# Shropshire Associates LLC

ESBE / SBE Certified

David R. Shropshire, PE, PP A Andrew Feranda, PE, PTOE, CME Randal C. Barranger, PE Nathan B. Mosley, PE, CME

(via email: jblackman@oskdp.com)

## Traffic Engineering, Transportation Planning & Design

277 White Horse Pike, Suite 203, Atco, NJ 08004 P: 609-714-0400 F: 609-714-9944 www.sallc.org

February 18, 2020

Mr. Jerry Blackman, AIA, PP OSK Design Partners, PA 17 West Knight Avenue, Suite 200 Collingswood, New Jersey 08108

Re: Traffic Engineering Assessment

The Oceanic Hotel Block 74, Lot 15 Block 85, Lot 9

Ocean Avenue and Burk Avenue City of Wildwood, Cape May County, NJ

SA Project No. 19218

Dear Jerry:

In response to your request, Shropshire Associates LLC has prepared a traffic engineering assessment to evaluate the impact of the traffic to be generated by the proposed Ocean Hotel redevelopment which along Burke Avenue between its intersections with Ocean Avenue and Atlantic Avenue in the City of Wildwood, Cape May County, NJ. The proposal is for the redevelopment and expansion of the existing Oceanic Hotel to contain a total of 100 guest rooms, a 66-seat bar area, and a 59-seat restaurant area. In addition, the redeveloped facility will have the ability to accommodate banquets with approximately 267-seats.

Access to the redeveloped facility will be provided via a single point of access along westbound Burke Avenue between its intersection with Ocean Avenue and Atlantic Avenue, as well as a secondary off-site parking area that will have access via a single driveway to Burke Avenue, west of Atlantic Avenue. Off-street parking for the facility will consist of a 55-space lot located on the ground level beneath the Oceanic Hotel as well as the secondary 48-space valet parking lot.

### **Existing Conditions**

A field reconnaissance was conducted in the vicinity of the site to determine the features of the adjacent roadway network within the study area. A description of the roadways and intersections are provided below.

In the vicinity of the site, **Ocean Avenue** is a four-lane undivided roadway that is under the jurisdiction of the City of Wildwood and consists of two (2) lanes in each direction. The posted speed limit along Ocean Avenue is 25 MPH. For the purpose of this study, Ocean Avenue is assumed to extend in a general north-south direction.

Along the site's frontage, **Burke Avenue** is a one-lane one-way only roadway that is under the jurisdiction of the City of Wildwood. Burke Avenue is one-way only in the westbound direction with on-street angled parking on the north side of the roadway. The posted speed limit

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along Burke Avenue is 25 MPH and for the purpose of this study is assumed to extend in a general east-west direction.

The northbound approach at the T-shaped **Ocean Avenue/Burke Avenue** intersection consists of a shared left-turn/through lane and exclusive through lane, while the southbound approach consists of an exclusive through lane and shared through/right-turn lane.

The four-legged **Atlantic Avenue/Burke Avenue** intersection is stop-controlled along the westbound one-way only Burke Avenue approach. The westbound approach consists of a single lane providing for all permitted movements, while the northbound and southbound approaches consist of two (2) lanes each for all permitted movements.

Within one (1) block of the Oceanic Hotel redevelopment property, there is existing onstreet public parking provide on Burke Avenue, Atlantic Avenue, and Andrews Avenue. A total of 83 metered spaces are located within a one (1) block radius of the site. In addition, there is a substantial amount of off-street public parking available directly opposite the property along Ocean Avenue at the Wildwood Convention Center facility.

### Traffic Counts

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections on Thursday, January 30, 2020 and on Saturday, February 1, 2020 during the weekday AM (7:00 to 9:00 AM), weekday PM (4:00 PM to 7:00 PM) and Saturday midday (11:00 AM to 2:00 PM) peak periods.

The City of Wildwood experiences seasonal summer peak volumes as it is a major New Jersey shore community. Therefore, the collected peak hour data from the January/February traffic counts were increased utilizing a comparison of historical New Jersey Department of Transportation (NJDOT) data from Rio Grande Avenue in the vicinity of the site. A comparison of the traffic count data between November and August indicates a seasonal growth of approximately 306%.

Therefore, by applying the seasonal growth factor to the recently collected MTMC data, the existing peak summer peak hour volumes are shown in Figure 1. A summary of the collected traffic count data can be found in the appendix to this assessment as well as the NJDOT historical volume data.

### **Future Conditions**

As indicated above, the proposed Oceanic Hotel redevelopment will consist of an expanded 100-unit motel facility, 125 seats of bar/restaurant area, and a potential 267-seat banquet facility for special events. The traffic resulting from the proposed development will not affect the adjacent roadway network until 2023, when the development is expected to be fully built-out and occupied. It can be expected that the traffic volumes along the adjacent roadway network will increase as a result of other developments in the area of the site and general area traffic growth. Based on the *Annual Background Growth Table* prepared by the NJDOT, a 1.00% annual traffic growth is projected along adjacent roadway network in the vicinity of the site. By applying the 1.00% annual growth rate to the existing roadway volumes, the No-Build volumes were estimated and are indicated on Figure 2.



## Trip Generation

The amount of traffic to be generated by the proposed Oceanic Hotel redevelopment can best be estimated based on data published by the Institute of Transportation Engineers (ITE). ITE has compiled data from thousands of studies for various land uses, independent variables and study periods, and published the results in *Trip Generation*, *10th Edition*. The proposed development is most similar to ITE Land Use 320: Motel and ITE Land Use 932: High-Turnover (Sit-Down) Restaurant. Table 1 below indicates the total traffic to be generated by the development based on the ITE trip generation data (the trip generation worksheets are attached for reference).

	Table 1 ITE Trip Generation – Oceanic Hotel													
Londilloo	AM Peak Hour PM Peak Hour SAT Peak Hour													
Land Use	In	Out	Total	In	Out	Total	In	Out	Total					
Motel (100 units)	17	27	44	24	20	44	33	41	74					
Restaurant (125 seats)	44	30	74	47	44	91	35	31	66					
Total	61	57	118	71	64	135	68	72	140					

It should be noted that the trip generation totals shown in Table 1 represent a worst-case scenario considering the location of the site near the beach in a shore community. Based on the observed traveling characteristics of the type of uses in the area of the site, there will be a variety of alternative travel modes to/from the site including walking, biking, and transportation service alternatives such as Uber, Lyft and taxis. In addition, we expect that internal trips will be generated by the mixed uses proposed for the site. The alternate travel modes and internal trips anticipated for the site should reduce the total peak hour trips as reflected in Table 1. To be conservative in our analyses, we did not take any credit for alternate travel modes or internal trips.

The traffic to be generated by the proposed development during the peak hours must then be distributed to the adjacent street network in a manner which the patrons and guests can reasonably be expected to travel. The site traffic was assigned to the street network based on the existing distribution of traffic along the adjacent street network, as illustrated on Figure 3. The resulting site traffic assignment is illustrated on Figure 4. The site traffic was then added to the No-Build traffic volumes (Figure 2) to project the Build traffic volumes, which are illustrated on Figure 5.

### **Operational Analysis**

In order to measure the quality of the traffic flow for the adjacent roadway, capacity analysis for the study locations were performed based upon the methods outlined in the *Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. Levels of Service are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized



intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

The Level of Service for an unsignalized intersection is determined based on the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Levels of Service for signalized intersections are classified in terms of delay, which is based on the extent of driver discomfort and frustration, fuel consumption and lost travel time. The delay experienced by a motorist consists of many factors that relate to control, geometrics, and traffic. Some of these factors include the quality of progression, traffic signal cycle length, the green ratio, and the volume-to-capacity ratio. The Level of Service criteria for unsignalized and signalized intersections is summarized in Table 2.

-	Table 2 Level of Service Criteria									
Level of Service	Unsignalized Delay (sec)									
Α	≤ 10									
В	> 10 and ≤ 15									
С	> 15 and ≤ 25									
D	> 25 and ≤ 35									
Е	> 35 and ≤ 50									
F	> 50									

The operating conditions at the study intersections and the proposed site accesses were evaluated using the above-described methodology and the latest Synchro software. The Existing, No-Build, and Build Levels of Service are illustrated on Figures 6, 7 and 8; respectively. The detailed capacity analyses worksheets for the intersection analyses are attached to this assessment with a description of the operating conditions summarized below.

### Ocean Avenue and Burke Avenue Intersection

Currently, the northbound Ocean Avenue conflicting left-turn movements operate at a LOS A during the weekday AM, weekday PM, and Saturday midday peak hours.

Under the future No-Build and Build conditions, the northbound Ocean Avenue conflicting left-turn movements will continue to operate at a LOS A during all peak hours. The traffic resulting from the proposed Oceanic Hotel redevelopment will cause no changes in the future levels of service during peak hour conditions.

### Atlantic Avenue and Burke Avenue Intersection

Currently, the westbound Burke Avenue stop-controlled movements operate at a LOS A during the weekday AM and weekday PM peak hours, and a LOS B during the Saturday midday peak hour. In addition, the northbound Atlantic Avenue conflicting left-turn movements currently operate at a LOS A during all peak hours.

In the future No-Build and Build scenarios, the westbound Burke Avenue stop-controlled movements will operate at a LOS B or better during the weekday AM, weekday PM, and Saturday

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midday peak hours. In addition, the northbound Atlantic Avenue conflicting left-turn movements will continue to operate at a LOS A during all peak hours.

### Burke Avenue and Site Driveway Intersections

As indicated above, access to the future Oceanic Hotel redevelopment will be provided via one (1) driveway along westbound Burke Avenue between its intersections with Ocean Avenue and Atlantic Avenue. This driveway will be stop-controlled at its intersection with Burke Avenue and provide access to the ground level parking area beneath the future development.

In addition, access is proposed to a new surface parking lot area located along westbound Burke Avenue, west of its intersection with Atlantic Avenue. This driveway will be stop-controlled at its intersection with Burke Avenue. Both driveways will consist of single inbound and outbound lanes providing for all permitted movements.

Based upon these configurations, the outbound stop-controlled movements from the site driveways along westbound Burke Avenue will operate at a LOS A during the weekday AM, weekday PM, and Saturday midday peak hours. All movements to/from the site will operate with good levels of service during all peak hours.

### Conclusion

Based on the results presented in this traffic engineering assessment, the traffic resulting from the proposed Oceanic Hotel redevelopment will not have a significant impact on the adjacent street network based upon the following conclusions:

- Based upon the current ITE trip generation rates, the proposed development will generate
  a total of approximately 118 trips during the weekday AM peak hour, a total of 135 trips
  during the weekday PM peak hour, and a total of 140 trips during the Saturday midday
  peak hour.
- Under the future No-Build and Build conditions, the northbound Ocean Avenue conflicting left-turn movements will continue to operate at a LOS A during all peak hours. The traffic resulting from the proposed Oceanic Hotel redevelopment will cause no changes in the future levels of service during peak hour conditions.
- Primary access to the future Oceanic Hotel redevelopment will be provided via one (1) driveway along westbound Burke Avenue between its intersections with Ocean Avenue and Atlantic Avenue. Secondary access is proposed to a new surface parking lot area located along westbound Burke Avenue, west of its intersection with Atlantic Avenue. Both driveways will consist of single inbound and outbound lanes providing for all permitted movements and be stop-controlled at their intersections with Burke Avenue

Based upon these configurations, the outbound stop-controlled movements from the site driveways along westbound Burke Avenue will operate at a LOS A during the weekday AM, weekday PM, and Saturday midday peak hours. All movements to/from the site will operate with good levels of service during all peak hours.

SA Project No. 19218 February 18, 2020 Page 6 of 6



Should you have any questions or require any additional information, please feel free to contact us.

Sincerely,

**Shropshire Associates LLC** 

Nathan B. Mosley, P.E., C.M.F.

Professional Engineer N.J. License No. 48698

NBM:jab Attachments

Ronald Stagliano Kate Dunn cc:

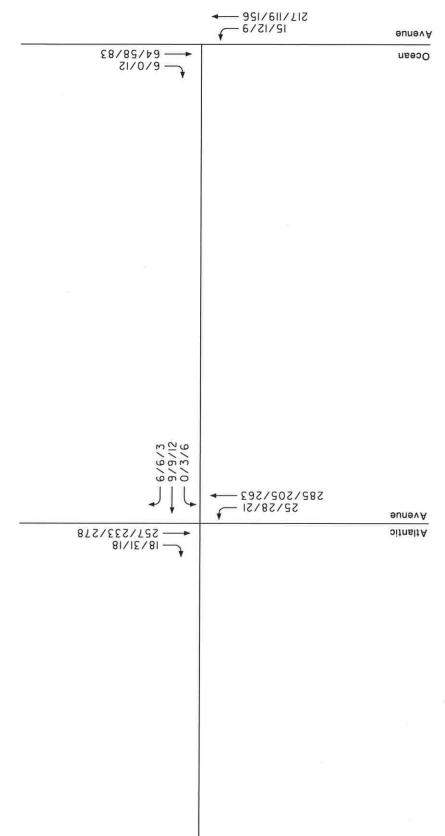
(via email: rjstag1@gmail.com) (20 copies via Hand Delivery)

AM/PM/SAT PEAK HOUR

VOLUMES (SUMMER) FIGURE

EXISTING

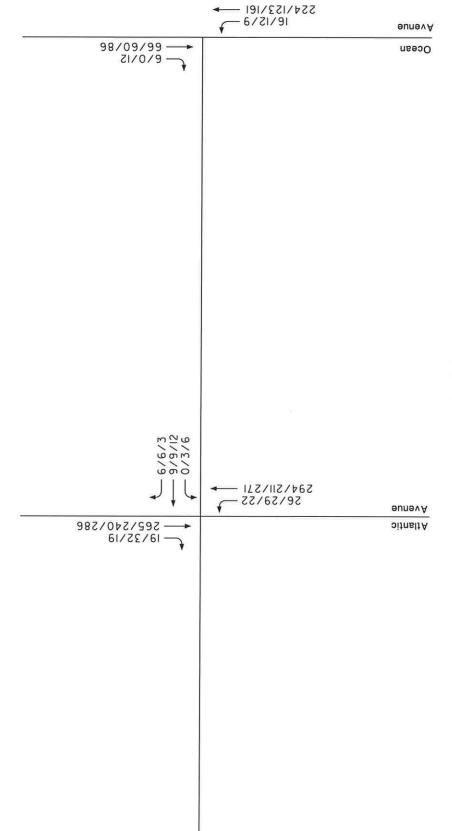




Avenue Burke

# Oceanic Hotel

City of Wildwood, Cape May County, New Jersey February 2020



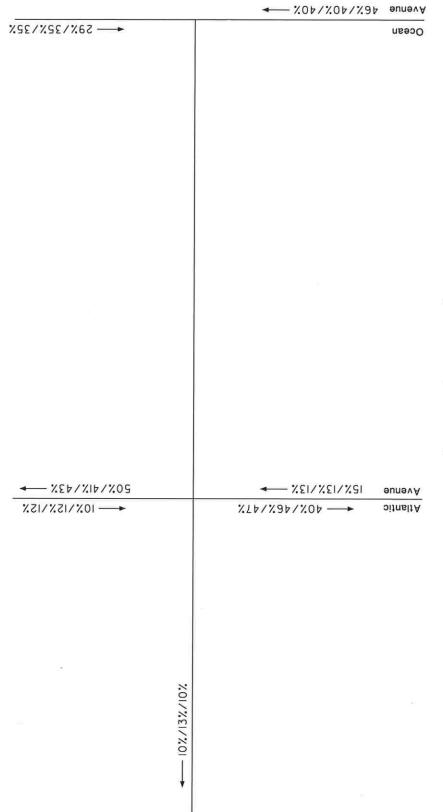
Avenue Burke

# Oceanic Hotel

City of Wildwood, Cape May County, New Jersey February 2020 AM/PM/SAT PEAK HOUR

# Shropshire Associates LLC 277 White Horse Pike - Suite 203, Atco, NJ 08004 P: 609.714.0400 F: 609.714.9944 www.sallc.org



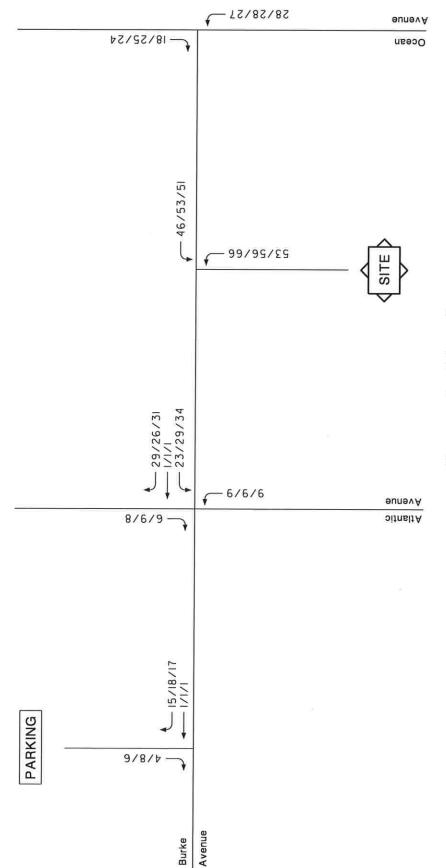


Avenue Burke

# Oceanic Hotel

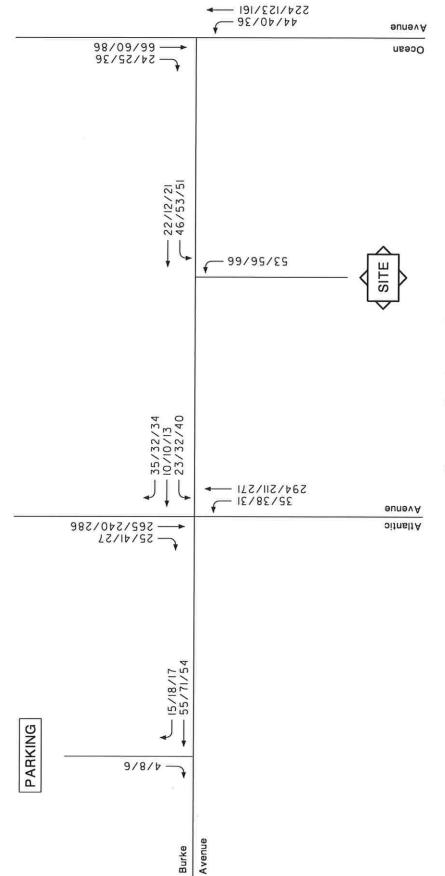
Jersey City of Wildwood, Cape May County, New February 2020 AM/PM/SAT PEAK HOUR





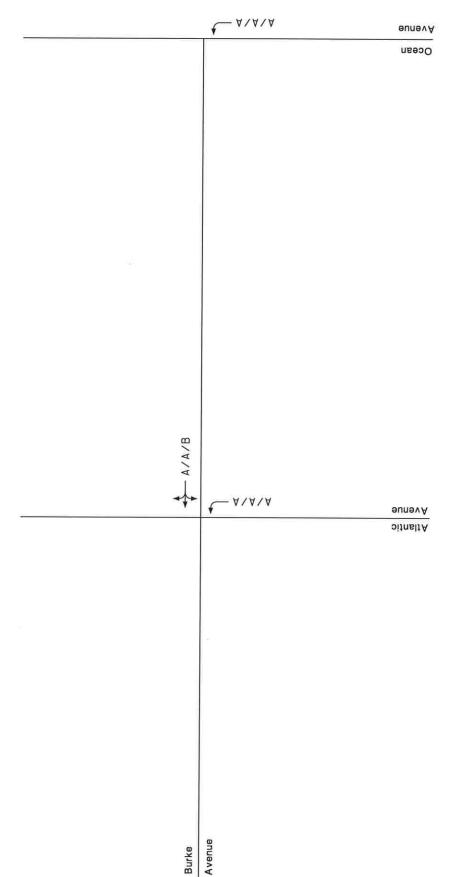
City of Wildwood, Cape May County, New Jersey February 2020 AM/PM/SAT PEAK HOUR



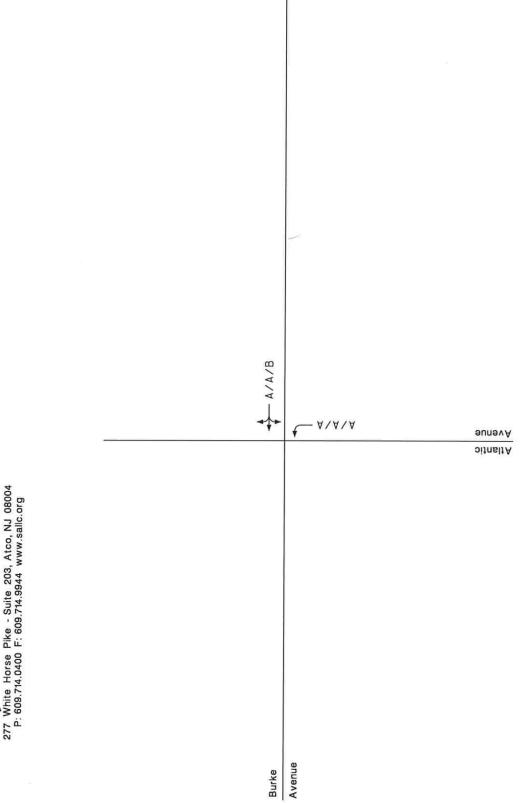


City of Wildwood, Cape May County, New Jersey February 2020 AM/PM/SAT PEAK HOUR





City of Wildwood, Cape May County, New Jersey February 2020 AM/PM/SAT PEAK HOUR



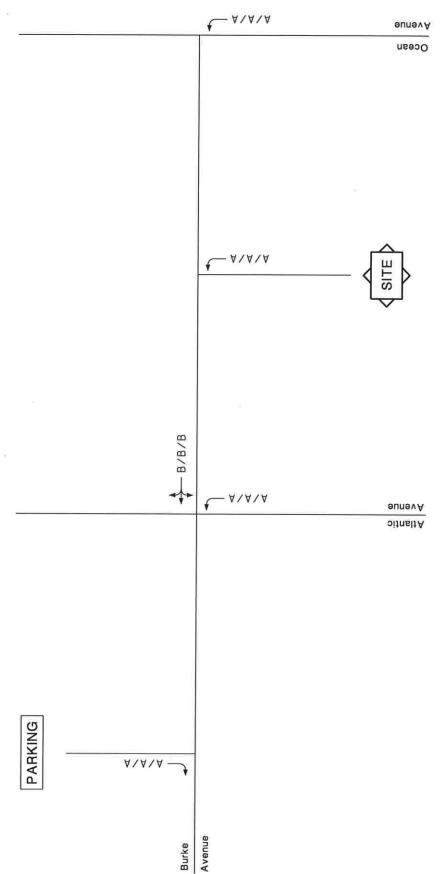
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# Oceanic Hotel

Ocean

City of Wildwood, Cape May County, New Jersey February 2020





City of Wildwood, Cape May County, New Jersey February 2020 AM/PM/SAT PEAK HOUR

# Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Ocean Avenue

File Name: 19218003 E/W Route: E. Burke Ave/Convention Cente Site Code : 19218003 City of Wildwood/Cape May County/NJ Start Date : 1/30/2020 Page No : 1

Thursday/clear/SP/3142

Groups	Printed-	Unshifted	- Bank	1
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		Ocean A				Ocean A			
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	3	0	3	0	5	0	5	8
07:15 AM	0	3	0	3	1	8	0	9	12
07:30 AM	1	4	О	5	0	15	2	17	22
07:45 AM	0	7	0	7	11	10	0	11	18
Total	1	17	0	18	2	38	2	42	60
08:00 AM	0	9	0	9	0	18	0	18	27
08:15 AM	0	2	0	2	0	26	1	27	29
08:30 AM	2	3	0	5	0	8	1	9	14
08:45 AM	0	7	0	7	1	19	3	23	30
Total	2	21	0	23	1	71	5	77	100
*** BREAK ***									
04:00 PM	0	6	0	6	0	18	2	20	26
04:15 PM	0	3	0	3	0	10	0	10	13
04:30 PM	0	5	0	5	0	4	7	5	10
04:45 PM	0	5	0	5	0	7	1	8	13
Total	0	19	0	19	0	39	4	43	62
05:00 PM	0	12	0	12	0	9	0	9	21
05:15 PM	1	4	0	5	0	3	1	4	9
05:30 PM	0	9	0	9	0	8	1	9	18
05:45 PM	0	4	0	4	0	1	1	2	6
Total	1	29	0	30	0	21	3	24	54
Grand Total	4	86	0	90	3	169	14	186	276
Apprch %	4.4	95.6	0		1.6	90.9	7.5		
Total %	1.4	31.2	0	32.6	1.1	61.2	5.1	67.4	
Unshifted	4	86	0	90	3	169	14	186	276
% Unshifted	100	100	0	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0

# **Shropshire Associates LLC**

277 Whitehorse Pike, Suite 203 Atco, NJ 08004

N/S Route: Ocean Avenue

E/W Route: E. Burke Ave/Convention Cente

City of Wildwood/Cape May County/NJ

Thursday/clear/SP/3142

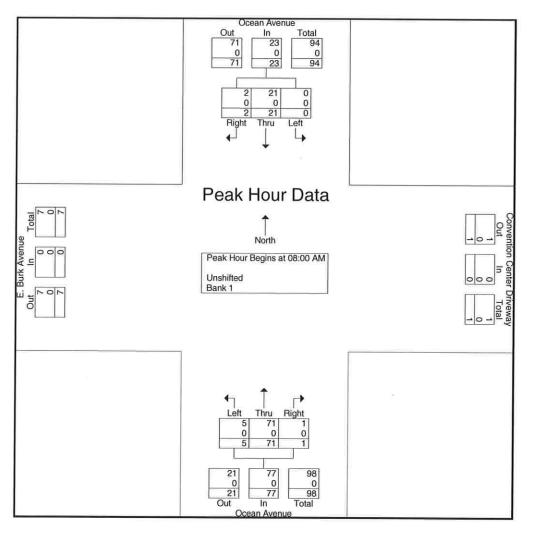
File Name: 19218003

Site Code : 19218003

Start Date : 1/30/2020

Page No : 2

		Ocean A Southbo							
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From	07:00 AM to 1	1:45 AM - Pe	ak 1 of 1	, ,					10000
Peak Hour for Entire Inter-	section Begins	at 08:00 AM							
08:00 AM	0	9	0	9	0	18	0	18	27
08:15 AM	0	2	0	2	0	26	1	27	29
08:30 AM	2	3	0	5	0	8	1	9	14
08:45 AM	0	7	0	7	1	19	3	23	30
Total Volume	2	21	0	23	1	71	5	77	100
% App. Total	8.7	91.3	0		1.3	92.2	6.5		10,5057
PHF	.250	.583	.000	.639	.250	.683	.417	.713	.833
Unshifted	2	21	0	23	1	71	5	77	100
% Unshifted	100	100	0	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	Ö



# **Shropshire Associates LLC**

277 Whitehorse Pike, Suite 203 Atco, NJ 08004

N/S Route: Ocean Avenue

E/W Route: E. Burke Ave/Convention Cente

City of Wildwood/Cape May County/NJ

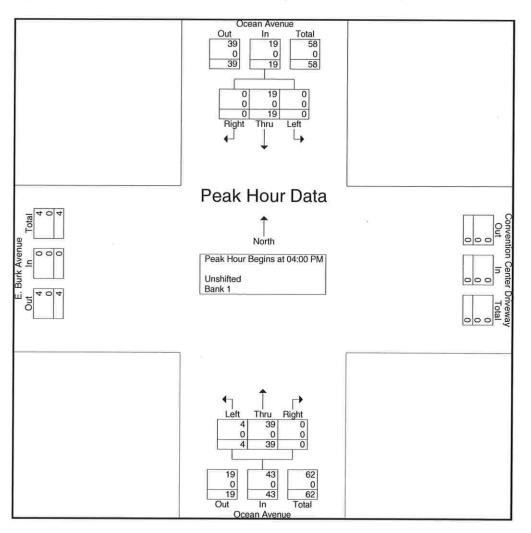
Thursday/clear/SP/3142

File Name: 19218003

Site Code : 19218003 Start Date : 1/30/2020

Page No : 3

		Ocean Av Southbo	menungpas						
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From	12:00 PM to 0	5:45 PM - Pe	ak 1 of 1						INTO SECTION AND SECTION ASSESSMENT
Peak Hour for Entire Inter	section Begins	at 04:00 PM							
04:00 PM	0	6	0	6	0	18	2	20	26
04:15 PM	0	3	0	3	0	10	0	10	13
04:30 PM	0	5	0	5	0	4	1	5	10
04:45 PM	0	5	0	5	0	7	1	8	13
Total Volume	0	19	0	19	0	39	4	43	62
% App. Total	0	100	0		0	90.7	9.3	HPaci	
PHF	.000	.792	.000	.792	.000	.542	.500	.538	.596
Unshifted	0	19	0	19	0	39	4	43	62
% Unshifted	0	100	0	100	0	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0



# Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Ocean Avenue

E/W Route: E Burk Ave/Convention Center City of Wildwood/Cape May County/NJ

Saturday/clear/SP/3142

File Name: 19218004

Site Code : 19218004

Start Date : 2/1/2020

Page No : 1

Groups Printed- Unshifted - Bank 1

				i iliteu- Ulisilliti	eu - Dank I				
		Ocean A	venue			Ocean A	venue		
		Southbo	ound			Northbo	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	0	5	0	5	0	9	0	9	14
11:15 AM	1	4	0	5	0	13	1	14	19
11:30 AM	0	12	1	13	0	13	0	13	26
11:45 AM	2	5	0	7	0	16	1	17	24
Total	3	26	1	30	0	51	2	53	83
12:00 PM	1	6	0	7	2	9	7	12	19
12:15 PM	1	6	1	8	0	10	1	11	19
12:30 PM	2	4	1	7	0	11	Ó	11	18
12:45 PM	0	8	0	8	0	14	2	16	24
Total	4	24	2	30	2	44	4	50	80
01:00 PM	0	1	0	1	1	13	1	15	16
01:15 PM	0	3	0	3	1	15	1	17	20
01:30 PM	0	8	1	9	1	12	0	13	22
01:45 PM	2	8	0	10	0	7	0	7	17
Total	2	20	1	23	3	47	2	52	75
Grand Total	9	70	4	83	5	142	8	155	238
Apprch %	10.8	84.3	4.8		3.2	91.6	5.2		
Total %	3.8	29.4	1.7	34.9	2.1	59.7	3.4	65.1	
Unshifted	9	70	4	83	5	142	8	155	238
% Unshifted	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0

# **Shropshire Associates LLC**

277 Whitehorse Pike, Suite 203 Atco, NJ 08004

N/S Route: Ocean Avenue

E/W Route: E Burk Ave/Convention Center City of Wildwood/Cape May County/NJ

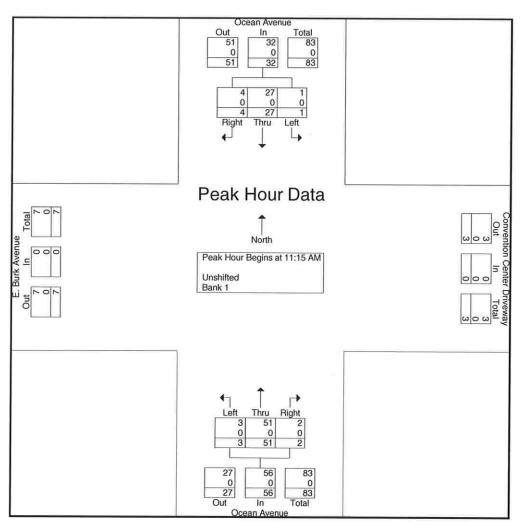
Saturday/clear/SP/3142

File Name: 19218004 Site Code: 19218004

Start Date : 2/1/2020

Page No : 2

	94	Ocean A Southb							
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From	11:00 AM to 0	1:45 PM - Pe	ak 1 of 1						11.121 11.1221
Peak Hour for Entire Inter-	section Begins	at 11:15 AM							
11:15 AM	1	4	0	5	0	13	1	14	19
11:30 AM	0	12	1	13	0	13	0	13	26
11:45 AM	2	5	0	7	0	16	1	17	24
12:00 PM	1	6	0	7	2	9	1	12	19
Total Volume	4	27	1	32	2	51	3	56	88
% App. Total	12.5	84.4	3.1		3.6	91.1	5.4	252	
PHF	.500	.563	.250	.615	.250	.797	.750	.824	.846
Unshifted	4	27	1	32	2	51	3	56	88
% Unshifted	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0



# Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Atlantic Avenue E/W Route: E.Burke Avenue

City of Wildwood/Cape May County/NJ

Thursday/clear/ECM/2584

File Name: 19218001 Site Code : 19218001

Start Date : 1/30/2020

Page No : 1

Groups Printed- Unshifted - Bank 1

T	Various		50000 H	Groups Pri	ntea- Unsh		ink i				
		antic Ave	0150 E.		E. Burke				ıntic Ave		
		outhbour			Westb				orthboun		
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	3	1	4	5
07:15 AM	0	6	6	0	0	0	0	12	1	13	19
07:30 AM	0	19	19	2	1	0	3	23	4	27	49
07:45 AM	2	27	29	0	11	0	1	40	2	42	72
Total	2	53	55	2	2	0	4	78	8	86	145
08:00 AM	2	22	24	0	0	0	0	14	0	14	38
08:15 AM	2	16	18	0	1	0	1	16	2	18	37
08:30 AM	0	11	11	0	3	0	3	18	0	18	32
08:45 AM	0	16	16	0	2	0	2	16	1	17	35
Total	4	65	69	0	6	0	6	64	3	67	142
** BREAK ***											
04:00 PM	7	17	24	1	0	0	11	14	2	16	41
04:15 PM	2	20	22	0	1	0	1	15	0	15	38
04:30 PM	2	19	21	0	1	0	1	16	3	19	41
04:45 PM	3	18	21	2	0	1	3	19	4	23	47
Total	14	74	88	3	2	1	6	64	9	73	167
05:00 PM	3	19	22	0	1	0	1	17	2	19	42
05:15 PM	2	21	23	1	0	0	1	11	2	13	37
05:30 PM	4	11	15	0	1	2	3	20	0	20	38
05:45 PM	2	8	10	0	1	0	1	12	0	12	23
Total	11	59	70	1	3	2	6	60	4	64	140
Grand Total	31	251	282	6	13	3	22	266	24	290	594
Apprch %	11	89		27.3	59.1	13.6		91.7	8.3		
Total %	5.2	42.3	47.5	1	2.2	0.5	3.7	44.8	4	48.8	
Unshifted	31	251	282	6	13	3	22	266	24	290	594
% Unshifted	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0

# Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Atlantic Avenue E/W Route: E.Burke Avenue

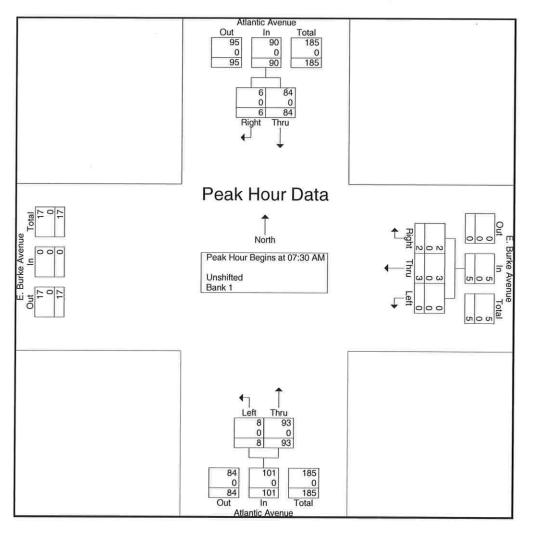
City of Wildwood/Cape May County/NJ

Thursday/clear/ECM/2584

File Name: 19218001 Site Code : 19218001 Start Date : 1/30/2020

Page No : 2

		antic Aver	Lighter.		E. Burke	out an engineer of			Atlantic Avenue		
	S	outhboun	d		Westb	ound		N	orthbour	nd	
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	M to 11:4	15 AM - Peak	1 of 1							
Peak Hour for Entire I	ntersection	Begins at	07:30 AM								
07:30 AM	0	19	19	2	1	0	3	23	4	27	49
07:45 AM	2	27	29	0	1	0	1	40	2	42	72
08:00 AM	2	22	24	0	0	0	0	14	0	14	38
08:15 AM	2	16	18	0	1	0	1	16	2	18	37
Total Volume	6	84	90	2	3	0	5	93	8	101	196
% App. Total	6.7	93.3		40	60	0		92.1	7.9	HEREAL	
PHF	.750	.778	.776	.250	.750	.000	.417	.581	.500	.601	.681
Unshifted	6	84	90	2	3	0	5	93	8	101	196
% Unshifted	100	100	100	100	100	0	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0



# **Shropshire Associates LLC**

277 Whitehorse Pike, Suite 203 Atco, NJ 08004

N/S Route: Atlantic Avenue E/W Route: E.Burke Avenue

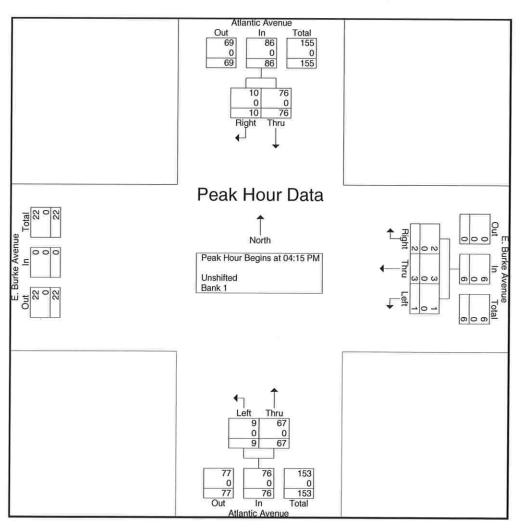
City of Wildwood/Cape May County/NJ

Thursday/clear/ECM/2584

File Name: 19218001 Site Code: 19218001 Start Date: 1/30/2020

Page No : 3

		antic Avenu			E. Burke			Atla	antic Ave	nue	
	Southbound				ound		N				
Start Time	Right	Thru /	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F				1 of 1							
Peak Hour for Entire I	Intersection	Begins at 0	4:15 PM								
04:15 PM	2	20	22	0	1	0	1	15	0	15	38
04:30 PM	2	19	21	0	1	0	1	16	3	19	41
04:45 PM	3	18	21	2	0	1	3	19	4	23	47
05:00 PM	3	19	22	0	1	0	1	17	2	19	42
Total Volume	10	76	86	2	3	1	6	67	9	76	168
% App. Total	11.6	88.4		33.3	50	16.7		88.2	11.8		
PHF	.833	.950	.977	.250	.750	.250	.500	.882	.563	.826	.894
Unshifted	10	76	86	2	3	1	6	67	9	76	168
% Unshifted	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0



# Shropshire Associates LLC 277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Atlantic Avenue E/W Route: E.Burk Avenue

City of Wildwood/Cape May County/NJ

Saturday/clear/ECM/2584

File Name: 19218002

Site Code : 19218002 Start Date : 2/1/2020

Page No : 1

Groups Printed- Unshifted - Bank 1

				Circups i ii	nicu- Onsii		u ix i				
		antic Ave			E. Burk A	venue		Atla	ntic Ave	nue	
		outhbour	nd		Westbe	ound		N	orthbour	nd	
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
11:00 AM	4	18	22	0	0	0	0	24	3	27	49
11:15 AM	4	19	23	0	1	0	1	13	0	13	37
11:30 AM	3	18	21	0	1	0	1	19	1	20	42
11:45 AM	1	16	17	0	3	0	3	14	0	14	34
Total	12	71	83	0	5	0	5	70	4	74	162
12:00 PM	1	27	28	0	2	0	2	28	3	31	61
12:15 PM	0	18	18	1	0	0	1	20	3	. 22	41
12:30 PM	1	22	23	0	2	0	2	23	1	24	49
12:45 PM	4	24	28	0	0	2	2	15	1	16	46
Total	6	91	97	1	4	2	7	86	7	93	197
01:00 PM	1	26	27	1	0	0	1	14	5	19	47
01:15 PM	2	16	18	0	0	0	0	18	4	22	40
01:30 PM	1	17	18	0	1	0	1	14	1	15	34
01:45 PM	11	16	17	0	0	1	1	16	0	16	34
Total	5	75	80	1	1	1	3	62	10	72	155
Grand Total	23	237	260	2	10	3	15	218	21	239	514
Apprch %	8.8	91.2		13.3	66.7	20		91.2	8.8		
Total %	4.5	46.1	50.6	0.4	1.9	0.6	2.9	42.4	4.1	46.5	
Unshifted	23	237	260	2	10	3	15	218	21	239	514
% Unshifted	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	o l	0

# **Shropshire Associates LLC**

277 Whitehorse Pike, Suite 203 Atco, NJ 08004

N/S Route: Atlantic Avenue E/W Route: E.Burk Avenue

City of Wildwood/Cape May County/NJ

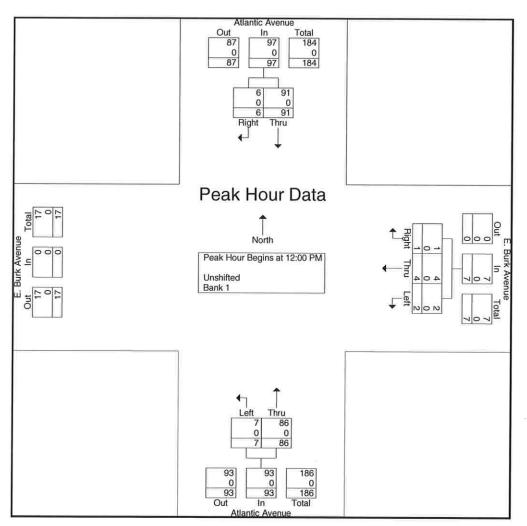
Saturday/clear/ECM/2584

File Name : 19218002 Site Code : 19218002

Start Date : 2/1/2020

Page No : 2

		antic Aver outhbour	Michigan Company		E. Burk / Westb	Active State			antic Ave		
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis Fi	rom 11:00 A	AM to 01:4	45 PM - Peak	1 of 1							STATE TOTAL
Peak Hour for Entire In	ntersection	Begins at	12:00 PM								
12:00 PM	1	27	28	0	2	0	2	28	3	31	61
12:15 PM	0	18	18	1	0	0	1	20	2	22	41
12:30 PM	1	22	23	0	2	0	2	23	1	24	49
12:45 PM	4	24	28	0	0	2	2	15	1	16	46
Total Volume	6	91	97	1	4	2	7	86	7	93	197
% App. Total	6.2	93.8		14.3	57.1	28.6		92.5	7.5	50	
PHF	.375	.843	.866	.250	.500	.250	.875	.768	.583	.750	.807
Unshifted	6	91	97	1	4	2	7	86	7	93	197
% Unshifted	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0



# New Jersey Department of Transportation

# Daily Volume from 08/20/2013 through 08/22/2013

8-4-316, , NJ 47 Rio Grande Avenue-.32, 00000047\_\_, Wildwood Cir. Site Names:

CAPE MAY County:

Urban Principal Arterial - Other Funct.

Bet CO 612 New Jersey Avenue and Arctic Avenue Location:

Seasonal Factor Group: Daily Factor Group:

Axle Factor Group:

RG4\_FC14 RG4\_FC14 RG4\_FC14

Growth Factor Group:

	Sun 08	Sun 08/18/2013		Mon	Mon 08/19/2013	113	Lne	Tue 08/20/2013	3	Wed	Wed 08/21/2013	13	Thu	Thu 08/22/2013	13	Fri	Fri 08/23/2013	13	Sat	Sat 08/24/2013	13
ROAD		S	N	ROAD	S	Z	ROAD	S	Z	ROAD	S	z	ROAD	S	z	ROAD	s	z	ROAD	S	Z
00:00										369	141	228	328	107	221						
00:10										149	70	79	143	63	80						
02:00										79	38	4	80	39	4						
03:00										51	15	36	69	22	47						
04:00										99	24	41	53	19	34						
02:00										110	20	09	115	43	72						
00:90										252	116	136	231	68	142						
00:00										481	219	262	487	211	276						
08:00										784	416	368	804	418	386						
00:60							982	480	502	1,124	547	577									
10:00							1,125	959	695	1,328	159	212									
11:00							1,260	708	552	1,460	821	639									
12:00							1,256	786	470	1,341	759	582									
13:00							1,183	684	499	1,239	710	529									
14:00							1,150	603	547	1,224	969	528									
15:00							1,183	544	639	1,325	648	229									
16:00							1,349	527	822	1,309	559	750									
17:00							1,381	535	846	1,353	517	836									
18:00							1,425	633	792	1,379	572	807									
19:00							1,256	563	693	1,250	999	684									
20:00							1,149	268	581	1,198	578	620									
21:00							923	414	209	1,021	472	549									
22:00							743	322	421	692	343	426									
23:00							909	192	314	538	217	321									
Volume							16,871	8,115	8,756	20,198	9,745	10,453	2,310	1,011	1,299						
AM Peak Vol										1,460	821	969									
AM Peak Fct										86.0	0.91	0.88									
AM Peak Hr										11:00	11:00	9:45									
PM Peak Vol							1,440	786	998	1,418	759	845									
PM Peak Fct							0.97	0.94	96.0	0.98	0.95	0.95									
PM Peak Hr							17:45	12:00	16:30	17:45	12:00	17:15									
Seasonal Fct							0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900						
Daily Fct							1.027	1.027	1.027	1.007	1.007	1.007	0.947	0.947	0.947						
Axle Fct							0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493						
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

ROAD AADT 17,683

# New Jersey Department of Transportation

# Daily Volume from 11/15/2016 through 11/17/2016

8-4-316, , Rio Grand Avenue-.32, 00000047\_, Wildwood City Site Names:

County:

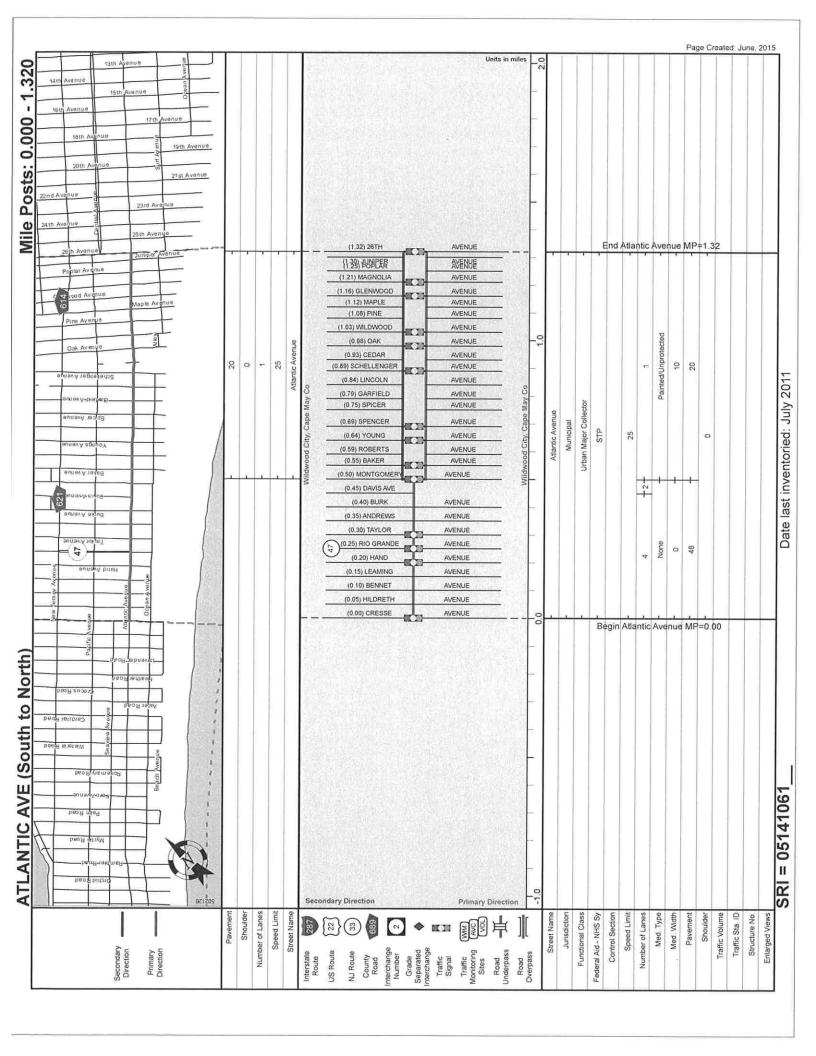
Urban Principal Arterial - Other Funct. Class:

Bet CO 621 New Jersey Avenue and Arctic Avenue Location:

RG4\_FC14 RG4\_FC14 RG4\_FC14 RG4\_FC14 Daily Factor Group: Axle Factor Group: Growth Factor Group: Seasonal Factor Group:

ñ	Sun 11/13/2016	9102	Mon	Mon 11/14/2016	910	Tue	Tue 11/15/2016	9	Wed	Wed 11/16/2016	9	Thu	Thu 11/17/2016		Fri 11/18/2016	8/2016	Sat 11/19/2016	910
ROAD	s	z	ROAD	s	Z	ROAD	s	z	ROAD	S	Z	ROAD	s	N RC	ROAD S	Z	ROAD S	Z
00:00									42	26	16	46	22	24				
01:00									23	Ξ	12	22	15	7				
02:00									15	00	7	22	10	12				
03:00									18	Ξ	7	17	12	S				
04:00									12	9	9	22	14	×	2			
05:00									62	30	32	53	33	20				
00:90									136	71	65	138	63	75				
00:20						369	213	156	375	218	157	414	239	175				
00:80						398	233	165	429	260	169	464	290	174				
00:60						406	214	192	426	257	169	369	259	110				
10:00						410	206	204	426	225	201	341	208	133				
11:00						443	216	227	909	250	256	319	213	106				
12:00						463	230	233	558	278	280	425	231	194				
13:00						504	268	236	515	244	271							
14:00						489	251	238	540	270	270							
15:00						484	232	252	524	262	262							
16:00						207	214	293	517	243	274							
17:00						484	244	240	465	235	230							
18:00						334	169	165	353	195	158							
19:00						260	140	120	263	152	111							
20:00						208	113	95	251	125	126							
21:00						160	78	82	143	98	57							
22:00						120	9	55	116	55	19							
23:00						100	09	40	87	45	42							
Volume						6,139	3,146	2,993	6,802	3,563	3,239	2,652	1,609	1,043				
AM Peak Vol									909	278	256	472	299	203				
AM Peak Fct									0.98	0.91	0.94	0.97	0.92	0.92				
AM Peak Hr									11:00	9:15	11:00	7:30	8:15	7:30				
PM Peak Vol						550	279	312	569	278	297							
PM Peak Fct						0.84	0.84	0.84	0.94	0.73	0.88							
PM Peak Hr						16:30	13:15	16:15	14:15	12:00	14:15							
Seasonal Fct						1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080				
Daily Fct						0.948	0.948	0.948	0.921	0.921	0.921	1.031	1.031	1.031				
Axle Fct						0.486	0.486	0.486	0.486	0.486	0.486	0.486	0.486 (	0.486				
Pulse Fct						2.000	2.000	2.000	2 000	2,000	2 000	2 000	2 000	0000				

ROAD AADT 6,506



# Motel

(320)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

AM Peak Hour of Generator

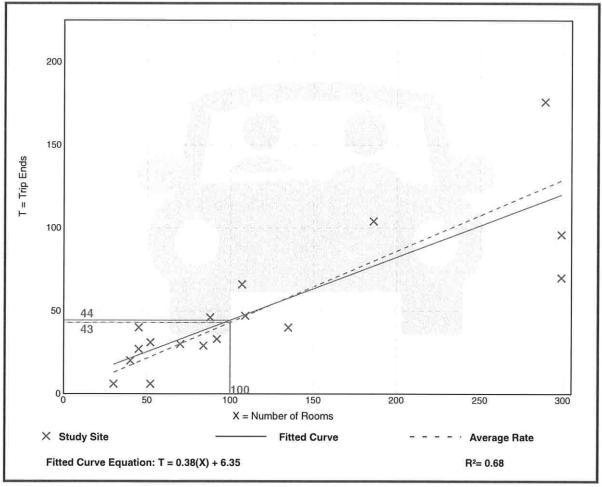
Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Rooms: 119
Directional Distribution: 40% entering, 60% exiting

# Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.43	0.12 - 0.89	0.17



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

# Motel

(320)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

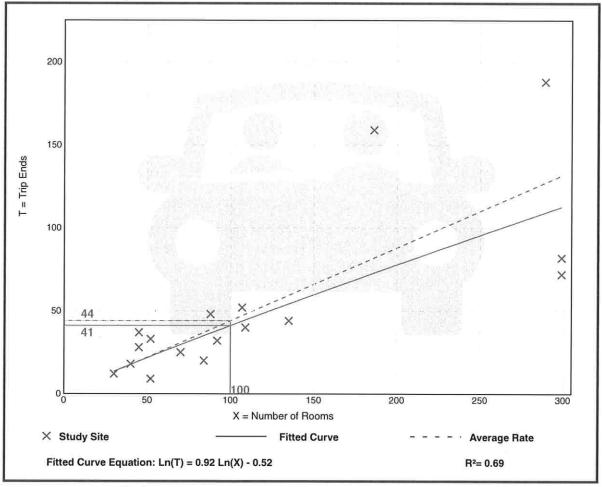
Number of Studies:

17

Avg. Num. of Rooms: Directional Distribution: 55% entering, 45% exiting

# Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.44	0.17 - 0.85	0.21



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

# Motel (320)

Vehicle Trip Ends vs: Occupied Rooms

On a:

Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies:

Avg. Num. of Occupied Rooms: 95

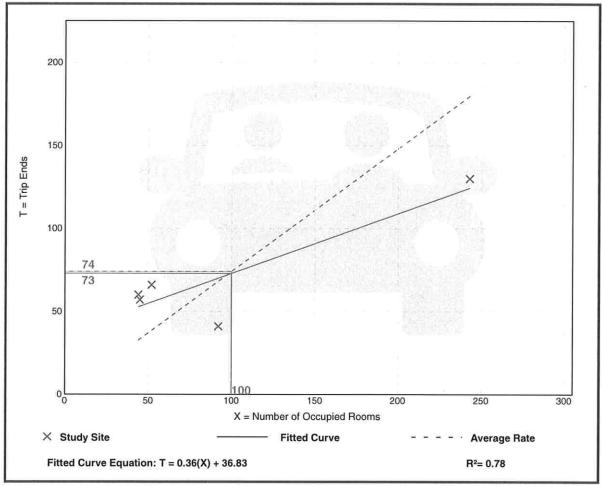
Directional Distribution: 45% entering, 55% exiting

# Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.74	0.45 - 1.36	0.40

# **Data Plot and Equation**

### Caution - Small Sample Size



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: Seats

> Weekday, On a:

AM Peak Hour of Generator

Setting/Location:

General Urban/Suburban

Number of Studies: Avg. Num. of Seats:

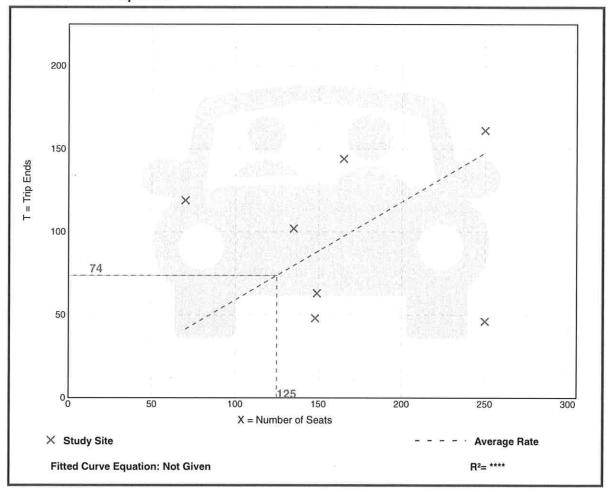
167

Directional Distribution:

60% entering, 40% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.59	0.18 - 1.70	0.40



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: Seats

> Weekday, On a:

PM Peak Hour of Generator

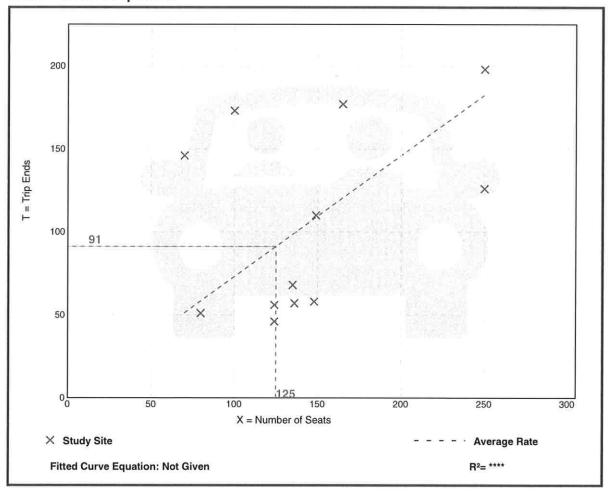
Setting/Location: General Urban/Suburban

Number of Studies: Avg. Num. of Seats:

Directional Distribution: 52% entering, 48% exiting

# Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.73	0.37 - 2.09	0.45



# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: Seats

> Saturday, Peak Hour of Generator On a:

Setting/Location: General Urban/Suburban

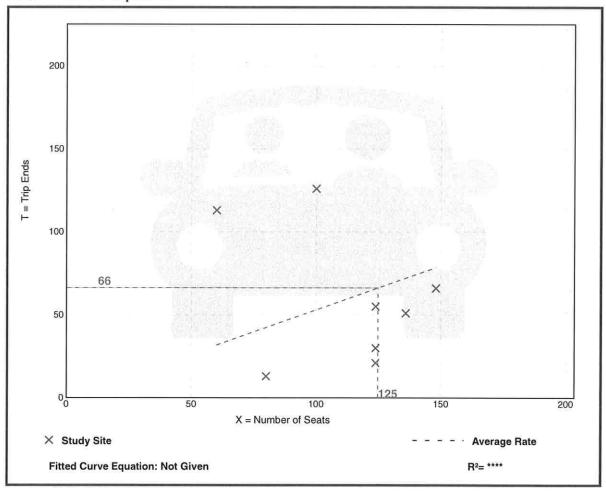
Number of Studies: Avg. Num. of Seats:

112

Directional Distribution: 53% entering, 47% exiting

# Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.53	0.16 - 1.88	0.51



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

	4	1	7	×	K	*	
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations				414	Φß		
Traffic Volume (vph)	0	0	15	217	64	6	
Future Volume (vph)	0	0	15	217	64	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt					0.986		
Flt Protected				0.997			
Satd. Flow (prot)	0	0	0	3599	3559	0	
Flt Permitted				0.997			
Satd. Flow (perm)	0	0	0	3599	3559	0	
Link Speed (mph)	30			30	30		
Link Distance (ft)	398			329	336		
Travel Time (s)	9.0			7.5	7.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	0	0	16	236	70	7	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	252	77	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							是是我们们的特别。 第15章
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Sign Control	Stop			Free	Free		
ntersection Summary	as are g			The State of			
Area Type: C	ther						
Control Type: Unsignalized							
ntersection Capacity Utilizati	on 13.1%			IC	U Level o	of Service A	

Intersection				M mea			, 5007 Bir					13100	15.45
Int Delay, s/veh	0.6												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	35.31
Lane Configurations		100000000000000000000000000000000000000			4			414			<b>1</b>	J	
Traffic Vol, veh/h	0	0	0	0	9	6	25	285	0	0	257	18	
Future Vol, veh/h	0	0	0	0	9	6	25	285	0	0	257	18	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	LITTE OF	to or	None			None			None			None	
Storage Length	:4	12	=	~				-			•	•	
Veh in Median Storage,	# -				0			0			0		
Grade, %	0.5	0	-		0		-	0	-		0		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	E.
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	0	10	7	27	310	0	0	279	20	
Major/Minor	1 - A 7	17,26		Minor1		James I	Major1		N	Major2	4 2 1 1 1 1	7,1074	200
Conflicting Flow All				504	663	155	299	0	2	-	-	0	
Stage 1				364	364								
Stage 2				140	299			-	-	-		-	
Critical Hdwy				6.8	6.5	6.9	4.1						
Critical Hdwy Stg 1				5.8	5.5	-		-				: •:	
Critical Hdwy Stg 2				5.8	5.5		51.01.04			11/4			
Follow-up Hdwy				3.5	4	3.3	2.2			-		-	
Pot Cap-1 Maneuver				502	384	869	1274		0	0			
Stage 1				679	627		-		0	0	********		
Stage 2				878	670	- 7			0	0			
Platoon blocked, %									Xe <sup>1</sup>	372	*	*	
Mov Cap-1 Maneuver				489	0	869	1274		BANK!				
Mov Cap-2 Maneuver				489	0	-	14	02		-	3	•	
Stage 1				661	0		•	÷					
Stage 2				878	0								
Approach				NW		8 - NE	NE		on it	SW	200		MII
HCM Control Delay, s				9.2			0.7		REST	0			W
HCM LOS				A			0.7						
Minor Lane/Major Mvmt		NEL	NETN	WLn1	SWT	SWR			E 10201	21124	uning and		16
Capacity (veh/h)	(Supplied	1274		869				100					
HCM Lane V/C Ratio		0.021		0.019		-							
HCM Control Delay (s)		7.9	0.1	9.2									
HCM Lane LOS		Α	Α	Α.Α									
HCM 95th %tile Q(veh)		0.1		0.1	nan is								
TION COULT TOUT CE (VOII)		V.1	VEH HER	0.1		1000							

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	4	7	7	×	×	*	
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations				414	<b>1</b>		
Traffic Volume (vph)	0	0	12	- 119	58	0	
Future Volume (vph)	0	0	12	119	58	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt							
Flt Protected				0.995			
Satd. Flow (prot)	0	0	0	3592	3610	0	
Flt Permitted				0.995			
Satd. Flow (perm)	0	0	0	3592	3610	0	
Link Speed (mph)	30			30	30		
Link Distance (ft)	398			329	336		
Travel Time (s)	9.0			7.5	7.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	0	0	13	129	63	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	142	63	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Sign Control	Stop			Free	Free		
Intersection Summary							
Area Type: C	Other						
Control Type: Unsignalized							
Intersection Capacity Utilizati	on 10.7%			IC	U Level o	of Service A	The state of the s
Analysis Period (min) 15							

Intersection			a William			1 Tal		7 37				April	ाह्य है जो है की	200		1
Int Delay, s/veh	0.8															
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	The suitable		37800	
Lane Configurations					4			414			<b>1</b>					
Traffic Vol, veh/h	0	0	0	3	9	6	28	205	0	0	233	31				
Future Vol, veh/h	0	. 0	0	3	9	6	28	205	0	0	233	31				
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free				
RT Channelized			None		N CONT	None			None		1	None				
Storage Length	72	-	¥		-	•			•			•				
Veh in Median Storage,	# -				0	/ / / de		0			0					
Grade, %	i.# t	0	=	ā	0	:=:	=	0	*	:=1	0	S=				
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92				
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0				
Mvmt Flow	0	0	0	3	10	7	30	223	0	0	253	34				M.
Major/Minor	=1000	200		Minor1	W. Y. W.		Major1	un talle s		//ajor2		V = V = V		8111 (1971)		100
Conflicting Flow All		V Control		410	570	112	287	0		najoiz		0	III III VAN ITSAN	V 60 1 2 1	to East of	- 1
Stage 1					283	112	201	U				U		SUDUM VOI		
Stage 2				283 127	287				1,12,1			•				
Critical Hdwy	83776			6.8	6.5	6.9	4.1					-				
Critical Hdwy Stg 1				5.8	5.5	0.9	4.1	WINDS			est, in	19 A.B.				
Critical Hdwy Stg 2				5.8	5.5		encount		entre volen	nevasar		averacoloi (			0.8101	
Follow-up Hdwy				3.5	3.5	3.3	2.2				gravit.					
Pot Cap-1 Maneuver				575	434	926	1287	i i rejul	-	-	•					
Stage 1				746	681	920	1201		0	0	7					
Stage 2				891	678			95591150111	0	0		elir bilear				
Platoon blocked, %				091	0/0				U	U	, i i					
Mov Cap-1 Maneuver				559	0	926	1287									
Mov Cap-1 Maneuver				559	0	920	1201		MINERAL PROPERTY.	nesday."						
				726	0			•		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	•)	enserano				
Stage 1				891	0			•		() = ¶						
Stage 2				091	U											
Approach				NW			NE	1834		SW						ell k
HCM Control Delay, s				9.9			1			0					511	
HCM LOS				Α												
Minor Lane/Major Mvmt		NEL	NETN	WI n1	SWT	SWR					MEN N				a de m	
Capacity (veh/h)		1287		760			ar sub.		ale di si		وجزارات		74. V=4 (1.55)	a Venezio		
HCM Lane V/C Ratio		0.024		0.026		KAPIFII										
HCM Control Delay (s)		7.9	0.1	9.9												
HCM Lane LOS		Λ.9	Α	9.9 A		- 100										
HCM 95th %tile Q(veh)		0.1	A Carte	0.1	vi dian											
HOW SOUL YOUR CE(VELL)		0.1		0.1												

	4	2	7	×	K	*	
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations				414	<b>ት</b> ጉ		
Traffic Volume (vph)	0	0	9	156	83	12	
Future Volume (vph)	0	0	9	156	83	12	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frit Control of the C					0.981		
Flt Protected				0.997			
Satd. Flow (prot)	0	0	0	3599	3541	0	
FIt Permitted				0.997			
Satd. Flow (perm)	0	0	0	3599	3541	0	
Link Speed (mph)	30		W11 11 21 21 21 21 21 21 21 21 21 21 21 2	30	30		
Link Distance (ft)	398			329	336		
Travel Time (s)	9.0			7.5	7.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	0	0	10	170	90	13	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	180	103	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Sign Control	Stop			Free	Free		
ntersection Summary							
Area Type: C	Other						
Control Type: Unsignalized							
ntersection Capacity Utilizati	on 11.2%			IC	U Level o	of Service A	
Analysis Period (min) 15							

Intersection	TIVE Y'S		3,000				No.		7.50					
Int Delay, s/veh	0.7													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR		
Lane Configurations					4			414			<b>1</b>			
Traffic Vol, veh/h	0	0	0	6	12	3	21	263	0	0	278	18		
Future Vol, veh/h	0	0	0	6	12	3	21	263	0	0	278	18		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None			None			None			None		
Storage Length	:42	84	2	•	-	74	4	-	*	-				
Veh in Median Storage,	# -	4			0			0			0			
Grade, %	•	0	ŧ		0	-	75	0	<del></del>	57.0	0	US.		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0		
Mvmt Flow	0	0	0	7	13	3	23	286	0	0	302	20		
Major/Minor		11407	1	Minor1	L IN THE	0.625	Major1			/lajor2	- 8 -		The Health St	
Conflicting Flow All				483	654	143	322	0		-		0		
Stage 1				332	332	1 10	OLL.	0.01						
Stage 2				151	322	-	Station					-		
Critical Hdwy				6.8	6.5	6.9	4.1	18 (3)			- 66			
Critical Hdwy Stg 1				5.8	5.5	- 0.0	-	-		•	-			
Critical Hdwy Stg 2				5.8	5.5			_						
Follow-up Hdwy				3.5	4	3.3	2.2	-	Figure Steel			E CONTRACTOR OF THE PARTY OF TH		
Pot Cap-1 Maneuver				518	389	885	1249		0	0				
Stage 1				705	648		-		0	0				
Stage 2				867	655			3 10	0	0		914,331.4		
Platoon blocked, %				CARREAGE AND	TWO SECRETARY				AT	0.1,12.5	- II 30 (AL)			
Mov Cap-1 Maneuver				507	0	885	1249	1						
Mov Cap-2 Maneuver				507	0	-	-	120	-	•	*	-		
Stage 1				689	0	1			118			di liber		
Stage 2				867	0		-					INSUNCON INSUNCON		
Approach	7 Y 15 K			NW			NE			SW				
HCM Control Delay, s	7.2			11.3			0.7	A Barry		0				
HCM LOS				В			0.7			U				
Minor Lane/Major Mvmt		NEL	NETN	WLn1	SWT	SWR				u (Via	A SEA			k jure N
Capacity (veh/h)		1249		591		T.								
HCM Lane V/C Ratio		0.018	:-	0.039										
HCM Control Delay (s)		7.9	0.1	11.3										
HCM Lane LOS		Α	Α	В	7.	-								
HCM 95th %tile Q(veh)		0.1	٠	0.1	٠									

	4	)	7	×	K	*	
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations				ተጉ	<b>1</b>		
Traffic Volume (vph)	0	0	16	224	66	6	
Future Volume (vph)	0	0	16	224	66	6	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt					0.987		
Flt Protected				0.997			
Satd. Flow (prot)	0	0	0	3599	3563	0	
Flt Permitted				0.997			
Satd. Flow (perm)	0	0	0	3599	3563	0	
Link Speed (mph)	30			30	30		
Link Distance (ft)	398			329	336		
Travel Time (s)	9.0			7.5	7.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	0	0	17	243	72	7	
Shared Lane Traffic (%)							
ane Group Flow (vph)	0	0	0	260	79	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
_ink Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Sign Control	Stop			Free	Free		
ntersection Summary		151.41 P.					
THE STATE OF THE S	ther						
Control Type: Unsignalized							
ntersection Capacity Utilizati	on 13.3%			IC	U Level o	of Service A	
Analysis Period (min) 15							

Int Delay, s/veh	0.6												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	1980 TO Lave 35 (50 50 50)
Lane Configurations					4			414	200000000000000000000000000000000000000		<b>†</b> \$		
Traffic Vol, veh/h	0	0	0	0	9	6	26	294	0	0	265	19	
Future Vol, veh/h	0	0	0	0	9	6	26	294	0	0	265	19	DOVINDA INCHES DESTROYARES
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized			None			None		2	None			None	
Storage Length		12	_	-	_		7.	÷	-	•			
Veh in Median Storage,	# -				0			0	in its		0		
Grade, %	.€	0	=	-	0		i <del>s</del>	0	-		0	13.5	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	0	10	7	28	320	0	0	288	21	
Major/Minor			1	Minor1	300		Major1	-800	1	//ajor2			
Conflicting Flow All				520	685	160	309	0	_		120	0	
Stage 1				376	376	WHEN RE						D/Mark	
Stage 2				144	309	-			-	-			
Critical Hdwy				6.8	6.5	6.9	4.1	7					
Critical Hdwy Stg 1				5.8	5.5				-			:-:	
Critical Hdwy Stg 2			Part de	5.8	5.5						011 July 1		
Follow-up Hdwy				3.5	4	3.3	2.2	-	_	1	-	Acod-market	
Pot Cap-1 Maneuver				491	373	863	1263		0	0			
Stage 1				670	620				0	0		:=:	
Stage 2				874	663				0	0	e la la	, L	
Platoon blocked, %											-		
Mov Cap-1 Maneuver				478	0	863	1263				1		
Mov Cap-2 Maneuver				478	0	420	320	*	•				
Stage 1				652	0								
Stage 2				874	0		Winds and						
Approach				NW		iopiieniio Korkust	NE			SW			
HCM Control Delay, s				9.3			0.7			0	70.6		
HCM LOS				A									
Minor Lane/Major Mvmt		NEL	NETN	WLn1	SWT	SWR				, LT . TV			recensione de la company. Referencia
Capacity (veh/h)		1263		863						19/4			
HCM Lane V/C Ratio	THE PARTY OF	0.022		0.019	-								
HCM Control Delay (s)		7.9	0.1	9.3									
HCM Lane LOS		Α	Α	Α	-	*							
HCM 95th %tile Q(veh)		0.1		0.1									

	4	2	5	×	K	*	
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations				4î»	٩ħ		
Traffic Volume (vph)	0	0	12	123	60	0	
Future Volume (vph)	0	0	12	123	60	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt							
Flt Protected				0.996			
Satd. Flow (prot)	0	0	0	3596	3610	0	
Flt Permitted				0.996			
Satd. Flow (perm)	0	0	0	3596	3610	0	
Link Speed (mph)	30	G <sub>U</sub>		30	30	O. S. L. S. L. S. W. L. S. L.	
Link Distance (ft)	398			329	336		
Travel Time (s)	9.0			7.5	7.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	0	0	13	134	65	0	
Shared Lane Traffic (%)							
ane Group Flow (vph)	0	0	0	147	65	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Furning Speed (mph)	15	9	15			9	
Sign Control	Stop			Free	Free		
ntersection Summary	le Saria						
	Other	T WOLS SA	V C I C I C	n increases in	Well miles	N. WILLIAM CO.	
Control Type: Unsignalized							
ntersection Capacity Utilizati	on 10.7%			IC	U Level o	of Service A	
Analysis Period (min) 15							

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Intersection		5 D. 16)							1185	mi el	74 PH.U		
Int Delay, s/veh	0.8												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations					4			414			<b>↑</b> ↑		
Traffic Vol, veh/h	0	0	0	3	9	6	29	211	0	0	240	32	
Future Vol, veh/h	0	0	0	3	9	6	29	211	0	0	240	32	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized			None		#	None			None	4		None	
Storage Length			•		•		•	•	•		•		
Veh in Median Storage,	# -				0			0			0		
Grade, %	:#s	0	1=	-	0	,=.		0		-	0	:. <del>-</del> :	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	3	10	7	32	229	0	0	261	35	
Major/Minor	nimus se		Spilai	Minor1		A Royal	Major1	, Marie la		//ajor2			
Conflicting Flow All				424	589	115	296	0		najoiz -		0	
Stage 1				293	293	113	200		NHE W				
Stage 2				131	296		-	-			•		
Critical Hdwy				6.8	6.5	6.9	4.1	grant .	No.				rt metre i zwiana militerie.
Critical Hdwy Stg 1				5.8	5.5	0.0	7.1						
Critical Hdwy Stg 2				5.8	5.5				Allow Les			ESIN A	
Follow-up Hdwy				3.5	4	3.3	2.2	-					
Pot Cap-1 Maneuver				563	423	922	1277	AME	0	0		and in	
Stage 1				737	674	-	-		0	0			
Stage 2				887	672				0	0			
Platoon blocked, %											E SAN DERON		
Mov Cap-1 Maneuver				547	0	922	1277	VALUE :		215 TW			
Mov Cap-2 Maneuver				547	0		-		•	ALICA STATE		•	
Stage 1				716	0		197901			STATE OF			
Stage 2				887	0	-	e e e e e e e e e e	*	::::::::::::::::::::::::::::::::::::::				
FE KANTUKAN DIA													
Approach				NW		i north	NE	legist.		SW		7.00	
HCM Control Delay, s HCM LOS				9.9 A			1			0			
Minor Lane/Major Mvmt		NEL	NETN	WLn1	SWT	SWR		V 188			ellan		
Capacity (veh/h)		1277		750									
HCM Lane V/C Ratio		0.025	-	0.026	-	-							
HCM Control Delay (s)		7.9	0.1	9.9		July 1							
HCM Lane LOS		Α	Α	Α									
HCM 95th %tile Q(veh)		0.1		0.1									

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	4		7	×	K	*	
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations				414	ħβ		
Traffic Volume (vph)	0	0	9	161	86	12	
Future Volume (vph)	0	0	9	161	86	12	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt					0.982		
Flt Protected				0.997			
Satd. Flow (prot)	0	0	0	3599	3545	0	
Flt Permitted				0.997			
Satd. Flow (perm)	0	0	0	3599	3545	0	
Link Speed (mph)	30			30	30		
Link Distance (ft)	398			329	336		
Travel Time (s)	9.0			7.5	7.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	0	0	10	175	93	13	
Shared Lane Traffic (%)					NAME OF STREET		
Lane Group Flow (vph)	0	0	0	185	106	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0	•	
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Sign Control	Stop			Free	Free	VERNING STOCKER	
Intersection Summary					6 . T. Z		
	ther on 11.4%			IC	:U Level c	of Service A	

0.7												
SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
				4			414			<b>1</b>		
0	0	0	6	12	3	22	271	0	0	286	19	
0	0	0	6	12	3	22	271	0	0	286	19	
	0		0	0	0	0	0	0	0	0	0	
Stop	Stop		Stop	Stop		Free	Free	Free	Free	Free	Free	
-		None			None	•		None		4	None	
-	\=	2	2	**	-			•	•	•	-	
<b>†</b> -				0			0			0		
-	0	=	ā.	0	\$ <del>1</del> 77	25	0	:=::	; <del>*</del> :	0	-	
	0.90311	92	92	92	92	92	92	92	92	92	92	
		2	0	0	0	0	0	0	0	0	0	
0	0	0	7	13	3	24	295	0	0	311	21	
West S		N	/linor1			Major1		N	Major2		37.5000	
				675			0	_	-	<u> </u>	0	<u> 4 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7</u>
					Ward.	WINE.	1000		1		764 See	
							-		-	Time to the		
					6.9	4.1						
		IIIOV LISS III						-		-	A.	THE REPORT OF THE PARTY OF THE
							4.0					
						2.2	-	_		-	•	
								0	0			
					<del></del>	-	-			AALIAN IDAG	***	
			862	648		-		0				
			I I V SVALE							•	·	
			494	0	878	1239					1 1 W	
			494	0	2	-	-	-	- Allie Aldrice		•	
			680	0			V.Fig.	hat a			SVE THE	
			862	0	THE THINK	ANGELIN ANGELIN	•			-	-	
			ADVAZ			NE			OW			
							SILD EVEN					IDATA CALL DE LA CALLESTA DEL CALLESTA DEL CALLESTA DE LA CALLESTA
			11.5 B			0.7			0			
	NEL	NETNI	WLn1	SWT	SWR							
	2775.54-647956.1	CHILITATIONS		W-5-40 %			25.10		January 1	g// 10 to		
				- TAIL 12	e-gracusti							
				Danie.								
	0 0 Stop - - 92 2 0	0 0 0 0 Stop Stop  + - 0 92 92 2 2	0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop Stop Stop	0 0 0 6 0 0 Stop Stop Stop Stop Stop Stop Stop Stop	0 0 0 6 12 0 0 0 6 12 0 0 0 0 0 0 Stop Stop Stop Stop Stop None 0 0 0 92 92 92 92 92 2 2 2 0 0 0 0 0 7 13    Minor1	0 0 0 6 12 3 0 0 0 0 6 12 3 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop None None	NEL   NETNWLn1   SWT   SWR	0 0 0 0 6 12 3 22 271 0 0 0 0 0 6 12 3 22 271 0 0 0 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop Free Free None None None # 0 0 0 92 92 92 92 92 92 92 92 92 2 2 2 2 0 0 0 0 0 0 0 0 0 0 7 13 3 24 295    Minor1	0 0 0 0 6 12 3 22 271 0 0 0 0 0 0 6 12 3 22 271 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop Free Free - None - Non	0 0 0 0 6 12 3 22 271 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 6 12 3 22 271 0 0 286 0 0 0 0 0 6 12 3 22 271 0 0 0 286 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Stop Stop Stop Stop Stop Stop Stop Free Free Free Free None None None None None	NEL NETINULINI SWT SWR   New page 2   19   0   0   0   0   0   0   0   0   0

Lane Group         SEL         SER         NEL         NET         SWT         SWR           Lane Configurations         ♣↑↑         ↑↑→         ★↑↑         ★↑↑         ★↑↑         ★↑↑         ★↑↑         ★         ★↑↑         ★↑↑         ★↑↑         ★	
Lane Configurations       ←↑         Traffic Volume (vph)       0       0       44       224       66       24         Future Volume (vph)       0       0       44       224       66       24         Ideal Flow (vphpl)       1900       1900       1900       1900       1900         Lane Util. Factor       1.00       1.00       0.95       0.95       0.95	
Traffic Volume (vph)     0     0     44     224     66     24       Future Volume (vph)     0     0     44     224     66     24       Ideal Flow (vphpl)     1900     1900     1900     1900     1900       Lane Util. Factor     1.00     1.00     0.95     0.95     0.95	
Future Volume (vph)       0       0       44       224       66       24         Ideal Flow (vphpl)       1900       1900       1900       1900       1900         Lane Util. Factor       1.00       1.00       0.95       0.95       0.95	
Ideal Flow (vphpl)     1900     1900     1900     1900     1900       Lane Util. Factor     1.00     1.00     0.95     0.95     0.95	
Lane Util. Factor 1.00 1.00 0.95 0.95 0.95	
O.960	
Fit Protected 0.992	
Satd. Flow (prot) 0 0 0 3581 3466 0	
Flt Permitted 0.992	
Satd. Flow (perm) 0 0 0 3581 3466 0	
Link Speed (mph) 30 30 30	
Link Distance (ft) 163 329 336	
Travel Time (s) 3.7 7.5 7.6	
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92	
Heavy Vehicles (%) 0% 0% 0% 0% 0%	
Adj. Flow (vph) 0 0 48 243 72 26	
Shared Lane Traffic (%)	
Lane Group Flow (vph) 0 0 0 291 98 0	
Enter Blocked Intersection No No No No No	
Lane Alignment Left Right Left Left Right	
Median Width(ft) 0 0 0	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Link Offset(ft) 0 0 0	
Crosswalk Width(ft) 16 16 16	
Two way Left Turn Lane	
Headway Factor 1.00 1.00 1.00 1.00 1.00	
Turning Speed (mph) 15 9 15 9	
Sign Control Stop Free Free	
ntersection Summary	
Area Type: Other	
Control Type: Unsignalized	
ntersection Capacity Utilization 14.1% ICU Level of Service A	
Analysis Period (min) 15	

Intersection			Tine 1	v liv	A PAIR						Nº 5		
Int Delay, s/veh	1.6												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations					4			414			۴ĥ		
Traffic Vol, veh/h	0	0	0	23	10	35	35	294	0	0	265	25	
Future Vol, veh/h	0	0	0	23	10	35	35	294	0	0	265	25	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized			None			None		TWU LINE	None	1		None	
Storage Length			÷							2	120	92 <del>7</del> 3	
Veh in Median Storage,	# -				0			0	70 m		0		
Grade, %	:•:	0	-	-	0	:=:	-	0	-		0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	25	11	38	38	320	0	0	288	27	
Major/Minor	41.8	-V	1	Minor1			Major1		, A	//ajor2		NO.	u Wallanda San Malaka
Conflicting Flow All				540	711	160	315	0				0	
Stage 1				396	396	100	313			EURSIONES		0	
Stage 2				144	315		E	•					
Critical Hdwy				6.8	6.5	6.9	4.1	ESTIDIA			#.	•	
Critical Hdwy Stg 1				5.8	5.5	0.9	4.1	10:2 (-1)	uniser in Tax	-	•	elog fig Till	
Critical Hdwy Stg 2				5.8	5.5		90.000			N. CH. DV	elari.		
Follow-up Hdwy				3.5	3.5	3.3	2.2						
Pot Cap-1 Maneuver				477	361	863	1257		0	0			
Stage 1				655	607	000	1237		0	0		a Anna We	
Stage 2				874	659				0	0			
Platoon blocked, %				0/4	009	17.80,0.71	evelos, f		U	U	, same v		
Mov Cap-1 Maneuver				459	0	863	1257						
Mov Cap-2 Maneuver				459	0	000	1201		1212514	10 to 12 to	-		
Stage 1				631	0	12017							
Stage 2				874	0	•			-	91192374	•	-	
Humana Mask											de de		
Approach	X	CONT.		NW		at next	NE	SUM	inex in	SW	A TIES OF		
HCM Control Delay, s				11.4			0.9			0			
HCM LOS				В									
Minor Lane/Major Mvmt		NEL	NETN	WLn1	SWT	SWR	WEST AND						
Capacity (veh/h)		1257		640	Vilye,		(21 Jan	163	1.00			LEVEL NO.	
HCM Lane V/C Ratio		0.03		0.115	14	-							
HCM Control Delay (s)		8	0.1	11.4	5/3/4								
HCM Lane LOS		A	Α	В									
HCM 95th %tile Q(veh)		0.1	NE P	0.4								WAR IN	

Intersection	5,7216	aigs "J				D) JAN
Int Delay, s/veh	4.1	24 (14%)	-	R0 ( R) ( C)		S DEU 1
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	OLI	ULIT	TAAAL	4	T	NEIL
Traffic Vol, veh/h	0	٥	46	22	53	٨
Future Vol, veh/h		0				0
	0	0	46	22	53	0
Conflicting Peds, #/hr	O Ctop		0	0	O Cton	O Cton
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	•	None		None	-	None
Storage Length			-		0	
Veh in Median Storage,	otto-con resident			0	0	-, -
Grade, %	0		-	0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	50	24	58	0
Major/Minor			Major2	A	/linor1	
					ACCUSED CONTRACTOR	
Conflicting Flow All	A 9 1		0	0	124	
Stage 1					0	
Stage 2			in the second se		124	
Critical Hdwy			4.1	•	6.4	
Critical Hdwy Stg 1			-	-		-
Critical Hdwy Stg 2					5.4	
Follow-up Hdwy			2.2	<u>=</u>	3.5	9
Pot Cap-1 Maneuver					876	0
Stage 1			•	-	=	0
Stage 2					907	0
Platoon blocked, %				-		
Mov Cap-1 Maneuver				51-120	876	
Mov Cap-2 Maneuver					876	
Stage 1						
Stage 2					907	
Slaye 2					907	
Bliff When I Rep A. Sidy (						
Approach			NW	97 FW	NE	
HCM Control Delay, s					9.4	i skanie
HCM LOS					Α	
ZIMKAR KOWA					resin	
Minortonofite		IE1 - 4	ANAII	AUATT		
Minor Lane/Major Mvmt	1	VELn1	NWL	NWT		III SELV
Capacity (veh/h)		876		-1		
HCM Lane V/C Ratio		0.066				
HCM Control Delay (s)		9.4		•		
HCM Lane LOS		Α	•			
HCM 95th %tile Q(veh)		0.2				
1						

Intersection		W 2	i de	Br Englis	1	
Int Delay, s/veh	0.5					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations			ĥ			74
Traffic Vol, veh/h	0	0	55	15	0	4
Future Vol, veh/h	0	0	55	15	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	933		(talin)	None		
Storage Length		-		-	-	0
Veh in Median Storage,	# -		0	THE MELE	0	
Grade, %		0	0	-	0	and the state of t
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mymt Flow	0	0	60	16	0	4
MALLINA	U	U	00	10	U	
***************************************						
Major/Minor	0,70		Major2	, 4 N	/linor2	
Conflicting Flow All				0		68
Stage 1						
Stage 2				( <del>-</del>	-	3=00
Critical Hdwy			-			6.2
Critical Hdwy Stg 1				-	_	
Critical Hdwy Stg 2				3.		
Follow-up Hdwy			muoniana *	. •	-	3.3
Pot Cap-1 Maneuver					0	1001
Stage 1					0	
Stage 2			e (il. Mar		0	
Platoon blocked, %						
Mov Cap-1 Maneuver						1001
Mov Cap-2 Maneuver			in/defin		E HOLE	-
Stage 1						
Stage 2					DIMES.	
Staye 2					antigradi	
	USAY ISSUE		dilitings			
Approach	y Egy	200	NW		SW	
HCM Control Delay, s			0		8.6	1 30 20
HCM LOS					Α	
Minor Long/Major M.	5.15 (.20)	NIME	NIMIDO	NA/! = 1	Section Wash	
Minor Lane/Major Mvmt		NWT	NWRS			i de la composición dela composición de la composición de la composición de la composición dela composición de la composición de la composición dela composición dela composición de la composición de la composición dela
Capacity (veh/h)				1001		
HCM Lane V/C Ratio				0.004		
				8.6		
HCM Control Delay (s)						
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)			*	A 0		

	4		7	×	K	K	
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations				414	∱ĵ≽		
Traffic Volume (vph)	0	0	40	123	60	25	
Future Volume (vph)	0	0	40	123	60	25	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Frt					0.956		
Flt Protected	and the second of the second o			0.988			
Satd. Flow (prot)	0	0	0	3567	3451	0	
Flt Permitted				0.988		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Satd. Flow (perm)	0	0	0	3567	3451	0	· 新型型等的形型 医神经神经炎
Link Speed (mph)	30			30	30		
Link Distance (ft)	163			329	336		
Travel Time (s)	3.7			7.5	7.6		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	0	0	43	134	65	27	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	0	177	92	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	0	DOMA SAND LINE	
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Sign Control	Stop			Free	Free		
ntersection Summary							ACCOMENT TO SELECT THE SECOND FOR THE SECOND SECOND
	Other						-
Control Type: Unsignalized							
Intersection Capacity Utilizati	on 12.2%			IC	U Level o	of Service A	
Analysis Period (min) 15							

Intersection	-			a Evit P		1 7/15	e7 10° 30		50 Ja V			(1.20 d)		
Int Delay, s/veh	1.9													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR		
Lane Configurations					4			<b>4</b> ↑			۴ß			
Traffic Vol, veh/h	0	0	0	32	10	32	38	211	0	0	240	41		
Future Vol, veh/h	0	0	0	32	10	32	38	211	0	0	240	41		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None			None			None			None		
Storage Length	*					•	-							
Veh in Median Storage,	# -				0			0			0			
Grade, %	: <b>•</b> ):	0			0	. <del></del>		0	-		0	-		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0		
Mvmt Flow	0	0	0	35	11	35	41	229	0	0	261	45		
OV N BORNS		and the same					1011/20			N 4/-				
Major/Minor				Minor1	4 A		Major1	UNIVERSE	N	Major2	200,2100			sjeni j
Conflicting Flow All				442	617	115	306	0			*	0		
Stage 1				311	311		10 1							
Stage 2				131	306		-	:=:	-					
Critical Hdwy				6.8	6.5	6.9	4.1							
Critical Hdwy Stg 1				5.8	5.5	-	-	-	1.44	-		140		
Critical Hdwy Stg 2				5.8	5.5		2.5		1					
ollow-up Hdwy				3.5	4	3.3	2.2				-	*		
ot Cap-1 Maneuver				549	408	922	1266		0	0				
Stage 1				722	662				0	0		•		
Stage 2				887	665		115	-	0	0		Line 4 h		
Platoon blocked, %														
Mov Cap-1 Maneuver				529	0	922	1266							
Mov Cap-2 Maneuver				529	0		•	•	(S	er resident in				
Stage 1				695	0									
Stage 2				887	0		-:	•		-				
				10.5%										
Approach				NW			NE	W. Jak.		SW				
HCM Control Delay, s				11.1			1.3			0				
HCM LOS				В									o del manare	
Minor I 200 (8.5 - 1.6 - 1.		AICT	NICTOR	NA/II	OVACE	OME					CONTRACTOR			
Minor Lane/Major Mvmt		NEL	NETN		SWT	SWR				juvij-Vij				
Capacity (veh/h)		1266	•	672	) pg 🛎									
HCM Lane V/C Ratio		0.033		0.12	· ·									
HCM Control Delay (s)		7.9	0.1	11.1		ř								
HCM Lane LOS		Α	Α	В	-									
HCM 95th %tile Q(veh)		0.1	Nie ji <del>a</del>	0.4										

Intersection			XVE			15 N
Int Delay, s/veh	4.4		-20.			
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	OLI	ULN	INAAL		NEL T	INCH
	0	0	E0.	4		0
Traffic Vol, veh/h	0	0	53	12	56	0
Future Vol, veh/h	0	0	53	12	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized		None	16, 12	None	-	
Storage Length					0	
Veh in Median Storage,				0	0	
Grade, %	0		17	0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	58	13	61	0
Major/Minor	ays of	N	Major2	N	Minor1	U876 ()
Conflicting Flow All			0	0	129	2)
Stage 1			_		0	
Stage 2				-	129	-
Critical Hdwy			4.1		6.4	
Critical Hdwy Stg 1			4.1		0,4	
						iando sign
Critical Hdwy Stg 2			-	855	5.4	
Follow-up Hdwy			2.2	• 500117819=1	3.5	e Distriction
Pot Cap-1 Maneuver				. 1	870	0
Stage 1			energia de la constanta de la			0
Stage 2			13/11	4 (-)	902	0
Platoon blocked, %						
Mov Cap-1 Maneuver				•	870	•
Mov Cap-2 Maneuver				7	870	-
Stage 1						
Stage 2				.=	902	-
Approach	FELLER.	ene da	NW	(ABILIA ZID	NE	nelle.
			INVV			
HCM Control Delay, s					9.4	
HCM LOS					Α	
Minor Lane/Major Mvmt	١	VELn1	NWL	NWT		Su Lette
Capacity (veh/h)		870				
HCM Lane V/C Ratio		0.07		-		
HCM Control Delay (s)		9.4				
HCM Lane LOS		Α		•		
HCM 95th %tile Q(veh)		0.2				

-						_
Intersection			War A			7 X91
Int Delay, s/veh	0.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	000	UL.	f)	CAACA	0112	7"
Traffic Vol, veh/h	0	0	71	18	0	8
Future Vol, veh/h	0	0	71	18	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	Stop	None	riee	None	Stop	his comment of time
Storage Length		NONE -		None -	Think Este	0
Veh in Median Storage,		-	0		0	
Grade, %	-	0	0	- 00	0	- 00
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	77	20	0	9
Major/Minor	, LT, B		Major2	N	Minor2	
Conflicting Flow All		IFIT III		0		87
Stage 1				0		07
Stage 2					1	- P. P. P.
Critical Hdwy						6.2
			A CHILD	1000	7	
Critical Hdwy Stg 1			in a second		torniesovie	Erany Mi
Critical Hdwy Stg 2			-			
Follow-up Hdwy				Markovskie	-	3.3
Pot Cap-1 Maneuver					0	977
Stage 1					0	-
Stage 2				•	0	•
Platoon blocked, %						
Mov Cap-1 Maneuver			-			977
Mov Cap-2 Maneuver			-	-	-	-
Stage 1						
Stage 2						-
Approach	li R		NW		SW	
HCM Control Delay, s	9 (46)		0		8.7	1 2 2
			U			
HCM LOS					Α	
Minor Lane/Major Mvmt	on fin	NWT	NWRS	WLn1	il See	
Capacity (veh/h)				977		
HCM Lane V/C Ratio		-		0.009		
HCM Control Delay (s)				8.7		
HCM Lane LOS			-	Α		
HCM 95th %tile Q(veh)				0		
		NEED STATE		1//10/12/19		

	4	1	7	×	K	K		
Lane Group	SEL	SER	NEL	NET	SWT	SWR		PART DE
Lane Configurations				414	<b>1</b>			
Traffic Volume (vph)	0	0	36	161	86	36		
Future Volume (vph)	0	0	36	161	86	36	N. December 1923/1923 Education	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95		
Frt					0.956			
Flt Protected				0.991				
Satd. Flow (prot)	0	0	0	3578	3451	0		
Flt Permitted				0.991				
Satd. Flow (perm)	0	0	0	3578	3451	0		
Link Speed (mph)	30			30	30	72 1000		
Link Distance (ft)	163			329	336			
Travel Time (s)	3.7			7.5	7.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%		#
Adj. Flow (vph)	0	0	39	175	93	39		
Shared Lane Traffic (%)					Principle of the Paris of the P			
Lane Group Flow (vph)	0	0	0	214	132	0		
Enter Blocked Intersection	No	No	No	No	No	No	Part and the second	
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			0	0		ESTABLISHED TO SECOND	
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Sign Control	Stop			Free	Free			X6-9X19411104109;
Intersection Summary		Similar 1						
	Other							
Control Type: Unsignalized								
Intersection Capacity Utilizati	on 15.7%			IC	U Level o	of Service A		
Analysis Period (min) 15								

-												
Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					4			414			<b>1</b>	0,,,,
Traffic Vol, veh/h	0	0	0	40	13	34	31	271	0	0	286	27
Future Vol, veh/h	0	0	0	40	13	34	31	271	0	0	286	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	I YEAR		None	150		None			None			None
Storage Length	::•:	-	:• :			-	-	-	-	74	14	-
Veh in Median Storage,	# -				0	1.064		0			0	
Grade, %	4	0	-		0	·	¥	0			0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	43	14	37	34	295	0	0	311	29
Major/Minor				Minor1		X ELI	Major1	000	1	//ajor2		
Conflicting Flow All				519	703	148	340	0			740	0
Stage 1				363	363			1384		841654	Adbl.	N. January
Stage 2				156	340					-	-	(4
Critical Hdwy				6.8	6.5	6.9	4.1				0.80%	
Critical Hdwy Stg 1	4111			5.8	5.5	-	mmedi.kii	-		-	•	-
Critical Hdwy Stg 2	11 (1) 美			5.8	5.5							
Follow-up Hdwy				3.5	4	3.3	2.2	2000/10/2	eneptier)	· CONTRACTOR		-
Pot Cap-1 Maneuver				491	364	878	1230		0	0		
Stage 1				680	628	-	-		0	0		
Stage 2				862	643			(ISUE)	0	0		
Platoon blocked, %				COL	0,10			- 7. 5.75		Y		
Mov Cap-1 Maneuver				475	0	878	1230					is a con
Mov Cap-2 Maneuver				475	0							
Stage 1				658	0	t Cyle	100	The man	11.0			
Stage 2		4.00 (1)2		862	0					E ANTENIE		
					wan.							
Approach				NW			NE			SW	Walte.	
HCM Control Delay, s		Rejail/in	Mar I	12.1		9	0.9		leno i	0		
HCM LOS				В			0.0			¥		
Minor Lane/Major Mvmt		NEL	NETN	WLn1	SWT	SWR		WE TO		//San - 1		100,45.00
Capacity (veh/h)	Hi Day	1230		602								SWEET
HCM Lane V/C Ratio		0.027		0.157								
HCM Control Delay (s)		8	0.1	12.1	KATELE							
HCM Lane LOS		A	A	В	-	-						
HCM 95th %tile Q(veh)		0.1	Riches.	0.6								
				3.0								

Intersection		376 11	VAL.			
Int Delay, s/veh	4.5					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations				र्स	Ť	
Traffic Vol, veh/h	0	0	51	21	66	0
Future Vol, veh/h	0	0	51	21	66	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized		None		None		The Part of the last of the la
Storage Length			-	-	0	
Veh in Median Storage,	# -			0	0	
Grade, %	0	_	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	55	23	72	0
BALONSK SIBNASI II			VIII. (5.5)	alec space	_ II Spidies	100
Major/Minor		1	Major2	n S Hall	Minor1	
Conflicting Flow All	12 1111 11		0	0	133	
Stage 1			Amerika		0	
Stage 2			ASO, ALEAN	· Section 1	133	
Critical Hdwy			4.1		6.4	diam'r.
Critical Hdwy Stg 1			-		-	-
Critical Hdwy Stg 2					5.4	
Follow-up Hdwy			2.2		3.5	
Pot Cap-1 Maneuver			۷,۷		866	0
Stage 1					000	0
Stage 2				RANGES (A	898	0
Platoon blocked, %			1005		090	U
					000	
Mov Cap-1 Maneuver				7/10/11/11	866	
Mov Cap-2 Maneuver					866	·
Stage 1				olic Tal	-	
Stage 2			i de la comp		898	
Approach			NW		NE	1899
HCM Control Delay, s					9.5	or even
HCM LOS					Α	
Minor Lane/Major Mvmt	N	IELn1	NWL	NWT	The state of	
Capacity (veh/h)	70.01	866				
HCM Lane V/C Ratio		0.083				
HCM Control Delay (s)		9.5		Ann e		
HCM Lane LOS		9.5 A				
HCM 95th %tile Q(veh)	TELESCO.	0.3				
TRAIN SAID VALUE VILVELL		U.U	The state of the s	ALTE OF EACH		

Intersection		an tho	ijay Yi			
Int Delay, s/veh	0.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations			ĵ.			7
Traffic Vol, veh/h	0	0	54	17	0	6
Future Vol, veh/h	0	0	54	17	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length		- 00 E40 E	-	# 15AVE		0
Veh in Median Storage,	# -		0		0	
Grade, %		0	0		0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mymt Flow	0	0	59	18	0	7
manu Nu	U	U	00	10	U	
Major/Minor	ent Open and		Anic O		ding 0	- 15 miles
Major/Minor	W 4 - 34	V <sub>4</sub> = A	Major2		/linor2	
Conflicting Flow All	OF STATE			0	-	68
Stage 1			年基榜			•
Stage 2			-	·		-
Critical Hdwy			•	•	-	6.2
Critical Hdwy Stg 1				-	-	*
Critical Hdwy Stg 2			111		-	
Follow-up Hdwy			:=			3.3
Pot Cap-1 Maneuver			-		0	1001
Stage 1			*		0	41
Stage 2					0	
Platoon blocked, %						
Mov Cap-1 Maneuver						1001
Mov Cap-2 Maneuver			387	-		*
Stage 1						
Stage 2			-		2	
	7,514					
Approach			NW	W JETEL II	SW	
HCM Control Delay, s	IF STRY		0		8.6	Lept.
HCM LOS			N. E. A. V.		A	
Minor Lane/Major Mvmt		NWT	NWRS	WInt		
		INVVI				Signaline
Capacity (veh/h)			•	1001		
HCM Lane V/C Ratio			-	0.007 8.6		
			COLD BY 18 24 5	X h		
HCM Control Delay (s)			Hate Man			
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)				A 0		