REPORT

Billtown Center 6503 Billtown Road Louisville, KY

Traffic Impact Study

Louisville Metro Planning

January 26, 2016



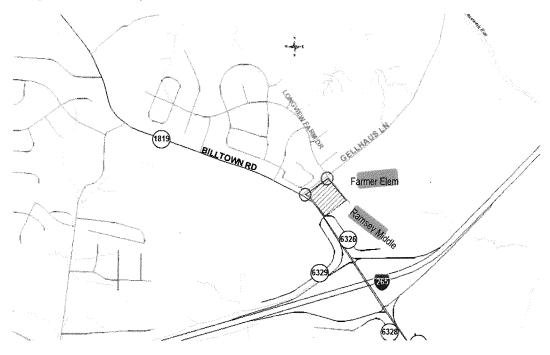
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Introduction

Shalimar Investments LLC is proposing a neighborhood retail center on Billtown Road in Louisville, KY. The neighborhood retail center is proposed as a convenience store with eight fueling positions, a 12,000 square foot building, and a 1,820 square foot restaurant. **Figure 1** displays a map of the site. Access to the site will be from an entrance on Billtown Road and a right-in/right-out on Gellhaus Lane. The purpose of this study is to examine the traffic impacts of the proposed development upon the adjacent highway system. For this study the impact area was defined to be the intersections of Billtown Road at Gellhaus Lane and Gellhaus Lane at Longview Farm Road/school entrance.



Existing Conditions

Figure 1
Site Location

Billtown Road, KY 1819, is maintained by the Kentucky Transportation Cabinet (KYTC) with an estimated 2015 ADT of 10,000 vehicles per day between I 265 and Lovers Lane (KY 1065), as estimated from the Kentucky Transportation Cabinet count at station 325. The road is a two-lane road with nine-foot lanes and a three-foot shoulder. The posted speed limit is 35 mph. There are no sidewalks south of Gellhaus Lane. The intersection with Gellhaus Lane is controlled with a traffic signal. There is a southbound left turn lane on Billtown Road. The Gellhaus Lane approach has separate right and left turn lanes.

Gellhaus Lane is maintained by Metro Louisville with an estimated 2015 ADT of 2,400 vehicles per day, as estimated from the Kentucky Transportation Cabinet count at station 324. The road is a two lane road with ten-foot lanes and a one foot shoulder. The posted speed limit is 35 mph.



There are sidewalks on the north side and along the school property. The intersection with Longview Farm Drive/school entrance is controlled with a stop sign. There is a left turn lane on Gellhaus Lane. The driveway serving both Farmer Elementary and Ramsey Middle School is wide enough to accommodate a separate left turn lane. During arrival and dismissal the schools provide a crossing guard.

A.m. and p.m. peak hour traffic counts were obtained at the intersection on December 17, 2015. The a.m. peak hour occurred between 7:00 and 8:00 and the p.m. peak hour occurred between 4:45 and 5:45 p.m. **Figure 2** illustrates the existing peak hour traffic volumes.

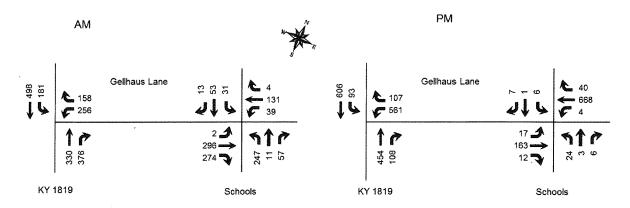


Figure 2 2015 Peak Hour Counts

Future Conditions

The projected completion year for this development is 2017, so the analysis year for this study is 2017. To predict traffic conditions in 2017, two and one third percent annual growth in traffic was added. **Figure 3** displays the 2017 No Build volumes.

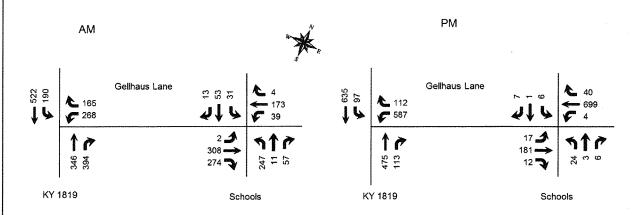


Figure 3 2017 No Build Peak Hour Volumes



Trip Generation

The Institute of Transportation Engineers <u>Trip Generation Manual</u>, 9th Edition contains trip generation rates for a wide range of developments. The land uses of "Gas/Service with a Convenience Market (945)", "Fast Food with a Drive Through (934), and "Specialty Retail Center (826)" best describes this development. For the a.m. peak hour there is no data for Specialty Retail Center therefore "Shopping Center" (820) was used. The site plan shows three potential fast food sites incorporated into the buildings. The table below reflects the total potential square feet of fast-food space. The trip generation results are listed in **Table 1**. The results of the trip generation analysis are that this development will generate 375 a.m. peak hour trips and 337 p.m. peak hour trips. The trips were assigned to the highway network with 50 percent to/from the north, 30 percent to/from the south, 10 percent to/from Billtown Farms and 10 percent to/from Gellhaus Lane. Pass-by trips were assigned to the network using the existing traffic patterns. **Figure 4** shows the trips generated by this development and distributed throughout the road network for the year 2017 during the peak hours. Pass-by trips are shown in parenthesis. **Figure 5** displays the individual turning movements for the year 2017 for the peak hours when the development is completed.

Table 1 - Trip Generation

		AM Pe	ak Ho	ur		PM Pe	ak Hot	ur
	Total	Enter	Exit	Pass-by	Total	Enter	Exit	Pass-by
Gas/Service w/ Convenience Store (8 pumps)	255	130	125	64	183	95	88	48
Fast Food w/ Drive Thru Window (5,620 sq. ft.)	81	41	40	25	108	54	54	30
Specialty Retail Center (10,200 sq. ft.)	39	24	15	0	46	20	26	0
TOTAL	375	195	180	89	337	169	168	78

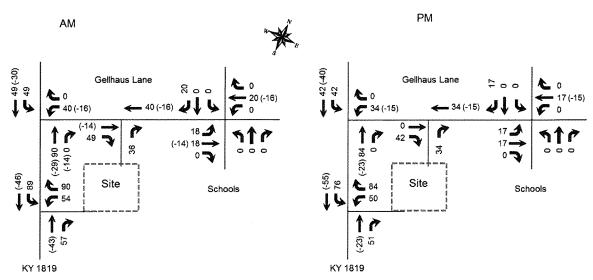


Figure 4
Trip Distribution for Site



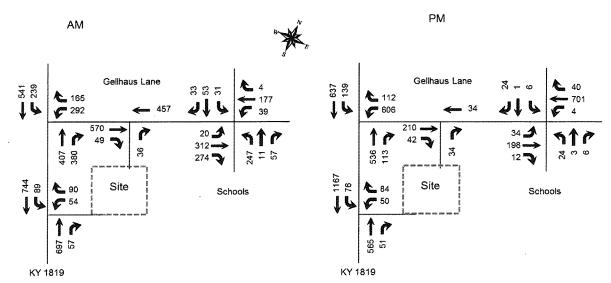


Figure 5 2017 Build Peak Hour Volumes

Analysis

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a "Level of Service" or LOS. Level of Service is a ranking scale from A through F with each level representing a range. LOS results depend upon the type of facility that is analyzed. In this case, the LOS is based upon the average vehicle delay each movement experiences at an intersection.

To evaluate the impact of the proposed development, the vehicle delays at the intersection were determined using procedures detailed in the <u>Highway Capacity Manual</u>, 2010 edition. Future delay and Level of Service were determined for the intersection using HCS 2010 Streets and TWSC (version 6.70) and software. **Table 2** shows the results of the analysis for the three scenarios analyzed. The full printouts are included in Appendix B.

Using the Kentucky Transportation Cabinet <u>Auxiliary Turn Lane</u> Policy dated 7/20/2009 and the volumes in **Figure 5**, a southbound left turn lane will be required at the proposed entrance. The volumes do not meet the warrants for a northbound right turn lane.



Table 2 - Level of Service Results

		AM	Peak Ho	ur		PIM P	eak Ho	ur
	2015 Existing	2017 No Build	2017 Build	2017 Build Imp.	2015 Existing	2017 No Build	2017 Build	2017 Build Imp.
Billtown Road at Gellhaus Lane	С	D	E	В	С	D	D	D
	30.2	40.3	64.2	18.5	32.6	37.7	50.5	36.5
Gellhaus Lane Westbound	D	D	D	С	D	D	E	D
	37.0	39.9	44.8	26.8	43.4	47.9	75.0	49.6
Billtown Road Northbound	D	E	F	С	D	D	D	D
	42.2	63.3	117.9	21.1	35.4	44.2	56.2	37.2
Billtown Road Southbound	В	В	С	В	С	С	С	С
	13.7	16.5	21.5	11.1	20.1	22.8	23.1	23.9
Gellhaus Lane at Longview Farm Drive								
Gellhaus Lane Eastbound	Α	Α	Α	Α	Α	А	Α	Α
	9.4	9.4	9.5	9.5	9.2	9.4	9.5	9.5
Gellhaus Lane Westbound	Α	Α	Α	Α	Α	Α	Α	Α
	9.3	9.4	9.4	9.4	7.6	7.6	7.7	7.7
School Northbound	F	F	F	F	С	С	С	С
	96.6	121.4	190.7	87.8	15.8	16.5	18.1	18.0
Longview Farm Drive Southbound	В	В	В	В	В	В	В	В
	10.5	10.9	11.6	10.3	14.2	14.7	15.0	15.0
Billtown Road at Entrance								
Entrance Westbound			D				D	
			26.9				31.1	
Billtown Road Southbound Left			В				Α	
			10.3				9.2	

Note: Level of Service, delay in seconds

The poor level of service in the a.m. peak hour was further evaluated to determine improvements. At the intersection of Billtown Road and Gellhaus Lane a northbound right turn lane was evaluated and determined to provide significant improvement to the intersection. At the intersection of Gellhaus Lane at Longview Farm Drive/School entrance, an eastbound right turn lane will improve the operation of the intersection. Implementation of this option needs to be coordinated with Jefferson County Public Schools.

Conclusions

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2017, there will be manageable impacts to the existing highway network. The proposed entrance will require a southbound left turn lane.

The existing operating conditions are deficient and improvements are needed without this development. The intersection of Billtown Road at Gellhaus Lane should have a northbound right turn lane constructed. The intersection of Gellhaus Lane at Longview Drive should have an eastbound right turn lane constructed.



Appendix A
Traffic Counts

Study Name Billtown Rd & Gelhaus Ln Start Date 12/17/2015 Start Time 7:01 AM Site Code

	Southbound South		Westbound Westb			d Approach bound	
Start Time	Left	Thru	Left	Right	Right	Thru	Total
7:01 AM	41	116	74	28	71	80	410
7:16 AM	77	127	72	58	102	79	515
7:31 AM	49	132	72	63	88	60	464
7:46 AM	14	123	38	9	115	111	410
8:01 AM	17	92	29	10	62	93	303
8:16 AM	16	104	25	2	55	99	301
8:31 AM	38	102	31	4	58	89	322
8:46 AM	56	100	60	33	62	65	376
4:01 PM	21	151	89	56	25	95	437
4:16 PM	11	125	90	19	21	109	375
4:31 PM	19	147	89	24	26	130	435
4:46 PM	33	162	125	17	29	100	466
5:01 PM	27	146	110	26	21	118	448
5:16 PM	16	164	152	30	30	124	516
5:31 PM	17	134	174	34	28	112	499
5:46 PM	12	125	122	21	23	93	396

	Southbound Southl		Westbound Westl			d Approach bound	
Start Time	Left	Thru	Left	Right	Right	Thru	Total
7:01 AM	41	116	74	28	71	80	410
7:16 AM	77	127	72	58	102	79	515
7:31 AM	49	132	72	63	88	60	464
7:46 AM	14	123	38	9	115	111	410
TOTAL	181	498	256	158	376	330	1799
4:46 PM	33	162	125	17	29	100	466
5:01 PM	27	146	110	26	21	118	448
5:16 PM	16	164	152	30	30	124	516
5:31 PM	17	134	174	34	28	112	499
TOTAL	93	606	561	107	108	454	1929



Study Name Gelhaus Dr & Longview Farm Dr Start Date 12/17/2015 Start Time 7:00 AM Site Code

	THE STATE OF THE S	ound Ap		Westbo	ound Ap /estbour			ound Ap			und Ap _l astboun		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	9	5	6	7	35	2	66	2	6	2	49	100	289
7:15 AM	4	28	3	21	31	1	102	3	23	0	49	108	. 373
7:30 AM	13	20	1	11	36	1	72	5	28	0	108	53	348
7:45 AM	5	0	3	0	29	0	7	1	0	0	90	13	148
8:00 AM	3	1	5	0	24	1	3	0	0	2	54	12	105
8:15 AM	2	2	5	2	23	1	2	0	1	2	54	22	116
8:30 AM	5	11	8	7	24	0	29	0	6	2	45	66	203
8:45 AM	7	32	3	15	19	1	88	12	19	0	47	79	322
4:00 PM	0	3	1	3	62	3	64	6	9	2	28	10	191
4:15 PM	3	0	4	0	87	3	9	0	1	1	23	3	134
4:30 PM	3	0	2	1	108	3	18	2	1	5	45	5	193
4:45 PM	1	1	2	2	143	6	8	2	2	5	48	6	226
5:00 PM	0	0	1	1	159	6	9	0	4	2	39	3	224
5:15 PM	1	0	1	0	182	15	4	1	0	5	42	2	253
5:30 PM	4	0	3	1	184	13	3	0	0	5	34	1	248
5:45 PM	1	1	5	1	126	7	5	0	1	5	34	7	193

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Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
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7:15 AM	4	28	3	21	31	1	102	3	23	0	49	108	373
7:30 AM	13	20	1	11	36	1	72	5	28	0	108	53	348
7:45 AM	5	0	3	0	29	0	7	1	0	0	90	13	148
TOTAL	31	53	13	39	131	4	247	11	57	2	296	274	1158
4:45 PM	1	1	2	2	143	6	8	2	2	5	48	6	226
5:00 PM	0	0	1	1	159	6	9	0	4	2	39	3	224
5:15 PM	1	0	1	0	182	15	4	1	0	5	42	2	253
5:30 PM	4	0	3	1	184	13	3	0	0	5	34	1	248
TOTAL	6	1	7	4	668	40	24	3	6	17	163	12	951



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Appendix B HCS Reports

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nitial Queue Delay (d 3	The state of the s	T	Tractic College (All Street)	COPANICON CONTROL OF	0.0	Santagrad Grades	0.0	nerelli essere		0.0	0.0	0.0	0.0	
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evel of Service (LOS)	,	1			20 / C	Section and the second	C			20.4 C	C	13.5 B	10.4 B	 -
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mersection Delay, S/Ver	II EVO			18	. J							В		
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AND THE PROPERTY OF THE PROPER	Ilhaus Lane	File N	and the second second	-	vn PM 1	meenstromen		nadanahan sanan	- Alexandre	***************************************			
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The section of		C.	1	EDT	WB		WBT	NBL		NBT	SB		SBT
Timer Results		EE		EBT	VVB	-	4	INDL		2	. 1	-	<u>351</u>
Assigned Phase	#-volutions/new states/new flows/the			monoprovioso o	-		9.0	CONTRACTOR OF THE CONTRACTOR O	+	8.3	1.0	+	4.0
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Phase Duration, s					I	_	CONTRACTOR OF THE PROPERTY OF	(control or the control of the contr		ayaan oyayahayayayad sool	6.3	กละเพลงสามาร์เลื้อว่าสามาร์เล	6.2
Change Period, $(Y+R_e)$, s	POR CONTRACTOR CONTRAC					_	6.3			6.2	Barrensaman	****	NAME OF THE OWNER.
Max Allow Headway (MAI-	Through the first of the second state of the second			***************************************			3.2			4.1	4.1	managen de aran	4.1
Queue Clearance Time (g	alikarin negatarah salahan seriah salah yang mengan seriah seriah seriah seriah	Name of Street or other Designation		production and an analysis of the second	-	AFDEG STATES	33.3	action over constant	-	33.1	5.8	estas profesora	27.7
Green Extension Time (g a	e), S						1.1	and to be designed to the		4.4	0.3	พระเพลงเหลือนละเล	5.5
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Adjusted Saturation Flow F	entrante de la company de la c	and the same of	1	erelistanasuromene	1810	Company of the Company	1610	CONTRACTOR OF THE PARTY OF THE	1749	***************************************	1448	1845	1
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Cycle Queue Clearance Ti	NAMES OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	1	†	-	31.3		4.8		31.1		3.8	25.7	1
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Capacity (c), veh/h	de diferilation and desiration and analysis and an experience of the desiration of t	CALL DESCRIPTION OF THE	1-	1	643	-	572	COMMISSION	687		206	952	1
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Available Capacity (c .) v	Carrier Contract Cont			1	745		663		901		494	952	t
Back of Queue (Q), veh/lr	Pantamana Antonia (Antonia Antonia	CONTRACTOR	-	AND DESCRIPTION OF THE PERSONS ASSESSMENT	22.6	Section Common	3.2	pipera conselector	19.9	and the second second	2.3	15.9	Ton comme
Queue Storage Ratio (RQ	NATIONAL PROPERTY OF THE PROPE			+	2.05	-	0.29		0.52		0.23	0.90	1
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Control Delay (d), s/veh			1	1	47.5	!	21.8		35.4		23.0	19.6	1
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mensection Delay, 3/ven/				U.									
								NAME OF TAXABLE PARTY OF TAXABLE PARTY.		THE PERSON NAMED IN COLUMN	A PARTY PROPERTY OF THE PARTY O	AND DESCRIPTIONS.	AND DESCRIPTIONS
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Agency	***************************************	CDM Smith		A	-:	7		-	Duration,	-	0.25		- 6		
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Intersection	national contraction of the cont	Gellhaus Lane	response de monsoleticolores	File N	ame	Billto	wn PM 1	17 NB.x	(US		*************		_	1	
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Demand (v), v	/eh/h						587		112		475	113	97	635	
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Timer Results				EB	L	EBT	WB	L	WBT	NE	IL I	NBT	SB	L	SBT
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Case Number	(The expense of the same								9.0			8.3	1.6		4.0
Phase Duration), S								43.8	or company of the contract of		46.0	12.	5	58.5
Change Period	(Y+R	ə), S							6.3			6.2	6.3)	6.2
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Queue Clearan	ce Time	(g :), s				CONTRACTOR CONTRACTOR		an construction on the	36.7			37.4	6.2		31.5
Green Extension	CONTRACTOR OF THE PROPERTY OF THE PERTY OF T	in all the contract of the con	STREET,	Service Original production	erecereption described	and the second second	Contraction of the Contraction o	MARKET MARKET PROPERTY	0.7	Bresis (Arabito) capa	announced insuran	2.2	0.3	entraction to promotion	5.5
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Max Out Proba	Andrews construction to a year			-				entransies de la constante	0.96		······································	0.34	0.0	· · · · · · · · · · · · · · · · · · ·	0.16
Movement Gro	uin Dec	uilts			EB			WB			NB			SB	
Approach Move	photogramma and disco			L	T	R	L	T	R	L	T	T R	L	JB T	ΤR
Assigned Move	ALEX PROPERTY OF THE PARTY OF THE	***************************************		<u> </u>	- '		7	<u>'</u>	14	<u> </u>	2	12	1	6	+-^
Adjusted Flow F	editorio de co cureo) veh/h	apropriate and appropriate of	AND DESCRIPTION OF THE PERSONS		i juga marjalanan (n)	631	School of the State of the Stat	120	Market Services	632	12	104	683	- Indiana
reilestrateration de la complexión de la c	ungah gani kecasa dan dan baga), ven/n ow Rate ('s'), veh/h/li	n	CONTROL SECTION CONTROL SECTION CO.		Valencement	1810	-	1610	(Carrier Service Control	1749	 	1448	1845	
Adjusted Satura Queue Service	And sometimes and interest	and the contract of the contra	11	Commercial Control of		and the Control of the Control	34.7	and the second	5.2	designation of the second	35.4	and larks step of throward	4.2	1845 29.5	na maranta
Cycle Queue C							34.7		5.2	(Alegadestelen deste des	35.4	ļ	4.2	29.5	+
Green Ratio (g	feetiges Statement Assessment	- ime (ye), 5	-		and the second second	CONTRACTOR OF THE PARTY.	0.37	NO CONTRACTOR OF THE PERSON OF	0.37	patricina (charca)	0.39	September 1987	0.47	0.51	+
Green Railo (g Capacity (c), v	nanamen (en en european)			and the latest desired		Olevalarie Serbit and Confession	664	D. STOCKE STREET, CO.	591	Edit November 1	680	-	185	942	4
ing a particular and a	Contractive Desiries of the Con-	namenamente de la Company	STREET,	Wp-18/Renember	-	- Charles and Char	0.950	anielani en	electronistations (needle	gilla de la companya	agental sources and a service		Maria Caranta	giother seementon	4
Volume-to-Capa Available Capa			-			*************	706		0.204 629		0.929		0.563 451	942	+-
un bissen exceptionners (voices des rivinisses cane)	framount to high town is to other	h/ln (95 th percentil	le)				25.4	phylographylamican)	3.5	Notes (properties)	23.6		2.7	18.3	·
Prikaria neska ettetta apalatoriska kalikalatinatikati	countries of manifestations	RQ) (95 th percent	CONTROL STREET CONTROL CONTROL	CONTROL OF STREET			2.31	a commence in the contract	0.32	CHOICE DESCRIPTION	0.61		0.27	10.3	-
Jniform Delay (decaporate/decaporated	olay-comment at a sample for the particle of the particle and the same of the particle of the					31.5		22.2	newoon, some	30.0		23.5	19.5	
ncremental Del	************						21.3		0.1		14.2		27	2.8	+
nitial Queue De	Alternation and the second second	denter over the factor of the following the	(CONTRACTOR OF THE PARTY OF THE	Enterope and applications	in an annual section of the section	**************************************	0.0	Caralle Control Company	0.0	Made continuences	0.0	A PROPERTY OF THE PERSON NAMED IN	0.0	0.0	and the second second
Control Delay (ละสมายที่กฤษกระสมาชาก	an ing nya manana ana ana ana ana ana ana ana ana	STORE AND ADDRESS OF THE PERSON OF THE PERSO	electron to proceed to	ana manana mana	NAME OF THE OWNER, WHEN	52.8	(c) en eur yann yann yann ya	22.2	DELL'ATERIA NAMEDIA	44.2	ł.	26.2	22.2	†
	CONTRACTOR CONTRACTOR AND ADDRESS	OLO CONTRACTOR CONTRAC				*************	D	AND DESCRIPTION OF THE PARTY NAMED IN	C	***************************************	D D	an comment along	C	C	-
CONTRACTOR DESCRIPTION OF THE CONTRA	negorie meneral secretario	/LOS		0.0			47.9		ם מ	44.2	dammaqeamen	D	22.6	เด็กรากการหมูกกระการเก	<u></u>
_evel of Service		NO CONTROL DE LA CONTROL DE COMPOS CONTROL DE POST CONTROL DE CONTROL DE CONTROL DE CONTROL DE CONTROL DE CONT	A PROPERTY OF THE PARTY OF THE	Milestration (Control of Control	manufamen	37	.7	namen en e	and transfer of the state of th	ujeografic pije natu	an and a second	NESTON DESCRIPTION	D	en committee committee	DASH CHILDREN
evel of Service Approach Delay	mesocial top awareness	h/LOS	- 8												
evel of Service Approach Delay ntersection Del	ay, s/ve	h/LOS													
Level of Service Approach Delay Intersection Del Multimodal Re Pedestrian LOS	ay, s/ve sults			2.2	ЕB	В	2.3	WB	В	2.3	NB	В	0.7	SB	A

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	HCS 2	010 S	ignali	zed Ir	nterse	ection	Re	sults S	umm	агу	ANOMALI DI MALIONA PAR			
General Information					NAMES OF THE OWNERS OF	District School Section 1879		Intersec	***********	йонуунананий оноон	on		4 2 4	
Agency	CDM Smith	***************	-		-processor	netorapronavoro to pero		Duration,	***********	0.25	» ENGLISHMO (MO PONTA)	_ 6		
Analyst	DBZ		and the second second	is Date	ndianamenananin	THE PROPERTY OF THE PROPERTY O		Area Typ	e	Othe	-			
Jurisdiction	***************************************	opposite processor and the second	Time F	S NOVEMBER OF THE PROPERTY OF	PM Pe	CONTRACTOR	ecommono d	PHF	réasponépsionépsionépsioner	0.93	maninishirinonnamene,	normal A	- 4	
Urban Street	Billtown Road	raduughalas saama nooco	Analys	is Year	อเรื่องของเพลาะเหล	necessaries in constitution of the least		Analysis	Period	1> 5	.00			
Intersection	Gellhaus Lane	u y ingular mangan ar mangan a	File Na	ame	Billtow	n PM 1	7 B.x	us			***************************************		1	
Project Description	Billtown Center													
Demand Information				EB			W	В		NB			SB	
Approach Movement	encentral personal music despendent de la communicación de la companya de la companya de la companya de la comp	economica de la composition della composition de	L	ΤT	T R	L	T	R	L	T	R	T L	T	F
Demand (v), veh/h	AND THE PROPERTY OF THE PROPER					606		112		53€	113	139	637	1
Signal Information				TIL		7	7							ж
Cycle, s 115.3	Reference Phase	2		S-PA-PARENTO	1 17	* K	1	1			`	P		¥
Offset, s 0	Reference Point	End	Green	89	47.7	40.0	0.0	0.0	0.0					
Uncoordinated Yes	Simult. Gap E/W	On	Yellow		4.3	3.5	0.0	entretorioristicalistical contratoristical	0.0	anament of the same		D		
Force Mode Fixed	Simult. Gap N/S	On	Red	2.8	1.9	2.8	0.0		0.0		¥	1		
Timer Results			EBI		EBT	WB	4	WBT	NBI	L	NBT	SB	L	SBT
Assigned Phase						Annual contraction of the Contra	-	4	STATE OF THE STATE	-	2	1		6 40
Case Number	POTENTIAL PROPERTY AND	nikamentananan		annound in the		and the same of	**********	9.0	NAMES OF THE PERSONS ASSOCIATED IN		8.3	1.0	STORESHOOD OF CHEST	4.0
Phase Duration, s					-			46.3	ometer and property of the con-		53.9	15.2	anners and anners an	69.0
Change Period (Y+R	CONTRACTOR OF THE PROPERTY OF							6.3			6.2	6.3	-	6.2
Max Allow Headway (NAMES AND THE OWNERS OF THE PROPERTY OF THE OWNERS OF THE	Contraction of the Contraction o				aleccasion de la company	-1	3.2			4.1	4.1	unconsequent de la comme	4.1
Queue Clearance Time	AND PARTIES AND PROPERTY OF THE PROPERTY OF TH	anticelenany/we/we/		nemental mensus	entracement of the second	Salemeseanoranismo	necessaria de la companione de la compan	42.0	SOLEN DESKRIPTION OF		46.7	8.5	natural control of the second	33.0
Green Extension Time	heliciniste transmissionis and an analysis and a second	and or the second second second second						0.0	Mary market parties of the last	-	1.0	0.4	macamaginacam	5.7
Phase Call Probability	and expected consistency with convenience and processing accommon convenience and an artist of the convenience and an artist of the convenience and artist o		ļ					1.00			1.00	0.99		1.00
Max Out Probability								1.00			1.00	0.00		0.22
Movement Group Re	sults			EΒ			WB			NB			SB	
Approach Movement			L	T	R	L	T	R	L	T	l R	L	T T	TR
Assigned Movement						7	•	14	-	2	12	1	6	+ '
Adjusted Flow Rate ()	() veh/h	ndo-layan dan takan jila	n proposition de la company	over Kommune		652	OSTANIA CONTRACTOR IN CONTRACT	120	None and the second street, the	698	ingle control of the control	149	685	references.
Adjusted Flow Rate (1) Adjusted Saturation Fl	outh describe responses to the contract of the	n	CONTRACTOR	en announcement		1810	NO KONDO MODERNO	1610		1755	1	1448	1845	1
Queue Service Time (OTHER PERSONAL PROPERTY OF THE PERSON OF THE	n 1				40.0	(prisonerozitis)	6.1	BORDER BRIDERS HAN	44.7	1	6.5	31.0	-
Cycle Queue Clearand	The state of the s	NORMAN PARTICIPATION AND PROPERTY OF THE PROPE				40.0		6.1		44.7	1	6.5	31.0	+
Green Ratio (g/C)		naci di Jaconi de Cini	a protesta de la constitución de		afterioris attaches	0.35	NAME OF TAXABLE PARTY.	0.35	Materialoristationers	0.41	1	0.51	0.54	-
Capacity (c), veh/h		orse system consequences				627	eneral contaction	558	ANNI PARI NI SANTANI	725	de constante	189	1005	+
Volume-to-Capacity Ra	atio (X)	SALINI	and the second second	1	Marrier/Polantemano/	1.038	order of the same of	0.216	-	0.962	1	0.789	0.681	-
volume-to-Capacity (c Available Capacity (c	COLONIA DE LA CO					627		558		761	+	392	1005	-de-
in production of the contraction	harran contextumper (Color Desperation Color Des	ilo)				34.3		4.2	-	30.7	-	4.5	19.0	+
Back of Queue (Q), v Queue Storage Ratio (3 12	eselogyeera kerse	0.38	101015-0-1701655	0.80	1	0.45	1.08	†
Uniform Delay (d ₁), s	NEW PARTICULAR LINES SERVICE REPORT AND	mc)			ownounted and	37.7	NAMES OF TAXABLE PARTY.	26.6		33.0	+	26.1	19.0	1
ncremental Delay (d 1), s	STORES AND					46.3		0.1		23.2	1	7.1	1.9	+-
and a feather and the control of the second	diplomatical development (diplomatical resource properties and the second secon	And a second supplemental to				0.0	Harana and	0.0	NAME OF TAXABLE PARTY.	0.0	NAMES OF TAXABLE PARTY.	0.0	0.0	and the second
Initíal Queue Delay (d Control Delay (d), s/v	nan-akagingi mananan kalan aka kalan k	en e				84.0	OST CONTRACTOR OF THE CONTRACT	26.7	des services de la company	56.2		33.3	20.9	+
Control Delay (a), S/V Level of Service (LOS)	na na manana na mana	AURIONIS KANALINI	and the second s		CONTRACTOR OF THE PERSON NAMED IN	64.U	ante estriction o	20.1 C	and the second sections	E	1	- 33,3 - C	C	1
Approach Delay, s/veh	version and the second contract of the second		0.0			75.0		E	56.2	COLOR OF THE PARTY AND THE PAR	E	23	ign esariamina de sa tiro	C
najmining program prog	and and the second section of the second		0.0		50	AND STREET, ST	automitinos	Li.	- JU-2	- -	L	D 23.		Mark Street, St
Internation Delessate	311/ LUS				3 U	.0						D.		
Intersection Delay, s/v														
				E8	1		WB	ı		NB			SB	
Intersection Delay, s/vi Multimodal Results Pedestrian LOS Score	/10S		2,2	EB T	В	2.3	WB	В	2.3	iostacinistigrations.	В	0.7	ethini annigation (n	A

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	HCS 2010) Signa	lized	Inters	ectio	n Ke	suits	Sum	ımary				
													
General Information		intin-edy-Vt-risk terk incidence					funcionamenticae	******	Informa				
anning and the second and the secon	OM Smith		·				Duratio		0.2		6		
managarin	3Z outous:	างและเหตุโรสเตอลากากั	sis Dat	waren grosses are seen	7, 2016	(retraining retrains (resp.)	Area Ty	/pe	เอาสหาราชาชิสเพาตร	ner			
Jurisdiction	o pura procesi armano espera procesa e por esta de la compania del la compania de la compania del la compania de la compania del la compania de la compania del la compania	and the following the first contraction of the	Period	PM F	organistica educações estas	escopano conduct	PHF	Aprija in in manima in	0.9	отаконичения в принимення по пр	1		
**************************************	Iltown Road .	emerican francourse	rsis Yea	mongantununun	Build [Output Transporter	Analysi	Andrews delected	od 1>	5:00			
	ellhaus Lane	File N	lame	Billto	wn PM	17 B r	b right.x	us		www.mane.com.com.com.com.com.com.com.com.com.com		17	
Project Description Bi	Iltown Center					er stores and		COLUMN TO					tiperate
Demand Information			EB			٧	/B		١	IB		SB	
Approach Movement		L	ΤT	ΙR	L	*****	ΓR	1	and the same of the same of	TIR	T L	T	F
Demand (v), veh/h	AND REAL PROPERTY OF THE PROPE				606	i	11	2	5	36 113	3 139	637	-
Signal Information			TJ	TT.		T				1			Щ
Cycle, s 102.8 R	eference Phase 2	?		-	Jal 1	1	100500			\	17		₹
Offset, s 0 R	eference Point Er	nd Gree	187	36.7	38.6	0.	0.0	·	0.0				COLOR POR COLOR
Uncoordinated Yes S	imult. Gap E/W O	n Yellov		4.3	3.5	0.	naryanangan agamanan n		0.0		.		
Force Mode Fixed Si	mult Gap N/S O	THE RESIDENCE OF THE PARTY OF T	2.8	1.9	2.8	0.			0.0	s.L			
Timer Results		EB	L	EBT	WB	L	WBT		NBL	NBT	SB	L	SBT
Assigned Phase	mantional surrentificas a notamente despressional describer (1900).				1		4	<u></u>	nienteropositos antibo	2	1	omazenani perien	6
Case Number	in the second control of the second control			na interior de la companion de		v constant of	90	ates dispersions	constraint engine fie	7.3	1 1 (reservation of the second	4.0
Phase Duration, s		-		MICHAELO MARIENTANO			44.9			42.9	15.	consumption เรื่องเล่า	57.9
Change Period, (Y+R∘),	and the first party of the first party of the second state of the						6.3			6.2	6.3	-	6.2
Max Allow Headway (MA)	H), s			grove the control of	Accordance on the second		3.2			4.1	4.1		4.1
Queue Clearance Time (g	Is), S						38.1			32.9	8.4		32.2
Green Extension Time (g	e), S			Marijania kanana maja dawa		and the second	0.5	1		3.3	0.4	l I	5.6
Phase Call Probability							1,00	1		1.00	0.9	9	1.00
Max Out Probability				arennessa arennessa			1.00	J		0.21	0.0	0	0.19
M						33.0							
Movement Group Result Approach Movement		L	EB I T	TR	ÎΙ	WE T	l R	ĪΙ	NE T	l R	1 L	SB I T	To
	Control Contro	L	-	<u> </u>	7	 -	14	4	2	12	1	6	R
Assigned Movement	openior and the second		Carrie and the	-	Name and Parks of the Parks of	ļ	entropie de la composition della composition del		DESCRIPTION OF THE PARTY	SANDERSON STREET	and the second second second	HILIDAY SHORING MAN	+
Adjusted Flow Rate (ν), ν	IndeShikoonderShikmik-ShikkinesSkoonderSkikalishigt-kilothifushigt-kraketu-kulkur-greguesa kan		CONTRACTOR OF THE PERSON OF TH		652		120		576	าเการสร้างการกรายการการก	149	685	*
Adjusted Saturation Flow I Queue Service Time (g $_{ extsf{F}}$				 	1810 36.1	 	1610 5.2	•	181 30.	nala di para sa	1448	1845	4
Queue Service Time (<i>g .</i>) Cycle Queue Clearance Ti	CONTROL CONTRO	-	 	-	36.1	-	5.2	4	30.	anning annuning annun	6.4	30.2	
Magninoleinasti maarineinasti oleolei elektrijä kinneen aloutas Megaaja veigen kei Jendaleelen	me (ye), s	energy and market process process	-		Maria Ma	-	างหนึ่งเกาะเหลงเล	·	Normalisty communication	Control Control Control	englisser and and an extensive	ng waterway to be chiefe	-
Green Ratio(g/C) Capacity(c), veh/h			!	-	0.38	ļ	0.38		0.3	nuclaintnienemante	0.46	0.50	-
Volume-to-Capacity Ratio	/ V \		! -	!	680	and the same of th	605		646	CONTRACTOR OF THE PARTY OF THE	230	927	4
томинаю станен извению обще образовать при отнечность в	миниституру и при при при при при при при при при п			-	0.958 703	-	0.199	1-	0.89	terrodynamical man	0.649	0.739	
Available Capacity (c .), \	Distribution of the Control of the C			-	Maria Company		626		879	annugan variations	460	927	ļ
Back of Queue (Q), veh/li	emprovinski pri pri pri pri pri pri pri pri pri pr			 	26.6		3.5	.	20.	STANSON STANSON STANSON	4.0	18.8	MISSALIONS.
Queue Storage Ratio (RQ		_	aterior and the same	 	2.42	-	0.31	-	0.5	emingoniemiemiemie	0.40	1.07	4
Jniform Delay (d 1), s/vel					31.3		21.7	1-	31.3		23.2	20.2	_
ncremental Delay (of 2), s	<u>Contracting constraint contraction of an interest contraction of the </u>	entitly to be a second	-	-	23.4	an representation	0.1	. Breezeway	89	AVERSON PROPERTY OF THE OWN	31	3.2	- Consideration
nitial Queue Delay (d 3).	S/VEN		Language controller	-	0.0	SOME SOME SOME SOME	0.0	ļ	0.0	เพลเหลือเลยเหลยเลยเลยเลย	0.0	0.0	ļ.
Control Delay (d), s/veh		CONTRACTOR OF THE PARTY OF THE	logingerpermentalist		54.7		21.7		40	and the second second	26.3	23.4	
evel of Service (LOS)	7C	0.0	L	1	D		I C	ļ .	D	C	C	C	L
Approach Delay, s/veh / LC	Della Minarche della compania della compania della compania della compania della compania della compania della	0.0			49.6		D	1 3	7.2	D	23.9	11	<u> </u>
ntersection Delay, s/veh /	LOS			30	5.5						D		
Multimodal Results			EB			WE			, Kir			en.	
necessary and appropriate control of the control of		2.0	Hantananings Worker		2.0	miniousingrisal	DANSON PROPERTY OF THE PROPERT	· Parentin	NE	elvida (jakiki anajoriki jakika jaki	0.7	SB	A V
Pedestrian LOS Score / LO	/a	2.3		В	2.3		В	# 4	2.3	В	0.7		Α

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	HC	S 20	10 Tv	vo-W	ay S	top C	ontr	ol Su	mma	iry Re	eport					
General Information							Site	Infor	natio	1						
Analyst	DBZ	·····	200 - 100 -	and the second			Inters	ection			Gellh	aus at Lo	ngview	Farm		
Agency/Co.	СОМ	Smith					Jurisc	liction			†			***************************************		
Date Performed	1/11/	/2016				Market State Section	East∕\	West Str	eet		Gellh	aus Lane				
Analysis Year	2015		10//10/10/10		ONLY STREET, S		North	/South :	Street		Long	view Fan	n Dr/Sch	rool		
Time Analyzed	AM P	eak	Manuscone Second	description (or for fair	and black a ball the control	**********	Peak	Hour Fac	tor	in the second	0.78		delin esemple delle			
Intersection Orientation	East-	West					Analy	sis Time	Period (nrs)	0.25					
Project Description	Billto	wn Cent	er	4-4-1	***************************************	in and the second	olio de comencia de la comencia del la comencia de la comencia del la comencia de la comencia del la comencia de la comencia d		g agus a tha a tha a gha a	CONTENTO PROPERTY	American	rina pilo bandari dala	ija optivi ir kir valotiotis ir ta	de extraores de la companya de la c		Orthogram (No.
Lanes																
				∵ -3. (11	THE RE									
				A TOTAL CONTRACTOR	-Onnes Aven	YY Nr Street: Es	entitle site #31-rennerm									
Vehicle Volumes and Adju	ustmen	-	bnugo		-Onnes Aven	or Street: Es	entitle site #31-rennerm		I	North	bound		I	South	bound	
Approach	ustmen	-	pound T	ΓR	-Onnes Aven	or Street: Es	est-West	l R	L u	North	bound	T R	U	South	bound T	R
		Easti	-	R 3	May	West	bound	R 6	U	-	_	R 9	Ü			
Approach Movement	U	Easti L	Т		May:	West	bound	ļ	U	L	Т		U	L	т	12
Approach Movement Priority	U 10	Eastl L 1	T 2	3	May U 4U	West L 4	bound T 5	6	U	L 7	T 8	9	U	L 10	T 11	12
Approach Movement Priority Number of Lanes	U 10	Eastl L 1	T 2	3	May U 4U	West L 4	bound T 5	6 0	U	7 0	T 8	9	U	L 10	11	12 0
Approach Movement Priority Number of Lanes Configuration	U 10	Easti L 1 1	1 2	3 O TR	May U 4U	West L 4 1	bound T 5	6 0 TR	U	1 7 0 ET	T 8 1	9 1 R	U	10 0	T 11 1 LTR	R 12 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 10	Easth L 1 1 L L 2	1 2	3 O TR	May U 4U	West L 4 1 L 39	bound T 5	6 0 TR	U	1 7 0 LT 247	T 8 1	9 1 R 57	U	10 0 31	11 1 1 LTR 53	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	U 10	Eastl	1 2 1 2 296	3 0 TR 274	May U 4U	West L 4 1 L 39 1 0.000	bound T 5 1	6 0 TR 4	U	247 1 0,000	T 8 1	9 1 R 57	U	10 0 31 0	11 1 LTR 53 0	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	U 10	Eastl	2 1 296	3 0 TR 274	May U 4U	West L 4 1 L 39 1 0.000	bound T 5 1 131	6 0 TR 4	ŭ U	247 1 0,000	11 0 0,000	9 1 R 57	U	10 0 31 0	11 1 1 LTR 53 0 0.0000	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized	U 10	Eastl	2 1 296	3 0 TR 274	May U 4U	West L 4 1 L 39 1 0.000	bound T 5 1 131	6 0 TR 4 0,000		247 1 0,000	11 0 0,000	9 1 R 57	U	10 0 31 0	11 1 1 LTR 53 0 0.0000	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	East! L 1 1 L 2 0 0.500	2 1 296 0.000 %c	3 0 TR 274	May U 4U	West L 4 1 L 39 1 0.000	bound T 5 1 131	6 0 TR 4 0,000	Only	247 1 0,000	11 0 0,000	9 1 R 57	U	10 0 31 0	11 1 1 LTR 53 0 0.0000	12 0 13
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	East! L 1 1 L 2 0 0.500	2 1 296 0.000 %c	3 0 TR 274	May U 4U	West L 4 1 L 39 1 0.000	bound T 5 1 131	6 0 TR 4 0,000	Only	247 1 0,000	11 0 0,000	9 1 R 57	V	10 0 31 0	11 1 1 LTR 53 0 0.0000	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U 1U 0	Eastl	2 1 296 0.000 %c	3 0 TR 274	May U 4U	West L 4 1 L 39 1 0.000 N	bound T 5 1 131	6 0 TR 4 0,000	Only	E 7 0 ET 247 1 0.000	11 0 0,000	9 1 R 57 0 0,000	U	10 0 31 0	11 1 1 LTR 53 0 0.0000 do	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U 1U 0	Easte L 1 1 1 L 2 0 0.500 N	2 1 296 0.000 %c	3 0 TR 274	May U 4U	West L L 4 1 1 L 399 1 0.000 N	bound T 5 1 131	6 0 TR 4 0,000	Only	247 1 0,000 N	11 0 0,000	9 1 R 57 0 0.000	·	10 0 31 0	11 1 1 LTR 53 0 0.000 do	12 0 13
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity	U 1U 0	Easti L 1 1 1 2 0 0.500	2 1 296 0.000 %c	3 0 TR 274	May U 4U	West L L 4 1 L 39 1 0.000 h	bound T 5 1 131	6 0 TR 4 0,000	Only	247 1 0,000 N	11 0 0,000	9 1 R 57 0 0.000	U	10 0 31 0	111 1 11 1 LTR 53 0 0.0000	12 0 13
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio	U 1U 0	East L L 1 1 1 L 2 0 0 0.500	2 1 296 0.000 %c	3 0 TR 274	May U 4U	West L L 4 1 1 L 39 1 0.000 N N N N N N N N N N N N N N N N N	bound T 5 1 131	6 0 TR 4 0,000	Only	1 7 0 LT 247 1 0.000 N	11 0 0,000	9 1 R 57 0 0,000		10 0 31 0	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	East L 1 1 1 1 L 2 0 0 0.500	2 1 296 0.000 %c	3 0 TR 274	May U 4U	West L L 4 4 1 1 L 39 1 0.000 N N N N N N N N N N N N N N N N N	bound T 5 1 131	6 0 TR 4 0,000	Only	1 1 0.000 N 331 3306 1.08 12.8	11 0 0,000	9 1 R 57 0 0.000	U	10 0 31 0	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0

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	HC	S 20	10 Tv	vo-V	lay St	top (ontr	ol Su	mma	iry R	epor!					
General Information							Site	Infor	natio	1						
Analyst	DBZ						Inter	section			Gellh	aus at Lo	ngview	Farm	-	
Agency/Co.	CDM	Smith					Jurisc	diction							o e alla	
Date Performed	1/11/	2016					East/	West Str	eet		Gellh	aus Lane	*	***************	moment d'aime	*************
Analysis Year	2017						Norti	n/South S	Street		Long	view Fari	n Dr/Sch	iool		
Time Analyzed	AM P	eak No l	Build				Peak	Hour Fac	ctor	visionnic et cività	0.78	uli ili Constanti Constanti e	prioripal Profession (Tre			***************************************
Intersection Orientation	East-\	West					Analy	sis Time	Period (hrs)	0.25		100			
Project Description	Billto	wn Cent	er	ned-street supplies resident	erstansningstorphys	sky nochranization es kuckin	ole hours stemous	ikempanniemokalionas	ezostoomiestocinisterin	ROMANIA PROPERTY (AND AND AND AND AND AND AND AND AND AND	edinamento estas				NO STREET WATER CO.	
Lanes																
					V											
Vehicle Volumes and Adj	ustmen	ts			n n Maje	ተገ # Street E	i trit			·						
Vehicle Volumes and Adj	ustmen		oound		n d Majo		AND ADMINISTRATION			North	bound			South	bound	
	ustmen		oound T	R	A Aajo		ent-Prest	R	U	North	bound	R	U	South	bound	R
Approach		Eastl	***************************************	R 3		West	bound	R 6	U		-	R 9	U	·	dimenone	R 12
Approach Movement	U	Eastl L	т	-	U	West	bound		U	L	Т	 	U	L	Ť	_
Approach Movement Priority	U 1U	Eastl L 1	T 2	3	U 4U	West L 4	bound T	6	Ü	L 7	T 8	9	U	L 10	11	12
Approach Movement Priority Number of Lanes	U 1U	Eastle L 1	T 2	3	U 4U	West L 4	bound T	6	U	7 0	T 8	9	U	L 10	11 11	12
Approach Movement Priority Number of Lanes Configuration	U 1U	Eastl L 1 1	2 1	3 0 TR	U 4U	West L 4 1	bound T 5	6 0 TR	U	7 0 LT	8 1	9 1 R	U	10 0	11 1 1 LTR	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 1U	Eastle L 1 1 L L 2	2 1	3 0 TR	U 4U	West L 4 1 L 39	bound T 5	6 0 TR	U	247	8 1	9 1 R 57	U	10 0 31	11 1 1 LTR 53	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	U 1U	Easth L 1 1 L 2 0 0.500	1 1 308	3 0 TR 274	U 4U	West t 4 1 L 39 1 0,000	bound T 5 1	6 0 TR 4 0.000		1 7 0 LT 247 1 0.000	8 1 1 11 0	9 1 R 57	U	10 0 31 0	11 1 1 LTR 53 0	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type	U 1U	Easth L 1 1 L 2 0 0.500	2 1 308 0.000	3 0 TR 274	U 4U	West t 4 1 L 39 1 0,000	bound T 5 1 173	6 0 TR 4 0.000	Only	1 7 0 LT 247 1 0.000	8 1 11 0 0.000	9 1 R 57	U	10 0 31 0	11 1 1 LTR 53 0	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized	U 1U	Easth L 1 1 L 2 0 0.500	2 1 308 0.000	3 0 TR 274	U 4U	West t 4 1 L 39 1 0,000	bound T 5 1 173	6 0 TR 4 0.000		1 7 0 LT 247 1 0.000	8 1 11 0 0.000	9 1 R 57	U	10 0 31 0	11 1 1 LTR 53 0	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	Eastle L 1 1 1 L 2 0 0.500 N	308 0.000	3 0 TR 274	U 4U	West t 4 1 L 39 1 0,000	bound T 5 1 173	6 0 TR 4 0.000	Only	1 7 0 LT 247 1 0.000	8 1 11 0 0.000	9 1 R 57	U	10 0 31 0	11 1 1 LTR 53 0	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	Eastle L 1 1 1 L 2 0 0.500 N	308 0.000	3 0 TR 274	U 4U	West t 4 1 L 39 1 0,000	bound T 5 1 173	6 0 TR 4 0.000	Only	1 7 0 LT 247 1 0.000	8 1 11 0 0.000	9 1 R 57	U	10 0 31 0	11 1 1 LTR 53 0	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, an	U 1U 0	Easth L 1 1 L 2 0 0.500	308 0.000	3 0 TR 274	U 4U	West t 4 1 1 L 39 1 0.000	bound T 5 1 173	6 0 TR 4 0.000	Only	L 7 0 LT 247 1 0.0000	8 1 11 0 0.000	9 1 R 57 0 0,000	U	10 0 31 0	11 1 1 LTR 53 0 0.0000 do	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, an	U 1U 0	Easth 1 1 2 0 0,500	308 0.000	3 0 TR 274	U 4U	West L L 4 1 L 39 1 0.000 h	bound T 5 1 173	6 0 TR 4 0.000	Only	247 1 0.000 P	8 1 11 0 0.000	9 1 R 57 0 0.000	U	10 0 31 0	11 1 1 LTR 53 0 0.000 do	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, an Flow Rate (veh/h) Capacity	U 1U 0	Eastle U 1 1 1 1 L 2 0 0 0.500 h	308 0.000	3 0 TR 274	U 4U	West L 4 1 1 L 39 1 1 0.000 N	bound T 5 1 173	6 0 TR 4 0.000	Only	1 0.0000 N	8 1 11 0 0.000	9 1 R 57 0 0.000	U	10 0 31 0	11 1 1 LTR 53 0 0.0000 do	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, an Flow Rate (veh/h) Capacity v/c Ratio	U 1U 0	Easth	308 0.000	3 0 TR 274	U 4U	West L 4 1 L 39 1 0.000	bound T 5 1 173	6 0 TR 4 0.000	Only	1 0.000 N	8 1 11 0 0.000	9 1 R 57 0 0,000	U	10 0 31 0	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 13 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, an Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	Easth	308 0.000	3 0 TR 274	U 4U	West L 4 1 L 39 1 0.000	bound T 5 1 173	6 0 TR 4 0.000	Only	1 L 7 7 0 LT 247 1 0.000	8 1 11 0 0.000	9 1 R 57 0 0,000	U	10 0 31 0	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12

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General Information							Site	Infor	natio	1			and the same			
Analyst	DBZ	******	-	****	********	***************************************	Inters	ection	-		Gellh	aus at Lo	ngview	Farm		
Agency/Co.	CDM	Smith					Jurisc	liction								
Date Performed		2016				and the Children of the Children		West Str	eet		Gellh	aus Lane		-		
Analysis Year	2017						North	n/South	Street		Long	view Farr	n Dr/Sch	iool		
Time Analyzed	AM P	eak Build			***********		Peak	Hour Fac	tor		0.78	,				
Intersection Orientation	East-	West					Analy	sis Time	Period (urs)	0.25					
Project Description	Billto	wn Cent	5l				L	San Landon Balleria de la			Assessment	responses to the	************	ohdi ((Olive (Gelovice	ookaa (Utokaania)	***************************************
Lanes																
						47 Street Ea										
Vehicle Volumes and Adj	ustmen		oound			†Y eStraet Ca				North	bound			South	bound	
Vehicle Volumes and Adj Approach Movement	ustmen		oound T	R		†Y eStraet Ca	st-Wast	· R	U	North L	bound T	R	U	South	bound	R
Approach		Eastl	·	R 3	Mayo	サア Green Ea Westi	oound	R 6	U	-	•	R 9	U	_	-	-
Approach Movement	U	Eastl L	Т		Wajc	サデ: Street Ea Westi L	oound T		U	L	Т	a territoria de la constanta de	Ų	L	Ţ	12
Approach Movement Priority	U 1U	Easth L 1	T 2	3	U 4U	Westi	oound T	6	v	L 7	T 8	9	Ü	L 10	T 11	12
Approach Movement Priority Number of Lanes	U 1U	Eastl L 1	T 2	3	U 4U	Westi	oound T	6	U	L 7 0	T 8	9	U	L 10	11 1	12
Approach Movement Priority Number of Lanes Configuration	U 1U	Easth L 1 1	7 2 1	3 0 TR	U 4U	Westi L 4 1	pound T 5	6 0 TR	U	L 7 0 LT	8 1	9 1 R	U	10 0	7 11 1 LTR	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 1U	Easth L 1 1 L 20	7 2 1	3 0 TR	U 4U	Westi L 1 L 39	pound T 5	6 0 TR	U	L 7 0 LT 247	T 8 1	9 1 R 57	U	10 0 31	11 1 1 LTR 53	12 0 33 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	U 1U	Easth 1 1 L 20 0 0.500	T 2 1 312	3 0 TR 274	U 4U	Westi L 1 L 39	5 1 1 177 0,000	6 0 TR 4	U	L 7 0 LT 247	11 0 0,000	9 1 R 57 0	U	10 0 31 0	11 1 LTR 53 0	R 12 0.
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	U 1U	Easth 1 1 L 20 0 0.500	312 0.000	3 0 TR 274	U 4U	Westi L 4 1 L 39 1 0.000	5 1 1 177 0,000	6 0 TR 4	U Only	L 7 0 LT 247 1 0,000	11 0 0,000	9 1 R 57 0	U	10 0 31 0 0,000	11 1 LTR 53 0 0.000	12 0 33 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized	U 1U	Easth 1 1 L 20 0 0.500	312 0.000	3 0 TR 274	U 4U	Westi L 4 1 L 39 1 0.000	5 1 1 177 0,000	6 0 TR 4 0.000		L 7 0 LT 247 1 0,000	11 0 0,000	9 1 R 57 0	U	10 0 31 0 0,000	11 1 LTR 53 0 0.000	12 0 33 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	Easth L 1 1 L 20 0 0,500	312 0.000	3 0 TR 274	U 4U	Westi L 4 1 L 39 1 0.000	5 1 1 177 0,000	6 0 TR 4 0.000	Only	L 7 0 LT 247 1 0,000	11 0 0,000	9 1 R 57 0	U	10 0 31 0 0,000	11 1 LTR 53 0 0.000	12 0 33
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	Easth L 1 1 L 20 0 0,500	312 0.000	3 0 TR 274	U 4U	Westi L 4 1 L 39 1 0.000	5 1 1 177 0,000	6 0 TR 4 0.000	Only	L 7 0 LT 247 1 0,000	11 0 0,000	9 1 R 57 0	U	10 0 31 0 0,000	11 1 LTR 53 0 0.000	12 0 33
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U 1U 0	Easth 1 1 20 0 0,500	312 0.000	3 0 TR 274	U 4U	Westi L 4 1 L 39 1 0.000	5 1 1 177 0,000	6 0 TR 4 0.000	Only	247 1 0 0000	11 0 0,000	9 1 R 57 0 0,000	U	10 0 31 0 0,000	T 11 1 LTR 53 0 0.000	12 0 33
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U 1U 0	Easth L 1 1 20 0 0.500	312 0.000	3 0 TR 274	U 4U	Westi L L 39 1 0.000 N	5 1 1 177 0,000	6 0 TR 4 0.000	Only	247 1 0,000 N	11 0 0,000	9 1 R 57 0 0.000	U	10 0 31 0 0,000	11 1 1 LTR 53 0 0.000 No	12 0 33
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity	U 1U 0	Easth L 1 1 20 0 0.500 6 26 818	312 0.000	3 0 TR 274	U 4U	Westi L L 1 L 39 1 0.000 N N 550 863	sr-Weet T S 1 177 0,000 0	6 0 TR 4 0.000	Only	1 247 1 0,000 N	11 0 0,000	9 1 R 57 0 0,000	U	10 0 31 0 0,000	11 1 1 LTR 53 0 0.0000 40 150 695	12 0 33
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio	U 1U 0	Easth L 1 1 1 L 20 0 0.500 h	312 0.000	3 0 TR 274	U 4U	Westing Street Early Street Ear	sr-Weet T S 1 177 0,000 0	6 0 TR 4 0.000	Only	L 7 0 LT 247 1 0.000 N	11 0 0,000	9 1 R 57 0 0,000 73 521 0.14	U	10 0 31 0 0,000	110 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 33 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	Easth L 1 1 1 L 20 0 0.500	312 0.000	3 0 TR 274	U 4U	Westing Street Early Street Ear	sr-Weet T S 1 177 0,000 0	6 0 TR 4 0.000	Only	1 1 0.000 N 331 243 1.36 18.0	11 0 0,000	9 1 R 57 0 0.000	U	10 0 31 0 0,000	150 695 0.22 0.8	12 0 33 0

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Priority 1U 1 2 3 4U 4 5 6 7 8 9 10 1 Number of Lanes 0 1 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 0 1 1 0 </th <th></th> <th></th> <th></th> <th></th> <th>port</th> <th>ry Re</th> <th>mma</th> <th>ol Su</th> <th>ontr</th> <th>ор С</th> <th>ay Si</th> <th>vo-W</th> <th>10 Tv</th> <th>S 201</th> <th>HC</th> <th></th>					port	ry Re	mma	ol Su	ontr	ор С	ay Si	vo-W	10 Tv	S 201	HC	
Agency/Co. CDM Smith Jurisdiction Configuration Confi					and the second	1	natior	Inforr	Site							al Information
Date Performed 1/11/2016 Companie C		erm	ngview F	ous at Lo	Gellha			section	Inters						DBZ	
Analysis Year Analysis Year Analysed AM Peak Build Imp Peak Hour Factor Analysis Time Period (hrs.) Billtown Center Peak Hour Factor 0.78	Bartine Report April 1985	***************************************	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					liction	Jurisc					Smith	CDM	Go.
Time Analyzed AM Peak Build Imp Peak Hour Factor Q.75 Peak Hour Factor Q.75				us Lane	Geilha	various de la constante de la	et:	West Stre	East/					2016	1/11/	formed
Restriction Contentation East-West Analysis Time Period (ftm) 0.25		ool	Dr/Scho	iew Farm	Longv		Street	n/South S	North						2017	Year
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Vehicle Volumes and Adjustments					0.25	ırs)	Period (I	rsis Time	Analy						•	tion Orientation
Vehicle Volumes and Adjustments	MANAGEMONICATION STREET	***************************************	vinitaliseiseiseiseiseiseiseise	INDUMATICA PARTICIPATION OF	oggi en elipposite en la comunica	ud telephonolytelek	atterness seem to extend	BHAN HOUSE BEAUTIONS OF THE	elitare resolution i	RD SCHOOL CONTRACTOR C	Marie Control of the		enedoloonidadeelideelideelideelideelideelideelide	vn Cente	Billto	Description
Vehicle Volumes and Adjustments																
Movement U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U T R U T R U T T R U T T R U T T R U T R U T R U T R U D D D D D D D D D D D D D D									100 PEC 1			- 1				
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Configuration L T R L TR LT R L TR LT R L TR LT R L L TR LT R L L TR LT R L L L TR LT R L L L TR LT R L T L T R L T R L T R L T	und T R		U	R			U	R	bound	Westl		R	_	Eastb		h
Volume (veh/h) 20 312 274 39 177 4 247 11 57 31 Percent Heavy Vehicles 0 1 1 1 0 0 0 0 Proportion Time Blocked 0.500 0.000 <t< td=""><td></td><td>I.</td><td>U</td><td></td><td>Ţ</td><td>L</td><td>U</td><td></td><td>bound T</td><td>Westl L</td><td>U</td><td></td><td>T</td><td>Eastb L</td><td>U</td><td>h</td></t<>		I.	U		Ţ	L	U		bound T	Westl L	U		T	Eastb L	U	h
Percent Heavy Vehicles 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T R	L 10	U	9	T 8	L 7	u	6	bound T 5	Westi L 4	U 4U	3	T 2	Eastb L 1	IJ 1∪	h ent
Proportion Time Blocked 0.500 0.0	T R	L 10 0	Ü .	9 1	T 8	T 7	U	6	bound T 5	Westi L 4	U 4U	3	T 2 1	Eastb L 1	IJ 1∪	h ent of Lanes
Right Turn Channelized No No No No Median Type Left Only Delay, Queue Length, and Level of Service Flow Rate (veh/h) 26 50 331 73 1 Capacity 818 863 315 654 8 v/c Ratio 0.03 0.06 1.05 0.11 0 95% Queue Length 0.1 0.2 12.2 0.4 6	T R 11 12 1 0	10 0	U	9 1 R	7 8 1	L 7 0 LT	U	6 0 TR	bound T 5	Westl L 4 1	U 4U	3 1 R	T 2 1 T	Eastb L 1 1	IJ 1∪	h int of Lanes
Median Type Left Only Median Storage 1 Delay, Queue Length, and Level of Service Flow Rate (velv/h) 26 50 331 73 1 Capacity 818 863 315 654 8 v/c Ratio 0.03 0.06 1.05 0.11 0 95% Queue Length 0.1 0.2 12.2 0.4 4	T R 11 12 1 0 LTR	10 0 31	U	9 1 R 57	1 8 1	L 7 0 LT 247	U	6 0 TR	bound T 5	Westl L 4 1 L 39	U 4U	3 1 R	T 2 1 T	Eastb L 1 1 L 20	IJ 1∪	h int of Lanes ation (veh/h)
Median Storage 1 Delay, Queue Length, and Level of Service Flow Rate (veh/h) 26 50 331 73 1 Capacity 818 863 315 654 8 v/c Ratio 0.03 0.06 1.05 0.11 0 95% Queue Length 0.1 0.2 12.2 0.4 1	T R 11 12 1 0 LTR 53	10 0 31 0	U	9 1 R 57 0	7 8 1	L 7 0 LT 247	U	6 0 TR 4	bound T 5 1	Westl L 4 1 L 39	U 4U	3 1 R 274	1 1 T 312	Eastb L 1 1 L 20	IJ 1∪	h int of Lanes ation (veh/h) Heavy Vehicles
Delay, Queue Length, and Level of Service Flow Rate (velv/h) 26 50 331 73 1 Capacity 818 863 315 654 8 v/c Ratio 0.03 0.06 1.05 0.11 0 95% Queue Length 0.1 0.2 12.2 0.4 6	T R 11 12 1 0 LTR 53 33 0 0	10 0 0 31 0 0 0.000 (U	9 1 R 57 0	8 1 1 1 0 0.000	L 7 0 LT 247 1 0.000	U	6 0 TR 4	bound T 5 11 177 0.000	Westl L 4 1 L 39 1 0.000	U 4U	3 1 R 274	T 2 1 T 312 0.000	Eastb L 1 1 L 20 0 0.500	IJ 1∪	h of Lanes ation (veh/h) Heavy Vehicles on Time Blocked
Flow Rate (veh/h) 26 50 331 73 1 Capacity 818 863 315 654 8 v/c Ratio 0.03 0.06 1.05 0.11 0 95% Queue Length 0.1 0.2 12.2 0.4 0.4 0	T R 11 12 1 0 LTR 53 33 0 0	10 0 0 31 0 0 0.000 (Ü	9 1 R 57 0	8 1 1 1 0 0.000	L 7 0 LT 247 1 0.000	Only	6 0 TR 4 4 0.000 Left	bound T 5 11 177 0.000	Westl L 4 1 L 39 1 0.000	U 4U	3 1 R 274	T 2 1 T 312 0.000	Eastb L 1 1 L 20 0 0.500	IJ 1∪	h of Lanes ation (veh/h) Heavy Vehicles on Time Blocked rn Channelized
Capacity 818 863 315 654 8 v/c Ratio 0.03 0.06 1.05 0.11 0 95% Queue Length 0.1 0.2 12.2 0.4 0	T R 11 12 1 0 LTR 53 33 0 0	10 0 0 31 0 0 0.000 (U	9 1 R 57 0	8 1 1 1 0 0.000	L 7 0 LT 247 1 0.000	Only	6 0 TR 4 4 0.000 Left	bound T 5 11 177 0.000	Westl L 4 1 L 39 1 0.000	U 4U	3 1 R 274	T 2 1 T 312 0.000	Eastb L 1 1 L 20 0 0.500	IJ 1∪	h of Lanes ation (veh/h) Heavy Vehicles on Time Blocked on Channelized
v/c Ratio 0.03 0.06 1.05 0.11 0 95% Queue Length 0.1 0.2 12.2 0.4 6	T R 11 12 1 0 LTR 53 33 0 0	10 0 0 31 0 0 0.000 (Ü	9 1 R 57 0	8 1 1 1 0 0.000	L 7 0 LT 247 1 0.000	Only	6 0 TR 4 4 0.000 Left	bound T 5 11 177 0.000	Westl L 4 1 L 39 1 0.000	U 4U	3 1 R 274	T 2 1 T 312 0.000 0	Eastb L 1 1 L 20 0 0:500	U 10 0	h of Lanes ation (veh/h) Heavy Vehicles on Time Blocked on Channelized (fype
95% Queue Length 0.1 02 12.2 0.4 6	T R 11 12 1 0 LTR 53 33 0 0	10 0 0 31 0 0 0000 (No	U	9 1 R 57 0 0.000	8 1 1 1 0 0.000	t 7 0 LT 2247 1 0.0000 N	Only	6 0 TR 4 4 0.000 Left	bound T 5 11 177 0.000	Westl L 4 1 L 39 1 0.000	U 4U	3 1 R 274	T 2 1 T 312 0.000 0	Eastb 1 1 20 0 0.500 N	U 10 0	h int of Lanes ation (veh/h) Heavy Vehicles on Time Blocked rn Channelized (type Storage Queue Length, and
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Control Delay (s/veh) 9.5 9.4 102.7 11.2 1	T R 11 12 1 0 LTR 53 33 0 0 0.000 0.00	10 0 0 31 0 0 0.000 0 No	U	9 1 R 57 0 0.000	8 1 1 1 0 0.000	L 7 0 LT 247 1 0.000 N	Only	6 0 TR 4 4 0.000 Left	bound T 5 11 177 0.000	Westl L 4 1 L 39 1 0.0000 N	U 4U	3 1 R 274	T 2 1 T 312 0.000 0	Eastb 1 1 1 20 0 0.500 N	U 10 0	h int of Lanes ation (veh/h) Heavy Vehicles on Time Blocked on Channelized (fype Storage Queue Length, and e (veh/h)
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Level of Service (LOS) A A F B	T R 11 12 1 0 LTR 53 33 0 0 0 .000 0.006	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U	9 1 R 57 0 0.000 73 654 0.11	8 1 1 1 0 0.000	L 7 0 UT 1 1 0 0 0 0 N N 3311 315 1.05 12.2	Only	6 0 TR 4 4 0.000 Left	bound T 5 11 177 0.000	Westl 4 1 L 39 1 0.000 N 50 863 0.06 0.2	U 4U	3 1 R 274	T 2 1 T 312 0.000 0	Eastb L 1 1 L 20 0 0.5000 N	U 10 0	h of Lanes ation (veh/h) Heavy Vehicles on Time Blocked on Channelized (type Storage Queue Length, and e (veh/h)
Approach Delay (s/veh) 0.3 1.7 87.8 10.3	T R 11 12 1 0 LTR 53 33 0 0 000 0.000 0.000	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U	9 1 R 57 0 0.000 73 654 0.11 0.4	8 1 1 1 0 0.000	L 7 0 UT 247 1 0.000 N 3311 315 1.05 12.2 102.7	Only	6 0 TR 4 4 0.000 Left	bound T 5 11 177 0.000	Westl 4 1 L 39 1 0.000 N 50 863 0.06 0.2 9.4	U 4U	3 1 R 274	T 2 1 T 312 0.000 0	Eastb L 1 1 1 L 20 0 0.500 N N 20 26 818 0.03 0.1 9.5	U 10 0	h of Lanes ation (veh/h) Heavy Vehicles on Time Blocked on Channelized (type Storage Queue Length, and e (veh/h)

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	HC	S 20	10 Tv	vo-W	ay S	top C	ontr	ol Su	mm:	iry Ri	eport					
General Information							Site	Infor	natio	1						
Analyst	DBZ	****		water the second	A S HEREN WAS DOUBLES		inters	ection		***************************************	Gellh	aus at Lo	ngview	Farm		
Agency/Co.	CDM	Smith					Jurisc	liction								
Date Performed	1/11,	/2016	, y y y 1 (A C T T T T T T T T T T T T T T T T T T				East/	West Str	et		Gellh	aus Lane				
Analysis Year	2015						North	n/South S	Street		Long	view Fari	n Dr/Sch	iool		
Time Analyzed	PM P	eak		ACCUMENTATION		*********	Peak	Hour Fac	tor		0.94			edelinandos escalabele	ALCOHOLOGICA CONTRACTOR CONTRACTO	ossinimana
Intersection Orientation	East-	West					Analy	sis Time	Period ()	nrs)	0.25	les es				
Project Description	Billto	wn Cente	2f	NORTH COMMAND		MARK SADVING SING	Annium summer	- State Maria (State Associated	physical and a physic	- Control of the Cont	- Berlinstein - House	AND THE PROPERTY OF THE PROPER		resident er senement	PARIA PROPERTY AND A	minant infolds
Lanes					1 4	الما										
						1 (i	i Fr									
					814)	ur Street: E:	est-West								****	
Vehicle Volumes and Adjus	tmen		ound		г				r	North	bound		ı	South	hound	
Approach		Eastb	oound T	I g		West	bound				bound	T R		# 00 to 10 t	bound	T 0
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Approach Movement Priority Number of Lanes Configuration	U 1U	Eastb L 1	2 1	3 0 TR	U 4U	West L 4 1	bound T 5	6 0 TR	U	1 7 0 LT	T 8 1	9 1 R	U	10 0	11 11 1 LTR	12 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 1U	Eastb	T 2	3 0	U 4U	West L 4 1 L 4	bound T	6	V	L 7 0 LT 24	T 8 1	9 1 R 6	U	10 0	11 1 1 LTR	R 12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	U 1U	Eastb L 1	2 1	3 0 TR	U 4U	West L 4 1	bound T 5	6 0 TR	U	1 7 0 LT	T 8 1	9 1 R	U	10 0	11 11 1 LTR	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	U 1U	Eastb L 1 1 L 17 0 0.000	2 1	3 0 TR	U 4U	West L 4 1 L 4 0 0.000	bound T 5	6 0 TR	U	1 T T T T T T T T T T T T T T T T T T T	1 1 3 0	9 1 R 6	U	10 0 6 17 0,000	11 11 1 LTR 1	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized	U 1U	Eastb L 1 1 L 17 0 0.000	163	3 0 TR	U 4U	West L 4 1 L 4 0 0.000	bound T 5 1 1 668	6 0 TR 40	Ü Ü	1 T T T T T T T T T T T T T T T T T T T	8 1 3 0 0,000	9 1 R 6	U	10 0 6 17 0,000	11 1 1 LTR 1 0	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	U 1U	Eastb L 1 1 L 17 0 0.000	163	3 0 TR	U 4U	West L 4 1 L 4 0 0.000	bound T 5 1 1 668	6 0 TR 40		1 T T T T T T T T T T T T T T T T T T T	8 1 3 0 0,000	9 1 R 6	U	10 0 6 17 0,000	11 1 1 LTR 1 0	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	Eastb L 1 1 1 1 L 17 0 0.0000	1 1 163 Jo	3 0 TR	U 4U	West L 4 1 L 4 0 0.000	bound T 5 1 1 668	6 0 TR 40 Left	Only	1 T T T T T T T T T T T T T T T T T T T	8 1 3 0 0,000	9 1 R 6	U	10 0 6 17 0,000	11 1 1 LTR 1 0	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	Eastb L 1 1 1 1 L 17 0 0.0000	1 1 163 Jo	3 0 TR	U 4U	West L 4 1 L 4 0 0.000	bound T 5 1 1 668	6 0 TR 40 Left	Only	1 T T T T T T T T T T T T T T T T T T T	8 1 3 0 0,000	9 1 R 6	U	10 0 6 17 0,000	11 1 1 LTR 1 0	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h)	U 1U 0	Eastb	1 1 163 Jo	3 0 TR	U 4U	West L 4 1 L 4 0 0.000	bound T 5 1 1 668	6 0 TR 40 Left	Only	t 7 0 tT 24 0 0.000	8 1 3 0 0,000	9 1 R 6 0 0,000	U	10 0 6 17 0,000	11 1 LTR 1 0 0.000	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U 1U 0	Eastb L 1 1 1 1 0 0.000 N	1 1 163 Jo	3 0 TR	U 4U	West L 4 1 1 L 4 0 0 0.0000 N	bound T 5 1 1 668	6 0 TR 40 Left	Only	t 7 0 LT 24 0 0.000 N	8 1 3 0 0,000	9 1 R 6 0 0.000	U	10 0 6 17 0,000	11 1 1 LTR 1 0 0.000 do	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity	U 1U 0	Eastb L 1 1 1 1 0 0.000 N of Ser 18 865	1 1 163 Jo	3 0 TR	U 4U	West L 4 1 1 L 4 0 0 0.000 N	bound T 5 1 1 668	6 0 TR 40 Left	Only	24 0 0.000 0.000	8 1 3 0 0,000	9 1 R 6 0 0,000	U	10 0 6 17 0,000	11 1 1 LTR 1 0 0.0000 do 14 406	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio	U 1U 0	Eastb	1 1 163 Jo	3 0 TR	U 4U	West L 4 1 1 L 4 0 0.000 h	bound T 5 1 1 668	6 0 TR 40 Left	Only	7 0 LT 24 0 0.000 N	8 1 3 0 0,000	9 1 R 6 0 0,000	U	10 0 6 17 0,000	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	East! 1 1 1 1 17 0 0.0000 N N 865 0.02 0.1	1 1 163 Jo	3 0 TR	U 4U	West L 4 1 1 L 4 0 0 0.000 h	bound T 5 1 1 668	6 0 TR 40 Left	Only	24 0 0.000 0.000 0.000 0.000 0.000	8 1 3 0 0,000	9 1 R 6 0 0.000	U	10 0 6 17 0,000	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 7
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length Control Delay (s/veh)	U 1U 0	Eastb	1 1 1 163 163 160 Vice	3 0 TR	U 4U	West L L 4 1 1 L 4 0 0 0.0000 N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	bound T 5 1 1 668	6 0 TR 40 Left	Only	24 0 0 0.000 N 16.1 C C	8 1 3 0 0,000	9 1 R 6 0 0.000	U	10 0 6 17 0.000 N	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 7

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	HC	S 20	10 Tv	vo-V	Jay S	top (Contr	ol Su	ımma	ary R	epor'	t				
General Information							Site	Infor	matio	п	All Control					
Analyst	DBZ					***	Inter	section			Gelli	iaus at Le	ongview	Farm		*********
Agency/Co.	CDN	Smith					Juriso	diction								
Date Performed	1/11	/2016					East/	West Str	eet		Gellh	iaus Lane	• •			
Analysis Year	2017						Norti	h/South	Street		Long	rview Far	m Dr/Scl	nool		
Time Analyzed	PM F	eak No I	Build	***************************************	***************************************	december to the state of the st	Peak	Hour Fa	ctor	***************************************	0.94	policina de la composição		***************************************		
Intersection Orientation	East-	West				7.	Analy	rsis Time	Period (hrs)	0.25					
Project Description	Billto	wn Cent	er	Delica mentengan bankan belakan	Alia kalan kepalan kilakan ka		e de la constanta de la consta	Santial Chineseana			udhensisionnaiensi	SOURCE SAIDTENANCE	Kennsukaluruk pilah	Marine Military (Marin	Andrew (Any Deserve)	Service Constitution of the Constitution of th
Lanes																
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Vehicle Volumes and Adjus	stmen				1				T							
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Approach		-	-			4 000000000000000000000000000000000000	bound				bound	I s	<u> </u>	· · · · · ·	bound	T .
Movement	U	L	Т	R	U.	L	Т	R	U	Ľ	T	R	V	ì	т	-
Movement Priority	10	L 1	T 2	3	4U	L 4	T 5	6	U	1 7	T 8	9	υ	L 10	T 11	12
Movement Priority Number of Lanes		1 1	Т	3		1 1	Т	6	U	£ 7 0	T	9	V	ì	11 1	12
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Movement Priority Number of Lanes Configuration Volume (veh/h)	10	1 1 L 17	T 2	3	4U	1 L L	T 5	6	U	7 0 LT 24	8 1	9 1 R 6	V	10 0 6	11 11 1 LTR	12 0 7
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	10	L 1 1 L 17	T 2 1 1 181	3 0 TR 12	4U	1 L 4	5 1 699	6 0 TR 40	U	1 7 0 LT 24 0	8 1 3 0	9 1 R 6	U	10 0 6 17	11 1 1 LTR 1 0	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	10	1 1 1 L 17 0	7 2 1	3 O TR	4U	1 1 L 4 0	T 5	6 0 TR	U	t 7 0 LT 24 0 0.000	8 1	9 1 R 6	U U	10 0 0 6 17 0,000	11 1 1 LTR 1 0 0.0000	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	10	1 1 1 L 17 0	1 1 181 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 TR 12	4U	1 1 L 4 0	7 5 1 699	6 0 TR 40 0.000	U	t 7 0 LT 24 0 0.000	3 0 0,000	9 1 R 6	υ -	10 0 0 6 17 0,000	11 1 1 LTR 1 0	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized	10	1 1 1 L 17 0	1 1 181 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 TR 12	4U	1 1 L 4 0	7 5 1 699	6 0 TR 40 0.000		t 7 0 LT 24 0 0.000	3 0 0,000	9 1 R 6	V	10 0 0 6 17 0,000	11 1 1 LTR 1 0 0.0000	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	10 0	1 1 1 17 0 0.000	1 1 181 5.000 do	3 0 TR 12	4U	1 L L 4 0 0.000	7 5 1 699	6 0 TR 40 0.000	Only	t 7 0 LT 24 0 0.000	3 0 0,000	9 1 R 6	U	10 0 0 6 17 0,000	11 1 1 LTR 1 0 0.0000	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	10 0	1 1 1 17 0 0.000	1 1 181 5.000 do	3 0 TR 12	4U	1 L L 4 0 0.000	7 5 1 699	6 0 TR 40 0.000	Only	t 7 0 LT 24 0 0.000	3 0 0,000	9 1 R 6	V	10 0 0 6 17 0,000	11 1 1 LTR 1 0 0.0000	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h)	10 0	1 1 L 17 0 0.000	1 1 181 5.000 do	3 0 TR 12	4U	1 L 4 0 0.000	7 5 1 699	6 0 TR 40 0.000	Only	t 7 0 LT 24 0 0.0000 N	3 0 0,000	9 1 R 6 0 0.000	υ -	10 0 0 6 17 0,000	11 1 1 LTR 1 0 0.0000 fo	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity	10 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 181 5.000 do	3 0 TR 12	4U	1 L 4 0 0,000	7 5 1 699	6 0 TR 40 0.000	Only	24 0 0.000	3 0 0,000	9 1 R 6 0 0.000	U	10 0 0 6 17 0,000	11 1 1 LTR 1 0 0.000 do	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio	10 0	L 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 181 5.000 do	3 0 TR 12	4U	L 4 1 1 L 4 0 0 0.0000 h	7 5 1 699	6 0 TR 40 0.000	Only	24 0 0,000 N	3 0 0,000	9 1 R 6 0 0.000	U	10 0 0 6 17 0,000	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 7 0
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	10 0	L 1 1 L 17 0 0.000 N N N N N N N N N N N N N N N N	1 1 181 5.000 do	3 0 TR 12	4U	L 4 1 0 0 0.000	7 5 1 699	6 0 TR 40 0.000	Only	7 0 LT 24 0 0 0.000 N	3 0 0,000	9 1 R 6 0 0.000	U	10 0 0 6 17 0,000	11 1 1 1 LTR 1 0 0 0.000 do	12 0 7 0
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	HC	3 20	10 Tv	va-W	ay St	ор С	ontr	ol Su	mma	iry Re	port					
General Information							Site	Inforr	nation	1						
Analyst	DBZ					, erantez a ar anyo	Inters	ection	·	, 1 1-1 (20) - 17 - 1	Gellh	aus at Lo	ngview l	Farm		
Agency/Co.	CDM S	Smith					Jurisd	iction								
Date Performed	1/11/2	2016	Name of Persons and Persons an		-		East/	West Str	et		Gellh	aus Lane				
Analysis Year	2017						North	/South :	Street		Long	new Farr	n Dr/Sch	ool		
Time Analyzed	PM Pe	ak Build	l		CHARLES TO STATE OF	and specialists	Peak	Hour Fac	tor		0.94	THE RESERVE THE PARTY OF THE PA	-		UE GOVERNMENT PO	***************************************
Intersection Orientation	East-V	Vest					Analy	sis Time	Period ()	ırs)	0.25					
Project Description	Billtow	n Cente	51	************		***************************************	Susanioassa				American			Tarif in solitority of the little		and the second second
Lanes																
Vehicle Volumes and Adius	etment				n s _{Majo}	中で or Street, Ex	i † ſ			Daniel 1000						
Vehicle Volumes and Adjus	stment		d		-0.0500 0.050				ı	North	hound		ı	South	hound	
Approach		Eastb	oound T		Majo	West	pound			parameter and	bound T	l p	11	-	bound +	l p
Approach Movement	U	Eastb L	Т	R	Majo	West L	oound T	R	U	L	Τ	R	U	Ĺ	Ť	R 12
Approach Movement Priority	ย 10	Eastb L 1	T 2	3	Majo U 4U	Westi L 4	oound T 5	6	U	L 7	T 8	9	V	L 10	T 11	12
Approach Movement Priority Number of Lanes	U	Eastb L 1	Т	3 0	Majo	Westi L 4	oound T	6 0	U	L 7 0	Τ	9	U	Ĺ	T 11	
Approach Movement Priority Number of Lanes Configuration	ย 10	Eastb L 1 1	7 2 1	3 0 TR	Majo U 4U	Westi L 4 1	oound T 5	6 0 TR	U U	L 7 0 LT	8 1	9 1 R	V	10 0	T 11 T LTR	12 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	ย 10	Eastb L 1 1 L	T 2	3 0	Majo U 4U	Westi L 4 1 L	oound T 5	6 0	U	L 7 0 LT 24	T 8 1	9	U	10 0	T 11 1 tTR	12 0 24
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	ย 10	Eastb L 1 1	7 2 1	3 0 TR	Majo U 4U	Westi L 4 1	oound T 5	6 0 TR	U	L 7 0 LT	8 1	9 1 R 6	U	10 0	T 11 T LTR	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	ย 10	Easth L 1 1 L 34	1 1 198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 L 4 0 0.000	5 1 701	6 0 TR 40	υ	L 7 0 LT 24 0 0 0.000	T 8 1 1 3 0	9 1 R 6	U	10 0 0 6 17 0,000	11 11 1 LTR 1	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized	ย 10	Eastb L 1 1 1 34 0 0.000	1 1 198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 L 4 0 0.000	5 1 701 0.000	6 0 TR 40	U	L 7 0 LT 24 0 0 0.000	3 0 0,000	9 1 R 6	U	10 0 0 6 17 0,000	11 1 1 1TR 1 0 0,000	12 0 24
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	ย 10	Eastb L 1 1 1 34 0 0.000	1 1 198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 L 4 0 0.000	5 1 701 0.000	6 0 TR 40 0.000		L 7 0 LT 24 0 0 0.000	3 0 0,000	9 1 R 6	U	10 0 0 6 17 0,000	11 1 1 1TR 1 0 0,000	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	Easth L 1 L 34 0 0.000	198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 L 4 0 0.000	5 1 701 0.000	6 0 TR 40 0.000	Only	L 7 0 LT 24 0 0 0.000	3 0 0,000	9 1 R 6	U	10 0 0 6 17 0,000	11 1 1 1TR 1 0 0,000	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U 1U 0	Easth L 1 L 34 0 0.000	198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 L 4 0 0.000	5 1 701 0.000	6 0 TR 40 0.000	Only	L 7 0 LT 24 0 0 0.000	3 0 0,000	9 1 R 6	U	10 0 0 6 17 0,000	11 1 1 1TR 1 0 0,000	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h)	U 1U 0	Easth L 1 L 34 0 0,000	198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 L 4 0 0.000	5 1 701 0.000	6 0 TR 40 0.000	Only	L 7 0 LT 24 0 0.000 N	3 0 0,000	9 1 R 6 0	U	10 0 0 6 17 0,000	11 1 LTR 1 0 0.000 do	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U 1U 0	Eastb L 1 1 L 34 0 0.000 N	198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 L 4 0 0.000	5 1 701 0.000	6 0 TR 40 0.000	Only	L 7 0 LT 24 0 0 0,000 N	3 0 0,000	9 1 R 6 0 0.000	U	10 0 0 6 17 0,000	11 11 1 T LTR 1 0 0.000	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio	U 1U 0	Easth 1 1 1 1 1 0 0 0.000 N	198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 L 4 0 0.000 N	5 1 701 0.000	6 0 TR 40 0.000	Only	L 7 0 LT 24 0 0.000 N	3 0 0,000	9 1 R 6 0 0.000	U	10 0 0 6 17 0,000	11 11 1 LTR 1 0 0,000	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity	U 1U 0	Easth L 1 1 1 L 34 0 0 0.000 N	198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 1 L 4 0 0.000 N	5 1 701 0.000	6 0 TR 40 0.000	Only	L 7 0 LT 24 0 0.000 N	3 0 0,000	9 1 R 6 0 0.000	U	10 0 0 6 17 0,000	11 11 1	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	Easth L 1 1 L 34 0 0.0000 N S 6 840 0.04 0.1	198 0.000	3 0 TR 12	Majo U 4U	West! L 4 1 1 L 4 0 0.000 h	5 1 701 0.000	6 0 TR 40 0.000	Only	24 0 0000 N 229 296 0.10	3 0 0,000	9 1 R 6 0 0.000 6 827 0.01	U	10 0 0 6 17 0,000	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 24 0

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	HC	S 20	10 Tv	vo-W	lay S	top (ontr	al Su	mma	iry Re	eport					
General Information								Infort								
Analyst	DBZ						↓	section			T Gellh	aus at Lo	naview	Farm		
Agency/Co.	4	Smith						fiction								
Date Performed	1/11/							West Str	eat		Gelih	aus Lane				
Analysis Year	2017	-						n/South	****	-Averigation	<u> </u>	view Fan	-	nonl		
Time Analyzed	4	eak Build	llmn				 	Hour Fac			0.94					
Intersection Orientation	East-		· IIIID				1	/sis Time		nrs)	0.25					
Project Description	-	wn Cente	 ⊇r		***********		d.				Marchanine	nastawaya processoria	Secretary and the second		Maria Caracana Carac	-cogministracy
Lanes	L.															
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Vehicle Volumes and Adju	stmen		oound		- majo		bound		I	North	bound		I	South	bound	
	stmen		oound T	I R	U			R	U	North L	bound T	R	U	South	bound T	R
Approach		Eastb		R 3		West	bound	R 6	U	-	-	R 9	U			R 12
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Approach Movement Priority Number of Lanes Configuration	U 1U	Eastb L 1 1	1 2 1 T	3 1 R	U 4U	West L 4 1	bound T 5	6 0 TR	U	7 0 LT	T 8 1	9 1 R	U	10 0	11 1 1 LTR	12
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 1U	Eastb L 1 1 L 34	1 2 1 T	3 1 R	U 4U	West L 4 1 L 4	bound T 5	6 0 TR	U	1 7 0 LT 24	8 1 3	9 1 R 6	υ	t 10 0	11 1 1 LTR	12 0 24
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles	U 1U	Easth L 1 1 L 34 0 0,000	1 1 T 198	3 1 R 12	U 4U	West L 4 1 L 4 0 0,000	5 1 701	6 0 TR 40	U	t 7 0 tT 24 0	8 1 1 3 0 0.000	9 1 R 6 0	υ	10 0 0 6 17 0.000	11 1 tTR 1 0	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked	U 1U	Easth L 1 1 L 34 0 0,000	T 2 1 T 198	3 1 R 12	U 4U	West L 4 1 L 4 0 0,000	5 1 701 0.000	6 0 TR 40	U Only	L 7 0 LT 24 0 0 0.000	8 1 1 3 0 0.000	9 1 R 6 0	Ü	10 0 0 6 17 0.000	11 1 1 LTR 1 0 0.000	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized	U 1U	Easth L 1 1 L 34 0 0,000	T 2 1 1 T 198	3 1 R 12	U 4U	West L 4 1 L 4 0 0,000	5 1 701 0.000	6 0 TR 40 0 0.000 Left		L 7 0 LT 24 0 0 0.000	8 1 3 0 0.000	9 1 R 6 0	U	10 0 0 6 17 0.000	11 1 1 LTR 1 0 0.000	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type	U 1U 0	Easth L 1 1 L 34 0 0.000	2 1 T 198 0.000 do	3 1 R 12	U 4U	West L 4 1 L 4 0 0,000	5 1 701 0.000	6 0 TR 40 0 0.000 Left	Only	L 7 0 LT 24 0 0 0.000	8 1 3 0 0.000	9 1 R 6 0	U	10 0 0 6 17 0.000	11 1 1 LTR 1 0 0.000	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U 1U 0	Easth L 1 1 L 34 0 0.000	2 1 T 198 0.000 do	3 1 R 12	U 4U	West L 4 1 L 4 0 0,000	5 1 701 0.000	6 0 TR 40 0 0.000 Left	Only	L 7 0 LT 24 0 0 0.000	8 1 3 0 0.000	9 1 R 6 0	U	10 0 0 6 17 0.000	11 1 1 LTR 1 0 0.000	12 0 24 0
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Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h)	U 1U 0	Eastb L 1 1 1 L 34 0 0.000 N	2 1 T 198 0.000 do	3 1 R 12	U 4U	West L 4 1 L 4 0 0 0.000	5 1 701 0.000	6 0 TR 40 0 0.000 Left	Only	t 7 0 LT 24 0 0.0000 N	8 1 3 0 0.000	9 1 R 6 0 0.000	U	10 0 0 6 17 0.000	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity	U 1U 0	Easth L 1 1 1 L 34 0 0.0000 N	2 1 T 198 0.000 do	3 1 R 12	U 4U	West L 4 1 1 L 4 0 0 0.000 N	5 1 701 0.000	6 0 TR 40 0 0.000 Left	Only	t 7 0 LT 24 0 0.000 N	8 1 3 0 0.000	9 1 R 6 0 0.000	U	10 0 0 6 17 0.000	11 1 1 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio	U 1U 0	Easth L 1 1 1 L 34 0 0.000 N N S Ser Ser 36 840 0.04	2 1 T 198 0.000 do	3 1 R 12	U 4U	West L L 4 1 1 L 4 0 0 0.000 h	5 1 701 0.000	6 0 TR 40 0 0.000 Left	Only	24 0 0.000 N	8 1 3 0 0.000	9 1 R 6 0 0.000	U	10 0 0 6 17 0.000	11 11 1 1 1 1 1 1 0 0 0.000 lo 0 33 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	12 0 24 0
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U 1U 0	Easth L 1 1 1 L 34 0 0 0,000 N N S Ser 36 840 0,04 0,1	2 1 T 198 0.000 do	3 1 R 12	U 4U	West L L 4 1 L 4 0 0 0.000	5 1 701 0.000	6 0 TR 40 0 0.000 Left	Only	1 t 7 0 0 LT 24 0 0 0.000 N N 29 29 297 0.10 0.3	8 1 3 0 0.000	9 1 R 6 0 0.000	U	10 0 0 6 17 0.000	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 0 24 0

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General Information							Site	Infor	nation			(*************************************						
Analyst	DBZ							Intersection				Billtown at Entrance						
Agency/Co.	CDM Smith						Jurisdiction											
Date Performed	1/11/2016						East/West Street				Entrance							
Analysis Year	2017						North/South Street				Billtown Road							
Time Analyzed	AM Peak Build						Peak Hour Fact			tor 0.87								
Intersection Orientation	North-South						Analysis Time Period (F			rs)	0.25							
Project Description	Billto	wn Cent	er	ANNOTH COM AND	<u> </u>	***************************************	,		Salaman In June 1990		Anniversal	-	- Britanistico de Proposition	erato vistoren establishme	ergicitatione material			
Lanes																		
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					0.100.100.000.00	Street, No	1 1 (eth-South			***************************************			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
	ustmer		hound		0.100.100.000.00	Street, No		<i>.</i>		North	hound		I	South	phound			
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Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked		Eastl	T 11	12	Major	West 1 7 1 1 54 0	bound T	9 1 R 90	10	L 1 0	2 1	3 0 TR	4U	1 1 L 89	5 1 T	6		
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles		Eastl	11 0	12	Major	West 1 7 1 1 54 0	bound 7 8 0	9 1 R 90 0	10	L 1 0	2 1 697	3 0 TR	4U	1 1 L 89	5 1 T 744	R 6 6 0		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized		Eastl	11 0	12	Major	West 1 7 1 1 54 0	bound 7 8 0	9 1 R 90 0	10	L 1 0	2 1 697	3 0 TR	4U	1 1 L 89	5 1 T 744	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U	Eastl	11 0	12	Major	West 1 7 1 1 54 0	bound 7 8 0	9 1 R 90 0	1U 0	L 1 0	2 1 697	3 0 TR	4U	1 1 L 89	5 1 T 744	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U	Eastl	11 0	12	Major	West 1 7 1 1 54 0	bound 7 8 0	9 1 R 90 0	1U 0	L 1 0	2 1 697	3 0 TR	4U	1 1 L 89	5 1 T 744	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U	Eastl	11 0	12	Major	West t T T T T T T T T T T T T T T T T T T	bound 7 8 0	9 1 R 90 0	1U 0	L 1 0	2 1 697	3 0 TR	4U	L 4 1 1 L 89 0	5 1 T 744	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and	U	Eastl	11 0	12	Major	West L 7 1 L 54 0	bound 7 8 0	9 1 R 90 0 Left	1U 0	L 1 0	2 1 697	3 0 TR	4U	102	5 1 T 744	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity	U	Eastl	11 0	12	Major	West	bound 7 8 0	9 1 R 90 0 C Left	1U 0	L 1 0	2 1 697	3 0 TR	4U	L 4 1 L 89 0 0 1 102 785	5 1 T 744	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio	U	Eastl	11 0	12	Major	West L 7 1 L 54 0 0 + 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	bound 7 8 0	9 1 R 90 0 Left 103 371 0.28	1U 0	L 1 0	2 1 697	3 0 TR	4U	102 785 0.13	5 1 T 744	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, and Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U	Eastl	11 0	12	Major	West L 7 1 1 1 54 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	bound 7 8 0	9 1 1 R 9 90 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1U 0	L 1 0	2 1 697	3 0 TR	4U	102 785 0.13	5 1 T 744	6		

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General Information								Inforr										
Analyst DBZ							Intersection					Billtown at Entrance						
Agency/Co.		CDM Smith					Jurisdiction											
Date Performed		1/11/2016					East/West Street					Entrance						
Analysis Year		2017					North/South Street					Billtown Road						
Time Analyzed						Peak Hour Factor				Austriania and Austria		0.93						
Intersection Orientation		PM Peak Build North-South				Peak Hour Factor Analysis Time Period (hrs)												
Project Description	-	wn Cent	er		Salar Health Control	-				WATER STREET	1					-		
Lanes	1 31113		-				***********											
Lailes		**********																
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Approach Movement Priority Number of Lanes Configuration		Eastl L 10	11	12	\$/ajrov	Westi 1 L	oound T	R 9 1 R	10	L 1	T 2	3 0 TR	4U	1 L	5 1 T	6		
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Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles		Eastl	11	12	\$/ajrov	Westi E 7 1 L 50	bound T 8	R 9 1 R 84	10	L 1	7 2 1 565	3 0 TR	4U	L 4 1 L 76	5 1 T	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked		Eastl	11 0	12	\$/ajrov	West: No 1 1 50 0	bound T 8	R 9 1 R 84	10	1 0	7 2 1 565	3 0 TR	4U	L 4 1 L 76	5 1 T 1167	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized		Eastl	11 0	12	\$/ajrov	West: No 1 1 50 0	bound T 8	R 9 1 R 84 0	1U 0	1 0	7 2 1 565	3 0 TR	4U	L 4 1 L 76	5 1 T 1167	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage	U	Eastle & 10 O	11 00	12	\$/ajrov	West: No 1 1 50 0	bound T 8	R 9 1 R 84 0	1U 0	1 0	7 2 1 565	3 0 TR	4U	L 4 1 L 76	5 1 T 1167	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a	U	Eastle & 10 O	11 00	12	\$/ajrov	Westi No Westi L 7 1 L 50 0	bound T 8	R 9 1 1 R 84 0	1U 0	1 0	7 2 1 565	3 0 TR	4U	1 L 76 0	5 1 T 1167	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h)	U	Eastle & 10 O	11 00	12	\$/ajrov	West: No West: L 7 1 L 50 0	bound T 8	R 9 1 1 R 84 0	1U 0	1 0	7 2 1 565	3 0 TR	4U	1 L 76 0	5 1 T 1167	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity	U	Eastle & 10 O	11 00	12	\$/ajrov	Westi No Westi L 7 1 L 50 0	bound T 8	R 9 1 1 R 84 0 0 Left 90 482	1U 0	1 0	7 2 1 565	3 0 TR	4U	1 L 76 0	5 1 T 1167	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio	U	Eastle & 10 O	11 00	12	\$/ajrov	Westi L 7 7 1 L 50 0 0	bound T 8	R 9 1 1 R 84 0	1U 0	1 0	7 2 1 565	3 0 TR	4U	L 4 1 L 76 0	5 1 T 1167	6		
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio 95% Queue Length	U	Eastle & 10 O	11 00	12	\$/ajrov	Westi L 7 1 L 50 0 0 h h 118 0.46	bound T 8	R 9 1 1 R 84 0 0 Left 90 482 0.19	1U 0	1 0	7 2 1 565	3 0 TR	4U	1 1 L 76 0 0	5 1 T 1167	6		
Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles Proportion Time Blocked Right Turn Channelized Median Type Median Storage Delay, Queue Length, a Flow Rate (veh/h) Capacity v/c Ratio	U	Eastle & 10 O	11 00	12	\$/ajrov	West No. West L 7 1 L 50 0 h 118 0.46 2.0	bound T 8	9 1 R 84 0 C Eeft 90 482 0.19 0.7	1U 0	1 0	7 2 1 565	3 0 TR	4U	1 L 76 0 0 S 82 935 0.09 0.3	5 1 T 1167	6		

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