TRAFFIC IMPACT STUDY

For

Sharbell Kepner – Tregoe Tract **Proposed Residential Development**

Property Located at:

Georgetown Franklin Turnpike (CR 518) at Research Road Block 28004 - Lot 7 & Block 28005 - Lot 66 Township of Montgomery, Somerset County, NJ

> Prepared by: DYNAMIC

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INTRODUCTION

It is proposed to construct a residential development on a currently undeveloped parcel of land, located along Research Road just north of Georgetown-Franklin Turnpike (CR 518) in Montgomery Township, Somerset County, New Jersey, see Figure 1 in Appendix A. The site is designated as Block 28004 - Lot 7 & Block 28005 - Lot 66 on the Township of Montgomery Tax Maps. It is proposed to raze the existing site and construct 107 townhomes, 40 condominiums and 86 apartments (The Project). The site is located within the ARH – Age-Restricted Housing and the REO-3 – Research, Engineering and Office Districts. Access to the site will be provided via a new connection to the traffic signal at the intersection of US Route 206 and the Village Shopper driveway, a new right turn in/right turn out roadway along US Route 206 between the Village Shopper driveway and Georgetown-Franklin Turnpike (CR 518), a new right turn in/right turn out driveway along Georgetown-Franklin Turnpike (CR 518) between US Route 206 and Research Road and the existing Research Road intersection with Georgetown-Franklin Turnpike (CR 518).

Dynamic Traffic LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday AM, weekday PM and Saturday midday peak periods at the intersection of Georgetown-Franklin Turnpike (CR 518) and Research Road.
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on accepted design standards and demand experienced at similar developments.



This Traffic Impact Study is limited to the analysis of the intersection of Research Road with Georgetown-Franklin Turnpike (CR 518) and the proposed right turn in/right turn out driveway along Georgetown-Franklin Turnpike (CR 518). Separately, but running on a parallel path, the Montgomery Walk mixed-use residential/retail development is proposed on an adjacent site, Block 28005 – Lots 65, 68 & 69. A Traffic Impact Analysis, prepared by McDonough & Rea Associates (MRA), details the capacity analysis for the existing and proposed intersections along US Route 206 as part of that project. The traffic volumes associated with this development have been incorporated into the capacity analysis within this study.

It should be noted that the depictions of traffic volumes along US Route 206 in the figures of this report are only representative of the new traffic volumes for The Project and the proposed adjacent developments. These volumes do not represent background traffic volumes on US Route 206.



EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Georgetown-Franklin Turnpike (CR 518) is an Urban Minor Arterial roadway under Somerset County jurisdiction. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides one travel lane in each direction. On-street parking is prohibited along both sides of the roadway. Curb is provided along the both sides of the roadway. Sidewalk is not provided along either side of the roadway. Georgetown-Franklin Turnpike provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Georgetown-Franklin Turnpike in the vicinity of The Project are mixed residential and agricultural.

Research Road is a local roadway under Montgomery Township jurisdiction. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. Onstreet parking is permitted along both sides of the roadway. Curb is provided along both sides of the roadway. Sidewalk is not provided along either side of the roadway. Research Road currently provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Research Road in the vicinity of The Project are primarily residential.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Thursday, October 12, 2017 from 7:00 to 9:00 AM and from 4:30 to 6:30 PM and on Saturday, October 14, 2017 from 11:00 AM to 2:00 PM at the intersections of Research Road with Georgetown-Franklin Turnpike (CR 518). Review of the collected traffic data reveals that the weekday morning peak street hour (PSH) occurs between 7:45 - 8:45 AM, the weekday evening PSH occurs between 4:30 - 5:30 PM and the Saturday PSH occurs between 11:30 AM - 12:30 PM. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All MTM counts are contained in Appendix B.

Existing Capacity Analysis

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a "qualitative" evaluation of capacity based upon certain "quantitative" calculations related to empirical values, such as traffic volume and intersection control.

At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal "green time", turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service "F" range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table I describes the level of service ranges for signalized intersections.



An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table II describes the level of service ranges for unsignalized (stop controlled) intersections.

Table I Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
A	0.0 to 10.0
В	10.1 to 20.0
С	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	greater than 80.0

Table II

Level of Service Criteria

for Unsignalized Intersections

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Level of	Average Control Delay								
Service	(seconds per vehicle)								
a	0.0 to 10.0								
ъ	10.1 to 15.0								
С	15.1 to 25.0								
đ	25.1 to 35.0								
e	35.1 to 50.0								
f	greater than 50.0								

It should be noted that the analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles.

All capacity analyses were performed utilizing Synchro 10. Table III summarizes the existing levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

Table III
Existing Levels of Service

Intersection	Direc Move	tion/ ement	AM PSH	PM PSH	SAT PSH
	EB	L	A (3)	A (3)	A (3)
	ED	T	A (3)	A (3)	A (3)
Georgetown-Franklin Turnpike (CR 518)	WB	TR	A (3)	A (3)	A (3)
& Research Road	CD	L	C (32)	C (31)	C (31)
	SB	R	C (21)	C (22)	C (21)
	Ove	erall	A (4)	A (4)	A (3)

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicles)



The following are discussions pertaining to each of the existing intersections analyzed. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis.

Georgetown-Franklin Turnpike (CR 518) and Research Road

Research Road intersects Georgetown-Franklin Turnpike (CR 518) to form a three-leg intersection controlled by a two-phase traffic signal operating on an 80-second background cycle length. Georgetown-Franklin Turnpike provides a shared through/right turn lane in the westbound direction and one dedicated left turn lane and one dedicated through lane in the eastbound direction. Research Road provides one dedicated left turn lane and one dedicated right turn lane in the southbound direction. It should be noted that the intersection has been built in anticipation of a connection with a new northbound leg of Research Road. However, the roadway has not yet been constructed south of the intersection, so there are no vehicular movements associated with this leg of the intersection.

A review of the existing analysis reveals that all movements operate at levels of service "C" or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.



FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the 2019 No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.00% per year.

Through consultation with the Township of Montgomery Planning Board staff and Somerset County Planning Board staff, there are six proposed developments in the vicinity of the site that are identified as significant traffic generators, shown below. It was assumed that the background growth rate was adequate to account for the traffic associated with all developments not listed hereafter.

- A development consisting of 362,000 square feet of retail and 32 age-restricted residential units known as Madison Marquette, located in the southwest quadrant of the intersection of US Route 206 and Georgetown-Franklin Turnpike (CR 518), has been approved by NJDOT. Traffic projections were taken from the Traffic Impact Analysis, prepared by Atlantic Traffic and Design, dated December 28, 2017. Due to the size of this development and the anticipated large-scale impacts to the traffic in the vicinity of The Project, No Build and Build scenarios have been prepared with and without the traffic generation from this proposed development. The traffic volumes for this development in the vicinity of The Project are shown in Figure 9 and the rerouted traffic volumes associated with the roadway improvements included with the construction of this development are shown separately in Figure 10.
- A development consisting of a 28,719 square foot car dealership, known as Baker Auto, located in the northwest quadrant of the intersection of US Route 206 and Airport Road. Traffic projections were taken from the Traffic Impact Study, prepared by Harlyn Associates, dated June 20, 2016. The traffic volumes for this development in the vicinity of The Project are shown in Figure 3.
- A development consisting of a 8,040 square foot office expansion, known as the Enrollment Management Association office expansion, located along the north side of Georgetown-Franklin Turnpike (CR 518) just east of the intersection with US Route 206. Traffic projections were taken from the Traffic Statement for the Enrollment Management Association, prepared by Langan Engineering and Environmental Services, Inc., dated December 19, 2016. The traffic volumes for this development in the vicinity of The Project are shown in Figure 4.
- A development consisting of a 1,800 square foot Dunkin' Donuts, located in the northwest quadrant of the intersection of US Route 206 and Georgetown-Franklin Turnpike (CR 518). Traffic projections were taken from the NJDOT Major Access Permit application, prepared by Harlyn Associates, dated August 12, 2016. The traffic volumes for this development in the vicinity of The Project are shown in Figure 5.



- A development consisting of 48,240 square feet of retail, known as the King Interest Montgomery Redevelopment, located in the northwest quadrant of the intersection of US Route 206 and Georgetown-Franklin Turnpike (CR 518). Traffic projections were taken from the Scope of Study Report, prepared by Langan Engineering and Environmental Services, Inc., dated June 6, 2017. The traffic volumes for this development in the vicinity of The Project are shown in Figure 6.
- As previously mentioned, a development consisting of 56,000 square feet of retail and 50 apartments, known as Montgomery Walk, located along the west side of US Route 206 just north of the intersection with Georgetown-Franklin Turnpike (CR 518). Traffic projections were provided in an internal memo, prepared by McDonough & Rea Associates, dated January 16, 2018. The traffic volumes for this development in the vicinity of The Project are shown in Figure 7.

The total Adjacent Development Traffic Volumes passing the site without the Madison Marquette Mixed-Use Development are shown on Figure 8 and the total Adjacent Development Traffic Volumes including the Madison Marquette development are shown on Figure 11.

Future 2019 No Build traffic volumes were developed by applying the background growth rate of 1.00% for two (2) years to the study area roadways existing traffic volumes. Figures 12 and 13, in Appendix A, show the 2019 No Build traffic volumes without and with the Madison Marquette Mixed-Use Development, respectively.

Traffic Generation

Trip generation projections for The Project were made utilizing trip generation research data as published under Land Use Code 220 – Multifamily Housing (Low-Rise) and Land Use Code 221 – Multifamily Housing (Mid-Rise) in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, Tenth Edition.* This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. Table IV below details the traffic volumes associated with The Project.

Table IV Trip Generation

Land Use	_	AM PSI	Í	4	PM PSI	I	SAT PSH		
Land Use	In	Out	Total	In	Out	Total	In	Out	Total
107 Townhomes (LUC 220)	12	39	51	40	23	63	41	41	82
40 Condominiums & 86 Apartments (LUC 221)	11	32	43	34	21	55	29	31	60
Total	23	71	94	74	44	118	70	72	142

As shown in the table above, it is anticipated that The Project will generate 23 entering trips and 71 exiting trips during the weekday morning peak hour, 74 entering and 44 exiting trips during the weekday evening peak hour and 70 entering and 72 exiting trips during the Saturday peak hour that are new to the adjacent roadway network.



Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. The following table summarizes the anticipated trip distribution for The Project.

Table V
Trip Distribution

TO/FROM	PERCENTAGE
Georgetown-Franklin Turnpike (CR 518) – East	20%
Georgetown-Franklin Turnpike (CR 518) – West	20%
US Route 206 – North	30%
US Route 206 – South	30%
Total	100%

Located in Appendix A, Figure 14 illustrates the total site generated volumes assigned to the study area network. Figure 15 illustrates the rerouted traffic volumes from adjacent eastern residential areas due to the proposed new roadways in the vicinity of The Project. The site generated volumes were added to the 2019 No Build traffic volumes to generate the 2019 Build traffic volumes, which are shown in Figure 16 (without Madison Marquette Development) and Figure 17 (with Madison Marquette Development).

Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and Build conditions and are summarized in Tables VI and VII below.

Table VI
Future Levels of Service without Madison Marquette Development

	D:	4:/	AM	PSH	PM	PSH	SAT PSH	
Intersections	Direction/ Movement		No Build	Build	No Build	Build	No Build	Build
	מנד	L	A (3)	A (3)	A (3)	A (3)	A (3)	A (3)
O	EB	T	A (4)	A (4)	A (4)	A (4)	A (4)	A (4)
Georgetown-Franklin	WB	TR	A (5)	A (5)	A (4)	A (4)	A (4)	A (4)
Turnpike (CR 518) &	GD.	L	C (32)	C (33)	C (32)	C (32)	C (31)	C (33)
Research Road	SB	R	B (17)	B (15)	B (16)	B (15)	B (15)	B (14)
	Ove	erall	A (5)	A (6)	A (5)	A (5)	A (4)	A (5)
Georgetown-Franklin Turnpike (CR 518) & Inner Loop	SB	R	b (13)	b (13)	b (13)	b (13)	b (12)	b (12)

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle) A (#) - Signalized Intersection Level of Service (seconds of delay per vehicles)



Table VII
Future Levels of Service with Madison Marquette Development

	ъ.	4 /	AM	PSH	PM	PSH	SAT	PSH
Intersections	Direction/ Movement		No Build	Build	No Build	Build	No Build	Build
		L	B (15)	B (16)	B (16)	B (16)	B (17)	B (18)
·	EB	T	C (34)	C (33)	D (41)	D (41)	D (35)	D (35)
		R	A (0)	A(0)	A (6)	A (6)	A (8)	A (8)
C	WB	L	A (9)	A (9)	C (31)	C (31)	C (22)	C (22)
Georgetown-Franklin		TR	B (17)	B (18)	B (13)	B (13)	B (12)	B (12)
Turnpike (CR 518) & Research Road	NB	L	C (22)	C (22)	D (46)	D (46)	D (39)	D (39)
Research Road		TR	A (9)	A (9)	A (6)	A (6)	A (6)	A (6)
	CD	L	D (36)	D (38)	D (39)	D (40)	D (36)	D (38)
	SB	TR	C (20)	B (17)	B (19)	B (17)	B (17)	B (15)
	Ove	erall	C (24)	C (24)	C (30)	C (29)	C (26)	C (25)
Georgetown-Franklin Turnpike (CR 518) & Inner Loop Road	SB	R	b (12)	b (12)	b (12)	b (13)	b (12)	b (12)

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle) A (#) - Signalized Intersection Level of Service (seconds of delay per vehicles)

Georgetown-Franklin Turnpike (CR 518) & Research Road

With the addition of site generated traffic and without the proposed Madison Marquette Development, the intersection is anticipated to operate at No Build levels of service "C" or better during the peak hours analyzed with negligible change in delays. See Table VI for the individual movement levels of service and delays.

The Madison Marquette Development is proposed to construct a site driveway/loop road to connect to the existing traffic signal at the intersection of Research Road with Georgetown-Franklin Turnpike (CR 518). The northbound approach of the site driveway/loop road is proposed to provide a dedicated left turn lane and a shared through/right turn lane. The southbound approach of Research Road is proposed to provide a dedicated left turn lane and a shared through/right turn lane. The eastbound approach of Georgetown-Franklin Turnpike (CR 518) is proposed to provide a dedicated left turn lane, a dedicated through lane and a dedicated, channelized right turn lane. The westbound approach of Georgetown-Franklin Turnpike (CR 518) is proposed to provide a dedicated left turn lane and a shared through/right turn lane. The proposed signal timings from the Madison Marquette Development Traffic Impact Analysis have been incorporated into the capacity analysis.

With the addition of site generated traffic and with the proposed Madison Marquette Development, the intersection is anticipated to operate at No Build levels of service "D" or better during the peak hours analyzed with negligible change in delays. See Table VII for the individual movement levels of service and delays.



Georgetown-Franklin Turnpike (CR 518) & Inner Loop Road

The Inner Loop Road is proposed to intersect Georgetown-Franklin Turnpike (CR 518) to form an unsignalized right turn in/right turn out T-intersection with the southbound approach of the Inner Loop Road operating under stop control. The southbound approach of the Inner Loop Road is proposed to provide a dedicated right turn lane. The eastbound approach of Georgetown-Franklin Turnpike (CR 518) is proposed to provide a dedicated through lane. The westbound approach of Georgetown-Franklin Turnpike (CR 518) is proposed to provide a shared through/right turn lane.

As designed, the intersection is anticipated to operate at levels of service "B" or better during the peak hours analyzed both with and without the proposed Madison Marquette Mixed-Use Development. See Tables VI and VII for the individual movement levels of service and delays.



SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via a new connection to the traffic signal at the intersection of US Route 206 and the Village Shopper driveway, a new right turn in/right turn out roadway along US Route 206 between the Village Shopper driveway and Georgetown-Franklin Turnpike (CR 518), a new right turn in/right turn out driveway along Georgetown-Franklin Turnpike (CR 518) between US Route 206 and Research Road and the existing Research Road intersection with Georgetown-Franklin Turnpike (CR 518).

The site has been designed to meet the requirements of the Montgomery Township Ordinance and the New Jersey Residential Site Improvement Standards (RSIS).

The proposed townhomes will be serviced by two-way roadways with widths between 28' and 34', one-way roadways of 20', and 12' wide alleys. The Montgomery Township Ordinance requires a minimum width of 18' for two-way aisles providing access to parallel parking, which has been met. RSIS requires a minimum cartway width of 28' for two-way residential access roadways providing access to parallel parking. RSIS also requires a minimum cartway width of 9' for one-way alleys. The site as designed meets these requirements.

The proposed condominiums will be serviced by two-way aisles with widths of 25', which exceed the Montgomery Township Ordinance and RSIS minimum requirements of 24'. These aisles will allow for two-way circulation and 90 degree angle parking.

Review of the site plan design indicates that the site can sufficiently accommodate, within paved areas, an emergency vehicle, along with the automobile traffic anticipated.

Parking

The Montgomery Township Ordinance sets forth a parking requirement of 2.4 parking spaces for each three-bedroom unit and 2.0 parking spaces for each two-bedroom unit in a Planned Mixed Use Development (PMUD). These parking standards match the requirements of the New Jersey Residential Site Improvement Standards (RSIS), which set forth a parking requirement of 2.4 parking spaces for each three-bedroom townhouse and 2.0 spaces for each two-bedroom mid-rise apartment.

For the proposed 107 townhomes, 257 parking spaces are required. The site as proposed provides 102 on-street parking spaces and 292 off-street parking spaces, for a total of 394 parking spaces. The ordinance and RSIS requirements are met.

For the proposed 40 condominiums, 80 parking spaces are required. The site as proposed provides 44 surface parking spaces in the adjacent parking lot and 47 spaces beneath the building, for a total of 91 parking spaces. The ordinance and RSIS requirements are met.

The proposed 86 apartments on the adjacent site (Block 28004 – Lot 7) that are included in this Traffic Impact Study will be permitted separately; therefore, while the traffic generation was included in our analysis, the parking analysis has not been included in this report.



FINDINGS & CONCLUSIONS

Findings

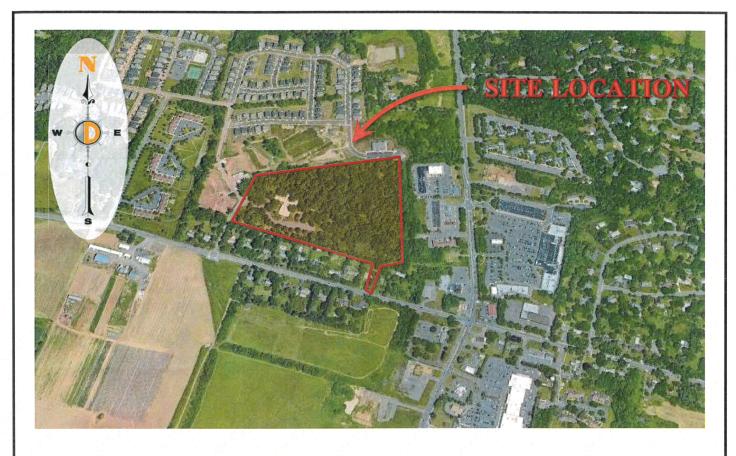
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 107 townhomes, 40 condominiums and 86 apartments will generate 23 entering trips and 71 exiting trips during the weekday morning peak hour, 74 entering trips and 44 exiting trips during the evening peak hour, and 70 entering trips and 72 exiting trips during the Saturday peak hour that are "new" to the adjacent roadway network.
- Access to the site is proposed to be provided via a new connection to the traffic signal at the intersection of US Route 206 and the Village Shopper driveway, a new right turn in/right turn out roadway along US Route 206 between the Village Shopper driveway and Georgetown-Franklin Turnpike (CR 518), a new right turn in/right turn out driveway along Georgetown-Franklin Turnpike (CR 518) between US Route 206 and Research Road and the existing Research Road intersection with Georgetown-Franklin Turnpike (CR 518).
- With the addition of site generated traffic, the intersection of Georgetown-Franklin Turnpike (CR 518) and Research Road is anticipated to operate at No Build levels of service "C" or better without the proposed Madison Marquette development and at No Build levels of service "D" or better with the proposed Madison Marquette development during the peak hours studied with negligible change in delays.
- As designed, the intersection of the Inner Loop Road with Georgetown-Franklin Turnpike (CR 518) is anticipated to operate at levels of service "B" or better during the peak hours analyzed both with and without the proposed Madison Marquette Development.
- As proposed, The Project's site driveways and internal circulation have been designed to provide for safe and efficient movement of automobile and emergency vehicles.
- The proposed parking supply and design is sufficient to support the projected demand and exceeds RSIS and Ordinance requirements.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system of the Township of Montgomery and Somerset County will not experience any significant degradation in operating conditions with the construction of The Project. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs.

Appendix A Traffic Volume Figures



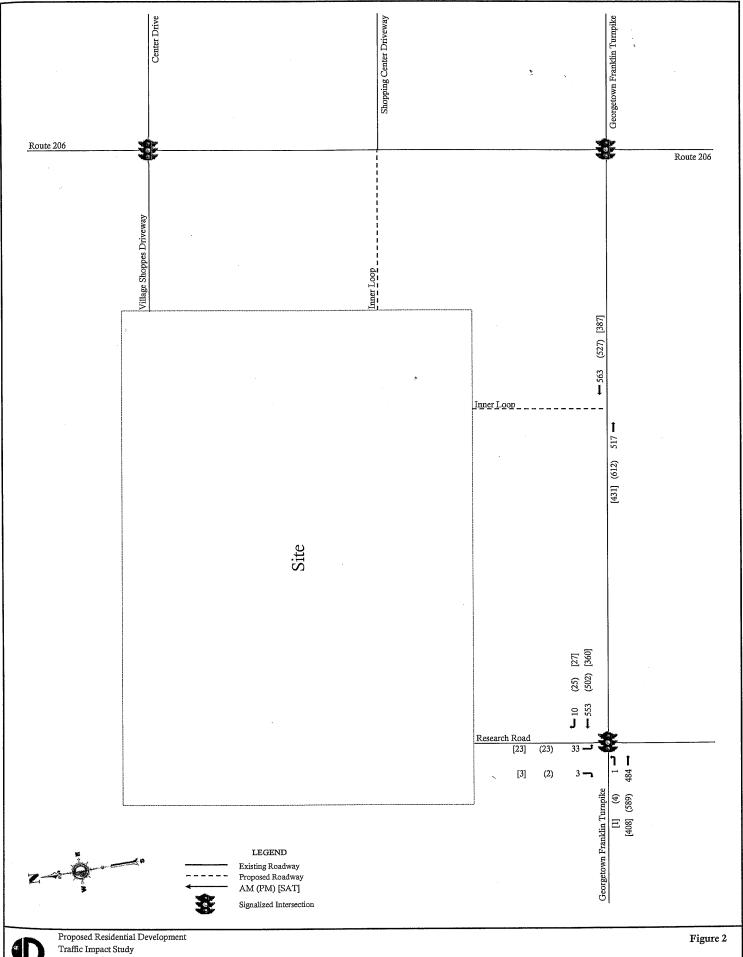




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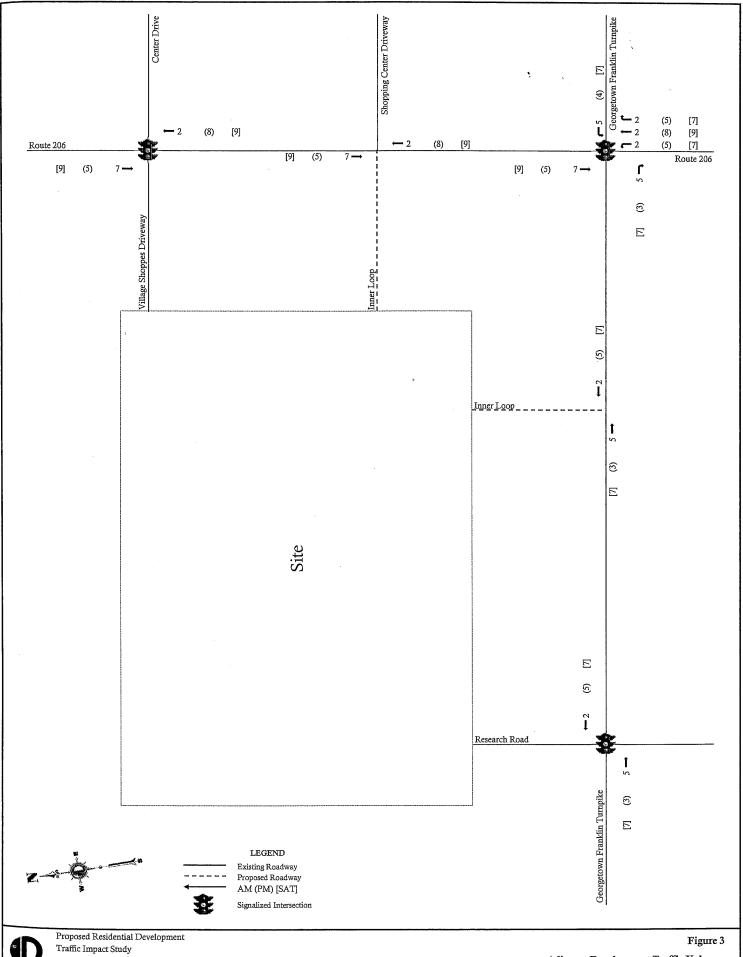
Figure 1

Site Location Map



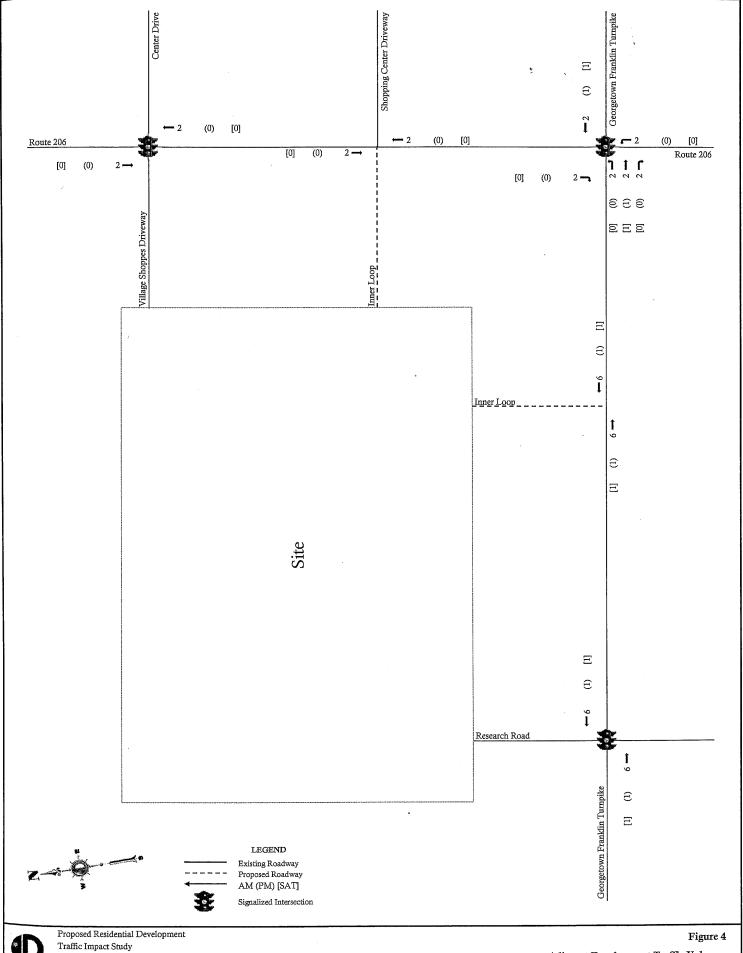
Traffic Impact Study 0043-14-015TE 3/5/2018

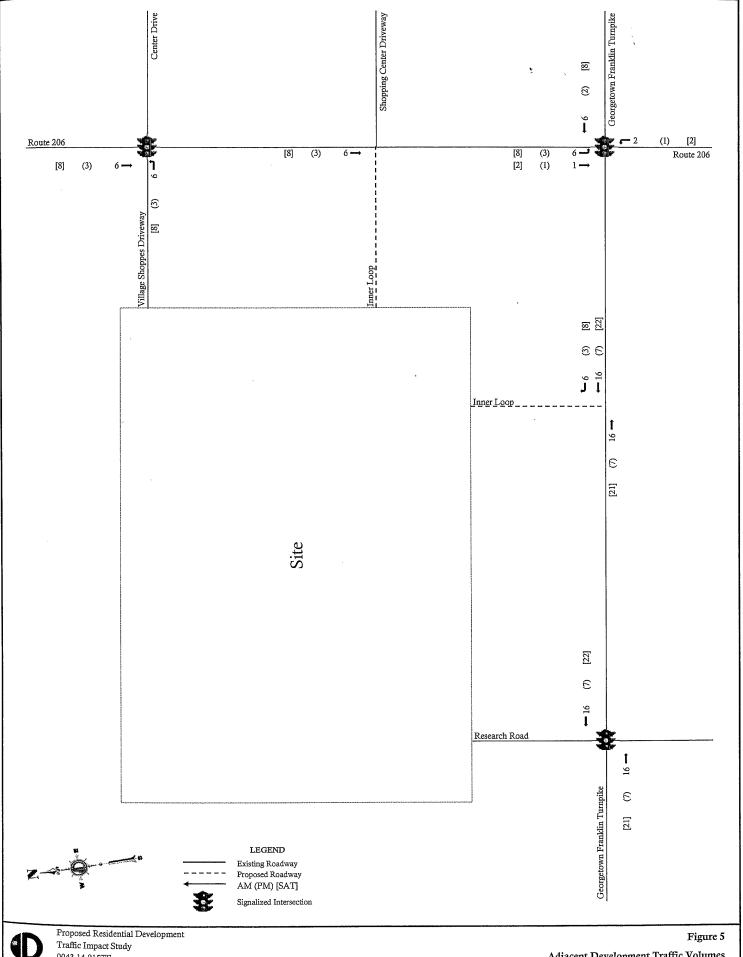
Existing Traffic Volumes



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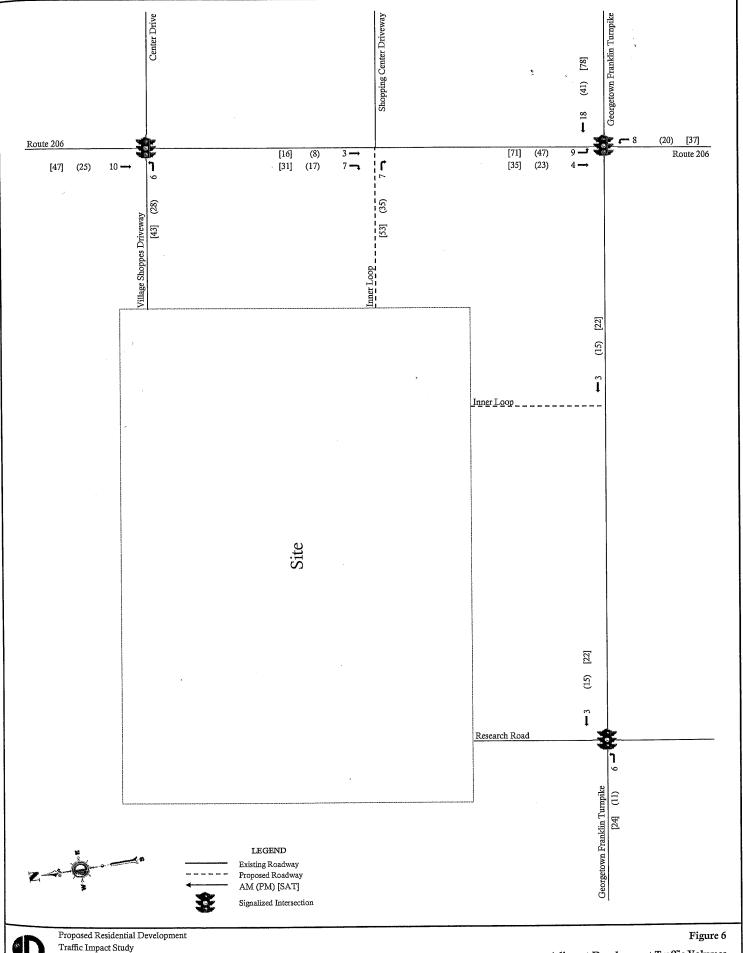
Adjacent Development Traffic Volumes [Baker Auto]





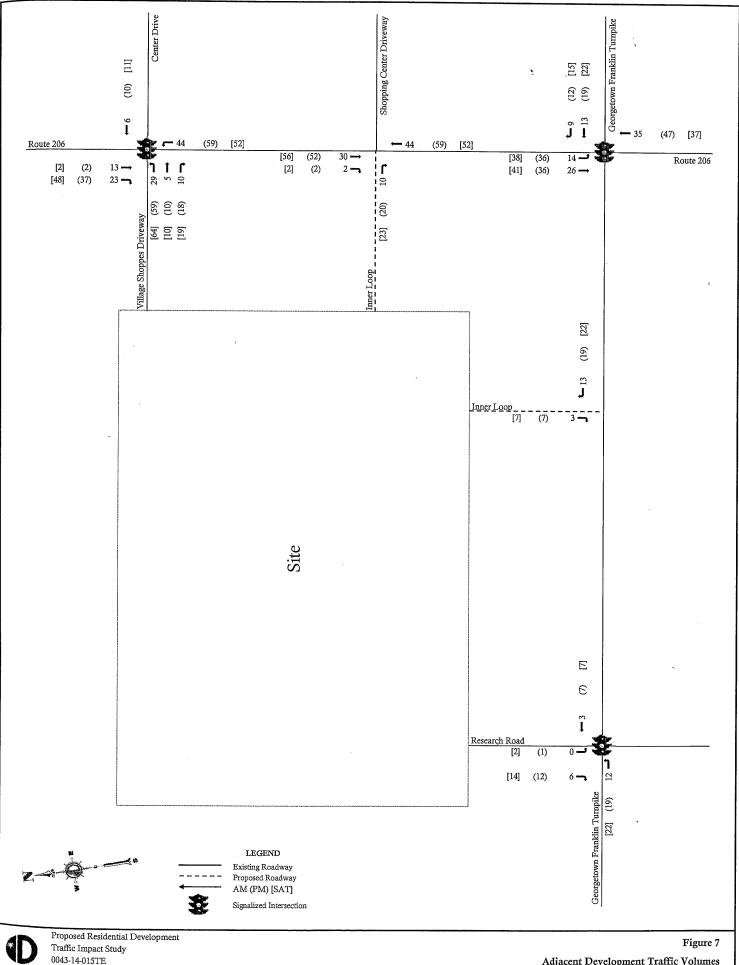
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Adjacent Development Traffic Volumes [Dunkin Donuts]



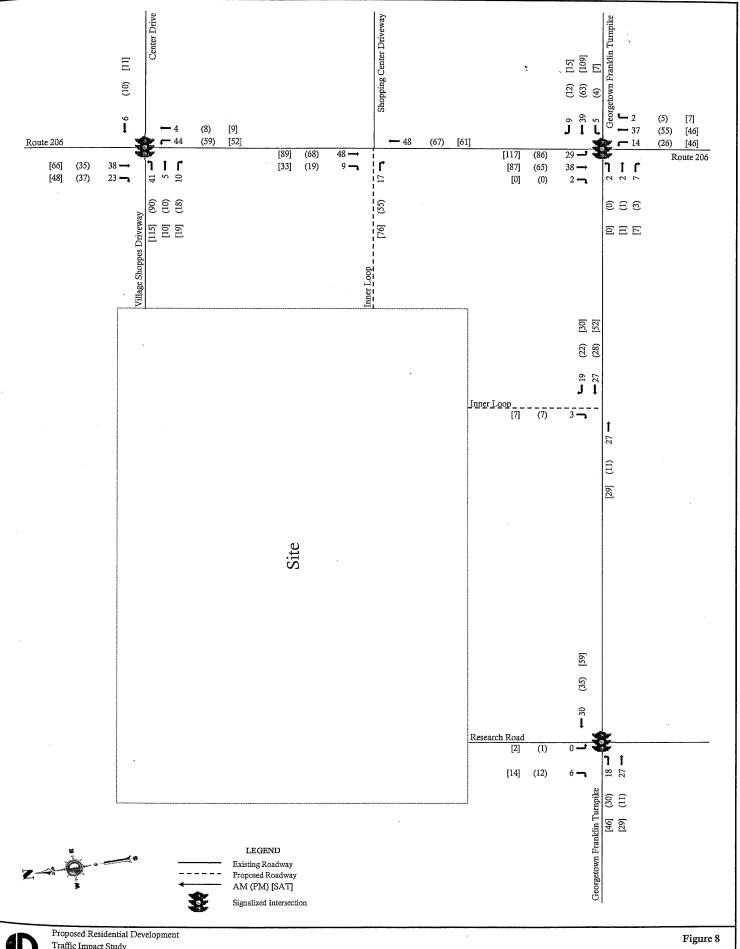
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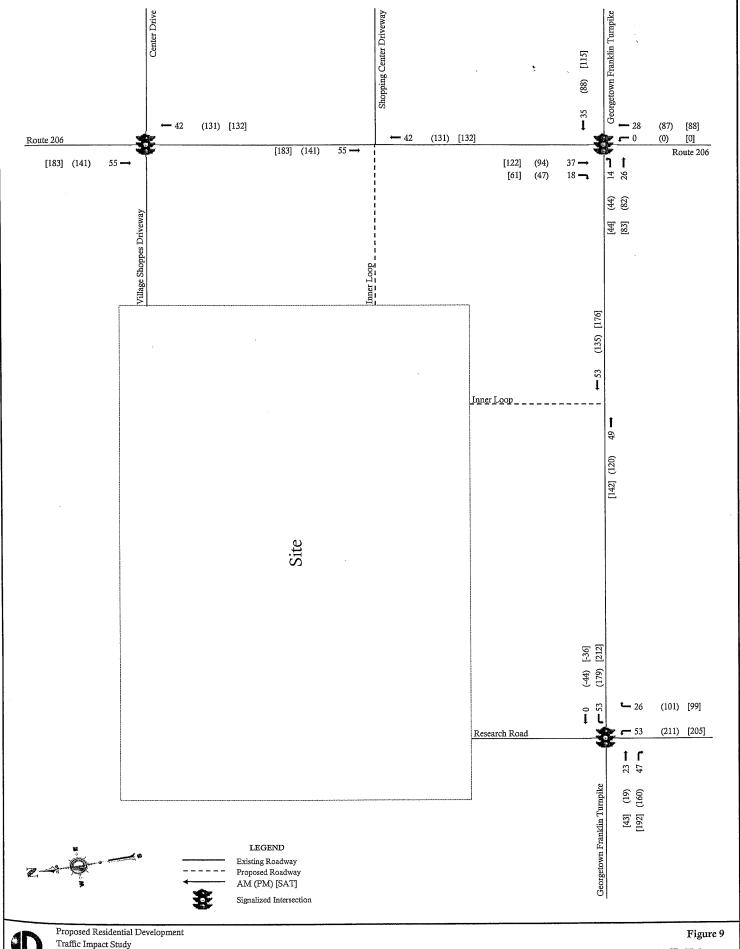
Adjacent Development Traffic Volumes [King Interest Retail]

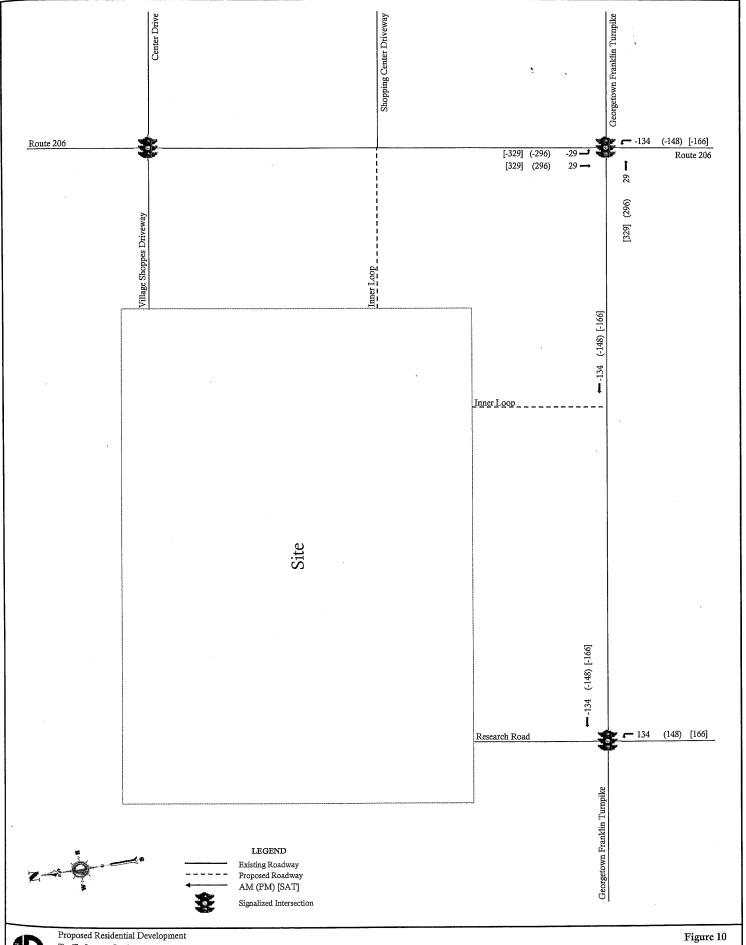


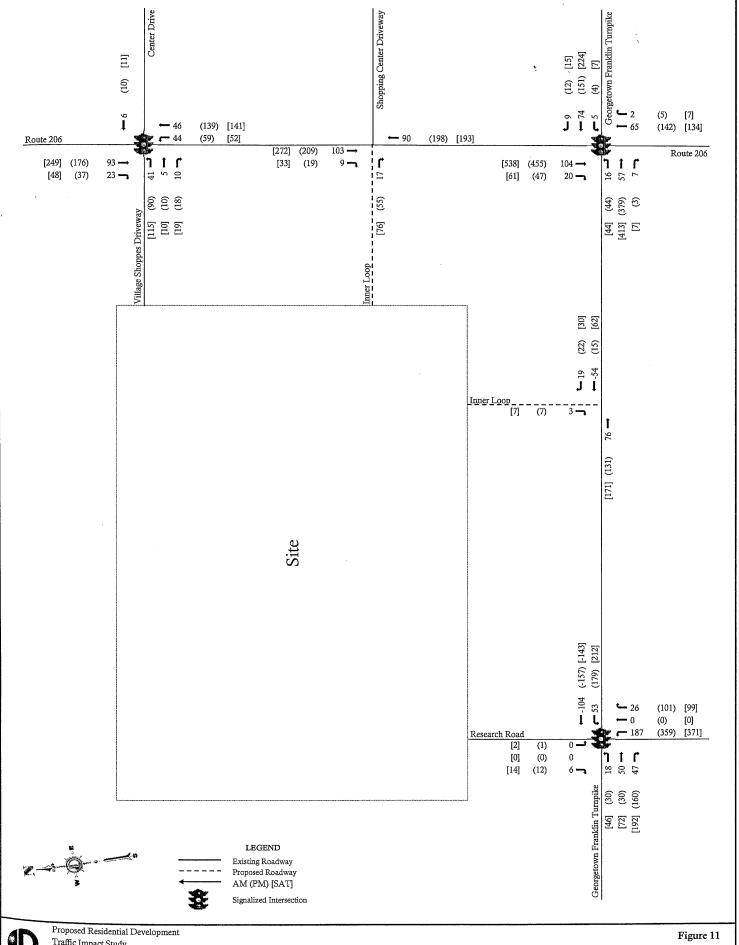
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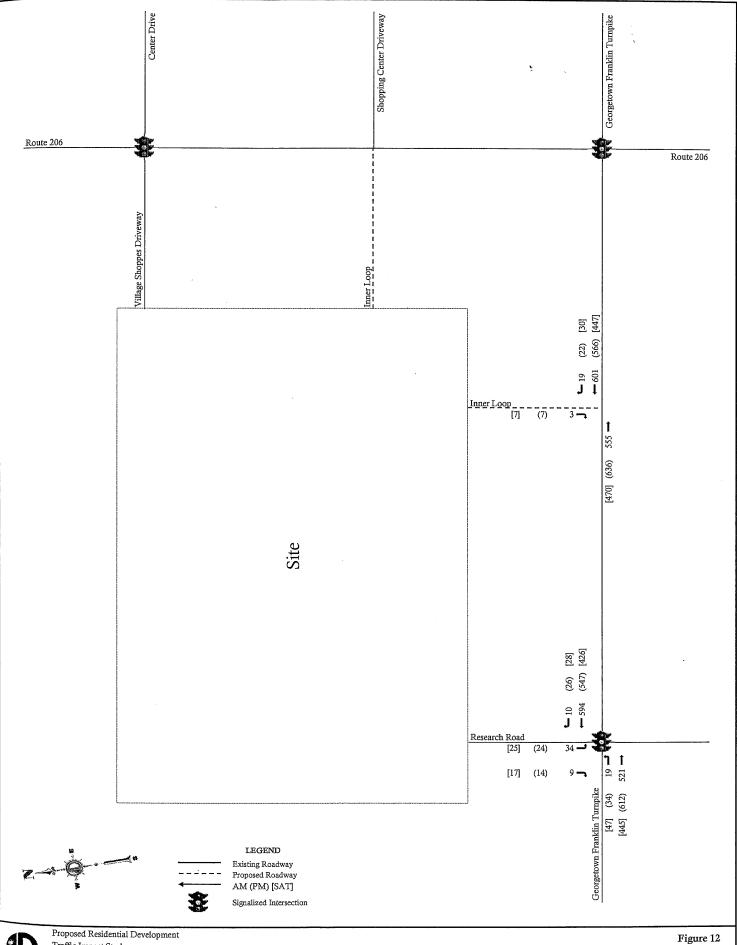
Adjacent Development Traffic Volumes [Montgomery Walk]

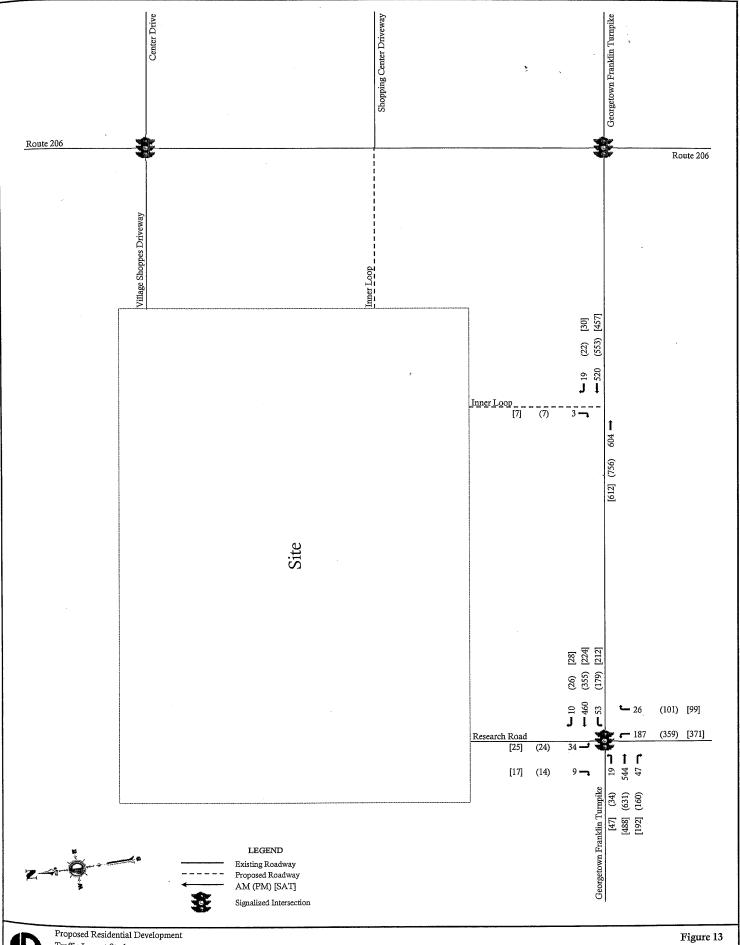


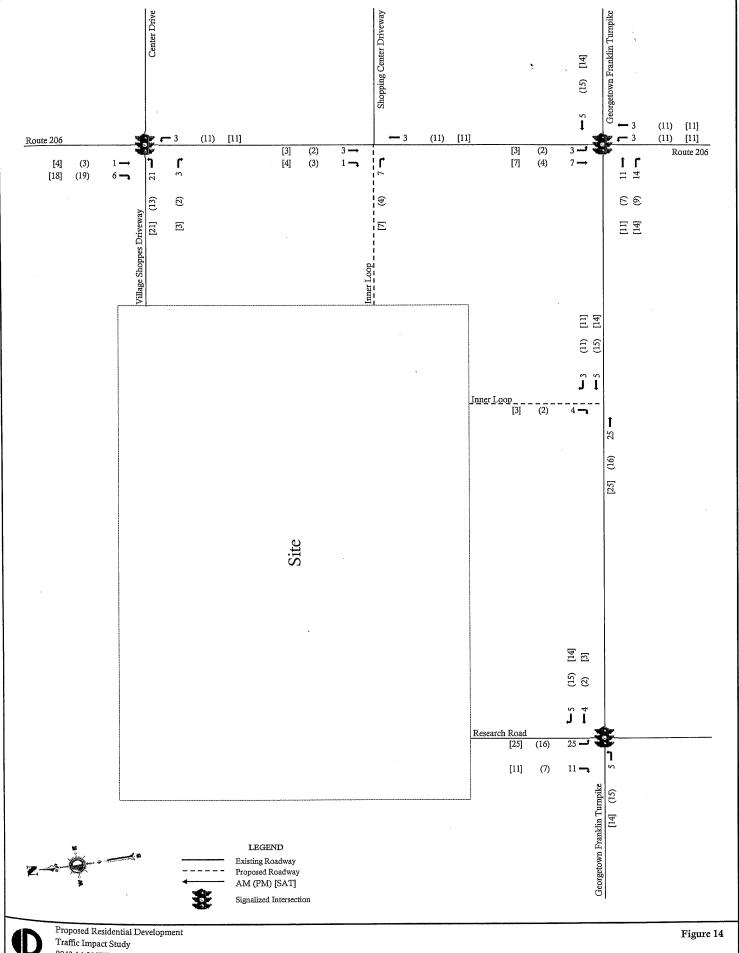






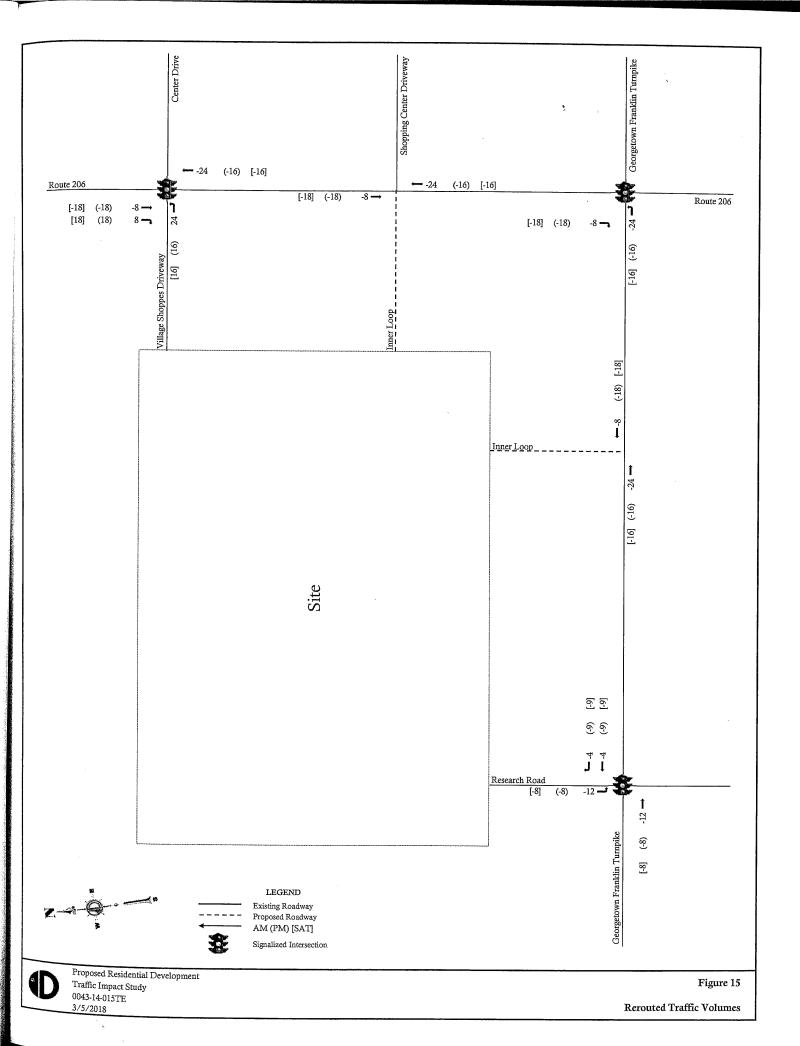


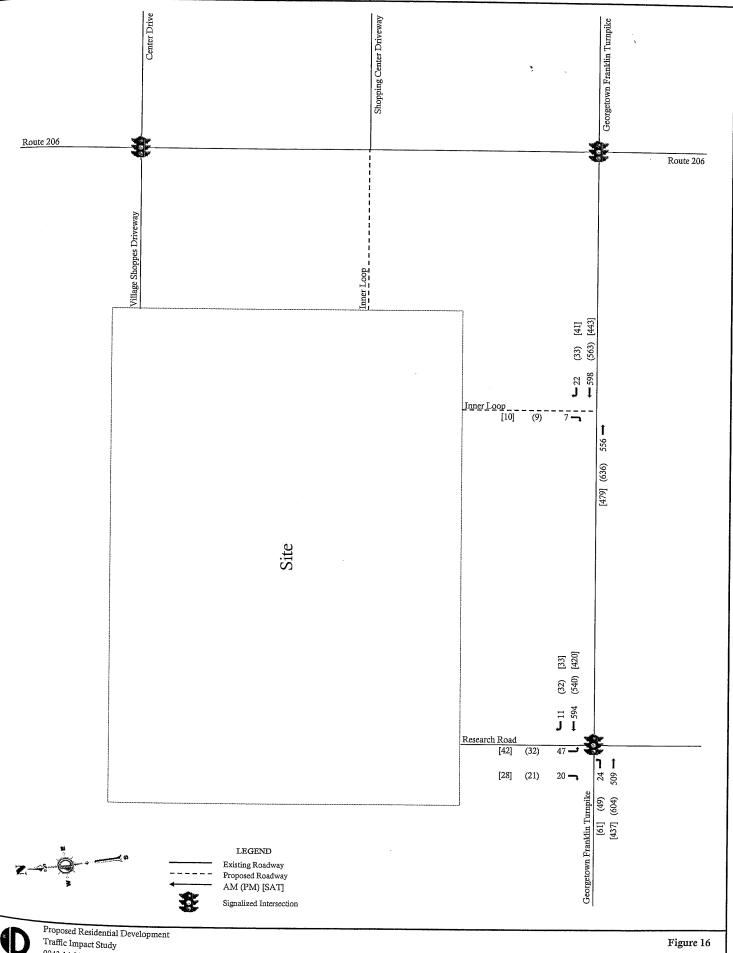


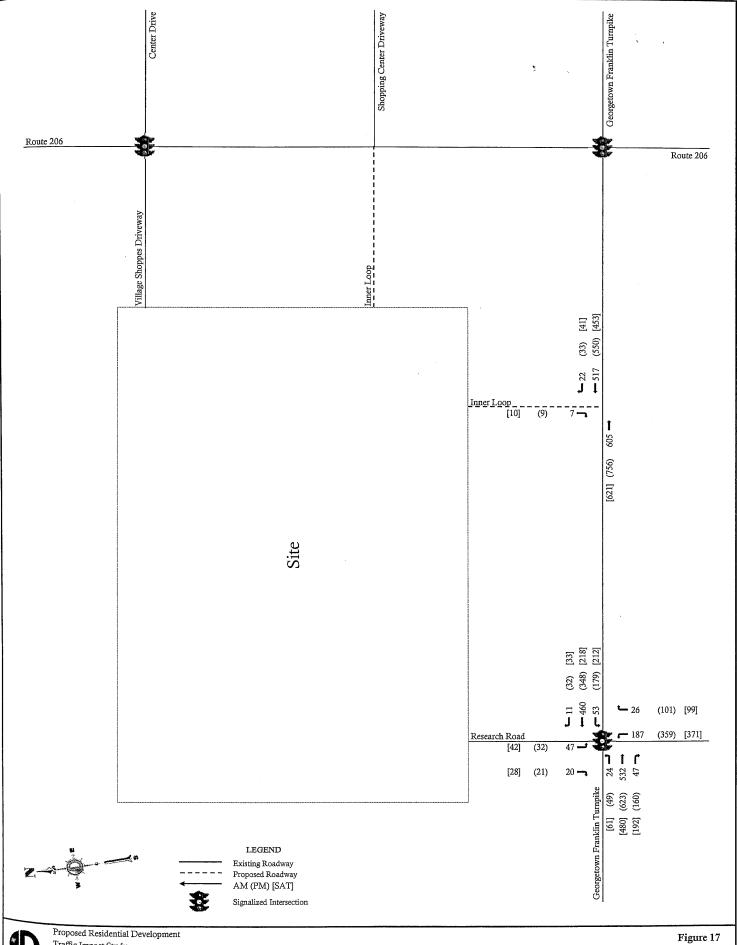


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Site Generated Trips







Appendix B Traffic Counts

Dynamic Traffic, LLC 1904 Main Street, Lake Como, NJ, 07719

1904 Main Street, Lake Como, NJ, 07719 245 Main Street - Suite 110, Chester, NJ, 07930 (732) 681-0760

E/W: Georgetown Franklin Turnpike

N/S: Research Road

rown/County: Montgomery/Somerset

Job #: 0043-14-015T

File Name : Georgetown Franklin Tpke & Research Rd AM & PM

Site Code : 00000000 Start Date : 10/12/2017

Page No : 1

						Printed- C							
	Georg		anklin Turn	pike	Georg	getown Fr		urnpike	Research Road				
		Eastb				West			Southbound				
Start Time	Left	Thru	Right A		Left	Thru	Right		Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	71	0	71	0	115	0	115	9	0	2	11	197
07:15 AM	0	107	0	107	0	95	2	97	11	0	1	12	216
07:30 AM	1	114	0	115	0	113	4	117	.13	0	0	13	245
07:45 AM	0	118	0	118	0	137	1	138	12	0	2	14	270
Total	1	410	0	411	0	460	7	467	45	0	5	50	928
08:00 AM	0	121	0	121	0	153	5	158	7	0	1	8	287
08:15 AM	1	130	0	131	0	131	3	134	5	0	0	5	270
08:30 AM	0	115	0	115	0	132	1	133	9	. 0	0	9	257
08:45 AM	0	129	0	129	0	113	2	115	6	0	0	6	250
Total	1	495	0	496	0	529	11	540	27	0	1	28	1064
*** BREAK ***													
04:30 PM	2	173	0	175	0	127	3	130	4	0	2	6	311
04:45 PM	0	129	0	129	0	126	4	130	3	0	0	3	262
Total	2	302	0	304	0	253	7	260	7	0	2	9	573
05:00 PM	2	146	0	148	0	130	9	139	4	0	0	4	291
05:15 PM	0	141	0	141	0	119	9	128	12	0	0	12	281
05:30 PM	0	143	0	143	0	125	5	130	7	0	0	7	280
05:45 PM	0	135	00	135	0	115	12	127	9	0	0	9	271
Total	2	565	0	567	0	489	35	524	32	0	0	32	1123
06:00 PM	2	174	0	176	0	115	7	122	11	0	1	12	310
06:15 PM	1	117	0	118	0	124	11	135	8	0	0	8	261
Grand Total	9	2063	0	2072	. 0	1970	78	2048	130	0	9	139	4259
Apprch %	0.4	99.6	0		0	96.2	3.8		93.5	- 0	6.5		
Total %	0.2	48.4	0	48.6	00	46.3	1.8	48.1	3.1	. 0	0.2	3.3	
Cars	9	1996	0	2005	0	1911	74	1985	125	0	8	133	4123
% Cars	100	96.8	0	96.8	0	97	94.9	96.9	96.2	0	88.9	95.7	96.8
Trucks	0	67	0	67	0	59	4	63	5	0	1	6	136
% Trucks	0	3.2	0	3.2	0	3	5.1	3.1	3.8	0	11.1	4.3	3.2

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E/W: Georgetown Franklin Turnpike

V/S: Research Road

rown/County: Montgomery/Somerset

Job #: 0043-14-015T

File Name: Georgetown Franklin Tpke & Research Rd SAT

Site Code : 00000000 Start Date : 10/14/2017

Page No : 1

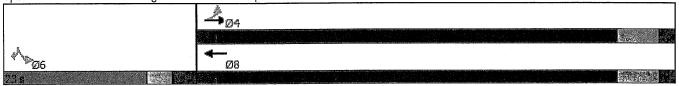
					Groups F	Printed- C	ars - Tru	ıcks					
	Georg		anklin Turn	pike	Georg	getown Fr	anklin Tı	urnpike	Research Road				
O. 17"			ound			Westk			Southbound				
Start Time	Left	Thru		pp. Total	Left	Thru	Right		Left	Thru	Right A	App. Total	Int. Total
11:00 AM	0	90	0	90	0	66	5	71	9	0	0	9	170
11:15 AM	0	80	0	80	0	93	1	94	10	0	0	10	184
11:30 AM	1	71	0 .	72	0	85	5	90	5	0	0	5	167
11:45 AM	0	103	0	103	0	99	5	104	4	0	3	7	214
Total	1	344	0	345	0	343	16	359	28	0	3	31	735
40.00 DM		400	_	1									
12:00 PM	0	132	0	132	0	81	7	. 88	7	0	0	7	227
12:15 PM	0	102	0	102	0	95	10	105	7	0	0	7	214
12:30 PM	0	80	0	80	0	74	3	77	5	0	0	5	162
12:45 PM	0	69	0	69	0	81	8_	89	9	0	00	9	167
Total	0	383	0	383	0	331	28	359	28	0	0	28	770
04.00 DM	0	70	•	1									
01:00 PM	0	78	0	78	, 0	90	9	99	8	0	0	8	185
01:15 PM	0	60	0	60	0	91	10	101	1	0	2	3	164
01:30 PM	0	69	0	69	0	79	4	83	8	0	0	8	160
01:45 PM	00	79	0	79	00	95	3	98	3	0	0	3	180
Total	0	286	0	286	0	355	26	381	20	0	2	22	689
O 4 T-4-1	4	4040	_	1	_								
Grand Total	1	1013	0	1014	0	1029	70	1099	76	0	5	81	2194
Apprch %	0.1	99.9	0		0	93.6	6.4		93.8	0	6.2		
Total %	00	46.2	0	46.2	0	46.9	3.2	50.1	3.5	00	0.2	3.7	
Cars	1	995	0	996	0	1012	67	1079	75	0	5	80	2155
% Cars	100	98.2	0	98.2	00	98.3	95.7	98.2	98.7	0	100	98.8	98.2
Trucks	0	18	0	18	0	17	3	20	1	0	0	1	39
% Trucks	0	1.8	0	1.8	0	1.7	4.3	1.8	1.3	0	0	1.2	1.8

Appendix C Capacity Analysis

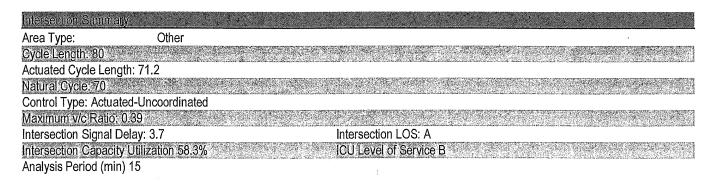
		j	4	4	<u>\</u>	1	*
Lane Group	ĒBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	*	<u></u>	^	AAGUA	ኻ	7	and the state of the
Traffic Volume (vph)	:1 :1	T 484	55 3	10	33		
Future Volume (vph)	1	484	553	10 10	33	3	
Ideal Flow (vphpl)	1900	1900	+ 1900	1900	აა 1900	3 1900	
Storage Length (ft)	200	1900	1900	1900	200		
Storage Lanes	200			. 0	200	0	
Taper Length (ft)	50	AND THE RESERVED	Anna de la compania del compania del la compania del compania de la compania de la compania de la compania del compania	U	100	1	
Right Turn on Red	JU			Yes	100	Yes	
Link Speed (mph)		45	45	100	25	l es	
Link Distance (ft)		975	1425		568		
Travel Time (s)		14.8	21.6	May desired a second	15.5		
Peak Hour Factor	0.94	0.94	0.94	0.94	10.0 ⊴0.94	0.94	
Heavy Vehicles (%)	0.94	0.94 6%	ENVIRONMENT OF THE PROPERTY OF	10%	6%	0.94	
Shared Lane Traffic (%)	070	070	4%	1076	0%	U%	
Lane Group Flow (vph)		515	FOO		itsalahir. OF		
Turn Type	Perm	NA	599 NA	0	35 Perm	3	
Protected Phases	, rem	THE RESERVE OF STREET, AS	CONTRACTOR CONTRACTOR CONTRACTOR	carbon di Princia Principa di Secución II Acces	Pelm	Perm	
Permitted Phases	7	4	8		~	· .	
Detector Phase	4		0		6	6	
Switch Phase	4	4	8		6	6	
Minimum Initial (s)	EΛΛ	50.0	EO 0	and the second s	7.0	7.0	
Minimum Split (s)	50.0 57.0	57.0	50.0 57.0		7.0 13.0	7.0	
Total Split (s)	57.0 57.0	57.0 57.0	57.0 57.0		Land Committee Committee of the	-13.0 23.0	
Total Split (%)	71.3%	71.3%	71.3%	15 W 3 T 3 T 5	23.0 28.8%	∠3.0 28.8%	
Yellow Time (s)	7 1.5% 5.0	71.5% 5.0	71.3% 5.0		3.0	3.0	- a special control of the state of the stat
All-Red Time (s)	2.0	2.0	2.0		3.0	3.0	
Lost Time Adjust (s)	2.0 0.0	0.0	2.0 0.0	Mind outlies of the	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	6.0	
Lead/Lag	1.0	1.0	7.0		0.0	0.0	
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	an antique de la	None	None	
Act Effct Green (s)	63,0	63.0	63.0		7.2	7.2	
Actuated g/C Ratio	0.88	0.88	0.88		0.10	<i>1,</i> ∠ 0.10	
v/c Ratio	0.00	0.33	0.37		0.10	0.10	
Control Delay	3.0	3.0	3.2		32.2	20.7	
Queue Delay	0.0	0.0	0.0		0.0	0,0	
Total Delay	3.0	3.0	3.2		32.2	20.7	Fig. 6
LOS	3.0 A	3.0 A	J.2 A		32.2 C	20.7 C	
Approach Delay	- $ -$	3.0	3.2		31.3	oscila Santa	
Approach LOS		3.0 A	3.2 A		31.3 C		
Queue Length 50th (ft)	0	0	Д О		15	0	
Queue Length 95th (ft)	1 1 2	120	147		39	7	
Internal Link Dist (ft)		895	1 4 7 1345		- 39 488		
Turn Bay Length (ft)	200	ບອນ	1040		200		
Base Capacity (vph)	∠00 724	1584	1610		and the second section of the second section of the second section of the second section secti	387	
Starvation Cap Reductn	724	1004	ere, the control property and the		406 0	387 0	
Spillback Cap Reductn	Control of the Contro	<u>u</u> 0	0		a traise manaca	υ 0	
Storage Cap Reductin	0	0	0		0	Ü	
Reduced v/c Ratio	0.00	0.33	- Carrierant at somether		registers personal transaction	a new principles of the second second of the	
Neutroeu V/C Matio	U.UU	U.33	0.37		0.09	0.01	

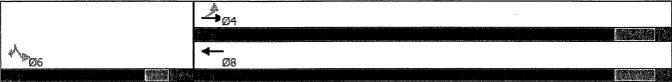
KMS 03/05/2018

Intersection Summary	
7 11 Oct 1 3 po.	her
Cycle Length: 80	
Actuated Cycle Length: 71.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoor	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 4.1	Intersection LOS: A
Intersection Capacity Utilization	n 58.3% ICU Level of Service B
Analysis Period (min) 15	



	.≯ :	→	*	A.	\	4	y ,
Lane Group	Figh		WET	WBR	SBL	SER	
Lane Configurations	ኻ	*	†		ሻ	7	
Traffic Volume (vph)	4	589	502	. 25	23	2	
Future Volume (vph)	4	589	502	25	23	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	Charles 198
Storage Length (ft)	200	31000	1000	0	200	/ 0	
Storage Lanes	1	t generalistika		0	0	1	
Taper Length (ft)	50			A CONTRACTOR OF THE STATE OF TH	100	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	
Right Turn on Red				Yes		Yes	
Link Speed (mph)	Jack W. Continues and Theorem.	45	45	i de la la Maria de la	25	and the second of the second	one of the control of
Link Distance (ft)		975	1425		568		and the state of t
Travel Time (s)	en e	14.8	21.6	rent market. Marott de av. Tenen	15.5	Salaba A Victoria (17) in dispublika alifan ili di 1907. Vi	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	en in the section of
Heavy Vehicles (%)	0%	2%	2%	0%	4%	0%	The Committee And Association of the Committee and the Committee and Association of the Committee a
Shared Lane Traffic (%)	78	8794.					
Lane Group Flow (vph)	4	640	573	0	25	2	
Turn Type	Perm	NA.	. NA		Perm	Perm	
Protected Phases	TO BE STORE WHETE BY THE PROPERTY OF THE PROPE	4	8	waterverment of the Act towards from	e att overettiger vokatet, e tie	anana ay	
Permitted Phases	4	Landar Walter	eras en lizar		6	- 6	
Detector Phase	4	4	8		6	6	ente de la company de la composition d
Switch Phase	and the second	in and against		era e de la compania			
Minimum Initial (s)	50.0	50.0	50.0	· ONCO CONTO ACCUMING	7.0	7.0	
Minimum Split (s)	57,0	57.0	57.0		13.0	13.0	
Total Split (s)	57.0	57.0	57.0		23.0	23.0	
Total Split (%)	The state of the second second second second	71.3%	71.3%		28.8%	28.8%	
Yellow Time (s)	5.0	5.0	5.0	14 St. 77 St. 10 St.	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	iller, Kanadorkin (. 194)	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0 6.0	0.0	
Total Lost Time (s)	7.0	7,0	7.0		0.0	6.0	
Lead/Lag			er english				
Lead-Lag Optimize? Recall Mode	Min	Min	Nin		None	None	
AND CONTRACTOR OF THE PROPERTY	Min 63.0	Min 63.0	Min 63.0	rie in the second	7.0	7.0	
Act Effct Green (s) Actuated g/C Ratio	0.88	0.88	0.88		0.10	0.10	
Wc Ratio	0.01	0.39	0.35		0.10	0.10	
Control Delay	2.8	3.2	3.0	and the second s	31.2	21.5	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	2.8	3.2	3.0		31.2	21.5	
LOS	2.0 A	Ā	Ä.		C	Č	
Approach Delay		3.2	3.0		30.5		kerjo kalendurakan malikuta (1906-1906) kuto katan Pulandak Kulandak da ketan berasa berasa da 1906-1906. Katan
Approach LOS		- A	Ä		Ċ		
Queue Length 50th (ft)	0	0	0	<i>10 </i>	10	0	na katende sakan da takasi ndasah mendada kelah da da mendelah da
Queue Length 95th (ft)	3	152	128		31	6	
Internal Link Dist (ft)	o de la composición	895	1345		488	er odski sakty (2406) (1906)	er er mannen frantskriver Progress i mellet i 2000 fra 1900 en 1900 en 1900 en 1900 en 1900 en 1900 en 1900 en De skriver i 1900 en 1
Turn Bay Length (ft)	200				200	Programme and the second	
Base Capacity (vph)	750	1649	1641	andere en	414	386	менен жана жана бай жана жана жана жана жана жана жана жа
Starvation Cap Reductn	Ō	0	0		.0	0	
Spillback Cap Reductn	0	0	0	a - y - y - y y - y y y y y y y y y y y	0	0	
Storage Cap Reductn	0	0	0	4.2	Ō	0	
Reduced v/c Ratio	0.01	0.39	0.35		0.06	0.01	





	Appendix.	-	-	-	*	*	
Lane Group	EBL	EBT	WBT	. WBR	SBL	SBR¥	a de la composição de la c
Lane Configurations	`	**************************************	1 >	STORES OF THE	*	7	
Traffic Volume (vph)	1	408	360	27	23	3	90.00.00
Future Volume (vph)	1	408	360	27	<u>2</u> 3	3	en e
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	200	1000	1000	0	200	0	
Storage Lanes	1		The state of the s	0	200	7	2525/49/10
Taper Length (ft)	50	and a data. The language	la de en es esta dispetamenta comb	- min presentation and	100	and the same of the	
Right Turn on Red				Yes	100	Yes	
Link Speed (mph)	There is a second of the secon	45	45	1 53	25	100	
Link Distance (ft)		975	1425		568		
Travel Time (s)		14.8	21.6		15.5		ber and the second
Peak Hour Factor	0.91	0,91	0.91	0.91	0.91	0,91	GERRADIENE.
Heavy Vehicles (%)	0.91	and the second second second second second	0.91 1%	0.91 4%	0.91	0.91	- 14 - 14 - 14 - 14 - 14 - 14 - 14 - 14
	U%	3%	1%	4%	U%	U%	
Shared Lane Traffic (%) Lane Group Flow (vph)		440	400		OF.	•	
	D	448	426	0	25	3	
Turn Type	Perm	NA 4	NA o	lean an ambian expedition in	Perm	Perm	
Protected Phases		4	8		7	,	
Permitted Phases	4			and resident and a	6	6	
Detector Phase	4	4	8	anagenes properties	6	6	
Switch Phase						and delighted and	
Minimum Initial (s)	50.0	50.0	50.0	and the second	7.0	7.0	many and a photographers
Minimum Split (s)	57,0	57.0	57.0		13.0	13.0	
Total Split (s)	57.0	57.0	57.0	erne operationere ere	23.0	23.0	· O MANAGEMENT CHARGE AND AN
Total Split (%)	71,3%	71.3%	71.3%		28.8%	28.8%	
Yellow Time (s)	5.0	5.0	5.0	Manager Commission of Commissi	3.0	3.0	Marketon protesta trans
All-Red Time (s)	2.0	2.0	2.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	704 at 7	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0		6,0	6.0	
Lead/Lag				a per a grand production and a standard product of stales	·	name parameter and the state of the first of the section of the se	processor in construction - 1 's a
Lead-Lag Optimize?							** (***)** ** *******
Recall Mode	Min	Min	Min	at in flatigiere say in Visionerrandian	None	None	erek restriction
Act Effct Green (s)	63.1	63.1	63.1		7.0	7.0	
Actuated g/C Ratio	0.89	0.89	0.89	ing a state of the same	0.10	0.10	or his conditions because
v/c Ratio	0.00	0.27	0.26		0.14	0.02	
Control Delay	3.0	2.6	2.5	dalam mentering da	31.0	20.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.0	2.6	2.5	a de america de de	31.0	20.7	المحجة للحاجب
LOS	3.0 A	Δ.δ	Δ.δ		01.0 C	20.7 C	
Approach Delay	an arial a side take	2.6	2.5		29.9		zame da de la como
Approach LOS		2.0 A	<u> 2.υ</u> λ		23.3 C		
Queue Length 50th (ft)	^	0	<u> </u>		na na pri se sia a servina nakababijihika me	Λ	
Queue Length 95th (ft)	0	93	85		10 31	0 7	**************************************
	a samulan ay a da an	par a reconstruction of the following at a	Car may we and all of the in it		and the second second second	talamata malakara	
Internal Link Dist (ft)	200	895	1345		488	and the same of the same	mari agress gara sama
Turn Bay Length (ft)	200	4004	4040	أغذا أدار ولأكث	200	007	
Base Capacity (vph)	865	1634	1646	e ja kangga mer kerija bandi dikit jaki dalah	431	387	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	. 0	0	0	man magan mang	0	0	
Storage Cap Reductn	0	0	0		0	0	a i de la compania d La compania de la co
Reduced v/c Ratio	0.00	0.27	0.26		0.06	0.01	

Intersection Summary	Someone substitution of the second
Area Type: Other	Security of the Control of the Contr
Cycle Length: 80	
Actuated Cycle Length: 71.2	Address of the second s
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	What is a substitute of the su
AND AND ASSESSMENT OF THE PARTY	
Intersection Signal Delay: 3.4	Intersection LOS; A
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	Transferred Company of
Splits and Phases: 10: Georgetown-F	ranklin Turnpike & Research Road
	4 _{Ø4}
. 8.	
Ø6	4 Ø8

	and the second	-		1	*	>
Lane Group	EBL	EBI	WBT	WBR' SBL	SBR	
Lane Configurations	*	†	7 .	*	7	
Traffic Volume (vph)	19	521	594	10 34	l.	
Future Volume (vph)	19	521	594	10 34	9	
Ideal Flow (vphpl)	1900	1900	1900	1900 1900	1900	
Storage Length (ft)	200	A	1000	0 200	1300	
Storage Lanes	200			0 200		
Taper Length (ft)	50		S. Carrier Maria	100		
Right Turn on Red				Yes	Yes	
Link Speed (mph)		45	45	25	Virginia de selle Miller	
Link Distance (ft)		975	1425	568		The state of the s
Travel Time (s)		14.8	21.6	15.5		
Peak Hour Factor	0.94	0.94	0.94	0.94 0.94	0.94	
Heavy Vehicles (%)	2%	6%	4%	10% 6%	2%	
Shared Lane Traffic (%)	- Carrier States				range and see	The winds (Apple 1997)
Lane Group Flow (vph)	20	554	643	0 36	10	
Turn Type	Perm	NA.	NA	Perm	Perm	
Protected Phases	7.1.2.2	4	8	n material i i i i i i i i i i i i i i i i i i	y	
Permitted Phases	4			6	6	
Detector Phase	4	4	8	6	6	o de la companya del la companya de la companya del la companya de
Switch Phase						
Minimum Initial (s)	50.0	50.0	50.0	7.0	7.0	erine i serinema a memori mentra mentra de la distribució di distribució de la distribució de la distribució d La distribució de memori mentra de la distribució di distribució de la distribuci
Minimum Split (s)	57.0	57.0	57.0	13.0	13.0	
Total Split (s)	57.0	57.0	57.0	23.0	23.0	anne menere e e e e e e e e e e e e e e e e e
Total Split (%)	71.3%	71.3%	71.3%	28.8%	28.8%	
Yellow Time (s)	5.0	5.0	5.0	3.0	3.0	The state of the s
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	The state of the s
Total Lost Time (s)	7,0	7.0	7.0	6,0	6.0	
Lead/Lag		CTO TOTAL POR CANADOS			entropological proposition components	
Lead-Lag Optimize?		al territorial description of	ـ تحسد ــــ			
Recall Mode	Min	Min	Min	None	None	industry programme programs of the sound of
Act Effct Green (s)	58.7	58.7	58.7	7,2	7,2	
Actuated g/C Ratio	0.83	0.83	0.83	0.10	0.10	
v/c Ratio	0.03	0.37	0.43	0.21	0.06	
Control Delay	3.2	4.1	4.5	32.1	17.1	
Queue Delay	0,0	0.0	0.0	0.0	0.0	
Total Delay	3.2	4.1	4.5	32.1	17.1	
LOS Approach Dalou	A	A	Ą	<u>Č</u>	В	
Approach LOS		4.1	4.5	28.8		
Approach LOS	^	A 70	A			
Queue Length 50th (ft)	2	78	96	` 15	0 36	
Queue Length 95th (ft)		134	164	40	13	
Internal Link Dist (ft) Turn Bay Length (ft)	วักกั	895	1345	488	TO THE TOWN	
Base Capacity (vph)	200 617	1/01	150E	200 407	200	
Starvation Cap Reductn	017	1481 0	1505 0	407	386	
Spillback Cap Reductn	υ 0		and the second	0 °	0	
Storage Cap Reductn	0	0	0	0 0	0	
Reduced v/c Ratio	0.03	وروا والمطالق في الاستخرار والما النام		a de la caracidade de la calenda de la c	Silver Calendar Sine	
Neduced Wc Rallo	0.03	0.37	0.43	0.09	0.03	

10: Georgetown-Franklin Turnpike & Research Road

Intersection Summa	ry ' '+' +'				
Area Type:	Other				
Cycle Length: 80				ar and the same of	
Actuated Cycle Leng	gth: 71				
Natural Cycle: 70					6.00
Control Type: Actuar					
Maximum v/c Ratio:	0.43				
Intersection Signal D	Delay: 5.2	Inters	ection LOS: A		
Intersection Capacit	y Utilization 58.3%	ICU L	evel of Service B		
Analysis Period (mir	n) 15				



	1		4	1	1	1	s ampino a recount recount
Lane Group		EST	WBT	WBR	SBL	SBR	
Lane Configurations	`	†	†		'	7	
Traffic Volume (vph)	34	612	547	26	24	14	
Future Volume (vph)	34	612	547	26 26	24 24	14 14	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	200		1000	0	200	1900	
Storage Lanes				0		7	
Taper Length (ft)	50		Constitution of the Consti		100	and the second second second	
Right Turn on Red		70-16-16-1		Yes	100	Yes	
Link Speed (mph)	Secretaria de la companya della companya della companya de la companya della comp	45	45	100	25	163	and a second contract of the c
Link Distance (ft)		975	1425		568	3624 LUZEST	
Travel Time (s)		14.8	21.6		15.5	er en	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0,92	
Heavy Vehicles (%)	2%	2%	2%	2%	0.32 4%	2%	and the second s
Shared Lane Traffic (%)	270	2.70	Z /0	270	4 /0	Z /0	
Lane Group Flow (vph)	37	665	623	0	26	15	
Turn Type	Perm	NA	NA	U	Perm	Perm	
Protected Phases		4	8		i citii	Leilli	
Permitted Phases	4	.			6	É	
Detector Phase	4	4	8	Political Vegacians	6	6 6	and the second of the forest and approximate control of the second of th
Switch Phase			0	3397425525			
Minimum Initial (s)	50.0	50.0	50.0		7.0	7.0	
Minimum Split (s)	57.0	57.0	57.0		13.0	13.0	
Total Split (s)	57.0	57.0	57.0		23.0	23.0	
Total Split (%)	71.3%	71.3%	71.3%		28.8%	28.8%	
Yellow Time (s)	5.0	5.0	5.0		3.0	3.0	
All-Red Time (s)	2.0	2,0	2.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	2.0 0.0	- Harriston Propinsi santan	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7,0	- 2735 - 1195	6.0	6.0	
Lead/Lag	4.5%		1.00	per transfer of the security	0.0	0.0	
Lead-Lag Optimize?							1
Recall Mode	Min	Min	Min	ment the state	None	None	
Act Effct Green (s)	59.5	59.5	59.5		7.0	7.0	
Actuated g/C Ratio	0.83	0.83	0.83	o Suddining	0.10	0.10	
v/c Ratio	0.06	0.43	0.40		0.15	0.10	
Control Delay	3.1	4.3	4.1	and the second s	31.5	16.2	
Queue Delay	0.0	0.0	0,0		0.0	0.0	
Total Delay	3.1	4.3	4.1	too salaba la .	31.5	16.2	
LOS	Ā	т.о А	A.		31.3 Č	10.2 B	
Approach Delay		4.3	4.1		25.9		
Approach LOS	***************************************	A A	4.1 A		23.5 C		
Queue Length 50th (ft)	4	101	90	الاراء سيستد	11	0	
Queue Length 95th (ft)	11	162	146		32	16	
Internal Link Dist (ft)	11	895	1345	والمعالفة فالماد	32 488	10	
Turn Bay Length (ft)	200	บอบ	1040	tropiem ent o trop	488 200		
Base Capacity (vph)	637	1548	1540	والمتسابة فالألفانة	411	207	
Starvation Cap Reductn	037	1040	1540		Carlos is the street being the second of	387	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.43	0.40		0.06	0.04	
	0.00	0.40	0.40		0.00	U.U 4	

10: Georgetown-Franklin Turnpike & Research Road

Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 71.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 4.8	Intersection LOS: A
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	aki di inggapina gamakakan madadibilah dagapakan kala adaman menggaran kala sala sala sala sala sala sala sala

Splits and Phases: 10: Georgetown-Franklin Turnpike & Research Road

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			-	•	-	4	*
Lane Group	EBL	r n +	W.			-	Name of the state
Lane Configurations		CANADAMAN AND CANADA	WBT	WBR		SBR	
Traffic Volume (vph)	\	The second of the second of the second	·	Compression Compression	<u>**</u>	7	
Future Volume (vph)	47	de como como esta de constitución de constituc	the best of the second second	28	25	17	WARREST TO THE THE PROPERTY OF
Ideal Flow (vphpl)	47	445		28	25	17	ender e des amondos dels e specimensidades de la companya de la companya de la companya de la companya de la c
Storage Length (ft)	1900	1900	1900	1900	1900	1900	and the production of the contract of the cont
Storage Lanes	200	mana, anno ett, konsideren ner seka talva et ele	erry . Artis and experienced the control of the control	0	200	0	Mitterson to a gradual make a congression of the constraint and the constraint and the con-
		in mentangan puntu	on and a second	0	Ô	1	the description of the second description of the second of
Taper Length (ft)	50	AND THE RESIDENCE AND THE REAL PROPERTY AND THE PARTY AND			100	- And and a control of control of control	Contraction in the minimum and the first the investor.
Right Turn on Red	territali maran sasaratan maran .	- en marine de la companya del companya de la compa		Yes	MARKET CONTRACTOR CONTRACTOR	Yes	were and the transfer and the segments who is appropriate for a transfer to the appropriate for the segment of
Link Speed (mph)	and a management of a state of the state of	45	45	- Carlo and a second by the second beautiful designed and a second by the second beautiful designed as the second by the second beautiful designed as the second beau	25	and the second of the second o	of the consequence and a consideration of the experience of the consequence of the conseq
Link Distance (ft)		975	1425	Control of the state of the sta	568	****	Medical continues and make provide all the same of the subject of the same of
Travel Time (s)	WA COMPANY AND ADDRESS OF TAXABLE PARKET	14.8	21.6	manager was continued by	15.5		adding a management of a sea or legis of the companying section of a finite of a management from an or with
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	3%	1%	4%	2%	2%	and the second community of the second secon
Shared Lane Traffic (%)			of the Spiriters and American Spiriters and A			<u>~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ </u>	- Therefore the second algebra and the second algebra and the second place.
Lane Group Flow (vph)	52	489	499	0	27	19	or the Company of the State of
Turn Type	Perm	NA	NA		Perm	Perm	and the sequence and make the assertion of the sequence had the sequence of th
Protected Phases	n men er	4	8		i Citti	r citii	the community that the property and the control of
Permitted Phases	4			Water and the special	6	e e	Manager responses on the state of the state
Detector Phase	4	4	8	etangen, de gran en	6 6	6	an arthur ana jaranta maga ga art agus a raga a laggara ar ann air ang a shaip marina a an a dhaip marin ar
Switch Phase	Experience of the state of the				0	6	one analysis opposition in a construction and analysis and relative and fail or eliminate. More than one other
Minimum Initial (s)	50.0	50.0	50.0	Action State Control	7.0	7.0	terror and the configuration of the state of
Minimum Split (s)	57.0	57.0	57.0	eterory or presidential	7.0	7.0	many salah manjampiya angani sa salah sala
Total Split (s)	57.0	57.0	57.0 57.0		13.0	13.0	Manager or the first designation of the state of the stat
Total Split (%)	71.3%	71.3%	71.3%	e a proposition and a second second second	23.0	23.0	entropis, i.e space and depty reason is to the addition of the control of the control
Yellow Time (s)	5.0	5.0	- and the minimum production and a second		28.8%	28.8%	and the second programme and the second progra
All-Red Time (s)	2.0	2.0	5.0		3.0	3.0	Account to the second s
Lost Time Adjust (s)	0.0	and the same of th	2.0		3.0	3.0	PENNS DE L'ANDRE DE L'
Total Lost Time (s)	7.0	0.0	0.0	terrenen e representativo versigaras.	0.0	0.0	Manager Table Committee
Lead/Lag	7.0	7.0	7.0		6.0	6.0	The state of the s
Lead-Lag Optimize?	AND THE PARTY OF T	**************************************		The state of the s	the party of the same of the s		The state of the s
Recall Mode	N. 45	man man a manadamani a man il	e we compressed the con-	and the second second	entro e manifest a manifest e e e e e	interpretation and the second	The state of the s
Act Effet Green (s)	Min	Min	Min	and the same and t	None	None	The following of the bound for boston desired with the second section of the section of the second section of the section of the second section of the s
Actuated g/C Ratio	58,6	58.6	58.6	Water the transference as well	7.0	7.0	a delice respecting address resources to a construction of the second of
	0.83	0.83	0.83	9	0.10	0.10	A province of the second secon
V/c Ratio	0.07	0.32	0.32		0.15	0.11	CHI CARLO I STAN AND RECORDED AND AND AND AND AND AND AND AND AND AN
Control Delay	3.1	3.6	3.6	THE PARTY OF THE P	31.1	15.2	AN EXECUTE A MANAGEMENT AND ADMINISTRATION OF PROPERTY AND ADMINISTRATION OF PERSONS ASSESSMENT OF PERSONS ASS
Queue Delay	0.0	0.0	0.0	Market Company of Company of Company	0.0	0,0	Mante Sprint Man commer sprint, pr 1. A congress unique especialism
Total Delay	3.1	3.6	3.6	er en	31.1	15.2	m est upodi - minimizio - pri granditale propriata del contra del persona e pri come.
LOS	A	Α	A	***************************************	C	B	THE CONTRACTOR OF THE PARTY OF
Approach Delay		3.6	3.6		24.5	Control of the Contro	THE COLUMN TWO IS NOT THE OWNER OF THE PARTY
Approach LOS		Ä	Ä		C C	men appropriate a frequency desired a consequency	the side of the contract of the state of the
Queue Length 50th (ft)	5	65	65		11	0	the extra statement to the territory of the day of
Queue Length 95th (ft)	14	105	105		33	18	The second secon
Internal Link Dist (ft)	enter take participal was see	895	1345		488	10	Secretaria e conquerto e e e e e e e e e e e e e e e e e e e
Turn Bay Length (ft)	200		1070		200	P. C.	to a complete distribution of the control of the co
Base Capacity (vph)	742	1528	1544	emericana and	while Proposes are a service.	201	·
Starvation Cap Reductn	0	0	0		424	394	and a compact to the control of a compact control that we have a state of the control to the con
Spillback Cap Reductn	0	0	······································		0	0	and the second of the second o
Storage Cap Reductn	0		. 0		0	0	The state of the s
Reduced v/c Ratio	0.07	0	0		0	0	
	0.07	0.32	0.32		0.06	0.05	· · · · · · · · · · · · · · · · · · ·
CNAC							

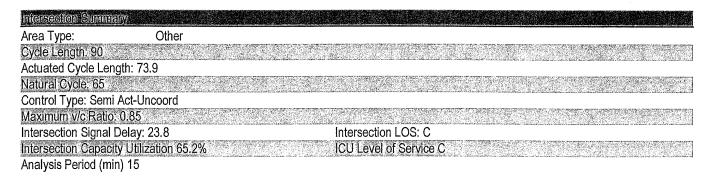
No Build SAT without Mixed-Use Development 10: Georgetown-Franklin Turnpike & Research Road

Area Type: Other	
Cycle Length: 80	and the control of th
Actuated Cycle Length: 70.8	and the support of th
Natural Cycle: 70	The state of the s
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	TOO FOAD IN THE D

opine and mases. To. Georgelown-	Tarikiin Turnpike & Research Road
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<u>*</u> * Ø6	

Care Configurations		.≯ :	-	7	1	♣—		1	†	· /	1	1	1
Lane Configurations	Lane Group	EBL	EBŢ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (wph)	Lane Configurations	ሻ	*	7	'n	ĵ.		ሻ	14		*		
Futher Volume (vph)		19	544	47	53		10	187	1	26	197 Staff Charles and Charles State of Control of Control		q
		19	544	trade and a surface of the best and to	and the grant of the second section in the	460	and the in it is a store of the said	and the second of the second of the second		a series or a few manufather and the series	Acres to the second second section of the	1	q
Storage Length (ft) 200		1900	1900	1900		1900			1900			1900	
Storage Lanes		200	e ar a distance Maritime Medicine (14)	and it is a substitute the state of the state of the same of		ar i - nissi sa antana da Galdinia	ar and a market production between the case of the	and the second state of the second	I decad Ass.	and the second s			
Taper Length (ff)		eggite, presentation, consequency against a	J. Selber	1	· · · · · · · · · · · · · · · · · · ·			1			- 1		
Fight Jum on Red	posterior to the second of the	50	atok o leski di dekekelie.	ist actions in the St. o	50	aridi kallatirini		25	over minimizer gasteralizer		100	and the second second	
Link Distance (Imp) 45 45 45 55 25 Link Distance (II) 975 1425 511 568 Peak Hour Factor 0.94 <td< td=""><td></td><td></td><td></td><td>Yes</td><td></td><td></td><td>Yes</td><td></td><td></td><td>Yes</td><td></td><td></td><td>Vec</td></td<>				Yes			Yes			Yes			Vec
Link Distance (ft)		ing and a superior of the part of the superior	45			45		and communication throughtness and	25	o a is seemed without the seemen		25	1.00
Travel Time (s)	compression according to the company of the company						1-24-20-25			75785754	ar assault 1884		
Peak Hour Factor 0.94	The state of the second and the seco	and all the control of the control o	and provide an exception of an electric server			and the second of the second of the second of the			end and a second second to a design of the second	ar en en de con artema en anciencia de constituir de	- Marine Marine Marine	and the same of the State of the same of	
Heavy Vehicles (%)		0.94		0.94	n 94		0.94	ก็จัน		n 94	n ai		NO A
Shared Lane Traffic (%) 20 579 50 56 500 0 199 29 0 36 11 0 0 1 1 0 1 1 1	the attention to the property of the property of the party of the part	torre where the commence of th	The second and the second second second second	The second secon	er cale con en er eane de la desemble de la con-	Jane 14 . postedly barens area	and the second state of the second	Paretre management of the Paretre State of the Pare	and the second s	and the same of the same of the same of the same of			The second of the second of the
Lane Group Flow (vph) 20 579 50 56 500 0 199 29 0 36 11 0 Turn Type			070			-T /U	1070	2.70	2 /0	2/0	070	070	Z 70
Turn Type		20	579	50	56	500	n	199	20		36	11	0
Protected Phases	SAME TO PROGRAM THE STREET WAS AND A CONTRACT OF THE STREET WAS AND ASSESSMENT OF THE STREET WAS ASSESSMENT OF	or the same of the	in the very street end and a second of the					The state of the s	The Control of the Co				
Permitted Phases		1 31 111	and a street of the state of the state of	1 (111)		and the second of the second o	enterne kalender	CONTRACTOR OF THE PROPERTY OF THE			Leiiii		
Detector Phase 4		Ä		<i>X</i>			•	້ ກ			6	·····	
Switch Phase Minimum Initial (s)		and the second of the second second the second distribution is seen		and the same of th		Ω		<u>6</u>	2		water war war and the said	e	en directorismo in the analysis of
Minimum Initial (s) 8.0 8.0 8.0 4.0 8.0 8.0 8.0 8.0 8.0 8.0 Minimum Split (s) 15.0 15.	AND DESCRIPTION OF THE PROPERTY OF THE PROPERT				J	U					0	U	
Minimum Split (s) 15.0 1	Section of the control of the contro	8.0	8.0	8 N	4.0	8 N		8.0	9 A		0 0	ο Λ	ni de escentia i
Total Split (s)			CONTRACTOR OF THE PARTY OF THE				0.300.000						
Total Split (%) 52.2% 52.2% 52.2% 12.2% 64.4% 16.7% 35.6% 18.9% 18.9% Yellow Time (s) 5.0 5.0 5.0 3.0		eren arenda en en en marina del		ar are an experienced by the second	remember of the second second section and			- revise constitute obtained in a			entire in the site of the transfer of the section of	Action to the second designation of the second	
Yellow Time (s) 5.0 5.0 5.0 3.0 3.0 3.0 3.0 All-Red Time (s) 2.0 2.0 2.0 0.0 2.0 1.0 3.0 3.0 3.0 Lost Time Adjust (s) 0.0						ANADER CONTRACTOR OF THE PARTY	The state of the s						7
All-Red Time (s) 2.0 2.0 2.0 0.0 2.0 1.0 3.0 3.0 3.0 3.0		mar and a commercial and home agree of these properties are an	an address of the desired and the same	and the same of the same of the same	and the second of the second o	and the second section of the second	المائينا لتب	are combined to the second second and the second		ne a met a construction and construction	are mindle Sythem on the	and the second section of the second	
Lost Time Adjust (s) 0.0										and the selections			3777
Total Lost Time (s) 7.0 7.0 7.0 3.0 7.0 4.5 6.0 6.0 6.0 6.0		Carlo in time para in contract a commence and a second distribution part in	arriganism march properties of the same at	a saint ann aige a construction of the fifth	promote a constitution of the second	the section of the se	and the state of t	Consideration - appropriate and	a transmission of perfect and a series		and the second second second second		
Lead/Lag Lag Lag Lag Lead Lead Lead Lag Lag <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>													
Lead-Lag Optimize? Yes		teriperapi in	en a maria à constituiablishiqui, co			1.0		come in the second of the second	0.0			in an and a second and a second and a second	
Recall Mode Min Min Min None Min None Max None Act Effot Green (s) 28.2 28.2 28.2 37.7 33.6 28.4 26.9 9.9 9.9 Actuated g/C Ratio 0.38 0.38 0.38 0.51 0.45 0.38 0.36 0.13 0.13 V/c Ratio 0.06 0.85 0.07 0.19 0.60 0.35 0.05 0.20 0.05 Control Delay 15.4 33.8 0.2 9.2 17.3 22.1 9.4 36.3 20.2 Queue Delay 0.0<							Andrews and the same of	MARKET A SECRETARIAN AND A SECRETARIAN AND ASSESSMENT ASSESSMENT AND ASSESSMENT A					
Act Effct Green (s) 28.2 28.2 28.2 28.2 28.2 37.7 33.6 28.4 26.9 9.9 9.9 Actuated g/C Ratio 0.38 0.38 0.38 0.51 0.45 0.38 0.36 0.13 0.13 V/c Ratio 0.06 0.85 0.07 0.19 0.60 0.35 0.05 0.20 0.05 Control Delay 15.4 33.8 0.2 9.2 17.3 22.1 9.4 36.3 20.2 Queue Delay 0.0		reference to the second control of the secon	· · · · · · · · · · · · · · · · · · ·	marine reduction blocker before the con-	at the man a man district the con-	N 42	and madely and	- marine restriction and the Marine and				transmission of the contract o	
Actuated g/C Ratio 0.38 0.38 0.38 0.51 0.45 0.38 0.36 0.13 0.13 V/c Ratio 0.06 0.85 0.07 0.19 0.60 0.35 0.05 0.20 0.05 Control Delay 15.4 33.8 0.2 9.2 17.3 22.1 9.4 36.3 20.2 Queue Delay 0.0							manager of a strength						a garage
V/c Ratio 0.06 0.85 0.07 0.19 0.60 0.35 0.05 0.20 0.05 Control Delay 15.4 33.8 0.2 9.2 17.3 22.1 9.4 36.3 20.2 Queue Delay 0.0	the transfer of the first property of the state of the st	real contract of the contract	er er serne Henrichauselich name				Same and Sail o	and the same and the same of the same				ence to a state with the below and and	للتناتينا
Control Delay 15.4 33.8 0.2 9.2 17.3 22.1 9.4 36.3 20.2 Queue Delay 0.0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>and allow a separate and according</td> <td></td> <td></td> <td></td>										and allow a separate and according			
Queue Delay 0.0 <th< td=""><td></td><td></td><td></td><td>ernámus is nativilizaciónimistadolización</td><td></td><td></td><td></td><td></td><td>the same of the property description of the same</td><td></td><td></td><td></td><td></td></th<>				ernámus is nativilizaciónimistadolización					the same of the property description of the same				
Total Delay 15.4 33.8 0.2 9.2 17.3 22.1 9.4 36.3 20.2 LOS B C A A B C A D C Approach Delay 30.7 16.5 20.5 32.5 Approach LOS C B C C Queue Length 50th (ft) 6 253 0 12 157 68 0 16 0 Queue Length 95th (ft) 20 390 0 26 237 148 20 48 16 Internal Link Dist (ft) 895 1345 431 488 Turn Bay Length (ft) 200 100 300 200 200 Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 <td></td> <td></td> <td>AND AND ASSESSMENT OF THE PARTY OF THE PARTY</td> <td>TO A CONTRACTOR OF THE PARTY OF</td> <td></td> <td>properties the contract of the</td> <td>er egente sagg</td> <td></td> <td></td> <td>mercina en el en el circo como se</td> <td></td> <td>THE RESERVE THE PROPERTY OF THE PARTY OF THE</td> <td></td>			AND AND ASSESSMENT OF THE PARTY	TO A CONTRACTOR OF THE PARTY OF		properties the contract of the	er egente sagg			mercina en el en el circo como se		THE RESERVE THE PROPERTY OF THE PARTY OF THE	
LOS B C A A B C A D C Approach Delay 30.7 16.5 20.5 32.5 Approach LOS C B C C Queue Length 50th (ft) 6 253 0 12 157 68 0 16 0 Queue Length 95th (ft) 20 390 0 26 237 148 20 48 16 Internal Link Dist (ft) 895 1345 431 488 Turn Bay Length (ft) 200 100 300 200 200 Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0	The second secon	mani managan da kanan da		in a successive metapological property and the second	a to attended a symbolic formation that are			ar in account was a	transport of the second of the second		mention was plant to the second second	are a discourse absorbed by a pain.	
Approach Delay 30.7 16.5 20.5 32.5 Approach LOS C B C C Queue Length 50th (ft) 6 253 0 12 157 68 0 16 0 Queue Length 95th (ft) 20 390 0 26 237 148 20 48 16 Internal Link Dist (ft) 895 1345 431 488 Turn Bay Length (ft) 200 100 300 200 200 Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0			CONTRACTOR STREET, SPECIAL STREET, CARROLL STR		The second secon		m james society con		to a principle of transmissional and the		THE PERSON NAMED IN COLUMN		man sauce and o
Approach LOS C B C C Queue Length 50th (ft) 6 253 0 12 157 68 0 16 0 Queue Length 95th (ft) 20 390 0 26 237 148 20 48 16 Internal Link Dist (ft) 895 1345 431 488 Turn Bay Length (ft) 200 100 300 200 Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0 0 0	Liberteration of the control of the	В.	or a survey server states	Α	Α		· · · · · · · · · · · · · · · · · · ·	C	the second commence of the second contract of		D	the commence of the second	
Queue Length 50th (ft) 6 253 0 12 157 68 0 16 0 Queue Length 95th (ft) 20 390 0 26 237 148 20 48 16 Internal Link Dist (ft) 895 1345 431 488 Turn Bay Length (ft) 200 100 300 200 Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0 0 0		-		margarit a constant and assuments	and the second s		******		ATT TO STATE BOOKEN AND SHOULD BE AND ADDRESS.	the the transfer of the party of the contract of	and a suppose of posterior	The court of the Court of the purpose of the court	
Queue Length 95th (ft) 20 390 0 26 237 148 20 48 16 Internal Link Dist (ft) 895 1345 431 488 Turn Bay Length (ft) 200 100 300 200 Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0		de communicación de la seguidad de la companya de l	manari raintatia						C	والمستعددة الماشاء الممتد		С	
Internal Link Dist (ft) 895 1345 431 488 Turn Bay Length (ft) 200 100 300 200 Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0				A POLICE CALLED THE STREET			Angles and a supplementary		CONTRACTOR DE LA COMPANSA DEL COMPANSA DEL COMPANSA DE LA COMPANSA	oganijanska od toka oga se o			digraphic control and
Turn Bay Length (ft) 200 100 300 200 Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0		20	market for a set this arrange of a few a	0	26	ar and comment as about a com-	and the second second	148	The same that the the same and a substitution of the		48	former of the company of the com-	
Base Capacity (vph) 454 1003 942 322 1299 561 597 203 256 Starvation Cap Reductn 0		the contraction of the space of the contraction of	895	· (*		1345		gragerie in roser and a	431		and the state of t	488	
Starvation Cap Reductn 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0		The state of the s	an all assembling and the		and the second of the second of the second		and a large second size				and the state of t	and the second second second	
Spillback Cap Reductn 0 0 0 0 0 0 0		men an energy care a report property and a property of	1003	942	322	1299		561	597		203	256	
		0	0	0	0	0	en de aleman d'Aure	0	0		0	0	
		rome in a construction of the consequences of	0	0	0	0	TATION OF THE PARTY OF THE PART	0	0		0	0	
	Storage Cap Reductn	0	0	0	0	0	andrews of the second	0	0		0	0	
Reduced v/c Ratio 0.04 0.58 0.05 0.17 0.38 0.35 0.05 0.18 0.04	Reduced v/c Ratio	0.04	0.58	0.05	0.17	0.38		0.35	0.05		0.18	0.04	

10: Research Road & Georgetown-Franklin Turnpike



Splits and Phases: 10: Research Road & Georgetown-Franklin Turnpike



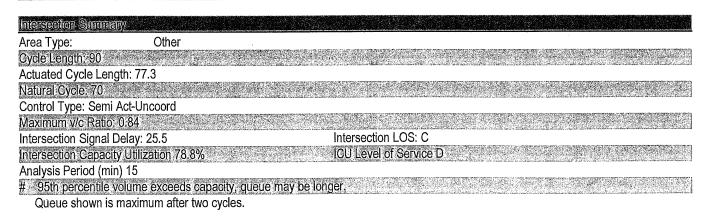
	≯	→	7	1	*	1	1	†	, <i>F</i>	1	1	1
<u>L</u> áne Group	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	*	7	ካ	14		ኣ	\$		ነ	1	ODIN
Traffic Volume (vph)	34	631	160	179	355	26	359		101	24		14
Future Volume (vph)	34	631	160	179	355	26	359	1	101	24	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	e e e e e e e e e e e e e e e e e e e	100	300	gar din ini saka ida ida ida ida ida ida ida ida ida id	0	0	and the second second and the second	100	200	JAME	0
Storage Lanes	1		1	1		Ő	1		0	- 1		0
Taper Length (ft)	50	ine verbori in deciplin, ili 74	of testas minimaginals, in	50	halida kilin oʻrini; Vinodi; takin ba'li	alet ille e sed productified 1960 i dele.	25	A Sand Continued State of the Continued State of the Continued State of the Continued State of the Continued S	Valentine military	100	er e emboris e embos e	ar ar v. las idd
Right Turn on Red	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Yes	4.5 Zap. Z		Yes			Yes			Yes
Link Speed (mph)	ilian varietiin ila 1 ridakadibililari	45	an en	anakan baratara atau	45	an an a warmen and	addining deligible of hi	25	Lilio (d. 132 persona)	a	25	1566
Link Distance (ft)		975			1425		- 10 E-11	511	24	72.47.50	568	1
Travel Time (s)	les ni el del de la contaction del designation de la contaction de la cont	14.8	is i Arriando distablidas que	and the second second second second	21.6	e men a kalan dibih dikin andari da	en la	13.9		ara a ara ara ara ara ara ara ara ara a	15.5	and the same of th
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	0%	2%
Shared Lane Traffic (%)	The contract of the contract o											
Lane Group Flow (vph)	37	686	174	195	414	0	390	111	0	26	16	0
Turn Type	Perm	NĂ-	Perm	pm+pt	ÑĀ		pm+pt	NÄ		Perm	NA	
Protected Phases	er Christian i Architekt State (1966) i San	4	. Constitution of the cons		8	etholiki i i ki si poliving n n i Z	5	2	ini i Turu da Miland		6	
Permitted Phases	Ã.		4	8			2			6		
Detector Phase	4	4	4	3	8	ant to the said the state of the	5	2	Barran de Barran	6	6	dae nour seasonal
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	8.0	in the trade of the court of th	8.0	8.0	a manadahila laha	8.0	8.0	also per per per per
Minimum Split (s)	15.0	15.0	15.0	7.0	15.0	3 72 3	15.0	15.0		15,0	15.0	
Total Split (s)	47.0	47.0	47.0	11.0	58.0	artestina era Oustrollouron eliseria d	15.0	32.0	mi in di kacim di minte di mi	17.0	17.0	a a succiona di
Total Split (%)	52.2%	52.2%	52.2%	12.2%	64.4%		16.7%	35.6%		18.9%	18.9%	
Yellow Time (s)	5.0	5.0	5.0	3.0	5.0	ii te na maesiin lähigeboikuusissä	3.5	3.0	la l'acolton di seri pi le terisi di di di	3.0	3.0	e distinguish dale"
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0		1.0	3.0		3,0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	il develop e are e chamble.	0.0	0.0	North Add Water	0.0	0.0	in a his and a second
Total Lost Time (s)	7.0	7.0	7.0	3.0	7.0		4.5	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead	e e e e e e e e e e e e e e e e e e e	da Padd - Philips and particular A to Majo inco	Lead	e very er er veren' estan ha ha helderh die Spissoff van yan dan d	Problém Simple Server y Server y server a provincia	Lag	Lag	te kirildiga saka karamanan k
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Recall Mode	Min	Min	Min	None	Min	manager and the state of the state	None	Max	parties and a control of the control of the parties of	None	None	and the state and delet
Act Effct Green (s)	34.1	34.1	34.1	49.1	45.0		27.7	26.2		9.8	9.8	
Actuated g/C Ratio	0.40	0.40	0.40	0.58	0.53		0.33	0.31		0.12	0.12	
v/c Ratio	0.09	0.91	0.24	0.74	0.42		0.83	0.20		0.18	0.08	
Control Delay	15.5	41.1	6.0	31.2	12.8		46.3	6.2		38.5	18.6	and the second second second
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.5	41.1	6.0	31.2	12.8		46.3	6.2		38.5	18.6	
LOS	В	D	Ā	C	В		Ď	Å	***************************************	D	B	
Approach Delay		33.2			18.7			37.4			30.9	
Approach LOS		Ĉ			В			D			C	
Queue Length 50th (ft)	12	332	15	44	120		~202	0		13	1	
Queue Length 95th (ft)	30	#535	52	#145	183		#426	38	and the second	38	19	
Internal Link Dist (ft)		895			1345			431			488	
Turn Bay Length (ft)	200		100	300						200		
Base Capacity (vph)	463	890	822	267	1126		471	568		164	223	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		Ō	0	
Reduced v/c Ratio	0.08	0.77	0.21	0.73	0.37		0.83	0.20		0.16	0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 84.3	
Natural Cycle: 80	
Control Type: Semi Act-Unco	oord
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 29	
Intersection Capacity Utilizat	ion 83.8% ICU Level of Service E
Analysis Period (min) 15	The state of the s
	y, queue is theoretically infinite.
Queue shown is maximur	n after two cycles.
	xceeds capacity, queue may be longer.
Queue shown is maximur	m after two cycles.
Splits and Phases: 10: Re	search Road & Georgetown-Franklin Turnpike
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∜ Ø8

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Lane Group	EBL	EBT	EBR	WBL	WBT	- WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	*	7	ኣ	ĵ -		'n	4		ኻ	}	
Traffic Volume (vph)	47	488	192	212	224	28	371	1	99	25	1	17
Future Volume (vph)	47	488	192	212	224	28	371	1	99	25	1	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		100	300	i ja para ja	0	0	k ar per makita der 1994 (1994) der 1994 (1994) der 1994 (1994) der	100	200	and the second desired desired the second desired desi	0
Storage Lanes	1		1	1		Ő	1	Regularise Lan	Ō	1		Ö
Taper Length (ft)	50	httin kaj litikisto et konseliko ilije e na.	and the State of the second second	50	igiyar. Hasinidadi Ariili waxabii d	aleliaenanese austrine	25	Control of the second second second	all planets and the landered by Land	100	to the Additive Instrument (Additive war)	the way to got in the description
Right Turn on Red	3.30		Yes			Yes			Yes			Yes
Link Speed (mph)	. idag jam kilika wili wili da alika misa a m	45	. Literaturia est tradital dilatario el	iii) jaj kojuju japantujan vast työne	45		and the second s	25	Con to March Cally Interference (College College Col	- Application of the second of	25	PHO D IL COMMONDET MODE.
Link Distance (ft)	***************************************	975			1425			511			568	
Travel Time (s)	t de partido e partir in a familia de la composição de la composição de la composição de la composição de la c	14.8	di yar danin wa dilebekwa da w	a dipuntana, e milatin na arawa ana refe	21.6		and the contract of the contract of	13.9			15.5	7 41 1112 202
Peak Hour Factor	0,91	0.91	0.91	0,91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	3%	2%	2%	1%	4%	2%	2%	2%	2%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	536	211	233	277	0	408	110	0	27	20	0
Turn Type	Perm	ÑĀ	Perm	pm+pt	NA		pm+pt	ÑΑ		Perm	NA	
Protected Phases	Albania in a samelle a distribution de la company de la co	4		3	8		5	2	happy and the state of the stat	and the second s	6	
Permitted Phases	4		4	- 8			2		and the same of the same	-6	an and also received a suit frame	and the state of t
Detector Phase	4	4	4	3	8		5	2	Marketon or other properties	6	6	management and a second
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	15.0	15.0	7.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	47.0	47.0	47.0	11.0	58.0	an a mana transcriptorario	15.0	32.0		17.0	17.0	or continuous and old
Total Split (%)	52.2%	52.2%	52.2%	12.2%	64.4%	distribution assesses	16.7%	35.6%		18.9%	18.9%	
Yellow Time (s)	5.0	5.0	5.0	3.0	5.0	entermination de la company	3.5	3.0	annimus innoverses (section	3.0	3.0	akod s monati manaid
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0		1.0	3.0	فمسور بالرهوسيدر وم	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	3,0	7.0		4.5	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	, and the second second section is the second		Yes			Yes	Yes	المدينا
Recall Mode	Min	Min	Min	None	Min	ng commenteers controlled	None	Max	and the second section of	None	None	***************************************
Act Effct Green (s)	26.8	26.8	26.8	41.9	37.9		27.8	26.3		9.8	9.8	
Actuated g/C Ratio	0.35	0.35	0.35	0.54	0.49		0.36	0.34		0.13	0.13	
v/c Ratio	0.14	0.84	0.33	0.71	0.30		0.79	0.18	and a makeup individual of	0.17	0.09	
Control Delay	17.0	35.3	7.6	22.4	11.7	Solding and the second	39.0	6.0	de Caramatica	35.5	17.1	1 mm am 1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	Malad
Total Delay	17.0	35.3	7.6	22.4	11.7		39.0	6.0	and the second second is a second	35.5	17.1	man and my
LOS	В	D	Ą	Ç	В		D	A		D	B	
Approach Delay	anne de sampene de la mode estada de	26.8	e establishe fra 1950 es		16.6			32.0		مربيب بيري	27.7	
Approach LOS		C		. نيست شد ت	<u>B</u>		400	Č		40	Ç	
Queue Length 50th (ft)	17	231	22	54	71	A CONTRACTOR OF THE PARTY OF TH	160	0		12 39	0 21	
Queue Length 95th (ft)	39	344	64	#103	115		#451	38	and the second	39	488	
Internal Link Dist (ft)		895		000	1345	, e - 2 5 - 19 - 19 - 19 - 19 - 19 - 19 - 19 - 1		431		200	400	
Turn Bay Length (ft)	200		100	300	4000		F47	C40			245	ألل يلاه الإنابيا
Base Capacity (vph)	573	965	895	330	1233		517	610		183	245 0	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	to per la circle considérance	التسسيدي
Spillback Cap Reductn	0	0	0	0	0	man and an arranged to	0	. 0 n	***	0	0	
Storage Cap Reductn	0	0	0	0.74	0 22		0.70	0 0.18		0.15	0.08	المكتشم
Reduced v/c Ratio	0.09	0.56	0.24	0.71	0.22		0.79	0.10		0.13	0.00	

10: Research Road & Georgetown-Franklin Turnpike



Splits and Phases: 10: Research Road & Georgetown-Franklin Turnpike



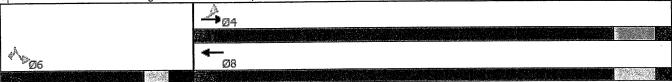
	and the second			N. Walter	*	*	9
Lane Group	EBL	EBT	r WBT	WBR	SBL	SBR	
Lane Configurations	74	*	7+		ኻ	7	
Traffic Volume (vph)	24	509	594	11	47	20	
Future Volume (vph)	24	509	594	11	47	20	and the same was a substantial and the substantial stands of the subst
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	200	1990		0	200	0	
Storage Lanes				0	0	7	
Taper Length (ft)	50		ar duram		100	مسالست شرادين	The second of the second secon
Right Turn on Red				Yes	100	Yes	
Link Speed (mph)		45	45	100	25	100	
Link Distance (ft)		975	1425		568		
Travel Time (s)		14.8	21.6	والمتعاددة والمتعاددة والمتعاددة	15.5		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	e a constitue de la constitue
Heavy Vehicles (%)	2%	6%	0.94 4%	10%	0,94 6%	0.9 4 2%	and the second s
	270	0%	470	1070	070	Z70	
Shared Lane Traffic (%)	00	EAA	044		FΛ	74	man Comment and Comment of the Comme
Lane Group Flow (vph)	26	541	644	0	50	21	
Turn Type	Perm	NA 1	ÑĄ		Perm	Perm	
Protected Phases		4	8	an manyaman			
Permitted Phases	4		<u> </u>		6	6	
Detector Phase	4	4	8	in the same in the	6	6	
Switch Phase	de l'este de mande de la littre de l'année d						
Minimum Initial (s)	50.0	50.0	50.0		7.0	7.0	and the state of t
Minimum Split (s)	57.0	57.0	57.0		13.0	13.0	
Total Split (s)	57.0	57.0	57.0	National debates	23.0	23.0	
Total Split (%)	71.3%	71.3%	71.3%	فللسماء الماراني	28.8%	28.8%	
Yellow Time (s)	5.0	5.0	5.0	-	3.0	3.0	i a manakanan atau manakali atki ani ani ani ani ani ani ani ani antana kanananan atki ani a sa ani ani ani ani ani ani ani ani ani an
All-Red Time (s)	2.0	2.0	2.0		3.0	3,0	
Lost Time Adjust (s)	0.0	0.0	0.0	agains agus sa an an an an ann an an an an an an an a	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	6.0	
Lead/Lag	***************************************	COLUMN COLO TEMPORALIZATION		·		ele voj versije i roma promot na kragovena i versij	
Lead-Lag Optimize?	nie – instalnie australia sinka spiling – van	and the state of t		and the second second second	Transcriptores and a second	rough for terrorist more accountable	
Recall Mode	Min	Min	Min		None	None	
Act Effct Green (s)	58.7	58.7	58,7		7.5	7.5	
Actuated g/C Ratio	0.82	0.82	0.82		0.11	0.11	
v/c Ratio	0.04	0.37	0.43		0.28	0.11	
Control Delay	3.4	4.2	4.7		33.3	14.5	
Queue Delay	0.0	0.0	0.0		0,0	0.0	
Total Delay	3.4	4.2	4.7	2 334	33.3	14.5	
LOS	Ā	À	A		Ċ	В	gent fan yng it de person wat it jame it de person groen de person yn de person bestelle broken fan de person de person de person bestelle broken fan de person de per
Approach Delay	em arm en colorio de deserbitación como	4.2	4.7		27.8		magnetic and the second of the
Approach LOS	The state of the s	Ā	Ä		Č	The second second	
Queue Length 50th (ft)	3	75	97	and the second	20	0	The second secon
Queue Length 95th (ft)	10	137	175		51	19	
Internal Link Dist (ft)	· same · · · · · · · · · · · · · · · · · · ·	895	1345	remain the residence Trade	488		and the second control of the second control
Turn Bay Length (ft)	200				200		and the second section of the second section of the second section of the second section of the second second section of the section of the second section of the s
Base Capacity (vph)	611	1476	1498	ani italian ma	406	393	Marie energie e a commissione de companion e de como de communicación de como con comunicación de la comunicación de comunicac
Starvation Cap Reductn	0	0	0	e announce of the second	0	0	
Spillback Cap Reductn	0	0	0		0	Ŏ	a yanda san ya a san a san San a san a sa
Storage Cap Reductn	0	0	0	Commence of the same of the same	0	n	en particular de la composition della compositio
Reduced v/c Ratio	0.04	0.37	0.43		0.12	0.05	, de la persona de la composição de la com La composição de la compo
Neduced Wo Natio	0.04	0.37	0.40		0.12	0.00	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 71.3	The second secon
Natural Cycle: 70	
Control Type: Actuated-Uncoordinate	ed .
Waxingin Workago, 0.70	
Intersection Signal Delay: 5.7	Intersection LOS: A
Intersection Capacity Utilization 58.3	% ICU Level of Service B
Analysis Period (min) 15	Promatité à citéments de la company de la co
Splits and Phases: 10: Georgetow	n-Franklin Turnpike & Research Road
	<i>♣</i> ø4

	and the second		7-	1		*	* .	
Lane Group	EBL	EBT	WBT	WBR	- SBL	SBR		
Lane Configurations	ሻ	*	1>		*	Ħ		
Traffic Volume (vph)	49	604	540	32	32	21		
Future Volume (vph)	49	604	540	32	32	21	aliter for the second of the second	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	200			0	200	0	nd de La Language de Ladie et en manuel. Leur la describe et métalon de l'antice de l'Angele d'Anne	
Storage Lanes				Ö	0	1		761.22.23.45.47
Taper Length (ft)	50		and the state we the	in o a M ila	100	Line of table of	Service Control of the Control of th	and the second of the second o
Right Turn on Red				Yes	100	Yes		
Link Speed (mph)		45	45	163	25	103		
		975	1425		568		in Galance was to make a plant with a larger	
Link Distance (ft)		and the same is a second that the same	man in the hold hickory the sair		15.5	ana a sangan samakka kasawala	kana ka kumatu dala dia selektrokon menang beranang dalam dan menanggan diakan sebagai sebagai dalam dalam dal	
Travel Time (s)	ለ ለለ	14.8	21.6	0.92	0.92	0.92		
Peak Hour Factor	0.92	0.92	0.92	A. C. BANKAGA	are a ser district bearings	The same district the same of	and the control of th	The second section is the second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section in the second section is a second section of the second section of the second section is a second section of the section of the second section of the
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	the complete property and the secondary and the residence of the secondary of the secondary of the secondary of	
Shared Lane Traffic (%)						^^		
Lane Group Flow (vph)	53	657	622	0	35	23		
Turn Type	Perm	NĄ	NA		Perm	Perm		No. 1. April 1981 - September 1981
Protected Phases	- carrie o procession considerante	4	8					
Permitted Phases	4			A Section 1	6	6		
Detector Phase	4	4	8	ay a general construction of the second construction of	6	6	of accordance to the control of the	gyrmu jagana siir viigalikki kiri yydda myy viigal, hu chilaydiadan hadar (galu, jirkala, s
Switch Phase								
Minimum Initial (s)	50.0	50.0	50.0		7.0	7.0		
Minimum Split (s)	57,0	57,0	57.0		13,0	13.0		
Total Split (s)	57.0	57.0	57.0	720 7200 101122 10000	23.0	23.0		
Total Split (%)	71.3%	71.3%	71.3%		28.8%	28.8%		
Yellow Time (s)	5.0	5.0	5.0	a antidijana andigli da sekira a samana direkiran ise	3.0	3.0	a talakan semindekendekendeki (1900-lara berren) seri satendak menuendekelara kendel delektrik beransa dan ber T	olassa i lan dell'amagement della i a robra allaborima l'administrativo i trono a automost bioli
All-Red Time (s)	2.0	2.0	2.0		3,0	3.0		
Lost Time Adjust (s)	0.0	0.0	0.0	alamente de la composiçõe	0.0	0.0	agar anggita, a an ingganggaran kenala dan kenalanggan kenalanggan kenalanggan kelalan dan dalambaran	Adalah ang Samaki sambalah internet sa sakan sa
Total Lost Time (s)	7.0	7.0	7.0		6.0	6.0		e per employa y no estas, postar e por estas por estas en estas en estas en estas en estas en estas en estas e
Lead/Lag					al a a da sa a da	sammis e a sinsilaribili niminin om	ak, adalah kirji sar - mahada kiristakan 1994 menduak Kabulah Tarah da melah menduak kirista	atin padin side aad sitaa is a ah a addinid sidediista da a a ante-
Lead-Lag Optimize?								78578.3850
Recall Mode	Min	Min	Min	and with the same	None	None	ilita terdilik dan 10 lia telika kalil 10 dilipaki da 1	s kalanda pada palaban palaka panda palaban kalanda baran
Act Effct Green (s)	58.7	58.7	58.7		7.2	7.2		
Actuated g/C Ratio	0.83	0.83	0.83		0.10	0.10	and the state of the constitution of the state of the sta	in de la misse de misse de la
v/c Ratio	0.03	0.43	0.41		0.10	0.13	MING AND AND THE CONTRACT AND THE TAX OF THE CONTRACT AND	
Signatural Commence of the com	3.3	4.4	4.2		31.9	14.6	e alle alternative se se al la la companie emissa e e e e e e e e e e e e e e e e e e	and a change and a change at the state of th
Control Delay	CANADA TANDA	un vermon consumerant arrest.	4.2 0.0		0,0	0.0	The first of the control of the cont	
Queue Delay	0.0	0.0	and a second place of the second particular		The same of the sa	or a production of the second section of the second		
Total Delay	3.3	4.4	4.2		31.9	14.6	transport angles of the state of the second	and a second
LOS	Α	A	Α		C O	В		
Approach Delay	commence and a property of	4.4	4.2		25.0	· · · · · · · · · · · · · · · · · · ·		Marie and a contract of the co
Approach LOS		A	A	and an electric transfer	Ç			
Queue Length 50th (ft)	6	99	90	, a martine and	14	0	والمعاصمة أخيط تشياشت بسيش وعشسيس ياف ويهر ورو	and the control of th
Queue Length 95th (ft)	15	166	152		39	20		and the second s
Internal Link Dist (ft)	manatan araba kapa mga sakape da kabara da	895	1345	er ja krisija sa selejima sagra.	488	endocated in contractions on the second	and a statement of the	and responsible desirable of the first or disease.
Turn Bay Length (ft)	200	Santana and has the orbital and the			200	Name of the second	en kannakatan sahin kanakan kanakan kanakan kannal sahin kanakan kannal sahin kanakan kanakan kanakan kanakan Kanakan kannakan kanakan kanakan kanakan kanakan kannal kanakan kanakan kanakan kanakan kanakan kanakan kanaka	روان معادلات بسامه المعادلات بفسطه الدينوني
Base Capacity (vph)	634	1540	1529		415	396	S. on Manageria deposit the S. of September 19, N. September 19, 19, 19, 19, 19, 19, 19, 19, 19, 19,	g ang panananananan panggan san sannan ara makaman mahili sah
Starvation Cap Reductn	0	0	Ö		0	0		
Spillback Cap Reductn	0	0	0	and the second second second second	0	0	A STATE OF THE STA	
Storage Cap Reductn	0	0	0		0	Ō	The second secon	

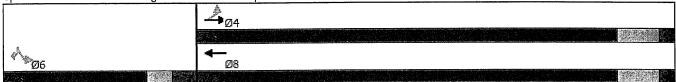
10: Georgetown-Franklin Turnpike & Research Road

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 71	The state of the s
Natural Cycle: 70	
Control Type: Actuated-Un	pordinated
Maximum v/c Ratio: 0.43	
Intersection Signal Delay:	2 Intersection LOS: A
Intersection Capacity Utiliz	ion 58.3% IÇU Level of Service B
Analysis Period (min) 15	



	<i>•</i>		4	1	1	1
Lane Group	ÆBL	EBT	WBT	WBR	SBL	SBR-
Lane Configurations	`	<u>***</u>	β.	0.001	ኻ	7
Traffic Volume (vph)	61	437	420	32	42	28
Future Volume (vph)	61	437	420	32	42	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	1000	1000	1300	200	0
Storage Lanes	200 1		e and organization of the contract of the cont	0	200	1
Taper Length (ft)	50		ita. i maini interestenti		100	
Right Turn on Red	JU	an ann an		Yes	100	Yes
	and and a second second second second	45	45	100	25	103
Link Speed (mph)		975	1425	etranic caracteristic de sinterio	568	
Link Distance (ft)	er e e e e e e e e e e e e e e e e e e	and the same of the same of the same of		ana andrew Trees desire to	15.5	
Travel Time (s)	A 84	14.8	21.6	0.04	The second secon	KO 0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	3%	1%	4%	2%	2%
Shared Lane Traffic (%)		سينياب سد		شنيشيني		
Lane Group Flow (vph)	67	480	497	0	46	31
Turn Type	Perm	NA	NA		Perm	Perm
Protected Phases	20 14 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4	8	and the first time of the second contract con-	and the second of the second of the second	
Permitted Phases	4			A Company of the Control of the Cont	6	6
Detector Phase	4	4	8		6	6
Switch Phase		The state of the s	and an internal fragment of the St.	Appendix - Anna Carpon (a) (a) 4 Mar (a) 4		
Minimum Initial (s)	50.0	50.0	50.0	aganta ana e-referències	7.0	7.0
Minimum Split (s)	57.0	57.0	57.0		13.0	13.0
Total Split (s)	57.0	57.0	57.0	and a distance where a success of the success of the	23.0	23.0
Total Split (%)	71.3%	71.3%	71.3%	agrana anno anno anno anno anno anno anno	28.8%	28.8%
Yellow Time (s)	5.0	5.0	5.0		3.0	3.0
THE RESIDENCE OF THE PROPERTY	2.0	2.0	2.0	general processors of the State	3.0	3.0
All-Red Time (s)	0.0	0.0	0.0		0.0	0.0
Lost Time Adjust (s)	A CANADA DI PARA PARA PARA PARA PARA PARA PARA PAR		THE RESERVE THE PROPERTY OF THE PERSON AND THE PERS	engengg men pagganan panahanan m	6.0	6.0
Total Lost Time (s)	7.0	7.0	7.0		0.0	U.O
Lead/Lag		Carrier Colleges Constitution of	and control of the state of the			
Lead-Lag Optimize?				Constitution when the every		NI.
Recall Mode	Min	Min	Min		None	None
Act Effct Green (s)	58,7	58.7	58.7		7.3	7.3
Actuated g/C Ratio	0.83	0.83	0.83		0.10	0.10
v/c Ratio	0.09	0.32	0.32		0.25	0.16
Control Delay	3.3	3.7	3.7		32.7	13.6
Queue Delay	0.0	0.0	0,0		0.0	0.0
Total Delay	3.3	3.7	3.7	arranger hadar - da phagaire	32.7	13.6
LOS	Ä	A	A	and order process and an interpretation	Ĉ	В
Approach Delay		3.7	3.7	- pr management 1.00 1.00 100	25.1	
Approach LOS		A	A		С	
Queue Length 50th (ft)	7	63	65		19	0
Queue Length 95th (ft)	19	112	114		48	23
Manager and the control of the contr		895	1345	A. A. Commercial Comme	488	
Internal Link Dist (ft)	200	030	1040	to a graph of the con-	200	er management of the females
Turn Bay Length (ft)	and the second s	4500	1505		422	402
Base Capacity (vph)	739	1522	1535			The second street properties
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.09	0.32	0.32		0.11	0.08

Intersection Summary		
Area Type:	Other	The second secon
Cycle Length: 80		
Actuated Cycle Length: 71.	.1	
Natural Cycle: 70		
Control Type: Actuated-Un		
Maximum v/c Ratio: 0.32		
Intersection Signal Delay:		Intersection LOS: A
Intersection Capacity Utiliz	ation 67,4%	ICU Level of Service C
Analysis Period (min) 15		



	•		•	•	-	1	1	†	. /	>	‡	1
Lane Group	EBL	EBT	EBR	WBL	-WBT	WBR	· NBL .	NBT	∍NBR	SBL	- SBT -	SBR
Lane Configurations	75	†	74	ሻ	1-		ħ	1,		ኘ	1}→	
Traffic Volume (vph)	24	532	47	53	460	11	187	1	26	47	1	20
Future Volume (vph)	24	532	47	53	460	11	187	1	26	47	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	The state of the s	100	300		0	0		100	200	in the second control of the second con	0
Storage Lanes	1		1	1		Q	1		Ő	1		Õ
Taper Length (ft)	50		and a feet of the second second	50			25			100	The state of the s	The second of a state of the second of the s
Right Turn on Red			Yes			Yeş			Yes			Yes
Link Speed (mph)	and the state of t	45			45			25			25	d to a men Agraphy ; meanithfungland fift gamp petr
Link Distance (ft)		975			1425			511			568	
Travel Time (s)		14.8			21.6			13.9			15.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	6%	2%	2%	4%	10%	2%	2%	2%	6%	0%	2%
Shared Lane Traffic (%)					and the second second	anima e e e e e e e e e e e e e e e e e e e	amen to acte as interior			tion of the second	والمستندات المتعادي	
Lane Group Flow (vph)	26	566	50	56	501	0	199	29	0	50	22	0
Turn Type	Perm	ÑA	Perm	pm+pt	ŅĀ		pm+pt	NA		Perm	NA	
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	3	8		5	2		6	6	and the same of the same
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	15.0	15.0	7.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	47.0	47.0	47.0	11.0	58.0		15.0	32.0	magazago on the columnstation of	17.0	17.0	1 Managana Panas (Calabanayang
Total Split (%)	52.2%	52.2%	52.2%	12.2%	64.4%		16.7%	35.6%		18.9%	18.9%	
Yellow Time (s)	5.0	5.0	5.0	3.0	5.0	morania o vojetnika	3.5	3.0	nation makes and an an art where	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0	Second with a resolution of the second	1.0	3,0	contra consumerous som most	3,0	3,0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	n a processor a successor come e come	0.0	0.0		0.0	0.0	harinta managana a tantatanang
Total Lost Time (s)	7.0	7.0	7.0	3.0	7.0		4.5	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead		man, comment of the second	Lead		errenenn namper ingeber i te	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes		an anamana nan menanggara	Yes	Yes	·
Recall Mode	Min	Min	Min	None	Min	o care many years commence o	None	Max		None	None	
Act Effct Green (s)	27.6	27.6	27.6	37.1	33.0		28.5	26.9		9.9	9.9	
Actuated g/C Ratio	0.38	0.38	0.38	0.51	0.45	angerer over the second state of the second st	0.39	0.37		0.13	0.13	
v/c Ratio	0.09	0.84	0.07	0.19	0.61		0.35	0.05		0.28	0.09	
Control Delay	15.8	33.3	0.2	9.2	17.6	mager man mary	21.8	9.4	man ang mananan and a sa sa sa	37.5	16.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	percentage desired as a second
Total Delay	15.8	33.3	0.2	9.2	17.6	and the second of the second of the second	21.8	9.4		37.5	16.7	a
LOS	В	C	A	Α	В		C	Α	AR 1.1. (F. AR.) (F. 1.19)	D	В	
Approach Delay		30.0			16.7			20.2	AMERICA PROPERTY SPECIAL		31.1	
Approach LOS		C		· Araba i i i andre i i i i i i i i i i i i i i i i i i i	B			Ç	· · · · · · · · · · · · · · · · · · ·		Ç	
Queue Length 50th (ft)	8	245	0	12	158		67	0		22	0	
Queue Length 95th (ft)	24	378	0	26	237		148	20	and galactical and the second	62	22	
Internal Link Dist (ft)	marina e i quiga quanc	895	and the street parameters of		1345			431	process and the the control of		488	
Turn Bay Length (ft)	200		100	300						200		j
Base Capacity (vph)	455	1011	948	327	1308	**************************************	565	602		205	265	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	,0	0	· · · · · · · · · · · · · · · · · · ·	0	0		0	0	
Reduced v/c Ratio	0.06	0.56	0.05	0.17	0.38		0.35	0.05		0.24	0.08	

Build AM with Mixed-Use Development 10: Research Road & Georgetown-Franklin Turnpike

Intersection Summary				
Area Type:	Other			
Cycle Length; 90				
Actuated Cycle Length: 73.	.4		oon oo taa ahaayahaa kahoosaa dharay oo ahaa 200 kaada ahaa baankaa 2000kaa kaysaanaan oo gaa ahaa ka saayay oo	
Natural Cycle: 65				
Control Type: Semi Act-Un	coord			
Maximum v/c Ratio: 0.84				
Intersection Signal Delay: 2		Intersection LOS: C		
Intersection Capacity Utiliz	ation 65.2%	ICU Level of Service C		
Analysis Period (min) 15				

Splits and Phases: 10: Research Road & Georgetown-Franklin Turnpike

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30 s			
1 Ø5	↓ •∞ø6	₹ Ø8	

	≯		7	1	*	1	1	†	. /	\	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካ	*	7	ኣ	1 -		*	7>		ኝ	ţ.	
Traffic Volume (vph)	49	623	160	179	348	32	359	1	101	32	T i	21
Future Volume (vph)	49	623	160	179	348	32	359	1	101	32	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	o o de la constituida de la constituid	100	300	sessensies, Literatura Milliadies e. e. e.	0	0	is a reason is a delicable conflict field the consensus	100	200		e e e en e en elle e elle précisée de la décisée de la company de la com
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50	i describilitati e di describistica di	and the second profession	50	e till energi alternativist	ery'ik inneren ifek rietan	25	endra manuele en de de esta	ala manini dan Mila da	100	To the Article Considers are an in-	an lakida a sa SaFI k
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)	itaninin minin milain saasa am	45	in in the contract of the cont	i, annuag pagta en en enere a la seu liebe sel	45	aanan ja ja ja sale järeeli liitelise aan	A and its I	25	er en er (e.a	ekokulinastus saika saali li	25	oni ma iii iii kad
Link Distance (ft)	namen and the approximation of the approximation of	975	er seer terminoses syr ou cam		1425			511			568	
Travel Time (s)	de la	14.8	anado a cominsión		21.6		ere wine Committee or Alberta recognition	13.9	in a cincum committee animates	enement of temperature from	15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0,92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	0%	2%
Shared Lane Traffic (%)	· · · · · · · · · · · · · · · · · · ·					Artist Santanian Co.					A CONTRACTOR OF THE PARTY OF	
Lane Group Flow (vph)	53	677	174	195	413	0	390	111	0	35	24	0
Turn Type	Perm	ÑĀ	Perm	pm+pt	NA		pm+pt	NĂ		Perm	ÑĀ	
Protected Phases	i en instrument de servicio de la compansión de la compan	4	aire ide i Tiddhellan.		8	diamentalisme de la completa	5	2			6	
Permitted Phases	4		Ã	8						6		
Detector Phase	4	4	4	3	8	a a salassa di AAN NA di di	<u>2</u> 5	2	intermental minis a	6	6	mermalist d
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	4.0	8.0	and the second section of the second	8.0	8.0	and a second	8.0	8.0	e este dan na ar ar ar 19 ³
Minimum Split (s)	15.0	15.0	15.0	7.0	15.0	Marian and the second s	15.0	15.0		15.0	15.0	
Total Split (s)	47.0	47.0	47.0	11.0	58.0	and the second court is	15.0	32.0		17.0	17.0	
Total Split (%)	52.2%	52.2%	52.2%	12.2%	64.4%	Management or anticoming or a grain o	16.7%	35.6%		18.9%	18,9%	
Yellow Time (s)	5.0	5.0	5.0	3.0	5.0	the continue to continue	3.5	3.0	as arealizable's season	3.0	3.0	narolica anno 4
All-Red Time (s)	2.0	2.0	2.0	0.0	2.0	gg vinger samme andre sterritoring regulation	1.0	3.0	THE COMMERCE OF A STORE , SHOWN	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	refere description of the control of the	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	3.0	7.0	Contraction of the Contraction o	4.5	6.0	herper and heavy of the engineering states and a	6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead		leavarante de la companya de la comp	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	anno anno anno anno anno anno		Yes			Yes	Yes	1
Recall Mode	Min	Min	Min	None	Min	a antiquitario de la completa	None	Max	ar after ille av saksperijenter aftersøksgegegeren en	None	None	min
Act Effct Green (s)	33.7	33.7	33.7	48.6	44.6	namengen in station of state or other state of the	27.7	26.2		9.8	9.8	
Actuated g/C Ratio	0.40	0.40	0.40	0.58	0.53		0.33	0.31	eter man er ere der er enemen.	0.12	0.12	
v/c Ratio	0.14	0,91	0.24	0.74	0.42	Annual Annual Control	0.83	0.19		0.24	0.12	
Control Delay	16.2	40.5	6.0	30.7	12.8		45.8	6.2	nyrinanyuning designifikasi s. mannahari - mi	39.9	16.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.2	40.5	6.0	30.7	12.8	were witnessed and	45.8	6.2	and the second section in the second	39.9	16.6	nac Schener i
LOS	В	70.0 D	Α.	C	12.0 B	Marine a superior and the superior	D	A	and a second	D	В	
Approach Delay		32.4	J. Y		18.5	more and a second	 .	37.0			30.4	
Approach LOS	again, and the selection of the contract of th	02. 1			В	CONTRACTOR OF THE PERSON		D			С	
Queue Length 50th (ft)	17	325	15	44	119	The second of th	~197	ō	***********************	17	1	with the second
Queue Length 95th (ft)	40	#525	52	#143	182	The Print of the Company and Company	#427	38		47	24	
Internal Link Dist (ft)		#325 895		שרות	1345	- p. 1845 p. 1744	11721	431	amont a second or a		488	
Turn Bay Length (ft)	200	030	100	300	1070			701		200		
	465	895	826	268	1129		472	570		165	230	
Base Capacity (vph)		090	020	200	0			0		0	200	-
Starvation Cap Reductn	0			0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn			and the second property of the second	age of the annual contract of the contract of			0.83	0.19		0.21	0.10	
Reduced v/c Ratio	0.11	0.76	0.21	0.73	0.37		U.03	0.18		١ ٧.٧	0.10	

10: Research Road & Georgetown-Franklin Turnpike

Intersection Summary						
Area Type:	Other					
Cycle Length: 90						
Actuated Cycle Length: 83.	9					
Natural Cycle: 80		and the second				
Control Type: Semi Act-Un	coord					
Maximum v/c Ratio: 0.91					(Color of State of Color of Co	
Intersection Signal Delay: 2	29.4		rsection LOS: C			
Intersection Capacity Utiliz	ation 83.4%	lCU	Level of Service E			
Analysis Period (min) 15			anne an againm an air an againm a	ye on he the lightfulfillings is to a lightfulfillings.		CONTRACTOR OF THE CONTRACTOR O
 Volume exceeds capac 	ity, queue is theoretically in	finite.				
Queue shown is maxim	um after two cycles.			The confidence of the confidence and the confidence		Marking and a contract of the second second second second
# 95th percentile volume	exceeds capacity, queue m	ay be longer.				
Queue shown is maxim	um after two cycles.					
Splits and Phases: 10: F	lesearch Road & Georgetov	vn-Franklin Tu	rnpike			
**		, Go	A			
1 22	Ţ	21.5	%- ₹14	Configure and the form of the state of the s		

	•	>	•	✓	4	1	1	†		-	ļ	1
Lane Group	EBL	EBT	- EBR	. WBL-	WBT	. WBR	:NBL)	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	*	7	ሻ	4		ሻ	1		ኻ	1>	
Traffic Volume (vph)	61	480	192	212	218	33	371	1	99	42	1	28
Future Volume (vph)	61	480	192	212	218	33	371	1	99	42	1	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		100	300	and the second second second second second	0	0		100	200		0
Storage Lanes	1		1	1		Ō	- 1		.0	1		0
Taper Length (ft)	50	described to a la felle seed to be seen to a felle or	Assertant of a calculation of Marines or	50	Company of Company & Company	and the second of the Properties of the	25	the dear of the debut of the section	en entro ya Trik sahiran birajarili ku za kutuaja 17 (z. a.) I	100	ACCOUNTS AND A TO A	er timet its Foranteinia Soft
Right Turn on Red			Yes			Yes		ALCENIA.	Yes			Yes
Link Speed (mph)	er ganterije vegalenske historije en erwelet. Vi se bee	45	A project of Language and Address of the Section of	Serger graph, but have been been an extra an incident	45	and the second s	and the formula of the second second and a second	25	inter a continued or find office and	and the state of t	25	
Link Distance (ft)		975	The second secon		1425			511			568	
Travel Time (s)	inggalan di majang di pang di pang apang ang mga mga Babbal dan ing pangabagai	14.8	diplocation in contraction and and a contraction and a	makes) page-rough for this was a shad at the te	21.6		and a supplemental to the	13.9	e. V e e e e e e e e e e e e e e e e e e	a posterior Page de Aurole de San et Visio de La déces	15.5	errore of Canada 177
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	3%	2%	2%	1%	4%	2%	2%	2%	2%	0%	2%
Shared Lane Traffic (%)	***************************************			***************************************								
Lane Group Flow (vph)	67	527	211	233	276	0	408	110	0	46	32	0
Turn Type	Perm	ÑĀ	Perm	pm+pt	NA	gangan iyan i saban i sabangan dan	pm+pt	ÑÁ	148 st. 12 skj	Perm	NĀ	SA BOLL
Protected Phases	ar ann an ann ann an air an Aire an Aidean an Aire ann an aire	4	u par na inc publish di disebutan in	3	8	a dini dikamatan na dida di salama	5	2	a Bhilin Suinnean an airinn a na mh	7 a	6	date on it is to all this is more mostly
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	3	8	t producing the state of any or server	5	2	i n postili pri sa kom ponencimenti k	6	6	reserves of residence of
Switch Phase				The second secon	A STATE OF THE PARTY OF THE PAR		and the state of t					
Minimum Initial (s)	8.0	8.0	8.0	4.0	8.0	in ne viné em nationis ese el	8.0	8.0	, garagidas e escribir atam distributo	8.0	8.0	annother that the first
Minimum Split (s)	15.0	15.0	15.0	7.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	47.0	47.0	47.0	11.0	58.0	alia analas error bel resebusar error d	15.0	32.0	a kanangan ngahar daga daga da kanangan ngahari san	17.0	17.0	errar na arena e de mare
Total Split (%)	52.2%	52.2%	52.2%	12.2%	64.4%		16.7%	35.6%		18.9%	18.9%	
Yellow Time (s)	5.0	5.0	5.0	3.0	5.0	mp., 500	3.5	3.0	entremental la como en entre el mento en la como el	3.0	3.0	COLUMN TO SERVICE
All-Red Time (s)	2,0	2.0	2.0	0.0	2.0	The second region of	1.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	Commence of the second	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	3,0	7.0		4.5	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead	, a ja ja maa ja ja areedia eta attigatiiteksiineksi	e. I faile a metale sinher or a comment of memory	Lead		and the contract of the second second	Lag	Lag	house a strained are a self-related from models are not
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	÷		Yes			Yes	Yes	
Recall Mode	Min	Min	Min	None	Min	BEAN AND AREPSYLL AND MARKETON PRES. C.	None	Max	Computer Agree (Milital Computer Agric Computer Agr	None	None	
Act Effct Green (s)	26.4	26.4	26.4	41.4	37.4		27.8	26.3		9.8	9.8	
Actuated g/C Ratio	0.34	0.34	0.34	0.54	0.49	part of desire when the	0.36	0.34	a wia na nadanda m e feksen i ases	0.13	0.13	
v/c Ratio	0.18	0.83	0.33	0.70	0.31		0.79	0.18		0.28	0.14	
Control Delay	17.8	35.1	7.5	21.7	11.7	, collection profess or an anti-physical bull of the P. of P. of	38.5	5.9	44.1.4 C (1.400)	37.7	14.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	35.1	7.5	21.7	11.7	il de ser es est est en	38.5	5.9	and and the continues of the	37.7	14.8	
LOS	В	Ď	A	Č	В		D	Α	The same of the sa	D	В	
Approach Delay	etimpe e opinidat Trenscott de la constitución de l	26.4	er i samme med metitor	. p. species a.c. or devision	16.3	The second second		31.6			28.3	
Approach LOS		С			B		e a constante e a constante a c	Ć			С	
Queue Length 50th (ft)	22	225	21	54	70	en e	158	0	er era grangenis i nafrigadisaken	20	0	
Queue Length 95th (ft)	48	337	63	#100	114	· · · · · · · · · · · · · · · · · · ·	#449	37	The second secon	58	27	
Internal Link Dist (ft)	i in indiana	895		i,	1345	e participa de la conflició porte de deservació de la conflició de la conflici	aria di mandana di Mandana	431	and the second second second	The second secon	488	Andrew Control of the Control of the
Turn Bay Length (ft)	200	energy of the Committee	100	300				An or an experience of stage of the	ear of the control of the	200		
Base Capacity (vph)	578	970	901	334	1236	in troubs comin	518	613		185	257	***************************************
Starvation Cap Reductn	0	0.0	0	0	0	and the second of the second o	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	and consumeration or exercise	0	0		0	0	
Storage Cap Reductn	Ö	0	0	ō	Ö	Company of the state of the sta	0	0	. an engage of the second control of	0	0	
Reduced v/c Ratio	0.12	0.54	0.23	0.70	0.22		0.79	0.18	a de se este e e e e e e e e e e e e e e e	0.25	0.12	ta a salah
1.000000 1/01.000	0.12	0.0-1	J.20	5.70	V		J., J					

10: Research Road & Georgetown-Franklin Turnpike

Intersection Summary	
Area Type: Other	·
Cycle Length: 90	
Actuated Cycle Length: 76.8	minima and many and an analysis of the second secon
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	and the second s
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	1. D. Participation of the second sec
# 95th percentile volume exceeds capacity, queue may be le	onger.
Queue shown is maximum after two cycles.	
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Splits and Phases: 10: Research Road & Georgetown-Franklin Turnpike

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		4-	
^ \Ø5	★ Ø6	∜ Ø8 F	

ntersection						
Int Delay, s/veh	0					
Movement	· FRIS	EBT	WBT	WBR	SBL	SBR\
Lane Configurations	- EDE	<u>†</u>	Т ≱	VIUIX	UUL	7. 7.
Traffic Vol, veh/h	Ō	555	601	19	0	3
Future Vol, veh/h	0	555	601	19	0	3
Conflicting Peds, #/hr	Ō	Ō	Ő	Ō	Ő	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	_	None	_	None
Storage Length	-		-	-	_	0
Veh in Median Storage	,# -	0	0		Ŏ	-
Grade, %	-	0	0	-	0	- 777
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	<u>0</u> 0	6	620	2 20	0	2 3
Mvmt Flow	Ü	590	639	20	Ū	್ತ್ರ
er en	Consumo and a consumo		Managara da Araba			
Major/Minor I	Major1		Major2		Vinor2	
Conflicting Flow All		0	-	0	-	649
Stage 1	_		-			ئىدىن
Stage 2	-	-	-	der er ineskrindelskinsk	_	and the second s
Critical Hdwy				1		6.22
Critical Hdwy Stg 1	-	-	-		-	
Critical Hdwy Stg 2						-
Follow-up Hdwy	-	-	-			3.318
Pot Cap-1 Maneuver	0				0	470
Stage 1	0	-	-	-	0	-
Stage 2	0		_	-	0	
Platoon blocked, %						720
Mov Cap-1 Maneuver	-				_	470
Mov Cap-2 Maneuver	-	-	-		-	
Stage 1	i i i i i i i i i i i i i i i i i i i	an anima minima a		ar a a rich annual and a second		
Stage 2	any reserve year or rep	-	-	-		-
			سلفاق الكا	A STATE OF THE PARTY OF		
Approach .	ΞEΒ		WB		SB	
HCM Control Delay, s	0		0		12.7	
HCM LOS					В	
Minor Lane/Major Mvm	it .	ËRT	\∧/p⊤	-WBR	SBInd	1.17
THE RESERVE OF THE PROPERTY OF	i La Caraciana	- CU13		וטאא	470	watshii diseb
Capacity (veh/h) HCM Lane V/C Ratio					0.007	. I was
HCM Control Delay (s)					12.7	accessory and a second con-
HCM Lane LOS	L.				12.7 B	
HCM 95th %tile Q(veh))				0	gangan ayan sahan gapan dan da
CIETALES CAMP EN 1901	<i>t</i>					

Intersection Int Delay, s/veh	0.1								*		
_		TRIT WILDTE	WER SI	RL SER		70 j. 30 miles					
Movement Lane Configurations	(ED)L C		Waliw Gr	7 7							
Traffic Vol, veh/h	0 (336 566	22	0 7							
Future Vol, veh/h		36 566	22	0 7						No. of the control of	
Conflicting Peds, #/hr Sign Control		0 0 ree Free	0 Free St	0 0 op Stop						an a	
RT Channelized		one -		- None							
Storage Length	- 10.0 Marin 2007 (C. 100 Marin)	-	-	- 0			AND DESIGNATION OF THE CHARLES				
Veh in Median Storage	,# -		-	.0 -							
Grade, % Peak Hour Factor	92	0 0 92 -92	- 92	0 - 92 92							
Heavy Vehicles, %	0	2 2	2	0 2	A Charles of the Control of State of St						
Mvmt Flow	Ō	691 615	124	0 8					e e		
	NAME OF THE PERSON NAME OF THE P										
	Majorii 💮	<u>Major2</u>	Mino								
Conflicting Flow All Stage 1	-	0 -	0	- 627							
Stage 2	-		-					ing a service of the			
Critical Hdwy	_		-	- 6.22		371		ar e			
Critical Hdwy Stg 1 Critical Hdwy Stg 2	-			-							
Follow-up Hdwy			-	- 3.318		and the second			Specification of the state of t		
Pot Cap-1 Maneuver	0		- -	0 484				and the second	200		
Stage 1 Stage 2	0	-	-	0 -							
Platoon blocked, %	U		-	is the second of the	F. organical and a second					Allen et La Cara Na	
Mov Cap-1 Maneuver		: :	-	- 484				and the second			
Mov Cap-2 Maneuver	-		-	-	•						
Stage 1 Stage 2	-	-	-		<u>.</u>						
3	e angang ang kananan an	. Line			100						
Approach		W.ea		8 8							
HCM Control Delay, s	0	C	1	2.6							
HCM LOS				В							
Minor Lane/Major Myr	nt de la	EBT WBI	WBR SBI	տմ 184	2015	in a government					
Capacity (veh/h) HCM Lane V/C Ratio	in the second		- 0.0								
HCM Control Delay (s		F		2.6							100
HCM Lane LOS	W. T. W. T. S.		. <u>-</u>	В				10.24			
HCM 95th %tile Q(vel)).			0	11.41				on the second section		

							· · · · · · · · · · · · · · · · · · ·
ntersection	Makana a Pina		KANDON OF BU			Carrie States	TO THE PROPERTY OF THE PROPERT
Int Delay, s/veh	0.1					<u> </u>	
ilit Delay, Siven	0.1						
Movement	EBL	EBT	WBT	WIBR	SBL	SBR	
Lane Configurations	**************************************	*	1+	en kalendar japoli karokutu filmojui		7	
Traffic Vol, veh/h	0	470	447	30	0	7	
Future Vol, veh/h	0	470	447	30	0	7	
Conflicting Peds, #/hr	0	- 770	- 0	*	Ö	. 0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	FIEE	None		None	er of the section of	None	
		ivone	ilio dina 74	ivone .		, and programming the same	
Storage Length	-		-	-	-	0	
Veh in Median Storage	5.推入图	erit de de la companya de la company	Carl Charles a mark de la		. 0		
Grade, %	-	0	0		0	-	
Peak Hour Factor	91	91	91	91	- 91	91	
Heavy Vehicles, %	0	3	1	2	0	2	NEXT TO AN INVESTIGATION OF CHANNELS OF THE PROPERTY OF THE PR
Mvmt Flow	0	516	491	33	0	8	
Mejor/Minoi	Viajor1		/Jakosa	f.	imor2		
Control of the contro	vigletii.		Major2		IIIIQIA)	500	
Conflicting Flow All	-	0	-	0		508	
Stage 1			A				
Stage 2					-		
Critical Hdwy		-	-			6.22	
Critical Hdwy Stg 1		m vandentmestscom		manuscript or contractor	-	-	
Critical Hdwy Stg 2	_	- 1	<u>.</u>			į.	
Follow-up Hdwy	-	-	-	-		3.318	
Pot Cap-1 Maneuver	0	•			0	565	Francisco de la companya de la comp
Stage 1	0	-	-	-	0	-	
Stage 2	. 0	_	-	-	0		
Platoon blocked, %		M			A	And the second section of the first sec	
Mov Cap-1 Maneuver		=	4. 3			565	
Mov Cap-2 Maneuver	an a	ana zaon asa	e til men gar af til half for sint		#2018/86/86#UNL	- 1000-100-00-00-00-00-00-00-00-00-00-00-0	erine Aramana da ang ang ang ang ang ang ang ang ang an
Stage 1	4	i.	-	1			
Stage 2	in december etak	Li vendibili		-	President all s	BARTECA (AREA)	
	575.57			8386Z			
						858.88 BWA	
Approach	EB.		WB		SB		
HCM Control Delay, s	0		0		11.5		
HCM LOS					В		
and the control of th					3-1-1-1-1	reconstruction and	
Minor Lane/Major Www		E BI	W BIF	WBR		autore se	
Capacity (veh/h)			- ·		565		
HCM Lane V/C Ratio	The contract of the contract o	·	200.701302.000000	## ## ## ## ## ## ## ## ## ## ## ## ##	0.014	encen eminerale de la	
HCM Control Delay (s)		-		_	11.5		
HCM Lane LOS		-	_	_	В		
HCM 95th %tile Q(veh)	÷		-	.0		
The second secon				- A PROPERTY OF THE PARTY OF TH	run, u. a tigar fan		The second secon

intersection			1		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		
Int Delay, s/veh	0						
Movement Lane Configurations Traffic Vol. veh/h Future Vol. veh/h	0 60 0 60		BR SBL 19 0 19 0	SBR r 3			
Conflicting Peds, #/hr- Sign Control RT Channelized		0 - 0 e Free F	.0 0 ree Stop	0 Stop None			
Storage Length Veh in Median Storage Grade, % Peak Hour Factor	est, militaria de la composició de la co	 0- 0 0 0 4 94	0 - 0 94 94	0 - - 94			
Heavy Vehicles, % Mvmt Flow	Control of the second s	6 4	2 0 20 0	2 3			
Conflicting Flow All Stage 1	iMajoril - -	Major2 0 -	Minor2 0 -	563 -	·		
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	- - -			6:22 -			
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1	0		- 0 - 0	3.318 526			
Stage 2 Platoon blocked, % Mov Cap-1 Maneuver	0	 	- 0 -	- 526			
Mov Cap-2 Maneuver Stage 1 Stage 2	-		-	-			
Approach HGM Control Delay, s HCM LOS	E3 .0	WB 0	SB 11.9 B			and the second s	
Minor Lane/Wajor Mvi	ni E	et wet v	VBR SBLin1				
Capacity (veh/h) HCM Lane V/C Ratio HCM Gontrol Delay (s HCM Lane LOS)		- 526 - 0.006 - 11.9 - B				
HCM 95th %tile Q(vel	n)		- 0			Section 199	

Intersection							
Int Delay, s/veh	0.1		leiskaat lakiitateeli			ZIND BERTHARINE	
Movement	EBL	EBIL	WBT	WBR	sBL.	SBR	
Lane Configurations	:::J::::::::::::::::::::::::::::::::::	†	1>			7	
Traffic Vol, veh/h	0	756	553	22	Q	7	
Future Vol, veh/h	0	756	553	22	0	7 ******	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control RT Channelized	Free	Free None	Free	Free None	Stop	Stop None	
Storage Length		TYONG .		110116	-	0	
Veh in Median Storage,	# -	Ő	Ō	- -	Ö		
Grade, %		0	0	-	0		
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	0	2	2	2	0	2	
Mvmt Flow	Ō	822	601	24	0	8	
Major/Minor (V	lajor1		Major2		Minor2		The second of the second secon
Conflicting Flow All	encondimension of the six is	0	·	0		613	
Stage 1	-		ئىسىد. ئىسىد	<u>.</u>			
Stage 2	-	-	-		eagrant of the second	-	
Critical Hdwy				and "Ē		6.22	
Critical Hdwy Stg 1 Critical Hdwy Stg 2	- 		-				
Follow-up Hdwy						3.318	
Pot Cap-1 Maneuver	Ő					492	
Stage 1	0	er New Yournelle	ەلىملىشىنىتىنىڭ ب -	. Militarian de la composición de la c	0	, p. y.	Approximate the process of the contract of the
Stage 2	Ō		_		0	1	
Platoon blocked, %	ciminated taxos	e un molenn dalais	-	· · · · · · · · · · · · · · · · · · ·	Circulation Andrill (April 1)	······································	
Mov Cap-1 Maneuver	_ 	er an anna an a		adatamananan sa		492	
Mov Cap-2 Maneuver	-	-	-		-		
Stage 1 Stage 2	-						And the second s
Staye 2			375373	nementer de las			
					ಸಾನಿ		Control and the Control of the Contr
Approach	S ER		- WE	*******	SB 12.4		
HCM Control Delay, s	0			J	12.4 B		
HCM LOS					ں		
					ee Ei		and the second s
Minor Lane/Major Mvm	it,	EBI	s WB1	WARE	ASBLETT.		
Capacity (veh/h)					- 492 - 0.015		
HCM Control Dolay (s)					- 0.015 - 12,4	37314	
HCM Control Delay (s) HCM Lane LOS			Viji Limbili d		- 14. 1 - B		Salama di trapporte de la companya de Constitución de Constitu
HCM 95th %tile Q(veh)	<u> </u>				- 0		
Bela Taliki, se zaselski, del Tres, dit Medikisa	Fortill Control of the	do el sud i libratica è	a si malamitho (en Sainte Alexadiene	ar - 1 taur cales (na1916a)	a waxayada Yaret	

Intersection			237727		4.11		
Int Delay, s/veh	0.1	MORLEY TO SERVICE OF	and work of the second	acted was to the residual	Sept of the Confession Confession		
Movement		CDT	VIIDE		W.O.D.		
	ERF			:WBR	SBL	SBR:	
Lane Configurations		†	<u> </u>			<u> </u>	The same of the sa
Traffic Vol, veh/h	Õ	612	457	30	0	7	
Future Vol, veh/h	0	612	457	30	0	7	
Conflicting Peds, #/hr	0	_ 0	0	_ 0	Ō	0	
	Free	Free	Free	Free	Stop	Stop	Tradition (IIIII) - All leads (Continue) to 1 1 1 1 1 1 1 1 1 1
RT Channelized		None		None		None	American in the contract of th
Storage Length	-	-	-	-	_	0	CONTRACTOR OF MATERIAL PROPERTY. AND A PROPERTY OF THE STATE OF THE ST
Veh in Median Storage,	# -	0	0		0		
Grade, %		0	0	-	0		
Peak Hour Factor	91	91	91	91	91	91	
Heavy Vehicles, %	0	3	1	0	0	0	
Mvmt Flow	0	673	502	33	0	8	
Major/Minor M	ajor1	N	lajor2	Ŋ	Ainor2		reservation of the Sacrata Company of the Sacrata Sacrata Sacrata Sacrata Sacrata Sacrata Sacrata Sacrata Sacra
Conflicting Flow All	-	0		0	-	519	
Stage 1			_	-			and a second distribution of the second seco
Stage 2		te en contranental en en como			-	and the state of the state of	and the same of th
Critical Hdwy						6,2	and an analysis of the first of
Critical Hdwy Stg 1			-	in entire internalisation	_		and the second s
Critical Hdwy Stg 2		_	-	-	The second continues of the second		
Follow-up Hdwy		-		ining a samakan ya		3.3	and a summanisment and the summanisment of the
Pot Cap-1 Maneuver	Ó	-	-	-	Õ	561	
Stage 1	0	en strome de la come conserva de la la colonida en	-	-	0	-	and the second s
Stage 2	Ō	-		The second second second	Ō		desired and the second of the
Platoon blocked, %			-	-	riena namarikikan .		arranged in the control of the contr
Mov Cap-1 Maneuver				-		561	The second secon
Mov Cap-2 Maneuver		-					
Stage 1	-	-		-		*****	
Stage 2	-	-	-	-		-	
The state of the s	Company of the second			and many representations	e nee maanaan Egi	ent yearner o regener	and the many control of the control
Approach	En		W.				
Approach	EB.		WB:	1001	SB.	67 Sec. 34	
HCM Control Delay, s	0		0		11.5		
HCM LOS	Nijory oman omgo go	y 1000-1000 to 100 to 1000		· · · · · · · · · · · · · · · · · · ·	В		7 M T MANAGES (10) 1 (10) M MANAGES (10) 1 (10) M M M M M M M M M M M M M M M M M M M
Lie alexania anni alexandri							
Minor Lane/Major Mymt		'EBT'	WBT -	WBR S	BLn1	1	a second
Capacity (veh/h)	Section PAGE STORY		ender and the City		561	40-20-00 STREET	
HCM Lane V/C Ratio	entered access				0.014		ation of the state of
HCM Control Delay (s)				- 1	11.5		and the second control of the second control
HCM Lane LOS					11.3 B		the two and and the state of th
HCM 95th %tile Q(veh)					0		
		-	_	-	U		

Irak marak						2000 St. 200
Intersection		6.430000	140000			
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		*	þ			7
Traffic Vol, veh/h	Ō	556	598	22	0	7
Future Vol, veh/h	0	556	598	22	0	7
Conflicting Peds, #/hr	Ő	0	Ö	0	Ô	Ò
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None		None
Storage Length	-	_	**************************************	in Arthropidak Badan	- mention and sides	0
Veh in Median Storage	,# -	0	Ō	-	0	-
Grade, %	-	0	0	ereniam — Jinggo	Õ	irinominia on tipin.
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	2	0	2
Mymt Flow	0	591	636	23	Ö	7
	The same of the sa	The second second second	manina alikaka kulubi yi.	te en		ek maren dilaga
Major/Minor N	Azior1	ħ.	Asiara	8	Nin or O	
Conflicting Flow All	riajui i 🤧	0	iajui 4	<u> </u>	'IIIIUIZ	040
Stage 1	-		-	0	-	648
Stage 2						-
Critical Hdwy				-	-	-
Critical Hdwy Stg 1	de Arra de desirado de la composição de la					6.22
Critical Hdwy Stg 2	-		-	-	-	
Follow-up Hdwy		virania in minima.				
Pot Cap-1 Maneuver	- ^	-	-			3.318
Stage 1	0			-	0	470
Stage 2	0	The same of the sa	-		0	-
Platoon blocked, %	U	· · · · · · · · · · · · · · · · · · ·			0	-
	~ ~~~	-				
Mov Cap-1 Maneuver	- reserve to collection and					470
Mov Cap-2 Maneuver	-			***	-	-
Stage 1	Markey and Address and					
Stage 2	-		-			-
Lawrence of the second	ري أشهد التناسب				er interessor i	elizabelia de la c
Approach	EB		· WB		SB	
HCM Control Delay, s	0		0	Acres (Acres (Ac	12.8	
HCM LOS		ere en embre anne e		nes de librari	В	
	The state of the s	***************************************	orman communication of the same	The continues make		
Minor Lang/Maior M		ica-	LAUTO TO		L	
Minor Lane/Major Mymt		EBT.	MRI 🦠	WBR SI		
Capacity (veh/h)	er er en er	· . · . · . ·		<u>.</u>	470	en la maria
HCM Lane V/C Ratio	and a seeing of the			The second second second	0.016	ner folkstensker, og sta
HCM Control Delay (s)					12.8	erscen manages
HCM Lane LOS		_	-		В	
HCM 95th %tile Q(veh)		·		· •	0	

ntersection						
Int Delay, s/veh	0.1	operate de la Colonia de l Colonia de la Colonia de l	**************************************		THE PROPERTY OF	
Movement		ÉRT	WBT	WBR	CRI	SBR.
Lane Configurations	SECULIAR SECTION OF THE PROPERTY OF THE PROPER	**=D		TICLY	ODL	OBR.
Traffic Vol, veh/h	Ō	636	563	33	0	9
Future Vol, veh/h	0	636	563	33	0	9
Conflicting Peds, #/hr	Ō	000	000	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		······································		None
Storage Length	-		en amain in San. •	-	ni karapunun sen itu -	0
Veh in Median Storage	,# -	0	0		0	
Grade, %	-	0	0		Õ	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2
Mymt Flow	Ő	691	612	36	0	10
					77	6.792,3590
Major/Minor			/lajor2		/linor2	
Conflicting Flow All	-	0	-	0	-	630
Stage 1						
Stage 2	-	· mer po manero				-
Critical Hdwy			-			6.22
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2		-				_
Follow-up Hdwy	· · · · · · · · · · · · · · · · · · ·	-	-			3.318
Pot Cap-1 Maneuver	0		<u>.</u>		Ō	482
Stage 1	0	The state of the state of	-		0	
Stage 2	0	-	-		0	-
Platoon blocked, %		-	and principles of the second districts	TO COUNTY OVER A MERCANIC	and the second second second second	an district garante
Mov Cap-1 Maneuver			-	-		482
Mov Cap-2 Maneuver		-	-	-		
Stage 1	-		-			
Stage 2	-			بيلندسدد دند. -	-	
THE RESIDENCE OF THE PROPERTY		A Prince A Prince A	i da da			
A	ED		1105		6	
Approach	, FP		WB		SB	
HCM Control Delay, s	0		0		12.6	
HCM LOS			m consumer open cycle		В	
	***************************************	ta en		American Company	والمشتد	
Minor Lane/Major Mvm	t	·EBT -	WBT:	WBR S	BLn1	
Capacity (veh/h)		-			482	S. Marie (1869)
HCM Lane V/C Ratio	the American state of				0.02	ne Cameraka III
HCM Control Delay (s)	t e a construyense essess			· · · · · · · · · · · · · · · · · · ·	12.6	
HCM Lane LOS						
HCM 95th %tile Q(veh)	en i i i i i grande en desente.			-	B O 4	
LION SOUL WINE (ACLI)	an Taransa				0.1	

Intersection	ayan ya	14177					
Int Delay, s/veh	0.1						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	National largest and the second secon
Lane Configurations		^	1≯			7	
Traffic Vol, veh/h	0	479	443	41	0	10	
Future Vol, veh/h	0	479	443	41	0	10	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None	i di li	None	-	None	designed annulation, two as in the final and of disconnected from a separate stands of the control of the contr
Storage Length	и -	- 0	- 0		- 0	0	The second secon
Veh in Median Storage Grade, %	,# -	0	. <u>. 0</u>		Commence of the second	_	
Peak Hour Factor	- 91	91	91	- 91	0 91	- 91	
Heavy Vehicles, %	0	3	1 1	2	0	2	All and the control of the control o
Mvmt Flow	Ō	526	487	45	0	11	
Party and Committee and Committee of the	eler et sistema			and a statement	1 12 mag	1.2	and the state of t
Major/Minor i	Maiord*		Maior2	٨	∕linor2.	nescriber e	
Conflicting Flow All		0		0		510	
Stage 1			-	-			
Stage 2		-	ahi ik pikkus haddi ing	volven i illa distrabilità		energia en	
Critical Hdwy	_	-	-			6.22	
Critical Hdwy Stg 1	-	**********************	-	·	-		and the state of t
Critical Hdwy Stg 2			1115				
Follow-up Hdwy	-	_		-		3.318	and the second s
Pot Cap-1 Maneuver	0	3	-		0	563	
Stage 1	0	- 1050000	- FSM97959A		0		To entire the second se
Stage 2 Platoon blocked, %	0				0		
Mov Cap-1 Maneuver	To the state outside a special			. 13.77. 14.57		563	
Mov Cap-1 Maneuver		e e entre de la de la decida decida de la decida decida de la decida decida decida de la decida dec				903	The states and the state of the
Stage 1							
Stage 2						-	
		(401-c) 411-40-400-					
Approach	EB	Transmission approve	WB		SB		
HCM Control Delay, s	0		0		11.5		
HCM LOS		P. See See Substitution 1.			B	adaman and and	
					5.4 7 B. S		
Minor Lane/Major Mym	•	ERT	MAZE	WBR 9	RI nd		
Capacity (veh/h)				MADINE	563		
HCM Lane V/C Ratio					0.02		
HCM Control Delay (s)					11.5	973276	
HCM Lane LQS		-		::::::::::::::::::::::::::::::::::::::	В	ونيط المحك تدمات	<u> </u>
HCM 95th %tile Q(veh)		-			0.1	434.77	
enormouske menske han is dischiebe LTM in TableM	الديوسية والمتابعة والمتابعة	للتما فاستعادته	semines Vidi			na malaki	saure en en en autorioristica de la composió hair consiste e fillente país en en en al alcaballette s'inhibit Control

Intersection						Call D
Int Delay, s/veh	0.1					
	EDI	e en a	VMB#	Maral Mark	Cal	a a a a a
Viovement	EBL	EBI		WBR	SBL	SBK
Lane Configurations	15 Tärsämin tekser v.	*	þ		eren organization	
Traffic Vol, veh/h	0	605	517	22	0	7
Future Vol, veh/h	0	605	517	22	0	7
Conflicting Peds, #/hr	0	Ö.	.0	0	Ō	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	, ·	None	-	None		None
Storage Length					en a constitue produce de la constitue de la constitue produce de la constitue	0
Veh in Median Storage,	# -	0	Ő		Ö	
Grade, %	L. 66 sinci i diliki	0	0	-	0	
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	2	0	2
Mymt Flow	0	644	550	23	Ö	7
WINTER A SECTION	·······································	044	UUU	ZJ.	<u>u</u>	
Wajor/Winor W	lajori.	1	Major2	N	∕linor2	
Conflicting Flow All		0		0		562
Stage 1						JUZ
Stage 2	a dudikad. •	amieskā -	-		1480414	
Critical Hdwy						6.22
Critical Hdwy Stg 1		10.5.5	and the second			U.ZZ
	- [1][[][][][][][][][][][][][][][][][][][- 7000 - 1000 -		- 1372 1940	
Critical Hdwy Stg 2				.	<u>.</u>	-
Follow-up Hdwy			78278322			3.318
Pot Cap-1 Maneuver	0	-	<u>.</u>		0	526
Stage 1	0	-	entranschender-	eningen (24 jolivi arterne)	0	m There is a modern
Stage 2	Ō			•	Ő	
Platoon blocked, %		-				
Mov Cap-1 Maneuver			-			526
Mov Cap-2 Maneuver	manan padagan dalah	oos atainedhiid	-			aryan nashinyabkar
Stage 1						
Stage 2	rus Tasikaik •	al 22 (1 1 2 1 2 1	-	a i sanaa ka ka ka		<u>- 1</u>
	TANETO					
			The second of the second			
Approach	MEB#		WB:		SB	
HCM Control Delay, s	0		0		11.9	
HCM LOS	an ar a masa dhabilida s	ne en anne eine eine eine eine eine eine	anneste reside (Saddis)	e in althir men in his sign	В	autor Making Salah
Minor Lane/Major Mymt		EBT	WBT	WBR S	77. 100.00 04.00 0.00 0.00	
Capacity (veh/h)			•	-	526	
HCM Lane V/C Ratio		- care constant	ner sån er 1942 må	- contrar estáblica en la lesa	0.014	in a consistent of the delication of
HCM Control Delay (s)		7.72			11.9	
HCM Lane LOS			-		В	rpaning All Edgi.
HCM 95th %tile Q(veh)					0	
na uzban lamanan zahilipin (IIIX 2017 IX.)	a. 1821.971.3.	andring Kills	ردونه دراندستان	ale librill	and a second	and the second

			20002020202020		himany	
Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		*	}			7
Traffic Vol, veh/h	Ō	756	550	33	0	9
Future Vol, veh/h	0	756	550	33	0	9
Conflicting Peds, #/hr	Ő	0	0	Ō	Ō	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	_	None	4	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage	to the same of the	0	.0		0	_
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	0	2
Mvmt Flow	0	822	598	36	Ö	10
500000000000000000000000000000000000000						
	/lajor1	1	/lajor2	N.	/linor2	
Conflicting Flow All	-	0	_	0	-	616
Stage 1	-	-	-	-	-	
Stage 2	-	-	-	=	=	-
Critical Hdwy				_	-	6.22
Critical Hdwy Stg 1		TO STATE OF THE OR AND ADDRESS OF THE OWNER,	-	-	-	-
Critical Hdwy Stg 2	Ŀ			-		÷
Follow-up Hdwy	TO STATE OF THE PARTY OF THE PA	ENGINE OF STREET				3.318
Pot Cap-1 Maneuver	0		<u> </u>		0	491
Stage 1	0	-		-	0	-
Stage 2	Ô				0	
Platoon blocked, %	de la company	er of the response	-	-	an an ender o or restorer	·
Mov Cap-1 Maneuver	**				<u>.</u>	491
Mov Cap-2 Maneuver	-		-	-	Terresentaturn	_ 1 0 ecanor
Stage 1				■ ji. wata wilan-yi ia sa ayata		
Stage 2	Treprom		- 31,400 %			-
				يامترند الداميا	en and the Later	
Approach	EB.	1200	a.₩B		SB	Model
HCM Control Delay, s	0		0	5.77	12.5	
HCM LOS		ries on the continuency.	The first on a second of the second	and the state of t	·B	kan di Salahari da was
Minor Lane/Major Mymt	line in the	ERT	M/RT	WBR S	Bl n 1	
Capacity (veh/h)			Y,ULU	EAN DIVEO	491	
HCM Lane V/C Ratio					0.02	
HCM Control Delay (s)	The state of the s				12.5	
HCM Lane LOS					12.5 B	er aller (mensen
HCM 95th %tile Q(veh)			_		0.1	
record and an international contraction of the property of the contraction of the contrac	ألومه بما أتعاد	د الأشلسة الدادات	Verdage Leiterberg	و بالگراميسانسا	Vii.li	

					DATE OF THE PARTY		
ntersection	198						
nt Delay, s/veh	0.1						•
Movement	FRI	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		<u>*</u>	14	12 E1E	(10)10/20/20/20/20/20/20/20/20/20/20/20/20/20	ř	
Traffic Vol, veh/h	0	621	453	41	Ō	10	
Future Vol, veh/h	0	621	453	41	0	10	and the second s
	0	021	-00	0	0	Ö	
Conflicting Peds, #/hr	Sur appointment of the con-	Free	Free	Free	Stop	Stop	and the second section of the second
Sign Control	Free	None	riee	None	Stop	None	responding to the control of the con
RT Channelized		None	ed commen	INOTIC		0	<u>and the second section of the second section of the second secon</u>
Storage Length	- - 11		0		0		And the second s
Veh in Median Storage	₩ -	0	a announce and other		went in earlier with the ex-		
Grade, %	- ~7	0	0	74	0 91	- 91	
Peak Hour Factor	91	91	91	91	and the second second second	And the same of the particular in the	
Heavy Vehicles, %	0	3	1	0 45	0 0	0 11	A region of the control of the contr
Mymt Flow	0	682	498	45	U	11	
Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	_	0	-	0	-	521	
Stage 1	_	-	_		-	_	
Stage 2	and against the second	en erentak ere endeke =	- in the second	and distinction.	-	-	
Critical Hdwy	-			-	_	6.2	
Critical Hdwy Stg 1					an ang kawal di di disebi	: i i i i i i i i i i i i i i i i i i i	en yn Carde Sir de Cardic per an renned oan Ametrica (Cardinale en Cardinal en
Critical Hdwy Stg 2			-		erene er		And the state of t
Follow-up Hdwy				a and a second		3.3	allande de ser de décendration de de de la rechte de la r
Pot Cap-1 Maneuver	Ō				0		THE STREET PROPERTY OF
Stage 1	0	عآمة سنساست	المراجعة المستعددة		0	name and production the state	an and Statistical desired by the energy of the state of
Stage 2	0				Ö		an and the second secon
Platoon blocked, %	<u> </u>	<u>آ</u> ستن سد					itani kanangan dan mengangan dan kemangan di mengangan di di dangan dan di dikenan di di di di di di di di did Tanggan danggan dangga
	and market com-					559	AND THE RESERVE OF THE PARTY OF
Mov Cap-1 Maneuver			ale and an industrial	and the surface was a second		J03	and the control of th
Mov Cap-2 Maneuver	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Stage 1					and the same of th	and an extra section	<u>la kan akan dia 1911-lah alah dan dan sang alam malak dalah bahik bahik bahik dalah dalah dalah dalah dalah da</u>
Stage 2	-	-	r engagarangsia Timboli				and the second s
The state of the s							
Approach	, EB		· · · WE	3	SB		
HCM Control Delay, s	0		()	11.6		
HCM LOS					В	}	Consistence with the construction of the const
grange general register and the register of the first for the first section of							angan kengguna di kebagai dan penggunan penggunan kenggunan kenggunan dan belanggunan dalam dan penggunan bela Kenggunan kenggunan dan kenggunan kenggunan dan beranggunan belanggunan dan belanggunan dan belanggunan berang
Minar I ang/Majar Mur	nt	EBT	·WB	r Mre	SRI n1		
Minor Lane/Major Myr	uti 93	(SED)	- FSVVP	ןטעעייין	CEC) Herry Care	
Capacity (veh/h)	ر المشاهدة الأرابط ال			•	- 559		a kalada a karangan karangan karangan da Marangan karangan karangan karangan da manangan karangan da karangan d
HCM Lane V/C Ratio			-		0.02		Company of the configuration o
	1 '	-	-		- 11.6)	the contraction of the contracti
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