## TRAFFIC IMPACT STUDY

For

## **Proposed CVS Pharmacy**

Property Located at:

APR 21 2020

Block 729 – Lot 1
SlOark Avenue (CR 531) & Randolph Road
City of Plainfield Union Co



Prepared by:

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2340-99-008T



#### INTRODUCTION

It is proposed to construct a 14,823 SF CVS Pharmacy on a parcel of land located in the southwest quadrant of the intersection of Park Avenue (CR 531) and Randolph Road in the City of Plainfield, Union County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 729 – Lot 1 on the City of Plainfield Tax Maps. It is proposed to subdivide the site, with the northern portion of the lot accommodating construction of a 14,823 SF CVS Pharmacy with a drive-through (The Project), while maintaining the existing parking lot in the southern portion of the site. The site is located within the PO-1 – Professional Office Zone. Access to the site is currently provided via a full movement driveway along Randolph Road and a full movement driveway along Laramie Road. It is proposed to reconstruct the existing driveway along Randolph Road, construct a new full movement driveway along Park Avenue, and maintain the full movement driveway along Laramie Road to the remainder of the existing parking lot.

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

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday AM, weekday PM, and Saturday midday peak periods at the intersection of Park Avenue (CR 531) & Randolph Road.
- Projections of traffic to be generated by the proposed development were prepared utilizing trip
  generation data as published by the Institute of Transportation Engineers. Site traffic was then
  assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on local requirements.



### **EXISTING CONDITIONS**

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

#### **Existing Roadway Conditions**

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

Park Avenue (CR 531) is an Urban Minor Arterial roadway under Union County jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. On-street parking is prohibited along the property frontage. Curb and sidewalk are provided along both sides of the roadway. Park Avenue provides a straight horizontal alignment along the site frontage with an approximate 30° bend to the northwest just north of the intersection with Randolph Road. Park Avenue provides a relatively flat vertical alignment. The land uses along Park Avenue in the vicinity of The Project are mixed institutional (hospital) and residential.

Randolph Road is an Urban Major Collector roadway under the City of Plainfield jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. On-street parking is prohibited along the property frontage. Curb and sidewalk are provided along both sides of the roadway. Randolph Road provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Randolph Road in the vicinity of The Project are mixed institutional (hospital) and residential.

## **Existing Traffic Volumes**

Manual turning movement (MTM) counts were conducted at the intersection of Park Avenue (CR 531) and Randolph Road on the following dates and times:

- Wednesday, September 25, 2019 from 7:00 to 9:00 AM and 4:30 to 6:30 PM
- Saturday, October 5, 2019 from 11:00 AM to 2:00 PM

Review of the collected traffic data reveals that the weekday morning peak street hour (PSH) occurs between 7:15-8:15 AM, the weekday evening PSH occurs between 5:15-6:15 PM, and the Saturday PSH occurs between 1:00-2:00 PM. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.



## **Existing Capacity Analysis**

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

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

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

Table I Level of Service Criteria for Signalized Intersections

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

Table II

Level of Service Criteria

for Unsignalized Intersections

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

It should be noted that the analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles, such as the signalized intersection of Park Avenue and Randolph Road.



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

Table III
Existing Levels of Service

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Intersection		ction/ ement		PM PSH	SAT PSH
	EB	LTR	D (41)	C (30)	C (31)
	WB	LTR	D (36)	C (33)	C (30)
Park Avenue (CR 531) & Randolph Road	NB	LTR	A (5)	A (5)	A (5)
	SB	LTR	A (5)	A (5)	A (5)
	Ov	erall	B (16)	B (11)	B (11)

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

The following is a discussion pertaining to the existing intersection analyzed. It should be noted that the existing percentage of trucks, pedestrians, and peak hour factors were used in the existing analysis.

## Park Avenue (CR 531) & Randolph Road

Randolph Road intersects Park Avenue (CR 531) to form a four-leg intersection controlled by a two-phase traffic signal operating on a 70-second background cycle length. Both the northbound and southbound approaches of Park Avenue provide a shared left turn/through lane and a shared through/right turn lane. Both the eastbound and westbound approaches of Randolph Road provide a single shared left turn/through/right turn lane.

A review of the existing analysis reveals that the intersection operates at an overall level of service "B" and all movements operate at levels of service "D" or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.



#### **FUTURE CONDITIONS**

Traffic volumes and operational analyses were developed for both the 2021 No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.0% per year.

Through consultation with the City of Plainfield Planning Board staff, there is one development in the vicinity of the site that has been approved but not yet constructed that is identified as a potential significant traffic generator (discussed below).

• A mixed-use development consisting of approximately 120 residential units and approximately 186,000 SF of medical office known as "Muhlenberg Medical Arts Complex", located east of the site along Randolph Road has been approved but not yet constructed. Projections of the associated traffic volumes were gathered from the *Traffic Impact Study* prepared for that development by this firm, and dated November 16, 2017. The Adjacent Development Traffic Volumes anticipated to pass the site are shown on Figure 3.

Future 2021 No Build traffic volumes were developed by applying the background growth rate of 1.0% for two (2) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figure 4, in Appendix A, shows the 2021 No Build traffic volumes.

#### **Traffic Generation**

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code 881 – Pharmacy/Drug Store with Drive-Through Window (KSF) in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation*, 10<sup>th</sup> Edition. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. Note that conservatively 15,000 SF was utilized in projecting the trip generation for The Project.

According to studies conducted by ITE, traffic associated with a Pharmacy/Drug Store is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because the CVS Pharmacy is not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. ITE identifies a 49% passby traffic percentage during the weekday evening peak hour. To note is that the 49% passby rate has also been accepted by NJDOT. It should also be noted that while there is no passby data published by ITE or NJDOT during the weekday morning and Saturday midday peak periods, there will realistically be passby traffic during both of these peak hours. As such, the weekday evening passby percentage of 49% was applied to both the weekday morning and Saturday midday peak periods, respectively. Table IV details the traffic volumes associated with the subject project taking into account the passby credits.



Table IV

Trip Generation Considering Passby Traffic

		COLLORG			3	2					
			AM PSI	$\mathbf{I}$	NOTE OF STREET	PM PSI	I	SAT PSH			
Trip	Туре	In	Out	Total	In	Out	Total	In	Out	Total	
15,000 SF	Total	31	27	57	77	77	154	64	67	131	
Pharmacy with	Passby	15	13	28	38	37	75	31	33	64	
Drive-Through	New (Primary)	16	14	30	39	40	79	33	34	67	

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

Table V Trip Distribution

To/From	Percentage
Randolph Road – East	5%
Randolph Road – West	20%
Park Avenue (CR 531) – North	40%
Park Avenue (CR 531) – South	35%
Total	100%

Located in Appendix A, Figure 5 illustrates the primary site generated volumes, Figure 6 illustrates the passby site generated volumes, and Figure 7 illustrates the total site generated volumes assigned to the study area network. The site generated volumes were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 8.



## **Future Capacity Analysis**

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

Table VI Future Levels of Service

		,	AM	PSH	PM	PSH	SAT	PSH
Intersection	CAU64 8 7	ction/ ement	No Build	Build	No Build	Build	No Build	Build
	EB	LTR	D (52)	D (53)	C (30)	C (34)	D (37)	D (42)
	WB	LTR	D (48)	D (46)	F (83)	F (87)	F (80)	F. (83)
Park Avenue (CR 531) & Randolph Road	NB	LTR	A (5)	A (6)	A (6)	A (6)	A (6)	A (6)
	SB	LTR	A (6)	A (6)	A (6)	A (6)	A (7)	A (7)
	Overall		C (21)	C (21)	C (26)	C (28)	C (24)	C (26)
D 1 4 (OD 501) 0 C'  D '	EB	LR	-	c (16)	-	c (19)	#4	c (19)
Park Avenue (CR 531) & Site Driveway	NB	L	na.	a (8)	2	a (9)	:=:	a (9)
D 111D 100' D:	WB	L	·+:	a (8)	-	a (8)		a (8)
Randolph Road & Site Driveway	NB	LR	~	b (11)	#	b (11)		b (11)

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

## Park Avenue (CR 531) & Randolph Road

With the addition of site generated traffic, the overall intersection is anticipated to operate at level of service "C" during the analyzed peak hours (similar to the No Build condition). The northbound and southbound Park Avenue approaches are anticipated to operate at levels of service "A". The eastbound and westbound approaches of Randolph Road are anticipated to operate at levels of service similar to the No Build condition ranging from "C" to "F" with a maximum increase in delay of 5 seconds on any movement compared to the No Build condition. It should be noted that if minor signal timing modifications were implemented, the westbound movements from Randolph Road could operate better than No Build conditions while maintaining the level of service for all other approaches. See Table VI for the individual movement levels of service and delays.

#### Park Avenue (CR 531) & Site Driveway

The site driveway is proposed to intersect Park Avenue to form an unsignalized T-intersection with the site driveway operating under stop control. The northbound approach of Park Avenue is proposed to provide a shared left turn/through lane, while the southbound approach is proposed to provide a shared through/right turn lane. The eastbound approach of the site driveway is proposed to provide a shared left turn/right turn lane.

As designed, the driveway is anticipated to operate at levels of service "C" or better during the studied peak hours. See Table VI for the individual movement levels of service and delays.



## Randolph Road & Site Driveway

The site driveway is proposed to intersect Randolph Road to form an unsignalized T-intersection with the site driveway operating under stop control. The eastbound approach of Randolph Road is proposed to provide a shared through/right turn lane, while the westbound approach is proposed to provide a shared left turn/through lane. The northbound approach of the site driveway is proposed to provide a shared left turn/right turn lane.

As designed, the driveway is anticipated to operate at levels of service "B" or better during the studied peak hours. See Table VI for the individual movement levels of service and delays.



#### SITE PLAN

## Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to the proposed pharmacy will be provided via a reconstructed full movement driveway along Randolph Road and a newly constructed full movement driveway along Park Avenue.

The parking lot will be serviced by two-way parking aisles with widths of 24' and 30', which satisfy the Ordinance's requirement of 24' for two-way parking aisles with 90 degree parking. Additionally, the parking lot will feature a one-way circulation aisle around the rear of the building with a width of 22', which satisfies the Ordinance requirement of 18' for one-way parking aisles with 60 degree parking. Review of the site plan design indicates that the site can sufficiently accommodate large wheel base vehicles, such as a single unit truck (SU), a tractor trailer (WB-50), a refuse truck (SU), a fire engine, along with the automobile traffic anticipated.

## **Parking**

The City of Plainfield Ordinance sets forth a parking requirement of 1 parking space per 300 square feet for retail sales and service uses. This equates to a parking requirement of 50 spaces for the proposed 14,823 SF CVS Pharmacy. The site as proposed provides 50 parking spaces and; therefore, the Ordinance requirement is satisfied. Additionally, the Ordinance sets forth a requirement of 1 loading space for commercial business uses between 10,001 and 23,999 SF in size such as the Project. It is proposed to provide one loading space, thereby satisfying the Ordinance requirement.

It is proposed to provide perpendicular parking stalls with dimensions of 9'x18' and angled parking stalls with dimensions of 9'x23', which satisfy the Ordinance minimum requirement of 9'x18'. It should be noted that industry standards recommend stall widths of between 8'9" and 9' and a length of 18' for high-turnover land uses such as the CVS Pharmacy, which is met as designed. Additionally, the proposed loading zone is 15' wide and approximately 60' long, which satisfies the Ordinance minimum requirement of 10'x45' for commercial business loading stalls.



## FINDINGS & CONCLUSIONS

## **Findings**

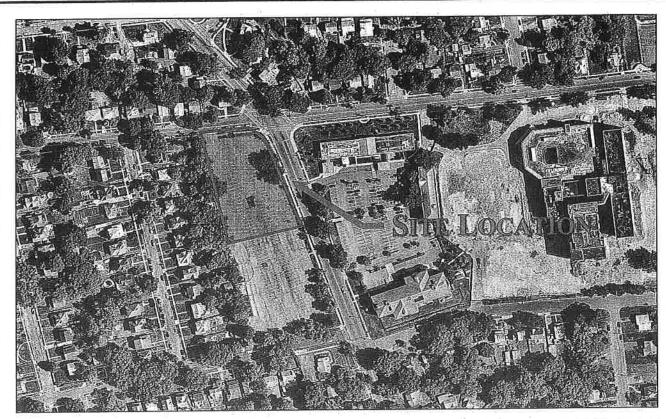
Based upon the detailed analyses as documented herein, the following findings are noted:

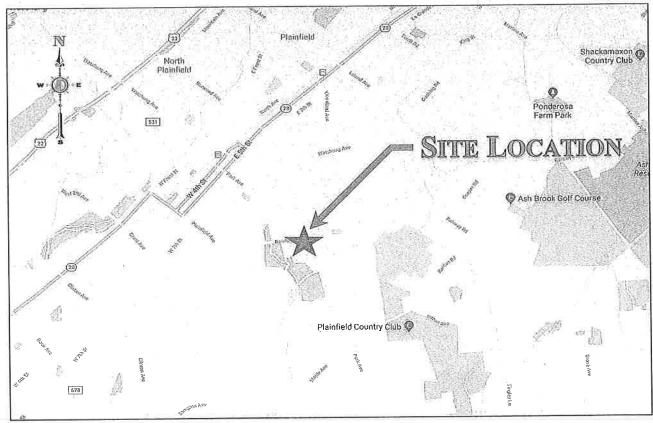
- The proposed CVS Pharmacy w/ Drive-Thru will generate 16 entering trips and 14 exiting trips during the weekday morning peak hour, 39 entering trips and 40 exiting trips during the evening peak hour, and 33 entering trips and 34 exiting trips during the Saturday peak hour that are "new" to the adjacent roadway network.
- Access to the site is proposed to be provided via reconstruction of the existing driveway along Randolph Road and a new full movement driveway along Park Avenue.
- With the addition of site generated traffic, the intersection of Park Avenue and Randolph Road is anticipated to operate at overall level of service "C" during the studied peak hours. All movements are anticipated to generally operate at levels of service similar to the No Build condition with nominal changes in delay during the studied peak hours.
- The proposed site driveway along Park Avenue is anticipated to operate at levels of service "C" or better during the studied peak hours.
- The proposed site driveway along Randolph Road is anticipated to operate at levels of service "B" or better during the studied peak hours.
- The Project's site driveways and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.
- The proposed parking supply and design is sufficient to support the projected demand and satisfies the Ordinance requirements.

#### **Conclusions**

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

Appendix A Traffic Volume Figures



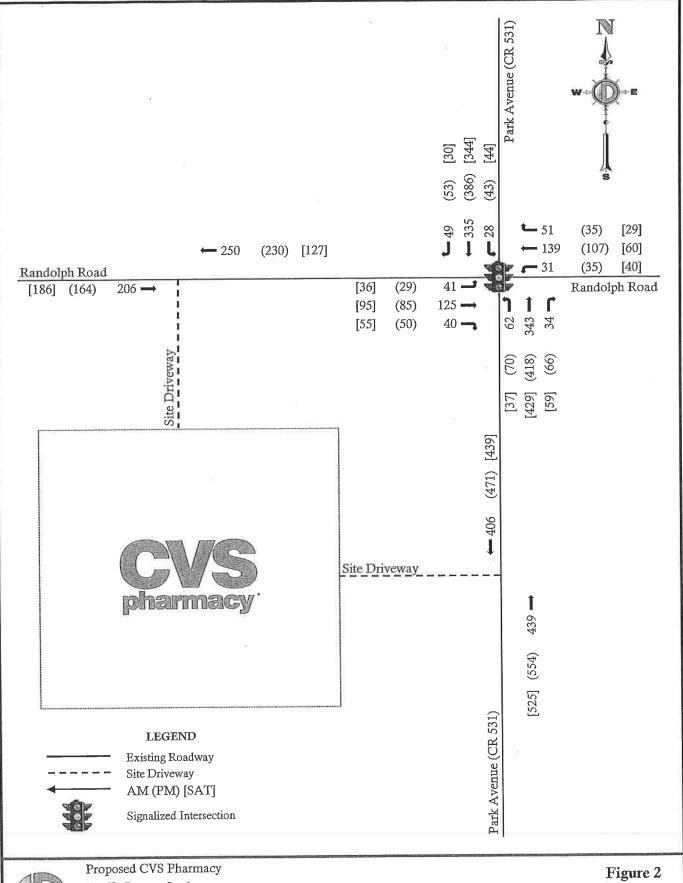




Proposed CVS Pharmacy Traffic Impact Study 2340-99-008T 2/17/2020

Figure 1

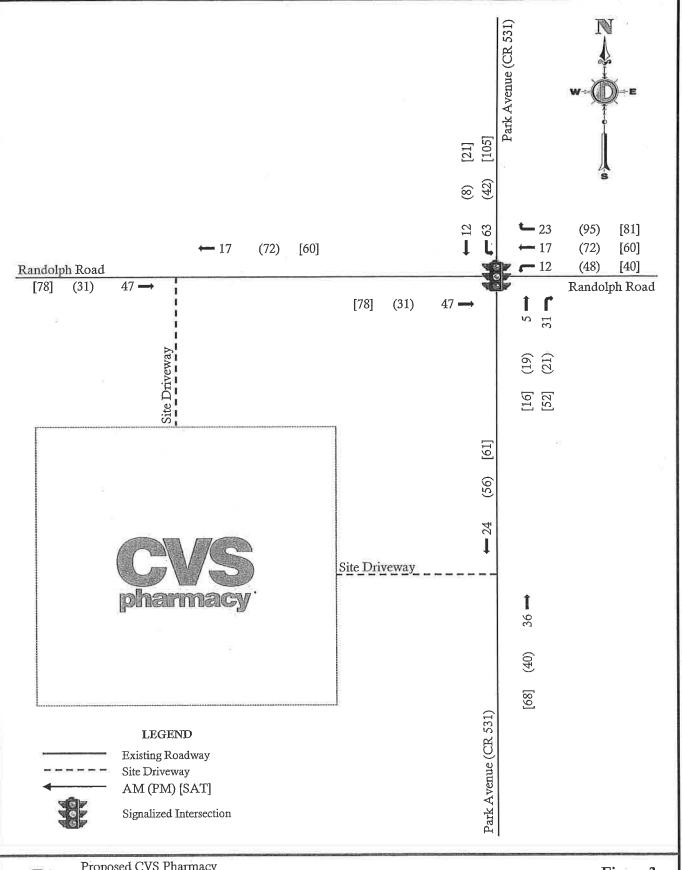
Site Location Map



(D)

Proposed CVS Pharmacy Traffic Impact Study 2340-99-008T 2/17/2020

**Existing Traffic Volumes** 

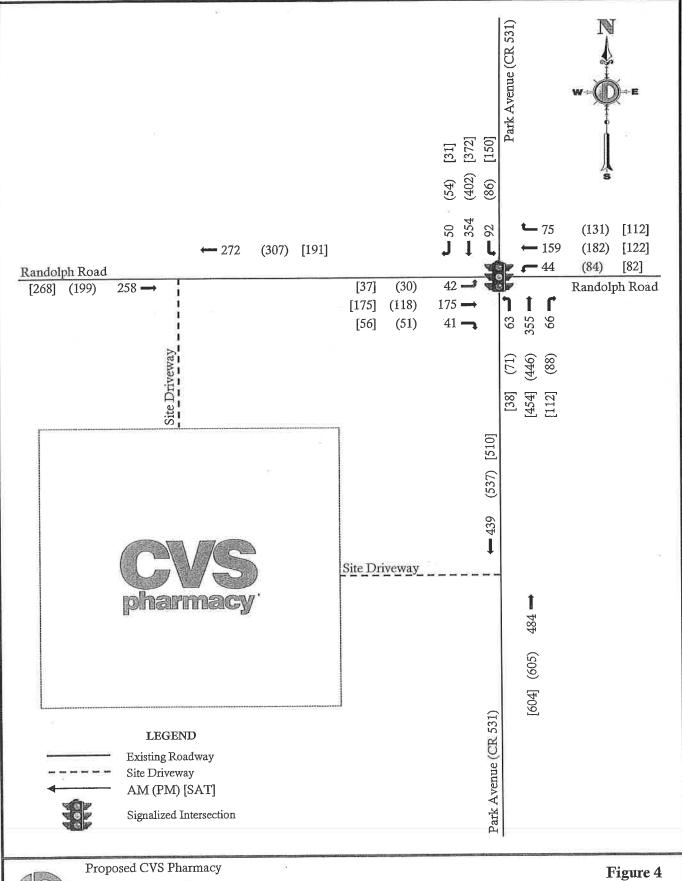




Proposed CVS Pharmacy Traffic Impact Study 2340-99-008T 2/17/2020

Figure 3

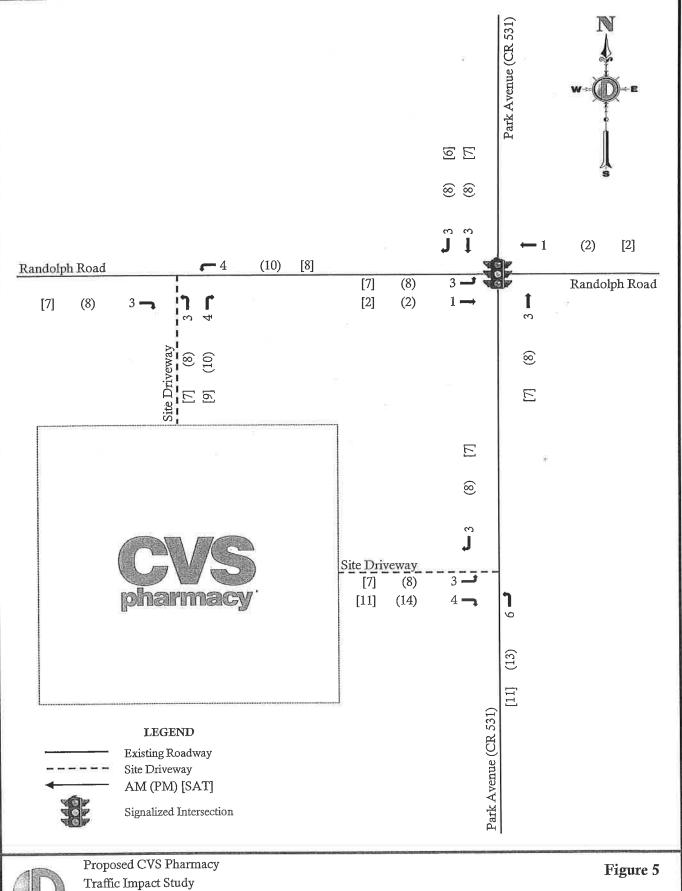
Adjacent Development Traffic Volumes [Muhlenberg Medical Arts Complex]





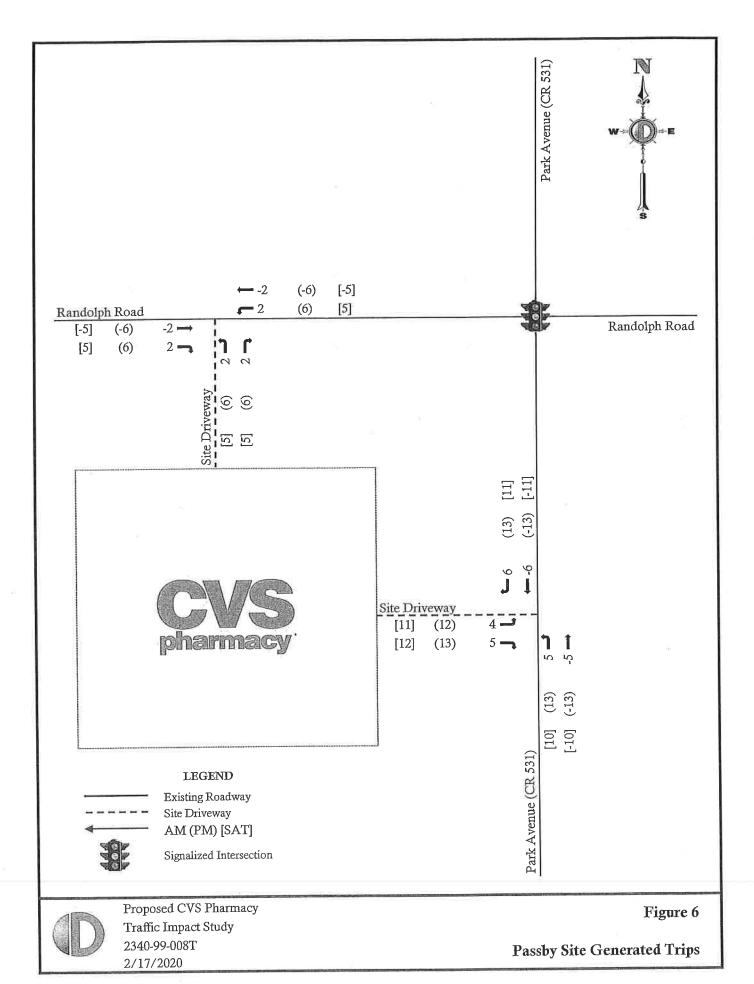
Traffic Impact Study 2340-99-008T 2/17/2020

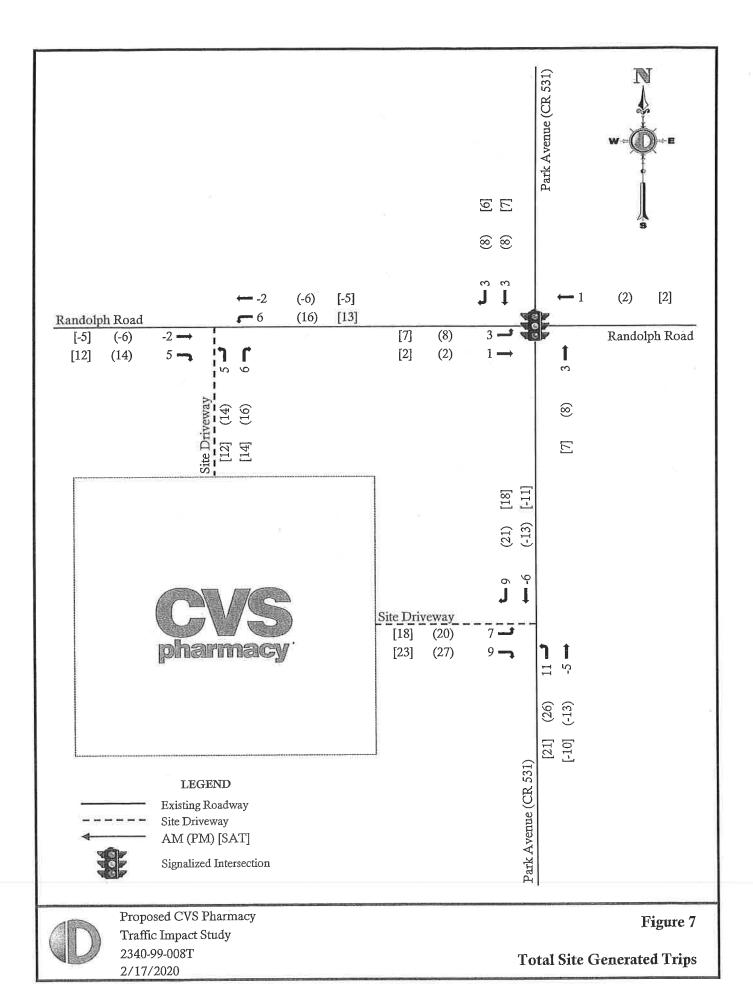
No Build Traffic Volumes

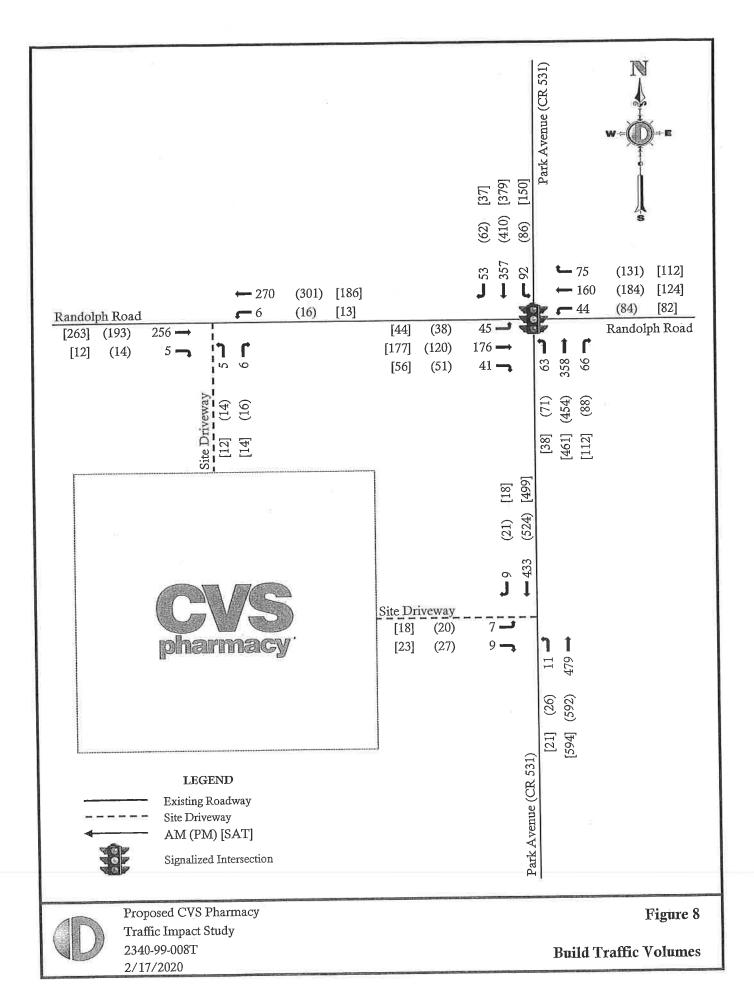


2340-99-008T 2/17/2020

**Primary Site Generated Trips** 







Appendix B Traffic Counts

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

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

E/W: Randolph Rd N/S: Park Ave

Town/County: Plainfield/Morris

Job #: 2340-99-008T

File Name: Randolph Rd and Park Ave - AMPM

Site Code : 00000000 Start Date : 9/25/2019

Page No : 1

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			dolph					dolph			P			(CR 5	31)	Pa	ark A			31)	
			stbou					estbo					rthbo			1 0		uthbo			
Start Time	Left	Thru	Right	-	App. Total	Left	Thru		Peds	App Total	Left	Thru	-	Peds	App, Total	Left		Right		App, Total	Int. Total
07:00 AM	5	18	10	1	34	2	22	9	2	35	13	73	12	1	99	10	49	4	2	65 86	233
07:15 AM	9	27	10	2	48	7	27	11	2	47	13	81	12	0	106	10	68	8	0	106	287
07:30 AM	13	38	9	2	62	9	35	18	1	63	18	78	8	0	104	6	91	8 17	1	121	335 348
07:45 AM	6	23		2	42	8	40	10	1_	59	19	100	6	1	126	9	95	37	3	378	1203
Total	33	106	40	7	186	26	124	48	6	204	63	332	38	2	435	35	303	31	3	3/6	1203
08:00 AM	13	37	10	1	61	7	37	12	0	56	12	84	8	0	104	3	81	16	0	100	321
08:15 AM	5	23	7	0	35	6	26	11	0	43	16	82	7	0	105	5	50	12	0	67	250
08:30 AM	7	13	8	1	29	7	48	10	2	67	23	92	5	0	120	4	57	8	0	69	285
08:45 AM	4	18	11	2	35	8	43	5	0	56	14	76	10	0	100	2	57	8	0	67	258
Total	29	91	36	4	160	28	154	38	2	222	65	334	30	0	429	14	245	44	0	303	1114
*** BREAK *	**							::													
04:30 PM	5	19	19	2	45	17	27	6	1	51	22	88	13	1	124	10	85	13	1	109	329
04:45 PM	4	18	13	0	35	11	28	5	1	45	18	98	18	1	135	10	96	11	0	117	332
Total	9	37	32	2	80	28	55	11	2	96	40	186	31	2	259	20	181	24	1	226	661
05:00 PM	9	21	10	0	40	10	25	5	4	44	22	106	20	2	150	8	93	6	0	107	341
05:15 PM	4	17	16	1	38	14	25	7	0	46	15	109	14	0	138	10	100	11	0	121	343
05:30 PM	8	16	10	1	35	1	31	12	1	45	15	105	20	0	140	11	87	9	0	107	327
05:45 PM	7	25	9	0	41	10	30	10	2	52	18	101	17	0	136	15	102	16	0	133	362
Total	28	79	45	2	154	35	111	34	7	187	70	421	71	2	564	44	382	42	0	468	1373
06:00 PM	10	27	15	0	52	10	21	6	<sup>9</sup> 2	39	22	103	15	0	140	7	97	17	0	121	352
06:15 PM	11	31	15	0	57	9	32	12	0	53	19	98	10	1	128	7	68	13	0	88	326
Grand Total	120	371	183	15	689	136	497	149	19	801	279	1474	195	7	1955	127	1276	177	4	1584	5029
Apprch %	17.4	53.8	26.6	2.2		17	62	18.6	2.4		14.3	75.4	10	0.4		8	80.6	11.2	0.3	1905	
Total %	2.4	7.4	3.6	0.3	13.7	2.7	9.9	3	0.4	15.9	5.5	29.3	3.9	0.1	38.9	2.5	25.4	3.5	0.1	31.5	
Cars	111	361	183	15	670	136	497	142	19	794	274	1469	193	7	1943	116	1248	163	3	1530	4937
% Cars	92.5	97.3	100	100	97.2	100	100	95.3	100	99.1	98.2	99.7	99	100	99.4	91.3	97.8	92.1	75	96.6	98.2
Trucks (SU)	0	3	0	0	3	0	0	7	0	7	5	5	2	0	12	3	18	0	1	22	44
% Trucks (SU)	0.	0.8	0	0	0.4	0	0	4.7	0	0.9	1.8	0.3	1	0	0.6	2.4	1.4	0	25	1.4	0.9
Trucks (TT)	9	7	0	0	16	0	0	0	0	0	0	0	0	0	0	8	10	14	0	32	48
% Trucks (TT)	7.5	1.9	0	0	2.3	0	0	0	0	0	0	0	0	0	0	6.3	8.0	7.9	0	2	1 1

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

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

E/W: Randolph Rd N/S: Park Ave

Town/County: Plainfield/Union

Job #: 2340-99-008T

File Name: Randolph Rd and Park Ave - SAT

Site Code : 00000000 Start Date : 10/5/2019

Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

		Ran	dolph	Road	-	G	And in contrast of the last		Road	115 - 11				(CR 5		Pa	ark A	/enue	(CR 5	31)	ĺ
			stbou					estbo				No	rthbo	und			So	uthbo	und		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
11:00 AM	3	17	12	1	33	5	14	8	0	27	6	82	9	0	97	8	56	4	0	68	225
11:15 AM	10	17	7	1	35	14	13	8	0	35	8	83	12	0	103	8	. 83	4	0	95	268
11:30 AM	6	17	9	0	32	12	24	1	0	37	11	64	12	0	87	7	81	11	0	99	255
11:45 AM	4	17	13	4	38	7_	18	. 8	0	33	13	94	9	0	116	10	76	6	1	93	280
Total	23	68	41	6	138	38	69	25	0	132	38	323	42	0	403	33	296	25	1	355	1028
								4.5	•	50		00	40	•	404		82	6	0	94	317
12:00 PM	8	20	10	1	39	14	24	15	0	53	28	90	13	0	131 129	6 6	02 74	11	0	91	299
12:15 PM	10	18	8	0	36	8	22	11	2	43	7	112	10	0		5	73	6	0	84	294
12:30 PM	11	20	19	1	51	1	12		3	29	16	101	12	1	130	9	76	14	4	100	288
12:45 PM	9	21	23	1	54	6	10	6	0	22	10	87	15	0	112 502	26	305	37	- 1	369	1198
Total	38	79	60	3	180	35	68	39	5	147	61	390	50	1	502	26	305	31	1	309	1190
01:00 PM	10	21	14	0	45	9	17	4	3	33	8	120	19	2	149	12	88	9	0	109	336
01:15 PM	11	25	17	Ö	53	13	14	13	1	41	10	109	12	0	131	12	85	6	3	106	331
01:30 PM	8	21	13	Ö	42	8	13	7	Ó	28	12	114	14	1	141	11	73	7	0	91	302
01:45 PM	7	28	11	3	49	10	16	5	1	32	7	86	14	2	109	9	98	8	4	119	309
Total	36	95	55	3	189	40	60	29	5	134	37	429	59	5	530	44	344	30	7	425	1278
	20 W										н.										
Grand Total	97	242	156	12	507	113	197	93	10	413	136	1142	151	6	1435	103	945	92	9	1149	3504
Apprch %	19.1	47.7	30.8	2.4		27.4	47.7	22.5	2.4		9.5	79.6	10.5	0.4	1909	9	82.2	8	0.8		
Total %	2.8	6.9	4.5	0.3	14.5	3.2	5.6	2.7	0.3	11.8	3.9	32.6	4.3	0.2	41	2.9	27	2.6	0.3	32.8	0.457
Cars	94	242	156	12	504	112	196	84	10	402	136	1127	148	6	1417	98	938	89	9	1134	3457
% Cars	96.9	100	100	100	99.4	99.1	99.5	90.3	100	97.3	100	98.7	98	100	98.7	95.1	99.3	96.7	100	98.7	98.7
Trucks (SU)	3	0	0	0	3	1	1	6	0	8	0	14	3	0	17	2	6	3	0	11	39
% Trucks (SU)	3.1	0	0	0	0.6	0.9	0.5	6.5	0	1.9	0	1.2	2	0	1.2	1.9	0.6	3,3	0	1	1.1
Trucks (TT)	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	3	. 1	0	0	4	8
% Trucks (TT)	0	0	0	0	0	0	0	3.2	0	0.7	0	0.1	0	0	0.1	2.9	0.1	0	0	0.3	0.2

Appendix C Capacity Analysis

	<b>*</b>	-	*	1	←	*	1	<b>†</b>	1	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4		0	414			વીકે	
Traffic Volume (vph)	41	125	40	31	139	51	62	343	34	28	335	49
Future Volume (vph)	41	125	40	31	139	51	62	343	34	28	335	49
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	16	12	12	16	12	12	11	12	12	10	12
Grade (%)		2%			0%			-2%	台灣區		-2%	
Storage Length (ft)	0	0.75	0	0	110.000	0	0		120	0		75
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25	CIN THE		25			25		114	25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)	10.2504 N.Y. 2011 MA	25	A DESCRIPTION OF THE PERSON OF	200	25	FILL OF THE SAME	The state of the s	25	and a second	THE REAL PROPERTY.	25	11.5 = A
Link Distance (ft)	<b>医毛类核菌</b>	184	<b>发展的扩展</b>	100	858		4 4 1	324	101		1199	
Travel Time (s)	25/19/00/21/22	5.0	.,	111112-1111	23.4			8.8			32.7	
Confl. Peds. (#/hr)			1	1		1	7		4	4		7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	4%	0%	0%	0%	4%	2%	1%	3%	11%	4%	12%
Shared Lane Traffic (%)	1070	governes es		20 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -			. And Park Street	SCORE SANDO		a handa Pagan	34540901900	
Lane Group Flow (vph)	0	221	0	0	237	- 0	0	473	0	. 0	443	0
Turn Type	Perm	NA	rand allows	Perm	NA		Perm	NA		Perm	NA	ANGE ONE
Protected Phases	terminal	4	Sie Zaie		8	14.3.4.31E	起源流量	2			6	
Permitted Phases	A CONTRACTOR		#6154E-69	8		Signification of the second	2	VIII-al-Issou	Nebele	6	SV-UHV-PSCA	章/三别次(4)
Committee of the season of the Section of the Secti	4	1	2v A A Young	8	8	Village.	2	2		6	6	
Detector Phase	1	以前,这位 <b>共</b> 复		U	<b>U</b> ,	Medical de	4	and a single	Fill States	NEW THE SE	W. 6576	REFEREN
Switch Phase	7.0	7.0	1000	7.0	7.0	SIGNAL W	44.0	44.0		44.0	44.0	
Minimum Initial (s)	13.0	13.0	果心理以	13.0	13.0	ensores.	50.0	50.0	Elizabeth (	50.0	50.0	CO STATE
Minimum Split (s)		20.0	nia s tido	20.0	20.0	A MERCE	50.0	50.0	5.55	50.0	50.0	Service Services
Total Split (s)	20.0	28.6%	AMENIEZ	28.6%	28.6%	A. S. C. 100	71.4%	71.4%	AM POST OF	71.4%	71.4%	SALABITA
Total Split (%)	28.6%	Cont. Designed Str. Str.	of the Baylo			delatatak	44.0	44.0	W- 716-8	44.0	44.0	erian.
Maximum Green (s)	14.0	14.0		14.0	14.0 3.0	Ships and	3.0	3.0		3.0	3.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	To Males	3.0	3.0	Service Service	3.0	3.0	15 or 50
All-Red Time (s)	3.0	3.0	机空车分	3.0		10.0107	5.0	0.0	163746.843	3.0	0.0	in Jews
Lost Time Adjust (s)	2 S 3 (1) 1 P. S	0.0		130 - 170 - 1	0.0	w. inst	47/14/24/24	Section 1 de la constitución de	albu shi	3354464	6.0	501.139.20
Total Lost Time (s)		6.0		13/11/01/50	6.0			6.0	SECCENTIFICA	Parangal A	0.0	SELFONDE:
Lead/Lag	74-50-FUE66	5/00/5/2004 PS	von dern	ATT-PROOF	74	e de la compansión de l	dutadis.	ANEXIOTIS	Se de la		W-1757	FARMS
Lead-Lag Optimize?			1.343	0.0			0.0			0.0	2.0	表表到的代
Vehicle Extension (s)	2.0	2.0	J. J. Olived	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	ALC: N
Walk Time (s)	10.0	10.0	Q	10.0	10.0		10.0	10.0		10.0	10.0	SWAZZELE
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	9	14.0	14.0		14.0	14.0	13 F. S. S.
Pedestrian Calls (#/hr)	5	5		4	4		0	0		0	0	4.
Act Effct Green (s)		11.7			11.7			46.3			46.3	
Actuated g/C Ratio		0.17			0.17	in o	Ev Seet Like	0.66			0.66	
v/c Ratio		0.74	80 political	10 2/12	0.69		A PARKS	0.22	FE STE		0.21	Appre 1
Control Delay		41.1			35.8		AN ASSESSED	5.1	BCLWU	- Marketini II	4.8	Substitute in
Queue Delay		0.0	A C Tale	10000	0.0			0.0				
Total Delay		41.1			35.8		6.1	5.1			4.8	
LOS		D		100	D	SPERMY S		Α				gel visi
Approach Delay	52, 53, 5	41.1			35.8		Earlie C	5.1			4.8	9 112207
Approach LOS		D			D	Vi ve's	<b>以香味</b>	A			Α	ACHOID)
Queue Length 50th (ft)		83			88			35			31	

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

10: Park Avenue (CR 531) & Randolph Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Queue Length 95th (ft)		#150	Sintain		153			57			52	
Internal Link Dist (ft)		104			778			244			1119	
Turn Bay Length (ft)												
Base Capacity (vph)		353			408			2105	COLUMN AND		2107	*****
Starvation Cap Reductn		0		15°, 4	0			0			0	
Spillback Cap Reductn	m-g-z-r-	0			0			0		and the transit	0	Non-over-19
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio	STATE OF THE PARTY OF	0.63			0.58			0.22			0.21	

Area Type:

Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 16.1

Intersection Capacity Utilization 78.7%

Intersection LOS: B

ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splite and Phases: 10: Park Avenue (CR 531) & Randolph Road

Splits and Phases: 10. Park Ave	lue (CR 331) & Randolph Road	Annual Control of the		
		U	<u>→</u> Ø4	+
50 s 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<b>。</b>		20 s	
706 (D)		6	<b>▼</b> Ø8	
50 c			20 s	

	۶	<b>→</b>	*	1	4	*	1	1	1	-	ļ	1
Lane Group	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		43			4			414		III. III III III III III III III III II	લીક	04-100-1904
Traffic Volume (vph)	29	85	50	35	107	35	70	418	66	43	386	53
Future Volume (vph)	29	85	50	35	107	35	70	418	66	43	386	53
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	16	12	12	16	12	12	11	12	12	10	12
Grade (%)		2%			0%	4.49	4분 중함	-2%	to Kalik		-2%	
Storage Length (ft)	0		0	0	Service Property	0	0		120	0	and the state of t	75
Storage Lanes	0		0	0	DE 1900/86	0	0		1	0		1
Taper Length (ft)	25	SOLIPHIN		25	SINDAMINE.	A STATE OF THE STATE OF	25	Cability of	111111111111111111111111111111111111111	25	11.45-10.1120-2	4
Right Turn on Red		178111	Yes		etic place	Yes			Yes			Yes
Link Speed (mph)	MEN VAID NO	25	TY OF HIS		25		4.5115.46	25	N. Spinster	mail Service	25	ar dendary
	sccus Visitus	184	istrais.		858		ing an	324	145576	Suito E	1199	
Link Distance (ft)		5.0	<b>表記</b> 是 5		23.4	-	1575465 V 1245	8.8	K. W. Chica	END-OTHER W	32.7	STOR ST
Travel Time (s)	i e o til de la con	5.0	es Colores	Lightsulle	20.4	WELL WAR	2	6.0	5	5		2
Confl. Peds. (#/hr)	0.00	0.00	0.00	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Peak Hour Factor	0.96	0.96	0.96	0.96			0.90	0.90	0.90	2%	1%	4%
Heavy Vehicles (%)	7%	0%	0%	0%	0%	3%	U 76	U 76	U /0	2/0	170	70
Shared Lane Traffic (%)	o e-custom & w	AND A SAME OF THE	44.5.00		300	0	10000000	F77	0	N.	502	0
Lane Group Flow (vph)	0	171	0	0	183	0	_ 0	577	0	0		all report
Turn Type	Perm	NA	and the second	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		GE WATER	8		100000000	2	- Alton appear		6	HELDESE V	and the second
Detector Phase	4	4		8	8		2	2		6.	6	
Switch Phase							e in a	min market b		in the state of th	and the second	
Minimum Initial (s)	7.0	7.0		7.0	7.0	with it	44.0	44.0		44.0	44.0	
Minimum Split (s)	13.0	13.0	HE STATE OF THE PARTY OF	13.0	13.0		50.0	50.0		50.0	50.0	coas-secu
Total Split (s)	20.0	20,0		20.0	20.0		50.0	50.0		50.0	50.0	
Total Split (%)	28.6%	28.6%		28.6%	28.6%		71.4%	71.4%		71.4%	71.4%	
Maximum Green (s)	14.0	14.0		14.0	14.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	Yester and	3.0	3.0	19.44	3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3,0	3.0	
Lost Time Adjust (s)		0.0			0.0	SOATU (E)	TO STREET	0.0	2.87		0.0	
Total Lost Time (s)		6.0	HERT SE	-	6.0		HEDREY	6.0	3000 L	<b>正式</b> 装装	6.0	
Lead/Lag		WALLS SOLD	1053000454	3.660355370	ENGINE SASSIO		\$35,50 KU 96	(Acceptable)	400000000000000000000000000000000000000		Union and	
Lead-Lag Optimize?					17-55 (A)		PERSIN		SURVE		# Library	
Vehicle Extension (s)	2.0	2.0	ESCHOOL E	2.0	2.0	Albania S	2.0	2.0	1117000 1111	2.0	2.0	
A CONTRACTOR OF THE PROPERTY O	and the second s	None	no sile Liky	None	None	es Usa	C-Max	C-Max	ted 900	The state of the s	C-Max	a de la composição de l
Recall Mode	None	The state of the s		10.0	10.0	n alexis	10.0	10.0	Shirt Alice	10.0	10.0	34-17-A
Walk Time (s)	10.0	10.0	and a			VALUE OF	14.0	14.0	L S 145	14.0	14.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	A 3 13	0	0	300	0.41	0	100
Pedestrian Calls (#/hr)	2	2	I KAN	5	5		U	- FARTHER CO.	arr Date		47.7	100
Act Effct Green (s)		10.3	-100		10.3	Service A		47.7	- Truck		0.68	Kean I
Actuated g/C Ratio	122 Line AZ	0.15		in the state of the	0.15	ŭ.,		0.68				
v/c Ratio	110	0.55		.,	0.59		Personal Property of	0.27		DESIGN BEST	0.23	Marile of
Control Delay	Million Waller	29.5	in a life of		33.1			4.7	3,14,3		4.6	
Queue Delay		0.0	S. VIEW	<b>企业的</b>	0.0		ting h	0.0	SIV IV	to of the	0.0	sautoli ini
Total Delay		29.5			33.1			4.7	an de la la		4.6	136 m
LOS	The Man	C			С		ALT VENE	A		Valle C	Α	
Approach Delay		29.5			33.1			4.7	509. I		4.6	
Approach LOS		C	3		C	32.	i jida ka	A		1.00.13	Α	3545
Queue Length 50th (ft)		58			68			37			32	

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

	*	<b>→</b>	*	-	4	4	1	<b>†</b>	1	-	. ↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		107		<b>医</b> 解别的	120			70			60	
Internal Link Dist (ft)	NAME OF THE PARTY	104		10000000000	778			244			1119	
Turn Bay Length (ft)	To the same			Yariya iy								
Base Capacity (vph)	**************************************	408			411			2167			2162	
Starvation Cap Reductn		0			0			0	CLEAN L		0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn	de de la companya de	. 0			0	159/195		0		聖學 5	0	
Reduced v/c Ratio	NO. I TO SECURITY OF SECURITY	0.42	1000000000		0.45			0.27			0.23	

Intersection Summary

Area Type:

Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 11.2

Intersection LOS: B

Intersection Capacity Utilization 84.9%

ICU Level of Service E

Analysis Period (min) 15

Solits and Phases: 10: Park Avenue (CR 531) & Randolph Road

opills and Filases. To. Fair Avenue (or oot)	
↑ Ø2 (R)	₩ → ₩ 4
50 s	20 s
▼ Ø6 (R)	₩ \$ \$28
SO &	20s

	*	-	7	•	←	*	4	<b>†</b>	/	-	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			ৰকি			413	
Traffic Volume (vph)	36	95	55	40	60	29	37	429	59	44	344	30
Future Volume (vph)	36	95	55	40	60	29	37	429	59	44	344	30
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	16	12	12	16	12	12	11	12	12	10	12
Grade (%)		2%			0%			-2%			-2%	
Storage Length (ft)	0		0	0		0	0		120	0	The state of the s	75
Storage Lanes	0		0	.0		0	0		#*** <b>1</b>	0		1
Taper Length (ft)	25	004/4667/300		25			25	Number of the States	0.000.000460	25	H STATE OF STATE	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25	0.228.00 (10-20)	(Saratem)	25	Contractor	O. THERMATTICS	25	(OA II OWNESS	0.00	25	A 1971 TIPS P. 1971
Link Distance (ft)	PARTIE WE	184		<b>计看出 3</b> 5	858	description		324		- 2 J.N	1199	
Travel Time (s)	and participate	5.0		(0)	23.4	ONDERSKARE	1 30133	8.8	P10843		32.7	
Confl. Peds. (#/hr)	7		5	5		7	3	() S (6)	5	5		3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	2%	10%	0%	1%	2%	2%	0%	3%
Shared Lane Traffic (%)		Expensión de la companya della companya de la companya de la companya della companya della companya de la companya de la companya della compa	South Page		IDSOLUTION O	THE STATE OF	<b>可以正常之</b>	S. C. C. C. C. C. C.			The state of	
Lane Group Flow (vph)	0	196	0	0	136	0	0	553	0	0	440	0
Turn Type	Perm	NA	Na Sales of C	Perm	NA		Perm	NA		Perm	NA	1021011
Protected Phases	is well allows	4		MARKET TO	8	California	STATE	2	e naružiti		6	##(#####
Permitted Phases	1	11 Sec. 12 12 13 13 13 13 13 13 13 13 13 13 13 13 13	Territorial de la constantina della constantina	8		The state of the s	2		A ELLER	6		\$4556AV
Detector Phase	4	A STATE	activités	8	Q		2	2	9811 E 6	6	6	
Switch Phase			5776	U	THE PARTY OF		- <b>4</b>	COURTS (IAVS	8 75 77		4 N.S. W.S.	
Minimum Initial (s)	7.0	7.0		7.0	7.0	ta al las	44.0	44.0	7:0001420	44.0	44.0	) (1)
	13.0	13.0		13.0	13.0		50.0	50.0	SECTION .	50.0	50.0	31101136
Minimum Split (s)	20.0	20.0	ostaren e	20.0	20.0	AZ-matem	50.0	50.0		50.0	50.0	Sales in the
Total Split (s)	28.6%	28.6%	State Interes	28.6%	28.6%		71.4%	71.4%	View Still	71.4%	71.4%	
Total Split (%)			N. Total Val	14.0		SANGE SAN	44.0	44.0	Machine Mark	44.0	44.0	MIN-3VV
Maximum Green (s)	14.0	14.0	TO ENTRY		14.0		NO. 1 - 1 - 1 - K \$152-0-2011			3.0	3.0	
Yellow Time (s)	3.0	3.0	Contract	3.0	3.0	went sade	3.0	3.0	1000016	and the second s	3.0	espilentino
All-Red Time (s)	3.0	3.0	A SUPPLY	3.0	3.0	450	3.0	3.0	467	3.0		
Lost Time Adjust (s)	classes for fitting	0.0	45 mbot w	otte skyl	0.0	velorability	n establish	0.0	NATION TANK	accomplywings	0.0	Arresta da
Total Lost Time (s)	<b>建筑的表现展</b>	6.0			6.0		H S B B	6.0			6.0	16年97月
Lead/Lag	Sala declaration	TO SECURE	Not Ned	to-context	objestalia.	HE CONTRACTOR	the streams		Si Staven Ab	drawa Bire	La Vingue La Sala	ALC: NO
Lead-Lag Optimize?					0.0		0.0				0.0	
Vehicle Extension (s)	2.0	2.0	of Goddown	2.0	2.0	Tropiasos C	2.0	2.0	o Blocks	2.0	2.0	nu salesti
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0	dinen i vac	10.0	10.0	constitueur	10.0	10.0	ano-fi A	10.0	10.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	en al lie	14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	3	3		5	5		5	5		5	5	L. H. William
Act Effct Green (s)		10.4	18/07/20		10.4			47.6	in the		47.6	
Actuated g/C Ratio		0.15			0.15		Total Care	0.68			0.68	
v/c Ratio		0.60	2703		0.51		Called	0.24			0.20	
Control Delay		31.3			29.6		X	4.6			4.6	
Queue Delay		0.0			0.0	1 300		0.0	Application in	esting.	0.0	
Total Delay		31.3	e		29.6			4.6			4.6	
LOS		C			C			Α	8 -17		Α	
Approach Delay		31.3			29.6			4.6			4.6	
Approach LOS		C		di di an	C			- A		AL TYPE	A	
Queue Length 50th (ft)		69			47			36			28	

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

3)	<b>→</b>		7	1	<del>-</del>	*	1	ं †		-	<del> </del>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		122			92			65			53	
Internal Link Dist (ft)	10-10-10-10-10-10-10-10-10-10-10-10-10-1	104			778	HARRON E ANCHE	and wanted to	244	Last October		1119	20,027
Turn Bay Length (ft)											0400	S. S. He
Base Capacity (vph)		429			353	e zwaniimorec	not orbito	2324		Sent in Maria	2166	ad de la
Starvation Cap Reductn		0	44		0	1300		0			0	alter he
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0		智島拼.	0			0			0.00	
Reduced v/c Ratio	VOCTESPHEN VICE	0.46			0.39			0.24			0.20	www.ide.na.c
Intersection Summary												

Area Type:

Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 11.1

Intersection Capacity Utilization 63.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Lèvel of Service B

Splits and Phases: 10: Park Avenue (CR 531) & Randolph Road

A man		<b>2</b> 04
102(R)		20.5
Lac m	•	▼ Ø8
V 20 (K)	生物 医多种	20 s

	۶	<b>→</b>	*	1	<del></del>	1	4	†	1	<b>\</b>	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT/	NBR	SBL	SBT	SBR
Lane Configurations		4			4			લેક			AP	
Traffic Volume (vph)	42	175	41	44	159	75	63	355	66	92	354	50
Future Volume (vph)	42	175	41	44	159	75	63	355	66	92	354	50
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	16	12	12	16	12	12	11	12	12	10	12
Grade (%)		2%			0%		1. 1. 7. 1	-2%			-2%	
Storage Length (ft)	0		0	0	3-11-12-14-30-1	0	0		120	0		75
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25	EU-SUL MIIIUU		25			25		HAT SHEET HERE	25		
Right Turn on Red			Yes	(Popular)	是的獨	Yes			Yes			Yes
Link Speed (mph)		25	W. H. S. S. S. S.		25	NH=#62560	sacra sanatirent	25	Se Contract		25	
Link Opeed (mph)		184	fill Hill		858	AP CHARLE		324			1199	7.5- ALG
Travel Time (s)	HE WHEN THE	5.0	SCENIEN.		23.4	CERTIFICA	40 (K/40) (K	8.8		andores.	32.7	A-5-11-2-11-10-2-
			delega.	13.00.00418		1	7		4	178174		7
Confl. Peds. (#/hr) Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
The control of the state of the control of the state of t	10%	4%	0.93	0.55	0.33	4%	2%	1%	3%	11%	4%	12%
Heavy Vehicles (%)	10%	4 /0	0 /0	U /0	U /0	470	270	170	070	11/0	170	E DOWN
Shared Lane Traffic (%)	51.63710.035 <b>.</b> 32	077	01-10	n	299	0	0	521	0	0	534	0
Lane Group Flow (vph)	0	277	0	0		0	THE RESERVE	NA	U	Perm	NA	51772
Turn Type	Perm	NA	WELL-SPORT	Perm	NA		Perm	A 45\$ 20 D. O. O. O.	er de Alican	reim	VEHICLE PROPERTY	a Horaco
Protected Phases		4			8			2			6	8 (4 (4 )C)
Permitted Phases	4	TECH STEEDS BO		8			2 2		mirestreta	6	100 male 2	est event
Detector Phase	4	4		8	8		2	2	15.57	6	6	
Switch Phase	ALM DESTRUCTION	and suprievous	E.	oraneasuse d	Month Service	elaste da					110	alone this
Minimum Initial (s)	7.0	7.0		7.0	7.0		44.0	44.0		44.0	44.0	
Minimum Split (s)	13.0	13.0	nalismana.	13.0	13.0	to many war-	50.0	50.0	and the state of	50.0	50.0	e Street St
Total Split (s)	20.0	20.0		20.0	20.0		50.0	50.0		50.0	50.0	
Total Split (%)	28.6%	28.6%		28.6%	28.6%		71.4%	71.4%	Advis- Link	71.4%	71.4%	odayes (nio
Maximum Green (s)	14.0	14.0		14.0	14.0		44.0	44.0		44.0	44.0	7.6
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		n - v	0.0			0.0	
Total Lost Time (s)		6.0	et av		6.0			6.0		104.16	6.0	
Lead/Lag			7. S. C.									
Lead-Lag Optimize?											6 M No	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max	2	C-Max	C-Max	
Walk Time (s)	10.0	10.0	10000	10.0	10.0	197-00-20	10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	14.0	14.0	- S - 18	14.0	14.0		14.0	14.0	接收基础	14.0	14.0	
Pedestrian Calls (#/hr)	5	5		4	4		0	0		0	0	
Act Effet Green (s)	e silve la	13.1	4 4 1 5		13.1		17 - 31 T	44.9	4-1-18		44.9	4-25
Actuated g/C Ratio		0.19	2 0 01		0.19		ol mileony	0.64			0.64	
	tweller 3/15	0.15	N. West	F6.0824	0.84			0.26	2.044.5	endinên	0.31	
v/c Ratio Control Delay	MI THE	52.2	S 10 10 10 10 10 10 10 10 10 10 10 10 10		48.0		. Kilder II.a	5.4			6.0	
The state of the s	- 125 ET 1	0.0		To Bruse	0.0	200-00-		0.0	Sor and the	建设设置	0.0	55215.07
Queue Delay	AN ALCOUNT N	52.2		o vervin (	48.0		1-1	5.4	59111 36		6.0	
Total Delay		52.Z D	Selection S		46.0 D		Deposition:	3.4 A	4 July 30		. A	
LOS						AL 59 150	24-36-16	5.4		57117 200	6.0	
Approach Delay	. L. 101 E. 121	52.2	a h was	_A 060_3	48.0	JB_BL95			St. David	e ither i	Α	a Sila
Approach LOS		D	- 1	ota ta	D	First State		Α.			45	ALC: N
Queue Length 50th (ft)		110			114			41			45	_ =====

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

	<i>&gt;</i>	-	*	1	-	•	1	*	1	. 🎾	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#230			#235			61			68	
Internal Link Dist (ft)		104	24-1-1-4		778			244			1119	
Turn Bay Length (ft)	#\F_1											
Base Capacity (vph)		345			377			2001			1727	
Starvation Cap Reductn		0			0			. 0			0	\$ 180, Z
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			. 0	
Reduced v/c Ratio		0.80			0.79			0.26			0.31	

Intersection Summary Area Type:

Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 21.3

Intersection Capacity Utilization 99.4%

Intersection LOS: C

ICU Level of Service F

Analysis Period (min) 15

Queue shown is maximum after two cycles.

Splits and Phases: 10: Park Avenue (CR 531) & Randolph Road

Ø2 (R)	₩ 104
50 s	20 5
<b>J</b> Ø6 (R)	<b>⊎ Ø</b> 8
50.s	20 \$

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

	۶	<b>→</b>	*	1	4	4	4	†	~	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL -	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			લીક			લેક	
Traffic Volume (vph)	30	118	51	84	182	131	71	446	88	86	402	54
Future Volume (vph)	30	118	51	84	182	131	71	446	88	86	402	54
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	16	12	12	16	12	12	11	12	12	10	12
Grade (%)		2%			0%		3445	-2%			-2%	
Storage Length (ft)	0	114.100.000	0	0	A STATE OF THE PARTY OF	0	0	Cor ago acadam S	120	0		75
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes		\$ 51	Yes			Yes			Yes
Link Speed (mph)		25		SCHOOL STATE OF SCHOOL STATE O	25	Territory Co.	11500101010	25	TECHNIC - STEP TECHNIC		25	
Link Distance (ft)		184			858			324			1199	
Travel Time (s)	Service Constitution	5.0		Anna susana	23.4	A 1950 HAVE 1950		8.8	121102637583	C Printerson visited	32.7	H H M BOOK OF THE
Confl. Peds. (#/hr)	TO HARVE					handa.	2		5	5	STATE OF	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
The second secon	7%	0.30	0.50	0.00	0.00	3%	0%	0%	0%	2%	1%	4%
Heavy Vehicles (%)	1.70	0 70	0 /0	0 70	0.70	070	DENSH W	in the same				
Shared Lane Traffic (%)	n.	207	ń	. 0	414	0	0	631	n.	0	565	0
Lane Group Flow (vph)	0		0	ALL PROPERTY OF		Seat of O	Perm	NA	a y a se	Perm	NA	SOCIAL DE
Turn Type	Perm	NA	Auto SY	Perm	NA	503245A	Penn		NEEDERS AND	rem	6	este fizza g
Protected Phases		4			8	12.200		2	Marking 18	6	i lave in	
Permitted Phases	4	เป็นเปลดเลขา	arasa Granda	8	Marie William	ORVINSTAL.	2			6 6		
Detector Phase	4	4		8	8		2	2		0	6	STATE OF
Switch Phase		num verson	ICANIES HEE	es onterero	0.0000000000000000000000000000000000000	96 E8011(1) 25		MERNAG	SHAND COLORS	OHER PRO	71.0	A SECTION AND A
Minimum Initial (s)	7.0	7.0	44	7.0	7.0		44.0	44.0	and the h	44.0	44.0	
Minimum Split (s)	13.0	13.0	erryzoru sekin	13.0	13.0	DESERVED CO.	50.0	50.0	West Crist State	50.0	50.0	e de la companya de l
Total Split (s)	20.0	20.0		20.0	20.0		50,0	50.0		50.0	50.0	
Total Split (%)	28.6%	28.6%		28.6%	28.6%		71.4%	71.4%		71.4%	71.4%	WINDSHOOT ON
Maximum Green (s)	14.0	14.0		14.0	14.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	and of the last of
All-Red Time (s)	3.0	3.0		3.0	3.0	20,000	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0	er e		6.0			6.0	
Lead/Lag	F-01100-50007		CONSTRUCTION									
Lead-Lag Optimize?			響点は							Market H		
Vehicle Extension (s)	2.0	2.0	100 300	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max	STEATING S	C-Max	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	2
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	2	2		5	5		0	0		0	0	
Act Effct Green (s)		14.0	en Konet		14.0	- B. HORE		44.0		de de	44.0	- to it.
Actuated g/C Ratio		0.20		100	0.20		3, 3, 1, 1, 1, 5	0.63			0.63	W
v/c Ratio	de Creston	0.57		glines Wa	1.03	STROUGH T		0.32			0.32	1435
		29.7		or red have	82.7	Carrier IX		6.0	0.0000000	245A 8 = 1 4/1	6.2	offer ac
Control Delay	sy i James	0.0	10.00	usilitei	0.0			0.0	5 L. (4) (5)		0.0	1000
Queue Delay	-4362	29.7	Sec. of	1,1,2,175-0	82.7	E COLT E	- DAY	6.0	01 2 5:	211-781 5	6.2	5/12/16/11
Total Delay	17221000		and and		62.7 F			0.0 A			. A	11000
LOS	2 1 1 1	C 20.7	S. S. S.		and the second second	200.07	1	6.0	V V		6.2	17,450
Approach Delay		29.7			82.7		- milhle	0.0 A			0.2 A	
Approach LOS		C	Assistant	5 PF	F		and the second		W. Hodge		48	(C)
Queue Length 50th (ft)		72			~177			52			48	

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

	*		*	1	4"	*	4	1	1	1	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	-WBR	NBL	NBT -	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		136			#349		STATE	76	NE CLIF		72	
Internal Link Dist (ft)		104	-40000000000000000000000000000000000000		778			244			1119	
Turn Bay Length (ft)			71.9 F									
Base Capacity (vph)		361			401			1982			1767	are de la constante de la cons
Starvation Cap Reductn		0			0			0	3.55		0	
Spillback Cap Reductn		0			0	- VO 538 300		0			0	
Storage Cap Reductn	2007	0			0			0	1 2012		0	
Reduced v/c Ratio		0.57			1.03			0.32			0.32	
Intersection Summary												
Area Type: (	Other		V	TO LESS DEED			Avenue a second	archor water and	7 - X 14 - 14 - 15 - 15 - 15 - 15 - 15 - 15 -	I POSITA-FINE EM	in termedical	h woman and
Cycle Length: 70												
Actuated Cycle Length: 70							Lane School	e a company company	errane en e	Le entre en maria	ettata u Serrana	and the curt
Offset: 0 (0%), Referenced to Natural Cycle: 70	phase 2:N	VBTL and	6:SBTL,	Start of Y	ellow							
Control Type: Actuated-Coor	dinated			elinesi.							1978	
Maximum v/c Ratio: 1.03	7900007770	115474	To Carlo Mark C	and a sure of	-10/11/02/2011	STATE OF THE PARTY OF	NAME OF	and the same	F2.020A3300	200001000	of the display	
Intersection Signal Delay: 26	2		铁克塘	Int	ersection	LOS: C					를 잃다.	
Intersection Capacity Utilizati		A CONTRACTOR		Company of the Compan	Service Services	f Service	Н			and and a series	10,000	
Analysis Period (min) 15							uid (150)					
<ul> <li>Volume exceeds capacity</li> </ul>	v. queue is	theoretica	ally infinit	e.	HE ESTA	Ø3.118.619.349	****	*	Manage May 2			
					EVEN SERVE		77 BA 55	A RECUESTIVE	0 (4 A) (5 (5)	17522 15535	00122042059	Charles San
Cueue snown is maximur	II allei Lyvu	CYCIGO.						Section 1			16	
Queue shown is maximum # 95th percentile volume ex			eue mav l	oe longer.	DESTRUCTION OF THE PERSON OF T	加斯爾斯里		St. 1810 S.	SIMERING		ASSEMIN	

Splits and Phases: 10: Park Avenue (CR 531) & Randolph Road

<b>↑</b> Ø2 (R)	₩ 04	
50 s	20 s	
₩ Ø6 (R)	₩ <b>*</b> Øs	
50 s	20 s	

	*		*	1	<b>←</b>	*	•	†	1	-	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	100 100 100 100 100 100 100 100 100 100	4	33.00.00.00.00.00	3 35 Charl St. 100	4			46			414	
Traffic Volume (vph)	37	175	56	82	122	112	38	454	112	150	372	31
Future Volume (vph)	37	175	56	82	122	112	38	454	112	150	372	31
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	16	12	12	16	12	12	11	12	12	10	12
Grade (%)	Li-stille	2%			0%			-2%			-2%	
Storage Length (ft)	0	The second of the	0	0		0	0	No. 112-04-ESONOMIC	120	0		75
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25	NUMBER OF THE PROPERTY OF THE	MILE STATE	25	Sell Tables	-17111000	25	addin i wanasan	V.140	25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)	Se section Co.	25	CONTRACTOR SERVICE	Landing	25	UNGSKIRE!	Tana and and and and and and and and and	25	— I a CO amprocoros	(	25	-10-10-00-0
Link Distance (ft)		184			858			324	IE STATE		1199	
Travel Time (s)		5.0	Surport Stables	Total State	23.4	- 20V215 IV	591 9-T0-59	8.8			32.7	
Confl. Peds. (#/hr)	7		5	5		7	3		5	5		3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	2%	10%	0%	1%	2%	2%	0%	3%
Shared Lane Traffic (%)	14112-1970	0,0	The second second	35,007	mensey ha	10.00	Done Sukil	OCCUPATION OF				4 C CHO
Lane Group Flow (vph)	0	282	0	0	332	0	0	636	0	0	583	0
	Perm	NA	0	Perm	NA	(Anixi SME	Perm	NA	CWE THE ST	Perm	NA	25/10/19
Turn Type Protected Phases	reilli Novikalis	4	24.75 AV.	Cilli	8		r Giiii	2	20 - E400	10111	6	No. of Contract of
Permitted Phases	SECHERALICE	100	Ale (which	8	STATE OF	AND HELD	2	rasilis 42	OHER MINISTER	6		
		W. Figure 1	and the B	8	0		2	2	2.1124/07/212	6	6	
Detector Phase	100 100 100 100 100 100 100 100 100 100		DANE CONTRACT	1.6-520		reported	ST-00-4			Sort School		
Switch Phase	7.0	7.0	en de la company	7.0	7.0		44.0	44.0		44.0	44.0	VS-9-200
Minimum Initial (s)	100	13.0	55.42 (194)	13.0	13.0	SITUITED S	50.0	50.0	Oliver Profession	50.0	50.0	
Minimum Split (s)	13.0			20.0	20.0		50.0	50.0		50.0	50.0	4. Burs
Total Split (s)	20.0	20.0		The second of the second	The second second second		71.4%	71.4%		71.4%	71.4%	
Total Split (%)	28.6%	28.6%		28.6%	28.6%	100-1206	44.0	44.0	July 200	44.0	44.0	e inuru
Maximum Green (s)	14.0	14.0		14.0	14.0			3.0		3.0	3.0	
Yellow Time (s)	3.0	3.0	a bezalia	3.0	3.0		3.0			3.0	3.0	JEL5, CA1
All-Red Time (s)	3.0	3.0		3.0	3.0	NAME OF THE	3.0	3.0		3.0	0.0	0.55
Lost Time Adjust (s)		0.0			0.0	AT 105 105	sidesalla)	0.0			6.0	DAYSYAVI
Total Lost Time (s)		6.0		STORY.	6.0	ST LEVE STILL		6.0	SVE A	ER WINE	6.0	¥:0-24
Lead/Lag	en cuteras	Variable and		( 601Who sale	Websel (8)	Allege Lives	IONAL PAR	SEE AVENUE	Vivoren et al.	OUT MEDITAL	SWE DARREN	ALTERNATION AND
Lead-Lag Optimize?						0.51142				0.0	0.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	31.00.000	2.0	2.0		2.0	2.0	
Recall Mode	None	None	Contract N	None	None		C-Max	C-Max	5 317	C-Max	C-Max	
Walk Time (s)	10.0	10.0	A 150 (14)	10.0	10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0	TE	14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	3	3		5	5		5	5		5	5	Delete A
Act Effct Green (s)	1 - 5- 13 W	14.0	S 1 JF 7		14.0	3.5		44.0		11.50	44.0	
Actuated g/C Ratio		0.20			0.20		OLW TO BE	0.63			0.63	
v/c Ratio		0.72		5 344	1.01			0.30	Sec. (73)		0.38	N. William
Control Delay		37.1			80.1			5.6			7.0	
Queue Delay	in the fire	0.0	870 1	- Hvg	0.0		100	0.0	J 4		0.0	
Total Delay		37.1			80.1			5.6			7.0	
LOS		D	sisson p	Mark and the	F.			Α			Α	
Approach Delay		37.1			80.1			5.6			7.0	
Approach LOS	The state of	D	200		F			Α			A	17
Queue Length 50th (ft)	80	108			~132			49			53	

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

-	-	•	₩				ı	1		•	7
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	#212			#291			73			THE PERSON NAMED IN	
ASSESSED FOR THE PARTY OF	104	3-29-31-2		778			244	Green Alexandra	office Alice of the	1119	161326928
				7			k kirk			4507	ATE IS
	390	, w	2.3.5000	330		The entire	2114	Book Williams	omatic POGG	1537	033300
	0			0	No Bres		. 0	BE WEST		0	
	0	- 1	2.50	0			0	0.005125W100	es i consiste y e	0	SOUTH OF
	0	e gran		0			0		Y. HEYRA	0.0	
	0.72			1.01			0.30			0.38	
	EBL	#212 104 390 0 0	#212 104 390 0 0	#212 104 390 0 0	#212 #291 104 778 390 330 0 0 0 0 0 0	#212 #291 104 778 390 330 0 0 0 0 0 0	#212 #291 104 778 390 330 0 0 0 0 0 0	#212 #291 73 104 778 244 390 330 2114 0 0 0 0 0 0 0	#212 #291 73 104 778 244 390 330 2114 0 0 0 0 0 0 0	#212 #291 73 104 778 244 390 330 2114 0 0 0 0 0 0 0	#212 #291 73 82 104 778 244 1119 390 330 2114 1537 0 0 0 0 0 0 0 0 0

Area Type:

Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 24.4

Intersection LOS: C ICU Level of Service H

Intersection Capacity Utilization 116.5%

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Park Avenue (CR 531) & Randolph Road

Tanna	<b>D</b> 4
50 s (1)	20 s
₩ Ø6 (R)	<b>₽</b>

	•		~	6	4	1	4	<b>†</b>	-	-	1	1
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR -	SBL	SBT	SBR
Lane Group	LDL	4	ELDIVE	WYUL .	4	ANTIDINA.	· where	414		VISING MITTER	ৰ্	September 1
Lane Configurations	45	176	41	44	160	75	63	358	66	92	357	53
Traffic Volume (vph)	45	176	41	44	160	75	63	358	66	92	357	53
Future Volume (vph)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Ideal Flow (vphpl)			12	12	16	12	12	11	12	12	10	12
Lane Width (ft)	12	16	IZ	12	0%	12	(2) (2) (2)	-2%		02551	-2%	
Grade (%)		2%		0	U 70	0	0	-2 /0	120	0	2 70	75
Storage Length (ft)	0	di estini	0	0	Sheet Was	0	0	2.012.00	120	0	He V TOWN	1
Storage Lanes	0		0	0		0	0	is eligible		25	deline ser	CARRIE
Taper Length (ft)	25	de State State	A Very St	25	August Mark	5 lawy or a	25	LAURANA	V.	20		Von
Right Turn on Red			Yes			Yes		EVIEWS	Yes	DA STANS		Yes
Link Speed (mph)		25		a de la composição	25		4500 Suitore	25	liser sen in	and the second second	25	1-245/KS
Link Distance (ft)		184			858		17 12010	324			1199	
Travel Time (s)		5.0			23.4			8.8	0.2.50	203270	32.7	E PERSONAL PROPERTY AND ADDRESS OF THE PERSONAL
Confl. Peds. (#/hr)	1		1	1		1	7		4	4	11.42.4	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	4%	0%	0%	0%	4%	2%	1%	3%	11%	4%	12%
Shared Lane Traffic (%)	12001-1-00000011	247006304	****	THE R. P. LEWIS CO., LANSING							OWNER DEPT CASE OF	
Lane Group Flow (vph)	0	281	0	0	300	0	0	524	0	0	540	0
Turn Type	Perm	NA	March Indias	Perm	NA	- 0 - 2	Perm	NA		Perm	NA	
Protected Phases		4			8	Warfa La		2			6	
Permitted Phases	4	a all alter		8		11.76	2		****	6		
Detector Phase		4		8	8		2	2	En cyE	6	6	
Switch Phase	3010102106946	H MEST CHEST CH	UEDSHIM (	HANDY GO	(Reliablishers)	135	and and			100000000000000000000000000000000000000	10,100	
Minimum Initial (s)	7.0	7.0	1000000	7.0	7.0	JE OLE NE	44.0	44.0		44.0	44.0	
	13.0	13.0		13.0	13.0	S16, 1935 193	50.0	50.0	1005.00	50.0	50.0	
Minimum Split (s)	20.0	20.0	STEP STATE	20.0	20.0	STALL FILL	50.0	50.0		50.0	50.0	A Later
Total Split (s)	The state of the s	28.6%	<b>4</b> 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	28.6%	28.6%		71.4%	71.4%		71.4%	71.4%	Nego-
Total Split (%)	28.6%			14.0	14.0	NA 3 3 3	44.0	44.0		44.0	44.0	
Maximum Green (s)	14.0	14.0			3.0	ALC: NO	3.0	3.0		3.0	3.0	
Yellow Time (s)	3.0	3.0		3.0		SALES OF B	3.0	3.0	at kullida	3.0	3.0	ing is
All-Red Time (s)	3,0	3.0		3.0	3.0		5.0		Maria Ma	0.0	0.0	
Lost Time Adjust (s)	W. HOSEHWOOD	0.0			0.0	OUT VICE	Status di Sala	0.0	at done	- 4-15/15	the state of the same of the same of	
Total Lost Time (s)		6.0			6.0		四年[1] [1]	6.0		HILL STATE	6.0	SEE E
Lead/Lag		West of the second	OMFOVERSHIP	According to	observation.	(a)-0-30	Voy se illinore	and and the same	Single and	w.embashi		alito
Lead-Lag Optimize?	W. Salley			awai di k		#20 THE STATE			100	1163		Marie S.
Vehicle Extension (s)	2.0	2.0		2.0	2.0	ans.21. 13	2.0	2.0	mark multi	2.0	2.0	A. /8745-85
Recall Mode	None	None		None	None		C-Max	C-Max	SOUTH STATE	C-Max	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Pedestrian Calls (#/hr)	5	5		4	4		0	0	2 10 10	0	0	
Act Effct Green (s)		13.3	Beef in		13.3	16L V.SV		44.7	J 4		44.7	
Actuated g/C Ratio		0.19			0.19			0.64			0.64	
v/c Ratio	a Hosti	0.86	Section !		0,83		350	0.26		S. S. A.	0.31	
Control Delay		53.2		- 1014	46.4			5.5			6.0	
Queue Delay	devint.	0.0			0.0		18 3 Auto	0.0	1915 JUN		0.0	
Total Delay	C 51410	53.2	97 1 11 39		46.4			5.5			6.0	
		33.2 D			D	S-12, 31		A	7.4	S. Karry S.	Α	
LOS		53.2	1 5.1		46.4			5.5			6.0	
Approach Delay	126 12.	53.2 D			40,4 D		. See the	0.0 A	10 mg	nous in	A	
Approach LOS			31		114	. X		41			45	
Queue Length 50th (ft)		112			114			41			-10	

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

	*	$\rightarrow$	*	•	₩	*	1	<b>†</b>	1	-	. ↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#236			#236			62			69	
Internal Link Dist (ft)		104	*91101-01-01		778			244	20 ==	A	1119	
Turn Bay Length (ft)	divide t	4.6										
Base Capacity (vph)		342			378			1990			1718	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio	ang property	0.82			0.79			0.26			0.31	
Intersection Summary						7.25.4						

Area Type:

Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 99.2%

ICU Level of Service F

Analysis Period (min) 15

Queue shown is maximum after two cycles.

Splits and Phases: 10: Park Avenue (CR 531) & Randolph Road

<b>1</b> Ø2 (R)	₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩ ₩
50 <b>s</b>	20:5
Ø6 (R)	<b>₽</b>
50 é	20 S

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

	1	-	•	1	<b>←</b>	*	4	<b>†</b>	1	<b>~</b>	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	100000000000000000000000000000000000000	43			4			413			લીક	
Traffic Volume (vph)	38	120	51	84	184	131	71	454	88	86	410	- 62
Future Volume (vph)	38	120	51	84	184	131	71	454	88	86	410	62
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	16	12	12	16	12	12	11	12	12	10	12
Grade (%)		2%			0%		354.54	-2%			-2%	
Storage Length (ft)	0		0	Ö	en outpres vanille	0	0		120	0		75
Storage Lanes	0		0	0	ta incom	0	. 0		1	0		
Taper Length (ft)	25		0.0000000000000000000000000000000000000	25			25	C12 000000000000000000000000000000000000		25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)	PODE NO SHIPE	25	PRINCES	Commission of the Commission o	25	DUTE 1/2/12 832-10	CC200 Deathrai	25	1444.6863941	904,04.44.26(17)	25	
Link Distance (ft)	三年11年	184		A TOTAL	858		建品能	324			1199	
Travel Time (s)		5.0		material and the	23.4	INOTE ATHERASH		8.8	V	are sense and	32.7	All spires
Confl. Peds. (#/hr)							2		5	. 5		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	7%	0%	0%	0%	0%	3%	0%	0%	0%	2%	1%	4%
Shared Lane Traffic (%)	ABOVE CONTRACTOR	A INTERNATION	To Describe	WILLIAM TO THE PARTY OF THE PAR				DOUGHANT THE		& CVI blockness	280,711307423	Mone Rick
Lane Group Flow (vph)	0	218	0	. 0	416	0	0	639	0	0	582	0
Turn Type	Perm	NA	(Engrish)	Perm	NA		Perm	NA	MALIGERSH	Perm	NA	S 110 0
Protected Phases		4		caliba	8			2			6	925988
Permitted Phases	4	195000000000000000000000000000000000000	51101-2/162	8	PLONE STORY	MANAGES A	2	2440	2050)11001	6	Character Service	DO A DOTTON
Detector Phase	4	4	목사들사	8	8		2	2		6	6	ANGEN.
Switch Phase	CANDENNIA .	used obtained	190-29/201	EXECUTACE OF	DAN ENGLA	(VERBEREDUR		000000000000000000000000000000000000000	Manascoli		VALISHOOTE SO	12303M3
Minimum Initial (s)	7.0	7.0	. 143. 179	7.0	7.0		44.0	44.0		44.0	44.0	071
Minimum Split (s)	13.0	13.0	SEE A SELECT	13.0	13.0	Sept 20 July 18	50.0	50.0		50.0	50.0	
Total Split (s)	20.0	20.0	Tell St	20.0	20.0		50.0	50.0		50.0	50.0	
Total Split (%)	28.6%	28.6%	Shawas fe	28.6%	28.6%	Agric State Par	71.4%	71.4%	PENTINIATION	71.4%	71.4%	
Maximum Green (s)	14.0	14.0		14.0	14.0		44.0	44.0		44.0	44.0	HE WAS
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0	100	3.0	3.0		3.0	3.0		3.0	3.0	
	3.0	0.0	11 GR 11 (12	0.0	0.0	Partitions.		0.0	PERMIT	17) [21(55) [21(1)]	0.0	A STATE OF THE PARTY OF THE PAR
Lost Time Adjust (s) Total Lost Time (s)		6.0	eleva e		6.0	A SECURITY		6.0	14.24	ELANT.	6.0	\$15.V\$.U\$
Lead/Lag	(95)E1(VI)(185)	0.0	descriptions.	Description	Cern 0.0	V-5045 To.5974	1=26,000	0.0		ACCOMPLETE OF THE PERSON		11/2/29/1999
Lead-Lag Optimize?	ATTERNATION.			density in the		a 등질유 각						
	2.0	2.0	2220,000	2.0	2.0	oho ell-A	2.0	2.0	Hisasas	2.0	2.0	EFFECTIVE SE
Vehicle Extension (s)	11	None	Telu de la comp	None	None	102020	C-Max	C-Max		C-Max	C-Max	
Recall Mode	None 10.0	10.0		10.0	10.0	G DAY AND	10.0	10.0		10.0	10.0	212 -300
Walk Time (s)	14.0	14.0		14.0	14.0	9000000	14.0	14.0	MA 134/28	14.0	14.0	UKS PARKER
Flash Dont Walk (s)	Marie Age   Marie   Ma	14.0	SELECTION OF THE	14.0	5		0	0	METHIN	14.0	0	
Pedestrian Calls (#/hr)	2	11074	100	3	14.0		UU IS US	44.0	10/30/50	THE PROPERTY.	44.0	S-170
Act Effct Green (s)		14.0	3 22	September 1	0.20	BILLET & PA	1000 A 925 L	0.63		TO PERSON	0.63	
Actuated g/C Ratio	148,715	0.20	1 - F. 10W		1.05	14.000		0.32	13.a 19.	334534153	0.33	L-Karl
v/c Ratio	S. SALAN	0.66 34.4			86.5			6.0	3 1	( SPI) ( ) ( ) ( )	6.3	
Control Delay		0.0			0.0			0.0	E-7/11	118445914	0.0	4.30
Queue Delay					86.5			6.0	444		6.3	23.0
Total Delay	Con conditi	34.4		ar . i . W	60.3		200 (EU)			14.763.5	6.5 A	Sing.
LOS	TO KEE	C 24.4			00 5		100	A so		3/1/148	6.3	
Approach Delay		34.4			86.5 F		a the be	6.0	12.01	U 오셨다.	6.5 A	
Approach LOS	"Statem in	C 70						53		3	49	
Queue Length 50th (ft)		79			~188			53			49	

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

	*		*	1	4	•	*	Ť		-	¥	*
Lane Group	EBL	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		#164			#353			77			74	
Internal Link Dist (ft)		104			778			244	and the said		1119	
Turn Bay Length (ff)												
Base Capacity (vph)		331			398			1977		residencia.	1766	and College
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0		. 4. 2325. 3	0		S 100 16.	0	
Storage Cap Reductn		0			0			0	R YOU		0	
Reduced v/c Ratio		0.66			1.05			0.32			0.33	

Area Type:

Other

Cycle Length: 70

Cycle Lengui, 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 27.5

Intersection LOS: C

Intersection Capacity Utilization 109.2%

ICU Level of Service H

Analysis Period (min) 15

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

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Park Avenue (CR 531) & Randolph Road

ma (b)		<u> </u>
50's	为于自己,这些主题是是"大型基础"。 图	20.s
706 (R)	<b></b>	▼ø8
50 S Per Strong and Strong Control of Strong Control	· · · · · · · · · · · · · · · · · · ·	20 s

	<b>*</b>	-	$\rightarrow$	•	←	*	4	<b>†</b>	1	-	<b>↓</b>	1
Lane Group	EBL:	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		91 (355)	લીક		PA_10490	ৰা	
Traffic Volume (vph)	- 44	177	56	82	124	112	38	461	112	150	379	37
Future Volume (vph)	44	177	56	82	124	112	38	461	112	150	379	37
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	16	12	12	16	12	12	11	12	12	10	12
Grade (%)		2%			0%			-2%			-2%	
Storage Length (ft)	0	CITED WESTER	0	0	0.00	0	0	POSICE-SWIFT	120	0		75
Storage Lanes	0		0	0	35 L A 1	0	0	HALL THAN	1	0	Mary and the	1
Taper Length (ft)	25			25			25			25	THE PARTY OF THE P	
Right Turn on Red	ALCOHOL: NO.		Yes			Yes			Yes			Yes
Link Speed (mph)	Jordan S. Marine	25		K915K110L19929	25		(111) A. S.	25	N NO COLUMN 2008		25	
Link Distance (ft)		184			858		<b>建长数</b>	324	1.4.75		1199	
Travel Time (s)	1,000,000,000,000	5.0	NUMBER OF STREET	OATH ORDS SHIP	23.4	2011/01/19/20	THE BEST OF STREET	8.8			32.7	0.1100-011
Confl. Peds. (#/hr)	7		5	5		7	3		5	5		3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	2%	10%	0%	1%	2%	2%	0%	3%
Shared Lane Traffic (%)	0 /0	2111-9-19-12	D 2010	0.70	SITT VED SAN			teatr in the	A CONTRACTOR	Aprille 7044 Both	AND ENGLISHED	comments.
Lane Group Flow (vph)	. 0	291	0	0	335	0	0	643	0	0	596	0
	Perm	NA		Perm	NA		Perm	NA	Selection (Se	Perm	NA	
Turn Type Protected Phases	rem	IVA		Citt	8	WHEELS A	Citi	2	50,00 MA		6	
Permitted Phases			123015	8	0		2	4		6		
And the second s	Tellelony		ua salba	8	0	inesor in	2	2	Masules	6	6	MIN'S
Detector Phase	in the second			O	0		- <b>-</b>	and the first	Value e	ALC: NO		51.81911
Switch Phase	7.0	7.0		7,0	7.0		44.0	44.0	SS 14240	44.0	44.0	
Minimum Initial (s)	7.0		12 15 14 12	13.0	13.0	WEST STREET	50.0	50.0		50.0	50.0	
Minimum Split (s)	13.0	13.0	PENSER!	20.0	20.0	NO RECEIPT	50.0	50.0		50.0	50.0	aneses V
Total Split (s)	20.0	20.0			28.6%		71.4%	71.4%		71.4%	71.4%	EXECUTE AN
Total Split (%)	28.6%	28.6%	- A - L - & -	28.6%				44.0	LESTWINS	44.0	44.0	2000
Maximum Green (s)	14.0	14.0		14.0	14.0		44.0	3.0		3.0	3.0	
Yellow Time (s)	3.0	3.0	Links Wa	3.0	3.0		3.0		8800 MI AN	3.0	3.0	1120 G-1
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	THE STATE	3.0	0.0	7
Lost Time Adjust (s)		0.0	UNISAILEO	SIDSBUR	0.0	SUSPERIOR	OF STREET	0.0	righter)	urelio?	6.0	webene s
Total Lost Time (s)		6.0			6.0			6.0			0.0	300
Lead/Lag	- Lance Volume (1985)	S COLUMN THE		SAN DELIKA	2005.13110.25Vc	100 PET 100 PE		osilisada		-15/23	i variotišeni ta	Exc.Exc.
Lead-Lag Optimize?				0.0	0.0	STATE OF STREET	0.0	0.0	OF SALES	0.0	2.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	W186 Nill 7	2.0	2.0		2.0	2.0	Da vetor
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	18: K140
Flash Dont Walk (s)	14.0	14.0	57 77 78	14.0	14.0	010 B 8	14.0	14.0	73	14.0	14.0	- New York
Pedestrian Calls (#/hr)	3	3		5	5	141 TOT 1	5	5		5	5	
Act Effct Green (s)		14.0			14.0			44.0			44.0	
Actuated g/C Ratio		0.20			0.20		v—orani moac	0.63		1000	0.63	
v/c Ratio		0.78			1.02			0.30			0.39	
Control Delay		41.7			83.3			5.7			7.0	
Queue Delay	All Says	0.0		13165	0,0	W-12	13,62	0.0	English Pi	- 0775cp	0.0	657[15]
Total Delay		41.7			83.3			5.7			7.0	
LOS	a y Rigge	D		78 4	F		10 100	Α	ar will	opin tog	A	12
Approach Delay		41.7			83.3			5.7			7.0	
Approach LOS		D			F			Α.		1777-38	Α	-
Queue Length 50th (ft)	0	113			~136			50			55	

JDP 02/17/2020 Synchro 11 Report Lanes, Volumes, Timings

Lane Group	EBL EBT	EBR WBL WBT	WBR NBL NBT	NBR SBL SBT SBF
Queue Length 95th (ft)	#230	#295	74	83
Internal Link Dist (ft)	104	778	244	1119
Turn Bay Length (ft)				
Base Capacity (vph)	374	329	2111	1537
Starvation Cap Reductn	. 0	. 0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	. 0	0	0	0
Reduced v/c Ratio	0.78	1.02	0.30	0.39

Area Type:

Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 25.7

Intersection Capacity Utilization 114.9%

Intersection LOS: C ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: Park Avenue (CR 531) & Randolph Road

<sup>®</sup>	e	<u> </u>
50's 40's 10's	TO THE PERSON AND ADDRESS.	20 s
₩ Ø6 (R)	•	₹ Ø8
50 s	新发展。 第15章 10章 10章 10章 10章 10章 10章 10章 10章 10章 10	20 s

		12.4			
0.4					
EBI	EBR	NBI	NBT	SBT	SBR
CONTRACTOR PROPERTY.	9	- 11		433	9
7					9
OWNERS THEFT			0		0
COLUMN TO SERVICE		18 10 10 10 10 10 10 10 10 10 10 10 10 10	1 - The state of 15,000	100000000000000000000000000000000000000	Free
	None		None		None
0	(Tar	=	E .	**	
# 0	1		0	0	
0	-	-	0	0	
88	88	88	- 88		88
2	2	2	1	3	2
8	10	13	544	492	10
Ainor2		Major1		Major2	
1067	497	502	0		0
	econstruit le	- IIIIII			*
	6.22	4.12		(elasky	Televis g
		THE NEW	versalitatili.	oriustatile •	**************************************
	3.318	2.218	*		*
A 10 10 10 10 10 10 10 10 10 10 10 10 10	701 De 1922	:#:	-	averacen j≢:	-
		WALES			
no.eco	450000000	STOLENS OF THE	ran osumenn E		STEEDING WHITE
242	573	1062			
	HERESTERNING H	rentem.		11206-1200 (#)	
			PANÉ.		
		riksansan	MEGIN HERREST	1022169	CONTRACTOR E
			15. EV.	78.W	
o en		NID.	BESIDELLA	OD	
				Control Control Control	的文字符
		0.2		U	INVANE.
C	WASCAST.	CONSTRUCTION OF THE PARTY OF TH		069240	of heavy
148	発表生	9/07/24/25			5134 5
tisse	NBL	NBT		SBT	SBR
	1062	FINE S	TO SERVICE OF		
	0.012			1.5	-
	8.4	0	15.6	7.00	2 375
	Α	Α			
	FBL 77 77 77 00 Stop 00 88 22 88 28 1067 497 570 6.42 5.42 5.42 5.42 3.518 246 611 566 242 242 600 566 EB 15.6 C	FBL EBR  7 9 7 9 0 0 Stop Stop None 0 - 88 88 2 2 8 10  Minor2   1067 497 497 - 570 - 6.42 6.22 5.42 - 5.42 - 5.42 - 3.518 3.318 246 573 611 - 566 - 242 573 242 - 600 - 566 -  EB 15.6 C  NBL 1062 0.012	The image	##	EBL         EBR         NBL         NBT         SBT           7         9         11         479         433           7         9         11         479         433           0         0         0         0         0           Stop         Stop         Free         Free         Free           - None         -         None         -           0         -         -         0         0           88         88         88         88         88           2         2         2         1         3           8         10         13         544         492           Minor2         Major1         Major2           1067         497         502         0         -           497         -         -         -         -           570         -         -         -         -           6.42         6.22         4.12         -         -           5.42         -         -         -         -           5.42         -         -         -         -           242         573         1062

				-		
Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	k#		THE OF STANS	લ	ß	-
Traffic Vol, veh/h	20	27	26	592	524	21
Future Vol, veh/h	20	27	26	592	524	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None	4.000	None
Storage Length	0	in to the second	2	± 100 mm (a mm)	······································	=
Veh in Median Storage	,# 0			0	0	1 1 L
Grade, %	0		2	0	0	*
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	0	1	2
Mymt Flow	21	28	27	617	546	22
Was bare American Co.						
Major/Minor	Minor2		Major1	1	Major2	
Conflicting Flow All	1228	557	568	0		0
Stage 1	557				15E1/82	
Stage 2	671	•	envendue.	enricater. H	NAMES DE	enaracina *
Critical Hdwy	6.42	6.22	4.12			MES
Critical Hdwy Stg 1	5.42		SCHMUTE E		#(K#31.9974) 3 €:	31 MW
Critical Hdwy Stg 2	5.42					1000
Follow-up Hdwy		3.318	2.218		0 <del>4</del> 1	(#) (#)
Pot Cap-1 Maneuver	197	530			150000	
Stage 1	574	000		VARINSSER L		140001129
Stage 2	508	d53258		Lectro-Li		Olich W
Platoon blocked, %	300		1505 3105	Rest teach		829964
Mov Cap-1 Maneuver	189	530	1004			MAN E
	189	330	1004			
Mov Cap-2 Maneuver	550				ASUTES ASSES	NA SALE
Stage 1	508	Visitoria	iene in			
Stage 2	500	MAGNERAL MAGNERAL MAGNERAL MAGNERAL MAGNERAL MAGNERAL MAGNERA			elecció	er have
	Specific					Norskie
Approach	EB		NB		SB	
HCM Control Delay, s			0.4		0	
HCM LOS	С			Henry	Ann March	
				Tell la		
Minor Lane/Major Mvr	nt see	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1004		300		
HCM Lane V/C Ratio		0.027		0.163	in the	
HCM Control Delay (s		8.7				Se 124
HCM Lane LOS	6-09	Α	100	-	-11 34W	3/ (4)
HCM 95th %tile Q(veh	1)	0.1		0.6		
LICHTOOL TOLLO COLVEL	1	200		0.0		

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			र्भ	î	
Traffic Vol, veh/h	18	23	21	594	499	18
Future Vol, veh/h	18	23	21	594	499	18
Conflicting Peds, #/hr	0	- 0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	O.Op	None		None		None
Storage Length	0	, tono			VeS=1115	-
Veh in Median Storage				0	. 0	1915129
Grade, %	0	PER MEN	=X(()14,150	0	0	NSW/SHA
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	1	0	2
Mymt Flow	19	25	23	639	537	19
MVIIIL Flow	10	20	20	000	001	STEEL SE
thouse serious services are not being	2 W 2 1 P W	in contactor		interpretation of the control of the		
	Minor2		Major1		Major2	
Conflicting Flow All	1232	547	556	0	i <del>, i</del>	0
Stage 1	547			5		
Stage 2	685	e de la companio	-	-		
Critical Hdwy	6.42	6.22	4.12			
Critical Hdwy Stg 1	5.42		- 5		(#)	<u> </u>
Critical Hdwy Stg 2	5.42					
Follow-up Hdwy	3.518	3.318	2.218		-	
Pot Cap-1 Maneuver	196	537	1015			
Stage 1	580	-	i i	-	: <del>=</del> :	<u> ~</u>
Stage 2	500					
Platoon blocked, %	200200		O'THE STATE	Harris and the	*	
Mov Cap-1 Maneuver	189	537	1015			
Mov Cap-2 Maneuver	189	-	1	i i	Serieggenii Serieggenii	g.108237.W
Stage 1	560	7 N. V.			13602	
Stage 2	500	2004/25/70	S ENTON	Aller Episone	SECONDARY.	Eriberies
Land State of the San S		XI S				NAME:
proteinessystems and con-		Singuist	ALCOHOL:	Hallaco.	OF	
Approach	EB	10年至	NB		SB	
HCM Control Delay, s	The State of the S		0.3		0	
HCM LOS	С	though the	tioned St	CONTRACT ALLES	t-define	APRICA LLAN
ENVERNMENT OF			A DIV			<b>作情意</b> 望
Minor Lane/Major Mvr	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	83.HV	1015		and the state of		
HCM Lane V/C Ratio		0.022			(Chuckya)	OFFICE TOP
HCM Control Delay (s	1	8.6			12 10 100	
HCM Lane LOS		A			9 125	-
HCM 95th %tile Q(vel		0.1		0.5	WALL AND	
LICINI ADILI Mille OLIVEI	1)	0.1		0.0		A SEL

nt Delay, s/veh	0.3	-tamoni				
		E P P	INDI	MOT	Mini	NDD
DOLLARS CARREST CONTRACTOR CONTRA	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ß	C III Jenkon Mari	1.725-21.07/24	ર્લ	Y	en de de arei
Traffic Vol, veh/h	256	5	6	270	5	6
Future Vol, veh/h	256	5	6	270	5	6
Conflicting Peds, #/hr	0	0	0	0	0	. 0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	VEXTS:	None	27 (V.VV) Care 18	None	11819	None
Storage Length	Religion S	anemen.	sieringer F	erioteaniae	0	#:
Veh in Median Storage,	# 0		21/199	0	0	
		ALCOHOLD THE		0	0	
Grade, %	2	91	91	91	91	91
Peak Hour Factor	91			The second second		THE RESERVE TO SERVE THE PARTY OF THE PARTY
Heavy Vehicles, %	4	2	2	3	2	2
Mvmt Flow	281	5	7	297	5	7.
Major/Minor M	ajor1		Major2		Minor1	
Conflicting Flow All	0	0	286	0	595	284
		THE STATE OF			284	
Stage 1			162 P. B		311	STREET
Stage 2		4	440	Mark a		6.22
Critical Hdwy			4.12		6.42	0.22
Critical Hdwy Stg 1	Si San	20 and	4.	in the second second	5.42	and the contract of
Critical Hdwy Stg 2					5.42	
Follow-up Hdwy			2.218	25-200	3.518	
Pot Cap-1 Maneuver		1.5000	1276		501	755
Stage 1	2.5	4		-	764	
Stage 2					800	
Platoon blocked, %	2011	ALLOSONIA S	10 O-1000	nasoning <del>H</del>	1	
Mov Cap-1 Maneuver	4.914		1276		497	755
	New Co.		1210	SOF WITH	497	
Mov Cap-2 Maneuver				n eretigist	764	
Stage 1	0.50	SPACE.	1.5	4/4/6		
Stage 2		V SKUTHENN	er Vestados (V	e de la companione de l	794	e Carlos de la composición dela composición de la composición dela composición dela composición dela composición de la composición dela
1.美国基础基础					17/1/26/5	
Approach	EB		WB		NB	
HCM Control Delay, s	0	NINGSF	0.2		11	
now control belay, s	U		0.2		B	400
HOMEOO		Test total	iengans	MESTER!	D	appropriate
HCM LOS	5 20				TAY SAY	
HCM LOS			HILLER	FBR	WBL	WBT
White and the second		NBLn1	EBT			A THE PERSON NAMED IN
Minor Lane/Major Mvmt		NBLn1	EB1		1276	13000
Minor Lane/Major Mvmt Capacity (veh/h)		611			200	
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		611 0.02			0.005	
Minor Lane/Major Mvmt Capacity (veh/h)		611				0

		TENNE -		A-011-0-1		
Intersection				<b>地名</b> 图图	AL STA	
Int Delay, s/veh	0.8			Chief of Chief		
Movement	EBT	EBR	WBL		NBL	NBR
Lane Configurations	ß			4	W	culturion
Traffic Vol, veh/h	193	14	16	301	14	16
Future Vol, veh/h	193	14	16	301	14	16
Conflicting Peds, #/hr	0	0	0	0	. 0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	, ×, ∞ <del>‡</del>	None		None		None
Storage Length					0	
Veh in Median Storage	э,# 0			0	0	
Grade, %	2			0	0	
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	2	2	1	2	2
Mvmt Flow	219	16	18	342	16	18
- Committee of the Comm						
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	235	0	605	227
Stage 1				i in ê	227	
Stage 2	Secure of the				378	
Critical Hdwy			4.12		6.42	6.22
Critical Hdwy Stg 1			200000		5.42	10 TO 2000
Critical Hdwy Stg 2	A CONTROL		1		5.42	
Follow-up Hdwy	# DEC 100	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver			1332	ģroju i	505	812
Stage 1		200	rettern!	37 1327	811	
Stage 2	Harata P		Televisión Mil		753	
Platoon blocked, %	TO BUT I	LATE DESIGN		The last	1	Libera Assign
Mov Cap-1 Maneuver	siewob.		1332	n en en	497	812
Mov Cap-1 Maneuver			1002	0=14=55	497	-
Stage 1	Carlotte State of the State of	de transfe			811	
		12305	917195		740	
Stage 2	es contr	MANAGEMENT	ii (deni	(LE 2.35)	740	
TANK THE PARTY OF	John Service	100		A DESIGNATION OF THE PARTY OF T		(EPAS)
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		11.1	
HCM LOS					В	
Minor Lane/Major Mvr	nt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	(5-15/15)	627			1332	E MASO
HCM Lane V/C Ratio		0.054	Audim son	Contract Section	0.014	
HCM Control Delay (s	<b>)</b>			S. Dit a		0
HCM Lane LOS	1 6.3.3.36	В		-		
HCM 95th %tile Q(vel	n de	0.2	T.	(ASA)	0	A A
LICINI ADILI WILLE OLARI	Weight.	0.2	6.	G 8	18.0	

Int Delay, s/veh	0.8		-			
	EBT	COD	WBL	WRT	NBL	NBR
		EDI	VVDL			NDIZ
Lane Configurations	(Î)	46	- 40	4	<b>*</b> ***********************************	in land
	263	12		186	12	14
And the second s	263	12	13	186	12	14
Conflicting Peds, #/hr	0	0	0	0	_ 0	0
	ree	Free	Free	Free	Stop	Stop
RT Channelized		None		None	CH X	None
Storage Length		- 1		estation.	0	An Training
Veh in Median Storage, #	0		E. Z	.0	0	
Grade, %	2			0	0	
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	2	2	2
	280	13	14	198	13	15
	11.50	HORSE CO	(1557)(9911)	1/200/01/2009	2.00 (4)) (4)	
					C. Sand	SERVICE
	jor1		Major2	Children and Street	Minor1	007
Conflicting Flow All	0	0	293	0	513	287
Stage 1	11 25%			-	287	
Stage 2	-	-			226	
Critical Hdwy			4.12	e bra	6.42	6.22
Critical Hdwy Stg 1		-			5.42	•
Critical Hdwy Stg 2	e y				5.42	
Follow-up Hdwy	3601060 1 <del>7</del> 1	6.030903	2.218	Д	3.518	3.318
Pot Cap-1 Maneuver			1269		556	752
Stage 1	(#1	- 0-	-	May-116	762	7
Stage 2	ASE.	eora (Var	de esta	SEASONS SE	865	N. V. CL
		Shift Barre		the state	1	1994 August Roo
Platoon blocked, %		+ 10000	4000			750
Mov Cap-1 Maneuver			1269	-	549	752
Mov Cap-2 Maneuver			10000	wite tend	549	Saple C
Stage 1	E ST #	Grants.	1.		762	
Stage 2	- 20	n=		7	854	
				是改革		對於
A para coh	EB	ASSAURAN	WB		NB	
Approach	44.00		20,000			
HCM Control Delay, s	0	AL H. SER	0.5	1-1-11	10.9	ESS DATES
HCM LOS	aim			SVINISULE	В	
					11.1	Actual
Minor Lane/Major Mymt		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	Mark.	642			1269	
		0.043	110	P. Jehran	0 0 4 4	
					01011	
HCM Lane V/C Ratio			Section 1	45.004		n
		10.9 B		4.6	7.9 A	14.