TRAFFIC ENGINEERING EVALUATION

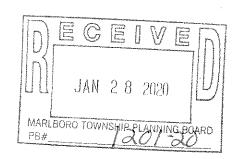
EL AT MARLBORO 79 TOWNSHIP OF MARLBORO MONMOUTH COUNTY, NEW JERSEY

PREPARED FOR:

EL AT MARLBORO 79, LLC 2465 Kuser Road Hamilton, New Jersey 08690

December 3, 2019 BCG File No. 080726-F3-001





BOWMAN CONSULTING GROUP, LTD.

54 Horsehill Road Cedar Knolls, New Jersey 07927 Phone: 973-359-8400

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Eric L. Keller, P.E., P.P., LEED AP Professional Engineer License No. 32054

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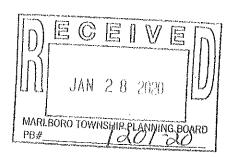
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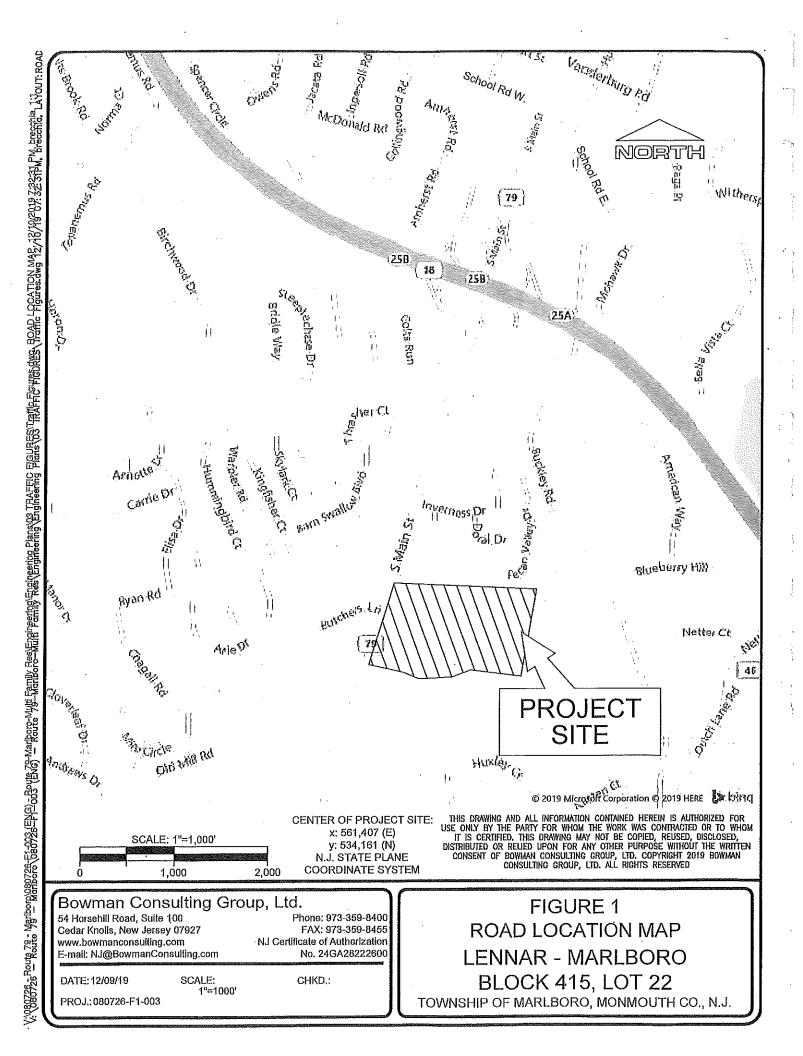
INTRODUCTION

This Traffic Engineering Evaluation was prepared to assess any traffic impacts that may occur from the proposed development of the subject site located on the east side of South Main Street (State Route 79) in the Township of Marlboro, Monmouth County. The project is proposed to contain a total of 280 multi-family dwelling units of which 56 units will be affordable units in two three-story buildings, with the remaining 224 dwelling units being townhouses in 32 buildings. A total of 918 parking spaces are proposed of which 448 spaces are provided in garages, 224 spaces in driveways and the remaining 246 spaces are provided in surface parking lots and on-street parking. The location of the site is illustrated in Figure 1.

The subject property is known on the Township of Marlboro tax maps as Block 415, Lot 22, which contains approximately 34.1 acres with approximately 910 feet of frontage along the east side of South Main Street. The site currently contains a single-family structure with a driveway extending from South Main Street. Access will be provided via a boulevard entrance approximately 90 feet north of the existing driveway.

Primary aspects of this study include the investigation of existing conditions adjacent to the site, the establishment of background traffic volumes for the surrounding streets, estimation of the development related trip generation utilizing known published sources, assignment of the development related volumes to the key intersections serving the proposed development site, and the assessment of intersection performance using established traffic engineering methodologies. The base year for anticipated build-out of the development is 2022.

The ensuing report will detail the existing and proposed conditions, summarize the traffic operations at key locations, and include our findings as to the effects of the proposed development on the existing street network.



EXISTING CONDITIONS

The subject property currently contains a single-family structure, with the remainder of the site a mix of active farm fields and vacant, wooded areas. Access is currently provided via a driveway from South Main Street in the southwestern portion of the site, south of Butchers Lane. Adjacent surrounding land uses are predominantly residential with a mix of single and multi-family dwellings, with some agricultural and commercial uses.

Our assessment of traffic conditions in this area included a study of the following intersections:

- 1. South Main Street (State Route 79) with School Road (signalized)
- 2. South Main Street (State Route 79) with Ryan Road/Inverness Drive (signalized)
- 3. South Main Street (State Route 79) with Old Mill Road (unsignalized)

Field observations were made of the existing traffic control devices at the studied intersections. The following subsections include a brief description of key routes in the adjacent roadway system:

Study Roadways

South Main Street (State Route 79)

South Main Street (State Route 79) serves as an urban principal arterial extending in a north-south direction. It begins to the south at U.S. Route 9 in Freehold Township, near its interchange with State Route 33 and terminates at State Route 34 to the north in Matawan Borough. It is under State jurisdiction and also provides connections with State Route 33 Business, State Route 18 and a number of County highways.

South Main Street in the vicinity of the site provides one travel lane in each direction with narrow paved shoulders. The posted speed limit is 50 MPH. No parking is permitted along either side of the street. There are no sidewalks on either side of the street within the vicinity of the subject property.

School Road East and School Road West

School Road East serves as an urban local street extending in a generally north-south direction extending from County Route 537 to the south with South Main Street (State Route 79) to the northwest. School Road West serves as an urban major collector also extending in a generally north-south direction extending from South Main Street to Wyncrest Road.

South of South Main Street, it contains one travel lane in each direction with a narrow cartway width of approximately 20 feet with narrow paved shoulders and no sidewalks. North of South Main Street, it contains one travel lane in each direction with sidewalks along both sides of the street. The Marlboro Fire Company is located on the north side

of School Street West, just west of its intersection with South Main Street. School Road East has a posted speed limit of 35 MPH, while School Road West has a posted speed limit of 25 MPH.

Ryan Road

Ryan Road serves as an urban major collector extending in an east-west direction extending from U.S. Route 9 to the west and South Main Street (State Route 79) to the east. Ryan Road conveys local traffic oriented to and from the adjacent land uses as well as regional traffic seeking accessibility to the highway network. The posted speed limit is 35 MPH in the vicinity of its intersection with South Main Street.

Ryan Road, from South Main Street to the shopping center driveway, is striped for one travel lane in each direction with paved shoulders and no sidewalks. West of the shopping center driveway there is a sidewalk along the north side of the street. East of South Main Street, Inverness Drive extends from the terminus of Ryan Road into a single family neighborhood and connects with Buckley Road.

Old Mill Road

Old Mill Road serves as an urban local street extending in a generally east-west direction between Robertsville Road (County Route 520) and South Main Street (State Route 79). Old Mill Road conveys local traffic oriented to and from the adjacent land uses with the arterial road network. The posted speed limit is 25 MPH in the vicinity of its intersection with Bonnie Burn Road.

Studied Intersections

The intersection of South Main Street (State Route 79) with School Road is controlled by a three-phase, semi-actuated traffic signal operating on a variable cycle length between 63 and 120 seconds. There are lead left indications for both approaches of South Main Street. Both South Main Street approaches provide one shared through/right turn lane and an exclusive left turn lane. The westbound School Road approach is provided with a single lane accommodating left turn, through and right turn movements. The eastbound School Road approach is not striped for two lanes but operates as such with the right turns accommodated in the curb lane and the left turn/through movements accommodated in the left lane. There is also a fire preemption phase associated with this signal as the Marlboro Fire Company is located in the northwest quadrant of the intersection.

The intersection of South Main Street (State Route 79) with Ryan Road/Inverness Drive is controlled by a four-phase, semi-actuated traffic signal operating on a variable cycle length. The cycle length during the weekday PM peak hour varies between 109 and 136 seconds; and all other days and times it varies between 74 and 90 seconds. The northbound South Main Street approach provides an exclusive left turn lane and a shared through/right turn lane. The southbound South Main Street approach is provided with a single exclusive left turn lane, an exclusive through lane and an

exclusive right turn lane. The eastbound Ryan Road approach and the westbound Inverness Drive approach are both provided with exclusive left turn lanes and shared through/right turn lanes. There is also a jughandle in the southeast quadrant that is signed for U-turn movements along South Main Street.

The intersection of South Main Street (State Route 79) with Old Mill Road is controlled by a "STOP" sign on the eastbound Old Mill Road approach. All approaches are provided with a single travel lane which accommodate all traffic movements. There are wide shoulders along South Main Street which permits through traffic to bypass left turning traffic to Old Mill Road; and to permit southbound right turns to move out of the through lane of traffic.

Traffic Volumes

Manual intersection traffic turning movement counts were performed at the following intersections on Wednesday, June 12, 2019:

- 1. South Main Street (State Route 79) with School Road (signalized)
- 2. South Main Street (State Route 79) with Ryan Road/Inverness Drive (signalized)
- 3. South Main Street (State Route 79) with Old Mill Road (unsignalized)

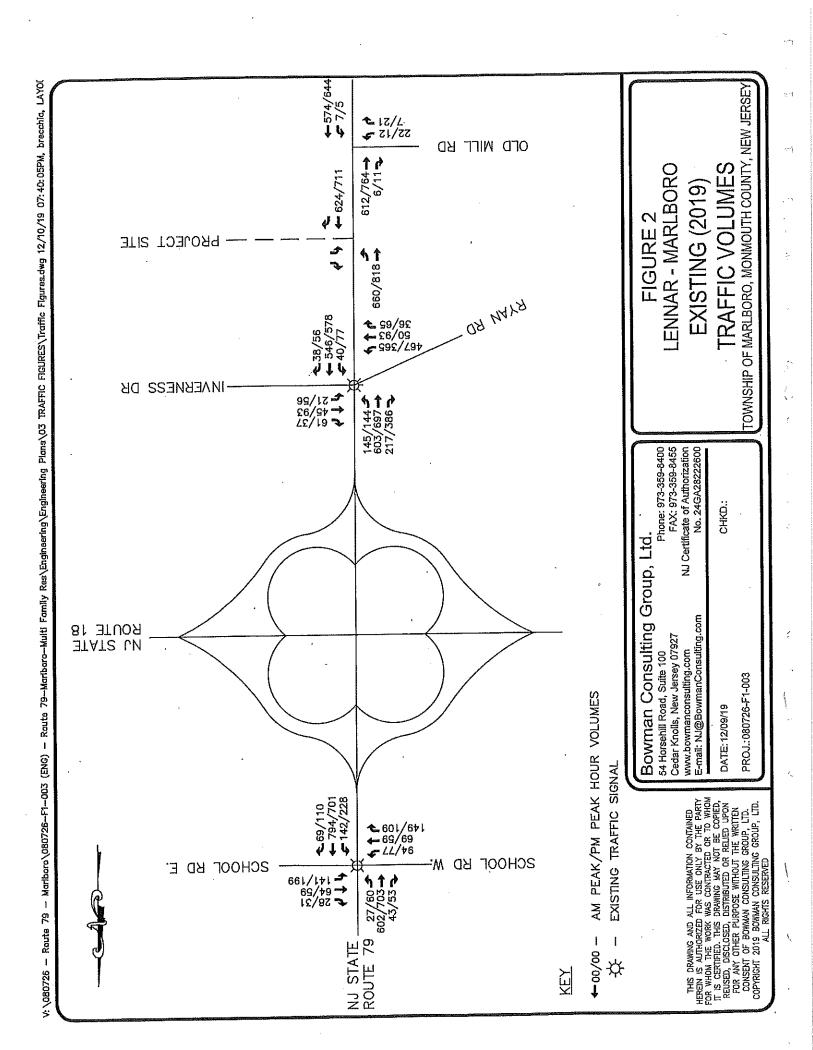
These counts were performed while school was still in session and the weather was clear. These counts included the morning peak period from 7:00 AM to 9:00 AM and the evening peak period from 4:00 PM to 6:00 PM.

Based on the manual traffic turning movement counts, the AM weekday peak hour at the individual intersections varied between 7:30/8:30 AM and 8:00/9:00 AM. For analysis purposes we used the peak hours at each studied intersection. The PM weekday peak hour also varied by individual intersection between 4:30/5:30 PM and 5:00/6:00 PM. Again, for analysis purposes, we used the peak hours at each studied intersection.

Existing volumes at the studied locations for the weekday AM peak hour and PM peak hour are illustrated in Figure 2. We also performed a classification count to calculate the actual truck percentages for each peak hour at the three studied intersections. These existing traffic volume data were used as the basis for this traffic engineering evaluation. Appendix III contains the AM and PM peak period traffic turning movement counts.

Capacity Analyses

The existing AM and PM peak hour intersection traffic volumes were analyzed to evaluate the quality of operation at the studied intersections. The methodologies presented in 2010 Highway Capacity Manual, Chapter 18 entitled "Signalized Intersections" and Chapter 19 entitled "Two-Way Stop-Controlled Intersections" were used in these analyses. Intersection capacity calculations were completed using the



Highway Capacity Software, version 7.7. Definitions of Levels of Service for stop- and signal-controlled intersections are provided in Appendix I.

The methodology addresses two measurements of an intersection's effectiveness in accommodating conflicting traffic movements; capacity and level of service (LOS). Capacity is defined for each approach as a maximum number of vehicles that may pass through the intersection given the prevailing roadway and traffic control conditions. The capacity is evaluated in terms of the ratio of actual traffic flow to capacity (v/c ratio). The second measure of effectiveness is average stopped delay per vehicle (seconds/vehicle), which determines the Level of Service.

Table 1 presents the levels of service for the AM and PM peak hours at the studied intersections. As shown in Table 1, under 2019 Existing Conditions, all movements at the studied intersections operate at acceptable LOS D or better during both peak hours, except for the side street movements of Ryan Road and Inverness Drive. The current signal timing, as provided by the NJDOT, results in the eastbound Ryan Road left turn movement operating at LOS F and the westbound Inverness Drive through/right movement operating at LOS E during the AM peak hour. During the PM peak hour, the westbound Inverness Drive through/right movement is calculated to operate at LOS F.

PROPOSED CONDITIONS

The proposed development program will contain 280 multi-family dwelling units of which 56 units will be affordable units in two three-story buildings, with the remaining 224 dwelling units being townhouses in 32 buildings. A total of 918 parking spaces are proposed of which 448 spaces are provided in garages, 224 spaces in driveways and the remaining 246 spaces are provided in surface parking lots and on-street parking. This exceeds the parking requirement of 784 spaces as set forth in the Residential Site Improvement Standards (RSIS) based upon the mix of unit types and number of bedrooms.

The Year 2022 has been selected as the future analysis year for full occupancy of the proposed development. We have analyzed conditions for the Year 2022 without the project (No-Build) and with the project (Build).

Year 2022 No-Build Conditions

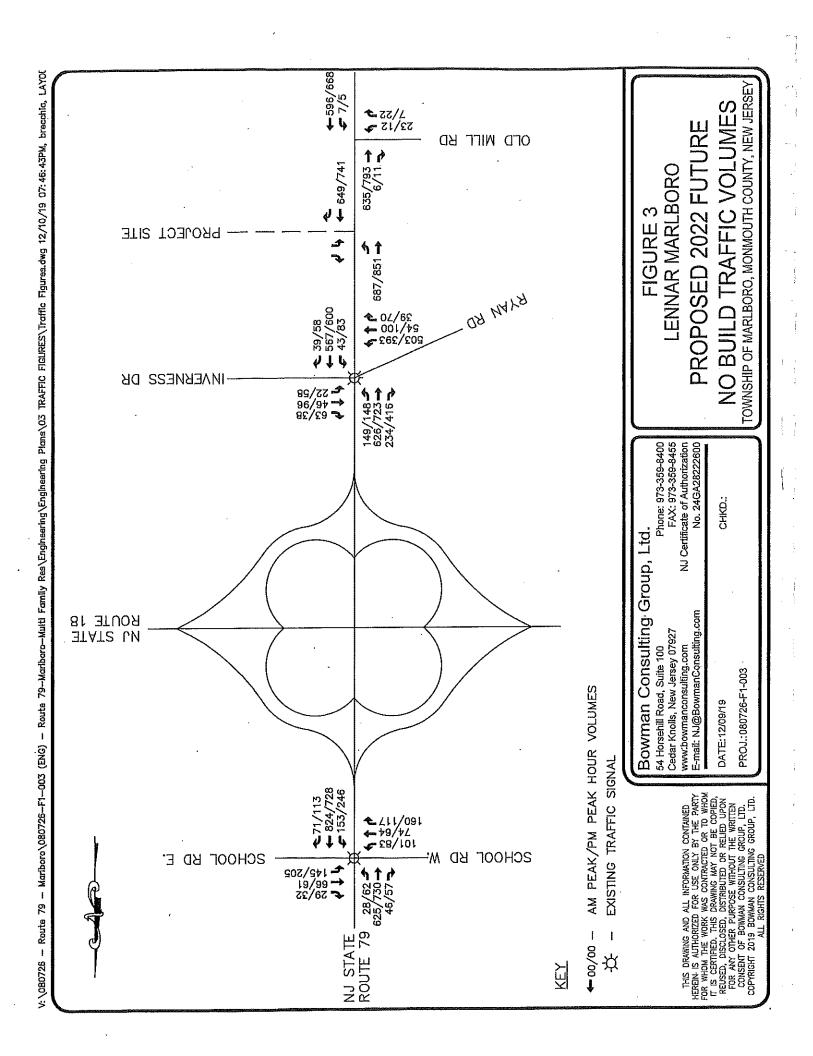
The proposed development is planned for construction and full occupancy in 2022. This year will be used as a basis for estimating background traffic growth on the surrounding street system. The annual growth rate published by the NJDOT in the April 2019 – April 2021 NJDOT Access Permit Table on Annual Background Growth Rates. Based upon the data contained in this table for urban conditions in Monmouth County, the growth rates for each roadway classification are as follows:

- 1. Principal Arterial (S. Main Street) 1.25 percent per year
- 2. Collector Streets (Ryan Road/School Road West) 2.5 percent per year
- 3. Local Streets (all others) 1.0 percent per year

These growth rates are compounded over the three year analysis period to determine 2022 No Build traffic volumes. We also contacted the Planning Departments in Marlboro Township and Freehold Township to identify any other approved projects or those under construction that would generate significant traffic that would impact the studied intersections. Both municipalities indicated that there were no other projects within the vicinity that would impact the studied intersections.

Year 2022 No-Build traffic volumes are presented in Figure 3 for the AM and PM peak hours. These traffic volumes were used to evaluate future operations without the addition of the proposed development at the studied intersections.

The resulting levels of service for 2022 No-Build conditions at the studied intersections are summarized in Table 1. The results of the capacity analyses indicate that under future Year 2022 No-Build conditions, the levels of service for the studied intersections would remain generally the same as the Existing 2019 levels of service during the AM and PM peak hours on each approach with nominal increases in the average delay. The levels of service on these approaches will remain at acceptable LOS D or better for both peak hours.



The eastbound Ryan Road left turn movement will continue to operate at a LOS F and the westbound Inverness Drive through/right movement will continue to operate at LOS E during the AM peak hour. During the PM peak hour, the westbound Inverness Drive through/right movement is calculated to continue to operate at LOS F, although the average delay will increase. These operating conditions are reflective of background growth on the network and are exclusive of traffic from the proposed development.

Site Trip Generation and Distribution

The trip generation for the proposed 280 multi-family, low-rise multi-family dwelling units is based upon data compiled in the <u>Trip Generation Manual</u>, <u>10th Edition</u> published by the Institute of Transportation Engineers (ITE) using Land Use Code (LUC) 220. Table 2 illustrates the trip generation calculations for the proposed development of the subject site.

The peak hour trips from the proposed multi-family residential dwellings are likely to coincide temporally with the peak hour commuter trips on the surrounding roadway system. The trip assignment for the proposed development is based on observed traffic patterns of the predominant traffic flows along South Main Street (Route 79), which have been considered to be representative of the traffic distribution associated with the proposed development. The distribution also takes into consideration the accessibility to the regional highway network including U.S. Route 9, State Route 18 and the Garden State Parkway.

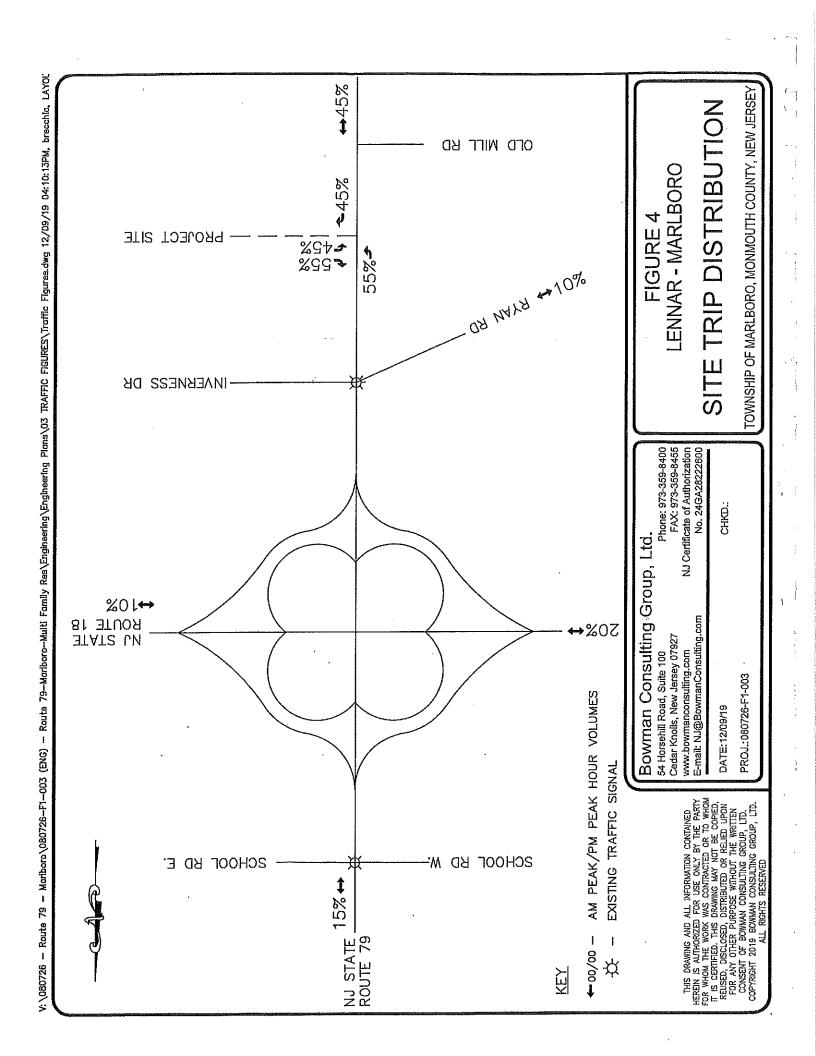
The trip distribution is graphically presented in Figure 4. Applying the site trip distribution to the trip generation values presented in Table 2 resulted in the site trip assignment for the AM and PM peak hours shown in Figure 5.

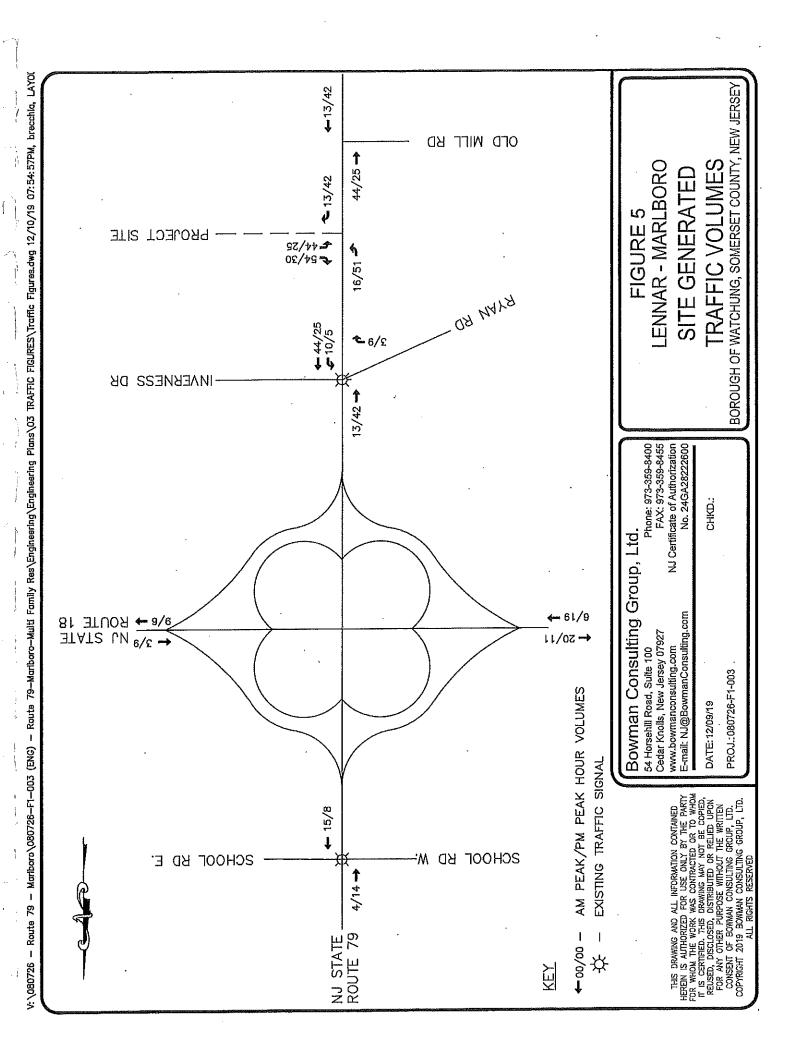
Year 2022 Build Conditions

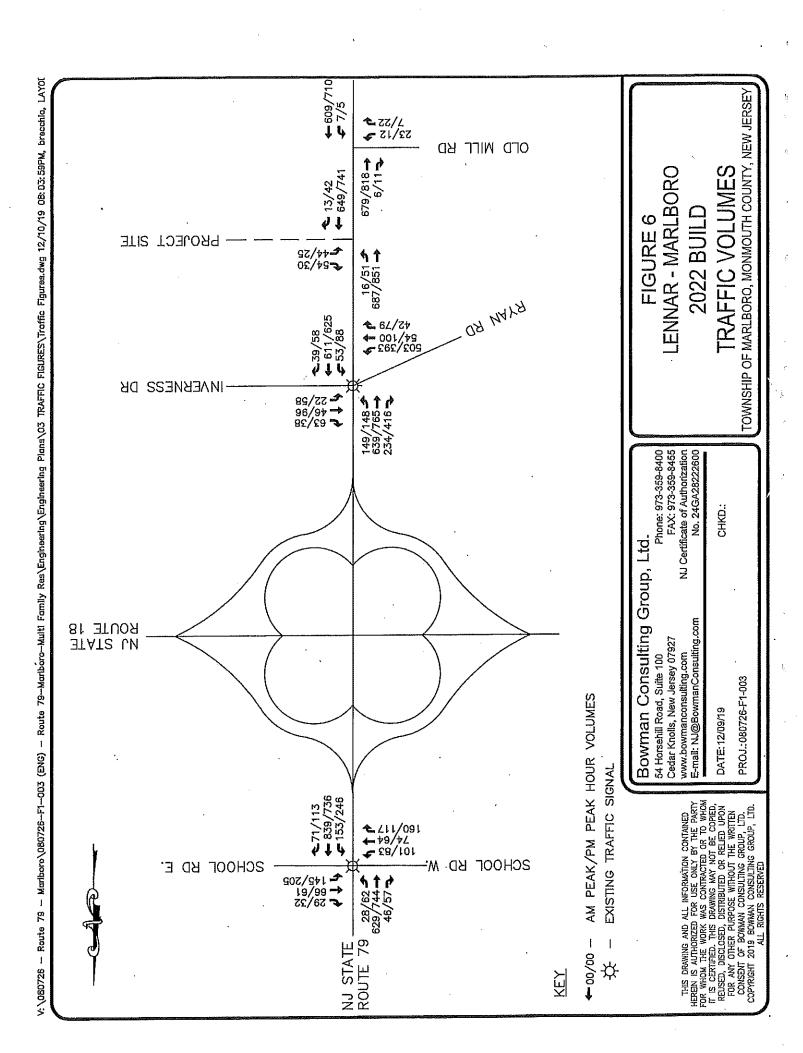
The site generated traffic volumes presented in Figure 5 were added to Year 2022 No-Build traffic volumes presented in Figure 3 to yield the AM and PM peak hour Year 2022 Build conditions, which are presented in Figure 6. These traffic volumes are used to analyze future operating conditions including the traffic from the proposed development.

The resulting levels of service for 2022 Build conditions at the studied intersections are summarized in Table 1. The results of the analyses indicate that under future Year 2022 Build conditions, the levels of service for the traffic movements at the studied intersections would remain at LOS D or better during the AM and PM peak hours, with the exceptions noted under No Build conditions with no further degradation in the levels of service or average delay.

The proposed intersection of the site access driveway with South Main Street (State Route 79) will be provided with "STOP" control on the westbound driveway approach. The calculated levels of service at this proposed intersection are presented in Table 3, which indicates that the site driveway approach will operate at LOS D during the AM







SITE PLAN EVALUATION

The site access will be provided by a boulevard access to South Main Street (State Route 79) approximately 160 feet south of Butchers Lane. This new boulevard access road (Road B) extends in an easterly direction approximately 225 feet to the first intersection with Road 1 that connects with a looped network of internal circulation roads, extending throughout the community. This access and circulation system are compliant with the Residential Site Improvement Standards (RSIS).

The townhouse buildings are provided with garages and adjacent driveways serving each of the units. The affordable units are provided with a surface parking lot proximate to the two buildings containing 113 parking spaces. In addition, there are 117 surface parking spaces distributed throughout the townhouse portion of the site proximate to the various residential buildings. This exceeds the RSIS guest parking requirement of 0.5 spaces per unit, or 112 parking spaces (224 townhouse times 0.5). In addition, there are 16 surface parking spaces proximate to the clubhouse.

The internal sidewalk network is proposed to link all of the residential buildings with the clubhouse and amenity area along one side of the internal streets. Sidewalks extend along the site frontage of South Main Street and then along both sides of Road B from South Main Street to just east of Road 3.

The site plan provides for safe and efficient traffic operations without affecting the quality of traffic flow along area roadways. The internal roadways are proposed at 24 feet wide with perpendicular parking proposed at various locations. The site plan proposes designated crosswalks and STOP lines and STOP signs at the internal intersections. The proposed site plan conforms to applicable standards from a traffic engineering viewpoint. Circulation and access to and from the site, as well as within the property are adequate for residents, visitors, deliveries and emergency services.

Residential Site Improvement Standards require 1.8 parking spaces for one-bedroom units, 2.0 parking spaces for two-bedroom units and 2.1 parking spaces for three-bedroom units in an apartment building and 2.4 parking spaces for a three-bedroom townhouse. The proposed bedroom mix in the COAH apartment buildings is 11 one-bedroom units, 33 two-bedroom units and 12 three-bedroom units and in the townhouses it is 224 three to four bedroom units; a total of 280 dwelling units. The parking requirement is therefore 649 spaces; 111 parking spaces for the COAH units (1.98 spaces per unit) and 538 parking spaces for the townhouse units. A total of 918 spaces (including garages and driveways) are proposed, thereby exceeding the RSIS requirements. There are 448 garage and 224 driveway spaces within the thirty-two (32) buildings, with the remaining 246 parking spaces provided in surface parking areas and on-street parking available for use by all residents. RSIS parking standards require that 112 surface parking spaces (0.5 spaces per unit times 224 units) are available for guest parking for the townhouses and the project exceeds the required amount of surface parking by providing 117 spaces.

peak hour and at LOS E during the PM peak hour. We discussed these levels of service with the NJDOT during our pre-application meeting and they indicated that they would not approve a traffic signal based solely on a peak hour warrant, which is likely the only signal warrant that would be satisfied by this proposed development. The southbound left turn into the project site is calculated to operate at LOS A during both peak hours.

In summary, with the development of the proposed project, the studied intersections would not experience a change in the levels of service on any of the approach movements as a result of site generated traffic. The intersection of South Main Street with the proposed site driveway will operate at LOS D or better during the AM peak hour. During the PM peak hour, the site driveway is calculated to operate at LOS E, which is an acceptable operating condition for a side street approach to a State highway. It is also likely that the actual traffic operations will be better than those calculated as the signal at Ryan Road will create gaps in the flow of traffic along South Main Street. The unsignalized analysis for the PM peak hour also indicates that the queue on the site driveway will be less than two (2) vehicles which will not create a backup within the site.

CONCLUSIONS

The proposed development of 280 multi-family dwelling units would have a negligible impact on traffic operations at the studied intersections during the weekday AM and PM peak commuting hours.

The incremental impact of the additional site-generated traffic results in a slight increase in the average delay on the affected approach movements at the studied intersections but would not be noticeable to motorists. Generally, these slight increases in average vehicle delay would generally be less than two (2) seconds and would not materially impact the operations of the study intersections or change the level of service.

The studied intersections would continue to operate at acceptable levels of service, LOS D or better, with the exception of a couple of movements at the intersection of South Main Street with Ryan Road/Inverness Drive which will operate at LOS E or LOS F during the AM and PM peak hours. However, these movements with these levels of service are not impacted by the site generated traffic.

The site access roadway will operate at acceptable levels of service during both peak hours. While the calculated operations for the site roadway are LOS E during the PM peak hour, the queues are quite small and the actual operations are likely to be better as the signal at Ryan Road will provide gaps in the flow of traffic along South Main Street.

It is our professional opinion that, based upon our traffic engineering evaluation, the proposed development will provide for safe and efficient traffic operations without affecting the quality of traffic flow along area roadways.

The proposed site plan conforms to applicable standards from a traffic engineering viewpoint. Circulation and access to and from the site, as well as within the property are adequate. Sufficient parking is provided in accordance with RSIS requirements for the multi-family residential use.

In conclusion, this development project would have a minimal impact on the traffic operations of the existing roadway system and at the studied intersections. The design of the development will adequately serve the needs of this project's residents and guests.

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TechniQuest Corporation 4105 US Route 1, Suite 10 Monmouth Junction, NJ 08852 Phone: 732.274.9500, Fax: 732.274.9510

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Ţ	5		ĩ v	Yu.	ř	Ŋ	<u>(1)</u>	7	- 1	24	23	247	20.6	2.5	203	93.5	13	. (C	-	
24	0	, c	2 7	1	2	18	27	iΨ	2 :	14	11	333	31.7	8	307	92.2	22	8	4	
237.	255	276	2 6	1001	2	237	261	077		264	1039	3902		44.2	3764	36.5	108	00	ଞ	_
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20	7	, c	? ?	2 2)	24	83	26	5 6	ถ	110	297	7.6	9.4 4.6	292	98.3	2	7.7	Ģ	
172	191	203	2 2	727	į	163	175	187	2 0	182	70	2922	74.9	33.1	2812	96.2	8	2.7	30	
245	20	0.00	45	200			8					683		7.7						
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4	4	16	4	58		17	5	12	7	471	20	212	<u>Y</u> 4.	2.4	138	93.4	74	6.6	0	
49	37	47	47	180		22	29	44	. 5	442	199	647	65.4	7.3	939	98.3	10	1.5	-	••
207	714	205	202	828		202	197	211	900	202	916	2882		32.7	2724	94.5	3	4.5	27	
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178	3	179	174	720	,	081	172	174	177	///	/03	2542	88.2	28.8	2402	94.5	1	4.6	24	
4 (21	1		4				<u> </u>	164	5.7	19	23	97	4	2.4	-	_
04:00 PM	Mr. 01.40	04:30 PM	04:45 PM	Total	i c	MY DUICO	05:15 PM	05:30 PM	05:45 DM	W. CHICA	l otal	Grand Total	Apprch %	Total %	Cars	% Cars	Light Trucks	% Light Trucks	Heavy Trucks % Heavy Trucks	

	Int. Total			321	285	322	300	1228		.953			358	370	349	380	1457		.959
	App. Total		-	9	#	Ø	4	53		.659		-	တ	4	14	9	33		.589
Fid Ind	U-Turn			0	0	0	. 0	0	0	.000			0	0	0	0	0	0	000.
Old Mill Rd Eastbound	Right			-	4	Ø	0	7	24.1	.438			7	4	დ	4	2	63.6	.750
	Left			ហ	7	တ	4	22	75.9	.786			બ	0	œ	2	42	36.4	.375
	App. Total			163	141	147	130	581		.891		-	156	162	151	180	649		901
79 Dun	ш			0	0	0	0	0	0	000			0	0	0	0	0	0	000
Route 79 Northbound	Thru			160	140	146	128	574	98.8	897			156	161	148	179	644	99.2	668.
	Left			ო	-	۳	2	7	1.2	583			0	-	ო	1	5	0.8	417
	App. Total			152	133	167	166	618		.925		•	193	204	184	194	775		.950
79 Jind	U-Turn	ak 1 of 1		0	0	0	0	0	0	000	k 1 of 1		0	0	0	0	0	0	000
Route 79 Southbound	Right	3:45 AM - Pe	at 07:30 AM	-		m	-	မွ	,	.500	45 PM - Pea	t 04:30 PM	0	4	Θ	-	11	1.4	.458
	Thru	37:00 AM to 08	ection Begins	151	132	164	165	612	66	.927	14:00 PM to 05:	ection Begins a	193	200	178	193	764	98.6	.955
	Start Time	Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of	Peak Hour for Entire Intersection Begins at 07:30 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	Total Volume	% App. Total	THE	Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of	Peak Hour for Entire Intersection Begins at 04:30 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	Total Volume	% App. Total	PHF

File Name: 19T1-041-2 Site Code: 19T1-041-2 Start Date: 6/12/2019 Page No: 1

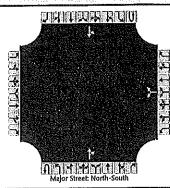
U-Turn App.	Inru U-Iurn App.	Left T	Total Left Thru U-Turn App.	0 001	Houte 79 Northbound Total Left Thru U-Turn App.
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	138	1 138	136 1 138	0 136 1 138	2 0 136 1 138
0 0	3 160 U	160 041	3 160	132 3 160	132 3 160
		009 8	531 8 600	531 8 600	7 0 531 8 600
	146	1 146	167 1 146	167 1 146	3 0 167 1 146
	128	2 128	166 2 128	0 166 2 128	1 0 166 2 128
	143	143	143	0 140 0 143	0 140 0 143
551 0	5 551 0	134	156 2 134 629 5 551	156 2 134 629 5 551	3 0 156 2 134 8 0 629 5 551
	202	2 202	185 2 202	0 185 2 202	3 0 185 2 202
	122	2 122	167 2 122	0 167 2 122	4 0 167 2 122
156 0		156	0 156	193 0 156	0 193 0 156
	161	1 161	204 1 161	0 204 1 161	4 0 204 1 161
641 0		5 641	5 641	749 5 641	11 0 749 5 641
148	.3 148			. 184	6 0 184 3
	179	1 179	194 1 179	194 1 179	1 0 194 1 179
		1 145	1 145	0 191 1 145	4 0 191 1 145
	158	158	191 158	191 158	2 0 191 1 158
630 . 0		. 089 9	. 089 9	760 6 630	13 0 760 6 630
	2422	2422	2669 24 2422	0 2669 24 2422	0 2669 24 2422
	66	66	66	0 0	1.5 0 1.5
16.4	46.4	0.5 46.4	51.2 0.5 46.4	51.2 0.5 46.4	0.7 0 51.2 0.5 46.4
	2337	22 2337	2563 22 2337	0 2563 22 2337	35 0 2563 22 2337
	96.5	91.7 96.5	91.7 96.5	96 91.7 96.5	89.7 0 96.5
	73	2 73	90 2 73	0 90 2 73	3 0 90 2 73
		8.3 3	8.3 3	0 3.4 8.3 3	0 3.4 8.3 3
12 0	72	72	0 12	. 0 16 0 12	1 . 0 16 0 12
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	Int. Total		591	246	223	573	2269		.960
	App. Total	-	,	<u>‡</u>	145	130	553		.953
'S	U-Turn App. Total		c	ာ	0	0	0	0	000
Ryan Rd Eastbound	Right		1	2	O)	6	38	6 55	006.
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	Left	_		_		_	467	_	_
	App. Total		į	14/	146	167.	624		.934
ر از	U-Turn App. Total		•	0	0	0	0	0	000
Route 79	Right		1	ດາ	o		88		.633
_	Thru						546		.929
-	Ħ			<u> </u>			40	6.4	1
	App. Total		35	Kí	ਲੇ	ั	2		706.
Drive	U-Tum			0	0	0	0	0	000
werness Drive	Right		18	17	15	A	91	4 48	4 .847
드	Left Thru		7	מ	17		1 45	eo	0.80
		_	00	9				16.5	5 .750
	App. Tot	eak lor		22	8	2	965		.935
79	T-U	15 AM - F 108:00 AN		0		. ~			000
Route 79	Left Thru Right U-Tum App. Total	AM to US: Begins at	3 58	7 50	7 56		'		11
	ft Thu	m 07:007 arsection	37 163	747 147	•				
	9	lysis Fro infire Infe	, A				ľ		F .906
- Constitution of the Cons	Start Time	Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 08:00 AM	08:00 AM	08-15 AM	08-20 AM	00.00 00.45 AM	Total Volume	% Ann Total	PHF

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137	523		.866
000	0	0	000
= 24	35	12.4	.739
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107 106 71		69.8	.853
175 178 192	166	:	.926
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57 e ±	22 E	7.9	.560
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25 8 4 4	54	 2 2	.861
000		0	000.
: 0 ∞	0	19.9	.841
8	28	20 8	.894
င်း ဇာ င်	19	30.1	.737
298 305	303	/77	.956
5 PM - Pe 05:00 PM 0 0		o 0	.000
1 to 05:4 egins at 1 97 102 103	84	3 Kg 20 Kg	.937
94:00 PN ection Be 172 166 183	176	56.8	.952
is From 0 ire Interse 29 37 35	43	144 7 17	.837
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 05:00 PM 05:00 PM	05:45 PM	Total Volume	PHF

entre en la reconstruir de la comitation d La comitation de la comit	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	LDK	Intersection	S. Main St/Site Dwy
Agency/Co.	Bowman Consulting	Jurisdiction	State
Date Performed	12/1/2019	East/West Street	Site Dwy
. Analysis Year	2022	North/South Street	S. Main St (Rt 79)
Time Analyzed	PM Peak - Build	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	EL@Marlboro BCG 080726-F3		

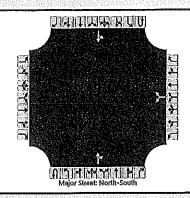
Lanes



					(111)01					21 1 2 2 4 2 2 2 4 4 4		3-5-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	surfactorii.	and the same		(104) 5 (0.3753)
Vehicle Volumes and Adju	ıstme	nts														
Approach		Eastb	ound			Westl	bound		<u> </u>	North	bound		٠	South	ound	т
Movement	Ü	L	T	R	U "	, L	T	R	Ü		Т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0	Ĭ,	0 2	1	0	0	O.	1 ;	0	0	0	1	0
Configuration						,	LR					TR		LT		
Volume (veh/h)						25		-30		i Ti	741	42		51	851	
Percent Heavy Vehicles (%)						0		0						0		·
Proportion Time Blocked	1		1 Park State		, X		^3	37 F	944 1874				: 3	71 1		
Percent Grade (%)						(0									v. 10 + 1
Right Turn Channelized										1			<u> </u>			
Median Type Storage				Und	ivided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)						7.0		6,1						4.1		· , , , , ,
Critical Headway (sec)	2 - 30 - 3	4	. 12			6.30		6.10			de .		100	4.10	4	
Base Follow-Up Headway (sec)			•			3.3		3.1						2,2		<u></u>
Follow-Up Headway (sec)			3		44:5	3.30		3,10		**	1,3		100	2.20		CAS
Delay, Queue Length, and	I Leve	l of So	ervice													
Flow Rate, v (veh/h)							57							53		
Capacity, c (veh/h)		3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.00	111			151	1.3	Section 12.	11 142,44 \$			5760 £	821	1.4	ing Kalup L
v/c Ratio							0.38							0.06		
95% Queue Length, Qas (veh)	7 , VA.8 3 .	क्षानाम् । १ क्ष	* (\$14) \$12			1. 4 valu	1.6	(1)		á.	Å			0:2		
Control Delay (s/veh)							42.9							9.7		<u> </u>
Level of Service (LOS)	3 3	. 1. 1. 1. . 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	3 V - A	-102708		(14.0)	ĘΕ	Wilder I	1, 1					** A		
Approach Delay (s/veh)				- I - curio		4:	2,9						,	1	.7	
Approach LOS			Υ.				£	. A. W.		i i i i i i i i i i i i i i i i i i i					: -	1 7

	HCS7 Two-Way Stop	p-Control Report	
General Information		Site Information	
Analyst	LDK	Intersection	S, Main St/Site Dwy
Agency/Co.	Bowman Consulting	Jurisdiction	State
Date Performed	12/1/2019	East/West Street	Site Dwy
Analysis Year	2022	North/South Street	S. Main St (Rt 79)
Time Analyzed	AM Peak - Build	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description .	EL@Marlboro BCG 080726-F3		

Lanes



			1 4 1	40.000	
Vohic	$ \alpha V \alpha $	umes an	$A \cap A$	metn	nontc
VOILL		MILLED OIL	u nu	JUZEI	11-11-1-

Approach			Eastb	ound			West	bound			North	bound			South	bound	
Movement		i ji	L	T	R	Ü	E E	Т	R	Ü	L°,	Ť	R	U	L	Ť	R
Priority			10	11	12		7	8	9	1U	1	2	3	4Ú	4	5	6
Number of Lanes	. # ·		0	0 🖟	.0	1 : 1 :	0	1	0	0	0	1 :	0	0	*0	1	0
Configuration								LR				•	TR		l.T		
Volume (veh/h)	7.5		100				44		54		***	649	13		16	687	
Percent Heavy Vehicles (%)							0		0						0		
Proportion Time Blocked	. sarra C	. V . V . Q	Ž.Ą	in i		17. 14.1	57°				Š	vá.	- #				
Percent Grade (%)			<u> </u>		•			0									
Right Turn Channelized					1 200			s'	**** ****						: .		100
Median Type Storage					Undi	vided											

Critical and Follow-up Headways

В	ase Critical Headway (sec)				7.1		6,2					4.1		
	ritical Headway (sec)	\$1.7. 89 16.	- 18 <u>19</u>		6.40	,	6.20	3 (2) (4) (4) (1) (1) (1) (1)			(A)	4.10		
<u>_</u> 8	lase Follow-Up Headway (sec)				3.5		3,3					2.2		
· F	ollow-Up Headway (sec)		- 17994 - 17994 - 17994		3.50		3,30		1.5		77	2.20	SKÉM!	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		·					103					 	.17		
Capacity, c (veh/h)	res La Vill		10.74			* 5:	228	1.17			949 (354 C)		909	10,79%	
v/c Ratio							0.45						0.02		
95% Queue Length, Q ₉₅ (veh)	100				100 AV		2.2					 74. 2011	0.1		
Control Delay (s/veh)							33.3		:				9.0		
Level of Service (LOS)	7 7 J. J.	35					D	1971, SJ. 1974 17. (1974), _{Al} i	: ¥*		I :		Α		. T.
Approach Delay (s/veh)						33	3,3						0.	.5	
Approach LOS	: *			en de			ő			*					

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HCSTMI TWSC Version 7.7 B_79_Site_AM.xtw Generated: 12/16/2019 11:50:37 AM

TRAFFIC OPERATIONS

Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the 2010 Highway Capacity Manual (HCM) and 2010 Highway Capacity Software.

For a signalized intersection, Level of Service (LOS) A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle.

LEVEL OF SERVICE /AVERAGE DELAY CRITERIA*

Level Of Service (LOS)	Signalized Delay Range (average delay, sec/veh)	Unsignalized Delay Range (average delay in sec/veh)
Α	<=10	<=10
В .	>10 and <=20	>10 and <=15
С	>20 and <=35	>15 and <=25
D	>35 and <=55	>25 and <=35
E	>55 and <=80	>35 and <=50
F	>80	>50

^{*} Sources: Highway Capacity Manual (2010 Edition) & SimTraffic Version 5.0

		HCS	7 Sig	nalize	ed.In	terse	ction i	Resu	Its Su	mmar	у				
100.00															
General Inforn	nation								Interse	ction In	formatio	n	Į.		
Agency		Bowman Consulting	9		international designation of the Personal	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1			Duratio	1, h	0.25				
Analyst		LDK	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Analys	sis Da	te Dec	1, 2019		Area Ty	pe	Other	-			Ē
Jurisdiction	Manadou water 2-1	State	ii a Caristi ka Advinam se	Time		Street Section	[⊃] eak -		PHF		0.98		7		二星
Carloada						Exis	ing						_ _		豆
Urban Street		S. Main St (Rt 79)	- N	Analys	sis Ye	ar 2019)		Analysi	s Period	1> 5:0	00		5 to	- 1
Intersection	Liver Charles (busy)	S. Main/Ryan/Inver	ness	File N	ame	EX_	79_Ryar	ı-Inv_F	M.xus					HI NAME.	1571
Project Descrip	-	EL@Mariboro BCG	THE RESERVE OF THE PERSON NAMED IN	3-F3	**************************************	aran was in a balance or a family of		tua-u	TAMES		A-Ministration				
,															
Demand Inform	nation				EE	1		W	В		NB	A S	4:	SB	ist
Approach Move	ment			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), v		· · · · · · · · · · · · · · · · · · ·		365	93	65	56	93	3 37	77	578	56	144	697	386
Bolliana (17)				II		71)				.4					
Signal Informa	ition				ŢŢ						<u>5</u>				
Cycle, s	109.0	Reference Phase	2			1800	1	enne *	r S			₩	W.		
Offset, s	0	Reference Point	End	_	5	1			N.			1	2	a	Y 1
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	W	Simult. Gap E/VV	On	Yellow Red	0.0	0.0	4.0 4.0	0.0) [[6	- ∕∵,∥	. K
Force Mode	Fixed	Omur. Gah Mo	UII	11.00	10.0	10.0	17.0	10.0	10.0	10.0	l l		H.		
71 7 14	3.			EBI		EBT	WE	, r	WBT	∥ NB	i I	NBT	SBI		SBT
Timer Results							3	'	8	5		2	1		6
Assigned Phase				7		4				<u></u>			9		
Case Number				1,1		4.0	1.		4.0	1.1	anne ann a farainn	4.0	11		3.0
Phase Duration		A STATE OF THE PROPERTY OF THE	Messaureniani	25,4	Charles and the same	30,1	7.9	77000000000000000000000000000000000000	12.5	6.9	A DOMESTIC OF THE PERSON NAMED IN COLUMN 1	63.0	8.0		64.1
Change Period	(Y+R)	c), S		*3.0		6.0	3.0		6.0	3.0	-	8:0	3.0		8.0
Max Allow Head	dway (//	ИАН), s		3.0		3,0	3,0		3.0	3.0)	0.0	3.0	-	0.0
Queue Clearan	ce Time	(gs), S		22.2	2	10.5	5.2	2	8.5	4.3	3		6.3		÷
Green Extensio	n Time	(g⊕), s		0.2		0.4	0.1		0.0	0.0)	0.0	0,0		0.0
Phase Call Prol	bability			1.00)	1.00	0.8	2	1.00	0,9	1		0.99	9 [11.0
Max Out Proba				1.00)	0.00	0.0	0	1.00	1.0	0		1.00)	
			- 1811							4.7					
Movement Gro	up Res	ults			EB			WB		1	ijNB			SB	
Approach Move	ment			L	T	R	L	T	R	L	T	R	<u>l.</u>	Т	R
Assigned Move				7	4	14	3	8	18	5	2	12	*1	6	16
Adjusted Flow F). veh/h		372	161		57	133		79	647		147	711	394
Contraction of the Contraction o		ow Rate (s), veh/h/l	n:	1810	1769)	1810	1807	,	1810	1870		1810	1900	1610
Queue Service				20.2	8.5	····	3.2	6.5		2.3	28.6		4.3	31.6	17.1
		7 s // s e Time (ġ ₀), s		20.2	8.5		3,2	6.5	1	2.3	28.6	: :	4:3	31.6	17.1
Green Ratio (g	ومسورة المارية ويستوينها	5 mile (8 c / 1 c		0.28	0.22		0.11	0,06		0.54	0.50		0.55	0,51	0.51
				439	390		222	108		286	943		342	978	829
Capacity (c), v		Lin / V	ine townsomers	Ž	0.41	The state of the s	0.257	1.22		0.275			0.429	0.727	0.475
Volume-to-Capa				0.848		THE RESIDENCE OF THE PARTY OF T	34.7	190.		21.2	304.6		39.7	341.7	153.4
		In (50 th percentile)		244.2					<u>' </u>				3		6.1
		eh/In (50 th percenti		9.8	3,5	THE PERSON NAMED IN COLUMN 2 I	1.4	7.6		0.8	12,2		1.6	13.7	CHARLES THE PARTY OF THE PARTY
		RQ) (50 th percent	ile)	0.00	0.00		0.00	0.00		.0.00	0.00		0.00	0.00	0.00
Uniform Delay (35.5	36,4		45.1	51.2		17.5	20.5		16.6	20.5	17.0
Incremental De	ay (d 2), s/veh		11.5	0.3		0.2	158.0	3	0,2	4.0		0.3	4.7	1.9
Initial Queue De	elay (d :	3), s/veh	0.7/18000041=	0.0	0.0		0.0	0.0	<u> </u>	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/ve	eh ja jako jako jako jako jako jako jako j		47.0	36.7		45.3	209.	3	17,6	24.5		16.9	25.2	18.9
Level of Service				D	D		D	F		В	С		В	С	В
Approach Delay		/LOS		43.9		D	160	.3	F	23.	8	С	22.3	3	C 🐪
Intersection Del		The second secon				<u> </u>	36.6		, in the second				D		
	,														
Multimodal Re	sults				ΕB			WB			NB			SB	
Pedestrian LOS				1.94		В	2.1		В	1.9		В	1.90		В
Bicycle LOS Sc			Terror Street All Co.	1.37		A	0.8		A	1,6		В	2.58	كالمحافظة أيساني والمراجع	C
DICAGIG FOO OC	UIE / LU	/U		1.07	9.330	4633	1 U.O	43.4		A	- 1	<u> </u>	0		45.

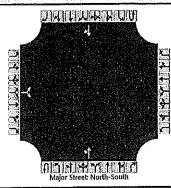
	···········	HCS	7 Sigi	ıalize	d In	iters	sect	ion R	esi	ılts	Sun	ımary					
					W 46												
General Information	on									Inte	ersect	ion Info	ormatio	n	Į.	# 	1. U
		Bowman Consulting	1				<u> </u>	·		Dur	ation,	h	0.25		-	- L	
Agency		_DK)	Analys	is Da	ate D	ec 1.	2019	***************************************		а Турс	OUT THE PERSON NAMED IN COLUMN	Other		3		Ĭ
Analyst		State		Time P			M Pe		desir (American)	PHI	THE PERSON NAMED IN		0.96			,[,	注到
Jurisdiction	F	State		THE	GHOC		xistin			' ' ''	,				7		<u> </u>
Urban Street	t	S. Main St (Rt 79)	dryde	Analys	is Ye	CHARLES STREET	019	***************************************		Ana	alysis l	erlod	1> 8:0	00			
Intersection	CONTRACTOR OF THE PARTY OF THE	S. Main/Ryan/Inver	ness	File Na	Salar Since a comment	-		_Ryan-	inv /	ZINE PRACTYCE	-	nderster gewicken	and the second s		. h	거리난사무	17118
A STATE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		EL@Marlboro BCG				Acto				***************************************		one de la marije de la como	· · · · · · · · · · · · · · · · · · ·				
Project Description	ı İr	EL@Manbolo DCC	000720	ЯО	-W- (2)					- 9,55	97			- 4 × 4			
Demand Informati	lan				E	3		1	V	/B			NB		3	SB	
Approach Moveme	,,, , ,	<u> </u>		l L	T	and the same of the same	R	L	1	Γ	R	L	ΙT	R	L	Т	R
		Alexander of the second of the		467	50		36	21	14	5	61	40	546	38	145	603	217
Demand (v), veh/l	11			1 407				И —				1					
Signal Information	n				1 (W.,	NI.					ıς. Π				
	and the second second	Reference Phase	2			b G	e de de	ì	7	· e				⊾ ∥	₩		_₿
CONTRACTOR OF THE PARTY OF THE		Reference Point	End		"S			<u>"11</u>				4		1	2	3	
			On	Green	1.7		2.3	31.0	2.		7.8	6.0 3.0				,	+
		Simult. Gap E/W		Yellow Red	3,0 0,0		0,0 0,0	4.0 4.0	3. 0.	-	3.0 0.0	3.0		ો ૄાં	- e	-/ ,	8
Force Mode Fix	xed	Simult. Gap N/S	On_	Keu	10.0	Ţ.).U	14,0	[0,		10.0	10.0	IL.				
				l Eni		EΒ	 .	WBI	T	۱۸/	BT	NBL		NBT	SBI		SBT
Timer Results			***	EBL				3	-	3		5		2	1		6
Assigned Phase				7		4						.1.1		4.0	1.1		3.0
Case Number				1.1		4.0		1.1		4.					7.0		41.3
Phase Duration, s		and the second s		16.0		22.		5.2		12		4.7		39.0	Barrer Branch		8.0
Change Period, ()	Y+Ro), s		3.0		6.0		3:0		6.	<u>ال</u> حسيب	3.0		8.0	3.0		
Max Allow Headwa	ay (<i>M</i>	<i>IAH</i>), s	,	3.0		3.1		3.0		3.		3.0		0.0	3.0		0.0
Queue Clearance	Time,	(gs), s		15.0		5.1	1	2.8		6,		3.0			5.4		
Green Extension T	ime (g e), s		0.0		0.3	3	0.0		0.		0,0		0.0	0.0		0.0
Phase Call Probab	ollity			1.00) '	1.0	0	0.36		0.9	99	0.58			0.96		
Max Out Probability	y		,	1.00)	0.0	0	0.00)	1.0	00	1,00) [1.00)	
						4							N.		1	0.0	
Movement Group	Resu	ults			EE				W	3						SB	
Approach Moveme	ent			L	T		R	L	T		R	L	T	R	L	T	R
Assigned Moveme	nt		1.44	7	4		14	3	- 8		18	5	2	12	1	6	16
Adjusted Flow Rate	e (v)	, veh/h		486	90			22	110			42	608		151	628	226
Adjusted Saturation	n Flov	w Rate (s), veh/h/	n	1810	176	7		1810	172	2		1810	1878		1810	1900	1610
Queue Service Tim	ne (g	s), S		13.0	3.1			0.8	4.7	<u> </u>		1.0	20.6		3.4	20.1	6.7
Cycle Queue Clear				13.0	3.1	ī ī		0.8	4.			1.0	20.6		3.4	20.1	6.7
Green Ratio (g/C)				0.28	0.2	3		0.11	0.0	8		0.44	0.42		0.49	0.45	0.45
Capacity (c), veh/				439	40;	2		258	14	0		262	787		311	854	724
Volume-to-Capacit				1.109	0.22	23		0.085	0.79	91		0.159	0.773		0.486	0.735	0.312
Back of Queue (Q			111111	389.9	28.			8.1	67.	7		8.3	222.7		28.3	210.3	55.1
Back of Queue (Q				15.6	1.2			0,3	2.	سانسه		0.3	8.9		1.1	8,4	2.2
Queue Storage Ra				0.00	0.0			0.00	0.0			0.00	0.00		0.00	0,00	0.00
	.,		mey .	26.5	23.			29.6	33.			14.6	18,5		14.5	16.7	13.0
Uniform Delay (d :				75.9	0:1		5.7	0.1	23.			₹0.1	7.3	147 175	0.4	5.6	11
Incremental Delay								0.0	0.0	سه رسين		0.0	0,0		0.0	0.0	0.0
Initial Queue Delay				0.0	0.0	-		29.7	57.		: Barairi	14.7	25,8		14.9	22.3	14.2
Control Delay (d)		h		102.3	23.								C		B	- 22.5 C	В
Level of Service (L				F	C			C	E			B ≫os∀		l C	19.4		В
Approach Delay, sa				90.0) [F		62.7		. E	9	25.		U	<u> </u>	t. 3 / 2	<u>,</u>
Intersection Delay,	, s/vel	n/LOS					40	0,0							D		
		1 - Ang. (2) - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -											100		1	CD.	
Multimodal Resul			· · · · · · · · · · · · · · · · · · ·		E	 		Contract Con	·W						4.00	SB	- n
Pedestrian LOS So			***************************************	1.92	arana da Per	В		2.13	marketti (Annon marketine	В	1.90	untrate and the surrenance	В	1.89		В
Bicycle LOS Score	e / LO	S: 🔻 📑		1.44	1	A	\	0.7		k .	A	1.50	on in its	В	2.1) <u> </u>	В

		HCS	7 Sig	naliz	ed Inf	ersec	tion F	 Resu	Its Su	mmar	 'y				
199															
General Inform	ation								Intersec	tion inf	ormatio	on	- 4		以 对
Agency		Bowman Consultin	g				•		Duration	i, h	0.25			, , , ,	
Analyst		LDK	,	Analy	sis Dat	e 12/1/2	2019		Area Typ	o e	Other				E
Jurisdiction	· Prince	State		Time	Period	PM P Existi			PHF	and the second	0.98	-	4	w L	** <u>3.</u>
Urban Street		S. Main St (Rt 79)		Analy	sis Yea	r 2019		CONTRACTOR OF THE PARTY OF THE	Analysis	Period	1> 5;	00	_Z_	ኅ ሎ	ā
Intersection		S. Main/School Rd	CONTRACTOR PROPERTY.	File N	ame	EX_7	9_Scho	ol_PM	.xus		***************************************	CONTRACTOR OF THE PARTY OF THE		14.142	ler i
Project Descript	ion	EL@Marlboro BCG	3 08072	6-F3											
	1			4										0.0	
Demand Inform			and the same of th	<u></u>	EB			W		_	NB	and the second second		SB	T
Approach Move						R	L	T			T	R	L	T	R
Demand (v), ve	eh/h			77	59	109	199	59	31	228	701	110	60	703	53
0. 11.5	<i>d</i>			'H							100	111	1	T I	1
Signal Information	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	I Deference Disease	T 0		A		RAM					、 ∥	KD		Ж
Cycle, s	107.0	Reference Phase	2 End		Ŋ	77						- 1	7 2	3.	y ,
Offset, s	(0.)	Reference Point	End	Green		2.6	60.0	23.		0.0		.]	L [-
Uncoordinated	No	Simult, Gap E/W	On	Yellow	The second second second	0.0	5.0 2.0	4.0 2.0		0.0 0.0		7 🌓	, ×1	į	' Y
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	10.0	14.0	[2.0	10,0	[0,0		•	9	- [0.
				() : ED		EBT	. WB		WBT	NB	, 	NBT	SBI	<u> </u>	SBT
Timer Results				EBI	_	4	440	<u> </u>	. 440 I . 8	5		2	1		6
Assigned Phase	}	2 - 2 - 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -		<u> </u>			-	VA 81	:8.0	11		4.0	11		4.0
Case Number		······································				7.0 29.4			29.4	10.6		69.6	8.0		67.0
Phase Duration,						Agenta a management		130	6.0	3.0	-	7.0	3.0	The second second	7.0
Change Period,			XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX			6.0		- 455.4		3.1	حبيدهما معضمه	0.0	3.1		0.0
Max Allow Head			here (1000) as a substantion of the substantion of			3.1			3.1	7.6		0.0	3.5		0.0
Queue Clearand			1.33	<u> </u>		10.0		_	23.3	\$		0.0	Š		0.0
Green Extension		THE RESERVE OF THE PERSON NAMED IN COLUMN 1				0.9			0.1	0.0		0.0	0.0		
Phase Call Prob						1.00			1.00	1.00			0.84 0.18	ا	
Max Out Probab	ollity			i .		0.00			1.00	1.00	<i></i>		[] U. 10	2	
Movement Gro	un Ros	uilts			EΒ		1	WB			NB		1	SB	
Approach Move	والتتفاظ	TOTAL STATE OF THE			TT	R	L	T	R	L	T	R	L	T	R
Assigned Mover				187.00	4	14	3	1 .	18	5	2	12	14 7	6	16
Adjusted Flow R		\ veh/h	-		139	111		295		233	828		61	771	
		ow Rate (s), veh/h/l	ln.		1541	1610		1455		1810	1855		1810	1876	
Queue Service			ir I'		0.0	6.2		13.3	state State Committee Committee	5.6	35.8		1.5	32.8	
		e Time (<i>g _o</i>), s			8.0	6.2		21.3		5,6	35.8		1.5	32.8	- 3
Green Ratio (g/	التنابية إس يسمع المساورين	3 mile (90/, 8			0.22	0.22		0.22	The second section is a second section in the second secon	0.65	0.58		0.61	0.56	
Capacity (c), ve					390	352		375		376	1085		308	1052	
Volume-to-Capa		tio (X)	DECEMBER		0.356	0.316		0.786		0.619	ļ		0,199	0.733	
		ilio (Vina entre	300 T	76	59.8		208		59.6	375.2		13,3	351.3	- A (4.8)
		sh/in (50 th percenti			3.0	2.4		8,3	-	2.4	15.0		0.5	14.1	36.5
		RQ) (50 th percent			0.00	0.00		0.00		0.00	0.00		0.00	0.00	
Uniform Delay (and the second s	inc)	<u></u>	35.7	35,1		41.1		15.9	16.7		14.9	17.5	
Incremental Dela					0.2	0.2		9.3		2.3	5.1		0.1	4.5	48,4
					0.0	0.0		0.0	<u> </u>	0.0	0.0		0.0	0.0	vi tiviti
Initial Queue De			1 2	(31.45°*)	35,9	35.3		50.3		18.2	21.8		15.0	22.0	· · · · · ·
Control Delay (211	; :	<u> </u>	i D	30.3 D	- 780020	D		В	Z 15.03		В	C	
Level of Service		// OS	153	ಿಪಿಂಚ /	3 3	D	50.3		D	21.0	سيسيس سيسيا	С	21.5	Lauren .	C
Approach Delay,					<u> </u>		30.3 3.2		<i>U</i>				C		
Intersection Dela	ay₁ 5/V0	II / LOO		L		20	7.4		22	1					
Multimodal Res	ulte				ЕB			W/R			NB			SB	ý
Pedestrian LOS				1.94		В	1.94		В	1.66		В	1.89		В
	OUUIU /	, LLOO	,	a		l++	4			Duament Land			Commence of the commence of th		and the same of the same of
Platrala line exa	Va / 1 0	os 🐃 🖽 🔌	3.3.3	0,90	1	Α	0.97	*	Α	2,24	1 1	В	1,86	3 (4)	`B

Information			HCS	7 Sig	nalize	ed Inte	ersec	tion F	Resul	ts Sui	nmar	у				
Cameria information							166 - 195 - 1, c						718			
Agency Bowman Consulting	General Inform	nation						<u> </u>	Π	ntersec	tion Inf	ormatic	n	لزا		Je C
Analyst			Bowman Consulting	7		***************************************						-	<u>,,,, , , , , , , , , , , , , , , , , ,</u>		4 7	
District State	ASSESSMENT AND ADDRESS OF THE PARTY OF THE P	enhadisin tiled Korli Brackeye.	Control and the Control of the Contr	3	Analys	sis Date	12/1/2	019	THE PERSON NAMED AND DESCRIPTION OF THE PERSON NAMED AND DESCRIPTI	a kolonia da mala mala mala kala mala ka	THE RESERVE AND PERSONS ASSESSED.		territorio esperimente de la constitución de la constitución de la constitución de la constitución de la const	- 4		Ĭ
Libran Street	The second secon			z pozitických zmrzen a	·			*******************	CALLED SALES OF THE SALES OF TH						wie	ợ- ¦
Libran Street	างนิทธินเดินเดิน		(State		Hillo	Criod			- '	1 11		15,00		177		$\frac{r}{T}$
Intersection	Urhan Street	ann a mai'r 1990'r mae A fami'n dd a f	S Main St (Rt 79)	to de la constantina	Analys	sis Year	Mary and the party of the last			Analvsis	Period	1> 7:4	5	- <u>5</u>		
Project Description EL@Marhoro BCG 080728-F3	Complete Com	STOREST POWER STREET	And the second s					9 Schoo			***************************************	-			可以外	leia?l
Beach Command Comman	The state of the s	Han		08072	· Lunioren error	41110					W140-1111				ALIST AFERS	1.99
Approach Movement	Project Descrip	MOH	LECOMATIDO DO C	00012	0-1 0		i i									
Approach Movement	Demand Infor	mation		4: 1.	1	FB	<u> </u>	1	WE	}	T	NB			SB	
Signal Information		and the same of th				-	R		//	THE RESERVE OF THE PERSON NAMED IN			ÎR	l L	-	TR
Signal Information		territoria de la constanta de			NO.				ــــــــــــــــــــــــــــــــــــــ		142			27		an Satura mana a mana a di kacamatan di kacamatan di kacamatan di kacamatan di kacamatan di kacamatan di kacam
Cycle, s 115.0 Reference Phase 2 Cifiset, s 0 Reference Phase 2 Cifiset, s 0 Reference Point End Green 3.6 2.4 71.1 21.9 0.0	Demand (v), v	renn			11 27	1 00	1 170	1 171	1 0 7		11.1	1 701	1.00	-	1 302	
Cycle, s 115.0 Reference Phase 2 Cifiset, s 0 Reference Phase 2 Cifiset, s 0 Reference Point End Green 3.6 2.4 71.1 21.9 0.0	Signal Informa	ation			1	T		T.M.		B						
Offset, s 0 Reference Point. End Uncoordinated No. Smult. Gap PAW On Veilow 3.0 0.0 0.0 1 0.	No. of the second	Çerili de de la contractica de	Poforence Phase	2		1 ~	1	1	urg.				ا ب ا	N/V		
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Fixed Simult. Gap N/S On Red 0.0 0.0 2.0 2.0 0.	A STATE OF THE PARTY OF THE PAR												ر ا	K I		5_
Timer Results				TO COMPANY TO SERVICE AND ADDRESS OF THE PARTY OF THE PAR)	¹² .	7	Y
Assigned Phase	Force Mode	Hixed	Simult, Gap N/S	Un_	<u>rea</u>	10.0	0.0	12,0	12.0	10.0	[0.0	I		٠,		
Assigned Phase							For	L LVD	. 1	WOT	1 10	· •	NDT	l coi	<u> </u>	CDT
Assigned Prisase 7.0 8.0 1.1 4.0 4.0 3.0 3.0 7.0 3.0					EBI		A1 'mm, 'ma'V'V'm m\1'-&'	AAR	L ·	······································			···	J ODL		
Phase Duration, s 27.9 27.9 3.9 80.5 6.6 78.1 Change Perlod, (Y+Re), s 6.0 6.0 3.0 7.0 3.0 7.0 Max Allow Headway (MAH), s 3.2 3.2 3.1 0.0 3.1 0.0 Queue Clearance Time (g s), s 14.5 21.2 5.3 2.8 2.0 Green Extension Time (g s), s 1.0 0.8 0.1 0.0 0.0 Phase Call Probability 1.00 1.00 0.99 0.59 0.59 Max Out Probability 1.00 0.14 0.00 0.00 0.00 Movement Group Results EB WB NB SB Approach Movement L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R		е	-							_						'A
Change Period, (Y+R₂), s 6.0 6.0 3.0 7.0 3.0 7.0 Max Allow Headway (MAH), s 3.2 3.2 3.1 0.0 3.1 0.0 Queue Clearance Time (g₂), s 14.5 21.2 5.3 2.6 — Green Extension Time (g₂), s 1.00 0.8 0.1 0.0 0.0 0.0 Max Out Probability 1.00 1.00 1.00 0.99 0.69 — Movement Group Results EB WB NB SB L T R Approach Movement L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L	Case Number										·		The second second	<u> </u>		
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Queue Clearance Time (g s), s 14.5 21.2 5,3 2.6	Change Period	, (Y+R	c), S			U813	6.0							8		مضسسني
Series	Max Allow Hea	dway (/	ИАН), s				3.2			3.2	<u> </u>	-	0.0	J.		0.0
The content of the	Queue Clearan	ce Time	(gs),s				14.5			21.2	5.3			2.6		
Phase Call Probability							1.0			0.8	0.1		0.0	0.0		0.0
Movement Group Results	The state of the s		<u> </u>				1.00			1.00	0.99	9	:	0.59	,	
Approach Movement C							0.00			0.14	0.00)		0.00)	
Approach Movement L T R L T R L T R L T R L T R R L T R R R R R R R R R																
Assigned Movement 7 4 14 3 8 18 6 2 12 1 6 16 Adjusted Flow Rate (v), veh/h Adjusted Saturation Flow Rate (s), veh/h/ln Adjusted Saturation Flow Rate (s), veh/h Adjusted Satur	Movement Gro	oup Res	ults	Hammit Disker-Address ow		EB			WB			NB	11		SB	
Assigned Movement 7 4 14 3 8 18 5 2 12 1 6 6 16 6 16 6 16 6 16 6 16 6 1	Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Adjusted Flow Rate (v), veh/h Adjusted Saturation Flow Rate (s), veh/h/ln Adjusted Saturation Flow Rate (s), veh/h/ln Queue Service Time (g s), s O,0 9,9 6,6 3,3 38,3 0,6 24,5 Cycle Queue Clearance Time (g s), s Al2,5 9,9 19,2 3,3 38,3 0,6 24,5 Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Ratio (X) Back of Queue (Q), ft/ln (50 th percentile) Back of Queue (Q), veh/ln (50 th percentile) Adjusted Startation Flow Rate (s), veh/h Al2,5 9,9 19,2 3,3 38,3 0,6 24,5 Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Ratio (X) Back of Queue (Q), ft/ln (50 th percentile) Adjusted Startation Flow Rate (s), veh/h Al2,5 9,9 19,2 3,3 38,3 0,6 24,5 Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity Ratio (X) Back of Queue (Q), ft/ln (50 th percentile) Adjusted Startation Flow Rate (s), veh/h Back of Queue (Q), veh/h (50 th percentile) Adjusted Startation Flow Rate (s), veh/h Al2,6 41,7 41,9 27,8 391,5 57, 248,4 Back of Queue (Q), veh/h Incremental Delay (d 1), s/veh Al2,6 41,7 45,6 9,9 14,4 13,7 13,0 Incremental Delay (d 2), s/veh Initial Queue Delay (d 3), s/veh Approach Delay, s/veh / LOS Approach Delay, s/veh / LOS Approach Delay, s/veh / LOS Back of Queue (Back Startation Flow Ratio (R) (Back Startation Flow Ratio					7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Saturation Flow Rate (s), veh/h/ln 1428 1610 1430 1810 1873 4810 1877 Queue Service Time (gs), s 0.0 9.9 6.6 3.3 38.3 0.6 24.5 Cycle Queue Clearance Time (gs), s 32.5 9.9 19.2 3.3 38.3 0.6 24.5 Green Ratio (g/C) 0.19 0.19 0.19 0.68 0.64 0.65 0.62 Capacity (c), veh/h 322 307 323 472 1197 300 1161 Volume-to-Capacity Ratio (X) 0.528 0.505 0.751 0.314 0.751 0.094 0.579 Back of Queue (Q), ft/ln (50 th percentile) 109.5 97.7 174.9 27.8 391.5 5.7 248.4 Back of Queue (Q), veh/ln (50 th percentile) 4.4 3.9 7.0 1.1 15.7 0.2 9.9 Queue Storage Ratio (RQ) (50 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00), veh/h				Security Section Assessment		243		148	899		28	672	
Queue Service Time (gs), s 0.0 9.9 6.6 3.3 38.3 0.6 24.5 Cycle Queue Clearance Time (gc), s 42.5 9.9 19.2 3.3 38.3 0.6 24.5 Green Ratio (g/C) 0.19 0.19 0.68 0.64 0.65 0.62 Capacity (c), veh/h 322 307 323 472 1197 300 1161 Volume-to-Capacity Ratio (X) 0.528 0.505 0.751 0.314 0.751 0.094 0.579 Back of Queue (Q), ft/lin (50 th percentile) 109.5 97.7 174.9 27.8 391.5 5.7 248.4 Back of Queue (Q), veh/in (50 th percentile) 4.4 3.9 7.0 1.1 15.7 0.2 9.9 Queue Storage Ratio (RQ) (50 th percentile) 0.00	·			n			1610		1430		1810	1873	1 1 1	1810	1877	
Cycle Queue Clearance Time (gc), s M2.5 9.9 19.2 3.3 38.3 0.6 24.5 Green Ratio (g/C) 0.19 0.19 0.19 0.68 0.64 0.65 0.62 Capacity (c), veh/h 322 307 323 472 1197 300 1161 Volume-to-Capacity Ratio (X) 0.528 0.505 0.751 0.314 0.751 0.094 0.579 Back of Queue (Q), ft/in (50 th percentile) 109.5 97.7 174.9 27.8 391.5 5.7 248.4 Back of Queue (Q), veh/in (50 th percentile) 4.4 3.9 7.0 1.1 15.7 0.2 9.9 Queue Storage Ratio (RQ) (50 th percentile) 0.00 <	2000	and the same of th				-					3.3	38.3	<u> </u>	0.6	24.5	
Green Ratio (g/C) 0.19 0.19 0.19 0.68 0.64 0.65 0.62 Capacity (c), veh/h 322 307 323 472 1197 300 1161 Volume-to-Capacity Ratio (X) 0.528 0.505 0.751 0.314 0.751 0.094 0.579 Back of Queue (Q), ft/in (50 th percentile) 109,5 97,7 174,9 27,8 391,5 5.7 248,4 Back of Queue (Q), veh/in (50 th percentile) 4.4 3,9 7.0 1.1 15,7 0.2 9,9 Queue Storage Ratio (RQ) (50 th percentile) 0.00<					1.2			300 m		*				0.6	24.5	
Capacity (c), veh/h 322 307 323 472 1197 300 1161 Volume-to-Capacity Ratio (X) 0.528 0.505 0.751 0.314 0.751 0.094 0.579 Back of Queue (Q), ft/in (50 th percentile) 109.5 97.7 174.9 27.8 391.5 5.7 248.4 Back of Queue (Q), veh/in (50 th percentile) 4.4 3.9 7.0 1.1 15.7 0.2 9.9 Queue Storage Ratio (RQ) (50 th percentile) 0.00			5 11110 (.g.c./1 6						***************************************				,			
Volume-to-Capacity Ratio (X) 0.528 0.505 0.751 0.314 0.751 0.094 0.579 Back of Queue (Q), ft/in (50 th percentile) 169,5 97.7 174,9 27,8 391,5 5,7 248,4 Back of Queue (Q), veh/in (50 th percentile) 4.4 3.9 7.0 1.1 15.7 0.2 9.9 Queue Storage Ratio (RQ) (50 th percentile) 0.00 0.90 0.00<																
Back of Queue (Q), ft/ln (50 th percentile) 109.5 97.7 174.9 27.8 391.5 5.7 248.4 Back of Queue (Q), veh/ln (50 th percentile) 4.4 3.9 7.0 1.1 15.7 0.2 9.9 Queue Storage Ratio (RQ) (50 th percentile) 0.00 0	Expression stop open manufacture and the state between the state of th		AND THE RESERVE AND THE PARTY OF THE PARTY O						·	· ·	1			<u> </u>		
Back of Queue (Q), veh/ln (50 th percentile) 4.4 3.9 7.0 1.1 15.7 0.2 9.9 Queue Storage Ratio (RQ) (50 th percentile) 0.00 0.	The same of the sa							kahain unisi	THE RESERVE OF THE PERSON NAMED IN				.,	9	-	-\$
Queue Storage Ratio (RQ) (50 th percentile) 0.00								91011						<u> </u>		
Uniform Delay (d 1), s/veh 42.6 41.7 45.6 9.9 14.4 13.7 13.0							management (ANOTA)		TAXABLE PARTY OF THE PARTY OF T	ļ	-	ALCOHOLD STREET, STREE			OWNERS OF THE PERSON	
Incremental Delay (d ₂), s/veh 0.5 0.5 4.4 0.1 4.4 0.0 2.1 Intersection Delay, s/veh 0.0 <	THE PARTY OF THE P		The state of the s	ile)										Santana and a santana		, ita
Initial Queue Delay (d ₃), s/veh 0.0	Uniform Delay	(d1), s/							~~~		-	1				
Control Delay (d), s/veh			//		1. 22			, j	_			The second second				y 45
Control Delay (d), siven Level of Service (LOS) Approach Delay, s/veh / LOS Intersection Delay, s/veh / LOS EB WB NB SB Redestrian LOS Score / LOS 1.94 B 1.94 B 1.88	Initial Queue De	elay (d	3), s/veh											×		
Approach Delay, s/veh / LOS 42.6 D 50.0 D 17.5 B 15.1 B Intersection Delay, s/veh / LOS 23.7 C Multimodal Results EB WB NB SB Pedestrian LOS Score / LOS 1.94 B 1.94 B 1.65 B 1.88 B	Control Delay (d), s/ve	eh .			43.1	42.1	erk frañ	50.0		10.1	18.8	27.3		15.2	
Approach Delay, s/veh / LOS 42.6 D 50.0 D 17.5 B 15.1 B Intersection Delay, s/veh / LOS 23.7 C Multimodal Results EB WB NB SB Pedestrian LOS Score / LOS 1.94 B 1.94 B 1.65 B 1.88 B	Level of Service	e (LOS)	- The state of the			D	D		D		<u> </u>			<u> </u>		
Intersection Delay, s/veh / LOS 23.7 C Multimodal Results EB WB NB SB Pedestrian LOS Score / LOS 1.94 B 1.94 B 1.65 B 1.88 B			/LOS		42.6	}	D	50:0)	D	17.	5 🐃	В	15.1		В
Multimodal Results EB WB NB SB Pedestrian LOS Score / LOS 1.94 B 1.94 B 1.65 B 1.88 B							23	3.7						С	about the same	A
Multimodal Results EB VVB NB 05 Pedestrian LOS Score / LOS 1.94 B 1.94 B 1.65 B 1.88 B																
Pedestrian LOS Score / LOS 1.94 B 1.94 B 1.65 B 1.88 B	Multimodal Re	sults				EB			WB			NB			SB	į.
			/LOS		1.94			1.94	<u> </u>	В	1.6	5	В	1.88	}	В
		The second section is a second section in	the same of the contract of th				Á	0.89)	Α	2.2		В	1.64		', B ; ⊹ ⊹

	HCS7 Two-Way Stop	o-Control Report	
General Information		Site Information	
Analyst	LDK .	Intersection	S. Main (Rt 79)/Old Mill
Agency/Co.	Bowman Consulting	Jurisdiction	State
Date Performed	12/1/2019	East/West Street	Old Mill Rd
Analysis Year	2019	North/South Street	S. Main St (Rt 79)
Time Analyzed	PM Peak - Existing	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	EL@Marlboro BCG 080726-F3		

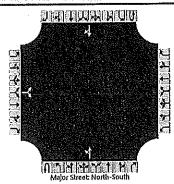
Lanes



					Majo	r Street: Nor	rth-South									
Vehicle Volumes and Adju	istme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	Û	L,	T	R	U	L	Т	R	ŭ	* <u> </u>	T	R	* 7U" *	L Y	Ť	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0.	0	-0 🔆	******	0 .5	0	Ö	1	0
Configuration			LR							LT	<u>.</u>					TR
Volume (veh/h)		12		21	فيعيد ا م		16.4			5	644	erra, agri Vitati			764	11
Percent Heavy Vehicles (%)		0		0				<u> </u>		0			Trees of the con-			
Proportion Time Blocked	Autom			\$ 5 Å								<i>24, 2</i>				
Percent Grade (%)		()											····		
Right Turn Channelized								ria vida								
Median Type Storage				Undi	vided				<u> </u>							
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6,2				-		4.1						
Critical Headway (sec)		6.40		6.20				الله الله الله الله الله الله الله الله		4,10			1 1			
Base Follow-Up Headway (sec)		3.5		3,3						2,2						
Follow-Up Headway (sec)	**	3.50		3.30					v.i.	2.20	397	10.70	n dram			919
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)			35	<u> </u>						5						
Capacity, c (veh/h)			229	#* ********		ngawy.				821	83.65	14.24A				
v/c Ratio	1		0,15							0,01						
95% Queue Length, Qes (veh)		1	0.5		visc j	\$ \$4	gar.			0.0		4.1.0			Ş	
Control Delay (s/veh)			23,5							9,4						
Level of Service (LOS)	* ** ** ** !**		С				9.465) 11.35			Α	1.2	* **,	Alle			* 44.5
Approach Delay (s/veh)		23	3,5							0	.2					
Approach LOS	4	(Ξ .	() () ()										- 1	4 ;	V (18)

General Information		Site Information	
Analyst	LDK	Intersection	S. Main (Rt 79)/Old Mill
Agency/Co.	Bowman Consulting	Jurisdiction	State
Date Performed	12/1/2019	East/West Street	Old Mill Rd
Analysis Year	2019	North/South Street	S. Main St (Rt 79)
Time Analyzed	AM Peak - Existing	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0,25
Project Description	EL@Marlboro BCG 080726-F3		

Lanes



			· · · · · · · · · · · ·	and the state of t		Contraction Act		arian material	activit valveres	dan kegasera	10/01/02/04/04	Consequent Advances	04 000 48 08	6 505A 654 644 1	Language (8470969666
Vehicle Volumes and Adju	ıstme	nts														
Approach	Eastbound					Westk	oound			North	oound		Southbound			
Movement	Ü	L	T	- R	Ű	L	Ť	R	U	L	Ť	R	U	T. C. S.	Τ .	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1 %	0		0	0	0	0	0	1	. 0	0	0 **	1	0
Configuration			LR							LT						TR
Volume (veh/h)		22		7			1	11.000 (1.000) 11.000		7	574		4 900	*	612	6
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked			20		2.60			7.			34	- (X)	7 (1) (4) (4) (4)			- 19. 19. 19.
Percent Grade (%)		1	0													
Right Turn Channelized								****								1
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1					*	
Critical Headway (sec)	,	6.40		6.20	10 1 47 7 11 kg	[-4]		Ž		4.10					2.4	
Base Follow-Up Headway (sec)		3.5		3,3						2.2		10.000		- 3000 1d		504
Follow-Up Headway (sec)		3,50		3,30						2.20			<i>*</i>		- 1 1 4版 - 2 1 - 3	
Delay, Queue Length, and	Leve	l of S	ervice													
Flow Rate, v (veh/h)			31		[7						
Capacity, c (veh/h)	1.15		218		3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Selection of	100 y	EN E	15.	945	***		~		- 1850 - 1850	**************************************
v/c Ratio			0.14							0.01						<u>_</u>
95% Queue Length, Qes (veh)	1.8	10.	0.5	a. W.				\$ 15.8 2 \$		0.0			1 2 d - 1		10 (10) W 11	
Control Delay (s/veh)			24.2	Ĭ						8.8						1 200
Level of Service (LOS)	1 1		: c	X, 75		19 E	3	-	186	Α :						- 525
Approach Delay (s/veh)		2/	4.2							0	.2		,			
Approach LOS		3 1	C			7		7				Herring Sa	1,11			*.

•		HCS	7 Sig	naliza	ed li	nter	'sec	tion F	Resu	Its Su	mmar	у			•		
								in .									
General Inforn	nation	An alliga S								Intersec	tion Int	ormati	on	ĺ	i da angara		
	I COLIO	Bowman Consulting	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~							Duration		0.25			يالل		
Agency	10 - 12 10 10 10 10 10 10 10 10 10 10 10 10 10	LDK	9	Angly	ala D	ata Ir	Dog 1	, 2019		Area Ty		Othe	and the second s	-3		<u>"</u> 二	
Analyst			an and an analysis of the same	Time	micharporposed:	i with a		, 2019 eak - No	ONORGH BUREN	PHF	70	THE PROPERTY OF THE PARTY OF TH	0.98			ᅩᇉ	
Jurisdiction		State		Tillie	reno		Pivi Pi Build	Bak - INC	'	FAIL .		0,90				7 - ii	
Urban Street	NAME OF THE OWNER O	S. Main St (Rt 79)		Analy	sis Ye	ear 2	2022		T	Analysis Period		1> 5:	1> 5:00		K 4.	7	
Intersection	Ann naver ave - white	S. Main/Ryan/Inver	ness	File N	ame	١	NB_7	9_Ryan-Inv_PM.xus				nesk raw zasamom	MARKATA MARKATA		国土地是	le di	
Project Descrip	tion	EL@Marlboro BCG	08072	6-F3	**********		AND COMPANY										
Demand Inform	nation		1.1		E	В			Wi	3		NB			SB		
Approach Move	ment			L	٦		R	L	<u> </u>		L	l T	R	l L	T	R	
Demand (v), v	eh/h			393	10	00	70	58	96	38	83	600	58	148	723	416	
Signal Informa	tion		, , , , , , , , , , , , , , , , , , ,) i				₌₁	-71						
Cycle, s	109.0	Reference Phase	2		Rec.	i I			<i>7</i>	E E		[]	X .	Y ,"	Y,	-⇔	
Offset, s	0	Reference Point	End	Green	4.1		0.9	55.0	5.0							.	
Uncoordinated	No	Simult, Gap E/W	On	Yellow			0.0	4.0	3.0		3.0		ς Κ	D L	וי ע_	12	
Force Mode	Fixed	Simult, Gap N/S	On	Red	0.0		0.0	4.0	0.0		3.0		5	0	7	8	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							# 1										
Timer Results				EB	L	EE	31	WB	L l	WBT	NB		NBT	SBI	L	SBT	
Assigned Phase	9			7		4	1	3		8	5	T	2	1		6	
Case Number	·	MANAGE NO.		1.1		4.1	.0	37.1		4.0	1.1		4.0	1.1		3.0	
Phase Duration	, S		***************************************	27.3	3	30.	0,0	8.0	mbrankii Wolfe	10.7	7.1		63.0	8.0		63.9	
Change Period	····	:) s		3.0		6.0	.0	3.0		6.0	3.0		8.0	3.0		8.0	
Max Allow Head	4			3.0	wanna a	3.0		3.0		3.0	3.0		0.0	3.0		0,0	
Queue Clearan				24.2		11.		5.4		6.7	4.5		Sec. 14	6.5		Again Ta	
Green Extensio				0.1		0.4		0.1		0,0	0.0		0.0	0.0		0.0	
Phase Call Prol		(90),0		1.00		1.00		0.83		1.00 0.9				0.99			
Max Out Probai			,	1.00	مسنسند	0.0		0.00		1.00	1.00			1.00			
n na coat no ca	,																
Movement Gro	up Res	ults			EE	3			WB	•		NB			SB		
Approach Move	ment			L	T	T	R	L	Т	R	L,	Т	R	L	Т	R	
Assigned Move	ment			7	4		14	3	8	18	5	2	12	1	6	16	
Adjusted Flow F), veh/h	A. 10.00. 10.00. A. 10.00.	401	173	3	***	59	137		85	671		151	738	424	
A STATE OF THE PARTY OF THE PAR		w Rate (s), veh/h/l	n	1810	176	9		1810	1808		1810	1870		1810	1900	1610	
Queue Service				22.2	9.2			3.4	4.7		2.5	30.2		4.5	33.7	19.0	
Cycle Queue Cl	On the last of the			and the same of the same	45,0					1				ı			
,		θ ime ($g \in A$), s		22.2	9.2	? ·		3.4	4.7		2.5	30.2	.,	4.5	33.7	19.0	
Green Ratio (a		ime (g ₀), s	. :	0.28	0.2				4.7 0.04		£.v.			8			
Green Ratio (g. Capacity (c), v	/C)					2		3.4			2.5	30.2		4.5	33.7	19.0	
Capacity (c), v	/C) eh/h			0.28 469	0.23 389	2 2 3		3.4 0.09 202	0.04 . 78		2,5 0,54	30.2 0.50		4.5 0.55	33.7 0.51	19.0 0.51	
Capacity (c), v Volume-to-Capa	/C) eh/h acity Rai	tio (X)		0.28 469 0.854	0.23 389 0.44	2		3.4 0.09 202 0.293	0.04 78 1.754	ŀ	2.5 0.54 270 0.314	30.2 0.50 944 0.712		4,5 0,55 326 0,463	33.7 0.51 974	19.0 0.51 826 0.514	
Capacity (c), v Volume-to-Capa Back of Queue	/C) eh/h acity Rat (Q), ft/l	tio (<i>X</i>) n (50 th percentile)		0.28 469 0.854 272.4	0.23 389 0.44 96.	2 2 3 46 2		3.4 0.09 202 0.293 36,7	0.04 78 1.754 260.4	l l	2.5 0.54 270 0.314 22.7	30.2 0.50 944 0.712 324		4.5 0.55 326 0.463 41.2	33.7 0.51 974 0.757 368.6	19.0 0.51 826 0.514 171.1	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue	/C) eh/h acity Rat (Q), ft/l (Q), ve	tio (X) In (50 th percentile) h/in (50 th percenti	le)	0.28 469 0.854 272.4 10.9	0.23 389 0.44 96.2 3.8	2 9 16 2		3.4 0.09 202 0.293 36,7 1.5	0.04 78 1.754 260.4 10.4		2.5 0.54 270 0.314 22.7 0.9	30.2 0.50 944 0.712 324 13.0		4,5 0,55 326 0,463 41,2 1,6	33.7 0.51 974 0.757 368.6 14.7	19.0 0.51 826 0.514	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage	/C) eh/h acity Rai (Q), ft/l (Q), ve Ratio (tio (X) In (50 th percentile) h/In (50 th percenti RQ) (50 th percent	le)	0.28 469 0.854 272.4 10.9	0.23 389 0.44 96.2 3.8	2		3.4 0.09 202 0.293 36,7 1.5 0.00	0.04 78 1.754 260.4 10.4 0.00		2,5 0.54 270 0.314 22.7 0.9 0.00	30.2 0.50 944 0.712 324 13.0 0.00		4.5 0.55 326 0.463 41.2 1.6 0.00	33.7 0.51 974 0.757 368.6 14.7 0.00	19.0 0.51 826 0.514 171.1 6.8 0.00	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (/C) eh/h acity Rai (Q), ft/l (Q), ve Ratio (/	tio (X) In (50 th percentile) Ih/In (50 th percenti RQ) (50 th percent	le) ile)	0.28 469 0.854 272.4 10.9 0.00 36.1	0.2: 389 0.44 96.: 3.8 0.00 36.0	2. 9. 166 22. 100 8		3.4 0.09 202 0.293 36,7 1.5 0.00 46.8	0.04 78 1.754 260.4 10.4 0.00 52.1		2.5 0.54 270 0.314 22.7 0.9 0.00 18.3	30.2 0.50 944 0.712 324 13.0 0.00 20.9		4,5 0,55 326 0,463 41,2 1,6 0,00 17,2	33.7 0.51 974 0.757 368.6 14.7 0.00 21.1	19.0 0.51 826 0.514 171.1 6.8 0.00 17.6	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental Del	/C) eh/h acity Rai (Q), ft/l (Q), ve Ratio (d1), s/	tio (X) In (50 th percentile) Ih/in (50 th percenti RQ) (50 th percent veh), s/veh	le) ile)	0.28 469 0.854 272.4 10.9 0.00 36.1 13.0	0.23 389 0.44 96.2 3.8 0.00 36.0	2		3.4 0.09 202 0.293 36,7 1.5 0.00 46.8	0.04 78 1.754 260.4 10.4 0.00 52.1 386.3		2,5 0.54 270 0.314 22.7 0.9 0.00 18.3	30.2 0.50 944 0.712 324 13.0 0.00 20.9		4,5 0,55 326 0,463 41,2 1,6 0,00 17.2 0,4	33.7 0.51 974 0.757 368.6 14.7 0.00 21.1	19.0 0.51 826 0.514 171.1 6.8 0.00 17.6 2.3	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental Del	/C) eh/h acity Rai (Q), ft/l (Q), ve Ratio (i di), s/ ay (di)	tio (X) In (50 th percentile) In/In (50 th percenti RQ) (50 th percent veh), s/veh	le) ile)	0.28 469 0.854 272.4 10.9 0.00 36.1 (13.0)	0.23 388 0.44 96 3.8 0.00 36.0 0.3	2		3.4 0.09 202 0.293 36,7 1.5 0.00 46.8 0.3 0.0	0.04 78 1.754 260.4 10.4 0.00 52.1 386.3 0.0		2.5 0.54 270 0.314 22.7 0.9 0.00 18.3 0.2 0.0	30.2 0.50 944 0.712 324 13.0 0.00 20.9 4.5 0.0		4,5 0,55 326 0,463 41,2 1,6 0,00 17,2 0,4 0,0	33.7 0.51 974 0.757 368.6 14.7 0.00 21.1 5.5	19.0 0.51 826 0.514 171.1 6.8 0.00 17.6 2.3 0.0	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue De Control Delay (/C) eh/h acity Rai (Q), ft/i (Q), ve Ratio (i d i), s/ ay (d 2 alay (d 3	tio (X) In (50 th percentile) In/In (50 th percenti RQ) (50 th percent veh), s/veh	le) ile)	0.28 469 0.854 272.4 10.9 0.00 36.1 (13.0 0.0 49.1	0.23 389 0.44 96.2 3.8 0.00 36.0 0.3 0.0 37.0	2		3.4 0.09 202 0.293 36.7 1.5 0.00 46.8 0.3 0.0 47.1	0.04 78 1.754 260.4 10.4 0.00 52.1 386.3 0.0 438.5		2,5 0,54 270 0,314 22,7 0,9 0,00 18,3 0,2 0,0 18,5	30.2 0.50 944 0.712 324 13.0 0.00 20.9 4.5 0.0 25.4		4,5 0,55 326 0,463 41,2 1,6 0,00 17,2 0,4 0,0 17,6	33.7 0.51 974 0.757 368.6 14.7 0.00 21.1 5.5 0.0	19.0 0.51 826 0.514 171.1 6.8 0.00 17.6 2.3 0.0	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue De Control Delay (Level of Service	/C) eh/h acity Rat (Q), ft/l (Q), ve Ratio (Ad1), s/l ay (d2) blay (d3), s/ve a (LOS)	tio (X) In (50 th percentile) In/In (X) In (X	le) ile)	0.28 469 0.854 272.4 10.9 0.00 36.1 (13.0 0.0 49.1 D	0.2: 389 0.44 96.: 3.8 0.00 36.0 0.3 0.0 37:0	2 2 3 3 6 5 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		3.4 0.09 202 0.293 36,7 1.5 0.00 46.8 0.3 0.0 47.1 D	0.04 78 1.754 260.4 0.00 52.1 386.3 0.0 438.5		2,5 0,54 270 0,314 22.7 0,9 0,00 18.3 0,2 0,0 18,5 B	30.2 0.50 944 0.712 324 13.0 0.00 20.9 4.5 0.0 25.4 C		4,5 0,55 326 0,463 41,2 1,6 0,00 17,2 0,4 0,0 17,6 B	33.7 0.51 974 0.757 368.6 14.7 0.00 21.1 5.5 0.0 26.6 C	19.0 0.51 826 0.514 171.1 6.8 0.00 17.6 2.3 0.0 19.9 B	
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Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue Del Control Delay (Level of Service Approach Delay Intersection Del	/C) eh/h acity Rai (Q), ft/l (Q), ve Ratio (i d i), s/ ay (d 2 elay (d 3 d), s/ve b (LOS) (, s/veb ay, s/vel	tio (X) In (50 th percentile) In (50 th perc	le)	0.28 469 0.854 272.4 10.9 0.00 36.1 (13.0) 0.0 49.1 D	0.2: 388 0.44 96. 3.8 0.00 36.0 0.0 37.0 D	22 166 1		3.4 0.09 202 0.293 36.7 1.5 0.00 46.8 0.3 0.0 47.1 D 320.	0.04 78 1.754 260.4 10.4 0.00 52.1 386.3 0.0 438.5 F		2,5 0.54 270 0.314 22.7 0.9 0.00 18.3 0.2 0.0 18.5 B	30.2 0.50 944 0.712 324 13.0 0.00 20.9 4.5 0.0 25.4 C	10.5	4,5 0,55 326 0,463 41,2 1,6 0,00 17,2 0,4 0,0 17,6 B	33.7 0.51 974 0.757 368.6 14.7 0.00 21.1 5.5 0.0 26.6 C	19.0 0.51 826 0.514 171.1 6.8 0.00 17.6 2.3 0.0	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue De Control Delay (Level of Service Approach Delay Intersection Del	/C) eh/h acity Rat (Q), ft/l (Q), ver Ratio (Ad 1), s/c ay (d2) alay (d3) d), s/ver (LOS) d, s/ver ay, s/ver ay, s/ver	tio (X) In (50 th percentile) In/In (50 th percentile) RQ) (50 th percent veh), s/veh h LOS h / LOS	le) ile)	0.28 469 0.854 272.4 10.9 0.00 36.1 (13.0) 0.0 49.1 D 45.4	0.22 3889 0.44 96.23 0.00 36.8 0.3 0.0 37:(D	22	48	3.4 0.09 202 0.293 36.7 1.5 0.00 46.8 0.3 0.0 47.1 D 320.3	0.04 78 1.754 260.4 10.4 0.00 52.1 386.3 0.0 438.5 F		2,5 0.54 270 0.314 22.7 0.9 0.00 18.3 0.2 0.0 18.5 B	30.2 0.50 944 0.712 324 13.0 0.00 20.9 4.5 0.0 25.4 C		4,5 0,55 326 0,463 41,2 1,6 0,00 17,2 0,4 0,0 17,6 B	33.7 0.51 974 0.757 368.6 14.7 0.00 21.1 5.5 0.0 26.6 C	19.0 0.51 826 0.514 171.1 6.8 0.00 17.6 233 0.0 19.9 B	
Capacity (c), v Volume-to-Capa Back of Queue Back of Queue Queue Storage Uniform Delay (Incremental Del Initial Queue Del Control Delay (Level of Service Approach Delay Intersection Del	/C) eh/h acity Rai (Q), ft/l (Q), ve Ratio (, d1), s/ ay (d2) elay (d3) d), s/ve (LOS) y, s/veh ay, s/vel sults Score /	tio (X) In (50 th percentile) In/In (50 th percentile) In/In (50 th percentiveh In/In (50 th percentiveh In/In (50 th percentiveh In/In (50 th percentile) In/In (50 th percentile) In/In (50 th percentile) In/In (50 th percentile) In (50 th pe	le)	0.28 469 0.854 272.4 10.9 0.00 36.1 (13.0) 0.0 49.1 D	0.22 389 0.44 96.2 3.8 0.00 36.4 0.3 0.0 D	22 166 1	48	3.4 0.09 202 0.293 36.7 1.5 0.00 46.8 0.3 0.0 47.1 D 320.	0.04 78 1.754 260.4 10.4 0.00 52.1 386.3 0.0 438.5 F		2,5 0.54 270 0.314 22.7 0.9 0.00 18.3 0.2 0.0 18.5 B	30.2 0.50 944 0.712 324 13.0 0.00 20.9 4.5 0.0 25.4 C	10.5	4,5 0,55 326 0,463 41,2 1,6 0,00 17,2 0,4 0,0 17,6 B	33.7 0.51 974 0.757 368.6 14.7 0.00 21.1 5.5 0.0 26.6 C	19.0 0.51 826 0.514 171.1 6.8 0.00 17.6 2.3 0.0	

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General Information								Intersect	ion Info	Į į		i, la		
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Agency	LDK	7	Analysi	s Date	Dec 1,	2019		Area Typ	ė	Other				, <u>A</u>
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Project Description	LEE COMMITTED TO DO CO	00012		4.		1- 4- 3- X					1, 1			
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Force Mode Fixed		On	Red	0.0	0.0	4.0	0.0		3.0		[6	8	7[8
1-Dice Mode Trixed			,											
Timer Results			EBL		EBT	WBL	-	WBT	NBL	_	VBT	SBL		SBT
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Phase Duration, s			3.0		6.0	3.0		6.0	3.0		8.0	3.0		8.0
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Max Allow Headway (15.0		5.3	2,8		6.8	3.0			5.5		
Queue Clearance Tim		· · · · · · · · · · · · · · · · · · ·	0,0		0.3	0,0		0.0	0.0		0.0	0.0		0.0
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Max Out Probability Movement Group Re Approach Movement Assigned Movement	esults		1.00 L. 7	EB T	0.00	0,00 L 3	Wi T	1,00 B R 18	1.00 L	NB T	R	1.00 L	SB T	R
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (esuits v), veh/h		1.00 L 7 524	EB T 4 97	0,00 R 14	0,00 L 3 23	Wi T - 8 - 114	1.00 B R R 18	1,00 L 5 45	NB T	R	1.00 L 1	SB T	R 16
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Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Back of Queue (Q),	esults v), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) fi/ln (50 th percentile	/In	1.00 L 7 524 1810 13.0 0.28 436 1.201 493.4 19.7	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3	0.00 R 14	0.00 L 3 23 1810 0.8 0.11 259 0.088 8.5 0.3	Will T 8 8 114 172 4.8 4.8 0.0 144 0.8 172 2.5	1.00 B R 18.4 4.21 8.8 0.8 0.144 8.8 9.9	1.00 L 5 45 1810 1.0 0.44 247 0.181 9	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6	R	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.526 30.1 1.2	SB T 652 1900 21.3 21.3 0.45 852 0.766	R 16 244 1610 7.3 7.3 0.45 722 0.338 60.5 2.4
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Queue Storage Ratio	esults v), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) ff/in (50 th percentile veh/in (50 th percentile (RQ) (50 th percent	/In	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3	R 14	0.000 L 3 23 1810 0.8 0.8 0.11 259 0.088 8.5 0.3 0.00	WI T 8 114 172 4.8 4.8 0.0 144 0.8 72.2 0.0	1.00 B R 18. 4 21 8 8 0 14 8 9 00 100	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6	R	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.525 30:1 1.2	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0	R 16 244 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Queue Storage Ratio Uniform Delay (d1),	esults v), veh/h low Rate (s), veh/h/ (gs), s ce Time (ge), s Ratio (X) fi/in (50 th percentile veh/in (50 th percen (RQ) (50 th percen	/in	1.00 L 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.000 23,4	R 14	0.000 L 3 23 1810 0.8 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6	WI T 8 8 114 172 4.8 0.0 144 0.8 72 2.9 0.0 0.0	1,00 B R 18 4 21 B B B B B B B B B B B B B B B B B B	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8	R	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.525 30.1 1.2 0.00 15.0	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2	R 16 244 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d1), Incremental Delay (d2)	esults V), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) fi/ln (50 th percentile veh/ln (50 th percen (RQ) (50 th percen s/veh	/In	1.00 L 7 524 1810 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.000 23.4 0.1	R 14	0.00 L 3 23 1810 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6	WI T 88 114 172 4.8 4.8 0.0 144 0.8 72 2.9 0.0 333	1.00 B R 18.4 4 21 8 8 0 144 8 9 00055	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5	R	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.525 30.1 1.2 0.00 15.0 0.8	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2	R 16 244 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d1), Incremental Delay (d1), Incremental Queue Delay (d1)	suits v), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) ft/in (50 ih percentile (RQ) (50 th percentile (RQ) (50 th percentile s/veh (2), s/veh (3), s/veh	/in	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7 0.0	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.000 23.4 0.1 0.0	0.00 R 14	0.00 L 3 23 1810 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6 0.1	Wi T 8 8 114 172 4.8 4.8 0.0 144 0.8 72 2.9 0.0 0.0 333 27	1.00 B R 18.4 4 21 8 8 8 0 144 88 9 00 5 5 8 0 0	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1 0.0	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5	R	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.526 30.1 1.2 0.00 15.0 0.8 0.0	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2 6.5	R 16 244 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3 13.3 0.0
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d1), Incremental Delay (d2)	suits v), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) ft/in (50 ih percentile (RQ) (50 th percentile (RQ) (50 th percentile s/veh (2), s/veh (3), s/veh	/in	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7 0.0 137.1	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.00 23.4 0.1 0.0	0.00 R 14	0.00 L 3 23 1810 0.8 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6 0.1 0.0 29.6	WI T 88 114-172 4.8.8 4.8.6 0.0 0.0 144 0.8 2.9 0.0 0.0 333 277 0.0 661	1,00 B R 18 4 21 8 8 8 0 14 8 9 100 .5 8 8 0 22 8	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1 0.0	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5 0.0	R	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.525 30.1 1.2 0.00 15.0 0.8 0.0 16.8	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2 6.5 0.0	R 16 244 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3 0.0 13.3
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Queue Storage Ratio Uniform Delay (d1), Incremental Delay (d1), Incremental Delay (d1), Incremental Queue Delay (d2), Control Delay (d3), Level of Service (LOS	esults v), veh/h low Rate (s), veh/h/ (gs), s ce Time (ge), s Ratio (X) fi/in (50 th percentile veh/in (50 th percentile (RQ) (50 th percentile s/veh (2), s/veh (3), s/veh (6)	/in	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7 0.0 137.1	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.00 23.4 0.1 0.0 23.5 C	0.00 R 14	0.000 L 3 23 1810 0.8 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6 0.1 0.0 29.6 C	WI T 172 4.88 114 172 4.84 4.86 0.00 144 0.80 72 2.9 0.00 333 27 0.10	1,00 B R 18 4 21 B 8 9 14 25 65 65 65 68	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1 0.0	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5 0.0 27.3 C	R 12	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.525 30.1 1.2 0.00 15.0 0.8 0.0 16.8 B	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2 6.5 0.0 23.7 C	R 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3 1.3 0.0 144.5 B
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time (Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Back of Queue (Q), Queue Storage Ratio Uniform Delay (d1), Incremental Delay (d1), Incremental Queue Delay (d2), Control Delay (d3), sa	esults v), veh/h low Rate (s), veh/h/ (gs), s ce Time (ge), s Ratio (X) fi/in (50 th percentile veh/in (50 th percentile (RQ) (50 th percentile s/veh (2), s/veh (3), s/veh (6)	/in	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7 0.0 137.1	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.00 23.4 0.1 0.0	0.00 R 14	0.00 L 3 23 1810 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6 0.1 0.0 29.6 C	WI T 172 4.88 114 172 4.84 4.86 0.00 144 0.80 72 2.9 0.00 333 27 0.10	1,00 B R 18 4 21 8 8 8 0 14 8 9 100 .5 8 8 0 22 8	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1 0.0	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5 0.0 27.3 C	R 12	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.526 30.1 1.2 0.00 15.0 0.8 0.0 16.8 B	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2 6.5 0.0 23.7 C	R 16 244 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3 0.0 13.3
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Queue Storage Ratio Uniform Delay (d1), Incremental Delay (d1), Incremental Delay (d1), Incremental Queue Delay (d2), Control Delay (d3), Level of Service (LOS	esuits v), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) ft/in (50 th percentile veh/in (50 th percentil	/in	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7 0.0 137.1	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.00 23.4 0.1 0.0 23.5 C	0.00 R 14	0.000 L 3 23 1810 0.8 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6 0.1 0.0 29.6 C	WI T 172 4.88 114 172 4.84 4.86 0.00 144 0.80 72 2.9 0.00 333 27 0.10	1,00 B R 18 4 21 B 8 9 14 25 65 65 65 68	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1 0.0	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5 0.0 27.3 C	R 12	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.525 30.1 1.2 0.00 15.0 0.8 0.0 16.8 B	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2 6.5 0.0 23.7 C	R 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3 1.3 0.0 144.5 B
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Queue Storage Ratio Uniform Delay (d), Incremental Delay (c) Initial Queue Delay (c) Control Delay (d), so Level of Service (LOS Approach Delay, s/ve Intersection Delay, s/ve	suits v), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) ft/in (50 th percentile (RQ) (50 th percentile s/veh (2), s/veh (ds), s/veh veh s) h / LOS veh / LOS	/in itile)	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7 0.0 137.1	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0:00 23.4 0:1 0.0 23.5 C	0.00 R 14	0.00 L 3 23 1810 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6 0.1 0.0 29.6 C	WI T 88 114 172 4.8 4.8 0.00 144 0.8 72 2.9 0.0 0.3 33 227 0.0 61 E	1,00 B R 18. 4 21 8 8 8 0 14 8 9 00 .55 .88 00 .22	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1 0.0	NB T 2 631 1878 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5 0.0 27.3 C	R 12	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.526 30.1 1.2 0.00 15.0 0.8 0.0 16.8 B	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2 6.5 0.0 23.7 C	R 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3 1.3 0.0 144.5 B
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time (Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Queue Storage Ratio Uniform Delay (d1), Incremental Delay (d1), Incremental Delay (d1), Incremental Delay (d2), Initial Queue Delay (d2), Approach Delay, s/Ve Intersection Delay, s/Ve Multimodal Results	esults v), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) ff/ln (50 th percentile veh/ln (50 th percen (RQ) (50 th percen s/veh (2), s/veh veh 3) h / LOS veh / LOS	/in itile)	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7 0.0 137.1 F	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.000 23.4 0.1 0.0 23.5 C	0.00 R 14	0.00 L 3 23 1810 0.8 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6 0.1 0.0 29.6 C 556:8	WI T 88 114 172 4.8 4.8 0.0 144 0.8 72 2.9 0.0 333 27 0.0 61 E	1,00 B R 18 4 21 B 8 8 9 10 14 8 9 00 .5 8 00 .5 8 7 8	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1 0.0 15.1 B 266	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5 0.0 27.3 C	R 12	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.525 30:1 1.2 0.00 15.0 0.8 0.0 16.8 B 20.4	SB T 6.52 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2 6.5 0.0 23.7 C	R 16 244 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3 0.0 13.3 0.0 14.5 B
Max Out Probability Movement Group Re Approach Movement Assigned Movement Adjusted Flow Rate (Adjusted Saturation F Queue Service Time Cycle Queue Clearan Green Ratio (g/C) Capacity (c), veh/h Volume-to-Capacity F Back of Queue (Q), Queue Storage Ratio Uniform Delay (d), Incremental Delay (c) Initial Queue Delay (c) Control Delay (d), so Level of Service (LOS Approach Delay, s/ve Intersection Delay, s/ve	esuits v), veh/h low Rate (s), veh/h/ (gs), s ce Time (gc), s Ratio (X) ft/in (50 th percentile veh/in (50 th percentil	/in itile)	1.00 L. 7 524 1810 13.0 13.0 0.28 436 1.201 493.4 19.7 0.00 26.4 110.7 0.0 137.1	EB T 4 97 1767 3.3 3.3 0.23 400 0.242 31.4 1.3 0.00 23.4 0.1 0.0 23.5 C	0.00 R 14	0.00 L 3 23 1810 0.8 0.11 259 0.088 8.5 0.3 0.00 29.6 0.1 0.0 29.6 C	WI T 88 114 172 4.8 4.8 0.0 144 0.8 72 2.9 2.9 27 0.0 61 E	1,00 B R 18. 4 21 8 8 8 0 14 8 9 00 .55 .88 00 .22	1.00 L 5 45 1810 1.0 0.44 247 0.181 9 0.4 0.00 15.0 0.1 0.0	NB T 2 631 1878 21.8 21.8 0.42 787 0.802 240.1 9.6 0.00 18.8 8.5 0.0 27.3 C 6	R 12	1.00 L 1 155 1810 3.5 3.5 0.49 296 0.526 30.1 1.2 0.00 15.0 0.8 0.0 16.8 B	SB T 652 1900 21.3 21.3 0.45 852 0.766 226 9.0 0.00 17.2 6.5 0.0 23.7 C	R 1610 7.3 7.3 0.45 722 0.338 60.5 2.4 0.00 13.3 1.3 0.0 144.5 B