4.0	6.0	
ead-Lag Optimize?			• * 1.	3		Lag			Lead	Lead	
lecall Mode			ligijai. T	المات الألماء							
ct Effet Green (s)	None	None	None	None	None	None	Min		Min	Min	None
ctuated g/C Ratio		21.0	19.0		21.0	13.0	37.0		20.0	18.0	
c Ratio		0.32	0.29		0.32	0.20	0.56		0.30	0.27	
and the state of the second of		0.81	0.52		0.05	0.81	0.33		0.68	0.53	
ontrol Delay	, and the second	38.2	7.3		11.8	45.2	8.8		27.8	5.6	
ueue Delay		× 0.0	0.0		0.0	0.0	0.0		0.0	0.0	ar are
otal Delay		38.2	7.3		11.8	45.2	8.8	- 1-1-1-1-1	27.8	5.6	Assess to a fine
os j		D	A	initaal Mataal	В	D	A	Q. 4 (2)	C.		
pproach Delay		22.7			11.8		25.5	Kalingar (New Later A	16.6		
oproach LOS		C			В	v. 2000	C		B		
iarkadilan Symmany						Control of Security Security of Security Securit		and the same	er a samul		
cle Length: 90	T THE PROPERTY OF		NW SW	7.79.77	700 M 186 A		Sales of the	The first of	And the second	-15,-19.	
ctuated Cycle Length: 66	81 u ha 20%(80	ENTREPH			1. Barrier 201						
atural Cycle: 90	Specific Constitution	C. 18. 16.	a sinar	alle i skriva							
ontrol Type: Actuated-Unc	oordinated							Ada 1			
aximum v/c Ratio 0.81		4. : 1. :	1. 3,500		Section 1						

Maximum v/c Ratio: 0.81. Intersection Signal Delay: 21.2

Intersection Capacity Utilization 68.2%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service C

Ø2		₩ 04	<i>ħ</i> k _{Ø9}	
Ø6	₹ Ø5	₹ Ø8		

	-	\rightarrow	←	4	†	↓	₹
Land Group	<u> </u>	EBR	1,778_	7.3.	XBT	SBT	SBR
Lane Group Flow (vph)	354	354	28	286	338	376	380
v/c Ratio	0.81	0.52	0.05	0.81	0.33	0.68	0.53
Control Delay	38.2	7.3	11.8	45.2	8.8	27.8	5.6
Queue Delay	0.0	0.0	0.0	0.0 ∵	0.0	0.0	0.0
Total Delay	38.2	7.3	11.8	45.2	8.8	27.8	5.6
Queue Length 50th (ft)	129	15	4-	111	66	132	004 0 4443414
Queue Length 95th (ft)	#264	75	16	#228	110	205	49
Internal Link Dist (ft)	212		69		292	271	
Turn Bay Length (ft)		125		150			
Base Capacity (vph)	436	676	524	355	1039	551	712
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	. 0	0	. 0	.0	
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.52	0.05	0.81	0.33	0.68	0.53
A CARLE MARKETER AND REPORT MARKETS AND A CONTROL OF THE	المجتمادين	***** *******	owner (stable) of Calif	en i ness var falerin, dest	a a Pia ar a participat de la constanta de la constanta de la constanta de la constanta de la constanta de la c	الترافقا الأخاطينيات المراء	tis <u>eliperationis attrakti par planta</u> kantar silanima operationis pristonista. Her en 1900 och 1919 de beske tem T

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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	•		•	•	←	•	4	†	<i>></i>	\	↓	. 4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		A	~ 7	_	4		75	, P			र्स	7
Traffic Volume (vph)	279	25	297	✓ 5	7	9 /	2 46 ·	<i>P</i>	1 3	/ 22 ·		√ 30
Future Volume (vph)	279	25	297	5	7	9	246	272	13	22	272	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Total Lost time (s)		4.0	6.0		4.0		4.0	4.0			4.0	6.
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.0
Frt		1.00	0.85		0.94		1.00	0.99			1.00	0.8
Flt Protected		0.96	1.00		0.99		0.95	1.00			1.00	1.0
Satd. Flow (prot)		1817	1599		1768		1805	1848			1893	159
FIt Permitted		0.72	1.00		0.91		0.95	1.00			0.96	1.0
Satd. Flow (perm)		1373	1599		1631		1805	1848			1817	159
Peak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75	0.93	0.93	0.93	0.86	0.86	
Adj. Flow (vph)	307	27	326	7	9	12	265	292	14	26		0.8
RTOR Reduction (vph)	0	0	210	ó	8	0	0	292 1			316	35
Lane Group Flow (vph)	0	334	116	0	20	0	265	305	0	0	0	26
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	1%	0	0	342	9
	custom	NA				U 70 ·			25%	0%	0%	19
Protected Phases	Justom	INA	Custom	custom	NA		Prot	NA		custom	NA	custor
Permitted Phases	4	1	1	0	0		5			0.50		
Actuated Green, G (s)	4	20.0	20.0	8	8		44.0	2		256	6	
Effective Green, g (s)		22.0			20.0		11.0	34.0			17.0	17.
Actuated g/C Ratio			20.0		22.0		13.0	36.0			19.0	17.
Clearance Time (s)		0.33	0.30		0.33		0.20	0.55			0.29	0.2
Vehicle Extension (s)		6.0	6.0		6.0		6.0	6.0			6.0	6.
		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		457	484		543		355	1008			523	41
v/s Ratio Prot							c0.15					
v/s Ratio Perm		c0.24	0.07		0.01			0.16			c0.19	0.0
v/c Ratio		0.73	0.24		0.04		0.75	0.30			0.65	0.2
Uniform Delay, d1		19.4	17.3		14.8		24.9	8.2			20.6	19.3
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.0
Incremental Delay, d2		5.9	0.3		0.0		8.3	0.2			2.9	0.3
Delay (s)		25.3	17.5		14.9		33.2	8.3			23.6	19.
Level of Service		С	В		В		С	Α			С	{
Approach Delay (s)		21.5			14.9			19.9			21.5	
Approach LOS		С			В			В			C	
Intersection Summary												
HCM 2000 Control Delay			20.9	Н	CM 2000	Level of S	Service		С			
HCM 2000 Volume to Capacity	ratio		0.81									
Actuated Cycle Length (s)			66.0	S	um of lost	time (s)			19.0			
Intersection Capacity Utilization	1		64.1%		CU Level o				С			
Analysis Period (min)			15						,			
Critical Lane Group												

	→	→	*	•	←	4	†	\	ţ	4	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations	•	र्स	7"		44,	*	ĵ.	- 	4	7"	
Traffic Volume (vph)	279	25	297	5	7	246	272	22	272	308	
Future Volume (vph)	279	25	297	5	7	246	272	22	272	308	
Turn Type	custom	NA	custom	custom	NA	Prot	NA	custom	NA	custom	
Protected Phases						5					9
Permitted Phases	4	4	4	8	8		2	256	6	6	
Detector Phase	4	4	4	8	8	5	2	256	6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0		16.0	16.0	24.0
Total Split (s)	26.0	26.0	26.0	26.0	26.0	17.0	40.0		23.0	23.0	24.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	28.9%	18.9%	44.4%		25.6%	25.6%	27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)		-2.0	0.0		-2.0	-2.0	-2.0		-2.0	0.0	
Total Lost Time (s)		4.0	6.0		4.0	4.0	4.0		4.0	6.0	
Lead/Lag						Lag			Lead	Lead	
Lead-Lag Optimize?						Ü					
Recall Mode	None	None	None	None	None	None	Min		Min	Min	None
Act Effct Green (s)		22.0	20.0		22.0	13.0	36.0		19.0	17.0	
Actuated g/C Ratio		0.33	0.30		0.33	0.20	0.55		0.29	0.26	
v/c Ratio		0.73	0.47		0.05	0.75	0.30		0.66	0.53	
Control Delay		31.0	5.8		11.3	40.3	9.1		27.6	5.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		31.0	5.8		11.3	40.3	9.1		27.6	5.9	
LOS		С	Α		В	D	Α		С	Α	
Approach Delay		18.5			11.3		23.6		16.5		
Approach LOS		В			В		С		В		

Intersection Summary

Cycle Length: 90 Actuated Cycle Length: 66

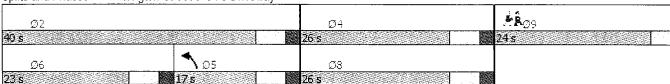
Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75 Intersection Signal Delay: 19.2 Intersection Capacity Utilization 64.1%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15



	→	•	←	•	†	↓	4		
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR	 	
Lane Group Flow (vph)	334	326	28	265	306	342	358		
v/c Ratio	0.73	0.47	0.05	0.75	0.30	0.66	0.53		
Control Delay	31.0	5.8	11.3	40.3	9.1	27.6	5.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.0	5.8	11.3	40.3	9.1	27.6	5.9		
Queue Length 50th (ft)	117	7	4	102	60	120	0		
Queue Length 95th (ft)	#234	60	16	#206	103	190	49		
Internal Link Dist (ft)	212		69		292	271			
Turn Bay Length (ft)		125		150					
Base Capacity (vph)	458	694	551	355	1009	522	677		
Starvation Cap Reductn	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.73	0.47	0.05	0.75	0.30	0.66	0.53		
Intersection Summary				11.44					

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	٠		7	•	4	•	4	†	~	\		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	. 7		€\$→		*	1,			4	7
Traffic Volume (vph)	307	25	324	5	7	9	268	301	13	22	301	337
Future Volume (vph)	307	25	324	5	7	9	268	301	13	22	301	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.0		4.0		4.0	4.0			4.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		0.94		1.00	0.99			1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1816	1599		1768		1805	1851			1893	1599
FIt Permitted		0.72	1.00		0.90		0.95	1.00			0.96	1.00
Satd. Flow (perm)		1371	1599		1619		1805	1851			1820	1599
Peak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75	0.93	0.93	0.93	0.86	0.86	0.86
Adj. Flow (vph)	337	27	356	7	9	12	288	324	14	26	350	392
RTOR Reduction (vph)	0	0	212	0	8	0	0 .	1	0	0	0	285
Lane Group Flow (vph)	0	364	144	0	20	0	288	337	0	0	376	107
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	1%	25%	0%	0%	1%
Turn Type	custom	NA	custom		NA		Prot	NA	2070	custom	NA	custom
Protected Phases				04010111			5	IVA		Custom	INA	Custom
Permitted Phases	4	4	4	8	8		Ü	2		256	6	6
Actuated Green, G (s)		19.0	19.0		19.0		11.0	35.0		200	18.0	18.0
Effective Green, g (s)		21.0	19.0		21.0		13.0	37.0			20.0	18.0
Actuated g/C Ratio		0.32	0.29		0.32		0.20	0.56			0.30	0.27
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		436	460	~	515		355	1037		-,-	551	436
v/s Ratio Prot					010		c0.16	1007			551	430
v/s Ratio Perm		c0.27	0.09		0.01		00.10	0.18			c0.21	0.07
v/c Ratio		0.83	0.31		0.04		0.81	0.32			0.68	0.07
Uniform Delay, d1		20.9	18.4		15.5		25.3	7.8			20.2	18.7
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		12.9	0.4		0.0		13.1	0.2			3.5	0.3
Delay (s)		33.8	18.8		15.6		38.5	8.0			23.7	19.0
Level of Service		C	В		В		D .5	Α			23.7 C	19.0 B
Approach Delay (s)		26.4			15.6		D	22.0			21.3	Ь
Approach LOS		C			В			22.0 C			2.1.3 C	
Intersection Summary				100			Santa e					
HCM 2000 Control Delay			23.1	Н	CM 2000 I	_evel of S	Service		C			
HCM 2000 Volume to Capaci	ty ratio		0.89									
Actuated Cycle Length (s)			66.0	Si	um of lost	time (s)			19.0			
Intersection Capacity Utilization	on		68.7%		U Level o				C			
									-			
Analysis Period (min)			15									

	۶	-	•	•	←	4	†	\	ļ	4		
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9	
Lane Configurations		स	7*		43-	75	1>		र्स	7"		
Traffic Volume (vph)	307	25	324	5	7	268	301	22	301	337		
Future Volume (vph)	307	25	324	5	7	268	301	22	301	337		
Turn Type	custom	NA	custom	custom	NA	Prot	NA	custom	NA	custom		
Protected Phases						5					9	
Permitted Phases	4	4	4	8	8		2	256	6	6		
Detector Phase	4	4	4	8	8	5	2	256	6	6	•	
Switch Phase		•										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0		16.0	16.0	24.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	17.0	41.0		24.0	24.0	24.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	18.9%	45.6%		26.7%	26.7%	27%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	0.0	
Lost Time Adjust (s)		-2.0	0.0		-2.0	-2.0	-2.0		-2.0	0.0		
Total Lost Time (s)		4.0	6.0		4.0	4.0	4.0		4.0	6.0		
Lead/Lag						Lag			Lead	Lead		
Lead-Lag Optimize?						Ū						
Recall Mode	None	None	None	None	None	None	Min		Min	Min	None	
Act Effct Green (s)		21.0	19.0		21.0	13.0	37.0		20.0	18.0		
Actuated g/C Ratio		0.32	0.29		0.32	0.20	0.56		0.30	0.27		
v/c Ratio		0.84	0.53		0.05	0.81	0.33		0.68	0.54		
Control Delay		40.7	7.6		11.8	45.7	8.8		27.8	5.6		
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Total Delay		40.7	7.6		11.8	45.7	8.8		27.8	5.6		
LOS		D	Α		В	D	Α		С	Α		
Approach Delay		24.4			11.8		25.8		16.5			
Approach LOS		С			В		С		В			

Intersection Summary

Cycle Length: 90 Actuated Cycle Length: 66

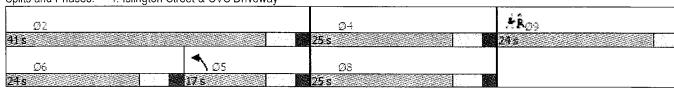
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84 Intersection Signal Delay: 21.8 Intersection Capacity Utilization 68.7%

Intersection LOS: C ICU Level of Service C

Analysis Period (min) 15



	-	\rightarrow	←	4	†	↓	4		
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR		
Lane Group Flow (vph)	364	356	28	288	338	376	392		
v/c Ratio	0.84	0.53	0.05	0.81	0.33	0.68	0.54		
Control Delay	40.7	7.6	11.8	45.7	8.8	27.8	5.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	40.7	7.6	11.8	45.7	8.8	27.8	5.6		
Queue Length 50th (ft)	134	17	4	112	66	132	0.0		
Queue Length 95th (ft)	#274	79	16	#230	110	205	49		
Internal Link Dist (ft)	212		. 69		292	271	70		
Turn Bay Length (ft)		125		150		~ 1 1		•	
Base Capacity (vph)	435	672	523	355	1039	551	721		
Starvation Cap Reductn	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	Õ	0		
Reduced v/c Ratio	0.84	0.53	0.05	0.81	0.33	0.68	0.54		
Intersection Summary	Turky Arter Light Arter	Marina. Sanya				A. 14-			

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

38 ▼ 38 9 00	6 6 1900 4.0	10 10 10 10 10 10 10 10 10 10 10 10 10 1	WBL 220 k	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
38	6 6 1900	10		10	7	%					
38	6 1900	10		40		1	**	18	75	A 12	
	1900		000	10	74	15	1901	217	56	1131	1
900		4000	220	10	74	15	1901	217	56	1131	1
	4 0	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
	1.0			4.0	6.0	4.0	4.0	6.0	4.0	4.0	
	1.00			1.00	1.00	1.00	*0.88	*0.88	1.00	0.95	
	0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
	0.97			0.95	1.00	0.95					
	1753										
	0.40										
0.79		0.79	0.76			 					: 0.9
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CIIII			reiiii		Perm			Perm			
1	4		0	O	. 0	ິວ	Z	2	ļ	ь	
4	24.0		0	24.0		2.0	74.0		4.0	76.0	
	• • • • • • • • • • • • • • • • • • • •										
	157			281	323			859			
	0.00			0.00	2.22	0.01	c0.64		c0.03	0.33	
					39.3		30.8	7.4		11.7	
					D	D	С	Α	Ė	В	
				101.9			28.6			14.4	
	D			F			С			В	
									1.45	-	
		31.8	H	CM 2000	Level of	Service		С			
atio		1.01									
		120.0	S	um of lost	time (s)			12.0			
		75.4%	IC	CU Level	of Service			D			
		15									
	0.79 48 0 0 3% erm 4	0.97 1753 0.40 725 0.79 0.79 48 8 0 7 0 62 3% 0% erm NA 4 4 24.0 26.0 0.22 6.0 3.0 157 0.09 0.39 40.3 1.00 1.6 41.9 D 41.9 D	0.97 1753 0.40 725 0.79 0.79 0.79 0.79 0.79 0.79 0.62 0.70 0.62 0.3% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0.97 1753 0.40 725 0.79 0.79 0.79 0.79 0.79 0.70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.97	0.97	0.97	0.97	0.97	0.97	0.97

	۶		•	4	*	4	†	<i>></i>	\	↓	
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL.	SBT	
Lane Configurations		(}		4	7	1	ተ ተ	7	Ť	^ p	
Traffic Volume (vph)	38	6	220	10	74	15	1901	217	56	1131	
Future Volume (vph)	38	6	220	10	74	15	1901	217	56	1131	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			. 2			-
Detector Phase	4	4	8	8	8	5	2	2	1	6	
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	11.0	16.0	16.0	11.0	16.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	11.0	79.0	79.0	11.0	79.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	9.2%	65.8%	65.8%	9.2%	65.8%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	6.0	4.0	4.0	6.0	4.0	4.0	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		26.0		26.0	24.0	7.0	77.2	75.2	7.0	81.6	
Actuated g/C Ratio		0.22		0.22	0.20	0.06	0.64	0.63	0.06	0.68	
v/c Ratio		0.42	•	1.07	0.25	0.16	1.00	0.27	0.54	0.48	
Control Delay		44.2		119.9	13.3	51.0	28.4	5.1	74.3	10.6	
Queue Delay		0.0		0.0	0.0	0.0	1.1	0.5	0.0	0.1	
Total Delay		44.2		119.9	13.3	51.0	29.5	5.6	74.3	10.6	
LOS		. D		F	В	D	С	Α	Е	В	
Approach Delay		44.2		94.0			27.2			13.6	
Approach LOS		. D		F			С			В	
Intersectiop Summa	a later		in in the				13 de 18		· · · · · · · · · · · · · · · · · · ·		a Seguina

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07 Intersection Signal Delay: 30.0 Intersection Capacity Utilization 75.4%

Intersection LOS: C ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: US1 Bypass & Coakly Road/Cottage Street



		←	♣.	4	†	<i>></i>	\	ļ	
Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	69	302	97	17	2112	241	57	1152	
v/c Ratio	0.42	1.07	0.25	0.16	1.00	0.27	0.54	0.48	
Control Delay	44.2	119.9	13.3	51.0	28.4	5.1	74.3	10.6	
Queue Delay	0.0	0.0	0.0	0.0	1.1	0.5	0.0	0.1	
Total Delay	44.2	119.9	13.3	51.0	29.5	5.6	74.3	10.6	
Queue Length 50th (ft)	40	~260	9	11	~1007	50	44	174	
Queue Length 95th (ft)	76	#336	38	m13	#1133	m71	#97	297	
Internal Link Dist (ft)	998	606			304			719	
Turn Bay Length (ft)			50	100		100	150		
Base Capacity (vph)	164	281	388	105	2108	903	105	2404	
Starvation Cap Reductn	0	0	0	0	9	348	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	235	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.42	1.07	0.25	0.16	1.01	0.43	0.54	0.53	
Intersection Summary									

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	٠		•	•	←	*	4	†	1	\	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	**	4	-A	THE STATE OF THE S	4	#	1	孙	.47*	18	朴	
Traffic Volume (vph)	485	14	87	52	11	288	36	380	11	200		140
Future Volume (vph)	485	14	87	52	11	288	36	1380	۱1 ر	200	1034	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0		4.0	6.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.90	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	0.95	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1708	1615		1606	1534	1752	3497		1752	3502	
Flt Permitted	0.95	0.95	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1698	1708	1615		1606	1534	1752	3497		1752	3502	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	584	17	105	58	12	320	37	1423	11	208	1077	146
RTOR Reduction (vph)	0	0	87	0	55	175	0	1	0	0	8	0
Lane Group Flow (vph)	298	303	18	0	143	17	37	1433	0	208	1215	0
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	3%	3%	17%	3%	1%	3%
Turn Type	Split	NA	Prot	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	7	7	. 8	8		5	2		1	6	
Permitted Phases						8					_	
Actuated Green, G (s)	21.1	21.1	21.1		10.3	10.3	3.0	51.6		13.0	61.6	
Effective Green, g (s)	23.1	23.1	21.1		12.3	10.3	5.0	53.6		15.0	63.6	
Actuated g/C Ratio	0.19	0.19	0.18		0.10	0.09	0.04	0.45		0.12	0.53	
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	326	328	283		164	131	73	1561		219	1856	
v/s Ratio Prot	0.18	c0.18	0.01		c0.09		0.02	c0.41		c0.12	0.35	
v/s Ratio Perm						0.01						
v/c Ratio	0.91	0.92	0.07		0.87	0.13	0.51	0.92		0.95	0.65	
Uniform Delay, d1	47.5	47.6	41.2		53.1	50.7	56.3	31.1		52.1	20.3	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.03	0.87	
Incremental Delay, d2	28.8	30.6	0.1		36.6	0.5	5.4	10.2		40.6	1.5	
Delay (s)	76.3	78.2	41.3		89.6	51.2	61.7	41.3		94.1	19.0	
Level of Service	Ė	Έ	Ď		Ę	D	E,	D		F	В	
Approach Delay (s)		71.9	١		70.7	•		41.8			29.9	
Approach LOS		Е			Ε			D			С	
Intersection Summary												
HCM 2000 Control Delay			45.7	H	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capac	city ratio		0.94									
Actuated Cycle Length (s)			120.0		um of lost				18.0			
Intersection Capacity Utiliza	tion		80.0%	IC	U Level o	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

Timings

2: US1 Bypass & Borthwick Avenue/Cate Street Extension

	•		*	←	•	4	†	\	ļ	
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations	**	4	7	€\$	7	ħ	1	34	^	
Traffic Volume (vph)	. 485	14	87	11	288	36	1380	200	1034	
Future Volume (vph)	485	14	87	11	288	36	1380	200	1034	
Turn Type	Split	NA	Prot	NA	Perm	Prot	NA	Prot	NA	
Protected Phases	7	7	7	8		5	2	1	6	
Permitted Phases					8					
Detector Phase	7	7	7	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	. 11.0	11.0	16.0	11.0	16.0	
Total Split (s)	27.0	27.0	27.0	16.0	16.0	11.0	58.0	19.0	66.0	
Total Split (%)	22.5%	22.5%	22.5%	13.3%	13.3%	9.2%	48.3%	15.8%	55.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	· 2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	6.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)	23.1	23.1	21.1	12.3	10.3	7.0	53.5	15.0	66.0	
Actuated g/C Ratio	0.19	0.19	0.18	0.10	0.09	0.06	0.45	0.12	0.55	
v/c Ratio	0.91	0.92	0.24	0.90	0.63	0.36	0.92	0.95	0.63	
Control Delay	80.1	81.7	1.3	77.3	17.2	64.6	41.8	96.6	18.0	
Queue Delay	19.0	20.7	0.0	10.3	2.5	0.0	3.4	0.0	0.3	
Total Delay	99.2	102.4	1.3	87.5	19.7	64.6	45.2	96.6	18.3	
LOS	F	F	Α	F	В	E	D	F	В	
Approach Delay		86.0		54.1			45.7		29.7	
Approach LOS		F		D			D		С	
Intersection Summary			. 4 (1879). 15 (1844).	A. (A. 1747)			1		A	<u> </u>

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 16 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95 Intersection Signal Delay: 47.9 Intersection Capacity Utilization 80.0%

Intersection LOS: D ICU Level of Service D

Analysis Period (min) 15

2: US1 Bypass & Borthwick Avenue/Cate Street Extension Splits and Phases:



	۶	→	•	•	*	4	†	\	↓	
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	298	303	105	198	192	37	1434	208	1223	
v/c Ratio	0.91	0.92	0.24	0.90	0.63	0.36	0.92	0.95	0.63	
Control Delay	80.1	81.7	1.3	77.3	17.2	64.6	41.8	96.6	18.0	
Queue Delay	19.0	20.7	0.0	10.3	2.5	0.0	3.4	0.0	0.3	
Total Delay	99.2	102.4	1.3	87.5	19.7	64.6	45.2	96.6	18.3	
Queue Length 50th (ft)	240	245	. 0	113	1	28	533	140	285	
Queue Length 95th (ft)	#363	#370	0	#268	77	65	#663	m#273	m455	
Internal Link Dist (ft)		916		388			250		304	
Turn Bay Length (ft)	225		225			200		150		
Base Capacity (vph)	326	328	441	219	306	103	1574	219	1933	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	220	
Spillback Cap Reductn	32	32	0	14	44	0	84	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.01	1.02	0.24	0.97	0.73	0.36	0.96	0.95	0.71	
Intersection Summary	ga Araga.									

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

	•	-	•	•	←	•	4	†	/	>	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		-4	74	_	14	·····	1	/	-1110	-# U.Sr	र्स	7
Traffic Volume (vph)	338 .	30	409	10	18 '	12/	405	320	16	25 🍆	340	390
Future Volume (vph)	338	30	409	10	18	12	405	320	16	25	340	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.0		4.0		4.0	4.0			4.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		0.96		1.00	0.99			1.00	0.85
FIt Protected		0.96	1.00		0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1800	1583		1803		1770	1851			1859	1599
Flt Permitted		0.74	1.00		0.84		0.95	1.00			0.95	1.00
Satd. Flow (perm)		1388	1583		1526		1770	1851			1779	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	360	32	435	12	22	14	471	372	19	29	395	453
RTOR Reduction (vph)	. 0	0	186	0	10	0	0	1	0	0	0	32
Lane Group Flow (vph)	0	392	249	0	.38	0	471	390	0	0	424	132
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	2%	1%
Turn Type	custom	NA	custom	custom	NA		Prot	NA		custom	NA	custon
Protected Phases							5			ouotom		caston
Permitted Phases	4	4	4	. 8	8		_	2		256	6	(
Actuated Green, G (s)		26.0	26.0		26.0		24.0	58.0			28.0	28.0
Effective Green, g (s)		28.0	26.0		28.0		26.0	60.0			30.0	28.0
Actuated g/C Ratio		0.29	0.27		0.29		0.27	0.62			0.31	0.29
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		404	428		445		479	1156			555	466
v/s Ratio Prot							c0.27	1100			000	400
v/s Ratio Perm		c0.28	0.16		0.02		00.21	0.21			c0.24	0.08
v/c Ratio		0.97	0.58		0.09		0.98	0.34			0.76	0.28
Uniform Delay, d1		33.6	30.3		24.7		34.8	8.6			29.8	26.3
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		36.9	2.0		0.1		36.5	0.2			6.2	0.3
Delay (s)		70.5	32.3		24.8		71.3	8.7			36.0	26.6
Level of Service		Ε	С		C		F	A			D	20.0
Approach Delay (s)		50.4	3		24.8		_	42.9			31.1	
Approach LOS		D			C			D			C	
Intersection Summary								ja				
HCM 2000 Control Delay			41.0	Н	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Capa	acity ratio		0.98						_			
Actuated Cycle Length (s)			96.0	S	um of los	t time (s)			19.0			
Intersection Capacity Utiliza	ation		78.7%		CU Level				D			
Analysis Period (min)			15									
c Critical Lane Group												

	→	→	*	•	←	4	†	>	↓	4	
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR	Ø9
Lane Configurations		र्स	۴		4	*	14		स	7	
Traffic Volume (vph)	338	30	409	10	18	405	320	25	340	390	
Future Volume (vph)	338	30	409	10	18	405	320	25	340	390	
Turn Type	custom	NA	custom	custom	NA	Prot	NA	custom	NA	custom	
Protected Phases						5					9
Permitted Phases	4	4	4	. 8	8		2	256	6	6	
Detector Phase	4	4	4	8	8	5	2	256	6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	10.0		10.0	10.0	7.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0		16.0	16.0	24.0
Total Split (s)	32.0	32.0	32.0	32.0	32.0	30.0	64.0		34.0	34.0	24.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	25.0%	53.3%		28.3%	28.3%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	0.0
Lost Time Adjust (s)		-2.0	0.0		-2.0	-2.0	-2.0		-2.0	0.0	
Total Lost Time (s)		4.0	6.0		4.0	4.0	4.0		4.0	6.0	
Lead/Lag						Lag			Lead	Lead	
Lead-Lag Optimize?						Yes			Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min		Min	Min	None
Act Effct Green (s)		28.0	26.0		28.0	26.0	60.0		30.0	28.0	
Actuated g/C Ratio		0.29	0.27		0.29	0.27	0.62		0.31	0.29	
v/c Ratio		0.97	0.71		0.11	0.98	0.34		0.76	0.58	
Control Delay		73.4	19.9		19.9	73.6	9.5		40.4	5.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		73.4	19.9		19.9	73.6	9.5		40.4	5.9	
LOS		Ε	В		В	Е	Α		D	Α	
Approach Delay		45.2			19.9		44.5		22.6		
Approach LOS		D			В		D		С		

Intersection Summary

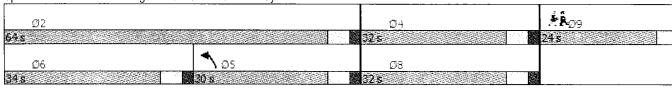
Cycle Length: 120 Actuated Cycle Length: 96 Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98 Intersection Signal Delay: 36.9 Intersection Capacity Utilization 78.7%

Intersection LOS: D
ICU Level of Service D

· Analysis Period (min) 15



		•	←	4	†	ļ	4	
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR	
Lane Group Flow (vph)	392	435	48	471	391	424	453	
v/c Ratio	0.97	0.71	0.11	0.98	0.34	0.76	0.58	
Control Delay	73.4	19.9	19.9	73.6	9.5	40.4	5.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.4	19.9	19.9	73.6	9.5	40.4	5.9	
Queue Length 50th (ft)	235	96	15	285	102	232	0	
Queue Length 95th (ft)	#421	212	38	#452	145	326	56	
Internal Link Dist (ft)	212		69		292	271		
Turn Bay Length (ft)		125		150				
Base Capacity (vph)	404	614	455	479	1158	555	787	
Starvation Cap Reductn	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	. 0	
Storage Cap Reductn	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.97	0.71	0.11	0.98	0.34	0.76	0.58	
Intersection Summa	Yaya Day	. H. Brak		A 100				

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	≯	-	•	•	◄	*	1	†	1	-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		A.	,	/	14	7	15	*	7	, * 5	1	
Traffic Volume (vph)	38	✓ 6∨	10 🗸	226 、	10	135	15	∕ 1707 ∨	219			10
Future Volume (vph)	38	6	10	226	10	135	15	1707	219	67	1054	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Total Lost time (s)		4.0			4.0	6.0	4.0	4.0	6.0	4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	*0.88	*0.88	1.00	0.95	
Frt		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1753			1762	1615	1805	3278	1393	1805	3535	
Flt Permitted		0.48			0.70	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		873	**.		1295	1615	1805	3278	1393	1805	3535	
Peak-hour factor, PHF	0.79	0.79	0.79	0.76	0.76	0.76	0.90	0.90	0.90	0.99	0.99	0.99
Adj. Flow (vph)	48	8	13	297	13	178	17	1897	243	68	1065	10.93
RTOR Reduction (vph)	0	7	0	0	0	63	0	0	34	0	. 0	(
Lane Group Flow (vph)	0	62	0	0	310	115	17	1897	209	68	1075	,
Heavy Vehicles (%)	3%	0%	0%	3%	0%	0%	0%	2%	2%	0%	2%	. 0%
Turn Type	Perm	NA	0 70	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	07
Protected Phases	Cilii	4		remi	8	remi	5	2	Pellli	1	NA 6	
Permitted Phases	4	4		8	0	8	5	Z	2	ı	Ö	
Actuated Green, G (s)	7	28.4		O	28.4	28.4	2.0	69.6	2 69.6	4.0	71.6	
Effective Green, g (s)		30.4			30.4	28.4	4.0	71.6	69.6	4.0 6.0	71.6 73.6	
Actuated g/C Ratio		0.25			0.25	0.24						
Clearance Time (s)		6.0			6.0		0.03	0.60	0.58	0.05	0.61	
Vehicle Extension (s)		3.0				6.0	6.0	6.0	6.0	6.0	6.0	
					3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		221			328	382	60	1955	807	90	2168	
v/s Ratio Prot		0.07			0.04	o' o=	0.01	c0.58		c0.04	0.30	
v/s Ratio Perm		0.07			c0.24	0.07			0.15			
v/c Ratio		0.28			0.95	0.30	0.28	0.97	0.26	0.76	0.50	
Uniform Delay, d1		36.0			44.0	37.7	56.6	23.2	12.5	56.3	12.9	
Progression Factor		1.00			1.00	1.00	0.94	0.54	0.64	1.00	1.00	
Incremental Delay, d2		0.7			35.2	0.4	1.5	9.9	0.4	29.7	8.0	
Delay (s)		36.7			79.2	38.1	54.7	22.5	8.4	86.0	13.7	
Level of Service		D			E	D	D	С	Α	F	В	
Approach Delay (s)		36.7			64.2			21.2			18.0	
Approach LOS		D			Е			С			В	
Intersection Summary	,									1000		
HCM 2000 Control Delay			26.0	H	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capacity	ratio		0.95									
Actuated Cycle Length (s)			120.0	Sı	um of lost	time (s)			12.0			
Intersection Capacity Utilization			77.6%	IC	U Level	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

	•	→	•	←	*	4	†	*	\	↓	
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations		4		Ą	7	75	44	ŕ	17	^	
Traffic Volume (vph)	38	6	226	10	135	15	1707	219	67	1054	
Future Volume (vph)	38	6	226	10	135	15	1707	219	67	1054	
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8			2			
Detector Phase	4	4	8	8	8	5	2	2	1	6	
Switch Phase											
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	11.0	16.0	16.0	11.0	16.0	
Total Split (s)	33.0	33.0	33.0	33.0	33.0	11.0	76.0	76.0	11.0	76.0	
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	9.2%	63.3%	63.3%	9.2%	63.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		-2.0		-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	
Total Lost Time (s)		4.0		4.0	6.0	4.0	4.0	6.0	4.0	4.0	
Lead/Lag						Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		30.4		30.4	28.4	7.1	72.8	70.8	7.3	77.2	
Actuated g/C Ratio		0.25		0.25	0.24	0.06	0.61	0.59	0.06	0.64	
v/c Ratio		0.30		0.95	0.40	0.16	0.95	0.28	0.62	0.47	
Control Delay		36.7		83.3	24.1	52.8	21.1	5.6	79.7	12.2	
Queue Delay		0.0		0.0	0.0	0.0	2.5	0.6	0.0	0.1	
Total Delay		36.7		83.3	24.1	52.8	23.7	6.2	79.7	12.3	
LOS		D		F	С	D	С	Α	E	В	
Approach Delay		36.7		61.7			21.9			16.3	
Approach LOS		D		E			С			В	

Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection

Natural Cycle: 100

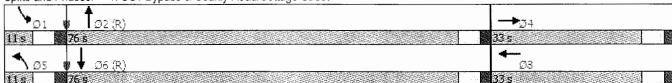
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95 Intersection Signal Delay: 25.6 Intersection Capacity Utilization 77.6%

Intersection LOS: C
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: US1 Bypass & Coakly Road/Cottage Street



	-	←	•	4	†	/	\	 	
Lane Group	EBT	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	69	310	178	17	1897	243	68	1075	
v/c Ratio	0.30	0.95	0.40	0.16	0.95	0.28	0.62	0.47	
Control Delay	36.7	83.3	24.1	52.8	21.1	5.6	79.7	12.2	
Queue Delay	0.0	0.0	0.0	0.0	2.5	0.6	0.0	0.1	
Total Delay	36.7	83.3	24.1	52.8	23.7	6.2	79.7	12.3	
Queue Length 50th (ft)	38	241	62	12	309	43	53	174	
Queue Length 95th (ft)	71	#322	97	m16	#974	m76	#121	290	
Internal Link Dist (ft)	998	606			304	0	" (2)	719	
Turn Bay Length (ft)			50	100		100	150	7 10	
Base Capacity (vph)	227	327	444	106	1988	855	109	2275	
Starvation Cap Reductn	0	0	0	0	48	315	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	260	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.95	0.40	0.16	0.98	0.45	0.62	0.53	
Intersection Summary							1 3	• • • • • • • • • • • • • • • • • • • •	

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis 2: US1 Bypass & Borthwick Avenue/Cate Street Extension

	٠	→	•	•	←	•	4	†	<i>></i>	\	+	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	**	14	/ 7		(I)	7	17	A 13	- ASSESSED TO THE PARTY OF THE	1	A\$	
Traffic Volume (vph)	487	1 2 √	87	52 🗸	5	94	36 🗸	1380	12 🕏		1034	146
Future Volume (vph)	487	12	87	52	5	94	36	1380	12	123	1034	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0		4.0	6.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.96	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	0.95	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1707	1615		1676	1534	1752	3496		1752	3499	
Flt Permitted	0.95	0.95	1.00		0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1698	1707	1615		1676	1534	1752	3496		1752	3499	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	587	14	105	58	6	104	37	1423	12	128	1077	152
RTOR Reduction (vph)	0	0	84	0	11	75	0	1	0	0	9	0
Lane Group Flow (vph)	299	302	21	0	77	5	37	1434	0	128	1220	0
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	3%	3%	17%	3%	1%	3%
Turn Type	Split	NA	Prot	Split	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	7	7	8	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	23.6	23.6	23.6		6.9	6.9	3.0	55.5		10.0	62.5	
Effective Green, g (s)	25.6	25.6	23.6		8.9	6.9	5.0	57.5		12.0	64.5	
Actuated g/C Ratio	0.21	0.21	0.20		0.07	0.06	0.04	0.48		0.10	0.54	
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	362	364	317		124	88	73	1675		175	1880	
v/s Ratio Prot	0.18	c0.18	0.01		c0.05		0.02	c0.41		c0.07	0.35	
v/s Ratio Perm						0.00						
v/c Ratio	0.83	0.83	0.07		0.62	0.05	0.51	0.86		0.73	0.65	
Uniform Delay, d1	45.1	45.1	39.2		53.9	53.5	56.3	27.6		52.4	19.7	
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.14	0.86	•
Incremental Delay, d2	14.2	14.4	0.1		9.3	0.2	5.4	5.9		12.3	1.5	
Delay (s)	59.3	59.5	39.3		63.2	53.7	61.7	33.5		71.8	18.4	
Level of Service	Е	Е	D		E	D	Ε	С		Ε	В	
Approach Delay (s)		56.4			58.7			34.2			23.4	
Approach LOS		· E			Е			С			С	
Intersection Summary					<u>: </u>				-			
HCM 2000 Control Delay			35.6	H	CM 2000	Level of S	Service		D			
HCM 2000 Volume to Capaci	ty ratio		0.83									
Actuated Cycle Length (s)			120.0		ım of lost				18.0			
Intersection Capacity Utilization	on		75.8%	IC	U Level o	of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	→	•	←	•	•	†	1	↓	
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations	36	લી	7	4	7	*5	外	385	朴	
Traffic Volume (vph)	487	12	87	5	94	36	1380	123	1034	
Future Volume (vph)	487	12	87	5	94	36	1380	123	1034	
Turn Type	Split	NA	Prot	NA	Perm	Prot	NA	Prot	NA	
Protected Phases	7	7	7	8		5	2	1	6	
Permitted Phases					8					
Detector Phase	7	7	7	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0	
Total Split (s)	31.0	31.0	31.0	13.0	13.0	11.0	60.0	16.0	65.0	
Total Split (%)	25.8%	25.8%	25.8%	10.8%	10.8%	9.2%	50.0%	13.3%	54.2%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	6.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				· ·	
Recall Mode	None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)	25.6	25.6	23.6	8.9	6.9	7.2	57.5	12.0	66.9	
Actuated g/C Ratio	0.21	0.21	0.20	0.07	0.06	0.06	0.48	0.10	0.56	
v/c Ratio	0.83	0.83	0.25	0.65	0.37	0.35	0.86	0.73	0.63	
Control Delay	64.4	65.0	4.4	69.4	5.8	63.9	34.4	79.9	17.8	
Queue Delay	1.7	1.8	0.0	0.0	0.2	0.0	1.3	0.0	0.2	
Total Delay	66.1	66.7	4.4	69.4	6.0	63.9	35.6	79.9	18.0	
LOS	Ε	Ε	Α	Ε	Α	Ε	D	E	В	
Approach Delay		57.2		39.2			36.3		23.9	
Approach LOS		E		D			D		С	
Intersection Summary	h Wh	4. _{14.} 14.			1. 40	g Traffi George			That was	

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 14 (12%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86 Intersection Signal Delay: 35.9 Intersection Capacity Utilization 75.8%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: US1 Bypass & Borthwick Avenue/Cate Street Extension



	۶	→	•	•	*	4	†	\	1			
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT			
Lane Group Flow (vph)	299	302	105	88	80	37	1435	128	1229	_		
v/c Ratio	0.83	0.83	0.25	0.65	0.37	0.35	0.86	0.73	0.63			
Control Delay	64.4	65.0	4.4	69.4	5.8	63.9	34.4	79.9	17.8			
Queue Delay	1.7	1.8	0.0	0.0	0.2	0.0	1.3	0.0	0.2			
Total Delay	66.1	66.7	4.4	69.4	6.0	63.9	35.6	79.9	18.0			
Queue Length 50th (ft)	230	233	0	61	0	28	51.6	80	334			
Queue Length 95th (ft)	309	311	18	#140	7	65	623	m#166	m483			
Internal Link Dist (ft)		916		388			250		304			
Turn Bay Length (ft)	225		225			200		150				
Base Capacity (vph)	382	383	444	136	217	105	1676	177	1959			
Starvation Cap Reductn	0	0	0	0	0	0	0	0	187			
Spillback Cap Reductn	20	20	0	0	12	0	95	0	0			
Storage Cap Reductn	0	0	0	0	0	0	0	0	0			
Reduced v/c Ratio	0.83	0.83	0.24	0.65	0.39	0.35	0.91	0.72	0.69			
Intersection Summary			<i>H</i>								٠,	

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

ntersection															
nt Delay, s/veh	1.8													 	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
ane Configurations		/	- F	æ'		7	e e e e e e e e e e e e e e e e e e e	介		200	\$ \$		<i>A</i>		
raffic Vol, veh/h	0	V 0	54	0.	/ 0,		0.	1953	₹217. v	0 v	1187	35	/		
uture Vol, veh/h	0	0	54	0	0	84	0	1953	217	0	1187	35			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0			
ign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
T Channelized	-	-	None	-	-	None	-	-	None	-	-	None			
torage Length	-	-	0	-	-	-	-	-	-	-	-	-			
eh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-			
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-			
eak Hour Factor	79	79	79	76	76	76	90	90	90	99	99	99			
leavy Vehicles, %	3	0	0	3	0	0	0	2	2	0	2	0			
1vmt Flow	0	0	68	0	0	111	0	2170	241	. 0	1199	35			
Major/Minor N	linor2			Minor1			Major1			Major2					
Conflicting Flow All			617	-		1206		0	0	,,ujo:2		0		 -	
Stage 1	_	_	-			1200	_	-	-		_	-			
Stage 2	_	_	_	_	_	_	_	_	_	_	_	_			
Critical Hdwy	_	_	6.9		_	6.9		_	_	_	_				
Critical Hdwy Stg 1	_	_	٥.٠	_	_	0.0	_	_	_	_	_	_			
Critical Hdwy Stg 2	_	_	_	_			_	_	_	_		_			
follow-up Hdwy	_	_	3.3	_	_	3.3	_	_	_	_	_	_			
Pot Cap-1 Maneuver	0	0	438	0	0	179	0	_	_	0		_			
Stage 1	0	0	-	0	0	170	0	_	_	0	_	_			
Stage 2	0	0	_	0	0	_	0	_	_	0	_	_			
Platoon blocked, %	·	·		·	Ū		•	_	_	Ů	_	_			
Nov Cap-1 Maneuver	_	_	438		_	179		_	_	_	_	_			
Mov Cap-2 Maneuver	_	_	-		_	-	_	_	_	_	_	_			
Stage 1	_	_	_	_	_	_	_		_	_	_				
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-			
anna a ch	r:n			MO			ЫĠ			0.0					
Approach	EB	 		WB		-	NB	 		SB					
ICM Control Delay, s	14.7			53 F			0			0					
ICM LOS	В			٢											
ninor Lane/Major Mvmt		NBT	NBR I	EBLn1V	NBLn1	SBT	SBR						-		
Capacity (veh/h)		-	-	438	179	-	-					-			
ICM Lane V/C Ratio		-	-	0.156	0.617	-	-								
ICM Control Delay (s)		-	-	14.7	53	-	-								
ICM Lane LOS		-	-	В	F	-	-								
				0.5	3.5										

	≯	-	\rightarrow	•	•	•	•	†	<i>></i>	>	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	¥ς	4	1	A.	14	17	1 7	14		7 7	/ AP/	
Traffic Volume (vph)	485			272 '	114	287	36 ∢		12🗸	300	814	140
Future Volume (vph)	485	14	87	272	11	287	36	1380	12	300	814	140
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0		4.0	6.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00		0.95	0.95	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.99	0.85	1.00	1.00		1.00	0.98	
Flt Protected	0.95	0.95	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1708	1615		1706	1534	1752	3496		1752	3485	
Flt Permitted	0.95	0.95	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1698	1708	1615		1706	1534	1752	3496		1752	3485	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	584	17	105	302	12	319	37	1423	12	312	848	146
RTOR Reduction (vph)	0	0	90	0	3	162	0	1 1	0	0	11	(
Lane Group Flow (vph)	298	303	15	0	343	125	37	1434	0	313	983	(
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	3%	3%	17%	3%	1%	3%
Turn Type	Split	NA	Prot	Split	NA	Perm	Prot	NA	17.70	Prot	NA	
Protected Phases	7	7	7	8	8	i Cilli	5	2		1	6	
Permitted Phases	ı	,	1	O	O	8	J	2		Į.	O	
Actuated Green, G (s)	17.0	17.0	17.0		18.0	18.0	3.0	44.0		17.0	58.0	
Effective Green, g (s)	19.0	19.0	17.0		20.0	18.0	5.0	46.0		19.0	60.0	
Actuated g/C Ratio	0.16	0.16	0.14		0.17	0.15	0.04	0.38		0.16	0.50	
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	268	270	228		284	230	73	-				
v/s Ratio Prot	0.18	c0.18	0.01			230		1340		277	1742	
v/s Ratio Perm	0.10	CU. 10	0.01		c0.20	0.00	0.02	c0.41		c0.18	0.28	
v/c Ratio	1.11	1.12	0.07		1 01	0.08	0.54	4.07		4.40	0.50	
Uniform Delay, d1	50.5	50.5			1.21	0.54	0.51	1.07		1.13	0.56	
	1.00		44.6		50.0	47.2	56.3	37.0		50.5	20.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	88.4	91.7	0.1		121.3	2.6	5.4	45.8		93.7	1.3	
Delay (s) Level of Service	138.9 F	142.2	44.7		171.3	49.8	61.7	82.8		144.2	22.2	
	F	F	D		F	D	E	F		F	C	
Approach Delay (s)		126.3			116.2 F			82.3			51.4	
Approach LOS		F			۲			F			D	
Intersection Summary			· .	<u> </u>			<u> </u>	<u> </u>				
HCM 2000 Control Delay			85.3	H	CM 2000	Level of S	Service		F			
HCM 2000 Volume to Capad	city ratio		1.14									
Actuated Cycle Length (s)			120.0		um of lost				18.0			
Intersection Capacity Utiliza	tion		93.3%	IC	U Level of	of Service			F			
Analysis Period (min)			15									

	•	→	•	←	•	4	†	\	↓	
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations	10	ર્લ	7	4	7	N.	1	385	♠ ₽	
Traffic Volume (vph)	485	14	87	11	287	36	1380	300	814	
Future Volume (vph)	485	14	87	11	287	36	1380	300	814	
Turn Type	Split	NA	Prot	NA	Perm	Prot	NA	Prot	NA	
Protected Phases	7	7	7	8		5	2	1	6	
Permitted Phases					8					
Detector Phase	7	7	7	8	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	16.0	11.0	16.0	
Total Split (s)	23.0	23.0	23.0	24.0	24.0	11.0	50.0	23.0	62.0	
Total Split (%)	19.2%	19.2%	19.2%	20.0%	20.0%	9.2%	41.7%	19.2%	51.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	6.0	4.0	6.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	. None	None	None	None	None	None	C-Min	None	C-Min	
Act Effct Green (s)	19.0	19.0	17.0	20.0	18.0	7.0	46.0	19.0	62.4	
Actuated g/C Ratio	0.16	0.16	0.14	0.17	0.15	0.06	0.38	0.16	0.52	
v/c Ratio	1.11	1.12	0.27	1.21	0.73	0.36	1.07	1.13	0.55	
Control Delay	134.8	137.8	1.7	163.2	28.7	64.7	81.7	139.5	21.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	134.8	137.8	1.7	163.2	28.7	64.7	81.7	139.5	21.0	
LOS	F	F	Α	F	C	Ε	F	F	С	
Approach Delay		116.3		102.2			81.3		49.4	
Approach LOS		F		F			F		D	

Intersection Summary

Cycle Length: 120 Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21 Intersection Signal Delay: 80.4 Intersection Capacity Utilization 93.3%

Intersection LOS: F
ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: US1 Bypass & Borthwick Avenue/Cate Street Extension



	•	-	\rightarrow	←	•	4	†	>	↓	
Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	298	303	105	346	287	37	1435	313	994	
v/c Ratio	1.11	1.12	0.27	1.21	0.73	0.36	1.07	1.13	0.55	
Control Delay	134.8	137.8	1.7	163.2	28.7	64.7	81.7	139.5	21.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	134.8	137.8	1.7	163.2	28.7	64.7	81.7	139.5	21.0	
Queue Length 50th (ft)	~277	~284	0	~342	72	28	~649	~281	277	
Queue Length 95th (ft)	#411	#418	0	#544	#187	65	#790	#461	344	
Internal Link Dist (ft)		916		388			250		304	
Turn Bay Length (ft)	225		225			200		150		
Base Capacity (vph)	268	270	392	287	392	102	1341	277	1822	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reducèd v/c Ratio	1.11	1.12	0.27	1.21	0.73	0.36	1.07	1.13	0.55	
Intersection Summary			· ., ·					,	,	

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

NH DOT - SEQUENCE AND TIMING CHART

4/18/2018 12:18:09 PM

CITY/TOWN: PORTSMOUTH

SIGNAL ID#: S-379-07

LOCATION: US 1 BYPASS **INTERSECT:** BORTHWICK AVE

CABINET TYPE:

P TYPE-1

Meter Number 80097957

and Mfr:

CONTROLLER MFG Econolite ASC 2100

INSTALL DATE:

12/8 /1986

	CONTROLLER TIMINGS					
İ	PH 1	PH 2	PH 5	PH 6	PH 7	PH 8
INITIAL	4	4	4	4	4	4
PASSAGE	3	8	3	8	3	4
YELLOW	4	4	4	4	4	4
ALL RED	2	2	2	2	2	2
MAXIMUM 1	11	52	11	52	14	14
MAXIMUM 2	11	57	11	57	20	25
MAXIMUM 3						
MAXIMUM EXT						
RECALL	OFF	SOFT	OFF	SOFT	OFF	OFF
WALK						
DON'T WALK						
FL YEL ARROW						

NOTES::

NH DOT - SEQUENCE AND TIMING CHART

4/18/2018 12:18:09 PM

TBC COORDINATION M - F 07:00 - 11:00 PLAN 1

M - F 11:00 - 15:00 PLAN 2 SAT 11:00 - 17:00 PLAN 2 M - F 15:00 - 18:00 PLAN 3 FREE ALL OTHER TIMES

PLAN 1 CYCLE = 130s OFF = 10 (END OF GREEN) FORCE OFF = FIXED PED SERVICE COORD = OFF SPLIT = 19, 69, 21 SHORTWAY 10% LONGWAY 24%

PLAN 2 CYCLE = 110s OFF = 105 (END OF GREEN) FORCE OFF = FIXED PED SERVICE COORD = OFF SPLIT = 12, 58, 20 SHORTWAY 10% LONGWAY 24%

PLAN 3 CYCLE = 120s OFF = 115 (END OF GREEN) FORCE OFF = FIXED PED SERVICE COORD = OFF SPLIT = 15, 61, 29 SHORTWAY 10% LONGWAY 24%

NH DOT - SEQUENCE AND TIMING CHART

4/18/2018 12:17:43 PM

TBC COORDINATION M - F 07:00 - 11:00 PLAN 1

M - F 11:00 - 15:00 PLAN 2 SAT 11:00 - 17:00 PLAN 2 M - F 15:00 - 18:00 PLAN 3 FREE ALL OTHER TIMES

PLAN 1 CYCLE = 130s OFF = 0 (END OF GREEN) FORCE OFF = FIXED PED SERVICE COORD = OFF SPLIT = 15, 76, 39 SHORTWAY 10% LONGWAY 24%

PLAN 2 CYCLE = 110s OFF = 0 (END OF GREEN) FORCE OFF = FIXED PED SERVICE COORD = OFF SPLIT = 15, 57, 38 SHORTWAY 10% LONGWAY 24%

PLAN 3 CYCLE = 120s OFF = 0 (END OF GREEN) FORCE OFF = FIXED PED SERVICE COORD = OFF SPLIT = 12, 78, 30 SHORTWAY 10% LONGWAY 24%

NH DOT - SEQUENCE AND TIMING CHART

4/18/2018 12:17:43 PM

CITY/TOWN: PORTSMOUTH

SIGNAL ID#: S-379-11

LOCATION: US 1 BYPASS

INTERSECT: COTTAGE ST/COAKLEY AVE

CABINET TYPE:

P TYPE-1

Meter Number 80063578

and Mfr:

CONTROLLER MFG Econolite ASC 2100

INSTALL DATE:

6 /24/1966

		C	ONTROL	LER TIM	INGS	
1	PH 1	PH 2	PH 4	PH 5	PH 6	PH 8
INITIAL	4	4	4	4	4	4
PASSAGE	3	8	3	3	8	3
YELLOW	4	4	4	4	4	4
ALL RED	2	2	2	2	2	2
MAXIMUM 1	10	- 50	32	10	50	32
MAXIMUM 2		56			56	
MAXIMUM 3						
MAXIMUM EXT						
RECALL	NL	ON	OFF	VEH	OFF	
WALK						
DON'T WALK						
FL YEL ARROW						

NOTES::

Appendix J Capacity and Level of Service Calculations - Unsignalized

ীলৈ হবট তিল	
Int Delay, s/veh 0	
(everant SEL	
Lane Configurations	$\sqrt{\frac{7}{2}}$ $\sqrt{\frac{1}{178}}$ $\sqrt{\frac{1}{1}}$ $\sqrt{\frac{1}{938}}$
Traffic Vol. veh/h 0	ക്രാട്ടാണ് ത്രായ ക്രായ ക്രായ വരുന്നു. വരുന്നു വരുന്നു വരുന്നു വരുന്നു വരുന്നു വരുന്നു വരുന്നു വരുന്നു വരുന്നു
Future Vol, veh/h 0 Conflicting Peds. #/hr 0	2 1178
	Stop Free Free Free
Sign Control Stop RT Channelized -	None - None - None
Storage Length -	0
Veh in Median Storage, # 0	- 0
Grade, % 0	- 0 0
Peak Hour Factor 90	
Heavy Vehicles, % 0	90 97 97 96 96 0 3 0 0 1
Mymt Flow 0	2 1214 1 0 977
Major/Minor	- Major1
Conflicting Flow All -	608 0 0
Stage 1 -	
Stage 2 -	iko kantaliaren erreta eta eta eta eta erreta erreta eta eta eta eta eta eta eta eta eta
Critical Hdwy -	6.9 m 3 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Critical Hdwy Stg 1 -	and the state of t
Critical Howy Stg 2 -	
Follow-up Hdwy -	3.3
Pot Cap-1 Maneuver 0	444
Stage 1 0	0 -
Stage 2 0	
Platoon blocked, %	en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la companya de la companya de la companya de la companya de la companya de la companya de la co
Mov Cap-1 Maneuver	
Mov Cap-2 Maneuver -	
Stage 1	
Stage 2	
NO. CONT. CO. CO. CO. CO. CO. CO. CO. CO. CO. CO	
400108C	
HCM Control Delay, s 13.1	
HCM LOS B	
Amor Lecel Leter Term	NRT MRNRLAD SST
Capacity (veh/h)	
HCM Lane V/C Ratio	0.005 -
HCM Control Delay (s)	
HCM Lane LOS	- B - B - C - C - C - C - C - C - C - C
HCM 95th %tile Q(veh)	arakti olika oli li n olitiki ola kailota olitika keta ali olitika kati

m'érsemon	
Int Delay, s/veh 0	
Actobross News	XBR NBT 1 NBR NBBL 2 SBT60. The later that the second of the contract of the second of
Lane Configurations	7 M A A
Traffic Vol, veh/h 0	2/1295/ 1/ 0/1037/
Future Vol, veh/h 0	2 1295 1 0 1037
Conflicting Peds, #/hr 0	
Sign Control Stop	Stop Free Free Free
RT Channelized -	None - None - None
Storage Length -	0
Veh in Median Storage, # 0	
Grade, % 0	- 0 0
Peak Hour Factor 90	90 97 97 96 96
Heavy Vehicles, % 0	0 3 0 0 1
Mvmt Flow 0	2 1335 1 0 1080
Mejor/Minor!	Majori Majori
Conflicting Flow All -	668 0 0
Stage 1 -	
Stage 2 -	
Critical Hdwy -	16.9
Critical Hdwy Stg 1 -	• • • •
Critical Hdwy Stg 2 -	
Follow-up Hdwy -	3.3
Pot Cap-1 Maneuver 0	405 0
Stage 1 0	, _{- -} 0 _, -
Stage 2 0	
Platoon blocked, %	
Mov Cap-1 Maneuver -	
Mov Cap-2 Maneuver -	
Stage 1 -	
Stage 2 -	
vagtosch (AS	
HCM Control Delay s 13.9	0
HCM LOS B	
The second secon	
Minor Lang/Major Wiving	NET NERWORK SET
Capacity (veh/h)	- 405
HCM Lane V/C Ratio	0.005 -
HCM Control Delay (s)	13.9 -
HCM Lane LOS	B
HCM 95th %tile Q(veh)	
LICIVI SOUT YOURS CALVELLY	

ත්ත් සමහර්ත							
Int Delay, s/veh	0						
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow	0 / 0 0 Stop S		Free Free None 97 96 0 0	1144 0 Free None 0 0 96			
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2	0.000	738 0 6.9 - 3.3 365					
HCM Control Delay s HCM LOS Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh	B						

ntorpostion													
ntersection nt Delay, s/veh	0.1				*		 					 	
Movement		WBR	NBT	NBR	SBL	SBT							
	VADE		₺ Ъ	INDIX	SDL					-		 	
_ane Configurations	0	₹	1280	/ _{E0}	10	1000					,		
Fraffic Vol., veh/h	0	14	1280	59	0	1066							
Future Vol, veh/h				59	0	1066							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control RT Channelized	Stop	Stop None	Free	Free	Free	Free							
		0	-	None	•	None		-					
Storage Length /eh in Median Storage,	- # 0		0	-	-	-							
Pen in Median Storage, Grade, %	# 0	-	0	-	•	0							
Peak Hour Factor	90	90	97	97	- 06	0 96							
Heavy Vehicles, %	90	90	3	0	96 0	96 1							
Mvmt Flow	0	16	1320	61	0	1110							
MAINT LIOM	U	10	1320	01	U	1110							
Major/Minor N	1inor1	ł	Major1		Major2				er.				
Conflicting Flow All	-	691	0	0	viajoi 2						<u> </u>		
Stage 1	_	001	-	-		_							
Stage 2		_		-		-							
Critical Hdwy		6.9	_	_		-							
Critical Hdwy Stg 1	_	0.5		_		-							
Critical Hdwy Stg 2		_				_							
Follow-up Hdwy	_	3.3		_		_							
Pot Cap-1 Maneuver	0	392		_	0	_							
Stage 1	0	-			0	_							
Stage 2	0	_	_	_	0	_							
Platoon blocked, %	U				U								
Mov Cap-1 Maneuver	_	392	_	_		_							
Mov Cap-2 Maneuver	_	302				_							
Stage 1	_	_	_			_							
Stage 2	_	_	_	_	_	_							
Glage 2													
Approach	WB		NB	 	SB							٠	 -
HCM Control Delay, s	14.6		0		0								
HCM LOS	В												
Minor Lane/Major Mvm		NBT	NRRI	WBLn1	SBT								
Capacity (veh/h)	`	, GDT	- 1317171	392	- 001					•		 	
HCM Lane V/C Ratio		•	-	0.04	-								
HCM Control Delay (s)		-	-	14.6	-								
HCM Lane LOS		•	-	14.0 B	-								
HCM 95th %tile Q(veh)		-	-	0.1	-								
TOTAL SOUL VOLLE CALABILI)		-	-	0.1	-								

Intersection							
Int Delay, s/veh	0.1						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations		*	於			**	
Traffic Vol, veh/h	0	14	1415	√ 59	0	√ 1173	
Future Vol, veh/h	0	14	1415	59	0	1173	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	0	-	-	-	-	
Veh in Median Storage	e,# 0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	90	90	97	97	96	96	
Heavy Vehicles, %	0	0	3	0	0	1	
Mvmt Flow	0	16	1459	61	0	1222	
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	-	760	0	0	najor 2		
Stage 1	_	, 00	_	-	_		
Stage 2	_		_	_	_	_	
Critical Hdwy	_	6.9	_	_	_	_	
Critical Hdwy Stg 1	_	0.0	_	_	_	_	
Critical Hdwy Stg 2	_	_	_	_	_	_	
Follow-up Hdwy	_	3.3	_	_	_	_	
Pot Cap-1 Maneuver	0	353	_	_	0	_	
Stage 1	0	-	_	_	0	_	
Stage 2	0	_	_	_	0	_	
Platoon blocked, %	·		_	_	Ū		
Mov Cap-1 Maneuver		353	_	_	_	_	
Mov Cap-2 Maneuver		-	_	_	_	_	
Stage 1	_	_	_	_	_	_	
Stage 2	-	-	-	-	-	-	
Anniharath 19. 3 12	.: \\		MD		ĊD		and the second of the second o
Approach	WB	<u> + 1</u>	NB		SB	100	
HCM Control Delay, s			0		0		
HCM LOS	С						
Minor Lane/Major My	mt	NBT	NBR	WBLn1	SBT	<u> </u>	grands and the grands are grands
Capacity (veh/h)		-	-	353	-		
HCM Lane V/C Ratio		-	_	0011	-		
HCM Control Delay (s	s)	-	-	15.7	_		
HCM Lane LOS	•	_	-	С	-		
HCM 95th %tile Q(vel	h)	_	_	0.1	-		
HOW JOHN WHIE Q(VE	'')	-	-	U. I	-		

sierseogos,	
Int Delay, s/veh	0
	WBL WBR NGT NBR SBL SBT
Lane Configurations	0 / 2/929 / 1 / 0 / 822 /
Traffic Vol. veh/h	
Future Vol, veh/h Conflicting Peds, #/hr	0 2 929 1 0 822
Sign Control	Stop Stop Free Free Free
RT Channelized	- None None None
Storage Length	
Veh in Median Storage,	A MANUAL TO A CONTROL OF THE PARTY OF THE PA
Grade, % Peak Hour Factor	0 - 0 0 90 90 95 95 92 92 92 92 92 93 93 93 93 93 93 93 93 93 93 93 93 93
Heavy Vehicles, %	0 0 1 0 0 1
Mvmt Flow	
Wajor Winor W	Rook Majork Majork
Conflicting Flow All	- 490 0 0
Stage 1	
Stage 2	
Critical Hdwy Critical Hdwy Stg 1	ar viimas <mark>ee</mark> ma oot taalastah oo ilaha ta ilaha saana saa ka ilaha 2012a maa lahaisi dahiinin oo oo mee
Critical Hdwy Stg 2	
Follow-up Hdwy	- 3.3
Pot Cap-1 Maneuver	0. 529
Stage 1 Stage 2	
Platoon blocked, %	nda Marangan dan kasara da Mrangan dan dari kalarika ketarinya, banka Zatala Malari da kasara kalari da da da Bangan
Mov Cap-1 Maneuver	(C. 4.) 529 (1.) 4 (4
Mov Cap-2 Maneuver	And the state of t
Stage 1	
Stage 2	
<u> </u>	\sim 0.00 \sim
HCM Centrol Delay, s HCM LOS	11.128 B
TOM 200	en Kina de 19 bijen, diletat, anglesa den da 6 bijen in diletak kineba di 19 bijen.
Managara Major Wyan	
Capacity (veh/h)	
HCM Lane V/C Ratio	0.004 -
HCM Control Delay (s)	이는 경험하면 하고 : - (17):38일 등 문화하는 - (2) 보는 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은
HCM Lane LOS	В -
HCM 95th %tile Q(veh)) film of Francisco (Christopher Christopher

			· · · · · · · · · · · · · · · · · · ·	
নিক্তিকেল্ড বিশ্ব		No. of the Control		
	0			
Int Delay, s/veh	U			
Wovemerk.	WB7 WB:	र ४७७ ५७२ ७	892 (897)	
Lane Configurations	7	* † } //	/ /	
Traffic Vol. veh/h	0/	2 1028 1		
Future Vol, veh/h	ili dalije i Pakiti	2 1028 1	0 908	#
Conflicting Peds, #/hr		0 0 0		11, 1
Sign Control	Stop Sto	55 Sept. 4 (3.1 Apr. 1989) 1 1 Apr. 1 4	in a Maria de Maria de la casa de la calegaria de la calegaria de la calegaria de la calegaria de la calegaria Free Free	
RT Channelized	Stop Sto		Hee Tree	
Storage Length	- IAOI1	C - 19011C		
	.4 n			
Veh in Median Storage,				
Grade, %	0	- 0 -		
Peak Hour Factor	90 9	and the second of the second o		
Heavy Vehicles, %	-	0 1 0	en U I 18 a Manager - Taller Manager (18 a Manager (18	
Mvmt Flow	0	2 1082 1		
\(\a)\(\a)\(\a)\(\a)\(\a)\(\a)\(\a)\(\a	ánoti uz	Majora Ma	aior2	
Conflicting Flow All	- 54			
Stage 1			anga dinakan menghalangan kemangan kemangan kemangan kemangan kemangan kemangan kemangan kemangan kemangan ke	
Stage 2	orden Tollin			
Critical Howy	- 6.	ns. 1777 (46)		
	· · · · · · · · · · · · · · · · · · ·			
Critical Hdwy Stg 1	•		n in film. An en la region de la companya de la Managa Aguarda de la Managa de la Calenda de la Calenda de la Calenda de l	
Critical Hdwy Stg 2				·
Follow-up Hdwy		.3	en en e n en e n La trigen de la companya de la companya de la companya de la companya de la companya de la companya de la compa	
Pot Cap-1 Maneuver	0 49	Madelle and all f	6 <mark>0</mark> 10 - 14 - 14 01 - 14 14 14 14 14 14 14 14 14 14 14 14 14	
Stage 1	0	e service and the service of the ser		
Stage 2		lā kie ne al.		
Platoon blocked, %		e e e e e e e e e e e e e e e e e e e		
Mov Cap-1 Maneuver	- 49	<u> </u>		<i>:</i>
Mov Cap-2 Maneuver	-		 * ** ** ** ** ** ** ** ** ** ** ** ** *	
Stage 1				
Stage 2	-	war war war and a second		
Sparagain	¥/9	31 NB	S3:	
HCM Control Delay, s	124	0		
HCM LOS	`:345°L:::: ₽			-1
FICIVI LOS			Product to the control of the Automorphism of the control of the c	٠.
and the second of the second o	B		i Maria A-Amalan i 182 da da dibidi wakati si Mala di esiki di di	
Whos Land Walds Will	ń X	37) N3R%5Ur(
Capacity (veh/h)		- 490		
HCM Lane V/C Ratio	and the same of the Comment	0.005	akin ke period on a kantakan ang ang ang akin ang ang kantak ang ang ang ang ang ang ang ang ang ang	- :
HCM Control Delay (s)		- 12.4	Royal Control of the state of t	
HCM Lane LOS	بالمستقيدة	B	ansata kan menanda dan 2021 sentah menandi dan Bartian din Bartian di Salah Bartian di Salah Bartian di Salah Bartian	
HCM 95th %tile Q(veh	Yang San	B 0	13일 : 1 : 1 : 4일 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 :	
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			,	

intersection	
Int Delay, s/veh	0
Warener!	NEL WER NET NER SEL SET
Lane Configurations	* A
Traffic Vol., veh/h	0 2/1137 1 1 0/1003
Future Vol, veh/h	
Conflicting Peds, #/hr	
Sign Control RT Channelized	Stop Stop Free Free Free None - None - None
Storage Length	
Veh in Median Storage,	
Grade, %	0 - 0 0
Peak Hour Factor	90 90 95 95 92 92
Heavy Vehicles, %	0 0 1 0 0 1 27 h 2 - 2 - 2 - 3 - 3 - 4 - 3 - 2 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3
Mymt Flow	2 1197 · 1 0 1090
<u> </u>	itorf Majorf Major2
Conflicting Flow All	n <mark>- 599 O O</mark> Na na angla da ang ang ang ang ang ang ang ang ang an
Stage 1 Stage 2	
Critical Hdwy	
Critical Hdwy Stg 1	An Andrew March Sandi all and March and March and Andrew March Andrew March and Andrew Andrew Andrew Andrew An
Critical Hdwy Stg 2	
Follow-up Hdwy	- 3.3
Pot Cap-1 Maneuver	
Stage 1 Stage 2	
Platoon blocked, %	
Mov Cap-1 Maneuver	1998 - 4 50 N. 1949 - 1998 -
Mov Cap-2 Maneuver	education of Material Control of the Control of Material Control of the Control of Contr
Stage 1	<u> </u>
Stage 2	inger in de la company de la company de la company de la company de la company de la company de la company de Anno de la company de la company de la company de la company de la company de la company de la company de la c
<u> </u>	MB
HCM Control Delay, s	
HCM LOS	
Winor Lane/Vision Wirms	
Capacity (veh/h)	450
HCM Lane V/C Ratio HCM Control Delay (s)	0.005 - 2. 1. 1 1. 12 (2.1. 1-1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
HCM Lane LOS	B. 1. 11 - 21 1. 12 1. 12 1. 12 1. 13 1. 14 1. 15 1. 15 1. 15 1. 15 1. 15 1. 15 1. 15 1. 15 1. 15 1. 15 1. 15 1 - 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
HCM 95th %tile Q(veh)	ati di Libraria <mark>e</mark> Parke en Carre d <u>istre</u>
seed a navassannystasian	and the control of the second of the control of the

Intersection					<u> </u>		<u> </u>		 							
Int Delay, s/veh	0.1															
Movement	WBL	WBR	NBT	NBR	SBL	SBT			 							
Lane Configurations		7 1	A.	æ	and St.	^										
Traffic Vol, veh/h	0	√ 19	4 1000		1 0	₹ 948										
Future Vol, veh/h	0	19	1000	72	0	948										
Conflicting Peds, #/hr	0	0	0	0	0	0										
Sign Control	Stop	Stop	Free	Free	Free	Free										
RT Channelized	-	None	-	None	-	None										
Storage Length	-	0	-	-	-	-										
Veh in Median Storage,	# 0	-	0	-	-	0										
Grade, %	0	-	0	-	-	0										
Peak Hour Factor	90	90	95	95	92	92										
Heavy Vehicles, %	0	0	1	0	0	1										
Mvmt Flow	0	21	1053	76	0	1030										
Major/Minor N	/linor1	1	Major1	,	Major2						ş	·				٠
Conflicting Flow All	-	565	0	0	··- <u>,, -</u>		·····	·	 							
Stage 1	_	-	-	-	_	_										
Stage 2	_	_	_	_	_	-								•		
Critical Hdwy	_	6.9	_	_	_											
Critical Hdwy Stg 1	_	-	_	_	_	_										
Critical Hdwy Stg 2	_	_	_	_		_										
Follow-up Hdwy	_	3.3	_	_	_	_										
Pot Cap-1 Maneuver	0	473	_	_	0	_										
Stage 1	0	-	_	_	0	_										
Stage 2	0	_	_	_	0	_										
Platoon blocked, %			_	_	Ū	_										
Mov Cap-1 Maneuver	_	473	_	_	_	_										
Mov Cap-2 Maneuver	_	-	_	_	_	_										
Stage 1	_	_	_	_	_	_										
Stage 2	-	-	-	-	-	-										
Approach	WB	40.	NB 0	·	SB	·	- 5 1		* .	•		-	1	•	•	<u> </u>
HCM Control Delay, s HCM LOS	13 B		0		0											
TIOW LOS	ט															
Minor Lane/Major Mvm	t	NBT	NBR	WBLn1	SBT				 							4.
Capacity (veh/h)		-	-	473	_											
HCM Lane V/C Ratio		-	-	0.045	-											
HCM Control Delay (s)		-	-	13	-											
TICINI COMINI DEIAY (3)																
HCM Lane LOS		-	-	В	-											

Intersection												 		
Int Delay, s/veh	0.1								 					-
Movement	WBL	WBR	NBT	NBR	SBL	SBT								
Lane Configurations		ぎ	介			个个			 			 		
Traffic Vol, veh/h	0	1 9	1109	7 72	() v	1043								
Future Vol, veh/h	0	19	1109	72	0	1043								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Stop	Stop	Free	Free	Free	Free								
RT Channelized	-	None		None	-	None								
Storage Length	-	0	-	_	_	_								
Veh in Median Storage	e,# 0	-	0	-	-	0								
Grade, %	0	_	0	-	_	0								
Peak Hour Factor	90	90	95	95	92	92								
Heavy Vehicles, %	0	0	1	0	0	1								
Mvmt Flow	0	21	1167	76	0	1134								
Major/Minor	Minor1	i i	Major1		Major2									
Conflicting Flow All	-	622	0	0	-	_			 	-		 		
Stage 1	_	-	_	-		_								
Stage 2	_	_	_	_	_	_								
Critical Hdwy	_	6.9	_	_	_	_								
Critical Hdwy Stg 1	_	-	_	_	_	_								
Critical Hdwy Stg 2	_	_	_	_	_	_								
Follow-up Hdwy	_	3.3	_	_	_	_								
Pot Cap-1 Maneuver	0	434	_	_	0	_								
Stage 1	0	.01	_	_	0	_								
Stage 2	0		_	_	0	_								
Platoon blocked, %	Ū		_	_	Ŭ	_								
Mov Cap-1 Maneuver	_	434	-	_	_	-								
Mov Cap-2 Maneuver		-	_	_	_	_								
Stage 1	_	-	-	_	_	-								
Stage 2	_	_	_	_	_	_								
544.94														
Approach	WB		ŇB		SB			•			ă.			
HCM Control Delay, s			0		0		·····	•				 	·	
HCM LOS	13.7		J		J									
TIOM EGG	٥													
Minor Lane/Major Myr	nt	NBT	NBRI	NBLn1	SBT								٠.	
Capacity (veh/h)			_	434	_						•			
HCM Lane V/C Ratio		_	_	0.049	_									
HCM Control Delay (s	.)	-	_	13.7	-									
HCM Lane LOS	,	_	_	В	_									
HCM 95th %tile Q(veh	1)	_	_	0.2	_									
	7			٠.=										

infarancioni											
Int Delay, s/veh 1	.5									······································	
(aremen)	1 597	E33 WE		್ಳಿದ್ದ	. /.±.	_%3±%35	S31	S97 S9	5		
Lane Configurations	€.		<u> </u>			<u>.</u>	V.2	A			
		55/	0 / 1	/ n.	/ 21.	/510 / O	1.	571	a 🖊 🗀		
Future Vol, veh/h	3 0	55	0 1	0	81	510 0	``		[] · · ·	:	
Conflicting Peds, #/hr	0 0		0 0	. 0	0	0 0	0	. 70.	l1 0	٠,	
Sign Control Sto		die er bediter eine b		Stop	Free	Free Free		Free Fre			
RT Channelized		None	- 0.05	None	1100	- None	1166	- Nor			
Storage Length			- · ·		-	- Hone		- 140	io	1.7	
Veh in Median Storage, #	- 0		- 0	· . ·		0 -	- : - <u>-</u> .	O:			
Grade, %	- 0	-	- 0	-		Ō -		0	. <u> </u>		
	76 76	76 9 2	0 90	90.	83	83 83	91	91 9	91	:	
Heavy Vehicles, %	0 0		0 0	0	Ó	2 0	0	1	9		
Mymt Flow	4 0	72	0 1	0	98	614 0	1	627	12		
Majori Meron Vino	-2	Mino.	4		Naiore :		1/2 or 2				
Conflicting Flow All 144	6 1445	633 148	1 1451	614	639	0 0		0	0		- 1
Stage 1 63		- 81					014		V	٠.	į.
Stage 2 81		- 67	e er er er er er er er er er er er er er						.5. **		
	.1 6.5			6.2	4.1		41		E. Service		
Critical Hdwy Stg 1 6	.1 5.5			. ;	•	• • •			<u> </u>		
Critical Hdwy Stg 2 6	.1 5.5	- 6		•		alija i e	. V 🕹		•	· ·	. :
	.5 4	3.318 3.	5 4	3.3	2.2		2.2	_			
Pot Cap-1 Maneuver 11	11 133	480 10	5 132	496	955		975	-			
Stage 1 47		- 37		-	-		-				
	6 396	- 44	9 473	\ .	La care		· . · . · .		_	44 TA.	
Platoon blocked, %								-	-		Í
	7 112		8 111	496	955		975		-		
	7 112		8 111	. •	- .				-		
Stage 1 39	*** ***********************************	- "	de la companya della companya de la companya della	•	` .	•					
Stage 2 3	16 334	- 38	1 472	-	-		- - 1,192	-	-		
	"That B	Can		.:	a i so				en en en en en en en en en en en en en e		
Approacon E	3	*	3		7,3		33				
HCM Control Delay, s 16	1	37.	8		1.3		0				1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
HCM LOS	С		E				iet waren.			. ,	÷ :
	· Bisin		W. T. Kanalang Sa				rausuuri.				
Winds Land Major Went	NE.	NBT NB	R 53056	NR: ≥4	\$31	S37 S3R					
Capacity (veh/h)	955		399	111	975		Bulletalen.	neric in Jacob	175.7	7	
HCM Lane V/C Ratio	0.102	Silver Tuesdi.	- 0.191		0.001		47.00				
HCM Control Delay (s)	9.2	. 0	- 16.1	37.8	8.7	0 -					:
HCM Lane LOS	A	.	- C	E	O. <i>1</i>	Α -			'1'		
HCM 95th %tile Q(veh)	0.3		- 0.7	0			٠.	· . · .			
			. 7-7							••	

2.1															
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
	4	7		44			412			₩		-	g g		
3	- 0	86.	0	1	0	21	622	ا 0 سمن	10	673	13	Service Servic			
3	0	86	0	1	0	121	622	0	1	673	13				
0	0	0	0	0	0	0	0	0	0	0	0				
Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free				
-	_	None	-	-	None		-	None	-	-	None				
-	-	250	-	-	-	-	-	-	-	-	-				
# -	. 0	-	-	0	.	-	0	-	-	0	-				
-	0	-	-	0	-	-	0	_	-	0	_				
76	76	76	90	90	90	83	83	83	91	91	91				
0	0	2	0	0	0	0	2	0	0	1	9				
4	0	113	0	1	0	146	749	0	1	740	14				
linor?	. *		Minor1		P	Major1		J	(Anior?	. ,					
	1700			1707						^					
		747			749	754	U	U	749	U	U				
		_				-	-	•	-	-	-				
		6 22			-6.0	11	-	-	4 1	-	-				
		0.22			0.2	4.1	-	~	4.1	-	-				
		-			-	-	-	-	-	-	-				
		2 240			2.2	2.0	-	-		-	-				
							-	-		-	-				
		413			415	800	-	-	869	•	-				
		-			-	-	-	-	-	•	-				
200	310	-	3/9	419	-	-	-	-	-	-	-				
40	F0	442	22	50	115	005	-	-	000	-	-				
		413			415	800	-	-	869	-	-				
		-			-	-	-	-	-	-	-				
		-			-		-	-	-	-	-				
198	220	-	2/5	418	-	-	-	-	-	-	-				
EB			WB			NB			SB	**					
С			F						-						
	A - = /					LIE.									
i		NBT	NBR					SBT	SBR						•
		-	-					-	-						
			-					-	-						
	10	0	-	86.6	17	68.3	9.1	0	-						
	B 0.6	А	-	F 0.3	C 1.1	F 0.1	A 0	А	-						
	3 3 0 Stop 76 0 4 finor2 1791 749 1042 7.1 6.1 6.1 3.5 63 407 280 48 48 289 198 EB 19.3	BBL EBT 3	BBL EBT EBR 3 0 86 3 0 0 0 Stop Stop Stop - None - 250 # - 0 - 76 76 76 76 0 0 2 4 0 113 Sinor2	BBL EBT EBR WBL 3 0 86 0 0 0 0 0 0 Stop Stop Stop Stop None 250 - # - 0 0 76 76 76 90 0 0 2 0 4 0 113 0 inor2	BBL EBT EBR WBL WBT 3	BBL BBT BBR WBL WBT WBR 3 0 86 0 1 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop - None - None - 250 - No - 0	EBL EBT EBR WBL WBT WBR NBL 3 0 86 0 1 0 121 3 0 86 0 1 0 121 0 0 0 0 0 0 0 Stop Stop Stop Stop Free - None - - None - - - 250 - - - - 76 76 76 90 90 90 83 0 0 2 0 0 0 0 4 0 113 0 1 0 146 1012 1790 747 1847 1797 749 754 749 749 - 1041 1041 - - 1042 1041 - 806 756 - - -	BBL BBT BBR WBL WBT WBR NBL NBT	BBL BBT BBR WBL WBT WBR NBL NBT NBR	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL 3 0 86 0 1 0 121 622 0 1 3 0 86 0 1 0 121 622 0 1 0 0 0 0 0 0 0 0 0 0 0 <	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBL 3 1 1 0 121 622 0 1 673 3 0 86 0 1 0 121 622 0 1 673 0	BBL BBT BBR WBL WBR WBR NBL NBT NBR SBL SBT SBR	BBL EBR WBL WBR WBR NBL NBR NBR SBL SBR SBR	BBL EBR WBL WBR WBR NBL NBR NBR SBL SBT SBR	BBL BBT BBR WBL WBT WBR NBL NBR NBR NBR SBL SBT SBR

Internaction				-					· · · · · · · · · · · · · · · · · · ·				
Intersection Int Delay, s/veh	2.4		i						····				
•													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		À	/ *		₩,	_		A	_	,	44	_	1
Traffic Vol, veh/h	3	• 0	92	0	1	1 0	130	680	/ 0	/ 14	738	14	✓
Future Vol, veh/h	3	0	92	0	1	0	130	680	0	1	738	14	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	250	-	-	-	-	-	-	-	-	-	
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	76	76	76	90	90	90	83	83	83	91	91	91	
Heavy Vehicles, %	0	0	2	0	0	0	0	2	0	0	1	9	
Mvmt Flow	4	0	121	0	1	0	157	819	0	1	811	15	
Major/Minor 1	Minor2		1	Minor1		10	Major1		·	Major2			
Conflicting Flow All	1955	1954	819	2014	1961	819	826	0	0	819	0	0	<u></u>
Stage 1	821	821	-	1133	1133	-	020	-	0	019	U	U	
Stage 2	1134	1133	_	881	828	_	_	_	_	-	-	•	
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.1	_		4.1	_	_	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	0.2	7.,	_		7.1	_	-	
Critical Hdwy Stg 2	6.1	5.5	_	6.1	5.5		_	_	_		_		
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.2	_	_	2.2		_	
Pot Cap-1 Maneuver	49	65	375	44	64	379	813	_	_	818	_	_	
Stage 1	371	391	-	249	280	-	010	_	_	010	_		
Stage 2	249	280	_	344	389	_	_	_		_	_	_	
Platoon blocked, %				011	000			_			_		
Mov Cap-1 Maneuver	35	42	375	22	41	379	813	-	_	818	_		
Mov Cap-2 Maneuver	35	42	-	22	41	-	-	_	_	010	_		
Stage 1	240	390	_	161	181	_	_	_	_	_	_		
Stage 2	160	181	-	232	388	-	-	-	-	-	_		
Approach	EB			WB			NB			SB			. Of the Attendance of
HCM Control Delay, s	22.3			95.2	· · · ·		1.7			0	··········		
HCM LOS	C			55.2 F			1.1			U			
Minor Lane/Major Mym	ıt i.	NBL	NBT	NIDD I	ED! n4 !	EDI "Oli	MDI 4	CDI	CDT	CDD			
Capacity (veh/h)	it .		INDI	INDIX		EBLn2V		SBL	SBT	SBR			
HCM Lane V/C Ratio		813	-	-	35	375	41	818	-	-			
		0.193	0			0.323			-	-			
HCM Long LOS		10.5	0	-	120.5	19.1	95.2	9.4	0	-			
HCM Lane LOS		B	Α	-	F	С	F	Α	Α	-			
HCM 95th %tile Q(veh))	0.7	-	-	0.3	1.4	0.1	0	-	-			

EBR 140 140 0 Stop None 250	WBL 0 0 0 Stop 90 0 0 Minor1 1993 1174	WBT 1 1 0 Stop 0 90 1 1 1935	0 0 0 Stop None - - 90 0	NBL 218 218 0 Free 83 0 263 Major1	NBT 538 538 0 Free 0 0 83 2 648	NBR 0 0 0 0 Free None 83 0 0	SBL 1 1 0 Free 91 0 1	SBT 628 628 0 Free 0 0 91 1 690	SBR 63 63 0 Free None 91 9 69	/			
140 140 0 Stop None 250 - 76 2 184	0 0 0 Stop - - 90 0 0 Winor1	1 1 0 Stop 0 0 0 1 1 1935	0 0 0 Stop None - - 90 0	218 218 0 Free - - - 83 0 263	538 538 538 0 Free 0 0 83 2	0 0 0 Free None 83 0	1 1 0 Free - - - - 91 0	628 628 0 Free - 0 0 91 1	63 63 0 Free None				
740 140 0 Stop None 250 - 76 2 184	0 Stop - - - 90 0 0 0 Minor1	0 Stop - 0 0 90 1	0 0 Stop None - - - 90 0	218 0 Free - - - 83 0 263	538 538 0 Free - 0 0 83 2	0 Free None - - - 83 0	0 Free - - - 91 0	628 628 0 Free - 0 0 91 1	63 0 Free None - - 91 9				
140 0 Stop None 250 - 76 2 184	0 Stop - - - 90 0 0 0 Minor1	0 Stop - 0 0 90 1	0 0 Stop None - - - 90 0	218 0 Free - - - 83 0 263	538 0 Free - 0 0 83 2	0 Free None - - - 83 0	0 Free - - - 91 0	628 0 Free - 0 0 91 1	63 0 Free None - - 91 9				
0 Stop None 250 - 76 2 184	0 Stop - - - 90 0 0 0 Minor1	0 Stop - 0 0 90 1	O Stop None - - 90 0	0 Free - - - 83 0 263	0 Free - 0 0 83 2	0 Free None - - - 83 0	0 Free - - - 91 0	0 Free - 0 0 91 1	0 Free None - - - 91 9				
Stop None 250 - 76 2 184	Stop 90 0 0 Minor1 1993	Stop 0 0 90 1 1 1935	Stop None - - 90 0	Free 83 0 263	Free 0 0 83 2	Free None - - - 83 0	Free 91 0	Free - 0 0 91 1	Free None - - - 91 9				
None 250 - 76 2 184 725	90 0 0 0 0 0 0	0 0 0 90 0 1	90 0	- - 83 0 263	0 0 83 2	None - - - 83 0	91 0	0 0 91 1	None - - - 91 9				
250 	90 0 0 0 Minor1	0 90 0 1	90 0 0	0 263	0 83 2	- - 83 0	0	0 91 1	91 9				
76 2 184 725	90 0 0 Minor1	0 90 0 1	0 0	0 263	0 83 2	0	0	0 91 1	91 9				
76 2 184 725	90 0 0 Minor1	0 90 0 1	0 0	0 263	0 83 2	0	0	0 91 1	9				
76 2 184 725	90 0 0 Minor1	90 0 1 1935	0 0	0 263	83 2	0	0	91 1	9				
2 184 725	0 0 <u>Minor1</u> 1993	1935	0 0	0 263	83 2	0	0	91 1	9				
184 725 -	0 <u>Minor1</u> 1993	1935	0 0	0 263	2	0	0	1	9				
725 - -	0 <u>Minor1</u> 1993	1935	0	263									
725 - -	1993	1935		Major1									
725 - -	1993	1935		Major1									
-			C40		<u> '</u>		/lajor2		<u> </u>	1.33	- 1 ¹ .	<u> </u>	- :
-	1174		648	759	0	0	648	0	0				
6.22		1174	-	-	-	-	-	-	-				
6.22	819	761	-	-	-	-	-	-	-				
-	7.1	. 6.5	6.2	4.1	-	-	4.1	-	-				
	6.1	5.5	-	-	-	•	-	-					
-	6.1	5.5	-	-	-	-	-	-	_				
3.318	3.5	4	3.3	2.2	-	-	2.2	-	-				
425	46	67	474	862	-	-	947	-	-				
-	236	268	-	-	-	-	-	-	-				
-	372	417	-	-	_	-	_	-	-				
					-	-		_	_				
425	16	35	474	862	_	_	947	_	_				
-	16	35	_	_	-	_	_	_	_				
_	123		_	_	_	_	_	_	_				
-	210	416	-	-	-	-	-	-	-				
astroje.	WD	. 33		ND.			- 05				. 5 . 6		
1.00		<u> </u>								£1,525		* 25.	
	111.2 F			3.2			0						
	- 425 -	- 236 - 372 425 16 - 16 - 123 - 210 WB 111.2	- 236 268 - 372 417 425 16 35 - 16 35 - 123 140 - 210 416 WB	- 236 268 - 372 417 - 425 16 35 474 - 16 35 - 123 140 - 210 416 - WB	- 236 268 372 417 425 16 35 474 862 - 16 35 123 140 210 416 WB NB 111.2 3.2	- 236 268	- 236 268	- 236 268	- 236 268	- 236 268	- 236 268	- 236 268	- 236 268

										· · · · · · · · · · · · · · · · · · ·					
Intersection															
Int Delay, s/veh	19.2														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	,		
Lane Configurations		4	79		41>			- A		ď	44,		A PARTE LA		
Traffic Vol, veh/h	31	0	146	0	1	0	227	596	1	4 1	6 93	64			
Future Vol, veh/h	31	0	146	0	1	0	227	596	0	1	693	64			
Conflicting Peds, #/hr	0	0	0	0	0	0	. 0	0	0	0	0	0			•
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
RT Channelized	·-	<u>.</u>	None	<u>.</u>		None	_	-	None			None			
Storage Length	-	-	250	-	-	-	-	_	-	_	-	-			
Veh in Median Storage	,# -	0	_	_	0	-	_	0	_	_	0	_			
Grade, %	_	0	_	_	0	-	_	0	-	-	0	_			
Peak Hour Factor	76	76	76	90	90	90	83	83	83	91	91	91			
Heavy Vehicles, %	0	0	2	0	0	0	0	2	0	0	1	9			
Mvmt Flow	41	0	192	0	1	0	273	718	0	1	762	70			
						•									
	Minor2			Minor1			Major1	<u>a 1944.</u>		Major2			<u> </u>	<u> </u>	
Conflicting Flow All	2064	2063	797	2159	2098	718	832	0	0	718	0	0			
Stage 1	799	799	-	1264	1264	-	-	-	-	-	-	-			
Stage 2	1265	1264	-	895	834	-	-	-	-	-	-	-			
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-			
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	٠ -	-	-	-	-	-	-			
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-			
Pot Cap-1 Maneuver	41	55	387	35	53	432	809	-	-	892	-	-			
Stage 1	382	401	-	210	243	~	-	-	-	-	-	-			
Stage 2	210	243	-	338	386	-	-	-		-	-				
Platoon blocked, %								-	-		-	-			
Mov Cap-1 Maneuver	~ 22	24	387	10	23	432	809	-	-	892	-	-			
Mov Cap-2 Maneuver	~ 22	24	-	10	23	-	-	_	~	_	-	-			
Stage 1	168	400	-	92	107	_	-	_	_	_	_	-			
Stage 2	91	107	-	170	385	-	-	-	-	-	-	-			
														ai .	
Approach	EB		<u> 300 - 1</u>	WB	· · ·	<u> </u>	NB			SB		· .	<u> </u>		
HCM Control Delay, s.				169.3			3.2			0					
HCM LOS	F			F											
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1	EBLn2\	WBLn1	SBL	SBT	SBR	× 7 - 1	. • •			
Capacity (veh/h)		809			22		23	892							<u></u>
HCM Lane V/C Ratio		0.338		-	1.854		0.048		_	_					
HCM Control Delay (s)		11.7		۲,	777.3	23.1	169.3	9	0	_					
HCM Lane LOS		В	A	_	F	20.1 C	F	Ā	A	_					
HCM 95th %tile Q(veh))	1.5	-	-	5.3	2.7	0.1	0	-	-					
					i dina sa						,				
		φ	<u>j laget</u> Lita		·00-		<u> </u>	N 5							
Notes ~: Volume exceeds cap	pacity	\$: D	elay exc	ceeds 3	00s	+: Com	putatio	n Not D	efined	*: All	major	volume	in plate	oon	

					-				
ntersection	· ·								
Int Delay, s/veh	0.9						*****		
Movement	. 230	, EDT (EDD)	"מאַר "פּאַר	1425 VD	7.2- /2	D - CD: C	000 T		
	\-	•				<u> ५५, ५</u>	SE SER	<i>.</i>	
Lane Configurations	a an an an an an an an an an an an an an a	/ ₩ / ∞.				a de sola		/ Swalingway 1 - 1 kiloni	
Traffic Vol, veh/h Future Vol, veh/h		0 20			0 √ 387 √ ∠ 0 387	14	79 V 4 V		
Conflicting Peds, #/hr	0	0 20 0 0		0 5 0	0 387 0 0		79 4 0 0	RESPONDED TO	14.22
Sign Control	Stop	Stop Stop	Stop Stop	Stop Fre	APPLICATION OF THE PARTY OF THE		ee Free		
RT Channelized	CIOP	None	Otop Gtop	None	e i lee i li - ` ` := Noi		- None	Margara to the	Hy Y
Storage Length	a in notice •		enne di mais.		5 2024 Fra id		- MOIO		a de constituir de la c
Veh in Median Storage	# -	0	. 6	Calantain Calantain	- € 0:		0.00	HAMMA PLAN	
Grade, %	-	0 -	- 0	sietoko (1911. alikusiisii) -	- 0	A file floor-contact MA	0 -	indafia sesur e unite e	iliaa iit
Peak Hour Factor	75	75 75	50 50	50 8	8 88	38 92	92 92	State of the	
Heavy Vehicles, %	0	0 0	0 0	0	0 1	0 0	1 0		
Mvmt Flow		0 27	22	0 5	7 440	1.431	21 4		
Majori Minor	What2		Magara .) 8 O	4.11	Maior2			
Conflicting Flow All	1081	1080 523	1094 1082	441 52		0 441	0 0		
Stage 1	525	525	555 555						
Stage 2	556	555 -	539 527	i sa Aliki. •	esele. La ribilità de la company.	i T w.). Deli Since		Maddithila (w. e.t.)	
Critical Hdwy	7.1	6.5 6.2	7.1 6.5	6.2 4	1 4 2	41			i.,
Critical Hdwy Stg 1	6.1	5.5 -	6.1 5.5	ಪ'ನ ಪಾಣಪಾಡಿದ್ದಾರ =	ساللالطبيلاسات مالالا -	ralid (radioted)		Control of the Control	adding to
Critical Hdwy Stg 2	6.1	5.5	6.1 5.5						. 1.7
Follow-up Hdwy	3.5	4 3.3	3.5 4		.2 -	- 2.2	P =		••'
Pot Cap-1 Maneuver	197	220 558	193 219	621 105	2	- 1130			
Stage 1	540	533 -	520 516	-			• •		
Stage 2	519	516	530 532						
Platoon blocked, %		Althoropada et al carriero	on v. Lavar i speci	ester tribility in the	e Same and the property	e incression of	e e	- 4	
Mov Cap-1 Maneuver	185	204 558		621 10	2 -	- 1130		landerin.	ş. î.e.
Mov Cap-2 Maneuver	185	204 -	174 203		- 11 2010 (1) 13 13	ili. Kalender in 18	e e Same na sama sama	ere en en en en en en en en en en en en en	
Stage 1	501	532	483 479		Pati Ji L				
Stage 2	480	479 -	504 531	ringian. N	a a a a a a a a a a a a a a a a a a a	i Kanana ing S		117640-158	4
	Padadu Pa				- Baller Sale (Sale)		Andrew Comment and Comment and		
<u>^</u> paraen	= = = = = = = = = = = = = = = = = = = =		<u> </u>	3	3	99			
HCM Control Delay, s	12.5		24,7		1	0			
HCM LOS	В	regardence en la companya de la companya de la companya de la companya de la companya de la companya de la comp	C		en og graverenggjung.	was in the learner	n saes in the	Succession of the Control of the Con	
	Aller y X								
Minor Lane Vajor Avr	ń.	7.9.7 V.S.L	NBR EBL*	WBLer Si	PL SET S	3,3			
Capacity (veh/h)		1052 -	- 509	187 11	30				TAKE TO
HCM Lane V/C Ratio	. ***	0.054 -		0.021 0.00	01 -		rate of Berni's and selection	With a september 1 and a fine	
HCM Control Delay (s)	8.6 0			2 0	44,84			
HCM Lane LOS		A A	- B	C	A A	_			
HCM 95th %tile Q(veh)	0.2 -	- 0.2	0.1	0 -				

5: Cate Street/Parking Lot Driveway & Bartlett Street

Intersection															
Int Delay, s/veh	1.3														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		Ą	No. 18		<i>→</i> (1)	as ·		41,			(4)				
Traffic Vol, veh/h	1	v o	W 41	14	1	0	75	471	1	1	₹ 569	4 M			
Future Vol, veh/h	1	0	41	1	1	0	75	471	1	1	569	4			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0.	0	0	0	0			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
RT Channelized		-	None	-	-	None	-	-	None	÷	-	None			
Storage Length	-	-	250	-	-	-	-	-	-	-	-	-			
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-			
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-			
Peak Hour Factor	75	75	75	50	50	- 50	88	88	88	92	92	92			
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0			
Mvmt Flow	1	0	55	2	2	0	85	535	1	1	618	4			
Major/Minor	Minor2		1	Minor1	n an y		Major1	galda a		Major2		1981 187	Mariana.		
Conflicting Flow All	1329	1328	620	1356	1330	536	622	0	0	536	0	0			· · · · ·
Stage 1	622	622	_	706	706	_	-		-	-	_	_			
Stage 2	707	706	-	650	624	_	_	-	-	_	_	_			
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-		4.1	_	_			
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-		-				
Critical Hdwy Stg 2	6.1	5.5	_	6.1	5.5	-	-	_	_	_	_	_			
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	_	-			
Pot Cap-1 Maneuver	133	157	492	128	156	549	969	_	_	1042		-			
Stage 1	478	482	-	430	442	-	-	_	_	_	_	_			
Stage 2	429	442	-	461	481	-	-	_		-	_	-			
Platoon blocked, %								_			-	-			
Mov Cap-1 Maneuver	119	137	492	103	136	549	969	-	_	1042	_	_			
Mov Cap-2 Maneuver	119	137	-	103	136	-	-	-	-	-	-	-			
Stage 1	418	482	-	376	387	-		-		_	-	-			
Stage 2	373	387	-	409	481	-	-	-	-	-	-	-			
Approach	EB			: WB			NB		, 4, ·	SB	1 - 1 - N	9011 V. J			
HCM Control Delay, s	13.7		***************************************	36.9			1.2			0			N. 1. 197. 12		* *
HCM LOS	В			E			1.6.			U					
Minor Lane/Major Mvn	nt .	NBL	NBT	MBD	ERI n1	EBLn2\	MBI nd ^a	SBL	SBT	SBR	٠		1		.5
Capacity (veh/h)		969		אנטורו	119	492	117	1042	ODI	ODIN			<u> </u>	- 1	
HCM Lane V/C Ratio		0.088	-	•		0.111	0.034		-	-					
HCM Control Delay (s)	١	9.1	0	-	35.6	13.2	36.9		-	-					
HCM Lane LOS	1	9.1 A		-				8.5	. 0	-					
HCM 95th %tile Q(veh	1	0.3	А	-	E 0	B 0.4	E 0.1	A 0	А	-					
	1	0.3	-	-	U	0.4	Q. I	U	-	-					

Intersection																	
Int Delay, s/veh	1.4														•	**********	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations		લી	1	de'	ξŶ	A.E.		4	-		ş\$,	-	ســـــــــــــــــــــــــــــــــــــ	:			
Traffic Vol, veh/h	1,	/ O.	43	1	1	0	√ 81 √		\checkmark_1	1	624	4	No. of the last of				
Future Vol, veh/h	1	\ 0	43	1	1	0	81	516	1	1	624	4					
Conflicting Peds, #/hr	0	0	0 -	0	0	-0	0	0	. 0	0	0	0					
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free					
RT Channelized	-	•	None	-	-	None	-	-	None	-	-	None			,		
Storage Length	-	-	250	-	-	-	-	-	-	-	-	-					
Veh in Median Storage,	# -	0	-	٠.	0	-	-	0	-	-	0	-					
Grade, %	-	0	-	-	0	-	-	0	-	-	. 0	-					
Peak Hour Factor	75	75	75	50	50	50	88	. 88	88	92	92	92					
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0					
Mvmt Flow	1	0	57	2	2	0	92	586	1	1	678	4					
Major/Minor M	linor2		ħ	Vinor1			Major1		ħ	Major2							
	1454	1453	680	1482	1455	587	682	0	0	587	0	0			•	· · · ·	
Stage 1	682	682	-	771	771	307	- 002	-	-	- JU1	-	-					
Stage 2	772	771	_	711	684	_	_	_	_	_	_	_					
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	_	_	4.1	_	_					
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	_	_	-T. I	_	_					
Critical Hdwy Stg 2	6.1	5.5	_	6.1	5.5	-	_	_	· <u>-</u>	_	-						
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	_	_	2.2	_	_					
Pot Cap-1 Maneuver	109	132	454	104	131	513	920	_	-	998	_	_					
Stage 1	443	453	-	396	413	-	-	_	_	-	_	_					
Stage 2	395	413	_	427	452	_	-	-	_	_	_	_					
Platoon blocked, %									_		_	_					
Mov Cap-1 Maneuver	95	112	454	80	111	513	920	_	_	998	-	-					
Mov Cap-2 Maneuver	95	112	_	80	111	_	-	_	_	-	_	_					
Stage 1	377	452	_	337	352	· -	-	_	_	_		_					
Stage 2	335	352	-	372	451	-	-	-	-	-	-	-					
Approach	EB		1 1	WB			: NB			SB							
HCM Control Delay, s	14.8		* 4	45.4	·····		1.3					* :	·····				
HCM LOS	14.0 B			43.4 E			1.0			0							
												•					
Minor Lane/Major Mvmt		NBL	NBT	NBR.		EBLn2\	VBLn1	SBL	SBT	SBR	144	43.35	·				
Capacity (veh/h)		920		-	95	454	93	998	-	-							
HCM Lane V/C Ratio		0.1	-	-		0.126	0.043	0.001	-	-							
HCM Control Delay (s)		9.3	0	-	43.4	14.1	45.4	8.6	0	-							
HCM Lane LOS		Α	Α	-	Ε	В	Ε	Α	Α	-							
		0.3															

Intersection					·											
Int Delay, s/veh	4.7										** *,					··········
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			:	
Lane Configurations		A	AND THE	ai .	,4\$	A		√ \$		į.	đ,	.d-				············
Traffic Vol, veh/h	27	0.	107	1	1	₩ 0¥	177		1	V 1	514	28				
Future Vol, veh/h	27	0	107	1	1	0	177	381	1	1	514	28				
Conflicting Peds, #/hr	0	0	0	0	0	0	.0	0	0	0	. 0	. 0				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free				
RT Channelized	-	-	None	· <u>-</u>	-	None			None	-	_	None				
Storage Length	-	-	250	_	-	_	-	_	-	_	_	-				
Veh in Median Storage	# -	0	_	-	0		_	0		_	0	_				
Grade, %	-	0	-	-	0	_	-	0	-	-	0	_				
Peak Hour Factor	75	75	75	50	50	50	88	88	88	92	92	92				
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0				
Mvmt Flow	36	0	143	2	2	0	201	433	1	1	559	30				
Major/Minor h	dinari	. 6.4.2		Minor1	200 L	es especially	Maiard	1		وندنده	e e e e e e e e e e e e e e e e e e e	d en t	14.			
	Minor2	1.440	_	Vinor1	4407		Major1	<u>-116,41</u>		Major2	* 3 m P	<u> weşv[ñ, s.</u>	- 11		<u> </u>	<u> </u>
Conflicting Flow All	1413	1412	574	1484	1427	434	589	0	0	434	0	0				
Stage 1	576	576	-	836	836	-	-	-	-	-	-	-				
Stage 2	837	836	-	648	591	-	-	-	-	-	-	-				
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	•	4.1	-	-				
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-				
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-				
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-				
Pot Cap-1 Maneuver	117	139	522	104	136	626	996	-	-	1136	-	-				
Stage 1	506	505	-	364	385	-		-	-	-	-	-				
Stage 2	364	385	-	462	498	-	-	•	-	-	-	-				
Platoon blocked, %								-	-		-	•				
Mov Cap-1 Maneuver	91	102	522	60	100	626	996	-	-	1136	-	-				
Mov Cap-2 Maneuver	91	102	-	60	100	-	-	-	-	-	-	-				
Stage 1	371	504	-	267	283	-	-	-	-	-	-	-				
Stage 2	265	283	-	335	498		-	-	-	-	-	-				
Approach	EB		r .	WB		1. J	NB		31 . 31	SB			15.5	* ***		
HCM Control Delay, s	25.4			55.7			3	<u></u>		0	·····					
HCM LOS	D			F			J			Ü						
Article Company of the Company		NO	."NDT	Mod	EDL 1	ĖDI C	AMDL W	65	o							
Minor Lane/Major Mvm	IL		MRI	INRK		EBLn2V			SBT	SBR	<u> </u>	* , 1		· · · · · · · · · · · · · · · · · · ·	<u> </u>	
Capacity (veh/h)		996	-	-	91	522	75	1136	-	-						
HCM Lane V/C Ratio		0.202	-	-		0.273	0.053	0.001	-	-						
HCM Control Delay (s)		9.5	0	-	68.4	14.5	55.7	8.2	0	-						
HCM Lane LOS		Α	Α	-	F	В	F	Α	Α	-						
HCM 95th %tile Q(veh))	0.8	-	-	1.6	1.1	0.2	0	-	-						

						<u>.</u>						-			
Intersection									<u> </u>					<u>:</u>	
Int Delay, s/veh	5.3														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			3.7
Lane Configurations		લ	7		4			4.			4}				
Traffic Vol, veh/h	27.	∕ 0.	109_	/ 1.	1	0	183	4 26	1	1	5 69	28			
Future Vol, veh/h	27	0	109	1	1	0	183	426	1	1	569	28			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
RT Channelized	-	-	None	-	-	None	-	-	None	. •		None			
Storage Length	-	-	250	-	-	-	-	-	-	-	-	-			
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	. 0	-			
Grade, %	-	0	-	-	0	• -	-	0	-	-	0	-			
Peak Hour Factor	75	75	75	50	50	50	88	88	88	92	92	92			
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0			
Mvmt Flow	36	0	145	2	2	0	208	484	1	1	618	30			
Major/Minor N	/linor2			Vinor1		Age (a)	Major1	Sec.		Major2			 du e v		1
Conflicting Flow All	1537	1536	633	1609	1551	485	648	0	0	485	0	0		<u></u>	
Stage 1	635	635	-	901	901	700	0+0	-	-	400	-	-			
Stage 2	902	901	-	708	650	_		_		_	_	_			
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	_	_	4.1	_	_			
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	0.2	7.1	_	_	7.1		_			
Critical Hdwy Stg 2	6.1	5.5	_	6.1	5.5	_	_	_		_		_			
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	_	_	2.2		_			
Pot Cap-1 Maneuver	96	117	483	85	115	586	947	_	_	1088	_	_			
Stage 1	470	476	-	335	360	-	-	_	_	1000	_	_			
Stage 2	335	360	_	429	468	_	_	_	_	_	_	_			
Platoon blocked, %	000	000		120	100				_		_	_			
Mov Cap-1 Maneuver	72	82	483	46	80	586	947	_	_	1088	_	_			
Mov Cap-2 Maneuver	72	82	-	46	80	-	0-17	_	_	1000	_	_			
Stage 1	329	476	_	234	252	_	_	_	_	_	_	_			
Stage 2	232	252	-	300	468		-	-	-	-	-	-			
and the second of the second o	Ė	/) a Jim		12000		4.74	* 14						
Approach	EB			WB	- 12.		NB	<u> </u>	<u> </u>	SB	<u>-</u>		 	<u> </u>	<u> : : </u>
HCM Control Delay, s	31.8			71.6			3			0					
HCM LOS	D			F											
Minor Lane/Major Mvm	t ·	NBL	NBT	NBR	EBLn1	EBLn2\	VBLn1	SBL	SBT	SBR	2013 2013				
Capacity (veh/h)		947	-	_	72	483	58	1088	-	-					
HCM Lane V/C Ratio		0.22	_	-		0.301	0.069		_	_					
HCM Control Delay (s)		9.9	0	_	97.1	15.6	71.6	8.3	0	_					
HCM Lane LOS		Α	Ā	_	F	C	F	A	Ā	_					
HCM 95th %tile Q(veh)		0.8	_	_	2.1	1.3	0.2	0	-	_					
					~'	1.0	0.2	J							

n'ersection			
Int Delay, s/veh 2.1			
Vovement ANSI	War Nat	NRR 881 (\$97
Lane Configurations	/ (4
Traffic Vol, veh/h 30	61/481	30 / 23/	542
Future Vol, veh/h 30			542
Conflicting Peds, #/hr 0		0 0	<u>. 0</u>
Sign Control Stop	and the second of the second of the second	Free Free F	Free
RT Channelized -	None -		lone
Storage Length 0			
Veh in Median Storage, # 0	- 0		0
Grade, % 0	-		0
Peak Hour Factor 78		.82 .93	93
Heavy Vehicles, % 0			, f
Mvmt Flow 38	78 587	37 25	583
Major/Minor Minors	ା ∛ଶ୍ରୀୀ	\%a`\0^2	
Conflicting Flow All 1239	606 0	0 624	0
Stage 1 606			
Stage 2 633			
Critical Hdwy 6.4	6.2	- 4.1	
Critical Hdwy Stg 1 5.4			•
Critical Hdwy Stg 2 5.4			a tanan ing kalawa <u>a kala</u> a da aya da aya da ay
Follow-up Hdwy 3.5		- 2.2	•
Pot Cap-1 Maneuver 196		- 967	
Stage 1 548			· · · · · · · · · · · · · · · · · · ·
Stage 2 533			
Platoon blocked, % Mov Cap-1 Maneuver: 189	501	- 967	
Mov Cap-2 Maneuver 18		907	
Stage 1 52			
Stage 2 53		· • • •	n de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya
4,5510,501	N.	9 89	
2.0 - 5.5 - 6.5 W.A. (240 267), (2.7 - 1.25		AL PER TOTAL STREET, STREET	
HCM Control Delay, s 22. HCM LOS	2	0.4	
	,	300 - 8 - 9027 - 3 - 9.	
1 Maria Land Roman	4.55		
Minor Lane/Major Mirms	75. 73.	RABLAR (SPL	
Capacity (veh/h)	•	- 324 967	
HCM Control Polov (a)		- 0.36 0.026	
HCM Control Delay (s) HCM Lane LOS	A	- 22.2 8.8 - C A	
HCM 95th %tile Q(veh)			y 💆 y hens a laguag magamakan sak
LIONI SOUL WING MACITY		- 1.6 0.1	No. 7. Maradas de la completa de la completa de la Completa del Completa del Completa de la Completa del Completa del Completa de la Completa del Completa de la Completa del Completa de la Completa de la Completa de la Completa del Completa del Completa del Completa de la Completa de la Completa de la Com

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Int Delay, s/veh 4.1												
	WER	V:57	- 67.00.03	10 D1	ರ್≎=						Minusus Sister	
		-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\	1,5,5	<u> </u>	SET	<u> </u>			<u></u>			<u></u>
Lane Configurations Traffic Vol. veh/h 41		F	110	/ on ·	4	/ .		χ.				
and the state of t		√ 5/4. 574	/ 46 /	ິ39 _ເ 39	/03Z	<i>.</i>						
Future Vol, veh/h 41 Conflicting Peds, #/hr 0		0	46 0	ა ა	632 0	. :		: .				
Sign Control Stop	* * * * * * * * * * * * * * * * * * * *	Free		Free	Free		17.				44.0	
RT Channelized -	None	1.100	None	FIEC.	None				:			
Storage Length 0	,,		None		Houe			•			• • • •	
Veh in Median Storage, # 0		O		-	٥							
Grade, %		.0. 0	• • • • • • • • • • • • • • • • • • •		. 0			•				-
Peak Hour Factor 78			82	93	93							
Heavy Vehicles, %		82 2	0	0	1				•			•
Mymt Flow 53		700		42	680					-		
	•	1. 22		7.76	,,,,			•	•	, ,	•	
Major/Vinor Winor		Walori		منمون					er a la distribuit			
				750	^	<u></u>						
Conflicting Flow All 1492		0	. 0	756	0		٠.			•		
Stage 1 728		•		. 1			•			111111111111111111111111111111111111111		
Stage 2 764 Critical Hdwy 6.4		-	. -	4.1	-							
Critical Hdwy Stg 1 5.4			.	4.1						-		
Critical Howy Stg 2 5.4		· -		<u>.</u>		•						
Follow-up Hdwy 3.5				2.2		•		.; ,	•		• •	
Pot Cap-1 Maneuver 13				864					•			
Stage 1 482				-		•	å t		v			
Stage 2 46					·							
Platoon blocked, %	.				_	· · ·	:					
Mov Cap-1 Maneuver 12	3 427	, ·		864	<u>.</u>						* • -	
Mov Cap-2 Maneuver 12				-	-			4 1				
Stage 1 44	4 .	• •							eta e			
Stage 2 46	3 .			-	-							
							·					
Approach 16	3	ΛP	Y	S3			· .					***
HCM Control Delay, s 44.	,,	ſ)	0.5	r			NEW YORK				
	Kin E			0.0	·			السمائد الأدارات	A manager (A)		ii si	- •
		٠.					•					
		. At u	Y 4 150	-			44. 4			:		14.55.24
Vinor Land Vision Vivori	** •#*/• • ;			183 <u>1</u>				ते हैं के क्रान एक्टन्ट्रन	market community and a second			
Capacity (veh/h)		•	- 228	864								
HCM Lane V/C Ratio	,	,		0.049				egi e e e e e e e e e e e e e e e e e e				
HCM Control Delay (s)		.	- 44.3	9.4		<u>.</u>						
HCM Lane LOS		• .	- E	A		١.						
HCM 95th %tile Q(veh)		•	- 3.8	0.2	•							

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T01990101		17.42		• • • •						
Int Delay, s/veh	5.3									
(cremer)	491. Y	भेडेर <u>श</u> हर	X25 821	- SB7						
Lane Configurations	¥	4		<u>.</u>						
Traffic Vol, veh/h		71/629/	46/39	£694.	1000				112.55	
Future Vol, veh/h	41	71 629	46 39		* 1.	7.7. 43 lm s			i i madain.	
Conflicting Peds, #/hr	0	0 0	0 0				- (M)			er, e
	Stop S	Stop Free	Free Free	Free			*		· ·	.
RT Channelized		loné - 1	11.71	None	· · · · · · ·					
Storage Length	0			-						
Veh in Median Storage, #	† 0	- 0		0						
Grade, %	0	- 0		0						
Peak Hour Factor	78	78 82	82 93			a' i		19 	·	· · · · · · · · · · · · · · · · · · ·
Heavy Vehicles, %	0	0 2	0 0	•						
Mvmt Flow	53	91 767	56 42	746						. *. :
	ಾಂಗ್ರೆ :	Major*	<u> </u>				<u> </u>			
	1625	795 0	0 823	0						
	795	· 14 1.41		-						
Stage 2	830			-						
Critical Hdwy	6.4	6.2 -	- 4.1	· •						
Critical Hdwy Stg 1	5.4		•	-						,
Critical Hdwy Stg 2	5.4 3.5	3.3 -		`` .		· · · · · · · · · · · · · · · · · · ·	:-:	^ · · ·	15 7.	
Follow-up Hdwy Pot Cap-1 Maneuver		391 -	- 2.2 - 816		1., 1.,					
Stage 1	448	nestra i della		•	```.÷	. 4 40 1212		•		ur iili:
Stage 2	432							est est	1,7,7	
Platoon blocked, %		-	. 1 1111 -	-						i
	104	391 -	- 816	-	: · .		- (* · ·)		٠.	
Mov Cap-2 Maneuver	104			•	1.:	······································	1			
Stage 1	409	-					1,100			
Stage 2	432									
			·	i di diribi						
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HCM Control Delay, s	62.3	0	0.5	7.11 / 1288785)			W. F. 1 (1) 7 7 7 1 1			
HCM LOS	F		L 1 LA 1 (12 - 12 - 12 - 12 - 12 - 12 - 12 -							
			Norway (* 1945) 2004 - Santa Santa (* 1945)	1 3 3 2		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	A 14			
Charles and Chair Comm		NET NERV				12""				
Casasia (ASDIS						erin kanaran saka	1.5 m 1.5 m 2.5 m			
Capacity (veh/h) HCM Lane V/C Ratio	J. 131	· • •	195 816 0.736 0.051			Comprehension States - Compre				
HCM Control Delay (s)			0.736 0.051 62.3 9.7							
HCM Lane LOS	. 24	-	62.3 9. <i>1</i>		: .:			on Amilia (1.)		
HCM 95th %tile Q(veh)	4 .		4.8 0.2			4.11.2		ing sa sa sa sa sa sa sa sa sa sa sa sa sa		
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Intersection											 	 		
Int Delay, s/veh	5.7													
Movement	WBL	WBR	NBT	NBR	SBL	SBT								
Lane Configurations	**	/	14	,		14	/					 		
Traffic Vol, veh/h	89	√ 23 ·	- 491	72	/ 13 /	589 V								
Future Vol, veh/h	89	23	491	72	13	589								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Stop	Stop	Free	Free	Free	Free								
RT Channelized	-	None	-	None	-	None								
Storage Length	0	-	-	_	-	-								
Veh in Median Storage	e, # 0	-	0	-	-	0								
Grade, %	0	-	0	-	-	0								
Peak Hour Factor	78	78	82	82	93	93								
Heavy Vehicles, %	0	0	2	0	0	1								
Mvmt Flow	114	29	599	88	14	633								
Major/Minor	Minor1		Major1		Major2									
Conflicting Flow All	1304	643	0	0	687	0	*						-	· · · · · ·
Stage 1	643		_	-	-	-								
Stage 2	661	_	_	_	_	_								
Critical Hdwy	6.4	6.2	_	_	4.1	_								
Critical Hdwy Stg 1	5.4		_	_		_								
Critical Hdwy Stg 2	5.4	_		_	_	_								
Follow-up Hdwy	3.5	3.3	_	_	2.2	_								
Pot Cap-1 Maneuver	179	477	_	_	916	_								
Stage 1	527	7//	_	. [310	_								
Stage 2	517	_	_	_	_	_								
Platoon blocked, %	317		_	_	_	_								
Mov Cap-1 Maneuver	175	477	_	_	916	-								
Mov Cap-1 Maneuver	175	411	-	-	310	-								
Stage 1	527	-	-	-	-	-								
Stage 2	505	-	-	-	-	-								
Stage 2	303	-	-	-	-	-								
Approach	WB		NB		SB									
HCM Control Delay, s			0		0.2			:	•	 			<u> </u>	
HCM LOS	50. T		U		0.2									
TION 200	'													
Minor Lane/Major Myr	nt	NBT	NBR	WBLn1	SBL	SBT								
Capacity (veh/h)		101	HUIS	201	916				<u> </u>	 <u> </u>	 	 		
HCM Lane V/C Ratio		•	-		0.015	_								
	١	-	-	58.1		^								
HCM Long LOS	1	•	_		9	0								
HCM Lane LOS	.1	-	-	F	A	Α								
HCM 95th %tile Q(veh	1)	-	-	4.6	0	-								

Intersection Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Sign Control Sign Control Stop RT Channelized Storage Length Veh in Median Storage, # 0 Grade, % 0 - Peak Hour Factor Heavy Vehicles, % 0 0 Mvmt Flow Minor1 Conflicting Flow All Stage 1 710 - Stage 2 728 - Critical Hdwy Stg 1 5.4 Critical Hdwy Stg 2 5.4 Critical Hdw	546 0 Free - 0 0 82 2 666 Major1 0	72 0 Free None - - - 82 0 88	SBL 13 \ 13 \ 0 Free	14											
Traffic Vol, veh/h Traffic Vol, veh/h R9 Traffic Vol, veh/h R9 Traffic Vol, veh/h R9 23 Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, # O Grade, % Peak Hour Factor Heavy Vehicles, % O Mvmt Flow Minor1 Conflicting Flow All Stage 1 T10 Stage 2 T28 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Stage 1 Stage 1 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 1 Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 2 Follow-up Hdwy Stage 3 Follow-up Hdw	546 546 0 Free - 0 0 82 2 666 Major1 0	72 72 0 Free None - - - 82 0 88	13\ 13 0 Free 93 0 14 Major2 754	651 651 0 Free None - 0 0 93 1 700					V						
Traffic Vol, veh/h	546 546 0 Free - 0 0 82 2 666 Major1 0	72 0 Free None - - - 82 0 88	13 0 Free - - 93 0 14 Major2	651 651 0 Free None - 0 0 93 1 700					Λ						
Traffic Vol, veh/h	546 546 0 Free - 0 0 82 2 666 Major1 0	72 0 Free None - - - 82 0 88	13 0 Free - - 93 0 14 Major2	651 651 0 Free None - 0 0 93 1 700									<u> </u>		
Future Vol, veh/h 89 23 Conflicting Peds, #/hr 0 0 Sign Control Stop Stop RT Channelized - None Storage Length 0 - Veh in Median Storage, # 0 - Grade, % 0 - Peak Hour Factor 78 78 Heavy Vehicles, % 0 0 Mvmt Flow 114 29 Major/Minor Minor1 Minor1 Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-2 Maneuver 144 - <td>546 0 Free - 0 0 82 2 666 Major1 0 -</td> <td>72 0 Free None - - - 82 0 88</td> <td>13 0 Free - - 93 0 14 Major2</td> <td>651 0 Free None 0 0 93 1 700</td> <td></td> <td></td> <td>·</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	546 0 Free - 0 0 82 2 666 Major1 0 -	72 0 Free None - - - 82 0 88	13 0 Free - - 93 0 14 Major2	651 0 Free None 0 0 93 1 700			·								
Sign Control Stop Stop RT Channelized - None Storage Length 0 - Veh in Median Storage, # 0 - Grade, % 0 - Peak Hour Factor 78 78 Heavy Vehicles, % 0 0 Mvmt Flow 114 29 Major/Minor Minor1 - Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-2 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 -	Free - 0 0 82 2 666 Major1 0 -	Free None - - - 82 0 88	0 Free - - 93 0 14 Major2 754 -	0 Free None - 0 0 0 93 1 700	<u></u>						- 4 A				
Sign Control Stop Stop RT Channelized - None Storage Length 0 - Veh in Median Storage, # 0 - Grade, % 0 - Peak Hour Factor 78 78 Heavy Vehicles, % 0 0 Mvmt Flow 114 29 Major/Minor Minor1 - Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-2 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 -	0 0 82 2 666 Major1 0	None - - - 82 0 88	- - 93 0 14 Major2 754	None	<u> </u>		* 				4.	-1	<u> </u>		
Storage Length 0 - Veh in Median Storage, # 0 - Grade, % 0 - Peak Hour Factor 78 78 Heavy Vehicles, % 0 0 Mvmt Flow 114 29 Major/Minor Minor1 - Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-2 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Approach WB -	0 0 82 2 666 Major1 0	82 0 88	- - 93 0 14 Major2 754 -	0 0 93 1 700	<u>.</u>				V		· · · · ·		<u> </u>		
Veh in Median Storage, # 0 - Grade, % 0 Peak Hour Factor 78 Heavy Vehicles, % 0 0 0 Mvmt Flow 114 29 Major/Minor Minor1 Conflicting Flow All 1438 Stage 1 710 Stage 2 728 Critical Hdwy 6.4 6.2 6.2 Critical Hdwy Stg 1 5.4 Critical Hdwy Stg 2 5.4 Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 Stage 2 482 Platoon blocked, % Mov Cap-1 Maneuver 144 Approach WB Approach WB	0 82 2 666 Major1 0	82 0 88	93 0 14 Major2 754 -	0 93 1 700	<u>ir - 1</u>		· · · · · · · · · · · · · · · · · · ·		(***	1 - 1			
Grade, % 0 - Peak Hour Factor 78 78 Heavy Vehicles, % 0 0 Mvmt Flow 114 29 Major/Minor Minor1 1 Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Stage 2 469 - Approach WB -	0 82 2 666 Major1 0	82 0 88	93 0 14 Major2 754 -	0 93 1 700			·		·		· .	- 1			
Peak Hour Factor 78 78 Heavy Vehicles, % 0 0 Mvmt Flow 114 29 Major/Minor Minor1 1438 Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Stage 2 469 - - Approach MB HCM Control Delay, s 91.6	82 2 666 Major1 0 -	82 0 88	93 0 14 Major2 754 -	93 1 700	<u> </u>		·				· .	- :			
Heavy Vehicles, % 0 0 Mvmt Flow 114 29 Major/Minor Minor1 1438 710 Conflicting Flow All 1438 710 - Stage 1 710 - - Stage 2 728 - - Critical Hdwy 6.4 6.2 - Critical Hdwy Stg 1 5.4 - - Follow-up Hdwy 3.5 3.3 - Pot Cap-1 Maneuver 148 437 - Stage 1 491 - - Stage 2 482 - - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Stage 2 469 - - Approach MB HCM Control Delay, s 91.6	2 666 <u>Major1</u> 0 -	0 88	0 14 Major2 754 -	1 700	<u> </u>	. •			V.		<u> </u>	<u> </u>	<u> </u>		
Momental Flow Minor1 Major/Minor Minor1 Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Approach WB -	666 Major1 0 -	88	14 <u>Major2</u> 754 -	700	<u> </u>	· ·	* - * **					<u>.</u>			,
Major/Minor Minor1 Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Approach WB - -	Major1 0 -	. 1	Major2 754 -		<u></u>	. · · · · · · · · · · · · · · · · · · ·		· ·	:		· .	<u> </u>	<u> </u>		
Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Approach WB -	0 - -		754 - -	0 -		. :	·		:	<u>.</u>	· .	<u> </u>			
Conflicting Flow All 1438 710 Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Approach WB -	0 - -		754 - -	0	at to 1	<u> </u>					<u> </u>	<u>-1 - 1</u>	<u></u>		
Stage 1 710 - Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - Stage 2 469 -	-		-	- - -											
Stage 2 728 - Critical Hdwy 6.4 6.2 Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - - Stage 1 491 - - Approach WB HCM Control Delay, s 91.6	- - -	-	- 4.1 -	- - -											
Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437	-	-	4.1 -	-											
Critical Hdwy Stg 1 5.4 - Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437	-	~	-	-											
Critical Hdwy Stg 2 5.4 - Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437		_													
Follow-up Hdwy 3.5 3.3 Pot Cap-1 Maneuver 148 437 Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - Stage 1 491 - Stage 2 469 - Approach WB HCM Control Delay, s 91.6	_														
Pot Cap-1 Maneuver	~	_	2.2	_											
Stage 1 491 - Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - Stage 1 491 - Stage 2 469 - Approach WB HCM Control Delay, s 91.6	_	_	865	_											
Stage 2 482 - Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - Stage 1 491 - Stage 2 469 - Approach WB HCM Control Delay, s 91.6	_	_	-	_											
Platoon blocked, % Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - Stage 1 491 - Stage 2 469 - Approach WB HCM Control Delay, s 91.6	_	-	_	_					ų.						
Mov Cap-1 Maneuver 144 437 Mov Cap-2 Maneuver 144 - Stage 1 491 - Stage 2 469 - Approach WB HCM Control Delay, s 91.6	_	-													
Mov Cap-2 Maneuver 144 - Stage 1 491 - Stage 2 469 - Approach WB HCM Control Delay, s 91.6	-	_	865	_											
Stage 1 491 - Stage 2 469 - Approach WB HCM Control Delay, s 91.6	_	-	-	_											
Stage 2 469 - Approach WB HCM Control Delay, s 91.6	-	_	_	-											
HCM Control Delay, s 91.6	-	-	-	-											
HCM Control Delay, s 91.6	NB	•.	SB												
				<u> </u>					 	···			<u> </u>	<u> </u>	
	0		0.2												
Minor Lane/Major Mvmt NBT	NBR	WBLn1	SBL	SBT	燕		<u> </u>								
Capacity (veh/h) -		167	865	-											
HCM Lane V/C Ratio -			0.016	-											
HCM Control Delay (s) -	-	91.6	9.2	0											
HCM Lane LOS -	-	F	Α	Α											
HCM 95th %tile Q(veh) -	-		0	-											
. ,	- - -	6	U												

Lane Configurations Traffic Vol, veh/h 30		
Traffic Vol, veh/hi 30	්ලැසෙන්න	
Lane Configurations Traffic Vol, vietrin 30	Int Delay, s/veh	1.3
Lane Configurations Traffic Vol, vieth 30	Moremen	WBL WBR NBT MBR (8BL 8BT
Future Vol, veh/h 30 19 351 36 22 457 Conflicting Peigs, #hr 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Future Vol, veh/h 30 19 351 36 22 457 Conflicting Peds, #hr 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		30 / 19 / 351 / 36 / 23 / 457
Conflicting-Peids,#/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Future Vol, veh/h	
None	Conflicting Peds, #/hr	0, 0 0 0 0 0
Storage Length Veh in Median Storage, # 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sign Control	
Veh in Median Storage, # 0		a to combine a plantage and the product of the prod
Grade, % Peak Hour Factor For 77 77 87 87 94 94 Heavy Vehicles, % For 10 0 0 3 4 1 Mymit Flow Flow 39 25 403 41 24 486 Conflicting Flow All Stage 1 424 Stage 2 534 Critical Howy Stg 1 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical Howy Stg 2 5.4 Critical How 3.5 Stage 1 664 Stage 1 664 Stage 1 664 Stage 1 664 Stage 1 664 Stage 1 664 Stage 1 664 Stage 1 664 Stage 2 592 Flaton blocked, % Mov Capat Maneuver 279 Stage 1 664 Stage 2 592 Flaton blocked, % Mov Capat Maneuver 279 Stage 1 664 Stage 2 592 FLOM Control Delay, S 17.3 HCM Los C C Capacity (vehith) HCM Lane V/C Ratio HCM Lone V/C Ratio HCM Lone V/C Ratio - 7.73 8.3 0 HCM Lane LOS - C A A		The warmen are the second of t
Peak Hour Factor 77 87 87 87 94 94 Heavy Vehicles, % 0 0 0 3 4 1 Mwnt Flow 39 25 403 41 24 486 Conflicting Flow All 958 424 0 0 444 0 Stage 1 424 Stage 2 534 Critical Hidwy 64 6.4 6.2 4.14 Critical Hidwy Stg 1 5.4 Critical Hidwy Stg 2 5.4 Critical Hidwy Stg 2 5.4 Stage 1 664 Stage 2 592 Platon blocked, % Mov Cap Maneuver 79 634 1106 Stage 2 592 Platon blocked, % Mov Cap Maneuver 279 634 1106 Stage 2 592 Platon blocked, % Mov Cap Maneuver 279 634 1106 Stage 2 592 Capacity (vehith) 592 HCM Control Delay, s 17.3 HCM Lane V/C Ratio - 0.179 0.022 HCM Control Delay(s) - 7.3 8.7 9 HCM Lane LOS - C A A		And the second of the second o
Heavy Vehicles, %		•
Mymit Flow 39 25 403 41 24 486		Service Fill has an a Bibliother a Bibliother and Bibliother and Bibliother and Service Service Services and All All All All All All All All All Al
Conflicting Flow All 958 424 0 0 444 0 Stage 1 424		
Conflicting Flow All 958 424 0 0 4444 0 Stage 1 424	T. James Com. 1 Sales Sa	
Conflicting Flow All 958 424 0 0 4444 0 Stage 1 424	MajoriMinor	Mindr' Majori Major2
Stage 1		
Stage 2 534 Critical Hdwy 6.4 6.2 4.14 Critical Hdwy Stg 1 5.4		
Critical Hdwy Stg 1 5.4	Stage 2	534
Critical Higwy Stg 2 5:4 Follow-up Higwy 3.5 3.3 - 2.236 Pot Cap-1 Maneuver 288 634 - 1106 - Stage 1 664		
Follow-up Hdwy 3.5 3.3 - 2.236 - Pot Cap-f Maneuver 288 634 1106 - Stage 1 664 Stage 2 592 Platoon blocked, % Mov Cap-g Maneuver 279 634 1106 - Mov Cap-g Maneuver 279 634 Stage 1 644 Stage 2 592		
Pol Caps I Maneuver 288 634 1106 Stage 1 664		
Stage 1 664		
Stage 2 592 -		் கோலிலிலிரி ட் விட்ட வடர்க்காகிய கூடிய கிறிவிலிர் நிரு நாரி, காரிக்காரி விரியிலிரி நிரு நாரி, காரிக்காரி விரியிலிரி நிரி நிரி நாரி காரிக்காரி கிறிவிரி நிரி நிரி நாரிக்காரி கூறிய கிறிவிரி நிரி நிரி நாரிக்காரி கூறிய குறிவிரி குறிவிரி நிரி நிரி நிரி நிரி நிரி நிரி நிரி
Platoon blocked, %		
Mov Cap-2 Maneuver 279		Politika Tirk (1990-1994) in landa dia dia 1990-1990 in aliangkan kanding ing pilangan in dia kanding ing pang
Stage 2 592		279 634
Stage 2 592		
HCM Control Delay, s 17.3 0 0.44 HCM LOS C Capacity (ven/h) - 356 1106 HCM Lane V/C Ratio - 0.179 0.022 - HCM Control Delay (s) - 17.3 8.3 0 HCM Lane LOS - C A A	The state of the s	
HCM Control Delay, s 17:3 0 0.4 HCM LOS C Capacity (veh/h) - 356 1106 HCM Lane V/C Ratio - 0.179 0.022 - HCM Control Delay (s) - 17:3 8:3 0 HCM Lane LOS - C A A	Stage 2	
HCM Control Delay, s 17:3 0 0.4 HCM LOS C Capacity (veh/h) - 356 1106 HCM Lane V/C Ratio - 0.179 0.022 - HCM Control Delay (s) - 17:3 8:3 0 HCM Lane LOS - C A A		
HCM LOS C Capacity (veh/h) - 356 1106 HCM Lane V/C Ratio 0.179 0.022 - HCM Control Delay (s) - 17.3 8.3 0 HCM Lane LOS C A A	Appropage -	
Capacity (veh/h) - 356 1106 HCM Lane V/C Ratio 0.179 0.022 - HCM Control Delay (s) - 17.3 8.3 0 HCM Lane LOS C A A	HCM Control Delay, s	
Capacity (ven/h) - 356 1106 - HCM Lane V/C Ratio - 0.179 0.022 - HCM Control Delay (s) - 17.3 8.3 0 HCM Lane LOS - C A A	HCM LOS	
Capacity (veh/h) - 356 1106 HCM Lane V/C Ratio 0.179 0.022 - HCM Control Delay (s) 17.3 8.3 0 HCM Lane LOS C A A	و الله الله الله الله الله الله الله الل	
HCM Lane V/C Ratio 0.179 0.022 - HCM Control Delay (s) 17/3 8.3 0 HCM Lane LOS C A A		
HCM Control Delay (s) - 17.3 8.3 0 HCM Lane LOS C A A		
HCM Lane LOS C A A		
HCM 95th %tile Q(veh) 0.6 0.1		
FIGUR 300) Would Selved 1		U A A Brewin into a recommendation of the company of the company of the company of the company of the company of the
	LICINI AONI WING CITAG	#U in the state of the William William Control of the Salar Salar West William Control of the services in the co

าโดรสด์ไดก		
Int Delay, s/veh	2.2	
yoraman;	481 7/8R NRT NRR 881 887	
Lane Configurations	44 / 32 / 419 / 49 / 36 / 530 /	e, e e, e
Traffic Vol, veh/h Future Vol, veh/h	44 32 419 49 36 530 44 32 419 49 36 530	
Conflicting Peds, #/hr		ti is Vii dili
Sign Control	Stop Stop Free Free Free	te este e
RT Channelized	+ None - None - None	. 11 12. 21
Storage Length		
Veh in Median Storag	the contract of the contract o	
Grade, % Peak Hour Factor	0 - 0 0 77 77 87 87 94 94 1	
Heavy Vehicles, %	0 0 0 3 4 1	.: 1
Mvmt Flow	57 42 482 56 38 564	
WajerMiner	norf (Majorf) Najor2	
Conflicting Flow All	1150 510 0 0 538 0	
Stage 1		
Stage 2	640	1
Critical Howy Critical Howy Stg 1	64 62 - 414 - 54 - 64 - 64 - 64 - 64 - 64 - 64 - 6	s . i. s.
Critical Howy Stg 2		. :
Follow-up Hdwy	3.5 3.3 2.236 -	** ** .
Pot Cap-1 Maneuver	221 567 - 1020	
Stage 1	607	
Stage 2 Platoon blocked, %		
Mov Cap-1 Maneuve	209 - 567 1934 - 1 - 11020 1 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
Mov Cap-2 Maneuve	209	*******
Stage 1	574	
Stage 2	. 529	LWI 11
The Late Start	<u> 1981 Com Communication Communication and Communication C</u>	liber. i.
Partical Comments		
HCM Control Delay, HCM LOS	24.2 0 0.6 C	A1284.31
TIOWI LOG		
Mindritana" (alor M	to the street of	
Capacity (veh/h)	285 1020 -	KENTER.
HCM Lane V/C Ratio	0.346 0.038 -	1. 1.
HCM Control Delay		
HCM Lane LOS	C A A	
HCM 95th %tile Q(ve		

*/araecijos							
Int Delay, s/veh	2.3						
Makement	743 <u>1</u> 11	3R N3T N3R	SBU SB				
Lane Configurations Traffic Vol., veh/h Future Vol., veh/h Conflicting Reds, #/hr	44 0	32 460 49 32 460 49 0 0 0	36 583 0 0				
Sign Control RT Channelized		top Free Free			uet braine en años	egy geta engan. Paga getan	
Storage Length	0	- " Inone	- 1000		. 60 - Delineazi es ző n	AA ALAYAA AA AA AA	an a resident to the second to the second to the second to the second to the second to the second to the second
Veh in Median Storage	# 0	<u> </u>		hir Lyn		tangan sa Malaysi Sangan sa Sangan	
Grade, % Peak Hour Factor	0 - 77	- 0 <i>7</i> 7 87 87	- (94 94				
Heavy Vehicles, %	0	0 0 3	4 1	er en same de altracadares e a	in ing menghalah kepadah sa	Para di di di Sara di Fara.	1.1
Mymt Flow	57	42 529 56	38 620		R. Puller		. Ashir sant
174000000000000000000000000000000000000	(m) 0.5	0000000	`````				
Conflicting Flow All	1253	<u>ිමලැයි</u> 557 0 0	Major2 585 (· •		<u> </u>	
Stage 1	557		, 300 (/	the sales in		
Stage 2	696		an atau an an an an an an an an an an an an an	energia de la composição de la composição de la composição de la composição de la composição de la composição La composição de la composição d	and the second s		
Critical Hdwy Critical Hdwy Stg 1	6.4 5.4	6.2	4.14				
Critical Hdwy Stg 2	5.4 5.4			Najsažo koji (
Follow-up Hdwy	3.5	3.3 -	2.236	n Nakada kata kata kata kata ya Kaba kata kata kata kata kata kata kata k	- and and a colony of the parties of the		market Mark at a contract
Pot Cap-1 Maneuver	192 578	534	980	Alleburian.	Jum Augusti		
Stage 1 Stage 2	498						
Platoon blocked, %		-	ente indian Serbenario (* €). ■ Notae indiana magnitus	in in in an Aria in an Aria in an Aria in an Aria in an Aria in an Aria in an Aria in an Aria in an Aria in an In an Aria in an Aria		and the sales of t	ings on the same size
Mov Cap-1 Maneuver	181 181	534	- 980				
Mov Cap-2 Maneuver Stage 1	544		San San San San San San San San San San				
Stage 2	498			en en en en en en en en en en en en en e	in a serial control of the serial control of	and the second contract of a section of	
			Sumani.				A Mark and the second of
Approach		\\3 n	SE Market de la compa		Wales and the second of the second of the second of the second of the second of the second of the second of the		
HCM Control Delay: s. HCM LOS	28.3 D	0	0.5				
Morar Land Major Mich	oj.	ver Nermela	′୍ଞଞ୍ଚ ଟେ				
Capacity (veh/h)		- 25	1 980 🦠				
HCM Lane V/C Ratio HCM Control Delay (s)	Maran.		3 0.039	- Q an (Abay 1041)			
HCM Lane LOS	raulij			Maria (1906) sa san Mari N	ar las antes de la compaña a		uni in terren i
HCM 95th %tile Q(veh		94 F 4 1			and the second s		

												 		
Intersection														
Int Delay, s/veh	2.1													
Movement	WBL	WBR	NBT	NBR	SBL	SBT								
Lane Configurations	***		1			<i>y</i> €1	1							
Traffic Vol, veh/h	66	▼ 10	331	73	12 1	477	✓							
Future Vol, veh/h	66	10	331	73	12	477								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Stop	Stop	Free	Free	Free	Free								
RT Channelized	-	None	-	None	-	None								
Storage Length	0	-	-	-	-	_								
Veh in Median Storag	e,# 0	-	0	-	-	0								
Grade, %	0	-	0	-	· _	0								
Peak Hour Factor	77	77	87	87	94	94								
Heavy Vehicles, %	0	0	0	3	4	1								
Mvmt Flow	86	13	380	84	13	507								
Major/Minor	Minor1		Major1	: * 1]	Major2			:		ř.				
Conflicting Flow All	955	422	0	0	464	0						 		
Stage 1	422	-		-		-								
Stage 2	533	_	_	-	_	_								
Critical Hdwy	6.4	6.2	-	_	4.14	_								
Critical Hdwy Stg 1	5.4	-		_	-	_								
Critical Hdwy Stg 2	5.4	-	_	_	_	-								
Follow-up Hdwy	3.5	3.3	_	_	2.236	_								
Pot Cap-1 Maneuver	289	636	_	-	1087	_								
Stage 1	666	-	_	_	-	_								
Stage 2	593	_	-	_	_	_								
Platoon blocked, %			_	_		_								
Mov Cap-1 Maneuver	284	636	_	_	1087	_								
Mov Cap-2 Maneuver		-		_	-	_								
Stage 1	666	_	_	_	_	-						•		
Stage 2	583	_	_	_	_	_								
Olago 2	000													
Approach	WB		NB		SB									
HCM Control Delay, s			0		0.2		· ·	· · · · · · · · · · · · · · · · · · ·	···	* *	* 4			
HCM LOS	, 22.3 C		U		0.2									
HOW LOO	O													
Minor Lane/Major Mv	mt	NBT	NRR	WBLn1	SBL	SBT								
Capacity (veh/h)			14071	306	1087	- 00,			 -			 		
HCM Lane V/C Ratio		_	_		0.012	-								
HCM Control Delay (s	e)	_	_	22.3	8.4	0								
HCM Lane LOS	71	-	-	22.3 C	0.4 A	A								
HCM 95th %tile Q(ve	h)		-	1.4	0	_								
TOW DOM TOME OR VE	· · <i>)</i>	_	_	1.7	U	-							*	

													
Intersection													
Int Delay, s/veh	2.3												
Movement	WBL	WBR	NBT	NBR	SBL	SBT				•			
Lane Configurations	**	/	_f\		105Vir	, 4	ASP.			·			
Traffic Vol, veh/h		1 0	√ 372 ′	73	12	530							
Future Vol, veh/h	66	10	372	73	12	530							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Stop	Stop	Free	Free	Free	Free							
RT Channelized	-	None	-	None		None							
Storage Length	0	-	-	-	-	-							
Veh in Median Storage	,#0	-	0	-	-	0							
Grade, %	0	_	0	-	-	0							
Peak Hour Factor	77	77	87	87	94	94							
Heavy Vehicles, %	0	0	0	3	4	1							
Mvmt Flow	86	13	428	84	13	564							
	Minor1		vlajor1		Major2			111			<u> </u>	<u> </u>	
Conflicting Flow All	1060	470	0	0	512	0							
Stage 1	470	-	-	-	-	-							
Stage 2 .	590	-	-	-	-	-							
Critical Hdwy	6.4	6.2	-	-	4.14	-							
Critical Hdwy Stg 1	5.4	-	-	-	-	-							
Critical Hdwy Stg 2	5.4	-	-	-	-	-							
Follow-up Hdwy	3.5	3.3	-	-	2.236	-							
Pot Cap-1 Maneuver	250	598	-	-	1043	-							
Stage 1	633	-	-	-	-	-							
Stage 2	558	-	-	-	-	-							
Platoon blocked, %			-	-		-							
Mov Cap-1 Maneuver	246	598	-	-	1043	-							
Mov Cap-2 Maneuver	246	-	-	-	-	-							
Stage 1	633	-	-		-	-							
Stage 2	548	-	-	-	-	-							
													, 44
Approach	WB		NB 0		SB								<u> </u>
HCM Control Delay, s	26.2		0		0.2								
HCM LOS	D												
Minor Lane/Major Mym	ų.	NBT	NDDI	WBLn1	SBL	SBT							
	ΙĻ	INDI	ואסולו		1043		- · · · · · · · · · · · · · · · · · · ·	<u> </u>	····				
Capacity (veh/h)		•	•	267		-							
HCM Cantrol Pales (a)		-	-	0.37									
HCM Control Delay (s)		-	-	26.2	8.5	0							,
HCM Lane LOS		-	-	D	Α	А							
HCM 95th %tile Q(veh	1	_		1.6	0								

Sign Control Free Free Free Free Free Sto RT Channelized - None - None Storage Length - - - - Veh in Median Storage, # 0 - - 0 Grade, % 0 - - 0 Peak Hour Factor 90 90 90 90 9 Heavy Vehicles, % 2 0 0 2 Mvmt Flow 116 112 6 247 12 Major/Minor Major1 Major2 Minor Conflicting Flow All 0 0 228 0 43	8 4 8 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
Lane Configurations Interpretation of the property of	8 4 8 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
Lane Configurations Image: Configuration of the proof of	8
Traffic Vol, veh/h 104 101 5 222 10 Future Vol, veh/h 104 101 5 222 10 Conflicting Peds, #/hr 0 0 0 0 0 Sign Control Free Free Free Free Free Sto RT Channelized - None - None None - - 0 - - 0 - - 0 - - 0 - - 0 9 90 90 90 9 9 9 9 9 9 9 9 9 9 9 9 9 1 1 1 1 1 1	8
Future Vol, veh/h 104 101 5 222 10 Conflicting Peds, #/hr 0 0 0 0 0 Sign Control Free Free Free Free Free Free Sto RT Channelized - None - None - None - - 0 Storage Length - - - - 0 - - 0 - - 0 - - 0 Grade, % 0 - - 0 90	8
Conflicting Peds, #/hr 0 0 0 0 Sign Control Free Free Free Free Free Sto RT Channelized - None - None None - None - - - - - - - - - - - - - - - - - - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 9 90 90 90 9 9 9 9 9 9 9 9 9 - - - 0 2 4 11 11 11 11 11 11 11 11 11 11 11 11 11 11	0 0 p Stop - None 0 - 0 - 0 0 - 0 90 0 0 0 0 4 1 172 2 -
Sign Control Free Free Free Free Free Sto RT Channelized - None - None Storage Length - - - - Veh in Median Storage, # 0 - - 0 Grade, % 0 - - 0 Peak Hour Factor 90 90 90 90 9 Heavy Vehicles, % 2 0 0 2 Mvmt Flow 116 112 6 247 12 Major/Minor Major1 Major2 Minor Conflicting Flow All 0 0 228 0 43	- None 0 - 0 - 0 - 0 - 0 90 0 0 0 4 1 172 2 -
RT Channelized - None - None Storage Length	- None 0 - 0 - 0 - 0 - 0 90 0 0 0 4 1 172 2 -
Storage Length - - - - Veh in Median Storage, # 0 - - 0 Grade, % 0 - - 0 Peak Hour Factor 90 90 90 90 9 Heavy Vehicles, % 2 0 0 2 Mymt Flow 116 112 6 247 12 Major/Minor Major1 Major2 Minor Conflicting Flow All 0 0 228 0 43	0 - 0 - 0 - 0 - 0 90 0 0 0 4 1 172 2 -
Veh in Median Storage, # 0 - - 0 Grade, % 0 - - 0 Peak Hour Factor 90 90 90 90 9 Heavy Vehicles, % 2 0 0 2 Mymt Flow 116 112 6 247 12 Major/Minor Major1 Major2 Minor Conflicting Flow All 0 0 228 0 43	0 - 0 90 0 0 0 4 1 172 2 -
Grade, % 0 - - 0 Peak Hour Factor 90 90 90 90 9 Heavy Vehicles, % 2 0 0 2 Mvmt Flow 116 112 6 247 12 Major/Minor Major1 Major2 Minor Conflicting Flow All 0 0 228 0 43	0 - 0 90 0 0 0 4 1 172 2 -
Peak Hour Factor 90 90 90 90 9	0 90 0 0 0 4 1 172 2 -
Heavy Vehicles, % 2 0 0 2 Mvmt Flow 116 112 6 247 12 Major/Minor Major1 Major2 Minor Conflicting Flow All 0 0 228 0 43	0 0 0 4 1 172 2 -
Mvmt Flow 116 112 6 247 12 Major/Minor Major1 Major2 Minor Conflicting Flow All 0 0 228 0 43	0 4 1 172 2 -
Conflicting Flow All 0 0 228 0 43	1 172 2 -
Conflicting Flow All 0 0 228 0 43	1 172 2 -
	2 -
Stage 1 17	Ω
Stage 2 25	9 -
Critical Hdwy 4.1 - 6.	4 6.2
Critical Hdwy Stg 1 5.	4 -
Critical Hdwy Stg 2 5.	4 -
Follow-up Hdwy 2.2 - 3.	5 3.3
Pot Cap-1 Maneuver 1352 - 58	5 877
Stage 1 86	3 -
Stage 2 78	9 -
Platoon blocked, %	
Mov Cap-1 Maneuver 1352 - 58	2 877
Mov Cap-2 Maneuver 58	2 -
Stage 1 86	3 -
Stage 2 78	5 -
Approach EB WB N	
HCM Control Delay, s 0 0.2 12.	
HCM LOS	В
Minor Lane/Major Mvmt NBLn1 EBT EBR WB	L WBT
Capacity (veh/h) 589 135	W. T. D. L. C. C. C. C. C. C. C. C. C. C. C. C. C.
HCM Lane V/C Ratio 0.211 0.00	
HCM Control Delay (s) 12.7 - 7.	
, , ,	A A
	0 -
TOW SOUL WILL SELECTION O.O. S.	V

9: Site Driveway A & Cate Street Extension

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Intersection							
Int Delay, s/veh	3.8						
	EBT	EBR	WBL		NBL	NBR	
Lane Configurations	1	,	sér .	1	- N. W.	,	
Traffic Vol, veh/h		124			152		V
Future Vol, veh/h	110	124	9	185	152	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	•
•	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	ŧ 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	122	138	10	206	169	9	
Major/Minor Ma	ajor1	. 1	Major2	,	Minor1		
Conflicting Flow All	0	0	260	0	417	191	
Stage 1	-	-	200	0	191	-	
Stage 2					226	-	
Critical Hdwy	_		4.1		6.4	6.2	
Critical Hdwy Stg 1	_		7.1	_	5.4	٠.٤	
Critical Hdwy Stg 2	_		_	_	5.4	_	
Follow-up Hdwy	_	_	2.2	_	3.5	3.3	
Pot Cap-1 Maneuver	_		1316	_	596	856	
Stage 1	_		1010	_	846	-	
Stage 2	_		_		816		
Platoon blocked, %	_				010	-	
Mov Cap-1 Maneuver	_		1316	_	591	856	
Mov Cap-2 Maneuver	_	_	1010		591	-	
Stage 1	_				846	_	
Stage 2	-	-	-	-	809	-	
Approach	EB	·	WB	1	NB		
HCM Control Delay, s	0		0.4		13.5		
HCM LOS					В		
Minor Lane/Major Mvmt	i	NBLn1	EBT	FRR	WBL	WBT	
Capacity (veh/h)	, 1	600		-	1316	- 4401	
HCM Lane V/C Ratio		0.296	•	-	0.008	-	
HCM Control Delay (s)		13.5	_	-	7.8	0	
HCM Lane LOS		13.5 B	-	-	7.8 A	0	·
HCM 95th %tile Q(veh)		1.2	-	_	0	A	
HOW SOUL WILL CALLED		1.2	-	-	U	-	

Intersection														
Int Delay, s/veh	3.8													
Movement	EBT	EBR	WBL	WBT	NBL	NBR								
Lane Configurations	14			_ (1	**									
Traffic Vol, veh/h	110	1 24 v	9		152	8 v								
Future Vol, veh/h	110	124	9	185	152	8								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Free	Free	Free	Free	Stop	Stop								
RT Channelized	-	None	-	None		None								
Storage Length	-	-	-	-	0	-								
Veh in Median Storage	, # 0	-	-	0	0	-								
Grade, %	0	-	-	0	0	-								
Peak Hour Factor	90	90	90	90	90	90								
Heavy Vehicles, %	0	0	0	0	0	0								
Mvmt Flow	122	138	10	206	169	9			•					
Major/Minor I	Major1	- 1	Major2		Minor1	<u> </u>					 7			
Conflicting Flow All	0	0	260	0	417	191								
Stage 1	-	-	-	-	191	-								
Stage 2	-	-	-	-	226	-								
Critical Hdwy	-	•	4.1	-	6.4	6.2								
Critical Hdwy Stg 1	-	-	-	-	5.4	-								
Critical Hdwy Stg 2		-	-	-	5.4	-								
Follow-up Hdwy	-	-	2.2	-	3.5	3.3								
Pot Cap-1 Maneuver	-	-	1316	-	596	856								
Stage 1	-	-	-	-	846	-								
Stage 2	-	-	-	-	816	-								
Platoon blocked, %	-	-		-										
Mov Cap-1 Maneuver	-	-	1316	-	591	856								
Mov Cap-2 Maneuver	-	-	-	-	591	-								
Stage 1	-	-	-	-	846	-								
Stage 2	-	-	-	-	809	-								
Approach	EB		WB	······································	NB	<u> </u>	1 ' v	<u>. 1924</u>	<u> </u>		 -		 <u> </u>	
HCM Control Delay, s	0		0.4		13.5									
HCM LOS					В									
Minor Lane/Major Mvn	nt	NBLn1	EDT	EBR	ומיא)	\ \ /DT								
Capacity (veh/h)	H,	600	CDI	- EBIX		VVD1			<u> </u>	· · · · · · · · · · · · · · · · · · ·		*-	 <u> </u>	*
HCM Lane V/C Ratio		0.296	-		0.008	•								
	١	13.5	-	-	7.8	<u>-</u>								
HCM Control Delay (s) HCM Lane LOS	1		-	-	7.8 A	0								
	Λ	B 1.2	-	-		А								
HCM 95th %tile Q(veh)	1.2	-	-	0	-								

8: Site Driveway B & Cate Street Extension

									· · · · · · · · · · · · · · · · · · ·					 			
Intersection								 						 			
Int Delay, s/veh	0.9																
Movement	EBT	EBR	WBL	WBT	NBL	NBR											
Lane Configurations	14		/	. 4	* **		d							 			
Traffic Vol, veh/h	91	17	√ 8	209		7											
Future Vol, veh/h	91	17	8	209	18	7											
Conflicting Peds, #/hr	0	0	0	0	0	0											
Sign Control	Free	Free	Free	Free	Stop	Stop											
RT Channelized	-	None	-	None		None											
Storage Length	-	-	-	-	0	-											
Veh in Median Storage	e, # 0	-	-	0	0	-											
Grade, %	0	-	-	0	0	-											
Peak Hour Factor	90	90	90	90	90	90											
Heavy Vehicles, %	2	0	0	2	0	0											
Mvmt Flow	101	19	9	232	20	8											
Major/Minor	Major1	,	Major2		Minor1												
Conflicting Flow All	0	0	120	0	361	111											
Stage 1	_	_	-	-	111	_											
Stage 2	_	_	_	_	250	_											
Critical Hdwy	_	-	4.1	-	6.4	6.2											
Critical Hdwy Stg 1	-	-	-	-	5.4	_											
Critical Hdwy Stg 2	-	-	_	-	5.4	-											
Follow-up Hdwy	-	-	2.2	-	3.5	3.3											
Pot Cap-1 Maneuver	-	_	1480	-	642	948											
Stage 1	-	-	-	-	919	-											
Stage 2	-	-	-	-	796	_											
Platoon blocked, %	-	-		-													
Mov Cap-1 Maneuver	-	-	1480	-	638	948											
Mov Cap-2 Maneuver	-	-	-	-	638	-											
Stage 1	-	-	-	-	919	-											
Stage 2	-	-	-	-	790	-											
Approach	EB	٠	WB		NB	- 11				:					4.	÷ .,	
HCM Control Delay, s	0		0.3		10.3												
HCM LOS					В												
Minor Lane/Major Mvr	nt	NBLn1	EBT	EBR	WBL	WBT				-	-:	. :	• •	 1.1	· .		
Capacity (veh/h)		702	-	-	1480	-											
HCM Lane V/C Ratio		0.04	-	-	0.006	-											
HCM Control Delay (s)	10.3	-	-	7.4	0											
HCM Lane LOS		В	_	-	Α	Α											
HCM 95th %tile Q(veh	1)	0.1	-	-	0	-											

								···							
Intersection															
Int Delay, s/veh	0.9									•					
Movement	EBT	EBR	WBL	WBT	NBL	NBR									
Lane Configurations	1.			_	74	£									
Traffic Vol, veh/h	91	17	8	209	√ 18	7									
Future Vol, veh/h	91	17	8	209	18	7									
Conflicting Peds, #/hr	0	0	0	0	0	0									
Sign Control	Free	Free	Free	Free	Stop	Stop									
RT Channelized	_	None	_	None	-	None									
Storage Length	_	-	_	-	0	-									
Veh in Median Storage,	# 0	_	_	0	0	_									
Grade, %	0	_	_	0	0	_									
Peak Hour Factor	90	90	90	90	90	90									
Heavy Vehicles, %	2	0	0	2	0	0									
Mvmt Flow	101	19	9	232	20	8									
INMITTED	101	13	3	202	20	O									
Major/Minor	Major1		Majori	e i jedanj	Minor1		and the second		.,			, j.			
			Major2			444	1 (A-19) (8 () 1 ()		<u> </u>					1 4	
Conflicting Flow All	0	0	120	0	361	111									
Stage 1	-	-	-	-	111	-									
Stage 2	-	-	-	-	250	-									
Critical Hdwy	-	-	4.1	-	6.4	6.2									
Critical Hdwy Stg 1	-	-	-	-	5.4	-									
Critical Hdwy Stg 2	-	-	-	-	5.4	-									
Follow-up Hdwy	-	-	2.2	-	3.5	3.3									
Pot Cap-1 Maneuver	-	-	1480	-	642	948									
Stage 1	-	-	-	-	919	-									
Stage 2	-	-	-	-	796	-									
Platoon blocked, %	-	-		-											
Mov Cap-1 Maneuver	-	-	1480	-	638	948									
Mov Cap-2 Maneuver	-	-	-	-	638	-									
Stage 1	-	-	-	_	919	-									
Stage 2	-	-	-	-	790	-									
Approach	EB		WB	<u> </u>	NB	<u> </u>			·		. :	11.19	a di	<u> </u>	7 M
HCM Control Delay, s	0		0.3		10.3										
HCM LOS					В										
Minor Lane/Major Mvm	ıt .	NBLn1	EBT	EBR	WBL	WBT					÷				100
Capacity (veh/h)		702		_	1480	-									
HCM Lane V/C Ratio		0.04	-	-	0.006	_									
HCM Control Delay (s)		10.3	_	-	7.4	0									
HCM Lane LOS		В	_	_	A	A									
HCM 95th %tile Q(veh)	١	0.1	_	_	0	-									
	,	0.1			J										

Intersection														
Int Delay, s/veh	1.1			······································					<u> </u>					
Movement	EBT	EBR	WBL	WBT	NBL	NBR								
Lane Configurations	7+			્રલ	**	w.'	j					 		
Traffic Vol, veh/h	103	15	4	√ 169 \		4								
Future Vol, veh/h	103	15	4	169	25	4								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Free	Free	Free	Free	Stop	Stop								
RT Channelized	_	None	_	None		None								
Storage Length	-	-	-	-	0	-								
Veh in Median Storage,	# 0	_	-	0	0	_								
Grade, %	0	-	-	0	0	_								
Peak Hour Factor	90	90	90	90	90	90								
Heavy Vehicles, %	0	0	0	0	0	0								
Mvmt Flow	114	17	4	188	28	4								
Major/Minor N	/lajor1		Major2		Minor1								9 - 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
Conflicting Flow All	0	0	131	0	319	123		· · ·				 · · · ·		
Stage 1	-	-	-	_	123	-								
Stage 2	_	_	_	_	196	_								
Critical Hdwy	-	_	4.1	_	6.4	6.2								
Critical Hdwy Stg 1	_	_	٠.,	_	5.4	0.2								
Critical Hdwy Stg 2	-	_	_	_	5.4	_								
Follow-up Hdwy	-	_	2.2	_	3.5	3.3								
Pot Cap-1 Maneuver	_	_	1467	_	678	933								
Stage 1	_	_	-	_	907	-								
Stage 2	-	_	_	_	842	_								
Platoon blocked, %	_	_		_	012									
Mov Cap-1 Maneuver	_	_	1467	_	676	933								
Mov Cap-2 Maneuver	_	-	-	_	676	-								
Stage 1	_	_	_	_	907	_								
Stage 2	• •	-	-	-	839	-								
Annroach	רח		W		NB									
Approach	, EB	•	WB	<u> </u>			<u> </u>		* *	- 10				250
HCM Control Delay, s HCM LOS	0		0.2		10.4 B									
												•		
Minor Lane/Major Mvm	t .	NBLn1	EBT	EBR	WBL	WBT					· .	 		
Capacity (veh/h)		703	-	-	1467	-								
HCM Lane V/C Ratio		0.046	-	-	0.003	-								
HCM Control Delay (s)		10.4	-	-	7.5	0								
HCM Lane LOS		В	-	-	Α	Α								
HCM 95th %tile Q(veh)	1	0.1	_	_	0	-								

		··					····		· · · · · · · · · · · · · · · · · · ·	 	
Intersection											
Int Delay, s/veh	1.1						**************************************			 	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	•				
Lane Configurations	14		- 444	ृ सी	*.1	ar .	/				
Traffic Vol, veh/h	103	1 5	4	169	25	4					
Future Vol., veh/h	103	15	4	169	25	4					
Conflicting Peds, #/hr	0	0	0	0	0	0					
-	Free	Free	Free	Free	Stop	Stop					
RT Channelized	_	None	_	None	-	None					
Storage Length	_	-	_	-	0						
Veh in Median Storage,	# 0	-	_	0	0	-					
Grade, %	0	_		0	0	_					
Peak Hour Factor	90	90	90	90	90	90					
Heavy Vehicles, %	0	0	0	0	0	0					
Mvmt Flow	114	17	4	188	28	4					
WWITCH TOW	117	17	7	100	20	77					
Major/Minor M	ajor1		Major2		Minor1						
Conflicting Flow All	0	0	131	0	319	123		<u> </u>		 <u> </u>	· · · · · · · · · · · · · · · · · · ·
Stage 1	_	-	-	-	123	120					
Stage 2				_	196	-					
Critical Hdwy	_	_	4.1	_	6.4	6.2					
Critical Hdwy Stg 1	_	_	7.1	_	5.4	0.2					
Critical Hdwy Stg 2	_	-	-	-	5.4	-					
	-	-	2.2	-	3.5	3.3					
Follow-up Hdwy	-	-	1467	-	678						
Pot Cap-1 Maneuver	-	-	1407	_		933					
Stage 1	-	-	-	-	907	-					
Stage 2	-	-	-	-	842	-					
Platoon blocked, %	-	-	4407	-	070	000					
Mov Cap-1 Maneuver	-	-	1467		676	933					
Mov Cap-2 Maneuver	-	-	-	-	676	-					
Stage 1	-	-	-	-	907	-					
Stage 2	-	-	-	-	839	-					
Approach	EB		WB		NB						
HCM Control Delay, s	0		0.2		10.4	····	<u></u>	the the state of	<u> </u>		<u> </u>
HCM LOS	J		0.2		10. 4 B						
TIOW EGG											
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	· WBT	1 - 4 - 1 - 1 - 1	e ta a			<u> </u>
Capacity (veh/h)		703	-	-	1467	-				 	
HCM Lane V/C Ratio		0.046	-	-	0.003	-					
HCM Control Delay (s)		10.4	_	-	7.5	0					
HCM Lane LOS		В	_	_	Α	Ä					
HCM 95th %tile Q(veh)		0.1	_	-	0	-					
					•						

Intersection											
Int Delay, s/veh	0.2										
Movement	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	Þ	/		, 4	**						
Traffic Vol, veh/h	90	√ 8	1	1 212 ·	/ 5.	1					
Future Vol, veh/h	90	8	1	212	5	1					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Free	Free	Free	Free	Stop	Stop					
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	-	-	0	-					
Veh in Median Storage		-	-	0	0	-					
Grade, %	0	-	-	0	0	~					
Peak Hour Factor	90	90	90	90	90	90					
Heavy Vehicles, %	2	0	0	2	0	0					
Mvmt Flow	100	9	1	236	6	1					
Major/Minor	Major1	4	Major2	: 1	Minor1						
Conflicting Flow All	0	0	109	0	343	105					
Stage 1	-	-	-	-	105	-,					
Stage 2	_	_	_	_	238	_					
Critical Hdwy	_	-	4.1	-	6.4	6.2					
Critical Hdwy Stg 1	_	-	-	_	5.4						
Critical Hdwy Stg 2	_	-	_	-	5.4	_					
Follow-up Hdwy	-	_	2.2	_	3.5	3.3					
Pot Cap-1 Maneuver	-	-	1494	-	657	955					
Stage 1	-	_	-	-	924	_					
Stage 2	_	_	_	_	806	_					
Platoon blocked, %	-	_		-							
Mov Cap-1 Maneuver	_	_	1494	-	656	955					
Mov Cap-2 Maneuver		_	-	-	656	_					
Stage 1	_	_	-	-	924	-					
Stage 2	-	-	-	-	805	-					
Approach	EB		WB		NB					•	
			0			<u> </u>		<u> </u>		<u>. + + 1</u>	<u> </u>
HCM Control Delay, s HCM LOS	U		U		10.3 B						
No.		NO. 1	FRE		WO	· WOT					
Minor Lane/Major Mvr	III.	NBLn1	EBT	EBR		WBT	 	·	- :		 <u> </u>
Capacity (veh/h)		692	-	-	1494	-					
HCM Lane V/C Ratio	,	0.01	-	-	0.001	-					
HCM Control Delay (s)	10.3	-	-	7.4	0					
HCM Lane LOS		B 0	-	-	A 0	А					
HCM 95th %tile Q(veh					0						

Intersection	-						
Int Delay, s/veh	0.2			· · ·			
•		רפט	MOL	MIDT	NIDL	MDD	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1	/。	1	4	**	/ 1	
Traffic Vol, veh/h	90	• 8	٠ I	√ 212 212			Y
Future Vol, veh/h	90 0	8	1		5 0	1	
Conflicting Peds, #/hr Sign Control	Free	Free	Free	0 Free	Stop	0	
RT Channelized	гіее	None	riee -	None	Stop -	Stop None	
Storage Length	_	NONE	•	NONE	0	NOHE	
Veh in Median Storage	e,#0	-	_	0	0	-	
Grade, %	0	_	-	0	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	0	0	2	0	0	
Mvmt Flow	100	9	1	236	6	1	
WWW	,00	Ū	•	200	O		
Major/Minor	Major1	ı	Major2		Minor1		Grant Communication of the Communication of the Communication of the Communication of the Communication of the
Conflicting Flow All	0	0	109	0	343	105	
Stage 1	-	_	-	-	105	_	
Stage 2		-	-	_	238	_	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	_	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1494	-	657	955	
Stage 1	-	-	-	-	924	-	
Stage 2	-	-	-	-	806		
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1494	-	656	955	
Mov Cap-2 Maneuver	-	-	-	-	656	-	
Stage 1	•	-	-	-	924	-	
Stage 2	-	-	-	-	805	-	
and the second second	==	*					
Approach	EB	<u> </u>	. WB	<u> </u>	NB		
HCM Control Delay, s	0		0		10.3		
HCM LOS					В		
Minor Lane/Major Mvn	nt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)		692	-		1494	-	
HCM Lane V/C Ratio		0.01	_		0.001	_	
HCM Control Delay (s))	10.3	_	_	7.4	0	
HCM Lane LOS	r	В	_	-	Α.	A	
HCM 95th %tile Q(veh)	0	_	-	0	-	
	,	-			ū		

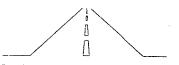
Intersection Int Delay, s/veh Movement EBT Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized RT Channelized Storage Length Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor Heavy Vehicles, % 0 Mvmt Flow Major/Minor Major/Interval	6 6 0 Free None 90 0 7	WBL 1 1 0 Free	WBT 166 166 0 Free None 0 0 90 184	NBL 7 7 7 0 Stop 0 0 0 90 0 8 8 Minor1 302	NBR 1 1 0 Stop None 90 0 1 116							
Lane Configurations Traffic Vol, veh/h Traffic Vol, veh/h Future Vol, veh/h 101 Conflicting Peds, #/hr Sign Control RT Channelized - Storage Length Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 Stage 2 - Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 - Stage 1 - Stage 1 - Stage 1 - Critical Hdwy Stg 2 - Follow-up Hdwy Pot Cap-1 Maneuver Stage 1	6 6 0 Free None 90 0 7	1 1 0 Free 90 0 1 1 Major 2	166 166 0 Free None 0 0 0 90 0 184	7 7 7 0 Stop - 0 0 0 90 0 8 Minor1 302	1 1 0 Stop None 90 0 1							
Lane Configurations Traffic Vol, veh/h Traffic Vol, veh/h Tuture Vol, veh/h 101 Conflicting Peds, #/hr Sign Control RT Channelized - Storage Length Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 Stage 2 - Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 - Stage 1 - Stage 1 - Stage 1 - Critical Hdwy Stg 1 - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy Pot Cap-1 Maneuver Stage 1	6 6 0 Free None 90 0 7	1 1 0 Free 90 0 1 1 Major 2	166 166 0 Free None 0 0 0 90 0 184	7 7 7 0 Stop - 0 0 0 90 0 8 Minor1 302	1 1 0 Stop None 90 0 1							
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized RT Channelized - Storage Length Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 Stage 2 - Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Critical Hdwy Stg 2 - Follow-up Hdwy Pot Cap-1 Maneuver Stage 1	0 Free None - - - 90 0 7	0 Free - - - 90 0 1	166 166 0 Free None 0 0 90 0 184	0 Stop 0 0 0 90 0 8 Minor1	0 Stop None - - - 90 0 1							
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized RT Channelized Storage Length Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 1 - Stage 1 - Stage 2 - Critical Hdwy Stg 2 - Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1	0 Free None - - - 90 0 7	0 Free - - - 90 0 1	166 0 Free None 0 0 90 0 184	0 Stop 0 0 0 90 0 8 Minor1	0 Stop None - - - 90 0 1							
Conflicting Peds, #/hr 0 Sign Control Free RT Channelized - Storage Length - Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy Critical Hdwy Stg 1 - Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 - Stage 1 - Stage 1 - Stage 2 - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 - Stage 1 -	0 Free None - - - 90 0 7	0 Free - - - 90 0 1	0 Free None 0 0 0 90 0 184	0 Stop 0 0 0 90 0 8 Minor1	0 Stop None - - - 90 0 1							
Sign Control Free RT Channelized - Storage Length - Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy Stg 1 - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 - Stage 1 - Stage 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 - Stag	Free None - - - 90 0 7	Free 90 0 1	Free None 0 0 0 90 0 184	Stop	Stop None - - - 90 0							
RT Channelized - Storage Length - Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 - Stage 1 - Stage 2 - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 - Stage 1 - Stage 1 -	None - - - 90 0 7	- - - 90 0 1	None 0 0 90 0 184	0 0 0 90 0 8 Minor1	None - - - 90 0 1							
Storage Length Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 - Stage 1 - Stage 1 - Critical Hdwy	- - 90 0 7	- - 90 0 1 Major2	0 0 90 0 184	0 0 90 90 8 Minor1	90 0 1							
Veh in Median Storage, # 0 Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All 0 Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 - Stage 1 -	90 0 7	0 1 Major2	0 90 0 184	0 0 90 0 8 Minor1 302	90 0 1							
Grade, % 0 Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 - Stage 1 - Stage 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 - Stage 1 - Stage 1 - Stage 1 - Stage 1	90 0 7	0 1 Major2	0 90 0 184	0 90 0 8 Minor1 302	90 0 1							
Peak Hour Factor 90 Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 - Stag	90 0 7	0 1 Major2	90 0 184	90 0 8 <u>Minor1</u> 302	90 0 1							
Heavy Vehicles, % 0 Mvmt Flow 112 Major/Minor Major1 Conflicting Flow All Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 -	0 7	0 1 Major2	0 184	0 8 <u>Minor1</u> 302	0 1							
Mymt Flow Major/Minor Major1 Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1	7	1 Major2	184	8 <u>Minor1</u> 302	1 <u> </u>							
Major/Minor Major1 Conflicting Flow All 0 Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 -		Major2	<u>: .</u> [Minor1 302	· . 4							
Conflicting Flow All 0 Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 -				302	116							
Conflicting Flow All 0 Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Stage 1 -					116			<u>. </u>			 <u> </u>	1. 1.5 -
Stage 1 - Stage 2 - Critical Hdwy - Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Pot Cap-1 Maneuver - Stage 1 -	-	· -	_		110							
Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Pot Cap-1 Maneuver - Stage 1 -	-			116	-							
Critical Hdwy Stg 1 - Critical Hdwy Stg 2 - Follow-up Hdwy - Pot Cap-1 Maneuver - Stage 1 -		-	-	186	-							
Critical Hdwy Stg 2 - Follow-up Hdwy - Pot Cap-1 Maneuver - Stage 1 -	-	4.1	-	6.4	6.2							
Critical Hdwy Stg 2 - Follow-up Hdwy - Pot Cap-1 Maneuver - Stage 1 -	-		-	5.4	-							
Follow-up Hdwy - Pot Cap-1 Maneuver - Stage 1 -	-	_	-	5.4	-							
Pot Cap-1 Maneuver - Stage 1 -	-	2.2	-	3.5	3.3							
Stage 1 -	-	1482	-	694	942							
	-	-	-	914	_							
Olage Z	-	-	-	851	_							
Platoon blocked, %	-		-									
Mov Cap-1 Maneuver -	_	1482	-	693	942							
Mov Cap-2 Maneuver -	-	-	-	693	_							
Stage 1 -	_	-	-	914	_							
Stage 2 -	-	-	-	850	-							
		. ,			_							
Approach EB		WB		NB		1 - 1 gara	<u> </u>		·	 	 <u> </u>	
HCM Control Delay, s 0	1	0		10.1								
HCM LOS				В								
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBI -	WBT							o et egiste
Capacity (veh/h)	717		-	1482							 	
HCM Lane V/C Ratio	0.012			0.001	-							
HCM Control Delay (s)	10.1		_	7.4	0							
HCM Lane LOS	В		-	7.4 A	A							
HCM 95th %tile Q(veh)	1)		-	0	- A							
TOWN JOHN JOHNE WIND	0	_	_	U	•							

							
Intersection						٠.	
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	14	.i		4	*,*	ask"	1
Traffic Vol, veh/h	101	6	1	166	1	1	
Future Vol, veh/h	101	6	1	166	7	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	_	None	-	None	· <u>-</u>	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage	e, # 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	112	7	1	184	8	1	
Mariau Min av	Majart		Malana	,	N dim a'u d		en en en en en en en en en en en en en e
	Major1		Major2		Minor1	440	
Conflicting Flow All	0	0	119	0	302	116	
Stage 1	-	-	-	-	116	-	
Stage 2	-	-	4.1	-	186	-	
Critical Hdwy	-	-	4.1	-	6.4 5.4	6.2	
Critical Howy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	•	-	2.2	-	3.5	3.3	
Follow-up Hdwy Pot Cap-1 Maneuver	-	-	1482	-	5.5 694	3.3 942	
Stage 1	-	-	1402	-	914	942	
Stage 2	-	-	-	-	851	-	
Platoon blocked, %	-	-	-	-	001	-	
Mov Cap-1 Maneuver	-	-	1482	-	693	942	
Mov Cap-1 Maneuver	-	-	1402	_	693	342	
Stage 1	_	-	-	-	914	-	
Stage 2	_	-	-	-	850	_	
Stage 2	-	-	-	-	000	-	
Approach //	EB	1 45.	: WB		NB	ili Lita sa	
HCM Control Delay, s	0		0		10.1		
HCM LOS					В		
NATIONAL PLANTS AND A STATE OF		NIDI 4		E00	, a mis	14/57	
Minor Lane/Major Myr	nt ·	NBLn1	FRI	EBR			
Capacity (veh/h)		717	-	-	1482	-	
HCM Lane V/C Ratio	,	0.012	-	-	0.00	-	
HCM Control Delay (s)	10.1	-	-	7.4	0	
HCM Lane LOS	,	В	-	-	Α	А	
HCM 95th %tile Q(veh	1)	0	-	-	0	-	

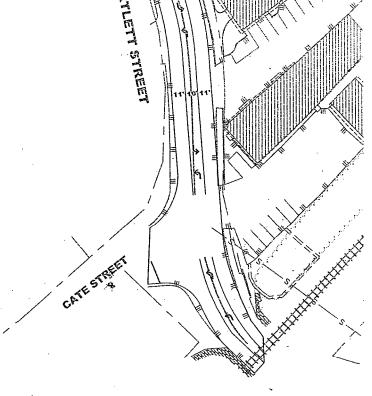
Appendix K

Bartlett Street / Cate Street Alternative Layouts & Analyses

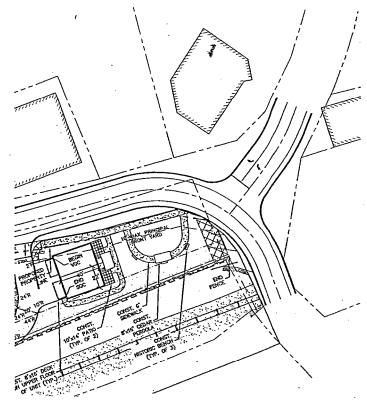
ALTERNATIVE CONFIGURATION SKETCHES



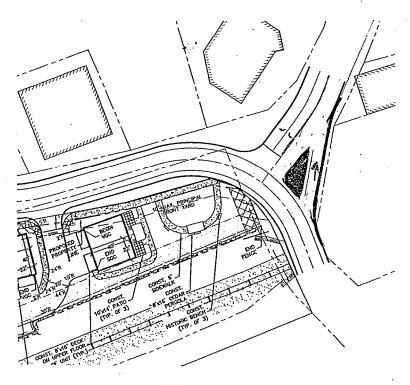
Stephen G. Pernay & Company, Inc.



CONFIGURATION A



CONFIGURATION B



CONFIGURATION C

														
Intersection														
Int Delay, s/veh	37.2													
Movement	EBL	EBR	NBL	NBT	SBT	SBR								
Lane Configurations	***		٦	≠	4	are.								
Traffic Vol, veh/h	31	146	227	7 596 .	6 93	64								
Future Vol, veh/h	31	146	227	596	693	64								
Conflicting Peds, #/hr	0.	0	0	0	. 0	0								
Sign Control	Stop	Stop	Free	Free	Free	Free								
RT Channelized	0.00	None	.1100	None	- 100	None								
Storage Length	0	-	100	110110	_	-								
Veh in Median Storage			100	. 0	0	_								
Grade, %	, # 0	_	_	0	0	_								
Peak Hour Factor	76	76	83	83	91									
	0	2	0	2										
Heavy Vehicles, %					700	9								
Mvmt Flow	41	192	273	718	762	70								
Major/Minor	Minor2	yas ja	Major1		Major2					14 (1)		i Francist	ting di St.	e White is
Conflicting Flow All	2061	797	832	0		0						1 24 1 1 1 1 1 1 1 1 1 1	24 6 6	·····
Stage 1	797	131	032	U	_	U								
Stage 2	1264	-	-	-	-	-								
Critical Hdwy	6.4	6.22	- 4.1	-	-	-								
Critical Hdwy Stg 1	5.4	0.22	4.1	-	-	-								
, ,		-		-	-	-								
Critical Hdwy Stg 2	5.4	2 240	- 0.0	-	-	-								
Follow-up Hdwy	3.5	3.318	2.2	-	-	-								
Pot Cap-1 Maneuver	61	387	809	-	-	-								
Stage 1	447	-	-	-	-	-								
Stage 2	268	-	-	-	-									
Platoon blocked, %				-	-	-								
Mov Cap-1 Maneuver	~ 40	387	809	-	-	-								
Mov Cap-2 Maneuver	~ 40	-	-	-	-	-								
Stage 1	296	-	-	-	-	-								
Stage 2	268		-	-	-	-								
Autobore 1979	 -	. 19	NO		. 05					section of			, Edin	
Approach	EB	<u> </u>	NB	<u> </u>	SB	<u> </u>		.:				- 1 1 1 1	<u> </u>	<u> </u>
HCM Control Delay, s\$			3.2		0						'			
HCM LOS	F													
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR				***		a Mak	i i i ka	gg et et
Capacity (veh/h)	57 <u>, , , 1</u>	809	····							<u></u>		<u> </u>	<u> </u>	
HCM Lane V/C Ratio		0.338		1.512	_	_								
HCM Control Delay (s)		11.7		314.5	_	_								
HCM Lane LOS		11.7 B		۰ .5،4.5 F	-	_								
HCM 95th %tile Q(veh	}	1.5		15.5	-	-								
Notes	, , , , , , ,	7.5		,		1 1							er jake	
~: Volume exceeds ca	nacity	¢ D	elav ev	ceeds 3	വ	+: Comp	nutation	Not D	efined	*· All ma	ior vol	ıme in pla	itoon	<u> </u>
, volumo exocedo ca	paorty	ψ, υ	oldy GA	00003		·. Oom	JataliUl	, 1401 D	CINICU	. All Hia	joi voit	ano in pic	uoon .	

Intersection								•			ė	
Int Delay, s/veh	6.4									· · · · · · · · · · · · · · · · · · ·		····
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	***	_	<u> </u>	*	ĵ»	/				-		
Traffic Vol, veh/h		1 09	√ 183			√ 28 ·	/					
Future Vol, veh/h	27	109	183	426	569	28						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Free	Free						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	0	-	-	-						
Veh in Median Storage,	# 0	_	-	0	0	-						
Grade, %	0	-	-	0	0	_						
Peak Hour Factor	75	75	85	85	92	92						
Heavy Vehicles, %	0	0	0	1	1	0						
Mvmt Flow	36	145	215	501	618	30						
Major/Minor N	/linor2	, i	Major1	41.	Major2		er 1. mañ e	ing a sing a sing a sing a sing a sing a sing a sing a sing a sing a sing a sing a sing a sing a sing a sing a Sing a sing	eriya Veriya B	ger Age in it	.14,	5.78.4
Conflicting Flow All	1564	633	648	0	viajoi Z.	0		<u> </u>	<u> </u>			
Stage 1	633	033	040	U	•	U						
Stage 2	931	Ī	-	-	-	•						
Critical Hdwy	6.4	6.2	4.1	-	-	-						
Critical Hdwy Stg 1	5.4	0.2	4.1	-	-	_						
Critical Hdwy Stg 2	5.4	-	-	-	-	-						
Follow-up Hdwy	3.5	3.3	2.2	_	-	_						
Pot Cap-1 Maneuver	124	483	947	-		_						
Stage 1	533	700	J -1 1	_	_	_						
Stage 2	387	_	_	_	_							
Platoon blocked, %	307			_	-							
Mov Cap-1 Maneuver	96	483	947	_	_	_						
Mov Cap-2 Maneuver	96	-00	JT1	_	_	_		•				
Stage 1	412	_	_	_	_	_						
Stage 2	387	-	-	-	-	-						
			4 1.52									
Approach	EB		NB		SB					Maria di		Maria.
HCM Control Delay, s	42.5		3		0							
HCM LOS	Ε											
Minor Lane/Major Mvm	ti. ^{s. r.} .	NBL	NBT	EBLn1	SBT	SBR	MAN AND STORY	ing and the second of the seco				
Capacity (veh/h)		947	- 3,1-1	268	_		<u> </u>				1 - 1, 1 - 1	-:
HCM Lane V/C Ratio		0.227	_	0.677	_	_						
HCM Control Delay (s)		9.9	-	42.5	_	_						
HCM Lane LOS		Α.	-	Ψ2.0 E	_							
HCM 95th %tile Q(veh)	ŀ	0.9	_	4.4	_							
		0.0		1. 7								

Intersection			. *														
Int Delay, s/veh	116.7																
Movement	EBL	EBT	WBT	WBR	SBL	SBR				.*			. :				
Lane Configurations		14		J 7	1	7											
Traffic Vol, veh/h	31 •	146	√ 227 ∨	596	693	64											
Future Vol, veh/h	31	146	227	596	693	64											
Conflicting Peds, #/hr	0	0	0.	. 0	0	0											
Sign Control	Free	Free	Free	Free	Stop	Stop											
RT Channelized	_	None	-	None		None											
Storage Length	-	-	-	0	0	0											
Veh in Median Storage	e,# -	0	0	-	0	٠ _											
Grade, %	-	0	0	-	0	-											
Peak Hour Factor	76	76	83	83	91	91											
Heavy Vehicles, %	0	2	0	2	1	9											
Mvmt Flow	41	192	273	718	762	70											
	Major1		Major2		Minor2				<u> </u>			<u> </u>	2				
Conflicting Flow All	991	0	-	0	547	273											
Stage 1	-	=	-	-	273	-											
Stage 2	-	-	-	-	274	-											
Critical Hdwy	4.1	• -	-		6.41	6.29											
Critical Hdwy Stg 1	-	-	-	-	5.41	-											
Critical Hdwy Stg 2	-	-	-	-	5.41	-										•	
Follow-up Hdwy	2.2	-	-	-	3.509												
Pot Cap-1 Maneuver	706	-	-	-	~ 500	749											
Stage 1	-	-	-		775	-											
Stage 2	-	-	-	-	774	_											
Platoon blocked, %		-	-	-													
Mov Cap-1 Maneuver	706	-	-	-	~ 468	749											
Mov Cap-2 Maneuver	-	-	-	-	~ 468	-											
Stage 1	-	-	-	-	~ 725	-											
Stage 2	-	-	-	-	774	-											
FANCIS AND LIST.	- m	. Kranjan	NA (D		0.0	. 77 - 44	Administration	4			2		la tata		a pertina	. V	
Approach HCM Control Delay, s	EB 1.8		WB 0	<u> 13 a 2 a</u>	SB 288			<u> </u>	<u></u>		3.37			<u> 1.5. 111</u>	<u>. Южул.</u>		
HCM LOS	1.0		U		200 F												
110111 200					•												
Minor Lane/Major Mvr	nt .	EBL	EBT	WBT	WBR	SBLn1	SBI n2	1 524							ļ _{ejā} a,		•
Capacity (veh/h)	: - ,	706			-	468	749	4 454 2552	· · · · · · · · · · · · · · · · · · ·			<u></u>		<u> </u>	<u>. n n</u>		
HCM Lane V/C Ratio		0.058	_	_		1.627	0.094										
HCM Control Delay (s)	10.4	0	_	_9	\$ 313.7	10.3										
HCM Lane LOS	,	В	A	-	-	F	70.3										
HCM 95th %tile Q(veh	1)	0.2	-	-	-	43.3	0.3										
Notes				. Tywy								ally d			143 H.A.		
11000	100	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<u> </u>	Sur Fred 1	1000	<u> </u>	i taliana and i	2000 100 100 100	5		100	1 1 The 15	A 4 (1771)	Section 1	2. 13 × X 2 1	rajan ing	<u> </u>

Intersection																	
Int Delay, s/veh	38.6																
Movement	EBL	EBT	WBT	WBR	SBL	SBR		4.5							· .		*\
Lane Configurations		्री	_ 1	7	7	7	<i>F</i>										
Traffic Vol, veh/h	27	109		√ 426√	569		€										
Future Vol, veh/h	27	109	183	426	569	28											
Conflicting Peds, #/hr	. 0	0	0	0	0	0											
Sign Control	Free	Free	Free	Free	Stop	Stop											
RT Channelized	-	None	-	None	-	None											
Storage Length	-	-	-	0	0	0											
Veh in Median Storage	,# -	0	0	-	0	-											
Grade, %	-	0	0	-	0	-											
Peak Hour Factor	75	75	88	88	92	92											
Heavy Vehicles, %	0	0	0	1	1	0											
Mvmt Flow	36	145	208	484	618	- 30											
Major/Minor 1	Major1	1000	Major2	<u> </u>	Minor2			<u> </u>				1356				. 47.	$[a_{ij}] \in \mathbb{R}^{d}$
Conflicting Flow All	692	0	-	0	425	208											
Stage 1	-	-	-	-	208	-											
Stage 2	~	~		-	217	-											
Critical Hdwy	4.1	-	-	-	6.41	6.2											
Critical Hdwy Stg 1	-	-	-	-	5.41	-											
Critical Hdwy Stg 2	-	-	-	-	5.41	_											
Follow-up Hdwy	2.2	-	-	-	3.509	3.3											
Pot Cap-1 Maneuver	912	-	-	-	~ 588	837											
Stage 1	-	-	-	-	829	-											
Stage 2	-	-	-	-	822	-											
Platoon blocked, %		-	-	-													
Mov Cap-1 Maneuver	912	-	-	-	~ 563	837											
Mov Cap-2 Maneuver	-	-	-	-	~ 563	-											
Stage 1	-	-	-	-	793	-											
Stage 2	-	-	-	-	822	-											
Approach	EB		WB	14/4	SB		· · · · ·			<u> </u>					<u> </u>	400.0	
HCM Control Delay, s	1.8		0		90												
HCM LOS					F												
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1		:		<u> 1345.</u>	dauf	girt by	4. 12.		10 1 1 10 1 1	Say 25	6 - S - J
Capacity (veh/h)		912	-	-	-	563	837										
HCM Lane V/C Ratio		0.039	-	-	-	1.099	0.036										
HCM Control Delay (s)		9.1	0	-	-	94	9.5										
HCM Lane LOS		Α	Α	-	-	F	Α										
HCM 95th %tile Q(veh)	0.1	-	-	-	19.1	0.1										
Notes				i. Estate	e i de La transita		1.04			100	di Air		plant of			ay Mga sa	
~: Volume exceeds cap	o o o i tr	¢ ⋅ D.	alay av	ceeds 3	NΩc	+: Com	nutation	Not D	. E	÷ A	u			latoon	<u> </u>		

												.				·······	
Intersection	·		* .*	· · · · · ·		<u> </u>	÷		·							·	
Int Delay, s/veh	108.3																
Movement	EBL	EBT	WBT	WBR	SBL	SBR	٠		٠.,								
Lane Configurations		14	*	W 74	^	7	A						·				
Traffic Vol, veh/h	31、	/ 146 \	227	5 96	√ 693	🍻 64 v	f .				*						
Future Vol, veh/h	31	146	227	596	693	64											
Conflicting Peds, #/hr	0	0	0	0	0	0											
Sign Control	Free	Free	Free	Free	Stop	Stop											
RT Channelized	-	None	-	Yield	-	None											
Storage Length	-	-	-	0	0	0											
Veh in Median Storage	,# -	0	0	-	0	-											
Grade, %	-	0	0	-	0	-											
Peak Hour Factor	76	76	83	83	91	91											
Heavy Vehicles, %	0	2	0	2	1	9											
Mvmt Flow	41	192	273	718	762	70						•					
Major/Minor	Major1	:	Major2	314 7	Minor2			A1		7.53		4					
Conflicting Flow All	273	0	iviajoi z	0	547	273	· · · · ·	. 124.1	1	1 1 14 1	48, 3.5				2.8% %	<u>. 11.25</u>	
Stage 1	213	U	-	U	273	213											
Stage 2	-	-	-	-	273	-											
Critical Hdwy	4.1	-	-	-	6.41	6.29											
Critical Hdwy Stg 1	4.1	-	-	-	5.41	0.29											
Critical Hdwy Stg 2	-	-	-	-	5.41	-											
Follow-up Hdwy	2.2	-	-	-	3.509	3.381											
Pot Cap-1 Maneuver	1302	-	-	-	~ 500	749											
	1302	•	•	-		749											
Stage 1	-	-	-	-	775 7 74	-											
Stage 2	-	-	-	-	114	_											
Platoon blocked, %	1202	-	-	-	400	740											
Mov Cap-1 Maneuver	1302	-	-	-	~ 483	749											
Mov Cap-2 Maneuver	-	-	-	-	~ 483	-											
Stage 1	-	-	-	•	~ 748	-											*
Stage 2	-	-	-	-	774	-											
,																	
Approach	EB	<u> </u>	WB	<u> </u>	SB		<u> </u>	<u>) ii</u>	100		<u> </u>	- 11					1
HCM Control Delay, s	1.4		0		267.3												
HCM LOS					F												
Minor Lane/Major Mvm	nt	EBL	FBT	WRT	WBR	SBLn1	SBI n2									11/200	1994
Capacity (veh/h)		1302			-	483	749					·					
HCM Lane V/C Ratio		0.031	_	_	_	1.577	0.094										
HCM Control Delay (s)	ı	7.9	0			291	10.3										
HCM Lane LOS	1	7.5 A	A	_		F	10.3 B										
HCM 95th %tile Q(veh	١	0.1	А	-	-	41.7	0.3										
TOWERSON WINE CALABOT	,	0.1	-	-	-	41.7	0.5										
Notes			18.35	<u> </u>	P. pp		la _b y-11	1 1 0 S			<u> </u>			1,325			<u> 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, </u>
~: Volume exceeds ca	pacity	\$: D	elay ex	ceeds 3	800s	+: Com	putatio	n Not D	efined	*: A	II majo	or volu	ıme in	plato	on		

Intersection			, ,	•				;						
Int Delay, s/veh	36.1						_							~~i~~~~~~~~~~
Movement	EBL	EBT	WBT	WBR	SBL	SBR								
Lane Configurations		स	/ †	. 7	1/ 3	J 7								
Traffic Vol, veh/h	27	√ 109 •	183	426	569	🖋 28 ·								
Future Vol, veh/h	27	109	183	426	569	28								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Free	Free	Free	Free	Stop	Stop								
RT Channelized	-	None	-	Yield	-	None								
Storage Length	-	-	-	0	0	0								
Veh in Median Storage,	# -	0	0	-	0	-							· .	
Grade, %	-	0	0	-	0	-								
Peak Hour Factor	75	. 75	88	88	92	92								
Heavy Vehicles, %	0	0	0	1	1	0								
Mvmt Flow	36	145	208	484	618	30								
e a contra a contra de la contra de la contra de la contra de la contra de la contra de la contra de la contra		1		etrogony					5.5 (6.3)					
	/lajor1		Major2		Minor2	200		· · · · · · · ·		<u>- 14. an 1,7.</u>	<u> </u>		eter ferri	<u> </u>
Conflicting Flow All	208	0	-	0	425	208								
Stage 1	-	•	-	-	208	-								
Stage 2	4.4	-	-	-	217	-								
Critical Hdwy	4.1	-	-	-	6.41	6.2								
Critical Hdwy Stg 1	-	-	-	-	5.41	-								
Critical Hdwy Stg 2	0.0	-	**	-	5.41	-								
Follow-up Hdwy	2.2	-	-	-	3.509	3.3								
Pot Cap-1 Maneuver	1375	-	-	-	~ 588	837								
Stage 1	-	-	-	-	829	-								
Stage 2	-	-	•	-	822	-								
Platoon blocked, %	4075	-		-	F70	007								
Mov Cap-1 Maneuver	1375	-	-	-	~ 572	837								
Mov Cap-2 Maneuver	-	-	-	-	~ 572	-								
Stage 1	-	-	-	-	806	-								
Stage 2	-		-	-	822	-								
Approach	EB	<u>3</u> :	WB		SB	4 1 4 1 1			مداد <i>ال</i> ائم				t jak	
HCM Control Delay, s	1.5		0	***************************************	84.2	<u> </u>		- 4 12 - 14 <u>- 14 - 14 - 1</u>		<u></u>	 	·	<u> </u>	
HCM LOS	1.0		U	• •	04.2 F									
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR	SBLn1	BLn2		1 1 1 m		<u> </u>	11		
Capacity (veh/h)		1375	-	-	-	572	837							
HCM Lane V/C Ratio		0.026	-	-	-	1.081	0.036							
HCM Control Delay (s)		7.7	0	-	-	87.9	9.5							
HCM Lane LOS		Α	Α	-	-	F	Α							
HCM 95th %tile Q(veh))	. 0.1	-	-	-	18.4	0.1							
Notes	44.		· Vallet	ya. ke ili ja	N (ATT T				4 31.47		
~: Volume exceeds car	- 11	ф. D	-1	ceeds 3	00-	+: Com			-	*: All majo				1. 244 S ²⁴ S