

Traffic Impact Study

125 and 155 Greenbush Road
Town of Orangetown, Rockland County, New York

July 24, 2019

Prepared For

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MC Project No. 19000154A

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I. INTRODUCTION

A. PROJECT DESCRIPTION AND LOCATION

(Figures No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the combined redevelopment of 125 Greenbush Road and proposed 155 Greenbush Road sites, both of which are located on the east side of Greenbush Road in the Town of Orangetown, New York. Currently, the 125 Greenbush site is occupied by an approximately 268,000 square foot (s.f.) warehouse and 50,725 s.f. of ancillary office space, both of which are served by a driveway connection to Mountainview Avenue/Greenbush Road to the south and a separate driveway connection to Greenbush Road to the north (Figure No. 1). It should be noted that only 30,725 s.f. of the 125 Greenbush office space (50,725 s.f. total) is currently occupied. Post redevelopment, it is proposed that an approximately 147,000 s.f. warehouse be constructed to replace the existing 50,725 s.f. of office space on the 125 Greenbush site, in addition to the construction of a new 128,000 s.f. warehouse on the 155 Greenbush site to the north. Both the 125 and 155 Greenbush sites will be served by the two (2) existing driveway connections to Greenbush Road in addition to a proposed driveway connection to Greenbush Road at the northern end of the 155 Greenbush site (Figure No. 1).

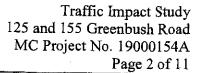
In order to evaluate future traffic conditions associated with this proposed development, a Design Year of 2023 has been utilized in completing the traffic analysis contained herein.

B. SCOPE OF STUDY

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the proposed 125 and 155 Greenbush Road redevelopment.

Turning movement traffic counts were collected by representatives of Maser Consulting, P.A. These data were compared to count data obtained from the New York State Department of Transportation (NYSDOT) as well as other available traffic volume data in the area. Together, these data were utilized to establish the Year 2019 Existing Traffic Volumes, representing the current traffic conditions in the vicinity of the site.

The Year 2019 Existing Traffic Volumes were then projected to the Year 2023 to take into account background traffic growth in the area. In addition, traffic generated by the





potential, full re-occupancy of the existing 125 Greenbush site was estimated and added to the Year 2023 Projected Traffic Volumes to obtain the Year 2023 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the combined redevelopment of the 125 and 155 Greenbush Road sites would generate during each of the peak hours (see Section III.B for further discussion). The resulting Site Generated Traffic Volumes were then added to the roadway system and combined with the Year 2023 Projected Traffic Volumes, resulting in the Year 2023 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions.



II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

As shown on Figure No. 1, the proposed, redeveloped 125 and 155 Greenbush sites will be accessed by two (2) existing and one (1) proposed driveway connections (with certain restrictions as identified in Section III.C) to Greenbush Road. The following is a brief description of the roadways located within the study area. In addition, Section III.F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths and grades) and other characteristics for each of the individual intersections studied.

1. <u>NYS Route 303</u>

NYS Route 303 is a State highway serving Orangeburg and other Rockland County municipalities to the north and south. The roadway originates at the New Jersey State line to the south and traverses northbound, parallel to the Hudson River, through interchanges with both the Palisades Interstate Parkway and I-87/I-287 before terminating at an intersection with U.S. Route 9W in the Town of Clarkstown. In the vicinity of the site, the roadway has two travel lanes in each direction, a posted speed limit of 40 MPH and there are no sidewalks present on either side of the road.

2. Mountainview Avenue

Mountainview Avenue is a Town roadway which originates as the eastern leg of an unsignalized intersection with Western Highway S (C.R. 15) and traverses eastbound through various unsignalized intersections, as well as a signalized intersection with NYS Route 303. At its intersection with Greenbush Road (C.R. 11), just east of NYS Route 303, the roadway provides access to the 125 Greenbush site in addition to the adjacent office and commercial uses to the south. The roadway has a posted speed limit of 30 MPH and sidewalks are present on the northern side of the road from its intersection with NYS Route 303 to its intersection with Greenbush Road (C.R. 11).

3. Greenbush Road (C.R. 11)

Greenbush Road (C.R. 11) is a Rockland County roadway which originates as the northeastern leg of an unsignalized intersection with Mountainview Avenue at the southern end of the site and traverses northbound, through unsignalized intersections with the northern 125 Greenbush site driveway, Spruce Street (C.R. 28), Hickory Street and E Erie Street before terminating as the southeastern leg of an unsignalized



intersection with NYS Route 303, opposite Campell Avenue. In the vicinity of the site, the roadway consists of a single lane in each direction, has a posted speed limit of 30 MPH and no sidewalks are present on either side of the road.

B. YEAR 2019 EXISTING TRAFFIC VOLUMES

(Figures No. 2 and 3)

Manual traffic counts were collected by representatives of Maser Consulting, P.A. on Wednesday, March 27 and Tuesday, April 23, 2019 between the hours of 6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM for the Typical Weekday Peak AM and Peak PM hours to determine the existing traffic volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 303 corridor. Based on this information, the Year 2019 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM hours at the following study area intersections.

- NYS Route 303 and Mountainview Avenue
- Greenbush Road and 125 Greenbush Site Driveway (N)
- Mountainview Avenue/Site Driveway (S) and Greenbush Road (C.R. 11)
 (Note: this location is a common access to the site and other uses not associated with the development.)

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

Weekday Peak AM Hour

7:45 AM -- 8:45 AM

Weekday Peak PM Hour

4:45 PM - 5:45 PM

The resulting Year 2019 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM and Weekday Peak PM hours, respectively.



EVALUATION OF FUTURE TRAFFIC CONDITIONS III.

A. YEAR 2023 NO-BUILD TRAFFIC VOLUMES

(Figures No. 4 and 5, Table No. 1)

The Year 2019 Existing Traffic Volumes were increased by total background growth factor of 2% to account for general background growth in the area, resulting in the Year 2023 Projected Traffic Volumes.

Additionally, estimates of the amount of traffic that would be generated by the fullyoccupied, existing 125 Greenbush site (268,000 s.f. warehouse, 50,725 s.f. office) during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 10th Edition, 2017, based on Land Use Categories 150 - Warehousing and 710 - Office (Table No. 1). It should be noted that for the re-occupancy of the existing 125 Greenbush site, the existing driveway movements in to and out of the site were used in the trip assignments. It should also be noted that for the re-occupancy of the existing 125 Greenbush site, the anticipated passenger car and truck traffic are included in the trip generation rates.

These volumes were combined with the Year 2023 Projected Traffic Volumes discussed above to form the Year 2023 No-Build Traffic Volumes, shown on Figures No. 4 and 5 for the Weekday Peak AM and Weekday Peak PM hours, respectively.

B. SITE GENERATED TRAFFIC VOLUMES

(Table No. 1)

As discussed in Section I.A above, post-redevelopment, the 125 Greenbush site will consist of approximately 415,000 total s.f. of warehouse space (147,000 s.f. of new warehouse space, 268,000 s.f. existing warehouse will remain) and an approximate 128,000 s.f. warehouse will be constructed on the 155 Greenbush site.

Estimates of the amount of traffic to be generated by the proposed redevelopment (543,000 total s.f. of warehouse space) during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 10th Edition, 2017. The anticipated hourly trip generation rates (HTGR) and corresponding site generated traffic volumes for each of the peak hours are summarized on Table No. 1.



It should be noted that due to proposed driveway restrictions (discussed in Section III.C below), it was necessary to delineate the anticipated number of passenger car and truck trips post-redevelopment during each of the peak hours. The percentage of site generated trips which are expected to be truck trips are as follows:

- Weekday Peak AM Hour
 - o 5% of Entering Trips
 - o 20% of Exiting Trips
- Weekday Peak PM Hour
 - 20% of Entering Trips
 - o 10% of Exiting Trips

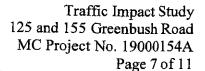
Note: the total number of trips (see Table No. 1) for the No-Build and Build conditions are essentially the same. However, the existing site has no driveway restrictions while (as noted in Section III.C below) the proposed development will have restrictions.

C. ARRIVAL/DEPARTURE DISTRIBUTION

(Figures No. 6 through 9)

As part of the 125 and 155 Greenbush Road redevelopment, it is proposed (to reduce the potential site-related truck traffic through the neighborhood north of the site) that the following driveway restrictions be implemented:

- Site Driveway Connection to Mountainview Avenue/Greenbush Road (S)
 - o Passenger Cars: Full-movement (exit only from parking area at southwest of 125 Greenbush site).
 - o Trucks: Entry-only.
- Site Driveway Connection to Greenbush Road (N)
 - o Passenger Cars: Full-movement.
 - o Trucks: Right-turn entry-only and left-turn exit only.
- Proposed Driveway Connection to Greenbush Road
 - o Passenger Cars: Full-movement.
 - o Trucks: No truck traffic permitted.
 - Proposed driveway to serve as emergency access to the combined sites.





Based on these restrictions, as well as a review of the Existing Traffic Volumes and patterns on the study area roadway network, the anticipated arrival and departure distributions for the proposed redevelopment were identified and are shown for passenger cars on Figures No. 6 and 7 and for trucks on Figures No. 8 and 9, respectively.

D. YEAR 2023 BUILD CONDITIONS TRAFFIC VOLUMES

(Figures No. 10 through 13)

The Site Generated Traffic Volumes were assigned to the study area roadway network based on the passenger car and truck arrival/departure distributions and trip generation splits referenced above. The total Site Generated Traffic Volumes are shown on Figures No. 10 and 11 for the Weekday Peak AM and Weekday Peak PM hours, respectively.

These Site Generated Traffic Volumes were then combined with the Year 2023 Projected Traffic Volumes volumes discussed in Section III.A above to form the Year 2023 Build Traffic Volumes, shown on Figures No. 12 and 13 for the Weekday Peak AM and Weekday Peak PM hours, respectively.

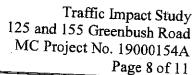
Again, it should be noted that as compared to the anticipated trip generation of the fully-occupied, existing 125 Greenbush site (Section III.A), the proposed redevelopment of the 125 and 155 Greenbush Road sites is expected to generate one (1) additional, "new" trip in the Weekday Peak AM hour and nine (9) additional, "new" trips in the Weekday Peak PM hour, respectively.

E. <u>DESCRIPTION OF ANALYSIS PROCEDURES</u>

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the 6th Edition Highway Capacity Manual published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during





peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the 6^{th} Edition Highway Capacity Manual. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

F. RESULTS OF ANALYSIS

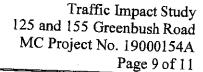
(Table No. 2)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, lane widths, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service.

Table No. 2 summarizes the results of the capacity analysis for the Year 2019 Existing, Year 2023 No-Build and Year 2023 Build conditions. Appendix "D" contains copies of the capacity analysis that also indicate the existing geometrics and other characteristics for each of the individual intersections studied.

1. NYS Route 303 and Mountainview Avenue

NYS Route 303 and Mountainview Avenue intersect at a full-movement, signalized intersection. The north and southbound NYS Route 303 approaches each consist of separate left-turn/through and through/right-turn lanes, while the east and westbound Mountainview Avenue approaches both consist of a single lane serving all turning





movements. It should be noted that the north and southbound NYS Route 303 (mainline) approaches run under split-phase traffic signal control.

Capacity analysis conducted at this intersection utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM hour and an overall Level of Service "D" during the Weekday Peak PM hour.

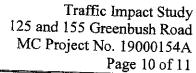
The capacity analysis using the Year 2023 No-Build and Year 2023 Build Traffic Volumes indicates that the intersection is projected to continue to operate at the same overall Levels of Service under the future No-Build and Build conditions as experienced under Existing conditions, with similar delay times for the No-Build and Build conditions during each of the peak hours.

2. Mountainview Avenue/125 Greenbush Site Driveway (S) and Greenbush Road (C.R. 11)

Mountainview Avenue and Greenbush Road intersect at an unsignalized, "T" intersection with "Stop" sign control on the northwest-bound Mountainview Avenue/125 Greenbush Site Driveway (S) approach. Each approach to the intersection consists of a single lane serving all turning movements. It should be noted that in the future, 125 and 155 Greenbush Road site-related truck traffic will be restricted from exiting the site at this driveway location. Additionally, only passenger vehicles utilizing the parking area at the southwest of the 125 Greenbush site will be permitted to exit the site at this driveway location. It should also be noted that since this is a common driveway, traffic from other uses not associated with the proposed development will continue to exit the driveway.

Capacity analysis conducted at this intersection indicates that utilizing the Year 2019 Existing Traffic Volumes, the southwest-bound Greenbush Road left-turn/through movements and the northwest-bound Mountainview Avenue left/right-turn movements operate at a Level of Service "B" or better during each of the peak hours.

The capacity analysis was recomputed using the Year 2023 No-Build and Year 2023 Build Traffic Volumes, which indicate that all movements at this intersection are projected to continue to operate at the same Level of Service "B" or better under the future No-Build and Build conditions, during each of the peak hours.





3. Greenbush Road and 125/155 Greenbush Road Site Driveway (Center Driveway)
Greenbush Road and the 125/155 Greenbush Road Site Driveway (Center Driveway)
intersect at an unsignalized, "T" intersection with "Stop" sign control on the westbound
Site Driveway approach. Each approach to the intersection consists of a single lane
serving all turning movements. It should be noted that in the future, 125 and 155
Greenbush Road site-related truck traffic will be restricted to making right-turns in and
left-turns out of the site at this driveway location.

Capacity analysis conducted at this intersection indicates that utilizing the Year 2019 Existing Traffic Volumes, the southbound Greenbush Road left-turn/through movements and the westbound Site Driveway left/right-turn movements operate at a Level of Service "B" or better during each of the peak hours.

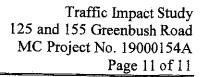
The capacity analysis was recomputed using the Year 2023 No-Build Traffic Volumes and indicates that all movements at this intersection are projected to continue to operate at the same Level of Service "B" or better as compared to Existing conditions, during each of the peak hours.

The capacity analysis was again recomputed using the Year 2023 Build Traffic Volumes and indicates that the westbound left-turn movement is projected to operate at the same Level of Service "B" as compared to both the Existing and No-Build conditions, during each of the peak hours.

4. Greenbush Road and Proposed Site Driveway

The Proposed Site Driveway is designed to intersect Greenbush Road at an unsignalized, "T" intersection with "Stop" sign control on the westbound Proposed Site Driveway approach. Each approach to the intersection will consist of a single lane serving all turning movements. It should be noted that in the future, 125 and 155 Greenbush Road site-related truck traffic will be restricted from using this driveway. Additionally, this driveway will serve as the Emergency Vehicle Access to the 125 and 155 Greenbush Road site.

The capacity analysis was computed using the Year 2023 Build Traffic Volumes and indicates that each movement at the intersection is proposed to operate at a Level of Service "A" during each of the peak hours.





IV. SUMMARY AND CONCLUSION

Based on the above analysis, similar Levels of Service and delays will be experienced at the study area intersections under the future No-Build and future Build conditions. In addition, the proposed site driveway movement restrictions will reduce site-related traffic in the neighborhood to the north of the site.

Thus, the traffic expected to be generated by the proposed redevelopment of the 125 and 155 Greenbush Road sites is not anticipated to have a significant impact in the overall operation of the study area roadway network.

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Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A Appendix

125 AND 155 GREENBUSH ROAD

APPENDIX A FIGURES

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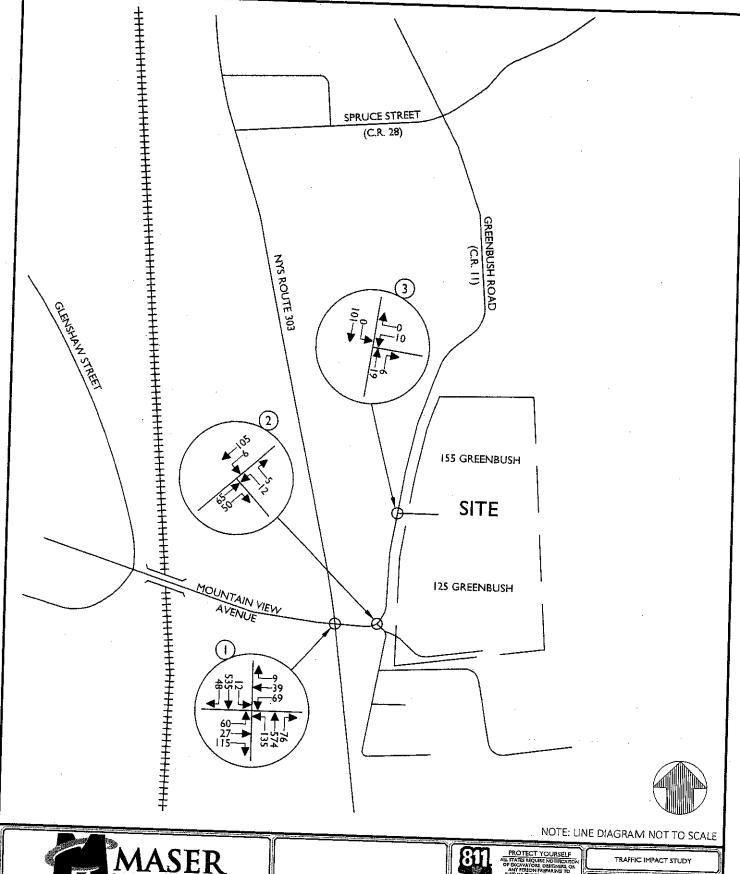
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SITE LOCATION MAP

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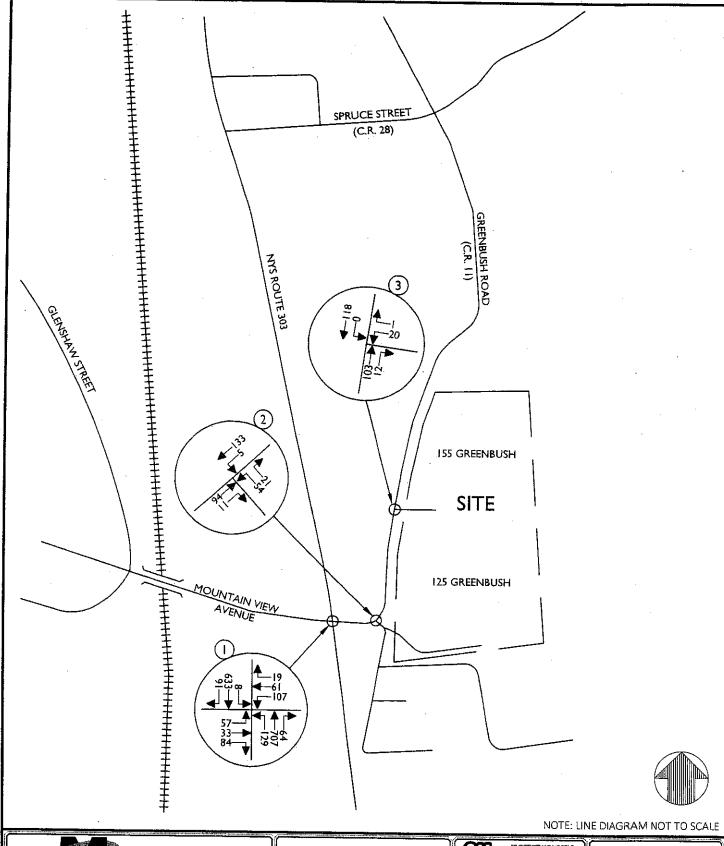


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2019 EXISTING TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR



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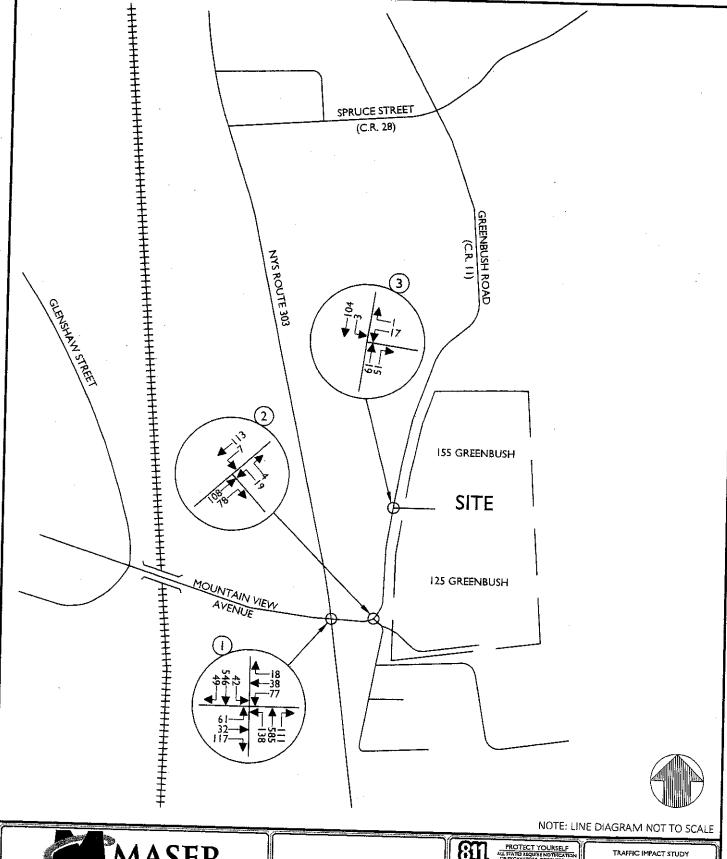
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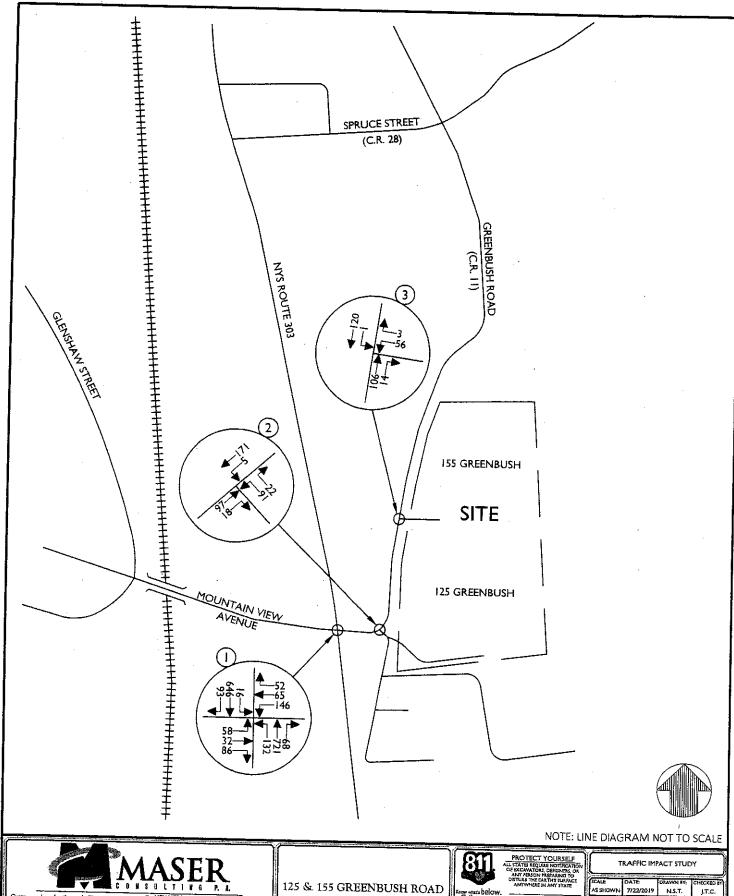
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125 & 155 GREENBUSH ROAD

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PROPOSED DEVELOPMENT
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(PASSENGER CARS)
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ROCKLAND COUNTY

NEW YORK

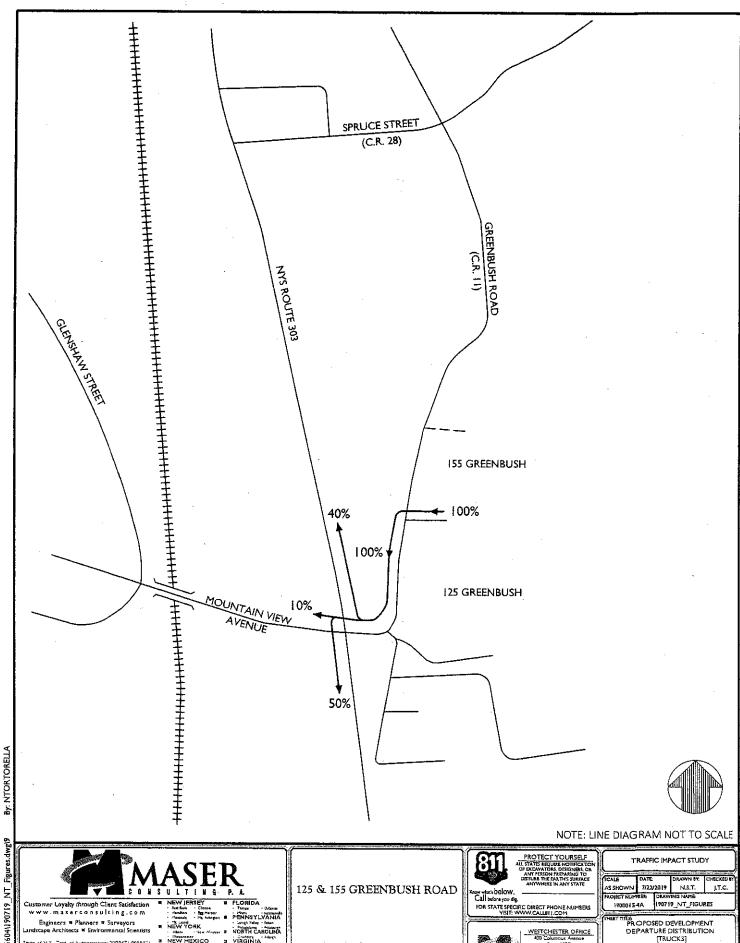
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FIGURE NO. 8

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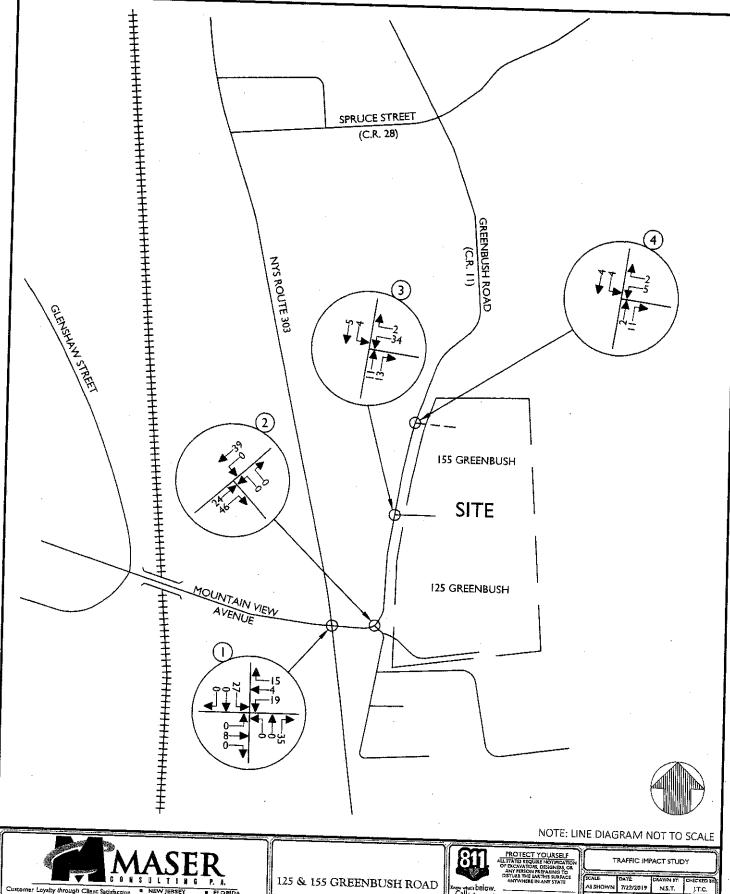
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PROPOSED DEVELOPMENT DEPARTURE DISTRIBUTION [TRUCKS] (EXPRESSED AS A %)



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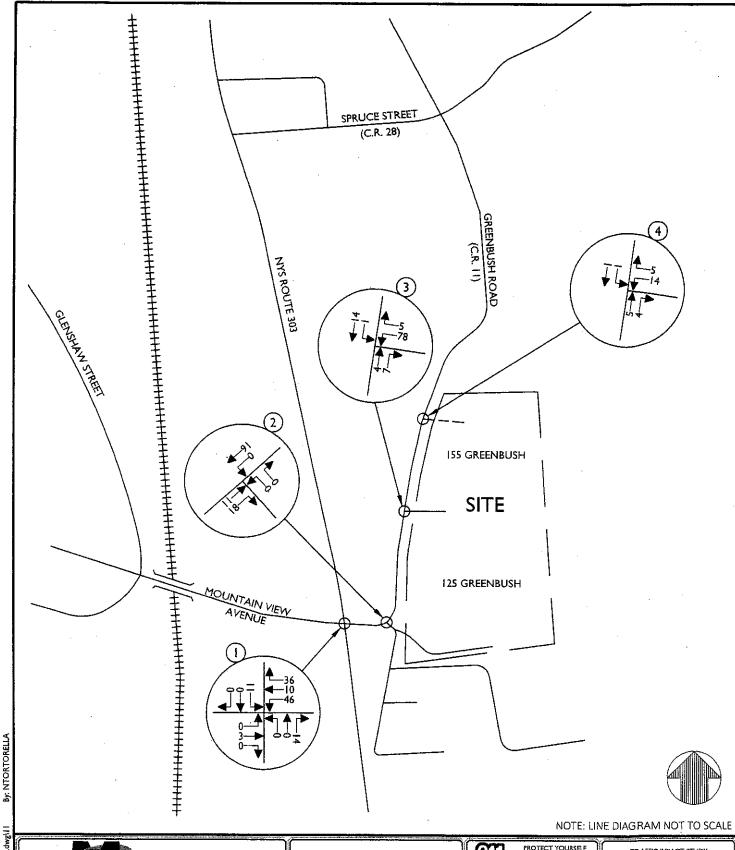
125 & 155 GREENBUSH ROAD

TOWN OF ORANGETOWN ROCKLAND COUNTY NEW YORK



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125 & 155 GREENBUSH ROAD

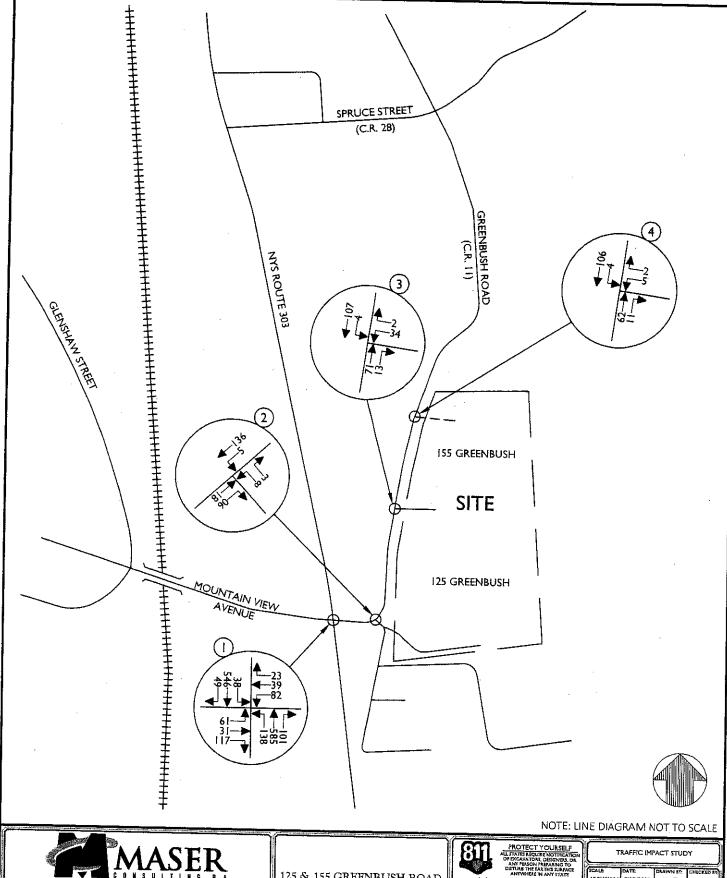
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TRAFFIC IMPACT STUDY 7/22/2019 N.S.T. 1907 19_NT_FIGURES 19000154A

PROPOSED DEVELOPMENT SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR



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2023 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

Phone: 714 347 7500 Fix: 872 347 7366 FIGURE NO. 12

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2023 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

Phone: 714 347 7300 Pag: 714,347 7356 FIGURE NO. 13



Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A Appendix

125 AND 155 GREENBUSH ROAD

APPENDIX B

TABLES

TABLE NO. 1

HOURLY TRIP GENERATION RATES AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

125 AND 155 GREENBUSH ROAD

NO-BUILD CONDITION	EN	TRY	E	XIT	TO	TAL
125 GREENBUSH - FULLY OCCUPIED (1)	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
OFFICE (50,725 s.f.)		:				
WEEKDAY PEAK AM HOUR	1.00	51	0.16	8	1.16	59
WEEKDAY PEAK PM HOUR	0.18	9	0.97	49	1.15	58
WAREHOUSE (268,000 s.f.)						
WEEKDAY PEAK AM HOUR	0.14	38	0.08	21	0.22	59
WEEKDAY PEAK PM HOUR	0.06	15	0.18	49	0.24	64
TOTAL (2)						
WEEKDAY PEAK AM HOUR		89		29		118
WEEKDAY PEAK PM HOUR		24		98		122

BUILD CONDITION	EN	TRY	E	XIT	TC	TAL
PROPOSED DEVELOPMENT (3)	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
125 GREENBUSH (415,000 s.f.) EXISTING WAREHOUSE + EXPANSION						
WEEKDAY PEAK AM HOUR	0.14	59	0.08	32	0.22.	91
WEEKDAY PEAK PM HOUR	0.06	24	0.18	76	0.24	100
155 GREENBUSH (128,000 s.f.) PROPOSED WAREHOUSE		:				·
WEEKDAY PEAK AM HOUR	0.14	18	0.08	10	0.22	. 28
WEEKDAY PEAK PM HOUR	0.06	7	0.18	24	0.24	31
TOTAL (4)						
WEEKDAY PEAK AM HOUR		77	•••	42		119
WEEKDAY PEAK PM HOUR		31	444	100		131

⁽¹⁾ ITE LAND USE CODE 710 - OFFICE AND LAND USE CODE 150 - WAREHOUSE.

⁽²⁾ INCLUDES PASSENGER CAR AND TRUCK TRIPS BECAUSE THE EXISTING SITE DOES NOT HAVE ANY DRIVEWAY RESTRICTIONS.

⁽³⁾ ITE LAND USE CODE 150 - WAREHOUSE.

⁽⁴⁾ TRUCK TRIP PERCENTAGES: AM ENTERING 5%, AM EXITING 20%, PM ENTERING 20% AND PM EXITING 10% OF TOTAL TRIPS.

TABLE NO. 2 LEVEL OF SERVICE SUMMARY TABLE

		Ι	VFA	R 2019	EXIS	ING			YEA	₹ 2023	NO-E	BUILD			YE	AR 202			
	· · · · · · · · ·	\O/E	EKDAY			EKDAY	PM	WE	EKDAY	AM]	Wŧ	EKDAY	ΡM	WE	EKDAY	AM_		EKDAY	
	LOCATION	<u> </u>	DELAY	V/C		DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	VIC	LOS	DELAY	V/C
1	NYS ROUTE 303 & MOUNTAINVIEW AVENUE SIGNALIZED MOUNTAINVIEW AVENUE MOUNTAINVIEW AVENUE MOUNTAINVIEW AVENUE NYS ROUTE 303 NB L-T NB OVERALL NYS ROUTE 303 SB L-T	D D 0 C C C C D	36.4 36.4 34.0 34.0 28.7 26.7 27.8 35.4	0.72 0.48 0.70 0.64 0.81	0000000	36.1 36.1 38.9 38.9 38.8 34.3 36.7 40.9	0.55 	00000000	37.8 37.8 35.6 35.6 33.9 30.8 32.5 37.7 34.0	0.74 0.55 0.78 0.71 0.83 0.76	CCDDEDDDD	34.7 34.7 49.4 49.4 59.6 48.3 50.5 43.1	0.45 0.80 0.94 0.86 0.89 0.81	00000000	37.7 37.7 36.0 36.0 33.2 30.2 31.8 37.5 34.0	0.73 0.59 0.76 0.70 0.83 0.75	00000000	34.9 34.9 48.9 59.3 48.0 54.0 50.2 42.9	0.46 0.79 0.94 0.85 0.89 0.81
	SB T-R SB OVERALL OVERALL INTERSECTION	CCC	33.0 34.3 31.5	0.74	D D	36.1 38.7 38.7	0.78	C	36.0		D	47.1	,,,,	C	35.9		D	46.8	
2	MOUNTAINVIEW AVENUE & GREENBUSH ROAD																		
	<u>UNSIGNALIZED</u> GREENBUSH ROAD SWB L-T MOUNTAINVIEW AVENUE WB L-R	A		0.00		7.7 10.6	0.00 0.12	1	1 -	0.00			0.00			0.00	1	1	0.004
3	GREENBUSH ROAD & EXISTING SITE DRIVEWAY <u>UNSIGNALIZED</u> GREENBUSH ROAD SB L-T EXISTING SITE DRIVEWAY WB L-R	, E		•			1		· [1					A 7.4 3 11.6		- 1	A 7.5 3 11.4	
	GREENBUSH ROAD & PROPOSED SITE DRIVEWA <u>UNSIGNALIZED</u> GREENBUSH ROAD SB L-T PROPOSED SITE DRIVEWAY WB L-R		_	į.	- -	- -		- 1	-		- 1	_ _	- -	1	A 7.4 A 9.4			A 7.5 A 9.5	

NOTES:

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



Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A Appendix

125 AND 155 GREENBUSH ROAD

APPENDIX C

LEVEL OF SERVICE STANDARDS



Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A

Appendix

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

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

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.



Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A Appendix

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

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

The Level of Service Criteria for signalized intersections are given in Exhibit 18-4 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 18-4

	MAMIOU AU T					
	LOS by Volume-to-Capacity Ratio					
Control Delay (s/veh)	v/c ≤1.0	v/c >1.0				
≤10	Α .	F				
>10-20	В	F				
>20-35	C	F				
>35-55	D	F				
>55-80	E	F				
>80	F	F				

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

Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A

Appendix

LEVEL OF SERVICE CRITERIA FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

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

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 19-1 from the *Highway Capacity Manual*, 6th Edition published by the Transportation Research Board.

Exhibit 19-1

	LOS by Volume-0	to-Capacity Ratio
Control Delay (s/veh)	v/c ≤1.0	v/c >1.0
0-10	A	F
>10-15	В	F
>15-25	С	F
	D	F
>25-35	E	F
>35-50	E	F
>50	L	and on the minor street

The LOS criteria apply to each lane on a given approach and to each approach on the minor street.

LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

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

Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A

Appendix

LEVEL OF SERVICE CRITERIA

FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 20-2. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

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

Exhibit 20-2

	LOS by Volume-to-Capacity Ratio						
Control Delay (s/veh)	v/c ≤1.0	v/c >1.0					
0-10	A	F					
>10-15	В	F					
>15-25	С	F					
>25-35	D	F					
>35-50	E	F					
>50	F	F					

For approaches and intersection wide assessment, LOS is defined solely by control delay.



Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A Appendix

125 AND 155 GREENBUSH ROAD

APPENDIX D CAPACITY ANALYSIS

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are Grain (# 10 The Company)	TEST.	EBT	e Birin	S SEET			Legitica				T	
Lane Configurations		4		okaa dii	4			10	MEN (1315)	NF)		SUBP.
Traffic Volume (vph)	60	27	115	69	39	a	135	41≯ 574	76	. 12	4 P	
Future Volume (vph)	60	27	115	69	39	9	135	574	76	12	535 535	48 48
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%		10	-1%	10
Lane Util. Factor Fit	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Flt Protected		0.923			0.990			0.986			0.988	
Said Flow (prot)		0.985			0.971	ia Admit on School William	EN VIII So Dember many names as	0.991	A A A A A A A A A A A A A A A A A A A	4-4-1-20-1-14-4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	0.999	W-Wists Water British
Flt Permitted	 .	1729	a a sa a	. 0	1669	. 0	0	3021	0	- 0	2996	0
Satd: Flow (perm)	0	0.856 1502	0		0.543		potracija provini degradn	0.991	aAssambassama buwa masa u		0.999	
Right Turn on Red		NUUZ	Yes	. 0	933	. 0	, 0	3021	0 .	0	2996	-0
Satd. Flow (RTOR)		56	165		3	Yes			No	ia mara	no suggested and the second	Yes
Link Speed (mph)		30			30			40			9	
Link Distance (ft)		595		9 (50)	255	e ar inge	MCAOUST NOW	40 710			40	ng lakatan
Travel Time (s)	E-2-1994 (CA-9-1484) (SEA	13.5	* #F0.7% F4.4		5.8		Ludiadi (14	12.1		Asserb, A	1410	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	24.0 0.88	0.88
Heavy Vehicles (%)	10%	18%	4%	8%	3%	56%	10%	9%	7%	42%	11%	10%
Adj. Flow (vph)	68	31	131	78	44	10	153	652	86	14	608	
Shared Lane Traffic (%)	Contractor of the Contractor o	The off of the broaders as the	andre Print Village or a service		TO SERVICE STATE OF THE PARTY O	-800-00-00007-00000032-3	610 cm (W.D. 1591.150.16		ause Tiese		V.L.	
Lane Group Flow (vph) Enter Blocked Intersection	. 0	230	- 0	0	132	0 8	⊬ 0 −	891	-0	6 - 0	677	0
Lane Alignment	No	No	No	No	No	No	No	No	No	No	No	No
Median Width(ft)	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Link Offset(ft)		0		olio (j. 154 da	0	sierielle zoeren	k like jakon karangan pangan pang	0	rd Colonia Challe who ris man co		0	
Crosswalk Width(ft)		16		and a second	0.			0			.0	
Two way Left Turn Lane					16	ricusti (Budans		16		skiroteta (esset	16	9054 ASAR 45
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	4.00			
Furning Speed (mph)	15		9	15		0.33 0.39	1.09	1.09	1.09 • 9	1.09 1.5	1.09	1.09
Number of Detectors	1	2		1	2		1	2	ader Yacı	 1	2	. 9
Detector Template	Left			Left	Table Development	900 A	Left	A. S. S. S.	Nederlan	Left	2	
Leading Detector (ft)	20	83		20	83	ernometer.) Elightill	20	83		20	83	
Trailing Defector (ft)	. □0 🐺	5	resini	0	-5 .		0	-5		20	-5	
Detector 1 Position(ft)	0	-5	e Talancho (Spille Colore	0	-5		0	-5	isin den Anstruet	0	-5	HER CHICAGOS
Detector 1 Size(ft) Detector 1 Type		40	a de casiones	20	40	indev i	20	÷ 40	ağılınığı	20	40	erejin
Detector 1 Channel	CI+Ex	CI+Ex) Salakatatat	CI+Ex (CI+Ex	(Detaile Schoolwasser	CI+Ex	CI+Ex	(V. 0.1.7% a fee	CI+Ex	CI+Ex	manufacture and regular
Detector 1 Extend (s)	0.0	0.0		0.0					er Verbleger gel	ing.	18 E 3	
Detector 1 Queue (s)	0.0	0.0		0.0 0.0	0.0		0.0	0.0	arithman all raiseass.	0.0	0.0	i - Angeren
Detector 1 Delay (s)	0.0	0.0		0.0	0. 0 0.0		· 0.0 · ·	0.0	T. A. S. Maria	0.0	0.0	
Defector 2 Position(ft)	STANS E	43**	Market &		43		0.0	0.0 43	elektrisistenikeler	0.0	0.0	Skotelejeski
Detector 2 Size(ft)	a so cros cers	40	er formale div	die indict	40		地震等性	40			43	
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Detector 2 Channel				~~~~~~~~~ <u>*</u>		AND			TENNESS ES		JI+EX	er a saya
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Detector Phase	. 4	4	8	8	2	9	6	2	
Switch Phase						-			
Minimum Initial (s)	5.0	5.0	- 5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	30.0	30.0	11.0	11.0	28.0	28.0	
Total Split (s)	30.0	30.0	30:0	30.0	40.0	40.0	40.0	40.0	
Total Split (%)		27.3%	27.3%	27.3%	36.4%	36.4%	36.4%	36.4%	
Yellow Time (s)	4.0		4.0	4.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	
Total Lost Time (s)		5.0	1.25 have we want	5.0		6.0	Application of the party of the second of th	6.0	CONTRACTOR CONTRACTOR
Lead/Lag				Both Selection					e a proje
Lead-Lag Optimize?	SECONOMICS CONTRACTOR		Ti. Tie Stationary Inc.	GOTSSENA/Advantages mestraura a ausa	Market Company Att about the Company		Committee on a control of control of the service of	CALL STREET PARTY SHEET	mecana a mahi
Recall Mode v/c Ratio	None	None	None	None	Max	. Max	None	None	
Control Delay		0.76		0.82	Shindal Critica assessments on Santana	0.80	V	0.80	
Queue Delay		45.4		74.2		36.0		39.6	
Total Delay		0.0 45.4	lakari de period karang salam d	0.0	PTERMINANTANIAN AND ZUALI	0.0		0.0	LINES ONLY 117 23
Queue Length 50th (ft)		45.4 100	kakaton	74.2		36.0		39.6	
Queue Length 95th (ft)		188		75 147		250		193	estationes.
Internal Link Dist (ft)	300	515		1 47. 175		#437		281	
Turn Bay Length (ft)	SAME OF SA	J J		1/0	\$5005150±005200575047	630		1330	SHOWENE
Base Capacity (vph)	Currente de l	446	Karakan lebah	253	Company of the second	1108		4405	4.
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Spillback Cap Reductn		0		0		0		0	San Angar
Storage Cap Reductin		Ò		0		0	Michigan Company	0 0	al Marca
Reduced v/c Ratio	CONTRACTOR CONTRACTOR	0.52		0.52		0.80		0.61	
Intersection Summary								0,01	
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Cycle Length, 110	Sales And	Market Company				i de la composición			
Actuated Cycle Length: 94.3	}	ing a filter of the		ALERT TO REPORT OF THE					
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Queue shown is maximu	m after two c	ycles.	en e a magazi en mandeda e filigio	opwiping represent		Description of the State of the			
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Lane Configurations		4			44			414		Comment of Proceedings Andrews on Stations	41>	The second second
Traffic Volume (veh/h)	60	27	115	69	39	9	135	574	76.	12	535	48
Future Volume (veh/h)	60	27	115	69	. 39	9	135	574	76	12	535	48
initial Q (Qb), veh	0	0	0	. 0	0	0.	0	0	(0)	. 0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	and the state of t	1.00	1.00		1.00
Parking Bus, Adj Work Zone On Approach	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1777	No 1777	1777	AOO.	No	****		No			No	
Adj Flow Rate, veh/h	68	31	131	1894 78	1894	1894	1767	1767	1767	1664	1774	1774
Peak Hour Factor	0.88	0.88	0.88	70 0.88	44 0.88	10 0.88	153 0.88	652 0.88	86 0.88	14	608	55 0.88
Percent Heavy Veh, %	18	18	0.00 18	3	3	u.oo 3	- v.oo 9	v.o o 9	- u.ac 9	0.88 11	0.88 11	U.00 11
Cap, veh/n	117	50	152	172	87	16	218	977	135	17	778	74
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.39	0.39	0.39	0.25	0.25	0.25
Sat Flow, veh/h	376	292	884	621	509	93	565	2529	349	69	3125	297
Grp Volume(v), veh/h	230	0	0	132	0	0	471	0	420	359	0	318
Grp Sat Flow(s), veh/h/m	1552	.0	- 0	1222	0	Ō	1738	. 0	1704	1771	0	1721
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	20.1	0.0	17.7	16.8	0.0	15.0
Cycle Q Clear(g_c), s	12.5	0,0	-0.0	8.9	0.0	- 0.0	20.1	0.0	17,7	16.8	0.0	15.0
Prop In Lane	0.30	***** ********************************	0.57	0.59	-	0.08	0.32	COLOR COMMISSION ST.	0.20	0.04		0.17
Lane Grp Cap(c), yeh/h	319	- 0	0	275	0	0	672	, 0	658	441	0	428
V/C Ratio(X)	0.72	0.00	0.00	0.48	0.00	0.00	0.70	0.00	0.64	0.81	0.00	0.74
Avail Cap(c_a), veh/h	484	0	0	436	0	0	672	. 0 .	658	684	0 .	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I) Uniform Delay (d), s/veh	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Incr Delay (d2), siveh	35.3 1.2	0.0 - 0.0	0.0 • 0.0	33.5 0.5	0.0 0.0	0.0 0.0	22.7 6.0	0.0	22.0	31.1	0.0	30.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0 0.0	0.0 0.0	4.7 0.0	4.3	0.0 0.0	2.6 0.0
%ile BackOfQ(50%), veh/in	4.8	0.0	0.0	2.6	0.0	0.0	8.7	- 0.0	7.4	0.0 7.3	0.0	6.2
Unsig. Movement Delay, s/veh								7.0			10,200,000	- 4
LnGrp Delay(d);s/veh	36,4	0.0	0.0	34.0	0.0	0.0	28.7	0.0	26.7	35.4	0.0	33.0
LnGrp LOS	D	A	A	C	A	A	C	A	C	D	Α	C
Approach Vol. veh/h	L. C. STOR	230	非数型	186	132			891			677	500
Approach Delay, s/veh		36.4	Section and the country?	TELESCOPE LE DESCRIPTION DE	34.0	ATTENDED STREET SHELLEN AND AND ADDRESS OF THE PERSON NAMED AN	CANAL MATERIAL PARTIES	27.8	Jan 1123401250-411002	2011 A 10 10 10 10 10 10 10 10 10 10 10 10 10	34.3	ra contra pressure su
Approach LOS		, D	34 0 英花	THE RES	· · C	op (p. 1946)	sala da Vij	- · · · C	Kell sprak	en Brans	· · · C	
Timer.: Assigned Phs		- 2		4	1	6		, R				
Phs Duration (G+Y+Rc), s		40.0		20.1		27.9		20.1		4 (1)		
Change Period (Y+Rc), s		6.0	Pod-Wołcz (5.0		6.0	Davidso, as in the	5.0		Activities in	VEGEL MA	
Max Green Setting (Gmax), s	Andreas of	34.0		25.0		34.0		25.0	Sistemati	Skirk E	r Espain	
Max Q Clear Time (g_c+l1), s		22.1	wasan mengal	14.5	CONTRACTOR AND SECURITY	18.8	10 (CDR) RECORDS (1955)	10.9		MARKET STREET	TO BERNSON AND S	
Green Ext Time (p_c), s		2.5		0.6		3.1		0.3	ringringsolm Alexandria	thisticular sa		
Intersection Summary						1				enemant establish	100 850 14 20 4 40 5 500	
HCM 6th Ctrl Delay	d Herrie II ye	engalogical consum	31.5	outside was							100	
HCM 6th LOS	redigation of the	MERCALPORE CONTRACTOR	C	warrin Fil	eres whale	MELTER SERVE			AGENETICE		A.FAB.V.OH	(#\$(44)2 5)

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iana Groin	A WINE	-ivisia	NET	A COMPANY	egine =	ZSWF &
Lane Configurations	¥Γ	Mark to the second seco	<u>}</u>			€
Traffic Volume (vph)	12	- 5	65	50	6	105
Future Volume (vph)	12	5	65	50	6	105
Ideal Flow (vphol)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	· 16	16	15	15	14	14
Grade (%)	- 10%	talian in	-2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959	nietonijas siedstinosis	0.941	K COTTON PROGRAM A TOTAL		erar begrigts surround a conserver or
FIL Protected	0.966					0.997
Satd. Flow (prot)	1534	0	1721	0	0	1835
Fit Permitted	0.966	aassa	1			0.997
Satd. Flow (perm)	1534	0	1721	0	0	1835
Link Speed (mph)	30		30			30
Link Distance (ft)	289	FRISTROIS SC	255		Trikotaansotaansi	361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	1 Waterback		1	1	-SACTOM SUSTAINED
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0% 14	100%	14%	12%	33%	10%
Adj. Flow (vph)	14	. 6	76	59	f	124
Shared Lane Traffic (%) Lane Group Flow (vph)	20					
Enter Blocked Intersection	∠u No	0 No	. 135 No	0 No	0	131
Lane Alignment	Left	Right	Left	Right	No Left	No Left
Median Width(ft)	16	NUME	reir	ragne	ECIL	Len. O
Link Offset(ff)	. 0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	io esta					10
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop	COMPANY OF THE PARTY OF THE PAR	Free	er ortendiretie	EUREURAS.	Free
Intersection Summary Area Type:	Other				100	
Area : VDe. (

Synchro 10 Report Page 4

nersection	The second						
Int Delay, s/veh	0.9						out.
Lane Configurations	WS.	VER) 		SW 9	SMT	
Traffic Vol. veh/h:	12	- 5	65 -	50	6	र्स 105	
Future Vol, veh/h	12	5	65	50	6	105	133
Conflicting Peds, #/hr Sign Control	-1 Stop	1. Stop	0 Free	1 Free	1 Free	0 Free	
RT Channelized	Siop	None		None	1100	None	
Storage Length	0		- prostanta		_	_	558
Ven in Median Storage Grade, %),#U 0		U	-	49147A -	0 -2	
Peak Hour Factor	85	85	85	85	85	85	
Heavy Vehicles, %	0 14	100 6	14 76	12 59	33 7	10 124	a
Wymt Flow	. 14	U	ro	. 33	284 P.F	124	
Majer/Minor	Minoi 1	A	Aajor1	Ň	laior2		
Conflicting Flow All	246	108	0	0	136	0	***
Stage 1 Stage 2	107 139		5.0	6 (a 5 0)	-		
Critical Hdwy	6.4	- - 7.2°	- Gegilde 2 00		4.43	-	ii.
Critical Hdwy Stg 1	5.4	er tillete erterte. • sellete tillet viker		- - -			385
Critical Howy Stg 2 Follow-up Howy	5.4 3.5	4.2		SA-12	- 2.497	i de la composition della comp	
Pot Cap-1 Maneuver	747	735	e no estina	et work wide.	2.431 1278		
Stage 1	922	-		- 500 - 440 1998	-	- -	err sen
Stage 2 Platoon blocked, %	893					i de la composición dela composición de la composición dela composición de la composición de la composición dela composición de la composición de la composición de la composición dela composición de la composición de la composición de la composic	Sep.
Mov Cap-1 Maneuver	741	733	\$ <u>\$</u>		1276		
Mov Cap-2 Maneuver Stage 1	741 921	- 10006538	-	Boardala	-	- 5/00/03/04/8/05	83
Stage 2	887		-		-	-	51
ger and design of the second				The Treats 15 A Street			
Approach	WB:		NÉ		SW		
HCM Control Delay, s HCM LOS	10 B		, , 0 ,	W.L	0,4		
HOW LOS						u di pasare	211 873
Minor Lane/Major Myn	•	NET	NERW	BLot	SWL	SWT	
Capacity (veh/h)	THE RESERVE OF THE PARTY OF THE			739	1276		
HCM Lane V/C Ratio HCM Control Delay (s)	everiles fo	Satuan	- (Kenganika	0.027 i	0.006 7.8	- 	god.
HCM Lane LOS		- -		10 B	7.9 A	0 A	
HCM 95th %tile Q(veh	j arah			0.1	j. 0 j		

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anerajojo - Alaski	W. Blanc	N.W.BIE	Sa nt	0. A.V.S.R.Z.S.	e SE C	SPIE
Lane Configurations	*/		A			4
Traffic Volume (vph)	10	0	61	9	0	101
Future Volume (vph)	10	0	61	9	0	101
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Lane Util. Factor	1.00	1,00	1.00	1.00	1.00	1.00
Frt	PTO TO TO PROGRESSION PARKS	Service a suppression prompted recognition of	0.982			
Flt.Protected	9.950					
Satd. Flow (prot)	902	0	1612	0	0	1801
Fit Permitted	0.950	rijah di				
Satd: Flow (perm)	902	0	1612	0	0	1801
Link Speed (mph) Link Distance (ft)	30 270	Consumption Co.	30	e atte	i di kana ang	30
Travel Time (s)	376 8 .5		319 7. 3			523
Peak Hour Factor	0.85	0.85	0.85	0.85	0.05	11.9
Heavy Vehicles (%)	100%	0.65 0%	0.65 9%	0.85 89%	0.85 0%	0.85 2%
Adj. Flow (vph)	12	0	976 72	. 0976 11	the state of the s	4/9 119
Shared Lane Traffic (%)	14	U	12	l I	0	119
Lane Group Flow (vph)	12	0	83	0	0	119
Enter Blocked Intersection	No.	No	No	No	- No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		Park O		4640000	200
Link Offset(ft)	0	un Helle Har Hara Belle.	Ō		22 441.508 (ARTS)	0
Crosswalk Width(ft)	16		£ ≥ 16	avalenti otta		16
Two way Left Turn Lane		* ************************************		as-week with the Charles	*** ** *** *** ** ********************	wasantan asalifani
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9	wareness and a second or	9	15	
Sign Control	Stop	AS REAL	Free	energierin	# 6,476 G	Free
The state of the s	80 60 ton an annual contract of the contract o	manufacture and the second				
Intersection Summary					440	1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S
Intersection Surpriary Area Type:	Other	f. it safe				

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n bijesembar z produce																
Int Delay, s/veh	0.6		e grajagioneriga.			C. () D. () C.					etter (Clark Carlotte a C	in the father is expensely the second	ati, i i i i i i i i i i i i i i i i i i	and the same of th		-
Miserijāni (1944)		Mark E	en en	NER	SEL	SHE										
Lane Configurations	Ŋſ		₽			4				*Copper ***********************************			55-/000024-5-1-9//9			
Traffic Vol. veh/h	10	0	61	9	0	101		a a		100	di la					
Future Vol, veh/h	10	0	61	9	0	101	nesna mark	E-STATE OF COMMEN	TOTAL CONTURAGE	o Bandashimi deli dida				max200a8 ideid		(15mm
Conflicting Peds, #/hr	0	0	0	_ 0	_ 0	_ 0										
Sign Control RT Channelized	Stop	Stop None	Free	Free None	Free	Free None										
Storage Length	0	name:	_	iverie.		jaune :										<i>M</i> en
Veh in Median Storage		-	0	<u>-</u>	_	0			450 4 14		n e e		a (Mea da l	g 165 and 1		
Grade, %	0	-	0	-	**	0	CONTRACTOR SERVICE	STEEL BUTTLES HOUSE	en de la companya de	455,000,000,1415,000	LEITAL VERTANDERS	CTOLITACIONE SALESTIPO	ROMONON DESTRUCTION DE	PRAME PRODUCE STREET	nage of the same	anne .
Peak Hour Factor	85	85	85	85	85	85						e Books				
Heavy Vehicles, %	100	0	9	89	0	2	nerates		STATE WAY THE		elekarek kerio	ingeragera	Karaga			ä#i
Mvmt Flow	12	, 0,	72.	- 11	. 0	119			etint vil	rode el La alema				Stell Sale	in elektrisis	
							en en en en en				Note the second					
	Varion 1	200 200 200 200 200 200 200 200 200 200	Aajor1	refeliktor cerebros referense	ABIUIZ	^										
Conflicting Flow All Stage 1	197 78	78	0	0	83	0	E 175. 175. E				6 740.745	USE OF THE	h M FES	W4488		
Stage 2	119				A SHALL SHAPE		arde web	P. HAR		rota və təks	alender	in Charles	in Paris Inch	BOTA AS	iškusė seni	ASSES
Critical Howy	7.4	6.2		i viole	4.1	-	100	2.5	the service		14 14		i Diggs			
Critical Hdwy Stg 1	6.4	-	-	-	nerffere serk liebe	- Special special	w.1111.240-851.6	Dada wa masma - ma		20000-95-9000900	PTO THE SILE OF FREE PA	5 ~ 2 (A 2) ~ ~ (A) hebeke	36.10.20.30.20.20.20.40	-11/1 (2012) (4000m 41	141.04.00.00	my = +0
Critical Howy Stg 2	6.4															
Follow-up Hdwy	4.4	3.3	- Satrole area	-	2.2	National	otennika ote	Transiens	50.50% Sec	t Santain melau	gewerel	Lagaran ((403USD/8		53F4
Pot Cap-1 Maneuver	61 4 747	988		÷.	1527							de annex al	A SECTION	A MENTS NO.		
Stage 1 Stage 2	711							C0000-141-7-27	ur sus i gi	645 X 17 X 17 L 1		CANCELLE !	Children i	2014	isaany sabi	
Platoon blocked, %				-	T. PRESERVE	-	BPROSVARIA		A PROPERTY COMMO		ANTE OF STEEL	25070000000		Transport Company	MUNICIPAL AND	AHIMTE.
Mov Cap-1 Maneuver		988	443.6		1527		i de Lieu	a noch		un ing asa		BANK V	HETE			
Mov Cap-2 Maneuver	614		-	-	enstra assintaks	- 	eranen 1992.	mannari um	DOMESTANIAN	onderstation and	MEKANTA GILITKO	ESSENCE OF		ionse trope (1965)	enice in the	993 48 0
Stage 1	747		A41750	1.00		. 1970 in 7 in			ALLEY A	Arabitus .		Arfrida Arfrida	i Jana	a, Blow	#489. ptc	250
Stage 2	711	- 9-40-587-64	- Sylvenses	e Projektok	-	- 1497,4400	ical as			agkantasari		eniane.	lasti (št		Marie Ve	
					2.5			5. 2. 6	194 AG 156							
Approact	WB	entings to be	NB	E-16	SB											
HCM Control Delay, s	11 B		0	estellos.	0				dentanis				S. Children		an in the	ACC.
HCM LOS		Letantine	a da an	i e i falsa sa	060888	e en sa	eray b	Silver.	at stail				rafiji in	ni Salas		e e e
Minor Lane/Major Myn	H	NBI	NBRY			SBT										
Capacity (veh/h) HCM Lane V/C Ratio		distribution of		0.019	1527					Nation.			Description.			
HCM Control Delay (s)				0.019	- 0		e Silver		di Anti	en Agrilea	edighia.					
HCM Lane LOS		- -	-	В	A	# TENERAL	erssecricit	STREET DISSESS	en "dar e agregion".		POLICE ART W	ander W.S.C.	eresia delle	28.0 (C# 886. Te		insert i
HCM 95th %tile Q(veh)			0.1	0		ordinish Sidija				an Court	firsteinfall Farta s	類別		Harita (1915) Harita (1915)	

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Lance Cloup	E	E E	FEER	WEL	2 V EE	MER		- NET	·			SBR
Lane Configurations		4	hope tacky sales for 4-1		44	The state of the s		414			4°Þ	
Traffic Volume (vph) Future Volume (vph)	57 57	33	84	107	61	. 19	129	707	64	8	633	91
Ideal Flow (vphpl)	57 19 00	33 1900	84 1900	107 1900	61 1900	19 190 0	129 1 90 0	707	64	8	633	91
Lane Width (ft)	14	14	14	12	1 9 00	12	1900	1900 10	1900 10	1900 10	19 00 10	1900
Grade (%)		-2%		12	-1%	14	10	0%	10	IU	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt.	4 2 5	0,935			- 0.986		S. Oak	0.989			0.981	
Flt Protected Satd. Flow (prot)		0.984		y Migrating and a	0.972	and the second of the second	SULTRANSPORT	0.993	THE REAL PROPERTY AND ADDRESS OF THE PERSONS ASSESSMENT AS ADDRESS OF THE PERSONS AS ADDRESS OF		0.999	A-MARKATAN AND SERVE
Flt Permitted	U	1865 0.819	U	0	1746	0	0		0	0	3156	. 0
Satd. Flow (perm)	n	1553	0	ń.	0.632 1135	0.0	0	0.993 - 3199	n e		0.999	
Right Turn on Red			Yes	V	1100	Yes	V	วาเลล	No	,0	3156	0 Yes
Satid: Flow (RTOR)		40			5		Than success		IVO	ÄXEJAT.	14	165
Link Speed (mph)	n (n. 1988). Desire destate de securio	30	2079	A STATE OF THE PARTY OF THE STATE	30		eradaranang din	40			40	
Link Distance (ft)		595		2000	255			710			1410	
Travel Time (s) Peak Hour Factor	0.88	13.5 0.88	0.88		5.8	inerezua.	ria Paragonague ope	12.1	Del Sille All Del Bolton	nation and constitution	24.0	
Heavy Vehicles (%)	0%	u.oo 0%	u.oo 2%	0.88 2%	0.88 3%	0.88 26%	. 0.88 1%	a 0.88 =	0.88	0.88	0.88	0.88
Adj. Flow (vph)	65	38	95	122	570 69	20%	147	4% 803	2% 73	75% 9	5% 7 1 9	0% 103
Shared Lane Traffic (%)	-7-25 a wat wild 1965 b			a e estados				909				
Lane Group Flow (vph)	0	198	0	0	213	. i 0 -	0	1023	- 0	. 0	831	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment Median Width(ft)	Left	Eeft 0	Right	Left	Left	Right	Left	Left	Rìght	Left	Left	Right
Link Offset(ft)	di Tropa bycici Adamatania	0		na makaza	0 0			0	nesiateas.	iki salata da Sida	0	Giro-de-ege
Crosswalk Width(ft)		16			16		20世7年1	16			0 16	
Two way Left Turn Lane	9.66	Andrews .			745 7544	Francisco	SSEARCHOLLER ACTOR SECTION	10	Karon Brown	A 1475 E. W. S. 14	10	
Headway Factor	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph) Number of Detectors	15		9	15		9	15		. 9	15		5 5 9
Defector Template	1 Left	2		1 Left	2	erender Saber	1 ************************************	2	Singapole Perturbation	. 1	. 2	and a water offering
Leading Detector (ft)	20	83		20	83	Bert Jokie	Left 20	0 A A A A	OF RALLY	Left		
Trailing Detector (ft)	-6 5 0	-5		- 20 - 0	- 5. - 5.	Galaberta su	20	83 - 5	10050000	20 0	83 - 5	acionian.
Detector 1 Position(ft)	0	-5	egyan teleproperation of the	0	-5		0	-5	and the at the	0	-5	Alfro-Roman
Defector (Size(ft)	20	40		20	40		. 20	40		20	40	Via a
Detector 1 Type Detector 1 Channel	CI+Ex	CI+Ex	alivo (de la 1915)	CI+Ex	CI+Ex	COMPLEX SESSIONS	CI+Ex	CI+Ex	and the second	CI+Ex	CI+Ex	
Detector 1 Extend (s)	0.0	0.0	A Parish Ma	0.0	0.0		0.0				King Sa	terior de la company
Detector 1 Queue (s)	0.0	0.0		0.0	0.0 0.0		0.0 0.0	0.0 0.0		0.0 0.0	0.0 0.0	
Detector 1 Delay (s)	0.0	0.0	ant Hermanner Col	0.0	0.0		0.0	0.0	化器性工作	0.0	0.0	STORY S
Detector 2 Position(ft)		43	李明老是	NBCH Be	43	ng Marana	ick alter	43			43	Just Harr
Detector 2 Size(ft)	Tablifor gogs respect seeks	40	A seed cost of the	TOP OF COLUMN ASSAULT	40	And the state of t		40	u oggani, propriografia konstilik ko	i est probléktiólókká killis	40	JAKUS ANDS
Detector 2 Type Detector 2 Channel	12 NEODA (1	CHEX			CHEX	ard.		ČI+Ex	en de la composition		CI+Ex	检验系
Detector 2 Extend (s)	kairenistras	0.0	4129 EW	Sealmules		Meavoyane a co	entigen energeen	og gaven	Saladi Granicano	oneranta en e	amegr <u>al</u> us estens	butters to the
Turn Type	Perm	NA		Perm	0.0 NA		41142	0.0 NA		0-III	0.0	
Protected Phases		2 3 4		i Onli			Split	NA Si og di		Split	NA 6	
Permitted Phases	4	yaya ar filly	recommend (#8055)	8	organical Application	aron og gjálálá	es raid fig.		*(\$1\$.11E.7	1477 T. P. L. E.		

Care Gravip : F.E. FEST FESS WILL IN WEST LINES NEED IN NEED SIGN DATE OF THE SECOND S	
	Patrode Service Patrode
Switch Phase	
Minimum Initial (s) 5.0	
Minimum Split (s) 10.0 10.0 30.0 30.0 11.0 11.0 28.0 28.0 Total Split (s) 31.0 31.0 31.0 40.0 40.0 39.0 39.0	
Total Split (%) 28.2% 28.2% 28.2% 36.4% 36.4% 35.5% 35.5%	
Yellow Time (s). 40 40 40 50 50 50 50	
All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	
Lost Time Adjust (s) 0.0 0.0 0.0	
Total Lost Time (s) 5.0 5.0 6.0 6.0	
Lead-Lag Optimize?	
THE STATE OF THE S	
v/c Ratio 0.55 0.88 0.97 0.89	magning of the second second
Control Delay 35.4 73.3 56.8 47.5	
Queue Delay 0.0 0.0 0.0 0.0 Total Delay 35.4 73.3 56.8 47.5	an crop.
Total Delay 35.4 73.3 56.8 47.5 Queue Length 50th (ft) 96 138 ~401 283	
Queue Length 95th (it) 164 #251 #520 #365	
Internal Link Dist (ft) 515 175 630 1330	31-912-0015139
Turn Bay Length (ft)	(\$ (\$ i))
Base Capacity (vph) 422 290 1058 1023	Objective and co
Starvation Cap Reducts 0 0 0 0 0 0 Spillback Cap Reducts 0 0 0 0 0	Mar Cha
Spillback Cap Reductn 0 0 0 0 0 Storage:Cap Reductn 0 0 0	AND EL
Reduced v/c Ratio 0.47 0.73 0.97 0.81	
mersection Summary	
Area Type: Other	
Cycle Length; (10)	
Actuated Cycle Length: 103.5 Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	er sk wes
✓ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	: none representation
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
Splits and Phases: 1: NYS Route 303 & Mountainview Avenue	

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Movement 3553,553 in 18	is Ealer	94518	i deje s	alva Ellin	Winds	Welk's	NOL	SNET	inglete s	illus est	111	Section 2
Lane Configurations		44-			€}>			ર્વ			414	
Traffic Volume (veh/h)	57	33	84	107	61	19-	129	707	64	- 8	633	. 91
Future Volume (veh/h)	57	33	84	107	61	19	129	707	64	8	633	91
initiat Q (Ob), veh	0	0	0	0	0	0	0	. 0	. 0	- 0	. 0	. 0
Ped-Bike Adj(A_pbT) Parking Bus, Adj	1.00 1.00	1,00	1.00 1.00	1.00 1.00	1 00	1.00	1.00	4.00	1.00	1.00		1.00
Work Zone On Approach	1.00	No	1.00	. 1.00	No	1.00	1.00	1.00 No	1.00	1.00	1.00 No	1.00
Adj Sat Flow, veh/h/ln	2058	2058	2058	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h	65	38	95	122	69	22	147	803	73	9	719	103
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	3	3	4	4	4	5	5	5
Cap, veh/h	133	80	150	191	89	25	178	1023	97	11	877	133
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.36	0.36	0.36	0.28	0.28	0.28
Sat Flow, veh/h Grp Volume(v), veh/h	456 198	447	833	729	495	_141	495	2842	270	. 38	3130	474
Grp Sat Flow(s), veh/h/hr	1736	0	0	213 1366	0	0	539 1816	0	484	444	0	387
Q Serve(g_s), s	0.0	0.0	0.0	4.7	0.0	0.0	25.5	0.0	1792 22.4	1862 21.3	0.0	1779 18.9
Cycle Q Clear(g_c), s	9.8	0.0	0.0	14.5	0.0	0.0	25.5	0.0	22.4	21.3	0.0	18.9
Prop In Lane	0.33	araulas transcribertos	0.48	0.57	HOMEO DE MOTORIO	0.10	0.27		0.15	0.02		0.27
Lane Grp Cap(c), veh/h	363	0	0	306	- 0 -	0	654	0.	645	522	0	498
V/C Ratio(X)	0.55	0.00	0.00	0.70	0.00	0.00	0.82	0.00	0.75	0.85	0.00	0.78
Avail Cap(c_a), ven/h HCM Platoon Ratio	523	4.00	0	445	0	0	654	0	645	651	0	622
Upstream Filter(I)	1.00 1.00	1.00 -0.00	1.00 0.00	1.00 1.00	1.00 0.00	1.00 0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	37.8	0.0	0.0	1.00 27.5	0.00 0.0	1.00 26.5	1.00 32.1	0.00 0.0	1.00 31.3
incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.0	0.0	11.3	0.0	20.3 7.8	32. i 8.8	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	4.8	0.0	0.0	- 12,4	0.0	.10.3	10.3	0.0	8.3
Unsig. Movement Delay, s/ve		Legen page (1860) sa	and the parties of the				e in the second	a Salama da Briga Maria da Cara da Car	************	Annual property and the		Action of the American
LnGrp Delay(d),s/veh LnGrp LOS	36.1 D	0.0 A	0.0	38.9	0.0	0.0	§ 38.8	0.0	34.3	40.9	0,0	36.1
Approach Vol. vehilh	ע	198	A	D	A 213	A	D	A	C	D	A	D
Approach Delay, s/veh		36.1	Eric Side	wa vileiki	38.9			1023 36.7		eternik i	831 38.7	
Approach LOS		Ð			i di D			D	5 A 4 6		30.7 D	
Timer: Assigned Phs						e e		0			32.88 ST	
Phs Duration (G+Y+Rc), s		40.0		22.0		32.5		22.0	0.05		Tu L	
Change Period (Y+Rc), s		6.0	rce diag	5.0		6.0	17.49 MOLT	5.0		MARIE PROPERTY	B. Walley E.	HANGER.
Max Green Setting (Gmax), s		34.0		26.0		33.0		26.0	自身的中	1 48 (1834)	in transf	4000
Max Q Clear Time (g_c+l1), s	a Hard Car and benderated	27.5	er aktors souther are	11.8	- wer (2,725) (Vel.) (Vel.)	23.3	CONTRACTOR PARTICIPATOR (TEXT	16.5	s er storrege Glass Statistic	and the second		
Green Ext Time (p_s), s		2.1		0.5		3.2		0.5	entryke Lotaten	al selection	o estrucione Serial de la seconicio	de Calan Gegagn
intersection Summary										alle Marie		
HCM 6th Ctrl Delay	ty de droot		37.6	Angerti						di ginde s	. S-25.61	1809643
HCM 6th LOS			D		o i so orosation	A THE STATE OF THE	The American Bushings	and the country of the state of	men also in mentioned here in m	6-6	t Er's ref is # 12, 13 selferger	LR TOT GAS AN ERE

	*	◩	#	/	6	K
cane Croup	N. B.	Meis		NET.		
Lane Configurations	k f	150 (1925) (Salata)	}	Salah Salah Salah Salah	sanda and an Indian size	4
Traffic Volume (vph)	54	21	94	- 11	5	133
Future Volume (vph)	54	21	94	11	5	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.000		0.000			
Frt Filt Protected	0.962 0.965		0.986	EE aylobaada		0.998
Satd. Flow (prot)	. ย.9 60 1891	0	1919	0	0	1936
Fit Permitted	0.965	U A mileti s	1010	V		0.998
Satd. Flow (perm)	1891	0	1919	0	0	1936
Link Speed (mph)	30		30		U .	30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	an an Anna an Anna	TOTAL CONTRACTOR STATE OF	1		mandal Made India A Tal
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	5%	6%	9%	20%	5%
Adj. Flow (vph)	65	- 25	113	13	6	160
Shared Lane Traffic (%)	LINE STANSACHURENS SERVICES	or the Contilling America	gangang gangangan		Li (1885) (1885) (1885) (1885)	sagar gogsteldamics (c. c.)
Lane Group Flow (vph)	90	,u., 0	126	0	0	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft) Link Offset(ft)	16 0	ZJUMIJA GA	0 • 0	Octob Cross		0
Crosswalk Width(ft)	16		16			0 16
Two way Left Turn Lane	10	raverse.	10	pedki jeli ni ni 14		יטו פיי
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	0.00 1 5	9.00		9.53	15	
Sign Control	Stop	entalija	Free	oresta v etek	rancanti	Free
Intersection Summary	O45					
	Other		57,600 LFD: 538	Marcheson		
Control Type: Unsignalized	surfaces of the		START CONT	as very		

ntersection	0.0	175 E			di s				(4.5)		16 (S) 10 T	e i e i e		
Int Delay, s/veh	2.6		na nazari mari zanca	no are considerate des	e la Managaman de la companya de la	hammen and an article		TAXAAA SEESIAAA	Wasang ata Marabaya	288451502-02/Ness	· TOWNS OF THE STATE OF	MT-/37:4 /10-8748		
Movement of the state	P WBILL	Mark	NE I	NER	45\W}	SW								
Lane Configurations Traffic Vol. veh/h	V f 54	21	1 > 94	- 11	5	ी 133					100			
Future Vol, veh/h	54	21	94	11	5	133								
Conflicting Peds, #/hr	1	0	_ 0	1	- 0	_ 0								
Sign Control RT Channelized	Stop	Stop None	Free	Free None	Free	Free None								
Storage Length	0	-	-	-	-	-								160 M 150 M
Veh in Median Storage			0	į.		0						L.	est of the second	
Grade, % Peak Hour Factor	0 83	- 83	2 83	- 83	- 83	-2 83				deservação	Markin et s	and one		
Heavy Vehicles, %	6	99 5	- 00 6	9	20	- e <i>э</i> 5		7.0						
Mvmt Flow	65	25	113	13	6	160								
Active the Control of	Minoria	2011/03/2009/1920/2009/2009	viajor1	**************	lajor2						Ť.			
Conflicting Flow All Stage 1	294 121	121	0	0	127	0		ing days and the	-Angelong		er englister.			
Stage 2	173		i in an	-		hadikid <u>e</u> i			Endolm A	4 64 SA S	Gerbarana	a e viso de la c		
Critical Howy	6.46	6.25			4,3	144 T. <u>1</u> 6					dia de Uni			
Critical Hdwy Stg 1	5.46 5.46	-	<u>.</u> Elkensk			- Averiios		Bag jeuggy	er dirigas	of the second				5403K-249
Critical Hdwy Sig 2 Follow-up Hdwy	3.554	3.345	-	-	2.38	212-(2 7 9) -					ice en		S AVANCAN	26 AC 1941
Pot Cap-1 Maneuver	689	922			1355	e studen			a design					
Stage 1 Stage 2	894 848	andanistr		- 70 (415)		-			NACES - 174-4-				Teaus (Transition)	25.454.575
Platoon blocked, %	040			7 W T		-						Anton No.		
Mov Cap-1 Maneuver		921			1353									
Mov Cap-2 Maneuver Stage 1	684 893	- 	- 2 (40 40	. .	. 10 10 10	- !!!!!					ENERGY.			
Stage 2	843		@-3-1.79. -			104 (ST) -								PRINCI
		regacija Lije		ara s	-0.6 A				ili solik o Karasaria				100 SE 100	
Approach	WB		NE		SW									
HCM Control Delay, s	East A Flactor NY CELEBRAL		0		0.3									
HCM LOS	B Evaneta	ro Worden	avienta:	Howards	24 F/N	ero Systematic	Juguran in	Maria de	A House	u de vierta	an er un e		7445 GG	
					e our	60 5 40								
Minor-Lane/Major Myr Capacity (veh/h)		NET	NERV -		1353	- OWI				professional section		1000		
HCM Lane V/C Ratio	ere en	50/49/47(II) -		0.123			6 KNAM			arup kidestai				TV PER MO
HCM Control Delay (s			P (V. js.	10.6	7.7	- 0	eriy Hindi y				Market s			ara di
HCM Lane LOS HCM 95th %tile Q(vel	K	i Anglesis	- In Color	B 0.4	A . 0	A				(huminish kuli Sama Sama	guidenti	riggiagous Ciggiagous	k em girindrik	
TANK OVER TORIO OF TORIO		ipasinifi.	anne ven	PREMICE.		ANTERNATE	REPORT TO A SECOND	5) 254 No. 545		Pomic Paris	MASATE TA	e-Wrania		GIVERNAR!

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ane-Groupe and a second	(FE)	WER	i i je	NER		Su	
Lane Configurations	Y		<u>4</u>		-	-4	
Traffic Völume (vph)	20	. 1	103	12	0	118	TO THE THE WAS A SECOND OF THE WAS A SECOND
Future Volume (vph)	20	1	103	12	0	118	- Maria and A 1979年 - Jan 1978 - North State of the Sta
idear Flow (vphpl)	1900	1900	1900	1900.	1900	1900	
Lane Width (ft)	12	12	13	13	11	11	
Lane Util. Factor	1.00	1,00	1.00	1.00	1.00	1,00	
Ped Bike Factor		ing: wer-volume	CONTROL PER PER PER PER		osani veritoritori	walls Three Walls	
Friedrich (1994)	0.994		0.986				
Fit Protected	0.954	ACCIONAL DESCRIPTION OF THE PROPERTY OF THE PR			o John (1985) Austria	2000	
Satd, Flow (prot)	1399	. U	1825	. 0	. 0	1837	
Flt Permitted	0.954	essas v Arc	17000			400	
Satd:Flow (perm)	1399	0	1825	0	. 0	1837	
Link Speed (mph)	30	No Machine	30			30 523	
Link Distance (ft)	376 8.5	escentini	319 7.3			9 ∠ 3 11.9	
Travel Time (s) Confl. Peds. (#/hr)	0.0		1.3		1	11.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	30%	0.00	0.00	58%	0.00	0.00	
Adj. Flow (vph)	23	1	120	14	0	137	
Shared Lane Traffic (%)	20					Grandan	
Lane Group Flow (vph)	24	0	134	0	0	137	
Enter Blocked Intersection	. No	No	No	No.	No	. No	
Lane Alignment	Left	Right	Left	Right	Left	Left	(2) (2) (2) (2) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4
Median Width(ft)	12	And the	0		ar Jari	0.5	
Link Offset(ft)	0	er an Adel Sar Strate Strate Strate Strate St	0	Palabasa (Sharasha, Whosa yeen pero		0	W. S. 19. 1704 V. 19.
Crosswalk Width(ft)	16.		16	eren eren	or stal	16 a	
Two way Left Turn Lane						ann and death as has a shadown that	error and to have been a state of the control of th
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04	
Turning Speed (mph)	15	9	er hannada . es ne e 27-	9	15	والتعريفة المجاوفة فالدرقان والعريمان	
Sign Control	Stop		Free		a Designation	Free	
ntersection Summary		Mary and	a de la				en and comments the second second second
	Other						
THE REPORT OF THE PARTY OF THE		arean digent	en far (Health)	ordand I	sesentestitiks		Sandrat vitter vit vitaliste Sakere Sakere Sakere in Sandrat vitaliste in sakere in singer par sakere and sake

Control Type: Unsignalized

intersection int Delay, s/veh		g (Brasisa)				
Movement	0.9 • Ve t 4	Texasisti (for	a a staton			
Lane Configurations	¥	//-issaidel }		ووان	<u>ા ન</u>	
Traffic Vol. veh/h Future Vol. veh/h	20 20	1 103 1 103		0 0	118 118	
Conflicting Peds, #/hr	1	- 1 - 6	- 1	1	0	
Sign Control RT Channelized		Stop Free Ione	Free None	Free	Free None	
Storage Length Veh in Median Storage	0	-	-		-	
Grade, %	. 0	- 0			0	
Peak Hour Factor ** Heavy Vehicles, %	86 30	86 2 86 0 0	AND DESCRIPTION OF STREET STREET, SANS THE PERSON OF STREET, SANS THE PERSO	86 0	86 0	
Mymt Flow	23	1 120		. 0	137	
Major/Minor	Minor	a Majort	67	aior2=		
Conflicting Flow All	266	129 0	Matter Company of the	135	0	
Stage 1 Stage 2	128 138	reducin s		9991.∓80 -	- -	
Critical Howy Critical Howy Stg 1	6.7 5.7	6.2		4.1		
Critical Howy Stg 2	5,7			ercuran)		
Follow-up Hdwy Pot Cap-1 Maneuver		3.3 - 926 -		2.2 1462		
Stage 1 Stage 2	833 8 24		_	<u>.</u>	·	
Platoon blocked, % Mov Cap-1 Maneuver	/ District More 1	- -				
Mov Cap-2 Maneuver	666	924	<u>-</u> -	1461 -	55.4 0 .5	
Stage 1 Stage 2	832 823		t granden.			
				STATE OF STATE		
Approach: HCM Control Delay, s	WB 3			SB 0		
HCM LOS	В			U		
Minor Lane/Major Mym			wor.			
Capacity (ven/h)			675	38L 1461	Company of the last of the las	
HCM Lane V/C Ratio HCM Control Delay (s)			0.036 10.5	- 0		
HCM Lane LOS	A 51 2017 10000 TOTAL \$45		В	Α	EstaTis - Signacon =	
HCM 95th %tile Q(veh)	F D. R. Wh	, in the second	0.1	0	(Top# A	

1: NYS Route 303 &	Mounta	alliviev	V AVE	IUC		_				-1	<u> </u>	
	<u>ر</u>	-	7	*	←	•	1	Ī		*	¥	4
			15072		MIN	WER	(46).5	s NBC		. SI-Je iš	13,5	363
Lane Configurations		4	2011ap-3=252.4620 <u>-</u> 1	A	4			414	Annual Control of the	now with bookers would	44	
Traffic Volume (vph)	61	32	117	Τĺ	38	18	138	585	111	42	546	49
Future Volume (vph)	61	32	117	77	38	18	138	585	111	42	546	49
ideal Flow (vphpl)	1900.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1 900 10
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10 -1%	10
Grade (%)		-2%			-1%		205	0%	A 05	0.95	0.95	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95 0.980	0.95	0.95	0.988	0,00
Ert. 2006/2018 jud et et i deskedt.		0.925			0.982	and the second		0.992			0.997	
Fit Protected	n charathan sugarrad	0.986		0.1	0.972 1614	a A	a a	3008	ń	0	2952	- 0
Satd. Flow (prot)	0	1731	0.	U	0.553	U	U	0.992			0.997	entropica Entropica
Flt Permitted		0.850	n.	ñ	918	ń	A	3008	0	0	2952	0
Sald, Flow (perm)	diam'i U.A.	1492	Yes	U	710	Yes		GENERAL ST	No			Yes
Right Turn on Red		54	(69	and a second	- 6	100			egiroù sele.		- 8	
Sald Flow (RTOR)		30		A . 10 . 45 . 45	30			40	Calcinote de Santa Calcinote	Stronger con con-	40	commence and the second second
Link Speed (mph)		595			255			710		e s de la composition della co	1410	
Link Distance (ft) Travel Time (s)		13.5			5.8	ente proprieta con con	SACS LEE SPECTIFICATION *** TV	12.1			24.0	er-tandajagatappitek
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	18%	4%	8%	3%	56%	10%	9%	7%	42%	11%	10%
Adj. Flow (vph)	69	36	133	88	43	20	157	665	126	48	620	56
Shared Lane Traffic (%)		55,55 y 300,00 today P	en constitution de la constituti	Caragory (South Association Service)			A control of the Cont	errog valkometryse#4×1	SULLAND VENETO	entreli cenario	-AE	1 - 1 - 1 - 0
Lane Group Flow (vph)	0	238	0	0	151	0	0	948	0.		724	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No r.e.	Right
Lane Alignment	Left	Left	Right	Left	Left	Right	ii Left	Left	Right	Left	Left 0	S. Diann
Median Width(ft)		0	wow.eeta.come@##0###	activities and a second	O an-cepa-seria se rii	Tenni Grindrika Shi	iolija priosiosios	0 0	ALCANONIC II	ARMYTELE	0	Esteriori
Link Offset(ft)	#466.0045	0			0			16			16	
Crosswalk Width(ft)	ona or ottikaaitesäil	16	onesevenska	- 1. Z. M. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	16			10	garile	HEROTEN DAYA		
Two way Left Turn Lane			201	0.00	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Headway Factor	0.91	0.91	0.91 9	0.99 15	U.55	U.33	15	75 Paris 1	9	15		9
Turning Speed (mph)	15	2		1 (1 / 1 / 1 / 1 / 1 / 1 / 1 / 1	2	iera stati	1	2	ACTUAL CONTRACTOR	1	2	SEEDING CO.
Number of Detectors	Left.	Z Salas S		Left	De st.		Left			Left		
Detector Template	20	83		20	83	Seattly and the	20	83	7577.T. 1494.A. 1. 47.	20	83	and the second second second
Leading Detector (ft)	20	5		ő	-5	Sacreting	0	-5	4444	.0	-5	der a d'acceptation de la constitución de la consti
Trailing Detector (ff) Detector 1 Position(ft)	0	-5		0	-5	uga il Mil respensario per puri	0	-5		0	-5	of the control of the control
Detector 1 Size(ft)	20.	40		20	40	計學 特色社	20	40	adi.	20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex	-24	Cl+Ex	Cl+Ex	NORTH CONTRACTOR CONTRACTOR	CI+Ex	CI+Ex	98257 8 8678791638
Detector 1 Channel	50-40 - 108-409										•	
Detector 1 Extend (s)	0.0	0.0	21, 1000,1100	0.0	0.0	es a monocoles service	0.0	0.0	namen er Graden	0.0	0.0	
Detector f Queue (s)	0.0	0,0	mer in ski Post state	0.0	SANGER WARREN		- 0.0			0.0	0.0 0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	たげいきゅうちゃえ スポ	0.0	0.0	an instants	0.0	U.U 40	
Detector 2 Position(ft)		43		ne his You	43		14.2 /S	43	ng kulin	entra estad	4(Search of Samuel Strain Market Strain
Detector 2 Size(ft)		40	en an anna an Labora and a	Francisco, Widlika	40	en pupilen Kanton	partella come l'order	40	wist Sinches	oversor tive	∵CI+E)	
Detector 2, Type		CI+Ex			CI+Ex	A 图 图 图	E-MACUALIST E-MACUALISTA	CI+Ex				\$5.000 HOLES
Detector 2 Channel	and a second state of	caaac@Kit⊌tti2≥	r.mišila. Sere be ni	artikasilka setirilis	and the second	Secolatikatulki		0.0	gera yan		0.0	y
Detector 2 Extend (s)	多數型多	0.0			64. (0.0 NA	多种种的特	Split	right in North Hill Properties and	SPERIOT PERSON	Split	Applications of the second	Self-Assessed vibration 252 of a mini-
Turn Type	Perm	NA *	Nagagaliiwei	Perm	NA o	SSEE	Jiiyo 2			100 m		
Protected Phases	water by	4	ane fai.	. 48. A	an in P		done Guid		では、経済	redgijatija s	en graffa i d	American Strong Strong
Permitted Phases	4			8)							

1: NYS Route 303 & Mountainview Avenue

1: NYS Roule 303 &	۶	-	V (4	4 4	†	* *	¥ 4
ene etaup	E E	E P T	Elekiel (MEL)	S WELL S	ieros Nels. 2	2 NBT 6.	(1984) - (1984) (1984) - (1984) - (1984)	Ĝ
Detector Phase	4	4 -	9.				5.0	50
Switch Phase	5.0	5.0	5.0	5.0	5.0	5.0	28.0	28.0
Minimum Initial (s) Minimum Split (s)	10.0	10.0	30.0	30.0	11.0 40.0	11.0 -40.0	40.0	40.0
Total Split (s)	30.0	30.0	30.0	30,0	36.4%	36.4%	36.4%	36.4%
Total Split (%)	27.3%	27.3%	27.3%	27.3% 4.0	50.470	5,0	5.0	5.0
Yellow Time (s)	4.0	4.0	4.0 1.0	4.0 1.0	1.0	1.0	1.0	1.0
All-Red Time (s)	1.0	1.0	1.0	0.0		0.0		0.0
Lost Time Adjust (s)		0.0 5.0		5.0		6.0	a a program a substitution of	6.0
Total Lost Time (s)		0.0			ar Lad set 15		Spirit Services	(1) 10 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
Lead/Lag					THE RESERVE THE PROPERTY OF TH		None	None
Lead-Lag Optimize?	None	None	None .		Max	Max	Nuite	0.85
Recall Mode v/c Ratio		0.73	Service Statement of the service of	0.85		0.90 45.8		43.6
Control Delay	e de la compa	43.2		75.8		0.0		0.0
Queue Delay	(T. N. Carlotte and Carlotte an	0.0		0.0 75.8		45.8		43.6
Total Delay		43.2		7 3.0 91	15 May 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	313	11.46.1016.000 Park 201.1000 Park 10.000	226
Queue Length 50th (ft)	s comendata ASSE	112		#186	erija projektara	#483	religio de desemble	307
Queve Length 95th (ft)		198 515	leger (Fig. 1)	175	THE PARTY OF THE P	630		1330
Internal Link Dist (ft)		ว เบ ว เช	gres and always for		oskyská	化水杨油	e facility is a facility of	1035
Tum Bay Length (ft)		423		240		1050		1000
Base Capacity (vph)		0-00-5- 0 -		0.		0		0
Starvation Cap Reductn Spillback Cap Reductn	and the second	0	The state of the s	0	anto de de livis i	0 0		0 -
Slorage Cap Reducin		0		0.63	and the state of t	0.90	TANKE SEPTEMBER MENGANIS	0.70
Reduced v/c Ratio	Control of the Contro	0.56		U.03				
mersection Summary				1				
Area Type:	Other				and the second second	and the Secultures and the Chill		r de commune contra

Area Type: Cycle Length: 110
Actuated Cycle Length: 98.8

Natural Cycle: 90 Control Type: Actuated-Uncoordinated # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: NYS Route 303 & Mountainview Avenue Splits and Phases: **√**1 Ø2 7 Ø8

	۶	→	*	•	4	4	4	†	<i>></i>	\		4
yloveti (e) (*)			(Fig.)		10.57		MAL	487	NEW.	15 6 L	335	SBR
Lane Configurations	3	ቆ			44			4 13			414	
Traffic Volume (veh/h)	- 61	32	117	77	38	18	138	585	111	42	546	49
Future Volume (veh/h)	61	32	117	77	38	18	138	585	111	42	546	49
Initial Q (Qb), veh	0	. 0	0	0	0	0	0	araba Ora	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	2 42	1.00	1.00		1.00	1.00	26.8028029L20	1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1:00	1.00	1.00	1.00	1.00	1.00	1,00
Work Zone On Approach Adj Sat Flow, yeh/h/in	4777	No 1777	4777	400%	No	Abox	4363	No			No	2947
Adj Flow Rate, veh/h	1777 69	36	1777 133	1894 88	1894 43	1894 20	1767 157	1767 665	1767	177 4 48	1774 620	1774
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	003	126 0.88	40 0.88	0.88	56 0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9.00	9	u.ee 9	9 oo 11	11	_ u.ac 11
Cap veh/h	- 116	55	152	168	77	28	202	898	178	58	781	74
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.37	0.37	0.37	0.26	0,26	0.26
Sat Flow, veh/h	365	313	858	594	433	157	541	2401	477	221	2983	283
Grp Volume(v), veh/h	238	0	0	151	0	0	504	0	444	383	0	341
Grp Sat Flow(s) veh/h/ln	1536	Ö	0	1184	Ö	Ō	1740	0	1681	1763	. 0	1723
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	23.3	0.0	20.4	18.6	0.0	16.6
Cycle Q Clear(g_c), s	13.6	0.0	0.0	11.2	0.0	0.0	23.3	0.0	20.4	18.6	0.0	16:6
Prop In Lane	0.29	COLUMN ANY THE SERVICE CARE	0.56	0.58		0.13	0.31		0.28	0.13		0.16
Lane Grp Cap(c), veh/h	324	0	0	273	0	. 0	650	0	628	462	0	451
V/C Ratio(X)	0.74	0.00	0.00	0.55	0.00	0.00	0.78	0.00	0.71	0.83	0.00	0.76
Avail Cap(c_a), veh/h	466	_ 0	- 0	411	0	0:	650	- 0 O	628	659	0	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0,00	1.00	0.00	1.00	1.00	0,00	1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	35.0	0.0	0.0	25.1	0.0	24.2	31.7	0.0	30.9
ncr Delay (d2), s/veh	1.5	0.0	0.0	0.7	0,0	0.0	8.8	0.0	6.6	6.0	0.0	. 3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ife BackOfQ(50%), veh/in	5.2	0.0	0.0	3.2	0:0	0.0	10,4	0.0	8.7	8.3	0.0	6.9
Unsig. Movement Delay, s/ve		- 6 A				er er k u ze ns	n (1444)		eo secunicados	ari d a ka		e supplied
LnGrp Delay(d), s/veh LnGrp LOS	37.8	0.0	0.0	35.6	0.0	0.0	33,9	0.0	30.8	37.7	0.0	34.0
Approach Vol, veh/h	D	A 238	<u> </u>	D	A	A	C	A	C	D	Α	<u>C</u>
Approach Delay, s/veh		230 37.8			151 35.6			948			724	
Approach LOS		37.0 D	241775Es 194		ათ.ი - ე			32.5	Englisutien)		36.0	December 1
AUDIOGRECO				5451	L.						Stable Stable	SHE
Timer Assigned Phs		2		4	100	6		- 8				
Phs Duration (G+Y+Rc), s		40.0	and surface of the second	21.1		29.8		21.1				
Change Period (Y+Rc), s	1.75.0.000.000.000.000.000.000.000.000.00	6.0	and of the second	5.0		6.0		5.0		- Hor - 1982 A Major - 1700	and the second of the second o	
Max Green Setting (Gmax), s		34.0		25.0	Yakirah ik	34.0		25.0		e Vale de la		
Max Q Clear Time (g_c+l1), :	<mark>3</mark> Barnadaro barra	25.3	Spatial statement (2004)	15.6	(2 Vilga litab 2007), as a	20.6	tog (jaggan) i talahan.	13.2	sar Bayyan an	Contract Tour	and the factor of the same	office (18 ordered 1
Green Ext Time (p_c), s	Francisco	2.3	ese defi	0.6		3.2		0.4		ugang lang	4.876	
Intersection Summary												
HCM 6th Ctrl Delay	in grand		34.5	1.11		in A Sol		ille parein		10-6-2	k cigariya kal	S (22.5)
HCM 6th LOS	Control of Section 1995		C	an and the second	r (1982) (1967) (4.6)		CPO THUSTON	reader about		SENTER TO		Findshift)
•			-									

	<i>y</i> _	€_	*	/*	6	×		
cancactions	No.		SNET	NER		ersiny filozofie		
Lane Configurations	¥		\$			4		
Traffic Volume (vph)	19	- 4	108	78	7	113		
Future Volume (vph)	19	4	108	78	7	113		
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	16	16	15	15	14	14	and the second s	
Grade (%)	0%		2%			-2%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor								
Frt	0.975		0.943			A 607		CHARLES AND
Fit Protected	0.961					0.997		
Satd. Flow (prot)	1702	0	1724	0	0	1834 0.997		
FIt Permitted	0,961				- Carlon	1834		
Satd. Flow (perm)	1702	0	1724	0	0	1034		
Link Speed (mph)	- 30		30			361		ALL STREET, MARKET STREET, STR
Link Distance (ft)	289		255			8.2		
Travel Time (s)	6,6		5.8		5/44.9/4/ 1	0.2		
Confl. Peds. (#/hr)	1 	1	o ber	0.85	0.85	0.85		
Peak Hour Factor	0.85	0.85	0.85	12%	33%	10%		
Heavy Vehicles (%)	0%	100%	14% 197	1270	ეე /0 	133		ung wasang palabahan
Adj. Flow (vph)	22	. 5	141	32				The figure of the commence of
Shared Lane Traffic (%)	egenes in dispositi smille d		219	n A	0	141		Association of the state of the
Lane Group Flow (vph)	27.	0	219 No	No	No	Control of the Control of the second of the Control		
Enter Blocked Intersection	No	No	Left	Right	Left	60. Facus Gallery (1994) (2770)		\$6-7 to \$150 to \$200.000
Lane Alignment	Left	Right	Leit 0	Exigen	Evit	0	TIT TITLE OF CHEETS OF CONTROL SERVICE CONTROL	
Median Width(ft)	16 0	n de vuoleisuo	0	garge, declin		0.0		ris fina dialoguia e principa
Link Offset(ft)	16	Life Albahan	16			16	TX at the same of the control of the same	
Crosswalk Width(ft)								
Two way Left Turn Lane	0.85	0.85	0.89	0.89	0.91	0.91	way and a second se	
Headway Factor	15	AND STREET, AND STREET, ADDRESS OF		9	e and a section of the state of	the same of the control of the contr	akari da kagi terbe	CHECK TO SERVICE
Turning Speed (mph)	Stop	IS South Carrier and Mary No.	Free	CAS HER PERSON	CARTINETHANISI CARRIN	Free		
Sign Control	Otoh				ke is he is		<u> </u>	
nterséction Summary 🐃								
Area Type:	Other	as the confidence of the Assessment	nacon em entorial V	jungsentang atten	government	estate og Chi		
Control Type: Unsignatize	d atas a			ALD LISS				ACTUAL SECTION OF SECTION ASSESSED.

Intersection Int Delay, s/veh	0.9	, je									7		
Modinien	N/EL			VĒR.	SWL	Sw.	100					in english	
Lane Configurations	¥Γ		1>			4						(1980) 25:11 (1921) 20 Carlo	and the second second second
Traffic Vol., veh/h	19	4	108	78	. 7	113							
Future Vol, veh/h	19	4	108 0	78 1	7	113 0							
Conflicting Peds, #/nr Sign Control	Stop	Stop	Free	Free	Free	Free							
RT Channelized		None		None		None							
Storage Length	0		-	ro-ro-ameni cittati. V	-	-	7.20000 7.0000 (20.00)		SANGE SERVICE PROCESS	THE STREET	× Shares Cataly Labors		
Veh In Median Storage	en european vollens des den sie	_	Ō	_	2	0							
Grade, % Reak Hour Factor	0 85	- 85	2 85	85	85	-2 85					er ker som og		a vare out
Heavy Vehicles, %	0	100	14	ာရ၁ 12	33	10							
Mymt Flow	22	5	127	92	8	133		evice official					
		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ONE STREET			· · · · · · · · · · · · · · · · · · ·	ak naganabba k sama At Wiless k biba is sak fisi	E-13-71289-4-129-23-13-13-13-24-14-14-14-14-14-14-14-14-14-14-14-14-14		CONTRACTOR SALES AND CONTRACTOR	entrevore in the Parket State (N.C. STATE)	Transfer a Maria Arthur Marianes	W (T.) E. (L. 1994)
Mejor/Minor	Vinori,	ĺ	ajor1	1	fajorê-								
Conflicting Flow All	324	175	0	0	220	0							
Stage 1	174		100	•	•								
Stage 2 Critical Howy	150 6.4	7.2		- Skypoty	4.43		Pagaranto Standard						
Critical Hdwy Stg 1	5.4	-				74 SE T S							
Critical Hdwy Stg. 2	5.4			edağı bilə		10.19						4 9 6 6	143
Follow-up Hdwy	3.5	4.2	e National	-	2.497	-	. A. 1888 W. S 4 - 1 - 10 - 10 - 10				AND THE PARTY OF T	The state of the s	20.00 NO.01 (N.10.47)
Pot Cap-1 Maneuver	674 861	668		1 . 1	1186		rojate est			STATE:			
Stage 1 Stage 2	883		- 	5 K. 1987	Parthyu <u>s</u> ca	- - 128 (0.5 \ 14	AB (File to s)	1172-15 Hally		1900			
Platoon blocked, %	iv i Stanisle vski.		-	le de veitro		-	13-70-7-7-12-13-13-13-13-13-13-13-13-13-13-13-13-13-	Paulie sin 1866.			rear all es		
Mov Cap-t Maneuver	668	666	ne se pr e se	ndi Si	1184	ni (As t ui	1 mg					i S-Mary - Se	
Mov Cap-2 Maneuver	668		_ 6659447244644	- 10160-48617	en Gebelle verble				Length College		REMERS SUPERING	9150 eneganitsa <i>e</i> (180	PARTA DE RATE
Stage 1 Stage 2	860 876	ati ja k	(A., 50)		e Kata		AND PAGE	Dan British		No. 22 minst, start	CRL RUE	AL ABARTAN	A eresavi
				illaris			Nija posta			ra Gar			
Approach S	WB		NF (SW	- 15-16							
HCM Control Delay, s	Taraca negative	4 7 0	0		0.5							er One riv	
HCM LOS	В	escarino de activo	AND THE PARTY	Para di Carro		orien alburgus ar sust	AN PLANTAGE SPECIAL COMPANY CO		THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TRANSPO	Principal Company	kir salar qilgi. Indik	(a)zer-felfasji a bez-mar-	
	学品在				Sept 15	het i	e grije w		erus productiva		ing i	a sure	lazo de
Minora sane /Major Mun				Blant	SWL	SWT		100 604	e e				
Capacity (veh/h)					1184	a exp			Pri Inglia	incheit des		4-15-2-4	100.00
HCM Lane V/C Ratio HCM Control Delay (s)	nikozaki) - Trainin).041 10.6	0.007 - 8.1	eje andi	namen es es es es			44:35:441)-441'×	hill Told	engrammings Transport	Ental Seed
HCM Lane LOS				10.0 B	o I A	0 . A			territari				
HCM 95th %tile Q(veh	120407	virtigas.		0.1	0	Zibitina.	www.	res grada					
	est energy courts the sal	are and are the first	a market to N. St.	and the second	VAZ. SKRPET	AND AREASTER	erroretitus same premijski filos	100 miles 4527 C200	er esten trabelete en Din Mill	-LLEG LLANGUTORISM		20.126 224. 20. V 184. W	ecotomics from \$40

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	. Val	ana k	a aust	. Niere	38191	S.P.	
Lane Configurations	14		}		PROFESSION NO.	सी	
Traffic Volume (vph)	17	1	61	51	3	104	
Future Volume (vph)	17	1	61	51	3	104	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	13	13	11	11	
Lane Util Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.994		0.939	And the second s		Participation of the Control of the	
FIt Protected	0,955					0.998	
Satd. Flow (prot)	924	0	1268	0	0	1798	
FIt Remitted	0.965			1		0.998	
Satd. Flow (perm)	924	0	1268	0	0	1798	
Link Speed (mph)	30		30			30	
Link Distance (ft)	376	vission envilo allebas	319			523	
Travel Time (s)	8.5	a ali se	7.3	0.46-16		11.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Heavy Vehicles (%)	100%	- 0%	9%	89%	0%	2%	
Adj. Flow (vph)	20	1	72	60	4	122	The state of the s
Shared Lane Traffic (%)		atherines.	Total Park				
Lane Group Flow (vph) Enter Blocked Intersection	21	O G SADAG AMBURU PANERU J	132	0	0	126	如果我们的证明,我们就是我们的证明,我们就是我们的证明,我们就是我们的证明,我们就是我们的证明,我们就是我们的证明,我们就是我们的证明,我们就是我们的证明,我们
Lane Alignment	No	No.	No	No	No	⊪ No⊩	的复数医复数 医乳腺中枢 可分析化 医肾上腺管
Median Width(ft)	Left	Right	Left	Right	Left	Left	200 152 to 40 25 to 4
Link Offset(ft)	12 0		5.00			0	
Crosswalk Width(ft)	16	CHISEDER	0 +16	traeras de des		0	
Two way Left Turn Lane			10			16	CONTROL OF THE SECOND
Headway Factor	1.00	1:00	0.96	n de			
Turning Speed (mph)	1.00 15	9	0.50	0.96 9	1.04	1.04	
Sign Control	Stop	J	Free	5	15	Free	
***************************************	Property (FECC			rree	
Intersection Summery				lie i e		- act 314.5	and the second of the second of the second
Area Type:	Other	語等語		alian-kilonyesi	186		
Control Type: Unsignalized					CHESTERNIA	n e managa namber ning gippe	A CONTRACTOR OF THE PROPERTY O

Intersections (III) Int Delay, s/veh	0.9						
Movement Tells		WER	a News	ane e	a (Alexandra)	OES	
Lane Configurations	îyf		^}		(4)2)2	।	
Traffic Vol. veh/h	17	. 1	61	51	3	104	
Future Vol, veh/h Conflicting Peds, #/hr	17 0	1	61 0	51 0	3	104 0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized Storage Length	0	None -		None .	4000	None	
Veh in Median Storage		-	0.	•	_	0	
Grade, % Peak Hour Factor	0 85	- 85	0 85	- 85	- 85	0 85	
Heavy Vehicles, %	100	0	9	89	0	2	
Mvmt Flow	20	1	72	60	4	122	
Major/Miner	Viner1	44.6	i.e.				
Conflicting Flow All	232	102	Aajor 1 O	0	132	0	
Stage 1	102	-		2 - 6 <u>0</u> 2 - 3 3	3 050 U		
Stage 2 Critical Hdwy	130 7.4	6.2	- 	- 	4,1		
Critical Hdwy Stg 1	6.4		-	_	-		
Critical Howy Stg 2 Follow-up Howy	6,4 4.4	3.3			2.2		
Pot Cap-1 Maneuver	583	• 959		Side	1466		
Stage 1 Stage 2	726 702	- Great-Kiste	diesede Willes	_	- Commentages	viilo (electro	
Platoon blocked, %	102	r suit.	a ekses	ed A real Parks		. 20 3 € 6 -	
Mov Cap 1 Maneuver	581	959	grander.	-	1466	- 12 S	
Mov Cap-2 Maneuver Stage 1	581 7 26		vis - visit	e Pikkome		- Formular	
Stage 2	700	- -	- Compact case	-	aranden - arverra	- 1863-12 (74) 6-0 (85) - - 5-1862-1-25-1-865	
Approach HCM Control Delay, s	11.3	i de els	0 O		SB 0.2		
HCM LOS	В		CONTRACTORIA				
E hat has really seen as the	15/16						
Minor Lane/Major Mvm Capacity (veh/h)		INE I	NBRV	SECRETARION SECURIOR	SBL 1466	SBTit	
HCM Lane V/C Ratio		- -	- -	0.036		<u>-</u>	
HCM Control Delay (s) HCM Lane LOS		6- 7 (10)	e Kutu	11.3	7.5	0	
HCM 95th %tile Q(veh)			1924: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 1944: 19	B 0.1	A 10	A	

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Lane Group		(== 126R)	W.R.		VALUE .	NBL.		, (15 fb)	and the	Y Secondo	
Lane Configurations	4			4			4 Þ	<u> </u>		4°}	
Traffic Volume (vph)	8 32		146	65	52	132	721	68	16	646	93
	58 32	86	146	65	52	132	721	68	16	646	93
	MANAGEM FOREST STATISTICS OF THE SAME OF T		1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	14 14 -2%	14	12	12 -1%	12	10	10	10	10	10	10
Lane Util. Factor 1.0		1.00	1.00	1.00	1.00	0.95	0%	205		-1%	et vo
En .	0.934	1.00	1.00	0,973	1.00	0.95	0.95 0.989	0.95	0.95	0.95	0.95
Flt Protected	0.984			0.973			0.993	Area San	Maria de la compansión de	0.981 0.999	
	0 1863	0	0	1690	0.	0	3199	a O	0	3135	n
Flt Permitted	0.800	: Little Minch continuesses		0.651	A STATE OF THE STA	**************************************	0.993			0.999	
Satd, Flow (perm) Right Turn on Red	0 1515	0	. 0	1131	0	0	3199	0	0	3135	0
Satd Flow (RTOR)	4.4	Yes	lander of the con-		Yes	k 44 Sel Metro pressure e me	Larrage Control of the	No	error economismos del mis 200 C.9	to the fill for the case of the	Yes
Link Speed (mph)	41 30			11.			A Section			14	
Linic Distance (ft)	595	60 P 63 B		30 255		SPANSO ELIKS	40	Estimates Comm	SOFT FAR CURVOUS	40	Nation is the second
Travel Time (s)	13.5	West Charg		5.8	rie en	MEL 2 +	710 12.1	LANGE ALAS	su ell'atra	1410	
Peak Heur Factor . 0.8	8 0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	24.0 0.88	0.88
Heavy Vehicles (%) 09		2%	2%	3%	26%	1%	4%	2%	75%	5%	0.00
Adj. Flow (vph)	6 36	98	. 166	74	59	150	819	77	18	734	106
Shared Lane Traffic (%) Lane Group Flow (vph)	n en						** ** *** *** *** *** *** *** *** ***	A PROPERTY CO. T. Treets	ALEXANDER PROPERTY (AND A		
Enter Blocked Intersection No	0 200 O No	0 No	N-	299	£ 0	0	1046	0.	0	858	0
Lane Alignment		Right	No Left	No Left	No	No	No	No	No	No	No
Median Width(ft)	0 0	3955		0	Right	Left	Left 0	Right	Left	.=Left	Right
Link Offset(ff)			a (f. 1516) ti	Ů.	organia.		0			0	4/1,024-3C
Crosswalk Width(ft)	16		- Adams in the property of the	16		reactivistically	16			16	
Two way Left Turn Lane Headway Factor 0.91	74.0.1 363.2 1.10					i engles	NG GAS A	150 / No.	6 EU E U		
Headway Factor 0.91 Turning Speed (mph) 15		0.91 9	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Number of Detectors	1 2	, y	15 1	2	9	15		9	15		9
Detector Template Left			Left	2		Left :	2	rain tage	1	2	imaicleonyry
Leading Detector (ft) 20	83	in somethy therego	20	83		20	83		Left 20	83	
Trailing Detector (ft)	A CONTRACTOR OF THE PARTY OF TH	情俗學家	0	-5	and South	0	3.5		20 0	-5.	第1223
Detector 1 Position(ft)	•	Original and the second	0	-5		0	-5	a a company in Francisco	0	-5	MPACETONH
Detector 1 Size(it) 20 Detector 1 Type CI+Ex		BMLAW	20	40	es revers	20	40	製品物	20:	40	010200
Detector 1 Channel	CI+Ex	Property.	CI+Ex	CI+Ex	ale o Haroace	CI+Ex	CI+Ex	ili natura Viscolitata.	CI+Ex	CI+Ex	With a self-
Detector 1 Extend (s) 0.0	0.0	9 .55.035.	0.0	0.0	allan s	0.0	Auto dans		Antenani		in day
Detector 1 Queue (s) 0.0			0.0	0.0	16.51 47.0	0.0	0.0 0.0		0.0 0.0	0.0 0.0	own and
Detector 1 Delay (s) 0.0		n mount specified to be they want	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			48	CHECK LANDSPOR		43			43	\$7.25
Detector 2 Size(ft) Detector 2 Type	40		elacoglilor Web con	40	- marin reservit	T. S. A. T. C. COMP.	40	or comment of a specific of	s. smake Megnigit	40	enskiskiņ
Detector 2 Channel	CI+Ex		- Haramata d	CHEX			CITEX	predict of the second	2.色之为	CI+Ex	
Detector 2 Extend (s)	0:0			0.0	Childre Is	Libratian in A	Sandani de la como	Boggaff Laggarian sa	court fricts received one -	CONTRACTOR NO.	Capacita avail
Turn Type Perm		(金)增加。	Perm	O.U NA		Split	0.0			0.0	
Protected Phases	4.		APER	8	y Branca da	oµiii ⊘ 2	NA O	ikoja Kara	Split	NA	Carrieron Carrie
Permitted Phases 4		- come or commence or the first of the first	8	Marke Tall (1914)	######################################					6.	Solania.

)	-	¥ /	+	1 1	†	<i>></i> \	. ↓	4
anergroup March	(Fig. 1)	EMI			West of the second				
Delector Phase	4	4	. 8	- 8		2 2	anema angula	6	
Switch Phase	TO SEE SEE SEE		Section of the Management of the Section of the Sec		and a residence of the state of				
Minimum Initial (s)	50	5.0	5.0	5.0	5.	The state of the s	5.0	COLUMN TO THE PROPERTY OF THE	akue i
Minimum Split (s) Total Split (s)	10.0 31. 0	10.0 31.0	30.0	30.0	11.		28.0		THE STATE OF THE STATE OF
Total Split (%)	And the second s	8.2%	31.0 28.2%	31.0 28.2%	40 . 36.49	The second secon	39,0	and the second s	
Yellow Time (s)	4.0	4.0	40	4.0	30.47 5.		35.5% 5 .0		The Mark
All-Red Time (s)	1.0	1.0	1.0	1.0	1.	NATIONAL VITEROS SERVICIOS	ብ.ር 1.ር	AND REAL PROPERTY OF THE PROPERTY OF THE PARTY OF THE PAR	
Lost Time Adjust (s)		0,0		0.0		0.0	1.0	0.0	
Total Lost Time (s)		5.0	DO OCC A TON A A AMERICAN SHARE SHAR	5.0	A County Strategy of Constitution and property of the strategy	6.0		6.0	SC-7-INDISTRICT
Lead/Lag								44.5	
Lead-Lag Optimize? Recall Mode	None I	(I.c.a.a.		. FT				Zesto materiorio de Galles	i Sellenda e. S Oktobranica
v/c Ratio	NUHO	None 0.51	None	None 1.08	Ma		None		
Control Delay		33.9		115.7		1.05 79.7		0.92 52.9	4.675.35
Queue Delay		0.0		0.0		0.0		0.0	
Total Delay		33.9		115.7	原列化合体	79.7		52.9	
Queue Length 50th (ft)	Wilder Corrections	97	Sin desired and record a resident state of	~232	The second series with the second	~427	AND THE PROPERTY OF THE PARKETS	301	
Queue Length 95th (ft)		167		#394		#537	机新电影电影	#402	
Internal Link Dist (ft) Turn Bay Length (ft)	ero araketa	515		175	SEE COMMISSION SE	630		1330	demanda audum
Base Capacity (vph)		392		277		997		A-0	
Starvation Cap Reductn		0.0		211		997 C - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	voja estoja komi	958 0	20543 <i>1</i> 56
Spillback Cap Reductn	1800 100 100 100 100 100 100 100 100 100	Ō		0		0		0	.9615E.155
Storage Cap Reductn		10		0		0		0	
Reduced v/c Ratio	,	0.51		1.08	AT THE CONTRACT OF MAN PROPERTY OF THE STATE	1.05	The state of the s	0.90	NA CONTRACTOR
intersection Summary									
	Other								
Cycle Length: 110					A Section of the	110,000		891 -825 N. 580 7. 684 P. E.	
Actuated Cycle Length: 109), 1 Sandominantes en en		likin Turisi Tarihin shek	proparation in the	CAST PM A SAMMEN TO THE CASE SAM	Commission of the commission o	and the state of t	11362446734746444	
Natural Cycle: 110 Control Type: Actuated-Und	oordinated		e stranger i sen		ar programme	多数数 数5	w 3,00 - 3 (1)	es timbre	Sec.
 Volume exceeds capac 	oordinated by dilette is th	enrofically	infinite		3000-30-12010-1305			ASSESSED FOR THE STATE OF	Vistli Rakoto
Queue shown is maximu	ım after two cv	cles.	HIRINGS C		to define the first	10 Ag 19 S 9 .	iasa aktob	in in the second	
# 95th percentile volume (exceeds capac	ity, queue	may be longer.	1 (o nazor si en		wat.	4 286	
Queue shown is maximu	ım after two cy	cles.		•				er en men Kumb DAge errez ya girga	Court of Subsectings
Splits and Phases: 1: NY	S Route 303 &	Mountain	view Avenue						
∜ ø2			№ Ø6			<u>*</u>	3.4		
				Vayvitānā		TAX SE	0 4		
							w <u>ali</u> katawa kata kata kata kata kata kata ka		

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development	EBLO	ERT	EBR	WELV	n West S	own pro	NBL	NBI	HERS	98		
Lane Configurations	PERCY MANAGEMENT	4	- CONTRACTOR	NEW - Street Course	4	Select Characteristics 1, 44		41>			41+	
Traffic Volume (veh/h) Future Volume (veh/h)	58 58	32 32	86 86	146 146	65 65	52	132	721	68	16	646	93
Initial Q (Qb), veh	- 0	0.	00	140	00	52 ·	132 0	721	68 0	16 0	646 0	93 0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach Adj Sat Flow, veh/h/in	2058	No 2058	2058	1894	No 1894	1894	4034	No	200	1001	No	
Adj Flow Rate, veh/h	66	36	2000 98	166	74	59	1841 150	1841 . 819	1841 77	1864 18	1864 734	1864 106
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	88.0	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	3	3	4	4	4	5	5	5
Cap, veh/h Arrive On Green	153 0.24	96 0.24	195 0.24	228 0.24	.84 0.24	64	160	915	90	20	861	131
Sat Flow, veh/h	454	403	823	735	354	0.24 268	0.32 494	0.32 2834	0.32 279	0.28 73	0.28 3095	0.28 472
Grp Volume(v), veh/h	200	0	0	299	0	0	551	0	495	459	_ 2020 ()	399
Grp Sat Flow(s), veh/h/lin	. 1680	0	. 0	1357	0	0	1816	0	1791	1861	0	1779
Q Serve(g_s), s Cycle Q Clear(g_c), s	0.0 10.5	0.0 0.0	0.0	12.4	0.0	0.0	31.1	0.0	27.2	24.9	0.0	22.0
Prop in Lane	0.33		0.0 0.49	22,9 0.56	- 0.0	0.0 0.20	31.1 0.27	0.0	27,2 0.16	24.9	.0.0	22.0
Lane Grp Cap(c), veh/h	444	0	. 0	376	0	0.20	587		578	0.04 517	0	0.27 495
V/C Ratio(X)	0.45	0.00	0.00	0.80	0.00	0.00	0.94	0.00	0.86	0.89	0.00	0.81
Avail Cap(c_a), veh/h HCM Platoon Ratio	460 1.00	100	1.00	389	0	0	587	0	578	583	0	558
Upstream Filter(I)	1.00	1.00 0.00	1.00 0.00	1.00 1.00	1.00 - 0.00	1.00 0.00	1.00 1. 00	1.00 0.00	1.00 1.00	1.00 1.00	1.00 0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	39.7	0.0	0.0	34.6	0.0	33,3	36.4	0.0	1: 00 35.4
Incr. Delay (d2), s/veh	0.3	0.0	0.0	9.7	0,0	0.0	25.0	0.0	15.0	14.1	0.0	7.8
Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/in	0.0 4.4	0.0 0.0	0.0 - 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh		0.0	U.U	8,5	-0.0	0.0	- 17.1 -	0.0	13.7	12.8	0.0	10,2
LnGrp Delay(d), s/veh	34.7	. 0,0	0.0	49.4	0.0	0.0	59.6	0.0	48.3	50.5	0.0	43.1
LnGrp LOS	C	Α	A	D	Α	A	E	Α	D	D	Α	D
Approach Vol. veh/h Approach Delay, s/veh		200 34.7			299 49.4			1046			858	
Approach LOS		04.7 C			49.4 D			54.3	Ne is the wa		47.1	ACASIA DE
Timer - Assigned Phs		1.17.27.00.00.00.00.00.00		4		æ					. .	
Phs Duration (G+Y+Rc), s		40.0		30.0		35.3	dit die g	30.0				
Change Period (Y+Rc), s	Estina 15 1925)	6.0		5.0	n en en en	6.0	9-20-1-1. A	5.0				A. SHE
Max Green Setting (Gmax), s	250 Maria	34.0		26.0		33.0		26.0	e de Secti	day.	ARTER 1	
Max Q Clear Time (g_c+11), s Green Ext Time (p-c), s		33.1 0.4	and and a	12.5 0.5	Himmichae	26.9	ekstraen.	24.9	en Hermonier	istick gline new	Pro-1 12 (1 AP) 1 - 4/4 AP)	-Nichallan amak
The state of the s		V.H		U,U		2.4		0.1		96.55	Water de	
Intersection Summary HCM 6th Ctrl Delay			49.5	000	alie i julija			3 2 2				
		commence your										

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	198	11/E E	SNEE	NEC.					
ane Configurations	k#	on in labora province about 1.25%	Ļ		a a marana da mana da m	4			
affic Volume (vph)	91	22	97	18	- 5	171			
ure Volume (vph)	91	22	97	18	5	171			200
al Flow (vphpl)	1900	1900	1900	1900	1900	1900			
e Width (ft)	16	16	15	15	14	14	The Strate Market St. F.	Mark to water	7
de (%)	0%	100	2%			-2%			
e Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00	CONTRACTOR CONTRACTOR CONTRACTOR		£804
Bike Factor		100					4.5		
Shelingh facilis, colossol i Granda Albertane comercos estados a tempos	0.973		0.979	10.10.10		- West (1991) - 1991		-v- -0-1 15232900	98131200
o(ected-)	0.961					0.999			
Flow (prot)	1903	.0	1902	0	0	1940	2 Common Company (1974)		
armitted	0.961		F Majori		100	0.999			
. Flow (perm)	1903	0	1902	0	0	19 4 0			~~~~
peed (mph)	30		30			30			
Distance (ft)	289	PORTECT RESIDENCE SAMPLES NO.	255			361			and activising.
Time (s)	6.6		5.8			8.2			01号
Peds. (#/hr)	1	112 MACAL Made by consumous	was represent the contraction of the	1				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
CHour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
y Vehicles (%)	6%	5%	6%	9%	20%	5%			
Flow (vph)	110	27	117	22	. 6	206			
ed Lane Traffic (%)	KGD2-45TACTPRACMENT Above to a	MENTAL PROPERTY IN A SECOND PR	Skal re-maks in Last and control of	USANALI-TERAL CONTRACTOR	1 Maria Baras da la				
Group Flow (vph)	137	. 0	139	. 0	0	212			
r Blocked Intersection	No	No	No	No	No	No	/Paul 75 5 W 147 5		
Alignment	Left	Right	Left	Right	Left	Left			
ian Width(ft)	16	orani dengan dan sa	0	hefu massassasa	i di di laif tariba mesaperens	. 0	No. of the last section in the secti		ode cases a
Offse((ff)	0 -	viola il	0.	and Art		0	444		
sswalk Width(ft)	16	orana ana ana an	16	ulteriounds groups more an	n calabra estes estes estas esta	16	Marie Constitution of the State		
way Left Turn Lane									iga sang Nasa dan
dway Factor	0.85	0.85	0.89	0.89	0.91	0.91	colores de Mariano		74- 1 (2012) 00
ing Speed (mph)	. 15	9.		9	→ 15 <u></u>				200
Control	Stop		Free			Free			
section/Summary: 7						9 0			
a Type: C	Other							e constant	
rol Type: Unsignalized								i de la	

ntersection					Anna Sana		
Int Delay, s/veh	3.4						
Mexicine it set to a	WEE	AVER :	HET	NER	- UNI	×CACT.	
Lane Configurations	Ŋ		1>			र्स	
Traffic Vol. veh/h	91	22	97	.18	5	171	
Future Vol, veh/h Conflicting Peds:#/hr	91 1	22 0	97 0	18	5 0	171 0	
Sign Control	Stop	Description of the second	V. 17.10	Free	Free	Free	
RT Channelized		None	•	None	-	None	
Storage Length Veh in Median Storage	0 A # 2	-	- 0	- 6 (1)	- (1)	- (1940 :	
Grade, %	0	-	2	- -	_	-2	
Peak Hour Factor	83	83	83	83	83	-83	
Heavy Vehicles, % Mymt Flow	6 110	5 27	6 117	9 22	20 6	5 206	
	, iv	~!	. FLIF		v	200	
Major/Mirror	Minort.	N	ajór1.	T. A	lajor2 -		
Conflicting Flow All	348	129	0	0	140	0	
Stage 1 Stage 2	129				0 161 2 4	÷	
Critical Howy	219 6.46	6.25	-	- V 17151	4.3	-	
Critical Hdwy Stg 1	5.46		EN PERMITENA	-	. <u>-</u>	-	
Critical Howy Stg 2 Follow-up Howy	5.46 3.554	2 245			0.00		
Pot Cap-1 Maneuver		3.3 4 3 913.		V-1314 1127	2.38 1 340	_ 	
Stage 1	887	na n	Table Polleries	-	-		
Stage 2 Platoon blocked, %	808	itarie i			4.6		
Mov Cap-1 Maneuver	637	912	<u>-</u>	- -	1338		
Mov Cap-2 Maneuver	637	*	-a varer er en - iae francosa e su	- - -		-	
Stage 1 Stage 2	886 803	2.5					
1	000			e de la como		-	
Appreach	WB		NE		SW		
HCM Control Delay, s	11.7		0		0.2		
HCM LOS	B	Lescontials (Th	4095.F(SA	2:/hymneses			
	e de la composição	Sugara i			ANG S	Mary A	
Minor Lane/Major Mym		NET	The state of the s	The second second	The state of the s	SWT :	
Capacity (veh/h) HCM Lane V/C Ratio		# . W. (3 46 fi		67 7).201 (
HCM Control Delay (s)		atolekyit Isidé i	ju Mycanica Radio My	CHARLESTON TO A CO. A	7.7	0	
HCM Lane LOS		e reine		В	A	A	
HCM 95th %tile @(veh)				0.7	0		

	•		†	/	>	↓		•
aneGrajo (23)	# 47(B)	Wale	a NE	100	SEL			
Lane Configurations	N/F		ĵ.		- Property Real Section	4	CONTRACTOR ABOVE SURREST, MUSIC, MARCHAN	
Traffic Volume (vph)	56	3	106	14	1	120		
Future Volume (vph)	56	3	106	14	1	120		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	13	13	11	11	Actorist California	
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor	e. e. (X accordances the first th	es over communications	College Services	D. JOHNSON .			
Fit	0.994		0.984					
Flt Protected	0.954	**************************************		aven, vener i hadd it soon total cool by Lighting	m rossasion nei die Erecto i Da			
Said, Flow (prot)	1400	0	1811	0	0	1837		
Flt Permitted	0.954	yes and the second		and the second s	AN AND DESCRIPTION OF THE PERSON OF THE PERS	and a second second second	ero almentario della 2000.	
Sald, Flow (perm)	1400	0	1811	0	0	1837	on Barrier Strain Committee	
Link Speed (mph)	30	The second or the set of the second of the s	30	AMERICAN PROPERTY OF THE PROPE		30		The second se
Link Distance (ft)	376		319			523		
Travel Time (s)	8.5	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	7.3	necescamaness saudisation	no e mini i i i i i i i i i i i i i i i i i	11.9		
Confl. Peds. (#/hr)	1	1		- 1	1			i de la C
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86		
Héavy Véhicles (%)	30%	0%	0%	58%	0%	0%		
Adj. Flow (vph)	65	3	123	16	1	140	none a maria de la company	HE DONALD OF
Shared Lane Traffic (%)					and distribu	4.640	end the	y sistem
Lane Group Flow (vph)	68	0	139	0	0	141		
Enter Blocked Intersection	No	No	No '	No	No	No	A CONTRACTOR OF THE PARTY OF TH	
Lane Alignment	Left	Right	Left	Right	Left	Left	presente (17 febre 60.46.5). Established (1	
Median: Width(ft)			0	VENIENS N		0	iger Teacargnica	
Link Offset(ft)	0		0	n essuadh i ville dha leighe dh	er war o't Julianie stalika	0		
Crosswalk Width(ft)	16		16			16		<u>Carana</u>
Two way Left Turn Lane	mile promiseration of a position fact.	er and street actions of	A COURT MAKE	numedo deseglo de	an a state of the			
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04	\$5.5\$ \$1.00 s.30	
Turning Speed (mph)	15	9	an water velbyg ye	9	15			este de la composition della c
Sign Control	Stop		Free			Free		
2 March 1997 (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997)		CONTRACTOR OF THE				x1576154924; (i)	and the second s	
ntersection Summary	and the		r gard Fares	200				1.5
	Other		1.55465.19				神明天 為底	
Control Type: Unsignalized								

file X-Sieg	0.0						
Int Delay, s/veh	2.2	Nation (Nacional Company	edate musika mosar	
Movement Lane Configurations	WELL	a grija		ê lê di	(SEL)	3 (SE)	
Traffic Vol. veh/h	56	3	ĵ . 106	14	1	र्स 120	
Future Vol, veh/h	56	3	106	14	1	120	
Conflicting Peds. #/hr Sign Control	1 Stop	1 Stop	0 Free	1 Free	1	0	
RT Channelized	Stop -	None	riee	None	Free	Free None	
Storage Length	0		-	. =			
Veh in Median Storage Grade, %	,# 0 0	-	0 0	•	•	0 0	
Peak Hour Factor	86	86	- 86	86	86	86	
Heavy Vehicles, %	30	0	0	58	0	0	
Mynt Flow	65	3	123	16	1.	- 140	
Major/Minor	dinor1	A	Aajor1.	· ·	aior2		
Conflicting Flow All	275	133	0	0	140	0	
Stage 1	132	10.2	Marin S	4-46-5	155 A 154		
Stage 2 Critical Howy	143 - 6.7	- 6.2	- Ereni	Calabatay	-	<u>.</u> 15.34.31	
Critical Hdwy Stg 1	5.7	. u.z -	- -	# 3 000000	- -	-	
Critical Howy Stg 2	5.7				e i destily set a de ve		
Follow-up Hdwy Pot Cap-1 Maneuver	3.77 659	3.3 • 922	-	Daire	2.2 1456	•	
Stage 1	830	-	- 	-		51905) -	
Stage 2	820						
Platoon blocked, % Mov Cap-1 Manegver	657	920	- 6-12-5-1	ik mar	1455	- Marian	
Mov Cap-2 Maneuver	657	-	-	-	-	-	
Stage 1 Stage 2	829 818		in the same				
Stage 2	010	<u>-</u>	- 17 2 41	Santa	-	Bokan	
Approach -	WB.		NB		(SB)		
HCM Control Delay, s	11		0		0.1		
HCM LOS	В		se konze				
		KIDO					
Minor Lane/Major Mvm Capacity (veh/h)		NBT	MRKA	/Bun1 667		SBT	
HCM Lane V/C Ratio	rshuin (Riché	2015-A6 7 -		0.103	0.001	- -	
HCM Control Delay (s) HCM Lane LOS	1 1 2 1 2 2 1			11.	7.5	- 2, 0 -	
HCM 95th %file Q(veh)				B 0.3	A 0	A Paragan	
- CONTROL OF THE LOCATION OF THE PROPERTY OF T	antan antang	स्तर-१ ०० स्त्रीतिक स्त्रीति	named Wife	943.003.97	estanti ini		1. 2015年12月2日 - 1916年12月1日 - 191

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energioun Albertain	la in a labelle	r EB	rajaGira	WE		ve was	is KIL E	y a Violen		() () () () () () () ()	(50 b)	I SBP
Lane Configurations Traffic Volume (vph)	61	- (117	82	4} 39	99	138	47) 585	= 101	38	41 } 546	49
Future Volume (vph)	61	31	117	82	39	23	138	585	101	38	546	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14 -2%	14	12	12 1%	12	10	10 0%	10	10	10 -1%	10
Grade (%) Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frit		0.924			0.978			0.982			0.988	
Fit Protected		0.986	n 1980 bisha Massa		0.972		sages of the captor	0.992	ANE CONTRACTOR	(S. 11. Salat Helita Salat	0.997	
Satd: Flow (prot). Fit Permitted	0	1730 0.845	0	. 0	1588 0.566	0	alias U .	3013 0.992	0	0	2958 0,997	a de la
Satd, Flow (perm)	0	1482	. 0	0.	925	0	0	3013	0.4	ê ô	2958	0
Right Turn on Red	white-we Considerate-a	CHESTO CONTROL CONTROL	Yes			Yes		hert 2000;000000000000000000000000000000000	No	and the state of t	- 100-200-200-200-200-200-200-200-200-200-	Yes
Sald, Flow (RTOR)		54	side belle		8			40			. 8	
Link Speed (mph) Link Distance (ff)		30 5 95		S. G. WY	30 25 5			40 710		Degra Ve Si	40 1410	
Travel Time (s)	and the American	13.5	Milio Island Ja	eri kalka dalambi	5.8	See Look	a rou ethiologic	12.1	- Profession		24.0	
Peak Hour Factor	88.0	88.0	88.0	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	18%	4%	8%	3%	56%	10%	9%	7%	42%	11%	10%
Adj. Flow (vph) Shared Lane Traffic (%)	69	35	133	93	44	26	157	- 6 6 5	115	* 43	620	56
Lane Group Flow (vph)	0	237	. 0	0.	163	o de la companya de	-1. at 0.	937	0	0.4	719	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left. ^	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	a Nakatanis	0 an (0 a	h (skuri) estiti	in Angleis	0	era fil		0 0	na izala		0 • 0	i in in
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane										arangan Arangan	74 B	
Headway Factor Turning Speed (mph)	0.91 15	0.91	0.91 9	0.99 15	0.99	0.99 9	1.09 15	1.09	1.09 9	1.09 15	1.09	1.09
Number of Detectors	10 1	2	J	. ເນ 1	2		1 1	2	· • 5 ·	19 1	2	7. See 2
Detector Template	Left	-		< Left			Left			Left		
Leading Detector (ft)	20	83		20	83	G LORDE POSITIVE	20	83	A 2002 M. Francisco de la 2002	-20	83	a massico subte i
Trailing Detector (ft) Detector 1 Position(ft)	0 0	-5 -5		0	-5		0 0	- 5 -5		0	- 5 -5	
Detector 1 Size(ft)		-J 40 -	ncorkoj, este One-Strog Proj	- 20	40	villada (5) Martin Bartin	20	-J 40		20	-J 40	
Detector 1 Type	Cl+Ex	CI+Ex	Marie and Marie and Assessment	Cl+Ex	CI+Ex	ir ili saltani albuma.	CI+Ex	Cl+Ex	omed dell MS 100a.	CI+Ex	CI+Ex	angagan union orași
Detector f Channel						(Lic albus 1918)			Maria de la composición dela composición de la composición de la composición de la composición de la composición dela composición dela composición dela composición de la composición dela composición de la composición dela composición de		9140051	aires in A Austra
Detector 1 Extend (s) Detector 1 Queue (s)	0.0	0.0 0.0		0.0 0.0	0.0 0.0		0.0 0.0	0.0 0.0		0.0 - 0.0	0.0 0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	sisterior i 146 in 17	ifbanist in iş Lazı külüğ	43	ani a		43		arithigaen Arthrodusa	43	
Detector 2 Size(ft)		40	Sing Malousia		40	Elantia	na Spáinneach	40		artin nansk	40	hick (44)
Detector 2 Type Detector 2 Channel		CIHEX			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Extend (s)	A dia non littlich. S. B. S. Carlot	0.0			0.0		al Salida Arti	0.0			0.0	
Turn Type	Perm	NA	radialy Promisely	Perm	NA	an in a serior de la company de la compa	Split	NA	resent orsers	Split	NA	nekt digirliki Zi
Protected Phases		3 4 -			8		- 4 2	2		6	6	
Permitted Phases	4			8								

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Leure von Belge Van	EBT ME	le en vien en	Rossnel single me	
Detector Phase	4 4 4	8 18 18 18 18 18 18 18 18 18 18 18 18 18	2 2	6 6
Switch Phase Minimum Initial (s)				
Minimum Split (s)	5.0 5,0 10.0 10.0	5.0 5.0 30.0 30.0	5.0 5.0	5.0 5.0
Total Split (s)	30.0 30.0	30.0 30.0 30.0 30.0	11.0 11.0 40.0 40.0	28.0 28.0 40.0 40.0
Total Split (%)	27.3% 27.3%	27.3% 27.3%	36.4% 36.4%	36.4% 36.4%
Yellow Time (s)	4.0 4.0	4.0 4.0	5.0 5.0	5.0 - 5.0
All-Red Time (s)	1.0 1.0	1.0 1.0	1.0 1.0	1.0 1.0
Lost Time Adjust (s)	0,0	0.0	0.0	0.0
Total Lost Time (s) Lead/Lag	5.0	5.0	6.0	6.0
Lead-Lag Optimize?				
Recall Mode	None None	None None	Max Max	None None
v/c Ratio	0.71	0.87	0.90	0.85
Control Delay	41.4	76.9	46.1	43.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay Queue Length 50th (ft)	41.4	76.9	46.6	43.9
Queue Length 95th (ft)	112	99 #204	318 #474	231
Internal Link Dist (ft)	515	175	#**/# 630	304 1330
Turn Bay Length (ff)		en de la marin de la compa	and the second of the second of the second	1000
Base Capacity (vph)	416	240	1039	1025
Stanyation Cap Reductn Spillback Cap Reductn		Q	0	
Storage Cap Reductin	0	0	0	0
Reduced v/c Ratio	0.57	0.68	0.90	的基础的基础。 0.66020
Intersection Summary		0.00	0.30	0.70
	Other		. 1	
Cycle Length: 110	/IIIGI			
Actuated Cycle Length: 99.9				
Natural Cycle: 90	geren, at ther it is not be a	right of the Newscard of the		
Control Type: Actuated-Unco		an Osto sake Palamente anno contra de los contras de la co	Applications at severe 1811 to 5 Mills hand Color of the residence of the last of the second	929 2 ATT AN THREE SENTENCES CONTRACT C
# 95th percentile volume ex Queue shown is maximum	cceds capacity, queue n n after two cycles.	iay be longer.		
Splits and Phases: 1: NYS	Route 303 & Mountainvi	ew Avenue.		
★ 1 _{Ø2}		rac .	*	
		* 2 6 San politic (0:34) 2 (24) (35) (36)	1	
The second secon			4	
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Aloxidicate. All and a	F FF						$AG_{\mathcal{A}}$	NE	A BR	35		
Lane Configurations		4		Annual State of the State of th	4	waren a sawar war day and balandar day.	ALLA BARRI LA BARRICA DE TRA	4 कि	man, marther evolution	CONTRACTOR SERVICES OF STREET	41>	e constant
Traffic Volume (veh/h)	61	31	117	82	39	23	138	585	101	38	546	49
Future Volume (veh/h)	61	31	117	82	39	23	138	585	101	38	546	49
Initial Q (Qb), veh	0	0.	0	0.,	Ó	0	0	0	. 0	0	0	0 1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	2 66	1.00 1.00	1.00	1.00	1.00 	1.00 1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	T.UU	1.00	No	i il.UU -	1,00	No	LUU
Work Zone On Approach	1777	No 1777	1777	1894	No 1894	1894	1767	1767	1767	1774	1774	1774
Adj Sat Flow, vehili/in Adj Flow Rate, vehi/h	69	35	133	93	44	26	157	665	115	43	620	56
Reak Hour Factor	0.88	- 0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9	9	9	11	11	11
Cap veh/h	116	54	152	166	75	34	205	912	165	52.	782	74
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.37	0.37	0.37	0.26	0,26	0.26
Sat Flow, veh/h	363	306	856	585	421	191	549	2436	442	199	8003	. 285
Grp Volume(v), veh/h	237	0	0	163	0	0	498	0	439	380	0	339
Grp Sat Flow(s), veh/h/lin	1525	0	0	1196	0	0	1739	- 0	1687	1764	. 0	1723
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.0	22.8	0.0	20.0	18.5	0.0	16.4
Cycle Q Clear(g_c), s	13.6	0.0	0.0	12,1	0.0	0.0	22.8	0.0	20.0	18.5	0.0	16.4
Prop In Lane	0.29		0.56	0.57		0.16	0.32		0.26	0.11		0.17
Lane Grp Cap(c), ven/h	323	. 0	0	275	0	_ 0"	651	. 0'	632	459	0	449
V/C Ratio(X)	0.73	0.00	0.00	0.59	0.00	0.00	0.76	0.00	0.70	0.83	0.00	0.75
Avail Cap(c_a), veh/h	465	0	0	413	0	0.0	651	- 00 i	. 632	661	0	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1,00	0.00	0.00	1.00	0.00	1.00	1.00	0,00	1.00
Uniform Delay (d), s/veh	36.2	0.0	0.0	35.3	0.0	0.0	24.9	0.0	24.0	31.7	0.0	30.9
Incr Delay (d2), s/veh	4 1,5	0.0	0.0	0.8	0.0	0.0	8.3	0.0	6.2	5.9	0.0	3.1 0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 8.5	0.0 8.2	0.0 0.0	0.0 6.8
%ile:BackOfQ(50%),veh/in	5.1	0.0	0.0	3,4	0.0	0.0	10.2	0.0	0.7	0.4	4.4	
Unsig. Movement Delay, s/vei	1 37.7	- 0.0	× 0.0	36.0	0.0	0.0	33.2	0.0	30.2	37:5	⊸ 0.0	34,0
LnGrp Delay(d) siveh LnGrp LOS	<i>⊃≀.≀</i> D	A V	A O	ວນ.ຍ D	. u.u A	A.u.	oo.z C	 A	30.2 C	D D	о.о А	C
Approach Vol. veh/h	ע	237		U	163		<u> </u>	937		<u> </u>	719	
Approach Delay, s/veh		37.7			36.0	Wilder House		31.8	MANER OF STREET	THE STREET LINE	35.9	
Approach LOS	gertalitet sta	37.7	1955		30.0 D	(5) / O) (5) (2)		i e	i is Mark		o de la	
						inne, her kanat	e okazelis a. S.					ASSESSED ASSESSED
Timor Vässonen Pile		. 2		4		6-		8	A CONTRACT			STEEN SECTION
Phs Duration (G+Y+Rc), s		40.0		21.2	and Alberta	29.6	4-12/14	21.2	r tal-ar-sir	Billion in		COLORNA I
Change Period (Y+Rc), s	Maria Armentolans	6.0	io Translaine	5.0		6.0	acasaka Padas	5.0	An Carry Congress	Cárrin Mediles		CAPPINA.
Max Green Setting (Gmax), s		34.0		25.0		34.0	and the	25.0				
Max Q Clear Time (g_c+l1), s		24.8		15.6	e rei selske ion cels	20.5		14.1		ga kumpusa	vars un	
Green Ext Time (p_c); s	resident.	2.4		0.6		3.2		0.4	ingris. Jea	90.05.766	PARE CAN	
Intersection Summary												
HCM 6th Ctrl Delay			34.2	A ALLEGA		10 go A 1		e a familie	ang karasa		Street St.	
HCM 6th LOS		***************************************	С				-					

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ane Great	_ VE	WER	NET	NER	SWE	
Lane Configurations	N/		\$	77 To 10 To	100 100 100	4
Traffic Volume (vph)	8	- 3	81	90	5	136
Future Volume (vph)	8	3	81	90	5	136
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		6.6			, Just	
Fπ	0.958	A A APPRAISE SANCE SANCE SANCE SO	0.929	COLUMBATING COLUMN SACOL	uitt buuddisku busuum m	278.00 seek 162.7800 co. 1
Fli Protected	0.967			4		0.998
Satd. Flow (prot)	1525	0	1702	0	0	1843
Flt Permitted	0.967					0.998
Satd. Flow (perm)	1525	0	1702	0	0	1843
Link Speed (mph)	. 30		30			30
Link Distance (ft)	289	und The State of the Control of the	255		. Andrewske removed	361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	1	Carrine de la carre de la c	1	1	bakakakaranga asa sa c
Peak Hour Factor	0,85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	100%	14%	12%	33%	10%
Adj, Flow (vph)	9	4	95	106	6	160
Shared Lane Traffic (%)				ene e ene	razeracio a nte	
Lane Group Flow (vph)	c a 213	1919/04		1-1 A 0	0.0	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft) Link Offset(ft)	16 ∂ari ≭ 0 =		0 • 0		enbario o	0
Crosswalk Width(ft)	16	rathor-the				0
Two way Left Turn Lane	٥١		16			16
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	0.65 15	0.65 5 9	U.09	U.89 9	0.91	บ.ษ เ
Sign Control	Stop	J	Free	7	19	Free
	Stop		FIEC			riee
ntersection Summary						
	Other					
Control Type: Unsignalized		e per el la com				reducify (L.)
						- 1 to the second of the secon

					V65004 W1014 A		
Int Delay, s/veh	0.5						
Loverne	VAC:	MER			Z. William		
Lane Configurations	Ϋ́	K.L15	1		ir w.a	er er	
Traffic Vol. veh/h	- 8	3	81	90	5	136	
Future Vol, veh/h Conflicting Peds, #/hr	8	3 1	81	90	5	136	
Sign Control	Stop	Stop	Free	Free	Free	0 Free	
RT Channelized	•	None	į	None		None	
Storage Length Veh in Median Storage	0 # 0	-	0		_	-0*	
Grade, %	0	-	2	-	_	-2	
Peak Hour Factor	85	85	85	85	85	85	
Heavy Vehicles, % Mymt Flow	0 9	100 4 .	14 95	12 106	33 6	10 160	
		7	JU	100	U	ייסטי	
Major/Minor 🗸 👢 A	Ainor1	. N	laior1	f	lajor2		
Conflicting Flow All	322	150	0	0	202	0	
Stage 1 Stage 2	149 173	•		•	i kalendar		
Critical Howy	6,4	7.2	-	- 4-5-45-	4.43	- Verilla (1907)	
Critical Hdwy Stg 1	5.4		-	-	-	A191818386650	
Critical Howy Stg 2 Follow-up Howy	5.4 3.5	4.2			2.497		
Pot Cap-1 Maneuver	676	4.2 692		- This state of the	2.497 1205		
Stage 1	884	- - -	7-17 SIPP SAESE (#1		TATE OF THE PERSON NAMED IN THE PERSON NAMED I	-	是一种的一种,我们就是一种的一种,我们就是一种的一种,我们就是一种的一种,他们就是一种的一种的一种。 第一种,我们就是一种,我们就是一种,我们就是一种,我们就是一种,我们就是一种,我们就是一种,我们就是一种,我们就是一种,我们就是一种,我们就是一种,我们就是一
Stage 2 Platoon blocked, %	862	•		700			
Mov Cap-1-Maneuver	671	690		diameter	1203	- - 	
Mov Cap-2 Maneuver	671	-		- \$4000000000000000000000000000000000000	- Tologopolis or is	Barran Server	
Stage 1 Stage 2	883 857	_			_		
	elister Markalija	r Kanan	aut_orga Subsensio	eren e		w is h	
Approach	. WB		NE :		SW		
HCM Control Delay, s	10.4		. 0	je da set	0.3		
HCM LOS	B	Migratica e	945674	STORES	alebany sys		
Miner Lane/Mäjor Wint		Nema S					
Capacity (veh/h)			MERVAL POST			JWI - 2	
HCM Lane V/C Ratio		erope ya nya -	- 0	.019 0		- 21/91/11	
HCM Control Delay (s) HCM Lane LOS			radaliză în Burăzioli a	10.4	8	0.	
HCM 95th %tile Q(veh)		Line	Actu li ca	B 0.1	A 0	A	
The state of the s	wowersted	-#2195713					

	•	•	†	/	-	↓
rene Griego	- WELF	WHE	6 (18)	Naja:	851	
Lane Configurations	k#	New many of the country of the accountry of	p		15.00 Laboratoria	J.
Traffic Volume (vph)	34	2	71	13	. 4	107
Future Volume (vph)	34	2	71	13	4	107
Ideal Flow (vphpl)	1900	41900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994	· · · · · · · · · · · · · · · · · · ·	0.980	The second self second as pro-	THE COURT OF THE PROPERTY OF THE PARTY OF TH	TO SERVICE STATE OF THE SERVICE STATE STATE OF THE
Fft.Protected	0.955					0.998
Satd. Flow (prot)	924	0	1589	0	0	1798
Fit Permitted	0.955				New Service	0.998
Satd. Flow (perm)	924	0	1589	0	0	1798
Link Speed (mph)	30		30			30
Link Distance (ft)	376	SCOCE State Laborated Surgery and the	319			523
Travel Time (s)	8.5	ALCOHOL:	7.3			11.9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	100%	0%	9%	89%	0%	2%
Adj. Flow (vph)	40	2	84	15	5	126
Shared Lane Traffic (%)				sa ituye,	Sale 4	3 (2 d s)
Lane Group Flow (vph)	42	0	99		0	131
Enter Blocked Intersection	No	No .	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0	ari (SIS)		0.4
Link Offset(ft)		ansayahastan	0	CONTRACTOR OF STREET	righted (edeken) in	0
Crosswalk Width(ft)	16	25/28克》	. 16	i elektris i	Setudian.	16
Two way Left Turn Lane	4.00				Sametanas par 1991	entropy and the second
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph) Sign Control	15 Stop	9	COURT PROS	9	15	414 10-275
The second secon	SIOD		Free		nodelja, je	Free
intersection Summary						
	Other	事心(4)	1000			
Control Type: Unsignalized				an e as assembly haby, out	THE STATE STATES (STATES STATES S	western entry of

Synchro 10 Report Page 6

														
(HEISENIO)						Company to the company of	***************************************							
Int Delay, s/veh	1.9	*C	250 280 3											
Vo rente rit	WEL	alama	Mist		CONTROL COMPANY AND ADDRESS.					The same of the sa		<u> </u>		
Lane Configurations	s y r		100	を 11 次元を 12 mm ままり 10 m	986									ten orazonana
Traffic Vol. veh/h	34	2	<u>ቱ</u> 71		i de la companya de	4	Table Statement							(a,b,b)
Future Vol, veh/h	34	2	71	13	4	107						i are	18 April 19 Sept.	Tally at the
Conflicting Peds, #/		0	0	0	- 0	107		e e e e e e e e e e e e e e e e e e e	Fig. 2015 State March Law or house and				setanis e	Carrier 1
Sign Control RT Channelized	Stop	Stop	Free	Free	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	Free								
Storage Length	0	None	•	None		None					Grandski de grandski programa programa programa programa programa programa programa programa programa programa Programa programa pr	Sharatara mara a an	200-100-100-100-100-100-100-100-100-100-	
Veh in Median Stora	de # A	en e			in the second section of the second	-	A CONTRACTOR OF THE PARTY OF						9.	
Grade, %	0	ations in the	υ, 0			0				35			i de la compania de	diameters.
Peak Hour Factor	85	85	- 85	85	- 85	0 85		(California value of the call						
Heavy Vehicles, %	100	0	9	89	0	- 6 5 2				V 4-1				
Mymt Flow	40	. 2	84	15	- 5	126	機構製	5745456	SCAP DE PAGE COM:	r Odisco State (Section)	and the same time.		A CONTRACT	
Major/Vingt	Minor1	M	sior1	M	ajor2							-		
Conflicting Flow All	228	92	0	0	99	0								
Stage 1 Stage 2	92		1	10 5 m		i de la composition della comp					lhalestanion or account			
Critical Hawy	136 7.4	6.2	- Constant	- Entitioners	-	-				5.60				
Critical Hdwy Stg 1	6.4	0.2			4.1	-		A SECTION			an encore o		Name of the last o	Mr. 1775 magen
Critical Holwy Sto 2	6.4	HARDEL N. SAN THE STATE OF THE			- 1350 -	<u>.</u>	AR STORES MAIN	**************************************		and the said		estra) u	rei yang	e(Spile)
Follow-up Hdwy	4.4	3.3	-	-	2.2									nii sig
Pot Cap-1 Maneuver Stage 1		971	14		507	or best u			Pře Saukaro	SARGenoree we	Control of the second			and the second
Stage 2	735 697	-	- Mainatanna			-	WELLER FELL							
Platoon blocked. %	ust		eriya		S Period					No. of Sec.	Everbale:	an in the second	SMISSOATELECAS	NATIONAL DE
Mov Cap-1 Maneuver	585 9	71		- ИБ	07		ko Marka West, Asia							
Mov Cap-2 Maneuver	585	-	-	nere.	•	A PART	ister sy	20.4					GS at	696
Stage 1 Stage 2	735							Trickles area	laki i provincia da seria	Salvania de la composición de la compo	**	** M. 2005	N. Pavis II.	\$.58°
otage z	694	- Design	- Hig DECUSSION	- Charles Commission in	-	-	WENESE.					70.052		
Approach				tie een			ng Parki	Control of	i i sen		S ection area	ingerniers e	JBAIT ECNOSIONES	tra es
HCM Control Delay, s	WB	4	В		8					SALA MA		legen a		
HCM LOS	11.5		0 .	- 0	3 (1-1)		4	a area						
	В	Lis Veldarder		le ix Suguenen	155.1793441441.1.	TALLES COMMENTED			A. Environ		ten.			18:N
Miner Lane/Major Mymt					Sistematical			and a sign			31 marga	eren er	rifiziole (n. 1921)	inon
Capacity (veh/h)	NB	T NB	WBLr	if SB	L S81	F.								
HCM Lane V/C Ratio			- 59	l8 150	7	15 P. S	16 to 16							
HCM Control Delay (s)	a de la composición dela composición de la composición dela composición de la composición dela composición dela composición de la composición dela composición de la composición dela comp	- Li even	- U.U7 - ∡∗	1 0.00		Balting No. 100		THE SECOND	Parise III (1970)		6.65			r S
HCM Lane LOS	and the second second	5025000 -	- 11 -	and the second second second	2-125-1-125-125-125-125-125-125-125-125-	The second of the second		5 全基础	ing grid.					CQ.
HGM 95th %tile Q(veh)			. 0	An era	\ A Îtaka	i Maria kanasa	enikassanaa	in constant		······································	The section		æfý	rig rig
			~ i= CB (II)	CANAL RESIDENCE	2011111111111111							or Flex 7 R	Assista	
											- 1	r o come of the Ville Life	A mailleadhn. Ph	181

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care Group's Comment	We We	Meri	10			C C	
Lane Configurations	\ ∤f	obs the second substitution of the second second second	3	населения учина д	Control of the Contro	4	
Traffic Volume (vph)	5	2	62	11	4	106	
Future Volume (vph)	5	2	62	11	4	106	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fri : 100 miles in 1	0.966		0.980				的 的 正共成立 经分别 对源 的现在分词
Flt Protected	0.964	COLOR DOCUMENT AND DESCRIPTION OF THE PARTY				0.998	
Satd. Flow (prot)	1735	. 0	1739	. 0	. 0 .	1859	
Flt Permitted	0.964	SANTAK CERUSANAN	Single-State of the state of th		avvoide interespetate in the	0.998	MALE IN COLUMN TO THE PARTY OF
Satd Flow (perm)	1735	0	1739	0	0	1859	
Link Speed (mph)	30	ton sees sometime	30		Maria de Maria de Carres de Ca	30	
Link Distance (ft)	239		523			380	Brownskie Buch Date of Edit for
Travel Time (s)	5.4		11.9			8.6	· - 1997年的 - 1985年 特奇性 12 1988 新疆 14 1988 12 1982 12 12 12 12 12 12 12 12 12 12 12 12 12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	
Heavy Vehicles (%)	2%	2%	8%	2%	2%	2%	THE STATE OF STATE AND STATE AND STATE OF STATE AND STATE OF STATE
Adj. Flow (vph)	6-4	2	73	13	5	125	
Shared Lane Traffic (%) Lane Group Flow (vph)	8		d 15 66 s			100	
Enter Blocked Intersection	No	No	86 No		0	130	
Lane Alignment	Left	Right	No Left	No Right	No Left	No Left	
Median Width(ft)	12	widiir	, Len ()	гчунц	Leit	COLUMN TO SERVICE SALES SALES AND	
Link Offset(fi)	12		0	ntigramen skall se com rodi soci		0 6	
Crosswalk Width(ft)	16	22191756	16	responding		16	and A.
Two way Left Turn Lane			SOSSATIVE.				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	. 15		
Sign Control	Stop	Carrie Control of Manage 1991	Free		n (m. 14) Tetalik	Free	
Intersection Summary							
	Othor				10000		
Control Type: Unsignalized	O the r	SESTIMON	el megragación				
control tabe nusidualized		a de la comp	e e constant	e a de la company	ME ISH		es de la companie de

negszerjajtas							
int Delay, s/veh	0.5		ALIAN S	e doub	263		
Movement	Printernal Section State Section					NGC Water transcript	
Lane Configurations	Service M			on Taile			
Traffic Vol. veh/h	5	- 2	₽ 62	11	i i	्र 106	
Future Vol, veh/h	5	2	62	11	4	106	
Conflicting Peds, #/h Sign Control	\$444.66E.30.5745.68E		_ 0	_ 0	. 0		
RT Channelized	Stop	Stop None	Free	Free None	Free	Free None	
Storage Length	0	-	-	- Sinak	e	NONE:	
Veh in Median Storag			. 0			. 0	
Grade, % Peak Hour Factor	0 85	- 85	0 - 85	- 06	- 8	0	
Heavy Vehicles, %	2	2	69 8	85 2	85 2	85 2	
Mymt Flow	6	2	73	- 13	5	125	
Officeration Company and Company of Company							
Major/Minur	Minor4		ajor I -	Ŋ	ajo)2		
Conflicting Flow All Stage 1	215 80	80	0	0	86	0	
Stage 2	135	-			•		
Critical Howy	6,42	6.22	an ne	100- 4 54	4.12	- (6:連提	
Critical Hdwy Stg 1	5.42	-	-	SAT, Now Properties		-	
Critical Howy Stg 2 Follow-up Hdwy	5,42 3.518 (₹ ₹ 21₽	1.5		- 2.218		
Pot Cap-1 Maneuver	773	980			210 1510	9. /2 m	
Stage 1	943	VOSSNELETID (DES	ALCONOMIE POS			-	· · · · · · · · · · · · · · · · · · ·
Stage 2 Platoon blocked, %	891		ul is s	•			
Mov Cap-1 Maneuver	770	980	- (447)	- 145 2 00	1510		
Mov Cap-2 Maneuver	770		Eliana Maria (la Eliana Maria (la la l		-	41:00±60€9(≥)! •	
Stage 1 Stage 2	943 887	4.9.4	170,760	S H(Z)N-)		, d. 6.	
	OO,		AN SELEC		er innet	Little	
Approach	wB		NB		SB.		
HCM Control Delay, s	9.4		0		0.3		
HCM LOS	A	weren		PRINTE SPACE.	TRANSPORTER	er state der tot e	
						Market I	
Miner Lane/Major Myrn	i	NBE. K	BRWB	AND DESCRIPTION OF THE PERSON		58T	
Capacity (veh/h) HCM Lane V/C Ratio				8 <mark>20 1</mark>).01 0.			
HCM Control Delay (s)			- U	9.4	7.4	- 0.0	
HCM Lane LOS	Estados da la composición de la composición dela composición de la composición de la composición de la composición dela composición de la composición de la composición dela composición dela composición de la composición de la composición dela composición de la composición dela composición dela composición dela composición dela composición dela composición dela composici	The second		A	Α	A	
HCM 95th %tile Q(veh)	1 22 12 20 12 12 12 12 12 12 12 12 12 12 12 12 12	S Established	nader nader	0	0 ‡	S K	

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		-	Ì	1		Otriborni managara	7	· T		Ja	¥	4
Lane Graup Lane Configurations	Ann Egg			WELL	ME	TER.	(VE)		NER.	SBLC	SBT	SHR
Traffic Volume (vph)	58	4> 33∗	86	142	44 65		456	ને કે	70	4.2	414	and the last
Future Volume (vph)	58	33	86	142	65	53 53	1 32 132	721 721	70 70	1 8 18	646 646	93
ldeal Flow (vphpl)	1900 -	1900	1900	1900	. 1900	1900	1900	1900	1900	1900	646 1900	93 - 1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%) Lane Util, Factor		= -2%			-1%		# E = 1	0%			-1%	628
Fit	1.00	1.00 0.935	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Flt Protected		0.984		ak Shill	0. 973 0.973	50.9465		0.989		100	0.982	
Satd: Flow (prot)	0.5	1865	n	0	1687	0	0	0.993 3200	0	0	0.999	
Flt Permitted	120 (20) (24,5) (24,5)	0.799			0.651			0.993		V.	31 34 0.999	- A 9
Sald, Flow (perm)	0	- 1514	0.	0	1129	<i>a</i> 0	0	3200	0	0	3134	-40
Right Turn on Red	Orașe de Eder	Elisboayan.	Yes	SA SMIPNA PROBLEM TO SELECT	PRA NO. II. CRITICADA	Yes			No	Alexander Maria		Yes
Satd. Flow (RTOR) Link Speed (mph)		40			- 11				i de la companya de La companya de la co	de estados	. 14	
Link Opeed (hiph)		30 595			30 255		ili Checine	40	640° 833 544 4860	NAMES TO A PARTIE OF A SE	40	
Travel Time (s)		13.5	* of the		200 5.8			710 12.1			1410	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	24.0 0.88	0.88
Heavy Vehicles (%)	0%	0%	2%	2%	3%	26%	1%	4%	2%	75%	5%	0.00
Adj. Flow (yph)	i - 66 ∌	38	98	161	74	60	150	819	80	20	734	106
Shared Lane Traffic (%) Lane Group Flow (vph)	0	Ond	ii araa in a	INTERNATURE	DE Bridelington (S.)	and Apple September	NO STIGLE PROMINE SUM	Start and the second		A TO COCCOSTS STAN	RET 119165/EXECUTED AND EN	contra Addio-Red 1
Enter Blocked Intersection	No	202 No	No	0 No	295 No	0	0	1049	• + 0.	0	860	0
Lane Alignment	i Left	Left	Right	Left	Left	No Right	No Left	No′ Left	No	No	No	No
Median Width(ft)	Communication (1994)	0	(4 9 .42 %)		0	1010115	. Lon) ()	Right	Left	Left 0	Right
Link Offsei(ff)	erige digitaliya. Kirildi da direkt	. 0			0	North Procession		0			. 0	o substituti
Crosswalk Width(ft)		16	Tala : Subato esc	dvs answeriners	16	nothing was to	in market and a second	16	ETHORNOUS PARTS		16	
Two way Left Turn Lane Headway Factor	0.91	0.91	0.91	0.00	000				er de de com			
Turning Speed (mph)	15	0.91	0.91 0	0.99 15	0.99	0.99	1.09 1 5	1.09	1.09	1.09	1.09	1.09
Number of Detectors	1	2	20 A S. J. M. 15 T.	1	2	S	10	2	Ä	15 1	2	9
Detector Template	Left :	10000000		Left	40-5-62-64	de la company	Left	198751941	F-18-18-15-15-15-1	Left	2 2-150-110	National Research
Leading Detector (ft)	20	83	Colleg Salas S	20	83		20	83	SANTANDASCO.	20	83	
Trailing Defector (ft) Detector 1 Position(ft)	0 `		2 56 A	ģ. 0	5		0	5	nasu	0	5	10.00
Detector 1 Size(ft)	20	-5 40	andrainae Santainae	0 20	-5 4 0		0	-5	valunderkom e est.	0	-5	
Detector 1 Type	the of the many special artists (See)	CI+Ex		CI+Ex	CI+Ex	1500 - NOTES 1. 11	20 - Cl+Ex	40 CI+Ex		20	40	15 F. F.
Detector 1 Channel			S. Markey G	- 40 A		aleriyate.		CITEX		CI+Ex	CI+Ex	(開) 類(4)
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	amendam ikale ke	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	3.0
Detector 1 Delay (s) Detector 2 Position(ft)	0.0	0.0		0.0	0.0	OMAGNINIK OPAS	0.0	0.0	TOXILI COAN NOV. OR	0.0	0.0	
Detector 2 Size(ft)		43 40		(1)	43 40			43			43	registrations are store
Detector 2 Type		CI+Ex	received the	98665000	CHEX.			40 Cl⊭Ex			40	CH ISSANS
Detector 2 Channel	meneral collection of the			ATT PASSES SEE					(1,1050/15-15-15/1)	ting of the A	Cl#Ex	NEW YEAR
Defector 2 Extend (s)	aday i	0.0	Ad Ca	Carlenge.	0.0		计数数	0.0	Secretary Carren		0.0	
Turn Type	Perm	NA	Suega gerelektur k	Perm	NA	n in en	Split	NA	-64 12 (\$25) (\$25)	Split	NA	NOT SOUTH A
Protected Phases Permitted Phases		14.			8	D. B. St.	2	2 :		3 6	6	
Commicu i nases	4			8					_			

	<i>•</i>		Y .	-	4 4	†	*	1	1	7
onatonajpilajonaj daga	rus e Esc ell	167375				kes :			Y	
Defector Phase	4	- 4		8	ASSESSED OF	A SAMPLE OF	HIPS II	300.		1000E
Switch Phase		a: consecrate a martine			•	€ :		- 6	. 0	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s) Total Split (s)	10.0	10.0	30.0	30.0	11.0	11.0		28.0	28.0	
Total Split (%)	31.0	31.0	31.0	31.0	40.0	40.0		39.0	39.0	
Yellow Time (s)		28.2% 4.0	28.2%	28.2%	36.4%	36.4%	British and a second	5.5%	35.5%	-w cost.ss.scattalpreserves
All-Red Time (s)	1.0	1.0	4.0	4,0	5,0	5.0		5.0	5.0	5 6 64
Lost Time Adjust (s)	1.0	0.0	1.0	1.0 - 0.0	1.0	1.0	ies a bacera	1.0	1.0	Schauetenutura a
Total Lost Time (s)		5.0		5.0		0.0 6.0			0.0	
Lead/Lag				0.0 2 (5-0) 15-0	NA GEOGRAPHICA	0.0			6.0	8
Lead-Lag Optimize?	Accessor to the contract of th	- X		Artini Salaman Al-						
Recall Mode	None	None	None	None	Max	Max	and the fig.	Vone	None	Carlo de Carlo
v/c Ratio Control Delay	S. Carrier	0.52	EPTIA INTRIAAUSTUSE masts saatuum on o	1.06	The second of th	1.05			0.92	Election and the
Queue Delay		34.3		111.8	E a serve	80.3			53.1	
Total Delay		0.0 34.3		0.0		0.0	Larrance country to a second		0.0	reer(minute)())
Queue Length 50th (ft)		99		111.8 ~226		80,3			53.1	CONTRACTOR
Queue Length 95th (ft)	ing music	170	a Est Satisfaction and	~220 #387		~430		Section 2.5	302	- 51300 s. scope
Internal Link Dist (ft)		515		175		#540 - 630			#403	N. Prince
Turn Bay Length (ff)						030		The of Christophysics	1330	
Base Capacity (vph)	Small Mark 115 and a methodology frame	391	30.0_364005-21.000000000000000000000000000000000000	277		997		e de la company	958	
Starvation Cap Reductin	aria di di	0	in in its	0.0	被争选体 化。	0		i Nine	000	ANGUS
Spillback Cap Reductn Storage Cap Reductn		0		0		. 0	ettereralaje,		0	
Reduced v/c Ratio		0.52		0		0	replie.		2 D.	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
		U.3Z		1.06		1.05			0.90	
Intersection Summary								41		45
Area Type: Cycle Length: 110	Other			NEW COLUMN SAN						
Actuated Cycle Length: 109	11			Male control of		referitions Success			en en en En en en	
Natural Cycle: 100							CARALINA II FILLANDA	musical at the second	or special sufference	Non-salarettaria
Control Type: Actuated-Und	coordinated		ilanopesta ja Apali			14944754				
 Volume exceeds capaci 	ty, queue is th	eoretically	infinite.	新基学医学		Property and the second second	ESTE MENESES		officered Electric	
Queue shown is maximu	m after two cv	cles.	ware a second complete to the second second		Taluar Carrelloniye	Missaline and	ie od stoke.	Archi, Arc	ecavia	# # #
# 95th percentile volume e	exceeds capac	ity, queue	may be longer.	and the		49 2 54		a anexi		
Queue shown is maximu	m after two cy	cles.		2	ar in subsect on the that the English	: :::::::::::::::::::::::::::::::::		saireit?	entri 188	PERIODE T
Splits and Phases: 1: NY	S Route 303 &	Mountain	view Avenue							
↑ Ø2						å				
1 UZ			96		· · · · · · · · · · · · · · · · · · ·]4			

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Veverient par deligio della	EBL	E E	E S		e Argenta	A WERE	ME	inosti.				2006
Lane Configurations	New York Control of the Control of t	4			4			414			41 >	
Traffic Volume (veh/h)	58	33	86	142	65	53	132	721	70	18	646	93
Future Volume (veh/h) Inital Q (Qb), ven	58 0	33 0	86 0	142	65	53	132	721	70	18	646	93
Ped-Bike Adj(A_pbT)	1.00	v	1.00	1.00	0-	1.00	0 1.00	0	0	0	, 0	. 0
Parking Bus, Adj	1.00	1.00	1.00	1:00	1.00	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00
Work Zone On Approach		No			No			No	1,00	, FUU	No	1.00
Adj Sat Flow, veh/h/ln	2058	2058	2058	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h Peak Hour Factor	66 0,88	38 0.88	98	161	. 74	60	150	819	80	20	734	106
Percent Heavy Veh, %	- v.ao 0	U.00 ()	0.88 0	0,88 3	. 0.88 3	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Cap, veh/h	150	98	191	222	85	3 - 65	4 160	4 915	4 94	5 23	5 861	5
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.32	0.32	0.32	0.28	0.28	131 0.28
Sat Flow, veh/h	445	418	813	720	363	276	492	2824	289	81	3088	471
Grp Volume(v), veh/h	202	0	0	295	0	0	553	0	496	460	0	400
Grp Sat Flow(s),veh/h/ln. Q Serve(g_s), s	1677 0.0	0	0	1359	0	0	1816	0	1789	1860	0	1779
Cycle O Clear(g_c), s	10.6	0.0 0.0	0.0 0.0	11.8 22.4	0.0 0.0	0.0	31.0	0.0	27.2	24.8	0.0	22.0
Prop In Lane	0,33	and the state of	0.49	0.55	V.V.	0.0 0.20	31.0 0.27	0.0	27.2 0.16	24.8	0.0	22.0
Lane Grp Cap(c), veh/h	439	. 0	0	372	0	0.20	589	88 JE 0 14	580	0.04 519	0	0.26 49 6
V/C Ratio(X)	0.46	0.00	0.00	0.79	0.00	0.00	0.94	0.00	0.85	0.89	0.00	0.81
Avail Cap(c_a), veh/h HCM Platoon Ratio	461	0	. 0	391	0	0	589	0	580	585	0	560
Upstream Filter(t)	1.00 1.00	1.00 0.00	1.00 0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	0.0	39.7	0.00 0.0	0.00 0.0	1.00 34.4	0,00 0.0	1.00 33.1	1,00	0.00	1.00
Incr Delay (d2), s/veh	-0.3	0.0	0.0	9.2	0.0	0.0	24.8	0.0	აა.। া14.9	36.2 14.0	0.0 0.0	35.2 7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ite BackOfQ(50%),veh/ln Unsig. Movement Delay, s/veh	4:5	0.0	0.0	8.3	0.0	0.0	17.1	0.0	13.6	12.8	0.0	10,2
LnGrp Delay(d), siven	34.9	0.0	0.0	48.9	0.0	**************************************	FAA		Statistica caracion			er formstamen aus
LnGrp LOS	C	A	A	40.9 D	A	0.0 A	.59.3 E	- 0.0 A	48.0 D	√50.2 ÷	-0,0	42.9
Approach Vol. veh/h		202			295		<u> </u>	1049	U	D	A 860	D
Approach Delay, s/veh		34.9	strengerweiten 1963.	Court of the Section States	48.9			54.0			46.8	
Approach LOS	rain Santi	C	april 1	55656	- D *	有 医	(空間)	D		(f) (f) (f) (f)	D	a distant
Timer - Assigned Phs		- 2		- 4	-	- 6		8				
Phs Duration (G±Y+Rc), s		40.0	18.8	29.6		35.3		29.6	Control Section	terskalle i jake i ste		
Change Period (Y+Rc), s Max Green Setting (Gmax), s	JESSE REPROPER	6.0	Da Stillbelen Gifts	5.0	ENGT WERE THE	6.0	A Charles Toronto	5.0	ar sammen an est es		Total Williams	
Max Q Clear Time (g_c+l1), s		34.0 33.0	A A STATE OF	26.0		33.0		26.0	April 100	新心學系		
Green Ext Time (p. c) s		აა.∪ 0,4	NAME OF THE	12.6 0.5		26.8 2.4	P Kirony artic	24.4	New Agenta	·Fategorius	nggagang paggan	tileinietes
ntersection Summary		e o e o Tokalana Barana				41 Jan	Proceeding.	0,2	as ere.			
HCM 6th Ctrl Delay			49.2		al sucre							
HCM 6th LOS			43.∠ D		a alsa a sa							

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ration (Specific Processing)	1110	o Mers									
Lane Configurations	W	era in the profit of	4				grot B				
Traffic Volume (vph)	54	20	94	27		्र 206	Market Thomas	Britis Windows of reco	Norway and a second		
Future Volume (vph)	54	20	94	27	4	<i>2</i> 06 206	desirence a			0.000	1000
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900					Riddeniska organizaci
Lane Width (ft) Grade (%)	16	16	15	15	14	14			Andreed Page	Landary v. Sa	842.00
Lane Util. Factor	1 0%		. 2%			-2%					
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	24221914141 (1648 14				
Frt	0.964	Clarks, Inc.	0.969								
Fit Protected	0.965		0.909				Marketon of the second				
Satd. Flow (prot)	1895	0	1879	0	0	0. 999 1942	ar ye di saya			ng aran	
Fit Permitted	0.965	elen k	Origin (Mulica		U .	0,999		Mark Christian	Ballingson (nemo creane)	And the second of the second o	200 2 No. of the Control of the Cont
Satd. Flow (perm)	1895	0	1879	0	0	1942	i a sing gir	Salahata (a)	in e sa sila	计列电路	
Link Speed (mph) Link Distance (ft)	30		30			30	5.6		a da ka ka sa ka sa		
Travel Time (s)	289		255	SSP tools		361					
Confl. Peds. (#/hr)	6.6		5.8			8.2					
Peak Hour Factor	0.83	0.83	0.83	1 - 0.83	ilia az er	39000 2900 000-0000	Reproduction and the	COLOR CONTRACTOR CONTRACTOR STATES	Calaria de San Calaria (Calaria)		
Heavy Vehicles (%)	6%	5%	6%	9%	0.83 20%	0.83					
Adi, Flow (yph)	65	24	113	33	20 %	5% 248	Helder and the	VORGINA SIYALAR			and the second considerate considerate
Shared Lane Traffic (%)	The Official roof addission in	The state of the s		110 Y 3 110 13 6	Alexander (Sa	. 470	aris single		多重要量	ESTER!	
Lane Group Flow (vph) Enter Blocked Intersection	89	0	146	0.	0	253	Single Pay		M itter Luciae		intilitation era
Lane Alignment	No	No	No	No	No	No					
Median Width(ft)		Right	Left	Right	Left	Left			8 15 S 15 X 15 X	Je zvez	
Link Offse((ft)	0		0			0	270-4	and when the result of			
Crosswalk Width(ft)	16		16			# 0 F			rangrah seria Kalangrah	Sign Alle	
Two way Left Turn Lane	Antonio Grand		k i Garaga	Ser may	OF MAN	16	file de la compa	SINDENSIONE.	en 1966 at 1867 in a sui sono	C.F	
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91					
Turning Speed (mph): Sign Control	15	9		9	15		磁性學科			Newsour	Will Warrante
	Stop		Free			Free					institution of the second
mersection Survivary											
Area Type: (Other	A7011	-						9 8 6 4		is us
Control Type: Unsignalized					organia (men			all sales in the	h e Bladin stem of	A Dominication water	eti. Normon vu

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ile erion						
Int Delay, s/veh	2.1					
Viewener (Stor Books and a second					
Lano Confirm	VEE VIEW	SINET VER	SWE SWITE			
Lane Configurations Traffic Vol. veh/h	SMOULAN STREET AND REASONS	7+	4			
Future Vol, veh/h	54 20		4 206			200 Carlo 1990 Carlo 1
Conflicting Peds. #/f	54 20 ir. 1 0		4 206			and a company of the same
Sign Control	Stop Stop		0 0			
RT Channelized	None	Free Free - None	Free Free	- A Company of the Co		
Storage Length	Λ	- IXUIE	- None	医格特氏试验检 基础		
Veh in Median Stora	ge,# 0 .	0: .	-			
Grade, %	0 -	2 -	2		etr majorari gunu	ESET ENGINEERS
Peak Hour Factor Heavy Vehicles, %	83 83	83 83	83 - 83	ries de la companya		
Mymt Flow	6 5 65 24	6 9	20 5		da a de de de de de se se de de	Markin a Walestania (
	65 24	113 33	5 248			
Majoullatino		MIL.		A STATE OF THE PARTY OF THE PAR		an en una manda de la company
Conflicting Flow All		ajor1	nor2			W. ANNI CLASS OF THE PARTY OF T
Stage 1	390 131	0 0	147 0			and the second second
Stage 2	1 31 _ 259 _	9-4-1 (1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-				
Critical Howy	6.46 6.25	en e				
Critical Hdwy Stg 1	5.46 -	orsa, Andreas Islanda	4.3	Property of the second		
Critical Howy Stg 2	5.46		- Betholegene			
Follow-up Hdwy	3.554 3.345	· 2	.38 -	der Esteration	en e	
Pot Cap-1 Maneuver Stage 1	606 911		332		VERSIA SE AMBROSSIO SER	A CONTRACTOR OF THE CONTRACTOR AND AND ADDRESS.
Stage 2	885 - 775	Di Aserse de la company				16.60 (3.5.4) (1.65.60)
Platoon blocked %						
Mov Cap-1 Maneuver	602 910	Entragalem tagaingt	-		described all the second of th	
Mov Cap-2 Maneuver	602 -		30:00:00:00			
Stage 1	884		er dave de et eus			
Stage 2	771 -	-				
			ence grade proble			25.00 to 20.00 to 20.
Approach	WB	NE S	W			And the second second
HCM Control Delay, s HCM LOS			1	and the second		
Company of the State of	В	A STATE OF THE STA			and the state of the second	
		an Giring	h kiri ayar cir	Carrago de la como de	Dalifornia de la companya de la comp	A TO SECTION OF SECTIO
Minor Lane/Major Myrnt	NET NE	RWOLIA SW	i swi			
Capacity (veh/h) HCM Lane V/C Ratio	Green and State of	- 663 133(0 3	The second		
HGM Control Delay (s)		- 0.134 0.002	4 -			
HCM Lane LOS		- 113 ₇ , 7.7	7 - 20 - Par		NEW CONTRACTOR OF THE PARTY.	Constitution of the second of
HCM 95th %tile Q(veh)	-	- B A			inchesi, propi Espirato de Propia	
and a second section of the se		- 0.5	,	Jėr ir saida	tigrā parija paras	

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are Cour :	443	ME	NE L				
Lane Configurations	Y	ara an	ĵ,			ને	
Traffic Volume (vph)	78	- 5	108	. 7	1	133	
Future Volume (vph)	78	5	108	7	1	133	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	13	13	11	11	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1,00	
Ped Bike Factor					Printers and America	CONCRETE AND ADDRESS OF THE PARTY OF THE PAR	
Fit Protected	0.992		0.992				
Sald Flow (prot)	0.955		2424	MORESON AND THE		AN CARROLLE AND LEWIS	
Fit Permitted	1405 0.955	u, u,	1948	U	0	1837	AND TANKER TO THE TANKE T
Satd Flow (perm)	1405	ń.	4040				ETTALISMENT CONTRACTOR CONTRACTOR OF PETERMENT OF THE PROPERTY OF THE PETERMENT OF THE PETE
Link Speed (mph)	30	U	1948 30	U	U	1837	
Link Distance (ff)	376		319			30 523	
Travel Time (s)	8.5		7.3			ອ∠ง 11.9	
Confl. Peds. (#/hr)	1	23.5	1. 0	1	1	11.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Heavy Vehicles (%)	30%	0%	- 0%	0%	0.00	0.00	
Adj. Flow (vph)	91	6	126	8	1	155	
Shared Lane Traffic (%)					Decreased and the	everall are par	
Lane Group Flow (vph)	97	0	134	0	0	156	
Enter Blocked Intersection		No	No .	No	· No	Na	
Lane Alignment	Left	Right	Left	Ríght	Left	Left	
Median Width(ft)	12		- 0	506		. 0	
Link Offset(ft)	0	Salas ar an	0	(voident some or a	estrumphimen,	0	
Crosswalk Width(ff) Two way Left Turn Lane	16		16		建设设置	. 16	
Headway Factor	a Cade de la cale	2 Wa	With the same of the	- Strangers et al. ca	deren beboen	COPTINGS from New York Co.	AND CONTROL OF THE PROPERTY OF
Turning Speed (mph)	1,00 15	1.00 9	0.96	0.96	1.04	1.04	的。 1986年 - 1985年 -
Sign Confrol	Stop	y Validio del	Free	9	15	KS HOL ZENOVA	The state of the s
A STATE OF THE PERSON NAMED IN COLUMN STATE OF THE PERSON NAMED IN	out.		elee (Free	
intersection Surmitary				100			
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Control Type: Unsignalized							The state of the s

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nersedien Wal								XX Salanamana								_
Int Delay, s/veh	2.9)														
dovement	VIE	SAMER	an in	N. WEIG	SPI											2
Lane Configurations	14/1		1 >									10				Ž.
Traffic Vol., veh/h	78		108	7	- 1	4 133		f de la company	Editarii barren	TI OVER ON A STREET		Parent N T 162 T 1 T 1825		Market Control		en e
Future Vol, veh/h Conflicting Peds. #/h	78	5	108	7	1	133										i de la composition della comp
Sign Control	ır 1 Stop	0.1	_ 0	1	. 1	0						NSWADWELL	Science Selected and the selected selec	5194462F-100751-14-15-1	A 100 TO 100	F
RT Channelized	Stop	Stop None	Free	Free	Free	Free				A TENNINGER						
Storage Length	0		·	None	7	None					Serial ulti			e Maria de Propins	MONEY SELECTION	
Veh in Median Storag Grade, %	je,# 0		0	-	-	- 0	ko ka		AR Gall STREET	ESALONIO MALANA		Pack Cappaign	The State of	KB SASSAN	da yan	
Peak Hour Factor	0	-	0	-	-	0							54.00 A			
Heavy Vehicles, %	86 30	86	- 86	86	86	86					(Application		Bana resuma	TREATING AND A COMMAN	101401000000000000000000000000000000000	
Mvmt Flow	91	0 6	0 126	0 8	0	0										
20 A CONTRACTOR OF THE PROPERTY OF THE PROPERT	A CAMPANIA		449	0	7	155									45000	
Maio/Minoe	Minor1	114			CONTRACTOR OF THE PARTY.	The state of the s					ne say re soppy gay ;	U.C. 2003053/4525			100	
Conflicting Flow All	289	132	0		ajor2											
Stage 1	131		U	U L	135	0		STANSARIJA NI	SE AT LUA VARIANCE.							
Stage 2 Critical Edwy	158	- The sound of the state of the	- - 1 produces (600)		-	_					Subject.			10 E A	100 and	
Critical Hdwy Stg 1	6.7 5.7	6.2	49 <u>3</u> 015		4.1		USTACE OR	Section 18 Const.	Diagna a	war ac ac	CONTRACTOR	TOTAL STREET, TO A STREET	Will a village of the services		GRANTINE	
Critical Howy Sta 2	5.7 5.7			<u>.</u> Sessiones	- Maintenance	Te-transcension	are arrange					43.5	4-1/av a i			
Follow-up Hdwy	3.7 7	3.3			2.2							19 July 19			ASANSAS	
Pol Cap 1 Maneuver		923	18.15% W	1	462		H. MENE	ana a	PAZANGA JEGA SA	hining of the	a same services	one (SM 160)		Carte		
Stage 1	830	Constanting	MNRALACTE SEC	an of a traffic being	- 	-		37/2/2015/20	经基础					Sales Services	4,500	
Platoon blocked. %	807				1, 2 m	建基金			of the Access to			SEESSEALS	ANNIN STATES	CIETANGANG AUGOS	Tables that	
Mov Cap-1 Maneuver	644	921	in Marie	- Folkski	161	- Militar Parter	tahawa	Section of the sectio	merce and a second	eday tarang	ica de la companya d					
Mov Cap-2 Maneuver	644	-	- (ANSENSE)		!U I					iis		43.000 max				
Stage (Stage 2	829			202		90, 100 Y 25 a	range de co		14 6 00-1-415-52	Barrasa sac		St. 128 Sept. St. St. St. St. St. St. St. St. St. S	THE THE STATE OF STATE OF			
7.2 Sept. 4.3	805	- Elisaber	- Sassanan	EQAWation	-	-			Breighble (P. 1841-465				olen angu	
Арркоасн	WA.		ALC: A	e podst					president		管管学	ne rever	in Serve	25 Sm. 2	762A	
HCM Control Delay is	WB 11.4		(B		SB											
HCM LOS	. 19 .7 В	War Gill	0	i si en C).1	V. 2010 G						2 - 1				
				- Tarana	i di kanana di di	neighterenan	ining pagaraga	The Property of the Control of the C	MANAGEMENT CONTRA	Kapi (I.V.)						
Minor Lane/Major Mymt	K/I		MUKK							436.8			ATE ALC: A DEC			
Capacity (veh/h)		BT JNB	CI	6 146	SE SE	ji 💮										
HCM Lane V/C Ratio	ACHARMAS JAMAS CARRES	-	- 0.14	17 0.00	11			100		199 0 V 1973						
HCM Control Delay (s) HCM Lane LOS		多多数	- 11	4 7	Status of our co-	0		7.050a¥	£61.but	EN Landa	Filtering them	nerg i e e e e e e e e e e e e e e e e e e			噬	
HCM 95th %tile Q(veh)	i i de la company			В	A	A					SIDE ATTENDED		Parties Cara	and the same	XX	
	Rudyaya		5 Q	5 .	0 %							Silvani.	ğejiralıcı	Server Server	and a	
							-1111		er was interjugi	and the state of t			etti mist Mer	MATERIAL SECTIONS		

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ane Grown	WEL	SUBE:	(484)	L. L.	i GH.		
Lane Configurations	k/f	COLUMN TO SERVICE SERVICE	1	BSTEMBE STATISTICS	diga mangan diga diga diga diga diga diga diga diga	4	
Traffic Volume (vph)	14	5	109	4	- 1	121	
Future Volume (vph)	14	5	109	4	1	121	
ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fa	0.963		0.995				
Flt Protected	0.965	Northwest Lagrange	AMPANA MANAGEMENT	GSBANNAMARKA	SMANOSTO - er ne engazune mu		
Satd. Flow (prot) Flt Permitted	1731	0.	1889	0,	0	1900	Constitute of Account to Expression and Section 1
Safd: Flow (perm)	0.965		*/*********	halossa samme		AZONO MARINA PRO LO CURROS	Charles of the control of the contro
Link Speed (mph)	1731 30	0	1889	0	. 0	1900	
Link Distance (ft)	239		30 523			30	
Travel Time (s)	5.4		923 11.9			380	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	8.6 0.86	
Heavy Vehicles (%)	2%	2%	0%	2%	2%	υ.ου 0%	
Adj. Flow (vph)	16	6	127	5	2.70 3.4	141	
Shared Lane Traffic (%)						1714	
Lane Group Flow (vph)	22	0	132	0	0	142	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12	L. Mariana	0	· · · · · · · · · · · · · · · · · · ·	magang mengalak di Susakan di Agu	0	· · · · · · · · · · · · · · · · · · ·
Link Offset(ft)	0.5	a nakata	0.5	a de de la composición dela composición dela composición dela composición dela composición de la composición dela composición de la composición de la composición dela c		0 🔅	
Crosswalk Width(ft)	16	ほべい 番乳 こっかん	16	NAMES OF STREET	eriner in a second	16	A CONTROL OF THE CONT
Two way Left Turn Lane					Algentes Nachad		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph) Sign Control	15 Cton	9		3 9 V	in 15 g	and the second	
	Stop		Free			Free	
ntersection Summary 💎 🦠							
	Other						
Control Type: Unsignalized	ud ar ver			terro de	bere er	A A A A	

Movement Mal Wal Wal National Sal Sal
Lane Configurations Traffic Vol, veh/h 14 5 109 4 1 121 Future Vol, veh/h 14 5 109 4 1 121 Conflicting Peds, #/hr 0 0 0 0 0 Sign Control Stop Stop Free Free Free RT Channelized - None - None - None Storage Length 0 - - - - - Veh in Median Storage 0 0 - - 0 - - 0 Grade, % 0 - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - - 0 - - 0 - - - 0 - -
Traific Vol, veh/h 14 5 109 4 1 121 Future Vol, veh/h 14 5 109 4 1 121 Conflicting Peds #/hr 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free RT Channelized - None - None Storage Length 0 - - - Veh in Median Storage, # 0 - 0 - - Grade, % 0 - 0 - - 0
Future Vol, ven/h 14 5 109 4 1 121 Conflicting Peds #/hr 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free RT Channelized - None
Sign Control Stop Stop Free Free Free Free RT Channelized - None - None - None Storage Length 0 0 - 0 Veh in Median Storage, # 0 0 - 0 0 Grade, % 0 - 0 - 0
RT Channelized - None - None Storage Length 0
Storage Length 0 - - - - - - - - - - - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - - 0 - - 0 - - 0 - - 0 - - - 0 -
Grade, % 0 - 0 0
Peak Hour Factor 86 86 86 86 86 86 86 86
Heavy Vehicles, % 2 2 0 2 2 0
Mvmt Flow 16 6 127 5 1 141
Major/Mirror Minor Major 1 Major 2
Conflicting Flow All 273 130 0 0 132 0
Stage:1 130
Stage 2 143
Critical Hdwy Stg 1 5.42
Gritical Holwy Stg 2 5,42 2,218 2,218 -
Follow-up Hdwy 3.518 3.318 - 2.218 - Pot Cap Maneuver 716 920 - 1453
Stage 1 896
Stage 2 884 Platoon blocked, %
Mov.Cap-1 Maneuver 715 920 1453
Mov Cap-2 Maneuver 715
Stage 1 896
Approach WB NB SB
HCM Control Delay, s. 9.9 0 0.1 HCM LOS A
HCM LOS A
Misor Lane/Major Myrat NBT NBRWBL11 SBL SBT
Capacify (ven/h) - 760 1453
HCM Lane V/C Ratio 0.029 0.001 -
HCM Control Delay (s) 9.9 7.5 0 HCM Lane LOS - A A A
HCM 95th %tile Q(veh)



Traffic Impact Study 125 and 155 Greenbush Road MC Project No.: 19000154A Appendix

125 AND 155 GREENBUSH ROAD

APPENDIX E

TRAFFIC VOLUME DATA

File Name : 2-NYS_RT_303_&_MOUNTAIN_VIEW_AVE_639067_03-27-2019
Site Code :
Start Date : 3/27/2019
Page No : 1
iohts - Buses - Trucks - Pedestrians

	Groups Printed- Lights - Buses - Trucks - Pedestrians ROUTE 303 MOUNTAIN VIEW AVE ROUTE 303 MOUNTAIN VIEW AVE																				
		R	OUTE 30	3			MOUNT	AIN VIE	W AVE			R(OUTE 30	3			MOUNT	TAIN VIE	W AVE		
		Fi	rom North	h	i		F	rom Eas	it			F1	om Sout	th			F	rom Wes			
Start Time	Right	Thru	Left	Peds #	App. Total	Right	Thru	Left	Peds	App. Total	Rìght	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	59	8	0	70	2	2	10	0	14	43	72	- 6	0	121	16	6	7	0	29	234
06:45 AM	1	73	3	0	77 [2	4	12	0	18	46	92	10	0	148	14	9	9_	0	32	275
Total	4	132	11	0	147	4	6	22	0	32	89	164	16	0	269	30	15	16	0	61	509
,										•											
07:00 AM	1	68	.3	0	72	8	2	41	0	51	17	82	9	0	108	15	11	4	0	30	261
07:15 AM	6	88	2	0	96	2	8	23	0	33	21	110	11	0	142	8	6	12	0	26	297
07:30 AM	9	105	3	0	117	6	10	21	0	37	. 16	126	22	0	164	24	6	12	. 0	42	360
07:45 AM	13	134	1	0	148	3	9	21	0	33	21	150	44	0	215	30	9	13	0	52	448
Total	29	395	9	0	433	. 19	29	106	0	154	75	468	86	0	629	77	32	41	0	150	1366
MA 00:80	21	148	6	0	175	1	13	22	0	36	19	153	43	0	215	33	7	18	Q	58	484
08:15 AM	7	133	2	0	142	2	7	7	0	16	16	144	25	0	185	28	6	17	0	51	394
08:30 AM	7	120	3	0	130	3	9	17	0	29	20	127	23	0	170	24	5	12	0	41	370
08:45 AM	14	128	2	0_	144	2	9	18	0	29	18	120	18	00	156	21	2	8	0	. 31	360
Total	49	529	13	0	591	8	38	64	0	110	73	544	109	0	726	106	20	55	0	181	1608
09:00 AM	6	107	4	1	. 118	2	8	17	0	27	16	128	10	0	154	25	16	11	0	52	351
09:15 AM	2	98	3	1	104	5	3	15	0	23	23	114	15	0	152	12	1	6	0	19	298
Grand Total	90	1261	40	2	1393	38	84.	224	0	346	276	1418	236	0	1930	250	84	129	0	463	4132
Appreh %	8.5	90.5	2.9	0.1	i	11	24.3	64.7	0	1	14.3	73.5	12.2	0		54	18.1	27.9	0		
Total %	2.2	30.5	1_	0	33.7	0.9	2	5.4	0	8.4	6.7	34.3	5.7	0	46.7	6.1	2	3.1	0	11.2	
Lights	78	1083	23	0	1184	22	75	194	0	291	257	1280	215	. 0	1752	235	67	117	0	419	3646
% Lights	86.7	85.9	57.5	00	85	57.9	89.3	86.6	0	84.1	93,1	90.3	91.1	0	90.8	94	79.8	90.7	0	90.5	88.2
Buses	6	26	0	0	32	2	9	23	0	34	14	23	10	0	47	4	14	10	0	28	141
% Buses	6.7	2.1	0	0	2.3	5.3	10.7	10.3	0	9.8	5.1	1.6	4.2	0	2.4	1.6	16.7	7.8	0	6	3.4
Trucks	6	152	17	0.	175	. 14	0	7	0	21	5	115	11	0	131	11	3	2	Ü	16	343
% Trucks	6.7	12.1	42.5	0	12.6	36.8	0	3.1	0	6.1	1.8	8.1	4.7	0	6.8	4.4	3.6	1.6	0	3.5	8.3
Pedestrians	0	0	0	2	2	0	0	0	Q	0	G	0	0	0	0	0	0	O	0	. 0	2
% Pedestrians	0	0	0	100	0.1	0	0	0	0	O	0	0.	0	D	0	0	0	0	0	0	ı u

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																	MOUNT	TAIN VIE	N AVE	_	
		R	OUTE 30	3			MOUNT						UTE 30				MOON	rom Wes	f	ŀ	
İ		F	rom Nort	h	į		F	rom Eas					om Sout			Diebt	Thru	Left	Peds A	App. Total	Int. Total
Start Time	Right	Thru	l.eft	Peds	App. Total	Right	Thru	Left	Peds	App. Total	_Right	Thru	Left	Peds	App. Total	Right j	111111111111111111111111111111111111111	LEIL	1 040 1 /	44pr 1	
eak Hour Analysi	s From 06	30 AM to	09:15 A	M - Peak	1 of 1																
eak Hour for Enti	re intersec	tion Begi	ins at 07:4	45 AM	_					1		450			215	30	a	13	C	52	448
07:45 AM	13	134	1	0	148	3	. 9	21	0	33	21	150	44	0	215	33	7	18	Ď	58	484
08:00 AM	21	148	6	0	175	1	13	22	0	36	19	153	43 25	Ü	185	28	Ŕ	17	ō	51	394
08:15 AM	7	133	2	0	142	2	7	7	0	16	16	144	23	0	170	24	5	12	Ö	41	370
08:30 AM	7	120	3	. 0	130	3	9	17	0	29	20	127	135		785	115	27	60	ō	202	1696
Total Volume	48	535	12	0	595	9	38	67	0	114	76	574		0	703	56.9	13.4	29.7	Ō		
% App. Total	8.1	89.9	2	0		7.9	33.3	58.8	0_		9.7	73.1	17.2	.000	.913	.871	.750	.833	.000	.871	.876
PHF	.571	.904	.500	.000	.850	.750	.731	.761	.000	.792	.905	.938	.767 121	,000	713	110	22	54	Ď	186	1530
Lights	43	478	7	- 0	528	4	37	62	0	103	71	521	89.6	Ů,	90.8	95.7	81.5	90.0	Ō	92.1	90.2
% Lights	89.6	89.3	58.3	0	88.7	44.4	97.4	92.5	0	90.4	93.4	90.8	0.80	0	18	30.1	3	6	Ó	11	48
Buses	5	10	0	0	15	0	1	. 3	0	4	2	8	5.9	V	2.3	1.7	11.1	10.0	- 0	5.4	2.8
% Buses	10.4	1.9	0	0	2.5	0	2.6	4.5	0	3.5	2.6	1.4 45	0.8	0	54	'.'		0	à	5	118
Trucks	0	47	5	0	52	5	0	. 2	0	- (3	45 7.8	4.4	0	6.9	2.6	7.4	ŏ	ō	2.5	7.0
% Trucks	l o	8.8	41.7	0	8.7	55.6	0	3.0	U	6.1	3.9	1.0	4.4	0	0.3	2.0	'n	ā	0	0	0
Pedestrians	0	0	0	0	0	. 0	0	0	Ü	õ	U	0	ă	0	ő	ñ	Ď	ō	0	0	C
% Pedestrians	0	0	0	0	0	. 0	. 0	. 0	0	0	0	u	u	U	0 1		J	•			•

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inhts - Buses - Trucks - Pedestrians

							Gı	oups Pr	inted- Li	ghts - Buse	s - Trucks										
		R	OUTE 30	3			MOUNT	AIN VIE	W AVE			R	OUTE 30	3				TAIN VIE		i	
		F	ram Norti					rom Eas					om Sout					tom Wes			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	L.eft	Peds	App. Total	Right	Thru	Left L	Peds	App. Total	Int. Total
03:30 PM	14	176	6	0	196	2	5	32	0	39	20	145	26	0	191	28	9	16	0	53	479
03:45 PM	15	146	4	0	165	5	15	16	0	36	18	136	20	0_	174	26	5	19	0	50	425
Total	29	322	10	0	361	7	20	48	0	75	38	281	46	0	365	54	14	35	0	103	904
															1				_	I	
04:00 PM j	12	148	4	3	167	1	8	19	0	28	27	147	46	0	220	33	4	18	U	55	470
04:15 PM	8	126	3	1	138	6	15	32	0	53	21	189	36	0	246	14	8	11	0	33	470
04:30 PM	18	125	4	0	147	4	10	34	0	48	15	168	25	0	208	21	7	6	0	34 '	437
04:45 PM	17	156	1	0	174	6_	25	28	0	59	18	165	21		204	21_	5_	16		42	479
Total	55	555	12	4	626	17	58	113	0	188	81	669	128	O	878	89	24	51	0	164	1856
			_	_	1	_				1					400	40				40	427
05:00 PM	19	172	3	0	194	2	17	25	- 0	44	16	145	38	0	199	18	4	18	0	40	477 564
05:15 PM	34	155	3	0	192	5	11	31	0	47	20	215	41	U.	276	23	14 10	12 11	U	49 43	472
05:30 PM	21	150	1	0	172	6	. 8	23	0	37	9	182	29	0	220	22	10		Ü	43 32	
05:45 PM	6	146	2	0	154	4	16	21	. 0	41	13	167	33	<u> </u>	213	16	- /	<u>9</u> 50	0	3∠ 164.	440 1953
Total	80	623	9	0	712	17	52	100	0	169	58	709	141	Q	908	79	35	ວບ	U	104.	1900
06:00 PM (4.4	447		0	404		9	40	a	26	8	137	26	0	171	9	8	13	0	30	358
06:00 PM	14	117 122	0	0	131 133	1	12	16 21	0	36	17	138	13	ő	168	14	7	11	ň	32	369
Grand Total	185	1739	35	4	1963	45	151	298	0	494	202	1934	354	ŏ	2490	245	88	160	ň	493	5440
Aporch %	9.4	88.6	1.8	0.2	1903	9.1	30.6	60.3	0	454	8.1	77.7	14.2	ň	2430	49.7	17.8	32.5	ň	450	1 2.1.0
Total %	3.4	32	0.6	0.2	36.1	0.8	2.8	5.5	n	9.1	3.7	35.6	6.5	ň	45.8	4.5	1.6	2.9	ā	9.1	l
Lights	183	1654	16	D.	1853	28	146	292	n	466	180	1817	347	ň	2344	237	81	156	0	474	5137
% Lights	98.9	95.1	45.7	U.	94.4	62.2	96.7	98	ň	94.3	89.1	94	98	ă	94.1	96.7	92	97.5	ō	96.1	94.4
Buses	2	13		n	16	0		2	ň	3	18	16	2	Ö	36	4	4	2	0	10	65
% Buses	1.1	0.7	2,9	ň	0.8	ő	0.7	0.7	Ô	0.6	8.9	0.8	0.6	ŏ	1.4	1.6	4.5	1.2	0	2	1.2
Trucks	0	72	18	ñ	90	17	4	4	0	25	4	101	5	0	110	4	3	2	0	9	234
% Trucks	Ö	4.1	51.4	ŏ	4.6	37.8	2.6	1.3	ō	5.1	2	5.2	1.4	Ō	4.4	1,6	3.4	1.2	0	1.8	4.3_
Pedestrians	0	0	0	4	4	0	0	0	0	. 0	0	0	0	0	0	0	0	0	0	0	4
% Pedestrians	Ŏ	ŏ	ŏ	100	0.2	0	0	D	Ö	0	0	0	. 0	0	0	0	0	0	0	0	0.1

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																		_			
			OUTE 30	22			MOLINI	AIN VIE	WAVE			R	DUTE 30	03			MOUNT	AIN VIE	W AVE		
	1		rom Nor		j			rom Eas		. [rom Soul				E	rom Wes	<u>t</u>		
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	<u>Left</u>	Peds	App. Total	Int. Total
sak Hour Analys	ie Erom 03																				
eak Hour for Ent	ica Intercer	tion Rec	ine at 04	45 PM	. •. :	•															
04:45 PM		156	1	Δ	174	6	25	28	D	59	18	165	21	0	204	21	5	16	0	42	479
05:00 PM	19	172	1	ñ	194	ž	17	25	Ō	44	16	145	38	0	199	18	4	18	0	40	477
05:15 PM	34	155		ñ	192	. 5	11	31	ā	47	20	215	41	0	276	23	14	12	0	49	564
05:30 PM	21	150	1	٠,	172	ě	8	23	ñ.	37	9	182	29	0	220	22	10_	11	0	43	472
Total Volume	91	633	<u>_</u> _	n	732	19	61	107	0	187	63	707	129	0	899	84	33	57	0	174	1992
		86.5	11	n	.02	10.2	32.6	57.2	Ō		7	78.6	14.3	0.		48.3	19	32.8	0		
% App. Total PHF		.920	.667	.000	.943	.792	.610	.863	.000	792	.788	822	.787	.000	.814	.913	.589	.792	.000	.888	:883
	91	602	2	0,00,0	695	14	59	105	n	178	62	676	128	0	866	82	33 -	57	0	172	1911
Lights		95.1	25.0	0	94.9	73.7	96.7	98.1	ň	95.2	98.4	95.6	99.2	0	96.3	97.6	100	100	0	98.9	95.9
% Lights		90.1	25.0	0	2.7-6	1.0.1	30.7	n	ñ	0	1	2	1	Ō	4	1	0	0	0	1	7
Buses	1		0	n	0.3	ň	ň	ň	ñ	ň	1.6	0.3	0.8	Ō	0.4	1.2	0	0	0	0.6	0.4
% Buses	1 0	0.3	Ü	0	35	5	2	2	ñ	o i	ñ	29	0	Ď	29	1	0	0	0	1	74
Trucks	, ,	29	75.0	0	4.8	26.3	3.3	1.9	n	4.8	ñ	4.1	ā	Ō	3.2	1.2	0	0	0	0.6	3.7
% Trucks	1 0	4.6	75.0	Ü	4.0	20.3	J.J	1.5	ň	7.5	6		ň	ō	0.	0	Ö	0	0	O.	0
Pedestrians	1 0	Ü	Ų	U	21	0	0	0	ñ	ň	n		ñ	ň	. 0	ō	ō	Ó	G	0	0
% Pedestrians	ן ט	Ų	U	Ų	U I	U	v	U	U	٠,					٠,	_		-			

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							G	oups Pri	inted- Lig	ihts - Buse	s - Trucks	- Pedesi	rians								
		S GRE	ENBUS	H RD									ENBUS		. 1			TAIN VIE		1	
1		Fr	om Norti	h.'			F	rom Eas	t				om Sout					rom Wes			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Ríght	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	9	4	0	0	13	0	0	0	0	0	0	2	4	0	6	50	0	10	0	60	79
06:45 AM	14	2	0	0	16	0	. 0	0	0	0	0	2 '	3	0_	5	34	0	18_	0	52	73
Total	23	6	0	0	29	0	0	0	. 0	0	Ó	4	7	0	11	84	0	28	0	112	152
·																				1	
07:00 AM	16	0	0	. 0	16	0	0	0	0	0	0	3	42	O	45	10	0	22	0	32	93
07:15 AM	24	1	0	0	25	0	0	0	0	0	0	2	8	0	10	13	0	- 17	0	30	65
07:30 AM	25	1	0	1	27	0	0	0	. 0	. 0	0	0	8	0	8	13	0	17	0	30	65
07:45 AM	27	1	0	0	28	0	0	0	0.	0	0	1	5	0	6	B	0	16_	0_	24	58
Total	92	3	Ō	1	96	0	0	0	0	0	0	6	63	0	69	44	0	72	0	116	281
															. 1						
MA 00:80	31	2	0	1	34	Ð	0	0	0	0	. 0	1	4	0	5	14	0	16	1	31	70
08:15 AM	18	1	0	0	19	0	0	0	0	0	0	. 2	0	0	2	13	0	15	0.	28	49
08:30 AM	29	2	0	0	31	0	0	0	0	0	0	1	3	0	4	15	O.	12	. 0	27	62
08:45 AM	32	7	0	0	39	0	0	0	. 0	0	0	2	1_	0	3	. 14	. 0	11	<u> </u>	25	67
Total	110	12	0	1	123	0	0	0	0	0	. 0	6	8	0	14	56	0	54	1	111	248
										2			_	_	- 1		_			25	l en
09:00 AM	21	2	0	1	24	0	0	0	0	0	0	1	3	0	4	11	U	24	Ü	35	63
09:15 AM	17	2	O	0	19	0	0	. 0	0	0	0	4	2	0	6	14	0	13	Ü	27	52 796
Grand Total	263	25	0	3	291	0	0	0	0	0	0	21	83	0	104	209	0	191	1	401	796
Approh %	90.4	8.6	0	1		. 0	0	0	0		0	20,2	79.8	Ü		52.1	0	47.6	0.2	· E0.4	
Total %	33	3.1	0	0.4	36.6	0	0	0	<u> </u>	<u>0</u>	0	2.6	10.4	0	13.1	26.3	<u>U</u> _	24	0.1	50.4	668
Lights	215	20	. 0	0	235	0	0	0	0	0	0	11	77	0	88	193	0	152	0	345 86	
% Lights	81.7	80	0	0	80.8	0	0_	0_	0	<u> </u>	0	52.4	92,8	0	84.6	92.3	0	79.6	0	28	83.9 62
Buses	33	0	0	O	33	0	0	0	0	0	0	. 1	0	0	! !	1	0	27	-	28 7	
% Buses	12.5	0	0		11.3	. 0	0_	0	<u> </u>			4.8	. 0	0	1	0.5	<u> </u>	14.1	0	27	7.8 62
Trucks	15	_5	0	0	20	D	0	0	0	0	0	9	- 6	0	15	15	0	12		6.7	7.8
% Trucks	5.7	20	0_	0	6.9	0	0	0	0_	0	0	42.9	7.2	. <u> </u>	14.4	7.2	0	6.3	0	0.7	1.8
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.5
% Pedestrians) 0	. 0	0	100	1	0	0	0	C	0	0	Ð	0	D	0	0	0	U	ŧŪŪ	0.2	u.a

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•		S GRI	ENBUS	H RD	1							S GR	EENBUS	H RD	1		MOUNT	TAIN VIE	W AVE		
			rom Nort		ł		F	rom Eas	at .				rom Soul		1			rom Wes			
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
ek Hour Analysi	s From 07	:45 AM to	08:30 A	M - Peak	1 of 1																
eak Hour for Enti	re Intersed	ction Begi	ns at 07:4	15 AM																1	
07:45 AM	27	1	0	0	28	0	.0	0	0	0	0	1	5	О	6	8	0	16	0	24	58
08:00 AM	31	2	0	1	34	0.	0	0	0	0	0	1	. 4	0	5	14	0	16	1	31	70
08:15 AM	18	1	0	0	19	0	0	0	0	0	0	2	0	0	2	13	0	15	0	28	49
08:30 AM	29	2	. 0	0.	.31	0	0	0	0	0	0	1	3	0	4	15	0	12	0	. 27	62
Total Volume	105	6	0	1	112	0	0	0	0	C	0	5	12	O	17	50	0	59	1	110	239
% App. Total	93.8	5.4	. 0	0.9		0	0	0	0		0	29.4	70.6	0		45.5	0	53.6	0.9		
PHF	.847	.750	.000	.250	.824	.000	.000	.000	.000	.000	.000	.625	.600	.000	.708	.833	.000	.922_	.250	.887	.854
Lights	94	4	0	0	98	0	0	0	0	0	0	0	12	0	12	44	0	51	0	95	205
% Lights	89,5	66.7	0	0	87.5	0	0	0	0	С	0	0	100	0	70,6	88.0	0	86.4	. 0	86.4	85.8
Buses	4	0	0	0	. 4	0	0	0	0	0	0	0	0	0	D	0	0	5	0	5	9
% Buses	3.8	0	0	0	3.6	0	0	0	0	0	0	0	٥	0	0	0	O	8.5	0	4.5	3.8
Trucks	7	2	0	0	9	0	0	0	0	0	0	5	0	0	5	6	0	3.	0	9	23
% Trucks	6.7	33.3	0	0	8.0	0	Ö	0	0	0	0	100	0	0	29.4	12.0	0	5.1	O	8.2	9.6
Pedestrians	0	0	. 0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	100	0.9	0	0	0	0	0	0	0	0	0	0 [0	0	. 0	100	0.9	8.0

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							G	roups Pri	inted- Lia	hts - Buse	s - Trucks	- Pedest	rians								
		SIGRI	EENBUS	H RD								S GRE	ENBUS	H RD	_		MOUNT	TAIN VIE	W AVE	1	
			rom Nort				F	rom Eas	it			Fr	om Sout	h				rom Wes			
Start Time	Right	Thru	Left		φρ. Total	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left _	Peds	App. Total	Int. Total
03:30 PM	27	1	0	0	28	0	0	C	0	0	0	4	17	0	21	7	0	26	0	33	82
03:45 PM	24	1	Õ	ō	25	0	0	0	0	0	0	3	8	0	11	6	0	20	0_	26	62
Total	51	2	. 0	0	53	0	C	0	0	0	0	7	25	0	32	13	0	46	0	59	144
•																_	_			az	00
04:00 PM	18	1	0	0	19	0	0	0	0	0	0	4	9	0	13	9	0	28	U	37	69
04:15 PM	42	1	0	0	43	0	0	C	0	0	. 0	0	14	0	14	1	0	34	1	36	93
04:30 PM	34	2	0	0	36	0	0	0	0	0	0	6	20	0	26	1	0	23	U	24 23	86
04:45 PM	38	2	0	0	40	.0	0	0	0_	0	· 0	4	15	0	19	3		20	- 4	120	82 330
Total	132	6	0	0	138	0	0	0	0	0	0	14	58	0	72	14	0	105	. 1	120	330
										_ 1	_	_		_	401			20	O	22	72
05:00 PM	34	1	0	0	35	0	0	0	0	C	0	3	12	ō	15	2	0	20 31	0	37	95
05:15 PM	33	1	0	0	34	0	0	0	0	0	0	9	15	Ü	24	0	v	23	4	24	66
05:30 PM	24	1	0	0	25	0	C	0	0	0	. 0	5	12	Ü	17 14	Ü	Ü	23 18	, L	18	62
05:45 PM	29	1	0_	0	30_	0	0_	. 0	<u> </u>		<u> </u>	- 2	12	<u> </u>		8		92	- 4	101	295
Total	120	4	0	0	124	0	0	0	O	0	0	19	51	0	70	٥	U.	92	,	101	230
1			_	_	1						م ا		9		9	n	Ð	16	n	16	48
06:00 PM	22	1	0	0	23	0	Ų.	Ŭ	Ų	0	. 0	2	7	ň	10	ň	ŏ	24	- 1	25	54
06:15 PM	19	0	Ū	U	19	U	Ų	Ü	U	. 0	1 2	43	150	ň	193	35	ň	283	3	321	871
Grand Total	344	13	Ü	Ü	357	Ü	v	Ü	0	U	0	22,3	77.7	ű	195	10.9	ñ	88.2	0.9		
Apprch %	96.4	3.6	Ü	Û		0	Ü	v	0	Λ	l n	4.9	17.2	ű	22.2	4	ŏ	32.5	0.3	36.9	ļ
Total %	39.5	1.5	0_		41	0	0	0	0		. 0	36	143	0	179	29	<u> </u>	240	D	269	777
Lights	322	,	0	U,	329 92.2	. 0	0	a	ņ	0		83.7	95.3	ň	92.7	82.9	ň	84.8	Õ	83.8	89.2
% Lights	93.6	53.8	0	0	94.4	0	0	0		- 0	0	1	0.0	<u>a</u>	1	1	0	23.	ō	24	26
Buses	0.3	0	0	0	0.3	0	ñ	Ö	ň	ő	l ŏ	2.3	õ	ō	0.5	2.9	ō	8.1	0	7.5	3_
% Buses	21	- <u>u</u>	0	0	27	0	0	0	<u>0</u>	0	,	6	7	ň	13	5	0	20	0	25	65
Trucks	6.1	46.2	0	0	7.6	'n	ň	ň	Ô	0	Ď	14	4.7	ŏ	6.7	14.3	ō	7.1	0	7.8	7.5
% Trucks Pedestrians	0.1	4 <u>9.</u> 2	0	0	0.7	0	<u>0</u>	0	0		ō		0	ő	0	0	0	0	3	3	
% Pedestrians	0	0	Ö	ő	Ö	o o	ñ	ñ	n	ő	ة ا	. 0	ā	õ	. 0	Ō	Ō	0	100	0.9	0.3
7a recestrians	ı v	U	U	U	U	, ,	U	•		•	, ,		•	•	-	, -	_				

File Name : 3-MOUNTAIN_VIEW_AVE_&_S_GREENBUSH_RD_639071_03-27-2019 Site Code :

Start Date : 3/27/2019 Page No : 2

	1.					*															
		S GR	EENBUS	H RD								S GR	ENBUS	HRD			MOUN	TAIN VIE	W AVE		
		F	rom Nort	h			F	rom Eas	t			Fi	om Sout	h			F	rom Wes	<u>t</u>		
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
eak Hour Analysi	s From 04	:45 PM to	05:30 P	M - Peak	1 of 1																
'eak Hour for Enti	re Intersed	tion Begi	ns at 04:	45 PM																1	
04:45 PM	38	2	0	. 0	40	0	0	0	0	0	0	4	15	0	19	3	0	20	0	23	82
05:00 PM	34	1	Ð	0	35	C	Ø	C	0	0	0	3	12	0	15	2	0	20	0	22	72
05:15 PM	33	1	0	0	34	0	0	.0	0	0	0	9	15	0	24	6	0	31	0	37	95
05:30 PM	24	1_	0	0	25	0	0	0	0	0	0	5	12	0	17	0	0	<u>23</u>	1_	24	66
Total Volume	129	5.	0	0	134	0	0	C	0	0	0	21	54	0	75	11	0	94	1	106	315
% App. Total	96.3	3.7	0	0.		C	0	0	0	1	0	28	72	0		10.4	0	88.7	0.9		
PHF	.849	.625	.000	.000	.838	.000	.000	.000	.000	.000	.000	.583	.900	.000	.781	.458	.000	.758	.250	.716	.829
Lìghts	123	4	0	0	127	0	0	O	0	0 (0	20	51	Ō	71	10	0	88	0	98	296
% Lights	95.3	80.0	0	0	94.8	0	0	0	0	0]	0	95.2	94.4	0	94.7	90,9	0	93.6	0	92.5	94.0
Buses	. 0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0	0 .	. 0	1	O.	- 1	_ 1
% Buses	Ð	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0.9	0.3
Trucks	6	1	0	0	7	0	0	0	0	0	0	1	3	0	4	1	- 0	5	0	6	17
% Trucks	4.7	20.0	.0	0	5.2	0	0	0	0	0	0	4.8	5.6	0	5.3	9.1	0	5.3	0	5.7	5.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	_ 1	_ 1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	٥	0	0	0	0 !	0	0	0	100	0.9	0.3

Maser Consulting, P.A. 400 Columbus Avenue - Suite 180E Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-S_GREEN_BUSH_RD_&_EXISTING_SITE_DRIVEWAY_639072_03-27-2019 Site Code :

Start Date : 3/27/2019 Page No : 1

							@	roups Pr	inted- Lig	thts - Buse	s - Trucks	Pedes	rians_								
			EENBUS				D	RIVEWA	·Υ			S GRI	ENBUS	H RD							
			rom Nor					rom Eas				Fr	om Sout	h	i		F	rom Wes	st		
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
06:30 AM	0	12	0	0	12	0	0	1	0	1	7	6	0	0	13	0	0	0	0	Ö	26
06:45 AM	0	12		0	13	0	0	5	0	5	13	7	0	0	20	a	0	0	0	ō	38
Total	0	24	1	0	25	0	0	6	0	6	20	13	0	0	33	0	0	0	0	ō	64
07.00 644			_																		
07:00 AM 07:15 AM	0	9	5	0	14	0	0	6	0	6	5	20	0	0	25	0	0	0	0	o l	45
07:30 AM	Ü	14	7	Ü	15	0	0	10	0	10	6	13	0	0	19	0	0	0	0	o	44
07:45 AM	Ü	19	ŭ	0	19	Ü	0	9	0	9	2	15	0	0	17	0	0	0	0	o	45
Total	0	25 67		<u> 0</u>	25	0		2_	0	. 2	2	17	0	0	19	0	0	0	0	0	
i Olai j	U	07	0	0	73	0	0	27	0	27	15	65	D	0	80	0	0	0	0	0	46 180
08:00 AM	0	32			og l		_	_	_	- 1											
08:15 AM	o o	ა∠ 16	v	0	32	0	ū	2	0	2	2	15	0	0	17	0	0	0	0	0	51
08:30 AM	Ŏ	24	0	U	16	Û	ō	3	0	3	3	12	0	0	15	0	0	0	0	0	· 34
08:45 AM	0	38	Ü	U	24	Ü	0	3	0	3	2	14	0	0	16	0	0	0	0	0	43
Total	0	110	- 0	0	38	<u>v</u>		2	0	. 2	4	7	0_	0_	11	0	0	0	0	0	51
rotai į	Ų	110	U	Ų	110	0	0	10	0	10	11	48	0	0	59	o i	0	0	0	0	179
09:00 AM	٥	16	0	0	40			_		- 1											
09:15 AM	ň	12	ח	0	16	1	Ü	- /	0	8	17	8	0	0	25	0	0	0	0	0	49
Grand Total	ň	229	7	0	236	4	U	10	Ü	14	14	6	0	0	20	0	0	0	0	0	46
Approh %	ň	97	2	0	230	7.7	U	60	0	65	77	140	0	0	217	0	0	0	0	0	518
Total %	ň	44.2	1.4	0	45.6	7.7	Ü	92.3	Ü		35.5	64.5	0	0		0	0	0	0		
Lights	0	219	- 1 7	0	226	- <u>!</u>	0	11.6	<u> </u>	12.5	14.9	27	0	0	41.9	0	0	0	0	0	
% Lights	Ď	95.6	100	n	95.8	100	-	17	Ü	22	35	132	0	0	167	0	0	0	0	0	415
Buses	0	8	100	<u> </u>	8 8	100	<u>0</u>	28.3 24		33.8	45.5	94.3	0	0	77	0	0	0	0_	. 0	80.1
% Buses	0	3.5	ň	0	3.4	0	0	2 4 40	Ü	24	24	4	0	0	28	0	0	0	0	0	60
Trucks	0	2	- 0	0	3.9	- 0	0	19	<u> </u>	36.9	31.2	2.9	0	<u> </u>	12.9	0	0	<u> </u>	0	0	11.5
% Trucks	ă	0.9	ŏ	ň	0.8	ü	U		U	19	18	4	0	0	22	0-	0	0	0	0	43
Pedestrians	0	0.3	0	 0	0.0	- <u>0</u>	<u> </u>	31.7	<u>V</u>	29.2	23.4	2.9	0	0	10.1	0	0	0_	0_	0	8.3
% Pedestrians	ű	. 0	ñ	n	ő	0	0	D N	Ü	0	0	0	0	0	0	0	0	0	0	О	0
	•		·	v	U I	U	U	U	U	0	0	0	C	0	0	O	0	Q	0	0 (0

File Name : 4-S_GREEN_BUSH_RD_&_EXISTING_SITE_DRIVEWAY_639072_03-27-2019 Site Code : Start Date : 3/27/2019 Page No : 2

		S GRI	ENBUS	H RD			D	RIVEWA	Ϋ́	1		S GR	EENBUS	H RD							
		F	rom Nort	វា			F	rom Eas	st	-		F	rom Sout	:h			F	rom Wes			
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. Totai
eak Hour Analysi					(1 of 1										•			-			
eak Hour for Enti	re Intersed	tion Begi	ns at 07:	45 AM																	
07:45 AM	0	25	0	0	25	0	0	2	0	2	2	17	0	0	19	0	0	0	- 0	0 (46
08:00 AM	0	32	. 0	0	32	0	0	2	0	. 2	2	15	0	0	17	0	0	0	0	0	51
08:15 AM	0	16	0	0	16	0	0	3	0	3	3	12	0	0	15	0	0	0	0	0	34
MA 08:80	0	·24	0	C	24	0	0	3	0	3	2	- 14	0	0	16	0	0	0_	0	0	43
Total Volume	0	97	0	0	97	0	0	10	0	10	9	58	0	0	67	0	0	0	O	0	174
% App. Total	0	100	0	0		0	0	100	0		13.4	86.6	0	٥		0	0	0_	0		
PHF	.000	.758	.000	.000	.758	.000	.000	.833	.000	.833	.750	.853	.000	.000	.882	000	.000	.000	.000	.000	853
Lights	0	95	0	C	95	0	0	0	0	0	1	53	0	0	54	0	0	0	0	0	149
% Lights	0	97.9	0	0	97.9	0	0	Ð	0	0	11.1	91.4	0	0	80.6	0	. 0	0	0	0	85.6
Buses	0	2	0	0	2	0	Ð	2	0	2	2	3	0	0	5	0	0	0	0	0	. 9
% Buses	0	2.1	0	0	2.1	0	0	20.0	0	20.0	22.2	5.2	0	O	7.5	0	0	0	0	0	5.2
Trucks	0	0	0	0	0	0	0	8	0	8	6	2	0	0	8	0	0	0	0	0	16
% Trucks	0	O	0	0	0	0	0	80.0	0	80.0	66.7	3.4	0	0	11.9	0	0	0	0	0	9.2
Pedestrians	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0	0
% Pedestrians	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: 4-S_GREEN_BUSH_RD_&_EXISTING_SITE_DRIVEWAY_639072_03-27-2019
Site Code:
Start Date: 3/27/2019
Page No: 1
Groups Printed- Lights: Buses: Trucks: Pedestrians

							G	oups Pri	nted- Lig	ghts - Buse	s - Trucks										
1		S GRI	EENBUS	H RD			DI	RIVEWA'	Y			SGR	EENBUS	SH RD							
		F	rom Nort	h			F	rom Eas	t			F	rom Sou	th			F	rom Wes			
Start Time	Right	Thru	Left	Peds A	pp. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left .	Peds	App. Total	Right	Thru	Left	Peds	App. Total	int. Totat
03:30 PM	0	26	0	Ð	26	0	0	3	0	3	6	24	0	0	30	0	0	0	0	0	59
03:45 PM	0	16	0	0	16	0	0	. 4	. 0	4	3_	22	0	0	25	0	0	0	. 0	0	45
Total	0	42	0	0	42	0	0	7	0	7	9	46	0	0	55	0	0	0	0	0	104
04:00 PM	0	19	0	. 0	19	1	0	5	0	6	8	24	0	0	32	0	0	0 .	0	C	57
04:15 PM	0	31	0	0	31	2	0	12	0	14	15	14	0	0	29	0	0	0	0	0	74
04:30 PM	0	26	0	0	26	2	0	7	0	9	6	26	0	0	32	0	0	0	0	0	67
04:45 PM	0	31	0	0	31	0	0	9.	Q	9	1	23	0_	0	24	. 0	0	0	0	. 0	64
Total	0	107	0	0	107	5	0	33	0	38	30	87	0	0	117	0	0	0	0	0	262
																				_	
05:00 PM	0	35	0	0	35	1	0	4	0	5	6	18	0	0	24	0	0	0	O	Q	64
05:15 PM	0	30	0.	0	30	0	0	3	1	4	4	35	0	0	39	0	0	0	0	0	73
05:30 PM	0	20	0	0	20	0	0	4	D	4	1	25	0	0	26	0	0	0	0	0	50
05:45 PM	0	27	0	0	27	00	0	3	. 0	3	. 0	21_	0	· 0	21	0	0	0_	0	0	51
Total	0	112	0	0	112	1	0	14	1	16	11	99	0	0	110	0	0	0	0	0	238
															1		_	_	_	_	
06:00 PM	0	19	1	а	20	0	0	1	0	1	1	14	0	0	15	0	0	0	0	Ü	36
06:15 PM	0	. 20	0	0	20	0	0	1	0	1	4	19	.0	0	23	0	Ō	D	0	0	44
Grand Total	0	300	1	0	301	6	0	56	1	63	55	265	, O	0	320	0	0	Ō	0	Ū	684
Appreh %	0	99.7	0.3	0		9.5	0	88.9	1.6	!	17.2	82.8	0	0		0	0	0	0	_	
Total %	. 0	43.9	0.1	.0	44	0.9	0	8.2	0.1	9.2	8	38.7	0	0.	46.8	0	0	0_	0	0	
Lights	0	291	0	Ō	291	5	0	39	0	45	12	258	0	0	270	0	0	O	0	0	606
% Lights	0	97	0_	0	96.7	100	0	69.6	0	71.4	21.8	97.4	0	0	84.4	0_	0_	0	<u>U</u>	0	88.6
Buses	0	3	0	0	3	0	0	0	0	0	20	3	0	0	23	0	0	0	0	U	26
% Buses	0	1_	0	0	1	0	0_	0	0	0	36.4	1.1	0	0	7.2	0	<u> </u>	0	0	<u>U</u>	3.8
Trucks	0	6	1,	0	7	Ö	0	17	0	17	23	. 4	D	. 0	27	0	ō	0	U	0	51
% Trucks	0	2	100	0	2.3	0	<u> </u>	30.4	0_	27	41.8	1.5	0	0_	8.4	00_	0_			0	7.5
Pedestrians	0	0	0	0	0	0	0	0	. 1	1	0	٥	0	0	0	0	0	0	0	0	1
% Pedestrians	, 0	0	.0	0	0	0	0	0	100	1.6	0	0	0	0	0 [0	0	0	0	0	0.1

File Name: 4-S_GREEN_BUSH_RD_&_EXISTING_SITE_DRIVEWAY_639072_03-27-2019

Site Code : Start Date : 3/27/2019 Page No : 2

		SCRE	ENBUS	H RO			DI	RIVEWA'	Y				ENBUS		1		_				
i			om Norti		İ		F	rom Easi	t			Fr	om Sout	h				rom Wes	<u> </u>	A-a Tand	Int. Total
Start Time	Right	Thru	Left		op. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	ilii. Totai
eak Hour Analysi	s From 04	:45 PM to	05:30 PI	vi - Peak	1 of 1			 -													*
eak Hour for Enti	re Intersed	tion Begir	is at 04:4	5 PM											0.1				n	ni	64
04:45 PM	0	31	0	0	31	0	0	9	0	9	1	23	U	Ů	24	0	0	ň	ň	ñ	64
05:00 PM	G	35	0	0	35	1	0	4	0	5	6	18	U	Ü	24	0	0	ň	ň	ŏ	73
05:15 PM	0	30	0	0	30	0	0	3	1	4	4	35	u		39 26	0	n	ň	ň	ñ	50
05:30 PM	0	20	0	0	20	0	0	4	0_	4	1	25	<u> </u>	<u> </u>	113		· · · · ·	<u></u>	- 6	ū	251
Total Volume	0	116	0	Ö	116	1	0	20	1	22	12	101	Ü	U	113	0	n	ň	ñ	- 1	
% App. Total	0	100	0	0		4.5	0	90.9	4.5		10.6	89.4	200	700	.724	.000	.000	.000	.000	.000	.860
PHF	.000	.829	.000	.000	.829	.250	.000	.556	.250	.611	.500	.721	.000	.000	106	.000	.000		0	o o	237
Lights	0	116	0	0	116	1	0.	14	0	15		101	Ü	0	93.8	0	ň	ō	ō	Ō	94,4
% Lights	0	100	0	0	100	100	0	70.0	0	68.2	41.7	100	0	0	53.0	0	ň	ň	ŏ	0	1
Buses	0	0	0	0	0	0	Ō	0	0	ő	1	Ü	. 0	0	0.9	n	ň	ň	ā	0	0.4
% Buses	0	0	0	0	0	0	0	0	0	0	8.3	v	0	0	0.5	Ö	ň	ň	ō	ol	12
Trucks	0	0	0	0	0	0	0	- 6	0	07.0	50.0	Ů.	U	U	5.3	ň	ň	õ		Ō	4.8
% Trucks	0	0	0	0	0	. 0	0	30.0	U	27.3	50.0	Ü	ŭ	0	7.5	ŏ	õ	ñ	ō	0	1
Pedestrians	0	0	. 0	0	0	0	0	0	1		U	Ü	0	0	0	ň	ň	õ	ō	.0	0.4
% Pedestrians) 0	0	0	0	0	0	0	0.	100	4.5	U	Ü	U	U	١	U	·	·	-	,- ,	

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