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Transportation: Engineering • Planning • Design

MEMORANDUM

Ref: 1821A

To: Doug Pinciaro, Clipper Traders, LLC

Ed Hayes, Ricci Lumber

From: Stephen G. Pernaw, P.E., PTOE

Subject: Proposed Residential Subdivision

Portsmouth, New Hampshire

Date: October 1, 2018

On June 18, 2018 our office published the report entitled "Traffic Impact and Site Access Study – Proposed Residential Subdivision" for Clipper Traders, LLC to assess the traffic impacts associated with the proposed residential subdivision/development located on the south side of North Mill Pond in Portsmouth, New Hampshire. That document was followed up by "Addendum One" dated August 20, 2018. We are now in receipt of peer review comments from The Engineering Corporation (TEC) dated September 17, 2018. The purpose of this memorandum is to provide responses to each of their comments.

TEC Comment 1: Study Area – "The Traffic Impact and Site Access Study (TISAS) and the Addendum evaluate a reasonable study area for the purposes of evaluating the potential traffic impacts to the surrounding street system with the construction of the proposed development. TEC concurs that the scope of the study is in general accordance with NHDOT guidelines."

SGP & Company, Inc. Response: Comment acknowledged; no response necessary.

TEC Comment 2: Traffic Counts — "Traffic counts used within the TISAS were conducted in April 2018 during a period in which area schools were in session. The counts used within the Addendum were conducted in August 2018. The April counts were seasonally adjusted upward by 3% during the weekday morning peak hour and 4% during the weekday evening peak hour, and the August counts were seasonally adjusted upward by 7% during the weekday morning peak hour and 2% during the weekday evening peak hour to reflect peak month conditions, consistent with NHDOT standards. This is generally reflective of summertime volumes in the seacoast area. TEC concurs with the use of these traffic volumes and adjustment factors based on NHDOT guidelines.

The weekday morning and evening peak commuter hours were studied within the TISAS and Addendum to determine the Project's overall effect on the roadway system. TEC concurs that these selected time periods are generally appropriate for a residential development, as the morning and evening peak hours of the residential dwelling units will typically overlap with the morning and evening peak commuter hours of the adjacent street system."

SGP & Company, Inc. Response: Comment acknowledged; no response necessary.



TEC Comment 3 - Background Growth — "The TISAS and the Addendum use an annual traffic volume growth adjustment factor of 1.0 percent per year based on standard rates approved by NHDOT. TEC concurs with the adjustment factors based on NHDOT guidelines. Steven G. Pernaw and Company, Inc. (SGP) concurrently overlaid projected traffic volumes associated with four pending development projects within the study area. The future conditions in 2020 (opening year) and 2030 (10-year horizon) were studied in conformance with NHDOT requirements."

"TEC notes that the mixed-use development along Cate Street, including the extension of Cate Street between US 1 Bypass and Bartlett Street, which is currently within the public hearing process, is not included within this study. TEC understands that the timing of the completion of the subject residential development will likely occur prior to or concurrent with the opening of the Cate Street Extension. Further, it is noted that the traffic from the mixed-use development will have an impact on the Bartlett Street study area intersections in the future. The mixed-use development traffic will not materially affect the Maplewood Avenue intersection studied within the Addendum. TEC recommends that SGP discuss the potential impact of the extension of Cate Street on the residential development access drive intersection with Bartlett Street."

SGP & Company, Inc. Response: The mixed-use development that involves the extension of Cate Street will have several different impacts at the Bartlett Street/Existing Shared Driveway intersection: 1) the site generated traffic from the mixed-used development will add vehicle-trips to Bartlett Street, 2) the extension of Cate Street will reduce vehicle-trips on certain sections of Bartlett Street due to local trip diversions, and 3) the extension of Cate Street will alter the travel patterns of those currently using the Existing Shared Driveway. For example, some drivers will exit left rather than exit right from the Existing Shared Driveway to reach the new alignment (Cate Street Extension). The net change on Bartlett Street during the weekday PM peak hour is approximately -200 vph north of the shared driveway and -50 vph south of the shared driveway.

TEC Comment 4 - Crash Data - "No motor vehicle crash data was provided within the TISAS or Addendum. SGP should obtain and review crash data at the study area intersections to determine whether any specific crash trends exist. This is primarily of concern at the two site access points onto Bartlett Street and Maplewood Avenue. The crash data typically indicates the number, type, and severity of crashes at the study area intersections for the most recent three years on record. SGP should further provide documentation of other traffic safety related issues/deficiencies at the intersections and subject roadways, such as sight distances, if applicable."

SGP & Company, Inc. Response: Crash data from the State of New Hampshire Department of Transportation for the most recent three-year period (2013 to 2015) was researched to identify accident rates and patterns in the study area. Over the three-year period, the Location Data Reports indicate that 2,407 crashes were recorded on a city-wide basis. It should be noted that this database is considered to be a subset of the total collisions as not all incidents are required to be reported to the State. Of these, thirteen crashes contained sufficient detail to locate them in the study area. These reports, along with a summary table, are attached (see Attachments 1-3).

Five crashes occurred in the vicinity of the Bartlett Street/Cate Street intersection. There was one collision that resulted in personal injury and the majority (80%) of the crashes involved two or more vehicles. Inclement weather or unfavorable surface conditions may have been a contributing factor in four of the five collisions.

Eight collisions occurred in the vicinity of the Bartlett Street/Islington Street intersection. There was one crash that resulted in injury to one person. All of the crashes involved two vehicles. Inclement weather or unfavorable surface conditions were not a contributing factor in any of these eight collisions.

No fatalities were reported in this study group. There were no discernible trends in terms of crash frequency as four crashes occurred in 2013, three occurred in 2014, and six occurred in 2015. In terms of



monthly variations, August was the highest months (3 crashes) and the lowest months included January, April, and June (0 crashes each). In terms of daily variations, four crashes over the three-year period occurred on Fridays, and the lowest days were Mondays, Tuesdays, Thursdays and Saturdays with one crash each.

TEC Comment 5 - Site Trip Generation - "The TISAS and Addendum uses data published in the industry standard Institute of Transportation Engineers (ITE) publication, Trip Generation, 10th Edition to estimate the traffic generated by the proposed development. The TISAS uses data found under Land Use Code (LUC) 221 - Multi-Family Housing (High Rise) for the apartment units. TEC concurs with these land uses and general traffic generation methodology."

SGP & Company, Inc. Response: Comment acknowledged; no response necessary.

TEC Comment 6 - Trip Distribution — "The traffic generated by the proposed Project was distributed onto the adjacent roadway system based upon existing travel patterns at the Bartlett Street driveway. The Addendum relocates approximately a third of the site traffic to the Maplewood Avenue driveway. SGP should confirm this distribution based on available Journey to Work data published by the US Census and considering other in-City trips related to school or shopping activities. As previously noted, the impact of the extension of Cate Street from Bartlett Street to US 1 Bypass was not considered within this report. Therefore, no site traffic was distributed toward US 1 Bypass via Cate Street. TEC recommends SGP provide a discussion on whether the residential development site generated traffic will divert to this connection."

SGP & Company, Inc. Response: An alternative trip distribution analysis based on Journey to Work data suggests that the primary trips will be distributed 57% West and 43% East on Bartlett Street, rather than a 50-50 split. When these percentages are applied to the trip generation estimates for the subject site, the net change in turning movement volumes is negligible (+/- 2 PM peak hour trips). The extension of Cate Street from Bartlett Street to US1 Bypass was not considered in this traffic study as it preceded the traffic study for the Cate Street project, and is not an approved project at this juncture. Nevertheless, it is expected that a portion of the site generated traffic from this residential development will utilize the new Cate Street extension; if/when that project comes to fruition. It should be noted that the non-residential trips currently using the shared driveway are also expected to utilize Cate Street extension, and this has been accounted for in the traffic study for the Cate Street project.

TEC Comment 7 - Capacity and Queue Analysis – "TEC generally concurs with the results of the capacity and queue analysis provided as part of the TISAS; utilizing Highway Capacity Manual 2010 (HCM 2010) methodology as modeled by Synchro 10."

SGP & Company, Inc. Response: Comment acknowledged; no response necessary.

<u>TEC Comment 8</u> - "Overall, TEC concurs that the general impact of the Project on the control delay, queue, and level of service along the approaches to the study area intersections is anticipated to be nominal in terms of 'vehicular' traffic."

SGP & Company, Inc. Response: Comment acknowledged; no response necessary.

TEC Comment 9 - "At the intersection of Islington Street / Bartlett Street / Pharmacy Driveway, the capacity and queue analyses depict significant vehicle delay and queues along the eastbound Bartlett Street approach and the northbound Islington Street left turn during the weekday evening peak hour in the 2020 and 2030 No Build conditions. The addition of site generated traffic increases the delay and projected queue lengths on these movements. Improvements at this intersection are under final design by the City for construction next year. No additional lanes will be provided with



the planned improvements. Additional mitigation by the applicant is not likely to be warranted as the site generated traffic increases the overall volumes through the intersection by approximately 1%."

SGP & Company, Inc. Response: Comment acknowledged; no response necessary.

TEC Comment 10 – "SGP analyzed the intersection of Bartlett Street / Cate Street without the addition of the multi-use development and extension of Cate Street. With the addition of the residential development site traffic and without the additional multi-use development site traffic, the intersection operates with acceptable levels of service in the 2020 and 2030 Build conditions. TEC notes that the condominium development under construction at 30 Cate Street will be widening the Cate Street approach to the intersection to provide an exclusive right turn lane as a condition of their approval. The analyses within the TISAS should be revised to reflect the eastbound right turn lane as constructed within the No Build and Build analyses."

SGP & Company, Inc. Response: The No-Build and Build analyses have been updated as requested, and Table 4A has been updated accordingly (see Attachments 4-12).

<u>TEC Comment 11</u> – "The intersections of the site access with Bartlett Street and the site access with Maplewood Avenue are projected to operate with acceptable levels of service in the 2030 Build condition with the addition of site generated traffic."

SGP & Company, Inc. Response: Comment acknowledged; no response necessary.

TEC Comment 12 – "TEC agrees that the site access onto Maplewood Avenue should be gate controlled to allow access to residents and emergency vehicles only. This will prevent cut-through traffic within the development by the general public. The location of the gate will be confirmed during the site plan review process. TEC recommends that delivery and refuse vehicles should be restricted from using this access and should be directed to the Bartlett Street access."

SGP & Company, Inc. Response: Comment acknowledged; no response necessary.

TEC Comment 13 – "TEC concurs with the determination that the site access onto Bartlett Street warrants the addition of a left turn lane on the southbound approach of Bartlett Street during the existing condition. SGP has provided a Concept Plan within the TISAS illustrating the potential for a two-way left turn lane along the site frontage of Bartlett Street. Due to the constrained width and horizontal geometry of Bartlett Street in the vicinity of Cate Street, TEC does not recommend the construction of a two-way left turn lane along this section of Bartlett Street. Further, large trucks use, and are proposed to continue to use, the existing driveway to access Ricci Lumber and other commercial uses on the site. These vehicles are consistently observed to cross the double-yellow centerline of Bartlett Street when turning right exiting from the driveway onto northbound Bartlett Street. The provision of a southbound left turn lane into the site access would be desirable from a safety standpoint for vehicles turning into the site as well as through vehicles along Bartlett Street. However, the intersection of the site access with Bartlett Street would need to be redesigned to ensure safe and efficient turning movements for all size vehicles prior to construction of this improvement. TEC recommends this intersection be considered for redesign during the site plan review process to accommodate all vehicles and provide the southbound left turn lane, if possible."

SGP & Company, Inc. Response: It is not possible to provide both a southbound left-turn lane on Bartlett Street and a sufficient pavement area for large trucks to exit right from the driveway due to space limitations. Based on the TEC recommendation <u>not</u> to construct a two-way left turn lane along the section of Bartlett Street, we recommend that consideration be given to prohibiting right-turn departures by large trucks once the Cate Street Extension project is completed (by others). In response to the TEC recommendation to consider a redesign of this intersection in conjunction with



the site plan review process, we offer Exhibit 1, a preliminary conceptual plan for discussion purposes only. This design includes a 5-foot bike lane, a 2-foot bike lane buffer and two 11-foot travel lanes on the site access road. The following exhibits (that follow Attachment 12) show the implications associated with several Design Vehicle movements.

- Exhibit 1-A: A single-unit box truck (SU) works well with this design and there is no lane encroachment
 on Bartlett Street.
- Exhibit 1-B: A WB-50 tractor-trailer truck is able to exit right without lane encroachment on Bartlett Street; however the full width of the site access road is required.
- Exhibit 1-C: A WB-50 tractor-trailer truck is able to enter from the south without lane encroachment on Bartlett Street; however it requires the full width of the site access road.
- Exhibit 1-D: A WB-50 tractor-trailer truck is able to enter the site access road from the north without lane encroachment on Bartlett Street; however it requires most of the width of the site access road.
- Exhibit 1-E: A WB-50 tractor-trailer truck is able to exit left from the site access road with no issues.
- Exhibit 1-F: A WB-67 tractor-trailer truck is able to exit right from the site access road with this design; however it requires the full width of both the site access road and Bartlett Street.

TEC Comment 14 – "Routing the residential development traffic through the existing commercial development changes the nature of the access from Bartlett Street and through the commercial portions of the site to a circulation road rather than a driveway. During the site plan review process, the on-site circulation should be analyzed to remove or reconfigure the existing head-in parking for the commercial uses along the new access roadway. In addition, TEC recommends reviewing the on-site truck circulation to potentially relocate these vehicles from the primary access to the existing secondary driveway onto Bartlett Street along the south side of the commercial buildings."

SGP & Company, Inc. Response: Comment acknowledged; alternative circulation plans will be investigated during the site plan review process.

TEC Comment 15 - Sight Distances – "The sight distances reported in the Addendum are visually represented rather than measured in accordance with the American Association of State Highway and Transportation Officials (AASHTO) requirements. There are two types of sight distances required at an intersection: Intersection Sight Distance (ISD), which is the sight distance necessary for vehicles exiting a stop condition to enter the through traffic flow without the through vehicles slowing down significantly; and Stopping Sight Distance (SSD), which is the sight distance necessary for through vehicles to see a vehicle entering the roadway and be able to avoid collision. It appears that sufficient sight distances are provided at both site access points to meet the minimum SSD for a vehicle travel speed of 30 mph."

"During the site plan review process, the Applicant shall provide a plan within the set that depicts the AASHTO minimum sight distance to/from each of the site access intersections onto Bartlett Street and Maplewood Avenue. The sight line clear areas should be compared against future proposed Landscaping Plans to confirm that the sight lines will remain clear as reported in the traffic study. The Applicant should commit to remove and maintain vegetation along the site frontage consistently to ensure that sight lines remain unobstructed at the site access intersections."

SGP & Company, Inc. Response: Ambit Engineering, Inc. will prepare said plans in conjunction with the site plan review process.

cc: John Chagnon, P.E. – Ambit Engineering, Inc.



ATTACHMENTS

Crash Summary (2013-2015)¹

		Bartlett Street/ Existing Shared Driveway	Bartlett Strreet/ Cate Street	Bartlett Strreet/ Islington Street
CRASH FREQU	JENCY .			
	Total Crashes	0	5	8
	Crashes per Year (Ave)	0.00	1.67	2.67
CRASH SEVER	RITY			
	Property Damage Only	0	4	7
	Personal Injury	0	1	1
	Fatalities	0	0	0
CRASH TYPE				
	Other Motor Vehicle	0	4	8
	Rear End	0	0	0
	Head-On	0	0	0
	Fixed Object	0	0	0
	Pedestrian	0	0	0
	Other Object	0	1	0
ADVERSE CO	NDITIONS (%)	(0) 0%	(4) 80%	(0) 0%

¹ Source: NHDOT - Accident Location Data Report (2013-2015)

SUMMARY OF NHDOT CRASH DATA - 2013

Stephen G. Pernaw & Company, Inc.

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SUMMARY OF NHDOT CRASH DATA - 2014, 2015

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Table 4A

STOP-Controlled Intersection Capacity Analysis - Revised 9/27/18 Bartlett Street / Cate Street

		v	√eekday AN	/I Peak Ho	ur	v	Veekday PN	/I Peak Ho	ur
		Delay 1	_V/C ²	LOS ³	Queue 4	Delay 1	_V/C ²	LOS ³	Queue 4
Bartlett Street - WB Left-	Turns								
2	2018 Existing	9	0.12	Α	<1	9	0.09	Α	<1
2	2020 No Build	9	0.16	Α	1	10	0.15	Α	1
2	2020 Build	9	0.16	Α	· 1	10	0.15	Α	1
2	2030 No Build	10	0.18	Α	1	10	0.17	В	1
2	2030 Build	10	0.18	Α	1	10	0.17	В	1
Cate Street - NB Left & F	Right Turns								
2	2018 Existing	13	0.07	В	<1	15	0.21	С	1
2	2020 No Build	-	-		-	-	-	-	-
2	2020 Build	-	-	-	-	-	-	-	-
	2030 No Build	-	-	-	-	-	-	-	-
2	2030 Build	-	-	•	-	-	-	-	-
Cate Street - NB Left Tur	rns								
2	2018 Existing	-	-	-	-	-	-	-	-
2	2020 No Build	32	0.02	D	<1	45	0.05	E	<1
2	2020 Build	33	0.02	D	<1	47	0.05	E	<1
2	2030 No Build	39	0.02	E	<1	58	0.07	F	<1
2	2030 Build	40	0.02	Ε	<1	61	0.07	F	<1
Cate Street - NB Right T	urns								
2	2018 Existing	-	-	-	-	-	-	-	-
2	2020 No Build	13	0.13	В	<1	16	0.28	С	1
2	2020 Build	13	0.13	В	<1	17	0.29	С	1
	2030 No Build	14	0.14	В	1	18	0.33	С	1
2	2030 Build	14	0.15	В	1	19	0.34	С	2

¹ HCM Control Delay (seconds per vehicle), ² HCM Volume to Capacity Ratio, ³ HCM Level of Service, ⁴ HCM 95th Percentile Queue (vehicles)

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	· FDI	EBR	NIDI	NBT	COT	CDD	
Movement	EBL				SBT	SBR	
Lane Configurations	ີ 1	\frac{f}{\(\text{co} \)	120	406 ·	521	1230	
Traffic Vol, veh/h Future Vol, veh/h	2 2	7 59 59	138	406 •	521 · 521	23 23	
Conflicting Peds, #/hr	0	09	130	400	521 0	23 0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None	PRODUCTOR PROPERTY IN THE RE-	None	FIEC	None	
Storage Length	0	250	Marin II.	140116	_	INUITE	
Veh in Median Storage	2 MAY MAY MAY MAY MAY MAY MAY MAY	-	-	0	0		
Grade, %	0	-	-	0	0	_	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	66	153	451	579	26	
	11561 THE THE STATES	1775 1875 1875 1886 1886 1886 1886 1886 1886 1886 188	an in an		sanartan seringa	ar ar ear ear ear ear ear ear ear ear	
Mojoriklinor	Minor	ı	Asiart	· A	#ajar2		
	Minor2		Major1		//ajor2	^	
Conflicting Flow All	1349 592	592	605	0	-	0	
Stage 1 Stage 2	99Z 757	-	-	-		-	
Critical Hdwy	6.42	6.22	4.12	-	-	-	
Critical Hdwy Stg 1	5.42	0.22	4.12	Sant o	_		
Critical Hdwy Stg 2	5.42	-	-	<u>-</u>	-	-	
Follow-up Hdwy	3.518	3.318	ACTURE AREA	_	_	_	
Pot Cap-1 Maneuver	166	506	973	_	_	_	
Stage 1	553	-	-	-	-	_	
Stage 2	463	_	_	_	•	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	131	506	973	-	-	4	
Mov Cap-2 Maneuver	131	-	-	-	-	-	ander programment in der sterren der
Stage 1	437	-	-	-	-	-	
Stage 2	463	-	-	-	-	-	
Approach	EB		NB		SB		
	0.0000000000000000000000000000000000000		2.4		<u>ی</u> ن 0		
HCM Control Delay, s HCM LOS	13.8 B		2.4		U		
HOW LOS	ט						
Minor Lane/Major Mvm	nt .	NBL	NBT	EBLn1 I	***************	SBT	SBR
Capacity (veh/h)		973	-	131	506	_	
HCM Lane V/C Ratio	00,50,500,500,500,500,500	0.158	MELLONG WITHOUT TO AND AND	0.017	0.13	<u>-</u>	
HCM Control Delay (s)	l	9.4	0	00 10 0 10 0 10 0 0 10 0 10 0 10 0 10	13.2	-	
HCM Lane LOS		A	Α	D	В	-	
HCM 95th %tile Q(veh)	0,6	-	0.1	0.4	-	¥

Intersection							
Int Delay, s/veh	2					***************************************	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ሻ	<u> </u>	ILDE		1)- 1)-	אושט	
Traffic Vol, veh/h	2	62	150	439	556	/ 24	
Future Vol, veh/h	2	62	150	439	556	24	
Conflicting Peds, #/hr	Ő	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	<u>.</u>	None	•	None	
Storage Length	0	250	-	- 10831323	-	-	
Veh in Median Storage	A DOCUMENT OF THE OWNERS OF	•	•	0	0	•	
Grade, % Peak Hour Factor	0 90	90	90	0 90	0 90	90	
Heavy Vehicles, %	90 2	90 2	90 2	90 2	2	2	
Mymt Flow	2	69	167	488	618	27	
		SECTION THE			HINETTS ETTER	S S UN T THE	
Major/Minor I	Minor2		Major1		Vajor2		
Conflicting Flow All	1454	632	645	0	najorz -	0	
Stage 1	632	- -	-	<u>.</u>	<u>-</u>	-	
Stage 2	822	-		- -	- -	-	
Critical Hdwy	6.42	6.22	4.12	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	•	•	-	-	-	
Follow-up Hdwy	3.518	3.318	00 A 01 S 40 S 40 S 5 A 0 S 6 A 0 S	-	-	-	
Pot Cap-1 Maneuver	143	480	940	-	-	-	
Stage 1 Stage 2	530 432	-	-	-	-	-	
Platoon blocked, %	402	_		_	_	_	
Mov Cap-1 Maneuver	108	480	940	-	-	-	
Mov Cap-2 Maneuver	108	-	-	- -	-	-	
Stage 1	401	-	-	_	÷	_	
Stage 2	432	<u>-</u>	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	14.6		2.5		0		
HCM LOS	В	1004 (SSM) (SSM) (SSM) (SSM) (SSM)		***********	1.000.04-000.0 0 0.000.000.000	estants estants estant	
Minor Lane/Major Mvm	n t	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)		940	-	108	480	-	•
HCM Lane V/C Ratio	2550 Tab/State 11-01-01	0.177	-	0.021	. MATTER THE PROPERTY OF THE PARTY OF THE PA	-	
HCM Control Delay (s)		9.7	0	-20042047999999	MM 1292 1000 1000 0000 11	-	
HCM Lane LOS		A	А	E	В	-	. -
HCM 95th %tile Q(veh)	0.6	-	0.1	0.5	•	

Intersection							
Int Delay, s/veh	1.9						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ኻ	7		A	<u> </u>		
Traffic Vol. veh/h	2		150		- 570	2 5	
Future Vol, veh/h	2	62	150	445	570	25	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	<u>.</u>	None	-	None	-	None	
Storage Length	0	250	2.000.000.000.000.000	-	-	-	
Veh in Median Storage		-	_	0	.0	-	
Grade, %	0	_ (0.0240.6 04664 4	_ 2609031031031031031	0	0	_	KANGA YAMA BAHANIZA ZAMANIA KANZANA WANGANI WANGANI WANGANI WANGANI KANZANI WANGANI WANGANI WANGANI WANGANI WA
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	2	69	167	494	633	28	
STATE OF THE PROPERTY OF THE STATE OF THE ST	STEELING AND	EUS MEDINGONALINATON	CONMISSING COMPANION TO THE COMPANION OF	Maganasana waa waa wa	2154236524655465	November (Springs) (Springs) - Market (Springs)	
	Minor2		Major1		Major2		
Conflicting Flow All	1475	647	661	0	-	0	
Stage 1	647	-	-	-	•	-	
Stage 2	828	-	-	-	-	- (4000000000000000000000000000000000000	
Critical Hdwy	6.42	6.22	4.12	-	-	•	
Critical Hdwy Stg 1	5.42 5.42	-	-	- 6000000000000000000000000000000000000	-	-	
Critical Hdwy Stg 2 Follow-up Hdwy	3.518		2.218	-	-	-	
Pot Cap-1 Maneuver	139	471	927	-	-	-	
Stage 1	521	7 11	JZ1 -	_		#0.53 (#. <u>.</u>	
Stage 2	429		+	-		4	
Platoon blocked, %				_	-	- -	
Mov Cap-1 Maneuver	105	471	927	-	-	-	
Mov Cap-2 Maneuver	105	-	-		- -	- -	ananna an nagunan an
Stage 1	392	-	_	4	-	-	
Stage 2	429	_	-	_	_	_	
Approach	EB		NB		SB		
HCM Control Delay, s	14.7		2.5		0	10 (10 (10 (10 (10 (10 (10 (10 (10 (10 (
HCM LOS	В	11 i 20 i	OPEN CONSTRUMEN		1131134134134136 7 34		
Minor Lane/Major Mvn	o t	NBL	NRT	EBLn1	EBI no	SBT	SBR
Capacity (veh/h)	it.	927	NUT	105	471	וטט	ODA
HCM Lane V/C Ratio		0.18	-	0.021		•	
HCM Control Delay (s	1	9,7	CANADA CA	40	13.9	-	-
HCM Lane LOS	1	Α	A	E	10.3 B	######################################	-
HCM 95th %tile Q(veh	i)	0.7	NOT THE RESERVE	28/24/628/638/639/638	0.5	-	
	MAS (1861) S. 1651 (1871)	ee (Shinii THAM)	en e	erisiis (T. 1918) (b.		activities (Tellis)	

	- The Ferrit					
Intersection						
Int Delay, s/veh	2.2					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations	1100	4	انان المر	ייייי	*	7
Traffic Vol. veh/h	116.	/ 532	665	14.		102
Future Vol, veh/h	116	532	665	14	4	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	1.00	None	. 100	None	J. J.	None
Storage Length	-	-	-	-	0	250
Veh in Median Storage	:# -	0	0	_	0	-
Grade, %	-	0	0	_	0	-
Peak Hour Factor	88	88	95	95	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	132	605	700	15	5	123
			ura in ila residenti di Talia.			
	NA-14	1	14-10		M:	
	Major1	SHOOM SHOWS THE SHOOT SHOWS	Major2	and the second second second	Minor2	700
Conflicting Flow All	715	0	-	0		708
Stage 1	•	-	•	-	708	-
Stage 2	-	-	-	-	869	-
Critical Hdwy	4.1	-	•	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	•	-	-	-	5.4	
Follow-up Hdwy	2.2	<u>-</u>	<u>-</u>	-	3.5	3.3
Pot Cap-1 Maneuver	895	-	-	<u>.</u>	122	438
Stage 1	<u>-</u>	-	-	-	492	-
Stage 2	•	-	-	-	414	•
Platoon blocked, %	***	-	-	-	22	444
Mov Cap-1 Maneuver	895		-	-	95	438
Mov Cap-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	414	-
Approach	NB		SB		NE	
HCM Control Delay, s	241111111111111111111111111111111111111		0		17.5	
HCM LOS			ethilliniite tan		c	all and all the
					9	
Minor Lane/Major Mvn	ot :	NELn1	A CONTRACTOR OF THE CONTRACTOR	NBL	NBT	SBT
Capacity (veh/h)		95	00000140011000000000000000000000000000	895	•	-
HCM Lane V/C Ratio	968 (SAC SAC SAC SAC SAC SAC SAC SAC SAC SAC	CONTROPSOR SANTON S	0.281	SCHOOLS CHARLES	-	-
HCM Control Delay (s)	44.9		9.7	0	84218827 KRUGORIGANS
HCM Lane LOS		E	С	A	Α	
HCM 95th %tile Q(veh)	0.2	1.1	0.5	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations	- INDL	ioni P	the Minister of Salarana and	חמט	NEL	NER /*
	110		676	111		102
Traffic Vol, veh/h	N. 1276C. SCHOOL SCHOOL 20	877-1279 JUNE 1881-188	*************	01-957 (07-957) (07-957)	VAN 2-877 OF THE SECTION	P. (2015) A. (1994) A. (2016)
Future Vol, veh/h	116	548	676	14	4	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	4	None	-	None	-	
Storage Length	-	- ************************************	-	_ 	0	250
Veh in Median Storage	9,# -	0	0	-	0	~
Grade, %	- ************************************	0	0	-	0	<u>-</u>
Peak Hour Factor	88	88	95	95	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	132	623	712	15	5	123
Major/Minor	Major1	٨	Major2	٨	Vinor2	
Conflicting Flow All	727	0	, ujui L	0	1607	720
Stage 1	141	U	-	U	720	120
10/04/2012 SENECE ASTRONOMORA COM CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONT	•	·	•		720 887	
Stage 2	- 4.1	-	-	-	6.4	6.2
Critical Hdwy	4.1			-		0.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2		<u>-</u>	•	-	5.4	
Follow-up Hdwy	2.2	- ************************************	- 2002000000	-	3.5	3.3
Pot Cap-1 Maneuver	886	-	-	•	117	431
Stage 1	- 1096050030000000000	-	-	-	486	- -
Stage 2	•	•	•	-	406	
Platoon blocked, %	artheritaneto-litte	- anhazolis sunch and a service and	-		520000000000000000000000000000000000000	M80.1003.0007.70007
Mov Cap-1 Maneuver	886	-	_	÷	90	431
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	375	-
Stage 2	-				406	**************************************
ů,						
A	AID		00		, in	
Approach	NB		SB		NE	
HCM Control Delay, s	1.7		0		17.9	
HCM LOS	**************************************	SOMEON SHARMS	28/28/20/8/20/20		С	
Minor Lane/Major Mvn	at to	VELn11	VELn2	NBL	NBT	SBT
Capacity (veh/h)			431	886	1401	<u> </u>
HCM Lane V/C Ratio		こうべつごとこうわりこうけんごう	431 0.285	757979127938873889386372	•	•
HCM Control Delay (s		47.3		9.8	0	-
HCM Lane LOS	1	41.3 E	10.7 C	9.0 A	A	NO SCHOOLSE
HCM 95th %tile Q(veh	1	0.2	NAMES OF TRANSPORTS OF TAXABLE PARTY.		А	-
mon som wine alver	IJ.	U.Z	1,2	0.5		-

HONE OF DESCRIPTION OF THE PROPERTY AND	and thought were a	reconstant was re-	IA COMPLEMENTATION	3.10C-20A3A	MID-DAVINAR PARTY	CONTRACTOR
Intersection						
Int Delay, s/veh	2.4					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		A	ኄ		ኣ	7
Traffic Vol, veh/h	125	583	1 731	15	14	/ 110
Future Vol, veh/h	125	583	731	15	4	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	<u>-</u>	None	-	None	į	None
Storage Length			-	-	0	250
Veh in Median Storage	,# -	0	0	_	0	-
Grade, %	-	0	0	-	0	_
Peak Hour Factor	88	88	95	95	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	142	663	769	16	5	133
Major/Minor 1	Vlajor1	ı	Иајог2	l	Minor2	
Conflicting Flow All	785	0	-	and a series of the series of	and the state of t	777
Stage 1		-	÷	-	777	-
Stage 2	- -		52005167516855 -		947	-
Critical Hdwy	4.1	+		-	6.4	6.2
Critical Hdwy Stg 1			-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	<u>.</u>
Follow-up Hdwy	2.2	errestaer det eneridelle -			3.5	3.3
Pot Cap-1 Maneuver	843	-	-	+	99	400
Stage 1		-			457	- -
Stage 2	-	-	+	•	380	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	843	-	-	-	73	400
Mov Cap-2 Maneuver	_	-	-	-	73	_
Stage 1	•	•		-	335	
Stage 2		_	_ (238(15) (130(14))	_	380	_
Approach	NB		SB		NE	
HCM Control Delay, s			0		19.8	
HCM LOS	1,0		V		13.0 C	
1.0W EOO					J	
			<u> </u>			_
Minor Lane/Major Mvn	1t	NELn1	ALL DOOR OF THE PARTY OF THE PA	NBL	NBT	SBT
Capacity (veh/h)		73		843	-	-
HCM Lane V/C Ratio	(CACCESTACTORS)	Tanksuretager agetagers	0.331	market and a second control of	- ************************************	-
HCM Control Delay (s)	l	57.8	2000	0.0000000000000000000000000000000000000	0	-
HCM Lane LOS	v.	F	C	В	Α	-
HCM 95th %tile Q(veh)	0.2	1.4	0,6	•	-

Movement								
Movement	Intersection		ersection					
NBL NBT SBT SBR NEL NER	Int Delay, s/veh	2.4	Delay, s/veh					
Lane Configurations 125 599 742 15	announce analysis is subsidiated and the subsi	NRI		NRT	SRT	SRR	NEL	NER
Traffic Vol, veh/h Future Vol, veh/h 125 599 742 15 4 110 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		INDL		22200111000000000000000000000000000000		ODIA	HLL K	-
Future Vol, veh/h Conflicting Peds, #/hr Conflicting Control Free Free Free Free Free Free Free Fre		405		/E00	1712	15.		
Conflicting Peds, #/hr 0 Stop None - Stop Major - None - None - Stop Major - O - O O O O O O O O O O O O - None - Stop - Stop - Stop - Stop - None		ニンス・コンパンスにゅうごう ワ		-1-7442FN5-2-2-Ph/Ph/Ph/	22772-05285-15-627-1-6	KIZA-NAKETIKETINETINET	MLU-17.7755225111.2794571	
Sign Control Free RT	24 CANADA CA				and the second s			
RT Channelized - None - None - None Storage Length 0 250 Veh in Median Storage, # - 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	THE RESIDENCE OF THE PROPERTY		BERTEN NORMED WASHINGTON WORKS AND WASHINGTON OF THE PROPERTY TO SHELD YOU WASHINGTON OF THE	SASSANTAN PANGHANISA	47.K.492.492.452.453.869544.5			POSTER BENYAMEN
Storage Length -						10.0200003000200200200000	PERSONAL PROPERTY OF THE PROPE	ระสรายเลยเครื่องการ
Veh in Median Storage, # - 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 0 - 0 <td>SERVING CONTRACTOR AND AND AND AND AND AND AND AND AND AND</td> <td></td> <td>tang ngay na mga maga katang katang katang kanang mga katang katang katang katang katang katang katang katang k</td> <td>None</td> <td>•</td> <td>ivone</td> <td>962 204345747-1-4086-e</td> <td></td>	SERVING CONTRACTOR AND		tang ngay na mga maga katang katang katang kanang mga katang katang katang katang katang katang katang katang k	None	•	ivone	962 204345747-1-4086-e	
Grade, % - 0 0 - 0 - Peak Hour Factor 88 88 95 95 83 83 Heavy Vehicles, % 0 1 1 0 0 0 Mwmt Flow 142 681 781 16 5 133 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 797 0 - 0 1754 789 Stage 1 - - - 789 - - 789 - - 965 - - - 965 - - - 64 6.2 - - - 965 -				-	- -	-		645724466400
Peak Hour Factor 88 88 95 95 83 83 Heavy Vehicles, % 0 1 1 0 0 0 Mymt Flow 142 681 781 16 5 133 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 797 0 - 0 1754 789 Stage 1 - - - 789 - - 789 - Stage 2 - - - 6.4 6.2 - - 6.4 6.2 Critical Hdwy 4.1 - - 6.4 6.2 - - 5.4 - - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - - - - - - - - - - - - -		# -				10-45106-106106000	H275127 PH 2007 PM 2	•
Heavy Vehicles, % 0 1 1 0 0 0 Mwmt Flow 142 681 781 16 5 133 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 797 0 - 0 1754 789 Stage 1 - - - - 789 - Stage 2 - - - 6.4 6.2 Critical Hdwy Stg 1 - - 6.4 6.2 Critical Hdwy Stg 2 - - - 5.4 - Follow-up Hdwy 2.2 - - 5.4 - Follow-up Hdwy 2.2 - - 5.4 - Follow-up Hdwy 2.2 - - 3.5 3.3 Pollow-up Hdwy 2.2 - - - 5.4 - Stage 1 - - - - - - -	ASSESSMENT AND ADDRESS OF THE PROPERTY OF THE	- 7000000000000000000000000000000000000	PROCESSOR AND					-
Mymt Flow 142 681 781 16 5 133 Major/Minor Major1 Major2 Minor2 Conflicting Flow All 797 0 - 0 1754 789 Stage 1 - - - 789 - - 789 - Stage 2 - - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - 6.4 6.2 - - 5.4 - - 6.2 - - 5.4 - - - 5.4 - - - - - - - - - - - - - - - - - -	WELLES DATE OF THE STREET OF T		DAN TELEFORE TELEFORMALIST EN STERFORME STELLE STERFORMEN DE BANDE SELECTE DE S		953523333455053653			
Major/Minor Major1 Major2 Minor2 Conflicting Flow All 797 0 - 0 1754 789 Stage 1 - - - 789 - Stage 2 - - - 6.4 6.2 Critical Hdwy 4.1 - - 6.4 6.2 Critical Hdwy Stg 1 - - - 5.4 - Critical Hdwy Stg 2 - - - 5.4 - Follow-up Hdwy 2.2 - - 3.5 3.3 Pot Cap-1 Maneuver 834 - - 95 394 Stage 1 - - - - 451 - Stage 2 - - - - 69 394 Mov Cap-1 Maneuver 834 - - 69 - Stage 1 - - - 69 - Stage 2 - -								
Stage 1	Mvmt Flow	142	vmt Flow	681	781	16	5	133
Stage 1								
Stage 1	Major/Minor M	faior1	aior/Minor M		Major2		Ainor2	
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