

Prepared for:

The John R. McAdams Company, Inc.

Prepared by:



Kimley-Horn and Associates, Inc.

Transportation Impact Assessment for Briar Chapel
Chatham County, North Carolina

## Addendum 1

## Prepared for:

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> 011270015 September 2004

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### 1.0 Introduction

This addendum to the Briar Chapel Transportation Impact Assessment (TIA) incorporates changes and clarifications engendered by the Peer Review Report, questions and comments from the two public forums, and preliminary comments from NCDOT. NCDOT's review of the Briar Chapel TIA had not been issued at the time this addendum was prepared. If necessary, another addendum will be issued to address any items arising from NCDOT's review once it is received. This addendum clarifies and expands assumptions and methodologies contained in the TIA and corrects minor discrepancies. There are no changes in the Levels-of-Service or recommendations. The developer has agreed to construct the following two additional turn lanes recommended by the peer reviewer:

At the intersection of U.S. 15-501 & Taylor Road:

• Construct an exclusive right-turn lane on the northbound approach of U.S. 15-501

At the intersection of U.S. 15-501 & Andrews Store Road:

Construct an exclusive right-turn lane on the northbound approach of U.S. 15-501

No additional roadway improvements are recommended based upon the revisions to the capacity analyses contained in this addendum.



### 2.0 Trip Generation & Assignment

The peer review discussed issues related to trip generation, pass-by trips, and internal capture. In response to these comments Kimley-Horn and Associates reviewed our methodology and believe the analysis is correct and conservative. The following paragraphs address specific comments.

### 2.1 Daily Trip Generation

In reviewing peer review comments, it was determined that there was an error in the calculation of the number of daily pass-by capture trips. The corrected number is 1,747 daily pass-by capture trips, which changes the number of daily new external trips to 31,491. The number of daily trips was not used in any of the capacity analyses. Peak hour trips are unchanged. All analysis is based on peak hour trips.

## 2.2 School Trips

While there are alternative ways to generate school trips, in discussions with County and NCDOT staff prior to beginning the study it was agreed that ITE trip generation rates would be used. NCDOT also has a tool, the Municipal and School Transportation Assistance School Traffic Calculator, which is based on North Carolina data. While there are differences, ITE rates are considered to be accurate and appropriate. However, in response to peer review and NCDOT comments, an analysis was performed using the MSTA School Traffic Calculator instead of ITE rates to estimate the number of trips for the K-8 school. Those trips were then discretely assigned and compared to the TIA analysis.

For the K-8 Public School, the MSTA school traffic calculator suggests (based on 600 Elementary and 300 Middle school students at 100 students per grade) that the school will generate 439 trips entering and 323 trips out in the AM peak hour and 141 trips entering and 155 trips exiting in the PM peak hour. According to the Briar Chapel Fiscal Impact Study, the Briar Chapel development is anticipated to generate 956 new students (669 of which will be either Elementary or Middle school students). This represents over 74% of the 900 student population of the proposed Briar Chapel public school. If the trips for the K-8 school are discretely assigned, it is reasonable to assign 74% of these trips internal to the Briar Chapel Development. However, to be conservative in making this comparison only 50% of the parent and bus trips were assigned to/from Briar Chapel. The remaining parent and bus trips, as well as all faculty trips were assigned externally. It was determined that while the MTSA calculator results in a larger number of overall school trips, when discretely assigned to the network the number of external school related trips is lower than in the Briar Chapel TIA by

206 trips in the AM peak hour and 117 trips in the PM peak hour. It is therefore believed that the trip generation and assignment methodology used in the Briar Chapel TIA was conservative in assessing impacts. These calculations are summarized on Table 2.1 below.

Ta Discrete School As	ble 2.1 ssignm	ent Co	mpariso	on		
	A۱۷	l Peak H	lour	PN	l Peak	Hour
	In	Out	Total	ln	Out	Total
Total School Trips from MSTA Calculator	439	323	762	141	155	296
Residential Trips from Trip Generation	383	1215	1598	1280	737	2017
Parent & Bus Trips Assigned to Briar Chapel	-168	-161	-329	-70	-77	-147
Parent & Bus Trips Assigned to School	-161	-168	-329	-77	-70	-147
New External Trips using MSTA	493	1216	1709	1281	745	2026
School Trips from Trip Generation	259	116	375	59	67	126
Residential Trips from Trip Generation	383	1215	1598	1280	737	2017
Internal Capture	-29	-29	-58	N/A	N/A	N/A
New External Trips using Trip Generation	613	86	1915	1339	804	2143
Decrease Using MSTA & Assignment	120	86	206	58	59	117

## 2.3 Southern Mixed-Use Village (Town Center) Retail Trips

The amount of internal capture taken between the retail portion of the Southern Mixed-Use Village and the residential component of the Briar Chapel development is approximately 11% of the PM peak hour trip generation for the shopping center (no internal capture was assumed for the AM peak hour).

A neighborhood, grocery-store anchored shopping center is generally assumed to have a capture radius of 3 miles. Census data indicates that there are approximately 2100 dwelling units within 3 miles of the Southern Mixed-Use Village location. Table 2.2 shows that the homes from the approved developments in the area and another 1000 homes from unspecified growth over 10 years are added to the existing homes, the Briar Chapel development will still account for over 36% of the homes within the capture radius of this shopping center.

Table 2 Homes within 3 miles of	<del></del>
	Dwelling Units
Existing Homes	2101
Approved Development:	
Fearrington Village	595
The Homestead	475
Unspecified Growth	1000
Briar Chapel	2389
Total	6560
Briar Chapel % of Total	36.4%

Therefore, if the trips for the Southern Mixed-Use Shopping Center are discretely assigned, it is reasonable to assign 36% of these trips to/from the Briar Chapel Development. We therefore believe that the 11% used in the Briar Chapel TIA is a very conservative estimate in assessing impacts.

## 2.4 Southern Mixed-Use Village (Town Center) Office Trips

In the Briar Chapel TIA, internal capture was taken between the office component on the east side of U.S. 15-501 and the rest of the Briar Chapel site even though these trips would have to cross U.S. 15-501. Based on comments from NCDOT, these internally captured trips, which were only applied in the PM peak hour, have been assigned across U.S. 15-501 evenly between Taylor Road and Andrews Store Road. The trips assigned to Andrews Store Road were carried through to the South Access Road. These changes do not change any of the levels-of-service at the affected intersections, and there are no changes in the recommendations for these intersections. Revised intersection spreadsheets and Synchro LOS reports for these intersections are included in the Appendix.

## 3.0 Arterial Analysis

The standard approach to performing a traffic study is to analyze the key intersections in the road network since the intersections generally control the capacity of a roadway. Roadway segments are not typically analyzed since this seldom provides significant additional information. In general the roadway segments, when analyzed in conjunction with intersection analyses, nearly always operate at a better level of service than the intersections themselves. The intersection analyses showed that, with the exception of U.S. 15-501, none of the roadways in the study area indicated the need for more than one through lane; therefore, wholesale roadway widening was deemed unnecessary. Turn lanes are proposed at all new driveways on Andrews Store Road, and the addition of a third lane between driveways will add little capacity and increase impervious surfaces.

However, in response to the peer review comments segment analyses were performed using both Synchro and HCM methodology for Andrews Store Road and Mann's Chapel Road. These are the existing roads that Briar Chapel directly accesses and will most significantly impact. These analyses show that both Andrews Store Road and Mann's Chapel Road operate at acceptable levels of service in the AM and PM peak hours. The arterial levels of service are summarized in the Table 3.1 below, and both Synchro and HCS reports are included in the Appendix.

	Table 3.1 Arterial Level-of-Serv	rice
Condition	AM Peak-Hour LOS (Avg. Speed)	PM Peak-Hour LOS (Avg. Speed)
${f E}$	astbound Andrews Store	Road
Synchro	A (42.5)	A (44.2)
HCS	A (41.0)	A (43.7)
E	stbound Mann's Chape	Road
Synchro	A (41.5)	B (41.2)
HCS	A (35.9)	A (35.4)

The analysis does not indicate the need for widening of Andrews Store Road or Mann's Chapel Road. Mann's Chapel Road is designated a thoroughfare on the DCHC Thoroughfare Plan and as such may warrant additional right-of-way in the future, but it is not needed to implement the improvements recommended in the TIA.

## 4.0 Revisions to Capacity Analysis

## 4.1 Additional Improvements

Based on discussions with the peer reviewer, the developer has committed to the following additional roadway improvements:

At the intersection of U.S. 15-501 & Taylor Road:

• Construct an exclusive right-turn lane on the northbound approach of U.S. 15-501

At the intersection of U.S. 15-501 & Andrews Store Road:

• Construct an exclusive right-turn lane on the northbound approach of U.S. 15-501

The capacity analyses have been revised to include these improvements. Revised Synchro reports are included in the Appendix.

### 4.2 Andrews Store Road & Parker Herndon Road

The South Access Road is proposed to align with the existing Parker Herndon Road. No background traffic was assigned to Parker Herndon Road in the TIA. To determine the volume of traffic at the intersection of Andrews Store Road & Parker Herndon Road, an additional peak hour turning-movement count was performed by Traffic Survey Services from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. at the intersection of on Thursday, September 9, 2004. The count was performed on a typical weekday when both the Chatham County traditional-calendar schools and the University of North Carolina at Chapel Hill were in session.

The capacity analyses for the build-out AM and PM scenarios at the intersection of Andrews Store Road & the South Access Road/Parker Herndon Road have been revised to reflect the observed traffic volumes. There are no changes in the recommendations for this intersection. The revised volumes are shown on Figures 1 and 2. Revised intersection worksheets and Synchro reports are included in the Appendix.

## 4.3 Southern Mixed-Use Village (Town Center) Office Trips

As stated in Section 2.4, the internally captured trips between the office component on the east side of U.S. 15-501 and the rest of the Briar Chapel site were assigned across U.S. 15-501 evenly between Taylor Road and Andrews Store Road. The trips assigned to Andrews Store Road were carried



through to the South Access Road. These changes do not change any of the levels-of-service at the affected intersections, and there are no changes in the recommendations for these intersections. The revised volumes are shown on Figure 2. Revised intersection spreadsheets and Synchro LOS reports for these intersections are included in the Appendix.

## 4.4 Signal Phasing

Inconsistencies in phasing have been identified between some of the AM and PM scenarios. These have been corrected and reanalyzed. These corrections do not change any of the levels-of-service at the affected intersections. They are listed below. Revised Synchro reports are included in the Appendix.

At the intersection of U.S. 15-501 and Old Lystra Road:

- Revised phasing to include right-turn overlaps for the westbound approach in the No-Build AM and PM scenarios
- Revised phasing to include right-turn overlaps for the northbound approach in the No-Build AM scenario

At the intersection of U.S. 15-501 & Mann's Chapel Road:

- Revised phasing to include right-turn overlaps for the northbound approach in the No-Build AM and PM scenarios
- Converted the phasing for the east-west direction to split phase in the No-Build PM scenario

Protected-only phasing may be required at the intersection of U.S. 15-501 & Mann's Chapel Road due to the addition of the recommended north- and southbound through lanes. Changing the phasing for the north- and southbound lefts to protected-only does not change the Levels-of-Service and will result in a slight delay increase as shown in Table 4.1 below.

Table Level-of-Service Change U.S. 15-501 & Man	with Protected L	efts
Condition	AM Peak-Hour LOS (Delay)	PM Peak-Hour LOS (Delay)
Buildout w/ Permitted + Protected Phasing	C (31.1)	C (23.7)
Buildout w/ Protected Only Phasing	C (32.5)	C (27.6)

## 4.5 Storage Lengths

Some inconsistencies in storage lengths were identified between the No-Build and Build-Out scenarios in the TIA. Storage lengths are correct in the build-out scenario. Correcting the No-Build analysis to match the build-out does not change either the LOS or delay at any intersection. No recommendations were made based on queue lengths in the No-Build scenario.

### 4.6 Lane Widths

Incorrect lane widths were used at the following locations with the noted corrections. Revised Synchro reports are included in the Appendix.

At the intersection of U.S. 15-501 & Old Lystra Road:

Changed westbound lane widths from 9 to 12 feet for the No-Build AM and PM scenarios

At the intersection of U.S. 15-501 & Andrews Store Road:

• Changed eastbound lane widths from 10 to 12 feet for the Buildout AM scenario

At the intersection of Lystra Road & Farrington Road:

- Changed northbound, southbound, and eastbound lane widths from 12 to 11 feet for the Buildout PM scenario
- Changed westbound lane widths from 11 to 12 feet for the Buildout PM scenario

## 4.7 Lane Geometry

Lane geometry was incorrect in the Synchro files at the following locations with the noted corrections. Revised Synchro reports are included in the Appendix.

At the intersection of U.S. 15-501 & Andrews Store Road:

• Removed the exiting right-turn on the Office Driveway in the Buildout PM scenario

At the intersection of Hamletts Chapel Road & Mann's Chapel Road:

 Removed the exclusive right-turn lane on the southbound approach of Mann's Chapel Road in the Buildout AM scenario



At the intersection of Andrews Store Road & South Access Road:

Changed geometry to a left-turn lane and a shared through-right lane on the South Access
 Road for both Buildout AM and PM scenarios

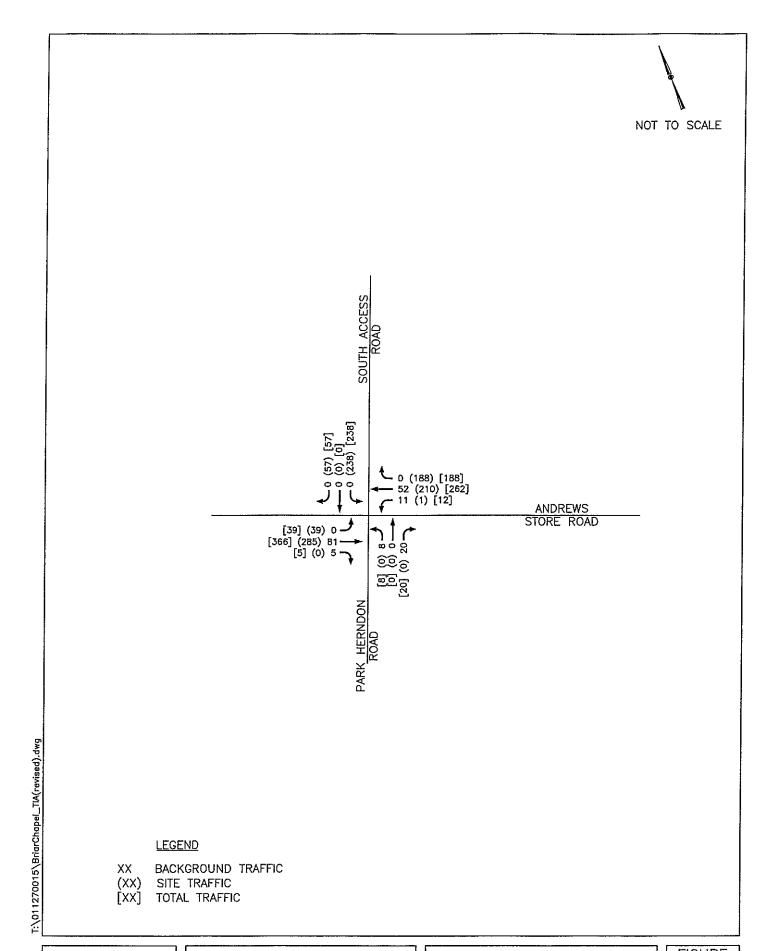
Table 4.2 summarizes the projected LOS with all of the revisions noted in Section 5 compared to the LOS as originally reported in the Briar Chapel TIA.

Leve	Table 4.2 I-of-Service Change	s
Condition	AM Peak-Hour LOS (Delay)	PM Peak-Hour LOS (Delay)
U.S. 15-501 &	& Old Lystra Road (Si	gnalized)
No-Build Reported	A (7.7)	B (11.1)
No-Build Revised	A (7.9)	B (10.7)
U.S. 15-501 & N	Mann's Chapel Road (	Signalized)
No-Build Reported	C (26.3)	C (28.9)
No-Build Revised	C (26.0)	C (28.6)
U.S. 15-501	& Taylor Road (Sign	alized)
Buildout Reported	NA	C (34.0)
Buildout Revised	NA	C (33.1)
U:S. 15-501 & A	Andrews Store Road (S	Signalized)
Buildout Reported	C (23.9)	C (20.1)
Buildout Revised	C (23.6)	C (21.4)
Hamletts Chapel Road	& Mann's Chapel Ro	ad (Unsignalized)
Buildout Reported	B (13.4)**	NA
Buildout Revised	B (14.9)**	NA
Lystra Road &	& Farrington Road (Si	gnalized)
Buildout Reported	NA	B (16.3)
Buildout Revised	NA	B (18.6)
Andrews Store Road	& South Access Road	(Unsignalized)
Buildout Reported	F (76.1)*	C (20.2)*
Buildout Revised	F (77.9)*	C (22.9)*

<sup>\*</sup> Unsignalized intersection - LOS (Delay) for minor street approach with longest delay



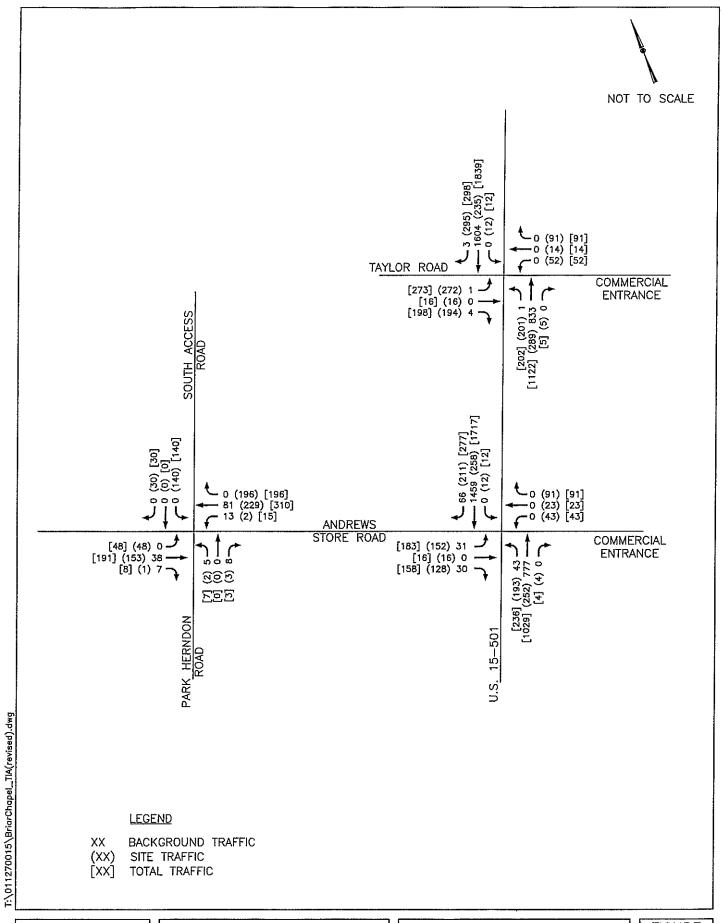
<sup>\*\*</sup> All way stop control - LOS (Delay) for intersection



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BRIAR CHAPEL TRANSPORTATION IMPACT ASSESSMENT ADDENDUM 1 REVISED 2014 AM PEAK HOUR TRAFFIC VOLUMES FIGURE

1



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BRIAR CHAPEL TRANSPORTATION IMPACT ASSESSMENT ADDENDUM 1

REVISED 2014 PM PEAK HOUR TRAFFIC VOLUMES FIGURE

2

## 5.0 Recommendations

Since the Briar Chapel TIA was issued, the developer has committed to the following roadway improvements:

At the intersection of U.S. 15-501 & Taylor Road:

• Construct an exclusive right-turn lane on the northbound approach of U.S. 15-501

At the intersection of U.S. 15-501 & Andrews Store Road:

• Construct an exclusive right-turn lane on the northbound approach of U.S. 15-501

No additional roadway improvements are recommended based on the revisions to the capacity analyses included in this addendum.



## **Appendix**

## School Trip Generation & Assignment

	•	Table	A-1	•			
D	iscrete School	Assign	nment	Compa	arison		
			AM			PM	
		In	Out	Total	In	Out	Total
MSTA Discrete Assigni	ment						
	Parent Trips	323	323	646	141	141	282
School Trips	Bus Trips	14		14		14	14
	Faculty Trips	102		102			0
	Total Trips	439	323	762	141	155	296
Half of parent & bus trips	s Parent Trips	161	161	322	70	70	140
assigned to Briar Chapel	Bus Trips	7		7		7	7
	Total Trips	168	161	329	70	77	147
New External Sci	hool Trips using MTSA	271	162	433	71	<i>78</i>	149
Residential Trips	All Residential	383	1215	1598	1280	737	2017
•	Assigned to School	161	161	322	70	70	140
New External Resider	ntial Trips using MTSA	222	1054	1276	1210	667	1877
Total New Extern MTSA/Discrete		493	1216	1709	1281	745	2026
Original Briar Chapel T	rip Generation						
	School Trips	259	116	375	59	67	126
From Briar Chapel Trip	Residential Trips	383	1215	1598	1280	737	2017
Generation	Internal Capture	29	29	58			
New External Trips f	rom Briar Chapel	C42	1202	1015	1220	004	24.42
Trip Gene	ration	613	1302	1915	1339	804	2143
Decrease using	MTSA/Assignment	120	86	206	58	59	117

## Calculated 9/23/2004 By:

MSTA School Traffic Calculations
AM and PM Peak Traffic Estimates
(These numbers do not reflect peak hour traffic volumes)

on: 4232002			**************************************	988		1058
Version.	Total PM Trips	92			Trips	141 155 296
	Total AM Trips	518 244 762	Trips 98 106 204	Trips 43 .92	d	In Out Total
Calculations	Required Queue Length	989 807 507	PM Trips Generated es Faculty Elementary Trips	ated	PM:Trips:Generated Faculty PM:HahiTrips	Total All PM Trips
	PM Maximum Vehicles	45	PMTrips Generate Buses Faculty  8 BMEENTARY THE	PM Trips Gener Buses Facult 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Buses	
	PM Total Number of Vehicles	98 1	98 98	Parents 43 43	Parents	
School Name: Briar Chapel K-8 Public School  UBLIC school?  Yes  Chool Queue Input	Student Drivers		Elementary School Data  Generated Trips Ps  71 298 219 219 11 21 21 21 21 21 21 21 21 21 21 21 21	Middle School Data nerated Trips ulty Trips 31 141 104 104 104 104 104 104 104 104 10	High School Data	439 323 762
Briar Chapel K-E  Yes  Ue Input	Facuity Members	33	Eleme AM Trips Generated Buses Faculty 8 771 AM Elementary Trips	AM Trips Generated uses Faculty 6 31 6 31 AM Middle Trips	Sa	In Out Total
School Name: Briar Chape Is this a PUBLIC school? Ves	Number of Buses	8 9	AMT Buses 8 AMEleme	Buses 6	AM:Trips:Generated Faculty AM:High:Tri	Total All AM Trips
Is this a	Student Population	900	Parents 219 219	Parents 104	Buses	
	Type School	Elementary Middle Trigh	Direction Services	Direction Ni	Parents	
[2275]			· 香花· 日本中	(200 g 200 g 2	Direction	fic for ly take BS:
144,000,000,000,000	): Atone r Time jth (%)	9 45.50% 0 51.30% 2 55.71%	s based are pes			NOTE: Traffic volumes reflect peak traffic for school operations which normally take place in approximately 30 minutes.
PM	Cars / Cars / Avg Student Student Car (%) (%) Length	36.56% 16.31% 22.19 45.50% 34.58% 14.10% 22.70 51.90% 8.20% 4.30% 24.42 55.71%	Private School school data is based on no buses and uses the same percentages for all school types (elementary, middle, & high).			Traffic volumes school operation place in approxi
AM	Cars / Student (%)	36.56% 34.58% 8.20%	Private Soft on no buses percentages (elementary,			NOTE

Table 15

Chatham County Schools - Student Generation Rate Briar Chapel Fiscal Impact Study

Source: 1996 Chatham County Public School Impact Fee Report - Tischfer and Associates, Inc.

Adjusted Public School Students Per Household

	Elamentary	Middle	High	Total
Single Family Multifamily Mobile Homes & Other	0.19 0.08 0.19	0.09 0.02 0.09	0.12 0.04 0.09	0.40 0.15 0.37
ALL TYPES	0.17	0.08	0.09	0.33
Estimated Briar Chapel Public School Students	ublic School Students			
	Elementary	Middle	High	Total
Single Family	454	215	287	956
Total	454	215	287	926

Public School Student Generation Rate (SGR)

919 361 2269

0.40

 Date R of P	From Keyen Hung	Co. JRW	Phone #	Fax#
ost-it Fax Note , 7671	10 HILLAND	Solber Line Hory	Phone à	Fax # 677-2030

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## Revised Intersection Spreadsheets

## INTERSECTION ANALYSIS SHEET

## U.S. 15-501 @ Taylor Road PM PEAK HOUR

		U.S. 15-501			U.S. 15-501			Taylor Road			Office Driveway	
		Northbound			Southbound			Eastbound			Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 3/16/2004		446			973	2	1		33			
Growth Factor	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
2014 Background Traffic	-	599	0	0	1308	3		0	4	0	0	0
Committed Projects	···											
Chatham Downs		126			123							
The Homestead												
Fearrington Village		132			230							
Total Committed	0	258	0	0	353	0	0	0	0	0	0	0
Pass-By	0	-24	0	0	-57	0	0	0	0	0	0	0
2014 Non-Project Traffic	-	833	0	0	1604	3	1	0	4	0	0	0
Total Project Traffic	201	289	٧c	12	235	295	272	91	194	52	14	16
Buildout Total	202	1122	5	12	1839	298	273	16	861	52	14	91
												1

_			_	_	_			-		
Á	•	Right							91	16
Office Driveway	Westbound	Through							14	41
0		Left							52	52
		Right	10	4		23			157	194
Taylor Road	Eastbound	Through							91	16
		Left							272	272
		Right							295	295
U.S. 15-501	Southbound	Through	01	3	10	23	160	17	12	235
		Left							12	12
		Right							5	5
U.S. 15-501	Northbound	Through	16	9	9	39	117	14	16	289
		Left	16	8		40			137	201

North Neighborhood East Neighborhood West Neighborhood Central Neighborhood Traditional Neighborhood

North Garden South Mixed-Use Total

## INTERSECTION ANALYSIS SHEET

U.S. 15-501 @ Andrews Store Road PM PEAK HOUR

		U.S. 15-501			U.S. 15-501		An	Andrews Store Road	pao	An	Andrews Store Road	ad
		Northbound	•		Southbound			Eastbound			Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 3/16/2004	32	404			198	49	23		22			
Growth Factor	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
2014 Background Traffic	43	543	0	0	1165	99	31	0	30	0	0	0
Committed Projects												
Chatham Downs		126			123							
The Homestead												
Fearrington Village		132			230							
Total Committed	0	258	0	0	353	0	0	0	0	0	0	0
Pass-By	0	-24	0	0	-59	0	0	0	0	0	0	0
2014 Non-Project Traffic	43	LLL	0	0	1459	99	31	0	30	0	0	0
Total Project Traffic	193	252	4	12	258	211	152	16	128	43	23	91
Buildout Total	236	1029	4	12	1717	277	183	16	158	43	23	91

pac		Right							91	91
Andrews Store Road	Westbound	Through							23	23
And		Left							43	43
oad		Right			23	15	90			128
Andrews Store Road	Eastbound	Through Right							16	16
And		Left			9		117	3	26	152
		Right			10		161	4	36	211
U.S. 15-501	Soumpound	Through	20			46		13	172	258
		Left							12	12
		Right							4	4
U.S. 15-501	nanoam ioki	Through	32	14		62		11	116	252
		Left			39	12	127			193

North Neighborhood
East Neighborhood
West Neighborhood
Central Neighborhood
Traditional Neighborhood
North Garden
South Mixed-Use
Total

## INTERSECTION ANALYSIS SHEET

# South Access Road @ Andrews Store Road AM PEAK HOUR

	Park	Parker Herndon Road	oad	So	South Access Road	ad	An	Andrews Store Road	oad	And	Andrews Store Road	ad
		Northbound	•		Southbound	•		Eastbound			Westbound	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 9/9/2004	9		15					09	4	8	39	
Growth Factor	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
2014 Background Traffic	∞	0	70	0	0	0	0	18	5	11	52	0
Committed Projects Chatham Downs The Homestead	<u>.                                  </u>											
Fearrington Village												
Total Committed Pass-By	0	0	0	0	0	0 0	0 0	0	00	00	0	0
2014 Non-Project Traffic	8	0	20	0	0	0	0	81	5	11	52	0
Total Project Traffic	0	0	0	238	0	57	39	285	0		210	188
Buildout Total	8	0	20	238	0	57	39	366	5	12	262	188

oad		Right			8	4	176			188
Andrews Store Road	Westbound	Through			7	4	176	11	12	210
And		Left								
oad		Right					0			0
Andrews Store Road	Eastbound	Through			23	13	201	11	37	285
And		Left		1	2	5	31			68
paq		Right		2	5	15	35			57
South Access Road	Southbound	Through								0
Sol		Left			23	14	201			238
toad		Right								0
Parker Herndon Road	Northbound	Through Right								0
Park		Left								0

North Neighborhood
East Neighborhood
West Neighborhood
Central Neighborhood
Traditional Neighborhood
North Garden
South Mixed-Use
Total

## INTERSECTION ANALYSIS SHEET

# South Access Road @ Andrews Store Road PM PEAK HOUR

	Š	South Access Road	yad	So	South Access Road	ad	An	Andrews Store Road	yad	An	Andrews Store Road	ad
		Northbound			Southbound			Eastbound			Westbound	•
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 9/9/2004	4		9					28	5	10	09	
Growth Factor	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34	1.34
2014 Background Traffic	5	0	∞	0	0	0	0	38	7	13	81	0
Committed Projects Chatham Downs The Homestead Fearnington Village												
	0	0 (	0	0	0	0 (	0	0	0	0	0	0
rass-by 2014 Non-Project Traffic	0 %	<b>-</b>	⇒ ∞	0	0	0	0 0	0 %	0 /	0	0 18	0
~	, 2	0	) E	140	, 0	30	84	153	., ,	5 2	229	196
Buildout Total	7	0	11	140	0	30	48	191	8	15	310	196

oad		Right			25	14	143		14	106
Andrews Store Road	Westbound	Through			24	14	143	4	4	229
And		Left					2			,
oad		Right								_
Andrews Store Road	Eastbound	Through			14	7	102	3	27	153
And		Left		2	9	15	25			48
pad		Right		1	4	9	16			30
South Access Road	Southbound	Through Right								0
Sol		Left			15	8	102		15	140
paq		Right					3			3
South Access Road	Northbound	Through Right								0
Sot		Left					2			7

North Neighborhood
East Neighborhood
West Neighborhood
Central Neighborhood
Traditional Neighborhood
North Garden
South Mixed-Use
Total

## **Arterial Analysis**

	URB	AN STR	EET WO	RKSHEE	T #1			
General Information			Site In	ormatio	n			
Analyst <i>JTF</i> Agency/Co. <i>KHA</i> Date Performed <i>8/31/2004</i> Time Period <i>AM</i>		-	Urban Si Direction Jurisdicti Analysis	of Travel on	Andrews 8 East-bour 2014	Store Road ad	I	
Project Description: Briar Chape	ell							
Input Parameters								
Assistant Designation (II) T. 0.07				Segment	S			
Analysis Period(h) $T = 0.25$	1	2	3	4	5	6	7	8
Cycle length, C (s)	150.0							
Eff. green to cycle ratio, g/C	0.270							
v/c ratio for lane group, X	0.570							
Cap of lane group, c (veh/h)	330							
Pct Veh on Grn., PVG								
Arrival type, AT	4				<u> </u>			
Unit Extension, UE (sec)	0.0					<u> </u>		
Length of segment, L (mi)	2.00		<u> </u>					
nitial Queue, Qb (veh)	0							
Urban street class, SC	2	_	<u> </u>					
Free-flow speed, FSS (mi/h)	45							
Running Time, TR (s)	160.0	<u></u>		_	_			-
Other delay, (s)	0.0							
Delay Computation								
Uniform delay, d1 (s)	47.2	5.4	5.4	5.4	5.4	5.4	5.4	5.4
ncremental delay adj, k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Upstream filtering adj factor, I	1.000							
Incremental delay, d2 (s)	7.0	3.5	3.4	3.4	3.4	3.4	3.4	3.4
Initial queue delay, d3 (s)	0							
Progression adj factor, PF	1.008	0.256	0.256	0.256	0.256	0.256	0.256	0.256
Control delay, d (s)	15.5				<u> </u>			
Segment LOS Determinat	ion			***		•••		
Travel time, ST (s)	175.5							
Travel speed, SA (mi/h)	41.0	-						
Segment LOS	A		1			1		1
Urban Street LOS Determ								-
Total travel time (s)	175.5							
Total length (mi)	2.00							
Total travel speed, SA (mi/h)	41.0							
Total urban street LOS	47.0 A							
I Viai ulbali sileet LOS			anim of Maid					Version 4

HCS2000<sup>TM</sup>

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	URB.	AN STR	EET WO	RKSHEE	T #1			
General Information			Site In	ormatio	n			
Analyst <i>JTF</i> Agency/Co. <i>KHA</i> Date Performed <i>8/31/2004</i> Time Period <i>PM</i>			Urban Si Direction Jurisdicti Analysis	of Travel on	Andrews East-bour	Store Road ad	1	
Project Description: Briar Chap	el							
Input Parameters								
				Segments	s			
Analysis Period(h) $T = 0.25$	1	2	3	4	5	6	7	8
Cycle length, C (s)	110.0							
Eff. green to cycle ratio, g/C	0.210							
v/c ratio for lane group, X	0.370							
Cap of lane group, c (veh/h)	177							
Pct Veh on Grn., PVG								
Arrival type, AT	4							
Unit Extension, UE (sec)	0.0							
Length of segment, L (mi)	2.00							
Initial Queue, Qb (veh)	0							
Urban street class, SC	2							
Free-flow speed, FSS (mi/h)	45							
Running Time, TR (s)	160.0							
Other delay, (s)	0.0					<u> </u>		<u> </u>
Delay Computation		_						
Uniform delay, d1 (s)	37.2	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Incremental delay adj, k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Upstream filtering adj factor, I	1.000					<u>-                                    </u>		
Incremental delay, d2 (s)	5.9	4.1	3.4	3.4	3.4	3.4	3.4	3.4
Initial queue delay, d3 (s)	0							
Progression adj factor, PF	1.048	0.256	0.256	0.256	0.256	0.256	0.256	0.256
Control delay, d (s)	4.9	10,200	0.200	10			1	
Segment LOS Determinat			<u> </u>		1.			
Travel time, ST (s)	164.9							
Travel speed, SA (mi/h)	43.7		<u> </u>		1			
Segment LOS	A A				<del>                                     </del>		-	
Urban Street LOS Determ				<u> </u>				
Total travel time (s)	164.9					·		
Total length (mi)	2.00							
Total travel speed, SA (mi/h)	43.7							
, , ,								
Total urban street LOS	<u> </u>							

HCS2000<sup>TM</sup>

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	URB	AN STR	EET WO	RKSHEE	T #1			
General Information			Site In	formatio	n			
Analyst <i>JTF</i> Agency/Co. <i>KHA</i> Date Performed <i>8/31/2004</i> Time Period <i>AM</i>			Urban S Directior Jurisdict Analysis	of Travel on	Mann's Ci East-bour 2014	hapel Road nd	<i>d</i>	
Project Description: Briar Chape								
Input Parameters								
Analysis Period(h) $T = 0.25$				Segments	3			
Analysis Period(II) 1 = 0.25	1	2	3	4	5	6	7	8
Cycle length, C (s)	150.0							
Eff. green to cycle ratio, g/C	0.280							
v/c ratio for lane group, X	0.140							
Cap of lane group, c (veh/h)	74							
Pct Veh on Grn., PVG								
Arrival type, AT	4							
Unit Extension, UE (sec)	0.0			ļ	_			-
Length of segment, L (mi)	2.00	_						
Initial Queue, Qb (veh)	0		<u> </u>			<u> </u>		
Urban street class, SC	2			<del> </del>			<del>- </del>	_
Free-flow speed, FSS (mi/h)	45			<u> </u>	<u> </u>	1		
Running Time, TR (s)	160.0			<del>-  </del>				
Other delay, (s)	0.0			<u></u>		<u> </u>		
Delay Computation				- <u> </u>	1	T		1
Uniform delay, d1 (s)	40.5	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Incremental delay adj, k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Upstream filtering adj factor, I	1.000							
incremental delay, d2 (s)	3.9	4.4	3.4	3.4	3.4	3.4	3.4	3.4
Initial queue delay, d3 (s)	0							
Progression adj factor, PF	1.001	0.256	0.256	0.256	0.256	0.256	0.256	0.256
Control delay, d (s)	40.3							
Segment LOS Determination	on							
Travel time, ST (s)	200.3							
Travel speed, SA (mi/h)	35.9							
Segment LOS	A				1	1		
Urban Street LOS Determin	nation							
Total travel time (s)	200.3							
Total length (mi)	2.00							
Total travel speed, SA (mi/h)	<i>35.9</i>							
Total urban street LOS	Α							

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	URB	AN STR	EET WO	RKSHEE	T #1					
General Information	Site In	Site Information								
Analyst JTF Agency/Co. KHA Date Performed 8/31/2004 Time Period PM			Urban S Directior Jurisdict	Urban Street <i>Mann's Chapel Road</i> Direction of Travel <i>East-bound</i> Jurisdiction Analysis Year <i>2014</i>						
Project Description: Briar Chap	el									
Input Parameters										
Analysis Period(h) $T = 0.25$				Segment	S					
Allalysis Fellod(II) 1 = 0.25	1	2	3	4	5	6	7	8		
Cycle length, C (s)	110.0									
Eff. green to cycle ratio, g/C	0.140									
v/c ratio for lane group, X	0.330									
Cap of lane group, c (veh/h)	83									
Pct Veh on Grn., PVG										
Arrival type, AT	4									
Unit Extension, UE (sec)	0.0		٠.							
Length of segment, L (mi)	2.00									
Initial Queue, Qb (veh)	0									
Urban street class, SC	2									
Free-flow speed, FSS (mi/h)	45									
Running Time, TR (s)	160.0		_							
Other delay, (s)	0.0				1					
Delay Computation										
Uniform delay, d1 (s)	42.6	5.4	5.4	5.4	5.4	5.4	5.4	5.4		
Incremental delay adj, k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		
Upstream filtering adj factor, I	1.000									
Incremental delay, d2 (s)	10.3	4.2	3.4	3.4	3.4	3.4	3.4	3.4		
Initial queue delay, d3 (s)	0				1					
Progression adj factor, PF	1.088	0.256	0.256	0.256	0.256	0.256	0.256	0.256		
Control delay, d (s)	43.6									
Segment LOS Determinat			I							
Travel time, ST (s)	203.6									
Travel speed, SA (mi/h)	35.4						<del> </del>			
Segment LOS	A			<del> </del>						
Urban Street LOS Determ		<u>.</u>			•	· · · · · · · · · · · · · · · · · · ·		-1		
Total travel time (s)	203.6					<del></del>				
Total length (mi)	2.00									
Total travel speed, SA (mi/h)	<i>35.4</i>									
, , , ,										
Total urban street LOS	<u> </u>									

 $HCS2000^{\mathrm{TM}}$ 

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## Arterial Level of Service: EB Andrews Store Road

	Arterial		principality of the provided blue and out indicated in the control of the control	Signal	Travel		Arterial	
Cross Street	Class	SCHOOL STATE OF STATE	ed Time 45 265.7		Time (s)		and the second section of the section of the second section of the section of the second section of the sec	* LUS
U.S. 15-501 Total	<u> </u>		45 265.7 265.7	15.5	281.2	3.3	42.5	A

## Arterial Level of Service: EB Mann's Chapel Road

	Arterial .	Flow Running		- Travel			2005E4005945385400543.000
Cross Street	Class	Speed Time	Delay		(mi)	Speed	LOS
U.S. 15-501		45 413.5	40.3	453.8		41.5	<u> </u>
Total	1	413.5	40.3	453.8	5.2	41.5	В

## Arterial Level of Service: EB Andrews Store Road

	Arterial	Flow Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed Time	Delay	Time (s)	(mi) -		LOS
U.S. 15-501		45 265,7		270,6	3.3	44.2	<u> A</u>
Total	11	265.7	4.9	270.6	3.3	44.2	Α

## Arterial Level of Service: EB Mann's Chapel Road

Cross Street	Arterial Class			Travel Time (s)		Arterial Speed	Arterial LOS
U.S. 15-501		45 413,5	43.6	457.1	5.2	41.2	В
Total	f	413.5	43.6	457.1	5.2	41.2	В

## **Traffic Count Data**

## Briar Chapel 011270015

9/9/04

Counted: JP

Stop Sign on Parker Herndon Road Weather: Clear

File Name: AndrewsParker

Site Code : 00024051 Start Date : 9/9/2004

Page No : 1

Groupe	Printed-	1 _	Unshifted

	Parker	Herndon	on Rd.				Andrews Store Rd.			Andrews Store Rd.			
	Fro	m South	i	Fro	om North	1	From West			From East			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	0	0	0	0	0	0	13	0	0	3	1	23
07:15 AM	5	0	2	0	0	0	3	11	0	0	11	2	34
07:30 AM	2	0	3	0	0	0	1	20	0	0	16	4	46
07:45 AM	2	0	1	0	0	0	0	16	0	0	9	1	29_
Total	15	0	6	0	0	0	4	60	0	0	39	8	132
08:00 AM	3	0	0	0	0	0	0	7	0	0	2 8	1	13
08:15 AM	4	0	1	0	0	0	0	10	0	0	8	2	25
08:30 AM	5	0	0	0	0	0	0	10	0	0	3	1	19
08:45 AM	2	0	1	0	00	0	0	44	0	0	9	3	19 76
Total	14	0	2	0	0	0	0	31	0	0	22	7	76
*** BREAK ***													
04:00 PM	3	0	0	0	0	0	4	6	0	0	11	3	27
04:15 PM	1	0	0	0	0	0	0	3	0	0	8	5	17
04:30 PM	0	0	1	0	0	0	1	3	0	0	8	6	19
04:45 PM	0	0	0	0	0	0	1	44	0	0	21	1	27_
Total	4	0	1	Ö	0	0	6	16	0	0	48	15	90
05:00 PM	2	0	2	0	0	0	1	9	0	0	10	3	27
05:15 PM	1	0	0	0	0	0	1	9	0	0	12	2	25
05:30 PM	3	0	2	0	0	0	2	6	0	0	17	4	34
05:45 PM	4	0	5	0	0	0	1	5	0	0	11	1	27
Total	10	0	9	0	0	0	5	29	0	0	50	10	113
Grand Total	43	0	18	0	0	0	15	136	0	0	159	40	411
Apprch %	70.5	0.0	29.5	0.0	0.0	0.0	9.9	90.1	0.0	0.0	79.9	20.1	
Total %	10.5	0.0	4.4	0.0	0.0	0.0	3.6	33.1	0.0	0.0	38.7	9.7	

## Briar Chapel 011270015

9/9/04

Counted: JP

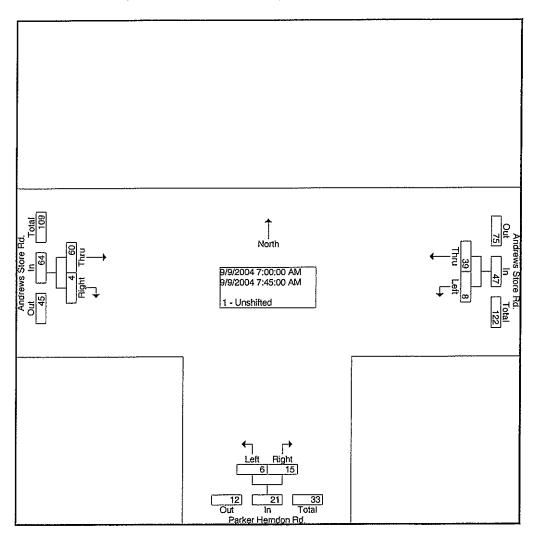
Stop Sign on Parker Herndon Road Weather: Clear

File Name: AndrewsParker

Site Code : 00024051 Start Date : 9/9/2004

Page No : 2

	Pa		erndon South	Rd.		From North			Andrews Store Rd. From West				А	ndrews From	Store F n East	₹d.	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Fro	m 07:00	AM to	12:30	PM - Pea	ak 1 of 1											,	
Intersection	07:00 /	MΑ															
Volume	15	0	6	21	0	0	0	0	4	60	0	64	0	39	8	47	132
Percent	71.4	0.0	28.6		0.0	0.0	0.0		6.3	93.8	0.0		0.0	83.0	17.0		
07:30 Volume	2	0	3	5	0	0	0	0	1	20	0	21	0	16	4	20	46
Peak Factor																}	0.717
	07:15	MA			6:45:0	MA 0			07:30	AM			07:30	ΑM			
Volume	5	0	2	7	0	0	0	0	1	20	0	21	0	16	4	20	
Peak Factor				0.750				l				0.762				0.588	



## Briar Chapel 011270015

9/9/04

Counted: JP

Stop Sign on Parker Herndon Road Weather: Clear

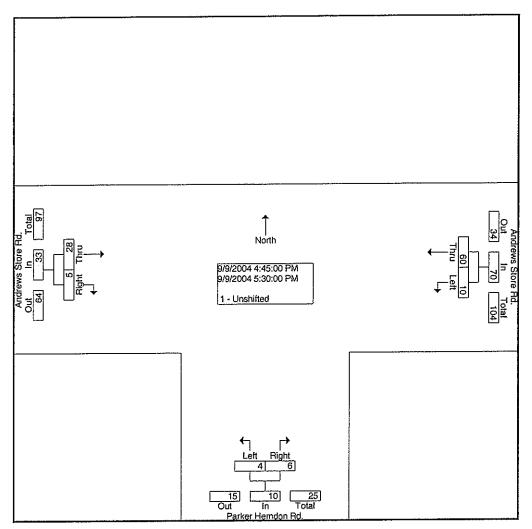
File Name: AndrewsParker

Site Code : 00024051

Start Date : 9/9/2004

Page No : 3

	Pa		erndon South	Rd.	From North			Andrews Store Rd. From West				Α	ndrews From	Store F East	₹d.	<del></del>	
Start Time	~	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Fro	m 12:4	5 PM to	05:45	PM - Pea	ık 1 of 1											1	
Intersection	04:45	PM											_				440
Volume	6	0	4	10	0	0	0	0	5	28	0	33	0	60	10	70	113
Percent	60.0	0.0	40.0		0.0	0.0	0.0		15.2	84.8	0.0		0.0	85.7	14.3		
05:30	3	0	2	5	0	Λ	0	n	2	6	0	8	0	17	4	21	34
Volume	J	v	_	J	Ū	U	·		_	•	•	-	_				0.004
Peak Factor																	0.831
High Int.	05:30	PM							05:00	PM			04:45				
Volume	3	0	2	5	0	0	0	0	1	9	0	10	0	21	1	22	
Peak Factor				0.500								0.825				0.795	



U.S. 15-501 &
Old Lystra Road
(Revised)

····	<u>مر</u>	4	4	<u></u>	ί.	ı	
	- ₹	•	1		*	*	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	<b>*</b>	个个	7	<b>ች</b>		termente i lunimita esti miestera (1800-en 2006) paraket at urb
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	and the second of the second o	
Lane Width (ft)	12 0%	12	12 0%	12	12	12 0%	PRESERVE CONTROL CONTR
Grade (%) Storage Length (ft)	0 /0:	0	1114 Q <b>U/0</b> 5	250	325		
Storage Lanes		1	HERODANS		0 <u>2</u> 0		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	हें हो है है । क्षेत्र से प्रकार के स्थान के साम के स्थान के किया है । इस साम के सम्मान के सम्मान के सम्मान क इस है है । क्षेत्र से सम्मान के सम्मान क
Leading Detector (ft)	50	50	300	50	50	300	
Trailing Detector (ft)	0	0	0	0	0	0	
Turning Speed (mph)	15	9		9	15	10 32 - 1(2) 4 (2, 5)	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539	e exercitare de la contradare en la completación de la completación de la completación de la contradación de l
Flt Permitted	0.950	1-00	1500 P		0.053	0500	
Satd. Flow (perm)	1770	1583 Yes	3539	1583	99	3539	
Right Turn on Red Satd. Flow (RTOR)		1 es 24		Yes 118			
Link Speed (mph)	45		55		allystals.	55	
Link Distance (ft)	997	e nachteniste	1757		0.713,1000 11711 KEY	1434	2011年2月2日 日本公司 (1922年日日日本) (1922年日日本) (1922年日日本) (1922年日本) (1922年年年年年年年日本) (1922年年年年年年年年年年年年年年年年年年年年年年年年年年年年年年年年年年年
Travel Time (s)	15.2		21.6			17.8	
Volume (vph)	39	22	1898	106	58	692	- gently-r-g-g-mandel-r-s-f-mandel-r-s-g-mandel-r-s-f-man
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)	oskobernosir dens						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	100% 2%	100% 2%	100% 2%	100% 2%	100% 2%	100% 2%	
Heavy Vehicles (%) Bus Blockages (#/hr)	~ . ∠ /o 0	~ <i>∠</i> ⁄∘∕ 0	0	- 27° 0	-	~ /° . 0	。 [1] [1] [1] [1] [1] [1] [1] [1] [1] [1]
Parking (#/hr)				u in inclusivation	STATE SHOES	ingrigations	
Mid-Block Traffic (%)	0%	SHI (1907) THE SERV	0%	5130113211KS242X7	Selvinista teita	0%	的感情的情况。可以是是这个产生的这种的特色。这种特殊的是自然的 (English ),这种是一种的特殊的。
Lane Group Flow (vph)	43	24	2109	118	64	769	
Turn Type		m+ov	L	m+ov	pm+pt	8 (A-90) (D-90) (A-10) (A-10)	t before the state of the second seco
Protected Phases	8	1	2	8	1	6	
Permitted Phases	uncon unibata filipata	8	i in accordant and materials	2	6	0-8 10-8 - 20-8 W/S- <u>81</u> 10-5 W	rakisti akkumbu orastot ee koreeeske meestaat ora kortsaat oras akkumatii kassa karkii kii sakealii orasta k
Detector Phases	8		2	8		6	
Minimum Initial (s)	4.0 24.0	4.0 13.0	4.0 24.0	4.0 24.0	4.0 13.0	4.0 24.0	
Minimum Split (s) Total Split (s)	24.0 16.0	13.0	24.0 121.0	24.0 16.0	13.0	24.0 134.0	
Total Split (%)	11%	9%	81%	11%	9%	89%	
Yellow Time (s)	4.7	4.0	4.7	4.7	4.0	4.7	kanda ka manan da da kanda na manan da kanda da manan da manan da manan da manan da manan da manan kanda da ma Manda ka manan da ma
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag		Lead	Lag		Lead	FIG. 17 Office Market No.	
Lead-Lag Optimize?		Yes	Yes	S CE	Yes	Pokaniel Se	
Recall Mode	None		Coord	None	None	Coord	regis erintendi e albere i las com ande el al manda al cologica es architectures el cologica de
Act Effct Green (s)	11.9	23.9	122.5	137.9	132.1	132.1	
Actuated g/C Ratio	0.08 0.31	0.16 0.09	0.82 0.73	0.92 0.08	0.88 0.34	0.88 0.25	
Uniform Delay, d1	65.1	0.0	6.8	0.0	1.1	1.4	
Delay	65.1	18.1	9.8	0.4	8.3	0.4	
LOS	Е	В	A	Α	A	Α	entre with the contract of the section of the secti
Approach Delay	48.3		9.3	agsagnson 230 Garair		1.0	
Approach LOS	D		Α			Α	

	€	•	Î	1	-	¥	
Lane Group	WBL '	WBR	NBT	NBR	SBL	SBT	
Queue Length 50th (ft)	40	0	470	0	2	13	
Queue Length 95th (ft)	82	28	672	m9	17	16	matura. Protago estrutos como otros estranos outros de consensor de co
Internal Link Dist (ft)	917		1677			1354	
50th Up Block Time (%)	and their or through any fath	ann anna tagailte an a	e disemperate per este	10006788897087TH		e vindent tegen folice (5)	namen en en artagon por entrega en esta politico por algos de en entre da entre de esta esta esta entre está d
95th Up Block Time (%)		turus ki					
Turn Bay Length (ft)	rasniena Santenasion	n www.terares.com	opa e ilizares en o	250	325	Sidentifikases tida raiki	Rodonisko i vasas premi kralom mortu, Spakos pokraju meto ne kinos graju popravjem i Skiel (Ostanii Skielinia)
50th Bay Block Time %	BARIMAR		8%		alo lei smeni		
95th Bay Block Time %	PTREESERS CONTRACTOR		21%	SINGPANISA	alaisiteksi	uksharato. T	
Queuing Penalty (veh)			17				
Intersection Summary							
Area Type: O	ther	arderrapists usarebila		gram okortan Gulda di Index			<ul> <li>A service of the control of the contro</li></ul>
Cycle Length: 150							
Actuated Cycle Length:	150						
Offset: 0 (0%), Referenc	ed to pha	ise 2:N	BT and	6:SBTL	., Start	of Green	The control of the section of the control of the co
Natural Cycle: 90			i de la com				
Control Type: Actuated-0	Coordina	ted				en e la constituir (la constituir de la co	ni tongoni podnosti i svjenovnogo nim tiki o nogobeno tenspino ni di kljevne vodetetovno kolo (1,1266)

Intersection LOS: A

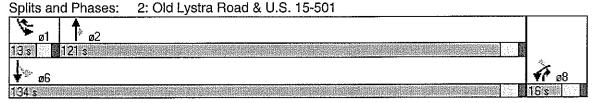
ICU Level of Service C

2: Old Lystra Road & U.S. 15-501

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

Maximum v/c Ratio: 0.73 Intersection Signal Delay: 7.9

Intersection Capacity Utilization 75.2%



	•	•	†	<i>/</i> *	<b>/</b>	1	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	#	ተተ	<b>7</b>	*	<b>ት</b> ት	exponentem menses times enternomes, contrabación y sociología el presentación de la MANGERIA.
Ideal Flow (vphpl)	1900 12	1900 12	1900 12	1900 12	1900 12	1900 12	
Lane Width (ft) Grade (%)	0%	<b>اک</b> محمد محمد محمد محمد	0%	14	<b>ے ا</b> 2007 کی 100	0%	
Storage Length (ft)	0	0	n al recitation	250	325	electronia e	nnegen dan biske statisk i dan dia campisa dan en kaminisk etta ansuma etta basta att an distraction sed femolia
Storage Lanes				(S. 1.			
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	enemiskosky prografik pod rejstopovadoru delektráció fektrákk outstal.
Leading Detector (ft) Trailing Detector (ft)	50 0	50 0	300 0	50 0	50 0	300° 0	
Turning Speed (mph)	15	9		9	15		
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539	11 GB sucked from the Beautiful Heart of Control of the history of the State of Control of Heart of Government of the Beautiful Heart of Control of Heart of Heart of Control of Heart of Control of Heart of Control of Heart of Control of Heart of Heart of Control of Heart
Flt Permitted	0.950				0.138		
Satd. Flow (perm)	1770	1583	3539	1583	257	3539	**************************************
Right Turn on Red Satd. Flow (RTOR)		Yes 42		Yes 70	MEZWYS		
Link Speed (mph)	45		55			55	
Link Distance (ft)	997		1757	241 42max 11 max 22 57 ft	3703517015170170	1434	Part of the first of the provided for the following wealth of the provided for the provided
Travel Time (s)	15.2		21.6			17.8	
Volume (vph)	116	38	1148	63	<b>17</b>	1950	
Confl. Peds. (#/hr) Confl. Bikes (#/hr)	vijalijalisle						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	- 2%	2%	2%	
Bus Blockages (#/hr) Parking (#/hr)	0	<b>0</b>		0	<b>0</b> 500000000000000000000000000000000000	0	
Mid-Block Traffic (%)	0%	Mister Research	0%	\$100 (A.D.O.O.		0%	
Lane Group Flow (vph)	and the second second second second second	42	1276	70	19	2167	
Turn Type		om+ov		pm+ov	Solution was part of the art of	und herr stoot bestern diger	ner serri glej inguas slagej erurej lankej kolone nagoring i despetatorne jarekstiki politek
Protected Phases Permitted Phases	8	1	4 2	8	0.44.07 <b>1</b> 4	6	
Detector Phases	8	8 1	2	2 8	6 1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	。 1983年2月1日日本民共和国的共和国的共和国的共和国的共和国的共和国共和国共和国共和国共和国的共和国的
Minimum Split (s)	16.0	13.0	16.0	16.0	13.0	16.0	
Total Split (s)	23.0	17.0	70.0	23.0	17.0	87.0	erra Calentares da como españo de la compaño da como de la como de Como de la como de la c
Total Split (%) Yellow Time (s)	21% 4.7	15% 4.7	64% 4.7	21% 4.7	15% 4.7	79% 4.7	语言共同,如果是强烈的人,但是一个人的人,但是一个人的人,但是一个人的人的人,但是一个人的人的人的人,但是一个人的人的人的人的人,但是一个人的人的人的人的人,但 第一天,我们就是一个人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	
Lead/Lag	Maria Para di La Cara Tarra T	Lead	Lag	2000010 (0000AD 20)	Lead	HERVING FARAS	and an extensive selection to the execute the continuor production for the result of t
Lead-Lag Optimize?		Yes	Yes		Yes	elise de la	
Recall Mode	None		Coord	None	But well also to a section the	Coord	
Act Effct Green (s) Actuated g/C Ratio	16.4 0.15	29.0 0.26	75.0 0.68	94.4 0.86	87.6 0.80	87.6 0.80	
v/c Ratio	0.13	0.09	0.53	0.05	0.06	0.77	
Uniform Delay, d1	42.9	0.0	8.7	0.0	2.3	5.9	y granicas consoles pro professional deserva entre operator, ser ten contra deserva frendesida permento. Depri de de la contra del la contra della c
Delay	42.4	8.6	2.4	0.0	4.2	14.2	
LOS	D 34.1	A Maragara	A 2.2	A Marianan		B 14.1	
Approach Delay Approach LOS	34.1 C			kirili (Sabil		14.I B	nugungaga nahah saman sagah bilah bahin an bahin bilah Abbin sasah Sabin bilah sa
pp. 00011 200			,,				

	*	*	<b>†</b>	~	1	<b>↓</b>	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Queue Length 50th (ft)	84	. 0	31.	0	4	677	
Queue Length 95th (ft)	141	26	36	m0	m5	798	anannan en magaliman sapa kalamentak an an en an
Internal Link Dist (ft)	917		1677			1354	
50th Up Block Time (%)	filmitelijasini		Guternijayes.	11 24 CD 9 S10 CB 2	Mes antista	erograficae, etaloacero	A particular de l'accompany de l'accompany de l'accompany de l'accompany de l'accompany de l'accompany de l'ac
95th Up Block Time (%)							
Turn Bay Length (ft)	RANNAL ACTUAL	aseksakkesis (	austro-proce	250	325	20%	ALEGO 1982 1982 1983年第7日至15年3月1日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日
50th Bay Block Time % 95th Bay Block Time %		aliang agent	2%			20 <i>/</i> % 21%	
Queuing Penalty (veh)			e z 70		amonto inc	Δ176 Δ12	
To the second							
Intersection Summary							
Area Type: O	ther	12225				H.E. BEKSSESSES	and a street of the control of the c
Cycle Length: 110			ny deny reference	netuanum maa	nalswa.ee.ee		Tradition of the contract of t
Actuated Cycle Length: 1			O.NIDT	2-40.0	DTI C		
Offset: 100 (91%), Refer	encea (	) pnase	2:NB1	and 6.5	DIL, 5	an or Greer	
Control Type: Actuated-0	Cordina						
Maximum v/c Ratio: 0.77		neu Millian					
Intersection Signal Delay	PANCE NICES	nahaaloob	atasisiko)	in	tersecti	on LOS: B	mindra principa di mangrapi da kapata 100 di principa 100 km 100 di principa 100 km 100 km 100 km 100 km 100 k Internationale di mangrapi da kapata 100 km 100 di principa 100 km 1
Intersection Capacity Util	A DISCONOMINATED A CORPORATION OF THE PERSON	73.7%		And have been a common transport		l of Service	Charles and the same of the control
	kera zaki Kalaya da	Name ( California )	(S) (SBS) (S) (SSS)	1077:027635000	han on one of the	egaleralizablerida - • •	ett, protestat setta et per ett av en en ett ett ett ett ett ett ett ett e

Splits and Phases: 2: Old Lystra Road & U.S. 15-501

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



U.S. 15-501 &
Mann's Chapel Road
(Revised)

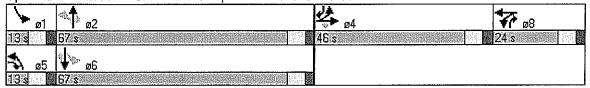
	۶	-	*	•	←	*	4	†	<i>/</i>	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	<b>†</b>	7	ሽሽ	<b>^</b>		75	ተተ	*	ሻ	ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	10	10	11	12	11	11	12	11
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		100	150		0	450		300	450		300
Storage Lanes	2			2		0	1		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15	ich garagi Baragi	9	15		9	15		9	15		9
Satd. Flow (prot)	3433	1801	1531	3433	1533	0	1711	3539	1531	1711	3539	1531
Fit Permitted	0.950			0.950			0.277			0.062		
Satd. Flow (perm)	3433	1801	1531	3433	1533	0	499	3539	1531	112	3539	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	decrees de Armento		106	anna na antaona ao	62	V 10 . Jun 2 . B. 1700	a a a secondo de como d	e a militario di si soni estre	61	::::::::::::::::::::::::::::::::::::::	nan e a na salat en a Austr	57
Link Speed (mph)		45			45	1903 Harris († 1916) 1864 - Ales Salts		55			55	
Link Distance (ft)		4538	. L. Sewit - mylenela sa	eron bekenn librato debia be	1000	LESS TO SERVICE CONTRACTOR	o pomena a neno o provedentale e	2585	e i kina nana kana kana kana kana kana ka	and all and a service of the service	795	rs, maples of heavy one, loss,
Travel Time (s)		68.8			27.3			74.3			12.1	
Volume (vph)	403	67	95	46	15	56	40	1580	70	50	618	51
Confl. Peds. (#/hr)	rii. Svals		Maring H		51 (SA) (A)	and dans.		āni da	Šako di	Ballis Pali		
Confl. Bikes (#/hr)	end cago parament except p	a, I, conserver from interescent t	Noware foundational terrograms, 2 pr	na kanadaha ka Garada da sa	koner one, new honey charge exerce ()	age Biologick And Book Million (1975)	na seria de servicio de	s Donated Revolt to Med		y considera renon esperanços;	ul no content describer	e guas, energy sectors.
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	∞.2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	O Production of the product	0	0	0	0
Parking (#/hr)				. German					Linke States			
Mid-Block Traffic (%)	ingen er ingen er	0%	A CONTRACTOR	narrozazona e	0%	was their some in	sienaren sartegeigere.	0%	tak sa rayan n <u>a man</u> aka	row file Order 1278 t	0%	a particular <u>muniti</u>
Lane Group Flow (vph)	448	74	106	51	79	0	44	1756	78	56	687	57
Turn Type	Split	a galar a sun agramma per un	om+ov	Split	nas apare to real amage.	rmetaco entre tes tus	pm+pt	rigal de Nathere	though admiraches nabel	pm+pt		om+ov
Protected Phases	4	4	5	8	8		5. h	2	8		6.	4
Permitted Phases	Novi inadeboa etra saciola e	turos arruptos acesas.	4	ng tang ang Magawa di <u>ta</u> digi sa	na tara-patkan appe <u>nd</u> ana	e este va viltoria e e e e e e	2	stely write event	2	6	Sparkovice Loca	6
Detector Phases	4	4	.5	8	8		5	<u> </u>	8		6	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	13.0	24.0	24.0		13.0	24.0	24.0	13.0		24.0
Total Split (s)	46.0	46.0	13.0	24.0	24.0	0.0	13.0	67.0	24.0	13.0	67.0	46.0
Total Split (%)	31%	31%	9%	16%	16%	0%	9%	45%	16%	9%	45%	31%
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	o ineutices	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	arranan da	2.5	2.5	2.5	2.5	2.5	2.5
Lead/Lag	cientenii (in		Lead		yawameado	USKONOTIONSUUS	Lead	Lag	domenovilesko	Lead	Lag	
Lead-Lag Optimize?			Yes∈				Yes	Yes		Yes	Yes	Niema
Recall Mode	None	None	None	None	None			Coord	None		Coord	None
Act Effct Green (s)	27.2	27.2	37.1	12.5	12.5		98.8	90.8	104.0	98.3	88.3	118.5
Actuated g/C Ratio	0.18	0.18	0.25	80.0	0.08	xx448842311321X	0.66	0.61	0.69	0.66	0.59	0.79
v/c Ratio	0.72	0.23	0.23	0.18	0.43		0.11	0.82	0.07	0.31	0.33	0.05
Uniform Delay, d1	57.8	52.4	0.0	63.9	13.7		8.1	24.2	1.0	8.3	15.7	0.0
Delay	57.3	51.1	4.6	63.0	20.8		7.0	24.9	1.2	13.2	14.2	1.6
LOS	E ososatore	D	A Januarana	E	C	304,200,54,100,000	A parametra	C	A Seesamasses	B	В	A
Approach Delay		47.7			37.3			23.5			13.2	unionedición Significado
Approach LOS		D			D			С			В	

	<b>≯</b>		•	•	<b>←</b>	*	4	<b>†</b>	1	1	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	216	63	0	24	16		13	461	4	12	182	0
Queue Length 95th (ft)	262	106	36	45	69	s Love a consider com	m24	#1050	m9	43	262	24
Internal Link Dist (ft)		4458			920			2505			715	
50th Up Block Time (%)	and make the ball of a		To be a state from a state of the	ya yanna <b>anna</b> nnan	Mengra yaya e weza wa ji a awa ba di	843 vol. (1,5,5,5,5)	***********************	manumanan a waasangayaa ay	* 6: 82 * 2295 (\$ 21-118	5-101-731 <b>3</b> 0-081.081	o o o o o bog begreger's a r's	21 1 M 10 2 M 10 M 10 M 10 M 10 M 10 M 1
95th Up Block Time (%)					Transport Vicinia	ienshibies						
Turn Bay Length (ft)	300		100	150	and in which have not	ovo erra i mruvirare	450	e a notativa ve ve alto displaca e e e	300	450	ana ni mananakanan	300
50th Bay Block Time %					With the state of			eneuskiek				101000000
95th Bay Block Time %	MATATORIC CONTRACT	n was stower Markey		::::::::::::::::::::::::::::::::::::::	eri <b>co</b> ntractic	er nahiji danes	orania antonia	32%		onioso etanti	karasul@auku@nyi	recordada de la composição
Queuing Penalty (veh)		SEXTENSES.										
Intersection Summary	and the same											
Area Type: Ot	her		kudionini Sukuliyati	i fir it of the extent Jely Sign (Grant)		markveten Kunnak					Vindovije voje. Vindovije voje	
Cycle Length: 150	mp 440-2-2-7-1 (			and the second second								
Actuated Cycle Length: 1	50		ing ningh		ijkizacio							
Offset: 54 (36%), Referer	nced to	phase 2	::NBTL	and 6:SI	BTL, St	art of G	reen	Maria Cristiana Malesa. II				
Natural Cycle: 85							gris i					
Control Type: Actuated-C		ated	a seconda en como	e cellular and a cellular a		an respectively a consection	en enda et ado e a attre en te	ranna alimba bulun an Musakis	and the articles of the second	Chatte e haveaun me care	. I se a chee month the serve	
Maximum v/c Ratio: 0.82	电心电声 化亚硫氢氢氯化氯氯氯化 机铁铁矿											
Intersection Signal Delay		et orrow like an wester tells in the in-	e receive en un con-			on LOS	contract and the second	AUGUST: 0077701 N.T.	is and iron production (1984).	et for hatte to strott	nationale (national	15(4KH410-7)
Intersection Capacity Util				part to the family of the second	1. 18 1 4 1 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	of Serv	vice C					
# 95th percentile volum	e excee	eds capa	acity, qu	ieue ma	y be lor	nger.	operate e a caracter e y c	ande sym e kanten kanten y	rte studytosedMatset	的第三个月5季 书子成于红月5岁之	states to determine	Every-formatic

Splits and Phases: 3: Mann's Chapel Road & U.S. 15-501

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

Queue shown is maximum after two cycles.



	۶	<b>→</b>	*	•	<b>←</b>	*	•	<b>†</b>	<i>&gt;</i>	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኻጘ	*	7	<b>ት</b> ነት	1,		*	<b>ተ</b> ተ	7	<b>*</b>	♠♠	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	10	10	11	12	11	11	12	11
Grade (%)		0%	retablished Facilities	i carantaria O estados	0%	4-31/27 å 113 53 (4 ) 50 k		0%			0%	
Storage Length (ft)	300	elik oligini ison ibi uzbilarika uroloni	100	150	ma a King Picifen i asaridi Edgi fi is,	0	450	****	300	450		300
Storage Lanes	2	hemiye.		2		0			vikili di	1		Vilent
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	- 50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	3433	1801	1531	3433	1634	0	1711	3539	1531	1711	3539	1531
Fit Permitted	0.950		grandan	0.950			0.067			0.175	na Cosamia	
Satd. Flow (perm)	3433	1801	1531	3433	1634	0	121	3539	1531	315	3539	1531
Right Turn on Red	andropenialis Byllokelisis		Yes			Yes			Yes	je UE zahan II.a. Sizaz a dekambu		Yes
Satd. Flow (RTOR)			42		25				38			274
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		4538			1000			2585	Ave. 1 M. 1 / 1 / 1 / 1 / 1	(Address	795	NATE OF THE REAL PROPERTY.
Travel Time (s)		68.8	ij enge		27.3		edikindike	74.3			12.1	
Volume (vph)	155	75	69	159	110	73	145	975	34	140	1629	247
Confl. Peds. (#/hr)	li dikali din ka			163 (25) 1634 (15)		logo gradens Areka da Mend		gentia ce de Vivolesconi				enecia kir Katroonik
Confl. Bikes (#/hr)				rou per mercena con la militari da la	mandren medi amadarida ad	to and other states of the		on the grant of the state of th	g ky, mg vy imson ngoji vo v l	a pangal sahidipaanghyisifis M	no i a va p v <b>va me nov</b> prin	war- we an ampropropriety
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	. 2%	2%	2%	2%	2%	2%	2%	. 2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	O	0	0	0	0	0
Parking (#/hr)											acaulus de Rusalensas	
Mid-Block Traffic (%)	estra e estera frontena da	0%	postano aprovinciano de la co	en antonione de ma	0%	anerocal turns	a kaj je regenditim doja je je	0%		i Sur englishtet mentenga	0%	aga a garaga dan ng
Lane Group Flow (vph)	172	83	77	177	203	1997 (CO	161	1083	38	156	1810	274
Turn Type	Split	comment of the secretary and the second of	om+ov	Split	no transportation and the	ni i brawazano, calina	pm+pt		pm+ov	pm+pt	CARRON SOSSESSES	om+ov
Protected Phases	4	4	5	8	8		5,	2	8	sanial.	6	mun <b>4</b>
Permitted Phases	en en serven a verse de	The same of the sa	4 <u></u>	ga phophala too acabana <u>a a</u> abha	nes profesivants <u>n</u> aca		2	ere e regresse e e	2	6	ar eterreberkert.	6
Detector Phases	4	4	5	8	8		5	2	8		6	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	16.0	13.0	16.0	16.0		13.0	16.0	16.0	13.0	16.0	16.0
Total Split (s)	16.0	16.0	13.0	18.0	18.0	0.0	13.0	63.0	18.0	13.0	63.0	16.0
Total Split (%)	15%	15%	12%	16%	16%	0%	12%	57%	16%	12%	57%	15%
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	399601128635	4.7	4.7	4.7	4.7	4.7 2.5	4.7
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.5	2.5	332 (352) HISTORY (\$155)	2.5
Lead/Lag		ettalekki	Lead		reservatere	PAKKANIA.	Lead Yes	Lag	inguragou	Lead Yes	Lag Yes	Lagranda Lagranda
Lead-Lag Optimize?	None	None	Yes	None			and the second of the second s	Yes	None	Confederation 2 visited Physics	Coord	Mono
Recall Mode	None	None	None	None	None	::::::::::::::::::::::::::::::::::::::		Coord 60.2	None 75.2	None 70.2	60.2	None 76.0
Act Effct Green (s) Actuated g/C Ratio	12.8	12.8	22.8	15.0	15.0		70.2 0.64	0.55	75.2 0.68	70.2 0.64	0.55	76.0 0.69
	0.12 0.43	0.12 0.40	0.21 0.22	0.14 0.38	0.14 0.83	KWANIMA.	0.64	0.56	0.04	0.48	0.93	0.09
V/c Ratio	0.43 45.2	45.0	10.22	43.2	40.4		ປ./ 3 19.3	16.2	0.04	6.8	23.1	0.0
Uniform Delay, d1	45.2 45.5	45.0 45.5	12.1	43.2 43.6	54.4		37.8	12.7	0.9	10.9	ر. دے 37.3	2.9
Delay LOS	45.5 D	- 13 CH211 SAR 24 SARAN	اا B	2 fe se dougla broad and	. 20 2.75 23 0 10 10 10 0 0 0 0 0 1		STAN MANAGEMENT	اک. <i>ا</i> B	0.9 A	. го.э В	ین. D	و.ع A
Approach Delay		D 37.8		<b>D</b> Magazintan	D 49.4	19474279	D	15.5	ggangan.		31.2	
Approach LOS	Aleki deniki li	ు/.o D			49.4 D	emaine) k	aiguniuh	10.0 B		aups liappai	31.∠ C	
Approach LOS		<u></u>			U			נו			<u> </u>	

	<b>≯</b>	<b>→</b>	7	•	<b>←</b>	*	*	<b>†</b>	<i>&gt;</i>	1	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	ŇBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	59	55	15	. 59	125		36	308	4	60	648	29
Queue Length 95th (ft)	93	105	46	94	#251	to de la la la Marie de 100	#165	167	m0	m70	#785	m46
Internal Link Dist (ft)		4458			920			2505			715	
50th Up Block Time (%)	sanatinijanina		etementan ur		100000000000000000000000000000000000000	omianomeanuais	00000000000000000000000000000000000000	: C1/247 (271/21/20) ( /	CACHIISEII	rantoaktaaa	antigrakkosa	areas (Types)
95th Up Block Time (%)				450			450			450	19%	200
Turn Bay Length (ft) 50th Bay Block Time %	300	14619420266	100	150	vindrojenia.	KOKOSMSNAN	450	aras en aux cus	300	450	37%	300
95th Bay Block Time %			arallaters	iewetkizki)	42%		Sanstari) Ga			regit in distinct	36%	thosis (Ado
Queuing Penalty (veh)	aneniya.		iningstr		36					Militari	228	
resistant de la company de la										-9 (1 - 1 ) (1 - 1 - 1 ) - 1		
Intersection Summary							Establish deliberati		500 (620) (100)	na kata da kat	n composition la	0.0000000000000000000000000000000000000
7412.525 (2.2413.643).745 (2.2423).255 (2.2423).255 (2.2423).755 (2.2423).	her					di Bana			nelijensi.		inielievino.	lapsylade.
Cycle Length: 110	100000	akerari.		939/02/44/12/03	Misingutaini	Jana (Santa)	255555665	15.65.222.225.11	ukininga.	EDDINGER KRAME		lasuurai
Actuated Cycle Length: 1 Offset: 61 (55%), Referer	contrated to the second	nhaca 2	)·NIQTI	and 6.9	ETI C	tart of C	≧roon		SUNEFUL.			
Natural Cycle: 90		pilase z		and o.c	JD IL, O							
Control Type: Actuated-C	oordina	ited	347 <b>9</b> 9285945737		Elektrik (de 1819)	PS-19441#908744	STABIONSIA III	315 49 (34 M) \$1 to	History (Strike)	465°V(96) ##8(46°	Editor and co	(2) (2) (2)
Maximum v/c Ratio: 0.93									erdyentka Zanki ka			
Intersection Signal Delay	28.6	tiveto Bustania	e Produce and official following	Ir.	ntersecti	on LOS	5: C	* ** 20° 8.20 EV ****	oto til sta til standarde.	411-0494-415-170	12 c. 2.1.4.10 11.27.10 141.1	
Intersection Capacity Util				alle the all facts that the factors	CU Leve	Consultation of their same of the first	vice D		dinye.		grádatála (	
	The state of the s											
Queue shown is maxir							Ministra		adalah k			
m Volume for 95th perc	entile q	ueue is	metere	d by up	stream	signal.						

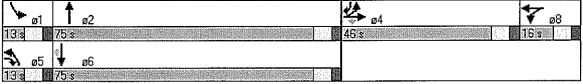
3: Mann's Chapel Road & U.S. 15-501 Splits and Phases:



	۶	<b>→</b>	<b>\</b>	<b>*</b>	4	*	4	†	<i>&gt;</i>	1	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች ች	<b>*</b>	7 ·	<u>ነ</u>	<b>\$</b>		*	ተተጐ		ሻ	<u>ተ</u> ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	مر 1900	1900	1900	1900	1900	1900	1900	1900
	12	12	12	12	12	12	12	12	12	12	12	12
Lane Width (ft)	1 <b>2</b> 1870/1978	0%	ے ا 1437 (1432)		0%			0%	ے ا پارچون میں میں		0%	7 P T
Grade (%)	EOO	U /o	100	150		0	450	VI (24 O 70 )	0	450	W11W194/90	375
Storage Length (ft)	500	awin sutat		150	90899905	0	400	essemmentes	0	430 1290101418	maki unteres	373 1414
Storage Lanes	2			31.4.27.4.84.27.6.507.7.3.		115 - philip 21, 10 2 24 1 - \$1	THE SECTION OF	3.0	3.0	3.0	3.0	3.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.U Aliasansas	5.0 50	300°	5.0 50
Leading Detector (ft)	50	50	50	50	50	HENGTHEN!	50	300		and the second of the second	Age SQUARE A Contract	promise and environmental
Trailing Detector (ft)	<b>0</b> gstjatioog <u>e</u> zek	0	0	0	0	enwa tempese	0	0		0	<b>0</b> W 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 9
Turning Speed (mph)	15		9	15	Arla Širi	9.	15	henill	9.	15		INVESTIGATE ALLEGATION
Satd. Flow (prot)	3433	1863	1583	3433	1643	0	1770	5060	0	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1643	0	1770	5060	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	Lucian de la		80	N 1 1 2 2 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1	62	ent anna menter and re-	and the rate of	4	rainar Leevaala sidon	ann an taitheataca	an arresta acción	256
Link Speed (mph)		45			45	navistraci Maria		45		i de la composition de la composition La composition de la	45	
Link Distance (ft)		4538			1000			2585			795	Forest or Parish
Travel Time (s)		68.8		ndeisk is:	27.3			74.3			12.1	
Volume (vph)	757	67	141	46	15	56	63	2138	70	50	1215	230
Confl. Peds. (#/hr)	Colling with						1890 Vagotila I 2001 Vagotila	or mancharta Sympolicyme				
Confl. Bikes (#/hr)	entrate de la contrata del contrata de la contrata de la contrata del contrata de la contrata del la contrata del la contrata de la contrata del la contrata de la contrata	13-11-12-12-12-1	recover 20 Months and 11 o	21142 14242 4 3455417444 1		208 014 22 44 45 51 14 14 1						
Peak Hour Factor	0,90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		Barra Curata	0%	\$1570 KR1VIELKET	Halagar (Albert 1965) (1965)	0%	anago e Corcardo	Name of the State	0%	(943)34986835
Lane Group Flow (vph)	841	74	157	51	79	0	70	2454	0	56	1350	256
Turn Type	Split	CAN US US NOT THE WAS AN	pm+ov	Split			Prot	Secures Same (Co.)	v:30030415 <b>3</b> 330	Prot	Section of the Section Con-	pm+ov
Protected Phases	39iii 4	4	5	- Opin	8	an in Thi	5	2	HERIOAR		6	4
Permitted Phases			4					4			wantes	6
and the second s	4	4	5	8	8		5	2	vikimiliriz	20504 <b>3</b> 70	6	New Section 1
Detector Phases	Annewale Market de	or reported with some states	Committee of the Control of the	\$100 CANADA CANA	SCIDE CLEOPELE MANERAL		4.0	4.0		4.0	4.0	4.0
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0			and the control of the second	Social such Act	13.0	24.0	24.0
Minimum Split (s)	24.0	24.0	13.0	24.0	24.0		13.0	24.0				46.0
Total Split (s)	46.0	46.0	13.0	16.0	16.0	0.0	13.0	75.0	0.0	13.0	75.0	
Total Split (%)	31%	31%	9%	11%	11%	0%	9%	50%	0%	9%	50%	31%
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7		4.7	4.7	nosta atentos	4.7	4.7	4.7
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lead/Lag	the transfer designed and the second	Andrews and the state of the second	Lead	*******	es au anos novas de	Vogage karte og gede et er	Lead	Lag	Jan-100 gan 1,78 g 1,11 d an	Lead	Lag	(1. n.z. (3.2) / \$5 n.
Lead-Lag Optimize?			Yes		4606		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	of the and and a transfer to the first of		Coord	or magnetical territoria		Coord	None
Act Effct Green (s)	42.3	42.3	52.2	11.8	11.8		10.1	76.6		10.1	74.0	119.3
Actuated g/C Ratio	0.28	0.28	0.35	80.0	0.08		0.07	0.51		0.07	0.49	0.80
√c Ratio	0.87	0.14	0.26	0.19	0.42		0.59	0.95		0.47	0.54	0.20
Uniform Delay, d1	51.3	40.3	11.6	64.7	13.9		68.0	36.0	******	68.6	26.1	0.0
Delay	53.2	40.3	11.6	64.4	21.4		81.1	32.3		60.1	23.6	0.8
LOS	D	D	В	E	C	a a na manazar estit	F	С	and the second	Ε	С	Α
Approach Delay		46.2		ningelennster Med Historia	38.2			33.7			21.3	
Approach LOS	yang partamban bilah	D	-1414511150473	epageis 1/54717	D	yaantatiitti	control of the Physical Addition	C	ga para 19 km ti pitki sii tiibiilii	era i si si septisi di di	C	er ragios entrare i

	۶	<b>→</b>	•	*	<b>←</b>	*	4	<b>†</b>	<b>/</b>	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	403	54	41	24	16		65	750		54	261	
Queue Length 95th (ft)	487	97	85	47	71	analanda sa cay	m75	#996	aran i kale i kurur be kalif	103	327	17
Internal Link Dist (ft)		4458			920			2505	December December		715	
50th Up Block Time (%)	agayatenga dis	nga namata		0846 <b>2</b> 08233779	anderskie				alestische	Markettini		
95th Up Block Time (%) Turn Bay Length (ft)	500		100	150	Asset Andre		450			450		375
50th Bay Block Time %						Mana		10%	instancu (1959 Kirikurusia		o esta en esperantes. Sa esta en esta esta esta en esta	
95th Bay Block Time %		5V-5535-878-5712-67-5-5	50X   5535625155.	Hollostida/ing	RECONSIDER OF	: Distribation (Nascy)	0/09/15/0009/0007	18%	1011111034074305014	STREET PROPERTY OF	na la la la Grada de Contra	102002276333
Queuing Penalty (veh)								10				
Intersection Summary												
and the country of th	ther			31:08 re : : : 11:17:148561		antananisa Kashiridan						
Cycle Length: 150	e terronia, e conocia y si	nanitra a distributa da suo	us caluma en vibaldanus do	. National de Rottes	2,45,24 <b>5</b> 000-42,47,47	Seales and a seales of	eperturas de inc	entre la tata esta	and the state of t	* 12-11-11-12-14-1-1-1-1-1-1-1-1-1-1-1-1-1		province
Actuated Cycle Length: 1			AIDT	- 0.00	www.							
Offset: 52 (35%), Referen	ncea to	pnase 2	::NBI a	na 6:58	ı, Start	or Gree	en	ienskastans)		(tributstissus) Violenteitesus	upanusi	
Natural Cycle: 85 Control Type: Actuated-C	`oordin:	atod										(abistical
Maximum v/c Ratio: 0.95					side (partie)			1.450/1973/51:4	LEO 251801/150/	150 (1285)457(4)	Canasta Canasta	icomposta Sexabledo
Intersection Signal Delay	表現の表現をはいないのである。	24de 7447255 975 475	240 (804 Dept (1914)	int	ersection	on LOS	: C	Control of Section	201 MARINE ACRES NATUR	16314) 6314(823) 491	1,445 M 124 A 12 1	s Links right for the
Intersection Capacity Util		91.6%	edheria gji	∘ V IC	U Level	of Serv	vice E					
# 95th percentile volum				ieue ma	y be lor	nger.	an talaa aa heedda a tas	rawn , i'r afaiddw, aefadrino, i'r	entratura estatul e estado como de	the Book on the books water ou	krit skare s de Alta de erist ma	ta an
Queue shown is maxi				ri di ka				e obelija.		de distrib		ARRE
m Volume for 95th perc	entile q	ueue is	metere	d by ups	tream s	signal.						

Splits and Phases: 3: Mann's Chapel Road & U.S. 15-501



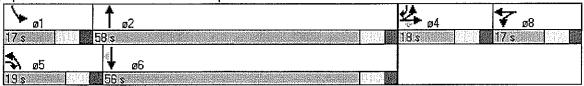
	*	<b>→</b>	•	*	₩-	*	4	†	<i>&gt;</i>	1	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>ን</b> ና የኖ	<b>*</b>	7	ሻሻ	<b>\$</b>	Sant (1000)	*	<b>ተ</b> ተኩ		*	ተተተ	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	saargestaanse Saarenaarens	0%			0%			0%			0%	
Storage Length (ft)	500	- 6,5 60 20 82 22 21 11 11 11 11 11	100	150	and the second	0	450	2011-04-00-00-00-00-00-00-00-00-00-00-00-00-	0	450	25-12 K. 12 1.150-13 2.051.154.154.15	375
Storage Lanes	2		1/4-14	2	arca Wei	0	1		0	1   1   1   1   1   1   1   1   1   1		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50		50	50	sa Singa	50	50	50
Trailing Detector (ft)	0	0	0	0	0	,	0	0	19	0	0	0
Turning Speed (mph)	15		9	15	rin costaviska. Gradini 6000	9	15		9	15		9
Satd. Flow (prot)	3433	1863	1583	3433	1751	0	1770	5070	0	1770	5085	1583
Fit Permitted	0.950		Medicinis	0.950	Marking	Made Hall	0.950		AREUSUA	0.950		
Satd. Flow (perm)	3433	1863	1583	3433	1751	0	1770	5070	0	1770	5085	1583
Right Turn on Red			Yes	W.S.A		Yes			Yes			Yes
Satd. Flow (RTOR)	and the second second second second	S. Layer a servine greener at	30	a (440 pr ) 11	25			4				236
Link Speed (mph)		45			45			45	HDEXÊN SERVÎ GELEVEN GOVE		45	
Link Distance (ft)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	4532			1000			2585	, , ,	,	795	
Travel Time (s)		68.7	grahaha)	14/1/2/4/1	27.3			74.3			12.1	
Volume (vph)	354	75	99	159	110	73	193	1532	34	140	2169	575
Confl. Peds. (#/hr)		yan sasanik Gasarali 45a							utero kartiščias Visuosiosiosi			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	∞ 2%	2%	2%	2%	2%	- 2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		925) (20 ap 25) 32 (21 ap 25)						9,5 5719 15 15 15 15 15 15 15 15 15 15 15 15 15 15 15 15 15 1	en e		evosinies Automos	
Mid-Block Traffic (%)		0%			0%		· · · · · · · · · · · · · · · · · · ·	0%			0%	and the second second
Lane Group Flow (vph)	393	83	110	177	203	0	214	1740	0	156	2410	639
Turn Type	Split	ŗ	om+ov	Split	and the second continues.	h. kelir kalarna k'izala	Prot	manage way it in a commence of the second	real terromberio	Prot		om+ov
Protected Phases	4	4	4.00	8	8		5	2		<b>.</b>	6	. 4
Permitted Phases		and the season depth and the season	4	tores a mel various	and the second second second	and the second second second	re not burn subseems on a	enanodos alta escuelena	va 2 10 24 10 10 10 10 14 10 14 10 10 10 10 10 10 10 10 10 10 10 10 10		kantan was same endere	6
Detector Phases	. 4	4	5.	8	8		5	<b>2</b>		1	6	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	eranen kannen kulonen era	4.0	4.0	to catanatember with	4.0	4.0	4.0
Minimum Split (s)	16.0	16.0	13.0	16.0	16.0		13.0	16.0		13.0	16.0	16.0
Total Split (s)	18.0	18.0	19.0	17.0	17.0	0.0	19.0	58.0	0.0	17.0	56.0	18.0
Total Split (%)	16%	16%	17%	15%	15%	0%	17%	53%	0%	15%	51%	16%
Yellow Time (s)	4.7	4.7	4.7	4.7	4.7	ricinationiaca, in	4.7	4.7	assa wartinga da sa	4.7	4.7	4.7
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lead/Lag	ti da ekkano bila isik	不少数 横线性法线性处	Lead		and the professional and the con-		Lead	Lag	this town sees at	Lead	Lag	V313072181315.
Lead-Lag Optimize?			Yes				Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	01501000000000000000	ATT ACT AND ADDRESS AND ADDRESS OF \$1.	Coord	LO DESCRIBERO TO DESCRI	None	a a w e nameno. And mademit also	None
Act Effct Green (s)	15.0	15.0	31.0	14.0	14.0		16.0	55.0		13.9	53.0	71.0
Actuated g/C Ratio	0.14	0.14	0.28	0.13	0.13	ausmintinass stavista	0.15	0.50	don Wilawa o Mar	0.13	0.48	0.65
v/c Ratio	0.84	0.33	0.24	0.41	0.83		0.83	0.69		0.70	0.98	0.58
Uniform Delay, d1	46.3	42.9	13.5	44.2	40.9	eggispovental Ha	45.7	20.9	ANGENE SEEDS	45.9	28.1	6.2
Delay	52.9	43.6	13.8	44.5	54.4		59.7	14.0		46.7	29.8	9.5
LOS	D S MOTERATION	D	B Skoweniu	D	D	ning Gillowa sa Banasa Sang Gillowa sa Banasa	E	B	1555533113000	<b>D</b> www.www.	C	A
Approach Delay		44.2			49.8			19.0			26.6	
Approach LOS		D			D			В			С	

H:\PN\011270015\synchro\Revised\For CD 1\Buildout PM Prot.sy6 JTF kimleylvl7-ff51

Synchro 5 Report Page 1

	<del>*</del>	<b>→</b>	*	1	*	4	4	†	1	<b>&gt;</b>	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	141	54	31	60	125		162	128		105	645	197
Queue Length 95th (ft)	#218	102	65	95	#251	and the New York	m#210	205	e 27 Taning en ike	m100	m617	m176
Internal Link Dist (ft)		4452			920			2505			715	
50th Up Block Time (%)		erionalisi k			a krzinka politika d		TENERICALINA	n has concepted as	anders beraand	nigatis (1874)	eliananina	
95th Up Block Time (%)	500		100	150			450	ana langkak	HINDUNIA P	450		375
Turn Bay Length (ft) 50th Bay Block Time %			100	130	uralia (Ta)	9475375170VB	430 Sissowenie				17%	
95th Bay Block Time %	inverse en	Germani (	i seovini Milli		42%		9757-1524-07				15%	1281811411
Queuing Penalty (veh)	ing paga			and Vale	36	ana	kolovičky (				25	
Intersection Summary												
THE A SHALL SHOW WHEN THE SHOW WHAT I SHALL SHOW THE PROPERTY OF THE SHOW T	ther	of the group of the second	Sania Nasi Ang	State of the St	a lett dage (nebe)			z allesario e			2.7337566764	ASSESSED 151
Cycle Length: 110		PHBRASACK	(61)}223577839203	ntripy and bit	110000000000000000000000000000000000000	(5)  S00(401174)	enter in New York	BANK CATERIANS	ROPETE (SAME	Master Charles	201001104611649	ore extended to
Actuated Cycle Length:	110		915219454		i de Kris	g grigg				ng pagg		ili dikulik
Offset: 61 (55%), Refere	nced to	phase 2	2:NBT a	nd 6:SI	3T, Star	t of Gre	een	en i en man en man en		r aregi n. e. ni sa ben er bensemmen).	t - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	TOTAL CATER
Natural Cycle: 90	Kale de de											
Control Type: Actuated-0		ated	en e	strantorease:	eventrictionsh	r59205738805131	estogaveteletatel	esperatora esta e	100500000000	one i Materialia	i ove <b>ks</b> alakking	908/88/0125Yo
Maximum v/c Ratio: 0.98	rang makisaka kabupaten 1975a	162725344	o independental in		ntersecti							
Intersection Signal Delay Intersection Capacity Uti	STATES OF THE PARTY OF THE PART	04 A0/			itersecti CU Leve				ionizaskiei			
# 95th percentile volum			acity or				I VIUG L		YIEMANIKI			
Queue shown is maxi						. (1)						
m Volume for 95th per				d by up	stream	signal.	ing galagerer geographis plane in di	11 876617 KIN (SV) 25 7 715	a to englisa (1 o galas) e o	19章 46章 T. (17) 4 F. A. (18) 4 G. E. (18) 5.	જુ અના કાળ ભાગ ભાગ હિલ્લોનું કહ્યું કર્યું નહતા.	nesjeralitijet.

Splits and Phases: 3: Mann's Chapel Road & U.S. 15-501

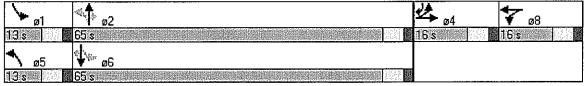


U.S. 15-501 & Taylor Road (Revised)

	*		7	•	←	*	1	<b>†</b>	<i>&gt;</i>	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>ት</b> ት	1,		ካ	<u>\$</u>		*	<b>ተ</b> ተ	7	ካ	<b>ት</b> ት	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200	Marka Marina	0	0	i salan Zabur.	0	400	y bilitir (da Graza, da )	50	325	y, Pula a I, Philas a Programa Si	325
Storage Lanes	2		0			0	******* <b>T</b>		164718 <b>1</b> 6			61841
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		. 50	50		50	300	50	50	300	50
Trailing Detector (ft)	0	0	a make da sa aga sha ballati shi sa	0	0	Se district persone in spire	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15	ornasien augr	9	15		9
Satd. Flow (prot)	3433	1604	0	1770	1622	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950		ANG EN	0.950			0.065			0.135		
Satd. Flow (perm)	3433	1604	0	1770	1622	0	121	3539	1583	251	3539	1583
Right Turn on Red			Yes	1944   1947 1944   1947		Yes			Yes			Yes
Satd. Flow (RTOR)	Care Committee Cold Color Color	183	Section to payer and a	- 12 may - 11 2 - 12 3 - 14 4	101	ELE TO THE SECOND TO THE TENT			2		,	331
Link Speed (mph)	ia del compos A salias en c	35			25			45	4194599515 3.014535125		45	
Link Distance (ft)		1000		,	292			488			1197	
Travel Time (s)		19.5			8.0			20.1			14.0	
Volume (vph)	273	16	198	52	14	91	202	1122	5	12	1839	298
Confl. Peds. (#/hr)					60 100 - 65 151							
Confl. Bikes (#/hr)												er en manage san e besk b
Peak Hour Factor	0.90	0.90	ੋ 0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	∞ 2%	2%	2%	2%	- 2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%	P. aa . iu	and the opening of the	0%		. Notice of the second	0%	d tille var tilte i e e e
Lane Group Flow (vph)	providence and the Walter Street Spring and the Street Street Street	238	0	58	117	0	224	1247	6	13	2043	331
Turn Type	Split	o ta kene tar er eraktr	usate term there en a	Split	, marginer, journ my stacks :	sacroperate to a test fact	pm+pt	ZOSE BERTTUR SESSENDEN MICH. 2	Perm	pm+pt	46 314 - 1 10 4 4 4 1 1 4 1 4 4	om+ov
Protected Phases	4	4		<b>8</b> .	8		5	2		1007 sa <b>1</b> 16	6,	4
Permitted Phases	lancoaperoh prindensa	1879-87813-87081ES-7	ateger fa gradeta ja mate sike	A BARCE ALBERT SEA SERVED	on other and the second	e filler endy on eth man en et e	2	ng ing growth of growth and a state of significant	2	6	Den satisfación <u>a</u> com	6
Detector Phases	4	. 4.		8.	8		5	2	2		6	4
Minimum Initial (s)	4.0	4.0	costs fitosbasivati	4.0	4.0	orgyssies	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0		22.0	22.0		13.0	22.0	22.0	13.0	22.0	22.0
Total Split (s)	16.0	16.0	0.0	16.0	16.0	0.0	13.0	65.0	65.0	13.0	65.0	16.0
Total Split (%)	15%	15%	0%	15%	15%	0%	12%	59%	59%	12%	59%	15%
Yellow Time (s)	4.0	4.0	e etkete o neet	4.0	4.0	1961ana (2591a)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	sinistici	estate (		: 30 c d'a marendo es co.	og i tak instrukció El i számászvásá	natakan karin:	Lead	Lag	Lag	Lead	Lag	rowekskie
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	STANK PERMIT	None	None		None	MARKAGE STREET, ST. S. S. S. ALBERT ST.	Coord	and the second second and sections	Coord	None
Act Effct Green (s)	13.0	13.0		11.4	11.4	of state like the	76.1	74.1	74.1	72.4	63.6	79.6
Actuated g/C Ratio	0.12	0.12		0.10	0.10		0.69	0.67	0.67	0.66	0.58	0.72 0.27
V/c Ratio	0.75	0.68	agraelanii (C	0.32	0.45		0.96	0.52	0.01	0.05	1.00	NEW PROPERTY OF STREET
Uniform Delay, d1	46.9	10.3		45.7 45.4	6.1		26.3	11.6 16.1	5.0 14.0	5.5 6.0	23.1 46.2	0.0 2.0
Delay LOS	49.6	13.1 B		College Carlot a solo 19 allocations	12.2		62.4 E	10.1 B	ι4.υ Β	υ.σ Α	40.∠ D	∠.∪ A
CONTRACTOR	D matasas	33.5		<b>D</b> skapaten	B 23.2			23.1			39.8	
Approach LOS		_33.5 C	(ADDITED		and a sind make a final property of a	paster/satio		23. ا C	Maring and Affi	saystilitik	აყ.ი D	
Approach LOS	,	U			С			U			U	

	<b>≯</b>	<b>→</b>	<b>Y</b>	4	1	†	/	<b>/</b>	Ļ	1
Lane Group	EBL	EBT E	BR WBL	WBT	WBR NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	108	36	38	10	109	227		4	~784	16
Queue Length 95th (ft)	#164	121	79	65	m#267	496	m6	m4	#943	m40
Internal Link Dist (ft)		920		212		408			1117	
50th Up Block Time (%)	•							P. T. V. C. P.	and a summary many	
95th Up Block Time (%)				2.2060		15%				
Turn Bay Length (ft)	200	announce of the late of the department of the binary	man de la parte e e comme de la confirmación de la facta e la composición	de annotation de la constitución	400	A reference at Indication	50	325	Louis Armount to hear the care	325
50th Bay Block Time %		a Lushiei	9, 01 (22, 24, 5) (5)	i jikupo			Salandin.		38%	
95th Bay Block Time %	or power and community	terletationer kommunist		ezwajanen girenna.	romā saudema appretu datum Nationil datum.	16%	newstarestari	155121014378CS415C	42%	ACTOR SON
Queuing Penalty (veh)	andraise Anastria				n de la composition de la composition La composition de la	114			5	為相談
Intersection Summary										
Area Type: O	ther		S vis vivido la trica	g makasi						
Cycle Length: 110										
Actuated Cycle Length: 1										
Offset: 2 (2%), Reference	ed to pha	ase 2:NB	TL and 6:SB	TL, Start	of Green	y skulj i promutanni, usabi r	ence y constructor and co	tradicts 769 dame	on with the limit of the state	or at the diffets
Natural Cycle: 90		E PER							şiğeniye.	
Control Type: Actuated-C		ted	algrid (for experience ages, or ARS & Monotonia). Note that	trakijsta injestracji si	大大学 建设计 14 · 11 · 12 · 12 · 12 · 12 · 12 · 12 ·	an sing order conflictoral bas	o a sheet to be a total	esta esta esta esta esta esta esta esta	- 1 MOTES ESSENTIAL SEC-	ng maga perjesipe kangganah
Maximum v/c Ratio: 1.00	48 (2014) (2014) (2014) (2014)	en gladada e		a. Hillion		Alemandari (	mina jedil	Modeller)		
Intersection Signal Delay	AND RESERVOIR SHOULD A COLUMN		NAMES OF THE PERSON OF THE PER	o menu em une alvano mune do Alexan	n LOS: C	71175000000	REAL PROPERTY OF THE	2.001 HT VIE 119	u salebanni	
Intersection Capacity Util			grant and and the contract to the contract of	et gradus an elangual particular de como formal e i de la	of Service E					
<ul> <li>Volume exceeds cap</li> </ul>				imite.	taranga yang da kasayan da sa kasayan basasa		Henry Lelonde			
Queue shown is maxi				ov bo los	gor			SECTION OF THE SECTIO		
# 95th percentile volum Queue shown is maxi				ay be luli	ger.					
140 DELL CONTROLOS RECEDES MENTANDOS PRESENTANDES ESTANDAN DE CONTROLOS PER CONTROLOS DE CONTROL				etroam e	ianal	::::::::::::::::::::::::::::::::::::::		(Pridition	eretaeliko	nun
m Volume for 95th perc	cume di	700 IO III	erelea ny ar	ou can b	ignal.					

Splits and Phases: 6: Taylor Road & U.S. 15-501

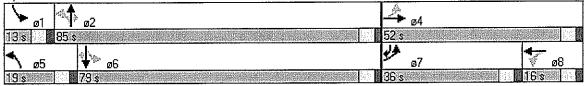


U.S. 15-501 & Andrews Store Road (Revised)

	<i>&gt;</i>	<b>→</b>	*	•	₩	•	*	<b>†</b>	<i>*</i>	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካ	1>		75	<b>1</b> >	·	ሻ	<b>*</b>	7	**	ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500	27 x g 112 + ++ 2 g 1 + 1 + 1 + 2 f	0	50	active group of property or the training	0	425		0	350		350
Storage Lanes			0	1		0				1		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	SHEW S	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	11.2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1595	0	1770	1609	0	1770	3539	1583	1770	3539	1583
Fit Permitted	0.604			0.561			0.235			0.053		
Satd. Flow (perm)	1125	1595	0	1045	1609	0	438	3539	1583	99	3539	1583
Right Turn on Red		LEDWIKH	Yes		kojetji k	Yes	16.50		Yes			Yes
Satd. Flow (RTOR)		208			19				30			298
Link Speed (mph)	analtika ka	45			25	AOSHAMENA Devestasia		45			45	
Link Distance (ft)		2102			343			696			1096	of April Area and the Control
Travel Time (s)		31.8			9.4		91/11/2	10.5			20.1	
Volume (vph)	327	13	284	6	2	17	198	1707	46	124	753	268
Confl. Peds. (#/hr)			Alamai Gua		are la se				profession			
Confl. Bikes (#/hr)	7 - 4 - 30 - 17 - 10 - 10 - 10 - 10 - 10 - 10 - 1										and the break to a Party San	PART MEN, MANNEY
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	<b>2%</b>	2%	2%	2%	2%	2%	2%	2%	- 2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												isparie
Mid-Block Traffic (%)		0%			0%		en the law ansers weren a	0%	NICHES NICH LONG CONTRACTORS	and the second second second second	0%	sanco nel codel.
Lane Group Flow (vph)	363	330	0	7	21	0	220	1897	51	138	837	298
Turn Type	pm+pt			Perm		and the second second second second	pm+pt	nand media ina beganingga	Perm	pm+pt	are to the composite Hillshop	vo+mc
Protected Phases	7	4			8	strential	5			s liberati	6	7
Permitted Phases	4			8		and a second of the second of the	2	den en seus es et acces	2	6	BLANT DOLONG CONTACT	6
Detector Phases	7	4	Cicocofono Cicocofono	8	8		5		2	1	6	7
Minimum Initial (s)	4.0	4.0	o do a company accombo a pre-	4.0	4.0	NAMES AND RESIDENCE	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0		22.0	22.0		13.0	22.0	22.0	13.0	22.0	22.0
Total Split (s)	36.0	52.0	0.0	16.0	16.0	0.0	19.0	85.0	85.0	13.0	79.0	36.0
Total Split (%)	24%	35%	0%	11%	11%	0%	13%	57%	57%	9%	53%	24%
Yellow Time (s)	4.0	4.0	occión side desemble e or	4.0	4.0	enne wysysten i dynia	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead		oloofs tribible to state of the sate of	Lag	Lag	Notes in the discovery likely	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	I k. o. Loro into const. I della	None	None	tostravitosterá i ciereis			Coord	None	and the second of the second o	None
Act Effct Green (s)	40.1	40.1		9.8	9.8		103.3	90.9	90.9	97.2	87.2	122.3
Actuated g/C Ratio	0.27	0.27	计信息字符数符号 法表面经证据 斯雷	0.07	0.07	National Control of the Control of t	0.69	0.61	0.61	0.65	0.58	0.82
v/c Ratio_	0.83	0.57		0.10	0.17		0.52	0.88	0.05	0.78	0.41	0.22
Uniform Delay, d1	48.4	15.6	uoding <b>ytti</b> ngt	68.1	6.4	arenersage	8.9	27.2	5.3	30.2	18.5	0.0
Delay Police Colored	49.8	15.5		65.5	27.1		9.4	24.1	7.0	50.7	21.6	ું 1.8 ^
LOS	D salahazi ah-ahar.	В	i taning ali ar eller vi	E	C	950\$#EFFEEEE	A Bedeletater	C	A Begge, cortograpia	D	C	A edstaties
Approach Delay	esi ikida	33.5	S. Franc		36.7			22.2			20.1	
Approach LOS		С			D			С		· · · · · · · · · · · · · · · · · · ·	С	

	۶	<b>→</b>	*	•	4	*	4	<b>†</b>	1	<b>&gt;</b>	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	312	94		68 (84) <b>7</b> (3	2		62	304	4	106	217	0
Queue Length 95th (ft)	421	189	recessioner	24	31 263	98911.08050	m103	#1100 616	m13	#203	323 1016	81
Internal Link Dist (ft) 50th Up Block Time (%)		2022	2.8448256		<b>400</b>	SVE FALSE		1%	throthonis			
95th Up Block Time (%)	a a property				(Sugaria)			9%	a projection			
Turn Bay Length (ft)	500	olel and the second following	10. 303. 200 doe 10.0 Maj.	50	ranizaro a cha ha latan	aventerate boosts	425	on with the	kertor Wilden ist	350	renvellinktson.	350
50th Bay Block Time % 95th Bay Block Time %					es exerc		100000000000000000000000000000000000000	3% 27%	janganga Janganga	gsdaejar		ewision.
Queuing Penalty (veh)								116				
Intersection Summary	university-teller											
Area Type: Ot	her		100 E		4, 4, 5, 4					SUELS:	N (4 ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	
Cycle Length: 150	643254043384044	ramina a de salaban 4.30 ya	produced by the believe by		A Sangar Sagar Mayor grant Pri	er triban i de art gebre ser	n and a street of the state of	and a single day of the single single		And the stable between		
Actuated Cycle Length: 1					ODTI C	10 H						
Offset: 134 (89%), Refere Natural Cycle: 90	encea t	o pnase	2:NB11	L and 6:	obil, S	tan oi	Green	50240688			xustranto Escribido	NAME OF THE
Control Type: Actuated-C	oordin	ated	[SHU[S4] ] S				1995.8906450	. Jana ja	iidkistiptee	Postor Proces	Rocchell Fillest e	milkamistika.
Maximum v/c Ratio: 0.88										s tet etter på til Storesent 200	usilian 1892. Haraban	
Intersection Signal Delay		00.00%			ersectic U Level					Ciblis Serení		
Intersection Capacity Utili # 95th percentile volum			acitv. di	t fig for all the carbon and but many	Committee and the second of the second	CARROLINA PERSONAL	VILE E					91120111
Queue shown is maxir												
m Volume for 95th perc	entile o	queue is	metere	d by ups	stream s	ignal.						

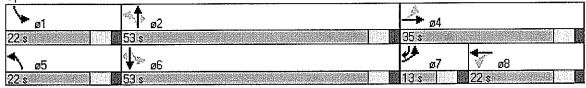
Splits and Phases: 7: Andrews Store Road & U.S. 15-501



	۶		*	1	<b>←</b>	*	*	Ť	1	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	肾	<b>}</b>		ሻ	<b>^</b>		ሻ	<b>ት</b> ተ	7	ሻ	<b>^</b>	7
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	50		0	425		50	350		350
Storage Lanes	1	a see purs. Ha baak	0	1	urus sa	0	1.			1.		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	ugu Garana	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	Dona hay yawe peerson has	0	0	0		O	0
Turning Speed (mph)	// 15		9	15		9.	15		9	15		9
Satd. Flow (prot)	1770	1609	0	1770	1641	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.463			0.636			0.080			0.114		
Satd. Flow (perm)	862	1609	0	1185	1641	0	149	3539	1583	212	3539	1583
Right Turn on Red	William (		Yes	uhianin		Yes			Yes			Yes
Satd. Flow (RTOR)		176	et. commente et albem	e i transparante en Politica	101	Maria I San Harata (1	na Maria na antara Sana Sana	Contract websites in ext	1 Stands to resolve	an openie zaklane	nekovenne uz <del>im</del> ane	308
Link Speed (mph)	Ministra	45	Ab Garagia	qlusta):	25			45			45	
Link Distance (ft)	e popus come, es mission de l'appet, es les	2102	nan na marangan man	a sintent vaca v skelada	343	ealanssam Javani	albüriletikkeske	696	west to the function of the	ntfracutading	1096	THE STOP IN
Travel Time (s)		31.8			9.4			10.5			20.1	
Volume (vph)	183	16	158	43	23	91	236	1029	4	12	1717	277
Confl. Peds. (#/hr)											gidawa.	
Confl. Bikes (#/hr)	er organiste en en som	e e i Sant e lombation (°	contravente some cis s or	ntookasta teroin					rstrenteren	omerevero	MITTANIA TEN	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	O	0	0	O Sel Abyert Pesconos	0	0	<b>0</b> helogyakokakoka	O Straken series	O Ostable discretism		<b>0</b> 1886/3000
Parking (#/hr)												ar ethe
Mid-Block Traffic (%)	estreses et en	0%	7590xtcn51f <b>1</b> /40	NERS PAGE ALLES	0%			0%	\$6501721157245	seletek <b>a</b>	0%	000
Lane Group Flow (vph)	203	194	0	48	127	0	262	1143	4	13	1908	308
Turn Type	pm+pt			Perm	Koraka <b>ya</b>	TOWNSHIELD	pm+pt	en de l'estac	Perm	pm+pt		om+ov
Protected Phases	<b>7</b>	4			8		5	2			6	
Permitted Phases	4	eroscynthist#Rei		8		pharman con	2		2 2	6	6	6 ************************************
Detector Phases		4	i de la properción de la constanta de la const	8	8		5	2	Committee Sandrall be		Driving Water Constitution	1210
Minimum Initial (s)	4.0	4.0	Programme and the second	4.0	4.0	ZKORIJENIJENIJE	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	13.0	22.0		22.0	22.0		22.0	22.0	22.0	22.0	22.0	13.0 13.0
Total Split (s)	13.0	35.0	0.0	22.0	22.0	0.0	22.0 20%	53.0 48%	53.0 48%	22.0 20%	53.0 48%	13.0 12%
Total Split (%)	12%	32%	- 0%	20%	20%	0%	Section of Market Contraction	40.70	4.0	4.0	4.0	4.0
Yellow Time (s)	4.0	4.0 2.0		4.0 2.0	4.0	0448124465452	4.0 2.0	4.0 2.0	2.0	2.0	4.0 2.0	2.0
All-Red Time (s)	2.0	2.U	Firityiik	ACCUSOR ASSESSMENT OF	2.0	yddyddin ddi	ے.ں Lead	ے.ں Lag	ے.ں Lag	ے.ں Lead	Lag	د. Lead
Lead/Lag	Lead		ilati fa Novika	Lag Yes	Lag Yes	STATE OF THE STATE	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Nlana		None	None		<ol> <li>a Chelle (2012) Charleston</li> </ol>	specification appropriate at	Coord		Coord	None
Recall Mode	None	None	Spotrofforders (15.	12.7	12.7		78.3	73.5	73.5	67.6	59.0	72.0
Act Effct Green (s) Actuated g/C Ratio	25.8	25.8 0.23		0.12	0.12		0.71	0.67	0.67	0.61	0.54	0.65
	0.23	0.23	egepropation	0.12	0.12		0.76	0.67	0.00	0.05	1.01	0.03
V/c Ratio	0.71 36.4	3.0	ii ja	44.8	0.45 8.9		22.5	10.8	5.5	5.5	25.6	0.0
Uniform Delay, d1	36.6	6.4		44.6	0.9 13.1	erindensies	33.2	2.1	1.2	4.2	34.9	0.0
Delay LOS	30.0 D	9,4 A	SEPTEMBER	43.6 D	IO.I B	espayikili		ر. ا A	1.2 A	4.2 A	C	0.0 A
security and a security of a security of the s		21.8	ali apiena		21.5			7.8			29.9	
Approach Delay Approach LOS	energeen)4	∠1.0 C			د داری C			Α. Α	nesta erriteat	NEL PER DE SE PER DE	29.9 C	upsillitti
Approach LOS		U						^				

	<b>→</b>		*	•	<b>←</b>	*	4	Ť	/	<b>\</b>	ļ	1
Lane Group	EBL	EBT	EBR	WBL"	WBT	WBR.	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	124	9		32	17		78	18	0.0	1	~758	0
Queue Length 95th (ft)	m186	m64	-5.4 324 704 - 5.5 7.7	67	71	and the section of	184	37	m0	m2 r	n#837	m0
Internal Link Dist (ft)		2022		yr. Hey is	263			616			1016	
50th Up Block Time (%)		aceastatat	eren kezanak		geauddaya;			Manya K			nearasta e	
95th Up Block Time (%) Turn Bay Length (ft)	500			50			425		50	350		350
50th Bay Block Time %			and Calley								10%	
95th Bay Block Time %	AVE1181500438110.1	50160509518454184		26%	28%	#1 <sub>6</sub> 1,68 <sub>6</sub> 1,2,590,1,	1.51.74 \$ 8 3 5 1 6 3 <u>8</u> 5.4 \$ 3 611	\$6.4274 745.45 £70	(b) (april - Cloudy of the co	an Investigation than	20%	
Queuing Penalty (veh)				16	7						2	
Intersection Summary												
ALCOHOLIS AND ALCOHOLIS TO PROPERTY AND ALCOHOLIS AS A PROPERTY AND A PROPERTY AN	Other				just iku							
Cycle Length: 110	wysa <u>ziow</u> en escentar	125-47521555-1255-125	e necesaria	skatokado (Miladina	adelesentie	THE PART OF THE	etweetost ista	70240000000000	0.05500000115000			(46/2000) (46/2000)
Actuated Cycle Length:			SALEZIO SANDTI	and C.C	DTI C+	ort of G	FAGINET.					
Offset: 35 (32%), Refere Natural Cycle: 90	anceu to	pnase 2	2.140   L	and 6.3	DIL, SK	ALUI G	10011 * * * * *					
Control Type: Actuated-	Coordin	ated			989794N2161			HAN BÜNYER	1905-240 <u>134.4</u> 40311	20 (2012) 20 (2012)	ga (1999) (Ethiologica (19	reservator r
Maximum v/c Ratio: 1.0		igi (a zas	e ete hanes Raid (BARA)				ts a stronge her 1514 USANIA ISA					
Intersection Signal Dela		e company to the property of the con-	ways my draphene cyling ways.		tersectio	and the second section of the second	range programme proced as both as a	to Ben vo možtiče (i tis e s	ks::No:276184767171101	rema uscosotnii ti	OLUMBATTARTAT	5454904444
Intersection Capacity Ut					U Level	of Serv	/ice E _					
<ul> <li>Volume exceeds cap</li> </ul>				cally infi	nite.					Baroaren Baroaren		\$/23 F3
Queue shown is max # 95th percentile volur				ielie ma	v he lon	aer.	gwenge					
Queue shown is max							ariana non est			relisionik lik Televiyalik lik	::::::::::::::::::::::::::::::::::::::	
m Volume for 95th per				d by ups	stream s	ignal.	s to the service ( pres) in	, y dawn gogledd y glynnog i dei	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		The second section of the second	

Splits and Phases: 7: Andrews Store Road & U.S. 15-501



## Hamletts Chapel Road & Mann's Chapel / River Forrest Road (Revised)

	*	-	*	1	←	*	4	<b>†</b>	<i>&gt;</i>	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>₽</b>		ነኝ	f)			44	در درز دهه دراهو ود در		₩	ve-ve gre v. evel.
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	210	195	20	47	173	62	23	97	34	59		187
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	233	217	22	52	192	69	26	108	38	66	84	208
Direction, Lane #	EB1	EB 2	WB 1	WB2	NB 1	SB 1						
Volume Total (vph)	233	239	52	261	171	358						
Volume Left (vph)	233	Ō	52	0	26	66			tradical of topic co ng a 2 unwa pagasa		grassi umati Subalukus	-eeroseer Minskere
Volume Right (vph)	0	22	0	69	38	208						
Hadj (s)	0.2	0.0	0.2	-0.1	-0.1	-0.3						
Departure Headway (s)	6.9	6.6	7.1	6.7	6.7	6.1						
Degree Utilization, x	0.45	0.44	0.10 −	0.49	0.32	0.60∞		o agrandi din d	Quingli lel			
Capacity (veh/h)	502	522	477	498	485	564	10 america de estado de 10 m	du colle de finalistico en en			· · · · · · · · · · · · · · · · · · ·	
Control Delay (s)	14.1	13.5	9.7	14.8	12.8	18.0		i de la composition de la composition La composition de la		esa belaku di Marangan	and Carles	
Approach Delay (s)	13.8		14.0	to a real roop in appeal to	12.8	18.0	voleta o sala a composito	antonio stanto occini		era konstruktura		
Approach LOS	В		- B		В	T C						
Intersection Summary												
Delay			14.9	rale spread to		all or make with			partilielidea Bardiologia			unturente Tables
HCM Level of Service	instant seriengal Alba	હાય કહેલા દેવ જેવા ક્ષેત્ર કે પ્રતિના કરતો કે	В	Marija, e wan sijaya kisasi iji a	Constitution (Specifical Spirits)	******************	skilensk tilbetorigen en en	attechtur a militar (2 eceta e	21.000-24.00-24.00-4	ramon i ye a ya tigaban dile.	9 x 1 x 2 x 11 d 12 d 12 d 12 d 12 d 12 d	Y BURNE AND THE STORY
Intersection Capacity Uti	lization	1454 SEC. 12	70.8%	<u> Eje</u>	U Leve	l of Serv	/ice		C			

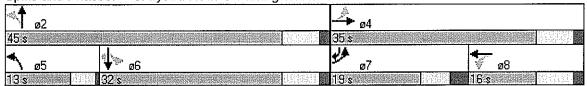
Lystra Road &
Farrington Road
(Revised)

	۶	<b>→</b>	7	•	←	*	4	†	1	-	ļ	4
Lane Group	EBĹ	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	7>			43-		'n	4	<u></u>	*	*	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	11	11	11	11
Grade (%)		2%			1%	1200		0%		resonate <b>nt</b> es Republication	0%	
Storage Length (ft)	150	ar et treg tree specifie g	0	0	g/;#g/#+2 1 #4 #4 #4 #4 #4	0	75		0	125		0
Storage Lanes			0	0		***** <b>0</b>	(1)		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	de di di	50	300		50	300	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15	igo fallatega ega. Ce a delega fallatega fa	9	15		9	15		9
Satd. Flow (prot)	1694	1533	0	0	1789	0	1711	1801	0	1711	1801	1531
Fit Permitted	0.733				0.979		0.125			0.623		
Satd. Flow (perm)	1307	1533	0	0	1756	0	225	1801	0	1122	1801	1531
Right Turn on Red			Yes	Wednig		Yes			Yes			Yes
Satd. Flow (RTOR)		170	a	t the second second section with the	4	de de la companyación de la comp	nan any stable on de	e de la soli del del escentra de la como es	1 = 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	a sufference de la lateration, exerc	and a contract of the state of	662
Link Speed (mph)	varioven kom Valendarom da	55	arabananan Alamanan		55			55			55	
Link Distance (ft)	- April 1 to 1 to 1 to 2 to 2 page, page, page	5189	ongh Heshilosy Fabrican, Ca	g National - 4 games grows a single-con-	1008	g activities and a	Mary and Market with	1000	· en exercised time to a particular	orante de communicación de la	1066	na shallahidhan.
Travel Time (s)		64.3			22.9			12.4			13.2	
Volume (vph)	430	11	153	<b>1</b>	11	4	153	194	0	44	570	698
Confl. Peds. (#/hr)		Program.		revinde		vistanti (1937	edroja isto				iddinida ili	
Confl. Bikes (#/hr)	waannaa argan saan san a gaa	よけであった 空間がき切るる	, , total experience and a fig.	and commenter on and	. not appearable to the f	688-4588888500000000000000000000000000000	o aces eministra internal e ar	graposter (wildstown ob)	atti <b>t</b> enarros.	OFFICE PARTS		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	O	0	O	0	0	0 -::::::::::::::::::::::::::::::::::::	0	O HELESTATA GARGE	<b>0</b> Markatakan	O Jaganista name	<b>0</b>	O Distribution
Parking (#/hr)			Sanial dina	diadini		indika P			ingaayi			1944KGA
Mid-Block Traffic (%)		0%			0%	(85448) NO <b>X</b> 12	470	0%	0	an lan	0% 633	776
Lane Group Flow (vph)	Charles of the former population	182	0	0	17	0	170	216	U.	49 Dorm	YYA Orang Yaren ya Kasan a galaba ka	776
Turn Type	pm+pt	4		Perm	8	700001157511575	pm+pt	2	rtittigadesked	Perm	, 6	m+ov
Protected Phases Permitted Phases	4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	- 11 E 4		0	6477633391. <b>0</b> ]1		5 2		HIMME	6	949 <b>9</b> 60	6
Detector Phases	4 7		esponincom:	8 8	8	an Sara-Paris India.	5	Ž		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		ر 4.0	4.0	1916-1919-1919	4.0	4.0	4.0
Minimum Split (s)	13.0	16.0	998 <b>47.28</b> 0.769	4.0 16.0	16.0	MANAGAT	13.0	16.0		16.0	16.0	13.0
Total Split (s)	19.0	35.0	0.0	16.0	16.0	0.0	13.0	45.0	0.0	32.0	32.0	19.0
Total Split (%)	24%	44%	0.0	20%	20%	0.0	16%	56%	0.0	40%	40%	24%
Yellow Time (s)	4.0	5.1	RIVID YRONG	5.1	5.1	abaw <b>a</b> sasa	3.5	5.1	STABLE CHAS	5.1	5.1	4.0
All-Red Time (s)	2.5	1.5		1.5	1.5		0.5	1.5		1.5	1.5	2.5
Lead/Lag	Lead	เสรมมายาจันเกมีการ	(nesalita kalanda)	Lag	Lag	zioa ettapolyro (ste	Lead	orleid in in indi	en renserado	Lag	Lag	Lead
Lead-Lag Optimize?	Yes			⊸Yes	Yes		Yes		augueki Agueki	Yes	Yes	Yes
Recall Mode	None	None	0,4660000000000000000000000000000000000	None	None	an erşüklerişi	None	Min	eurke politicality	Min	Min	None
Act Effct Green (s)	18.6	18.6			9.9	nameranies Josephansk	38.0	38.0		28.3	28.3	48.6
Actuated g/C Ratio	0.30	0.30	2018 (104 MAI 1988 (F)	ena izg go khiza elakê	0.14	o (contrattititi)	0.59	0.60	10117 PRO ASSETT COS	0.45	0.45	0.77
v/c Ratio	0.98	0.32	neletykatyike		0.07		0.49	0.20		0.10	0.78	0.58
Uniform Delay, d1	20.5	1.0	e na zave a niviĝi de juga 200	g or singer than the second confidence of the first control of the second control of the	23.0	e are to ste a se se di di se	7.2	7.4	enera e era e en establica e è	12.6	18.6	0.6
Delay	54.2	4.1			25.5		8.1	6.4		13.1	24.6	1.2
LOS	D	Α	. ee es costitue (1973 - 50°)	endroen to chilistii il	C	ye a lew residence and a Con-	Α	Α	La construe de la con	В	С	Α
Approach Delay		40.4	gertetanger Jeografie	osotyczneka Zakane Teka	25.5		afendenski Solielski	7.1		Mariana Katanganan	11.7	
Approach LOS	The state of the s	D			С			Α			В	

Synchro 5 Report Page 1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	~222	4			4		21	27		10	197	9
Queue Length 95th (ft)	#369	42	and the second second		23	r ex tables en r. Sreen	87	88	and a factor of the last	38	#504	72
Internal Link Dist (ft)		5109			928			920			986	
50th Up Block Time (%)	Jertaniero descripción de la com		of Charles On the	en og hartisk rettilker of	and the first part of the same	at a significant properties	erene erkanen da	en e	mamman i nais	rowacisti new	sa dere en estre corone	samuerations.
95th Up Block Time (%)												
Turn Bay Length (ft)	150	0.000 0.000 W.S.D.6.75	STEELE SELECTION OF THE SELECTION OF THE	vient-devisettamen nod si	5434654888886368	98-99 GW (1417.) [	75	0.450-0590(3850)0	Produktika zastila	125	este A A A A A A A A A A A A A A A A A A A	Ensinerar
50th Bay Block Time %	32%					405.010.00	4.407	100/	nistipiškė šir	inisuku	26%	llandia.
95th Bay Block Time %	39%		San Furisa			euenderde:	14% - 15	13% - 11	68/68/ <b>6</b> 8/6/6/6	58.035 <b>53</b> 15	52% 19	ie szakba
Queuing Penalty (veh)	64		1.3892.7776									
Intersection Summary												
Area Type: O	ther											
Cycle Length: 80	der de com veces e e	11200 may 22 may 2					. Acres de Austria de Marie d	turbe un escare	re. S. M. S. Marke	entra pro-serva es es	a a sing da in ni kalanda kanan a ani a	e stategyttes
Actuated Cycle Length: 6	32.9											
Natural Cycle: 90	- <u>(2</u> 581) (813) - 15630 (855)			nachalan beraka	Cristo Lores e sur.	et (Jamik) je bijul.		9 No 1884 (65 no	ender en	le- a part baros gito	rstor to Hostfler (Mr.	co10111029.
Control Type: Actuated-L		linated										
Maximum v/c Ratio: 0.98	and the second second second second		underkerkert	obstransor <u>æ</u>	e sector may produce est		8/E-800.0980000	utostrosogo	Sections	19286628648	edhaliyay	atorikan:
Intersection Signal Delay		DE 00/	journal m	STATE OF STATE OF STATE OF STATE OF	tersection U Level	网络拉拉斯 电影 医自己性神经炎 医电影	philosophia i net benit tee ca	(v. % 1146.6446-1.1)	oliketide (St.	alan kan	z isaji Prvimjett kali, ci	
Intersection Capacity Uti			thooroti	and a feet on to be a section to a first own.	of some bounds for the contract of	UI Seli	/ice D	ANTANA SERI	ninterener			
<ul> <li>Volume exceeds cap Queue shown is maxi</li> </ul>				cany II III	ınıe.							
# 95th percentile volum				ilelle ma	v be lor	nder					ur es for year charge	
Queue shown is maxi					· y y . i y .	:axii	arsanaria (de	Karipaninan d	tregalgy) files	ipeli (3505 isti)	a)yasi 66(200 60) 90	SHIPSINS.
Cabab Chom, to man			, 0.00.									

Splits and Phases: 8: Lystra Road & Farrington Road



## Andrews Store Road & South Access Road / Parker Herndon Road (Revised)

35: Andrews Store Road & South Access Road

Movement         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBR           Lane Configurations         1
Lane Configurations         1         4         f         4         f         5         5top         Stop         St
Grade 0% 0% 0% 0% 0% 0% 0% Volume (veh/h) 39 366 5 12 262 188 8 0 20 238 0 57 Peak Hour Factor 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.9
Volume (veh/h)         39         366         5         12         262         188         8         0         20         238         0         57           Peak Hour Factor         0.90
Peak Hour Factor         0.90
Hourly flow rate (veh/h) 43 407 6 13 291 209 9 0 22 264 0 63 Pedestrians Lane Width (ft)
Pedestrians Lane Width (ft)
Lane Width (ft)
一个分子的,我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Walking Speed (ft/s)
Percent Blockage
Right turn flare (veh) Median type None None
Median type  Median storage veh)
Upstream signal (ft)
pX, platoon unblocked
vC, conflicting volume 500 412 877 1023 409 833 817 291
vC1, stage 1 conf vol
vC2, stage 2 conf vol
vCu, unblocked vol 500 412 877 1023 409 833 817 291
tC; single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2
tC, 2 stage (s)
tF (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3
p0 queue free % 96 99 96 100 97 1 100 92
cM capacity (veh/h) 1064 1147 236 223 642 267 295 748
Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 SB 1 SB 2
Volume Total 43 412 304 209 31 264 63
Volume Left 43 0 13 0 9 264 0
Volume Right 0 6 0 209 22 0 63
cSH 1064 1700 1147 1700 431 267 748
Volume to Capacity 0.04 0.24 0.01 0.12 0.07 0.99 0.08
Queue Length (ft) 3 0 1 0 6 245 7
Control Delay (s) 8.5 0.0 0.5 0.0 14.0 94.1 10.3
Lane LOS A B F B
Approach Delay (s) 0.8 0.8 0.3 14.0 777.9
Approach LOS B F
Intersection Summary
Average Delay 19.9
Intersection Capacity Utilization 49.7% ICU Level of Service A

	<b>*</b>		*	<b>√</b>	<b>←</b>	*	*	†	<i>/</i> *	<b>\</b>	Į.	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<u>\$</u>			4	ř		4>		ሻ	4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%	anne frenche Windele and		0%	t soosaantones to		0%	personal and the second
Volume (veh/h)	48	191	8	15	310	196	7	0	11	140	Ó	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	53	212	9	17	344	218	8	0	12	156	0	33
Pedestrians	and the second	arenenes.	rraniski se vitatorak			######################################	brionia des romados	ence Front Paggs	arandarakan Mad	rationships	iostanis.	
Lane Width (ft)											Randina	
Walking Speed (ft/s)	engelstelle	elikini Marka	harize depres		Calmarari				inggariadan.	Terror Marchine		
Percent Blockage						unustatisi		derandera eta		Mariyesi		
Right turn flare (veh) Median type		TERRETES			igureneries			None			None	MERCENIE
Median storage veh)			ANGERIANE	uni (filoso)	HORBONIA	HEEKESHEHE	DAN WATE	Janes Service	AMERICA -		1,10110	) ETRIUM (C)
Upstream signal (ft)								eries (es de Cintil Vindo				
pX, platoon unblocked	i i daliki ang k		Were Were	4(652) ([LAIZEE	SS/VFRQILIVILE	(A440200141) [pr	(1900 or sett of the Co	katerater eta leta era	STEEL COLLECTION	nischige in PMIS	indesitation (1900)	3,453 (2008 (A) (19)
vC, conflicting volume	562	rwstauth	us bije (*1901) IGASA (SALV	221			734	919	217	709	706	344
vC1, stage 1 conf vol	Nikada (1855) bilang ka	resigner gaze an aver c	rente el contratación a	artikon hiliota a kiterior esta sirbar or	100 100 100 100 100 100 100 100 100 100	11 525 54 5 5 5 4 1117 5 7 1 1 1	ride Britis in States Alleganis	- Editor-Service Ministers 1	***************************************			
vC2, stage 2 conf vol		rus mari	Alterias						winder (d. 14)			
vCu, unblocked vol	562			221			734	919	217	709	706	344
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	P. A., or humany sparsyment ( Lanney by Espel )	MOVES A E ESPERANTE VALUE	SCHOOL THE CONTRACTORS	LUMA SATE MACHINETING	non-revision reservable	transports outside and	at announce partition constitutes	wysia, busin i banda a a a aga y	en deren erddoorlo e dere		attrato Provide <u>n</u> tiro	913690,70 <u>22</u> 0320
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95	en de de la	nord destructions	99		ere varonere	97	100	99	52	100	95
cM capacity (veh/h)	1009			1348			304	254	823	327	337	698
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2					
Volume Total	53	221	361	218	20	156	33					
Volume Left	53	0	17	0	8	156	0		,			
Volume Right	0	9	0	218	12	0	33					
cSH	1009	1700	1348	1700	494	327	698	lwn ywegoga d peneral ga meny		e 461 e 50 to 15 m 25 57 1		made professions
Volume to Capacity	0.05	0.13	0.01	0.13	0.04	0.48	0.05	andana.		(\$196 <b>0</b> ).		
Queue Length (ft)	4	0	1 *****************	0	3	61	4	STANSOLES FESTANSON S	regulæri kelende	Andrews and Angel	Promission as	y service and a
Control Delay (s)	8.8	0.0	0.5	0.0	12.6	25.6	10.4					
Lane LOS	A Marya-Fra	-1150000000000	A	niesanska	В	D on o	B					
Approach LOS	1.7		0.3		12.6	22.9	renter i	oskanting				patrické:
Approach LOS					В	C						23/38BB9729929999
Intersection Summary												
Average Delay	and the second s		4.9		B		our got was a dispersion of	enskambanotom cas :	agaloros ja francisco	ano Job Bakerar et	STANS IN SERVER	protegos, 44 met vis, 114
Intersection Capacity Ut	ilization		47.1%	merke io	CU Leve	el of Sen	/ice		<b>A</b>			