Traffic Impact Study

Broadcast Center One A Mixed-Use Complex Washington, D.C.

Prepared for: Broadcast Center Partners, LLC

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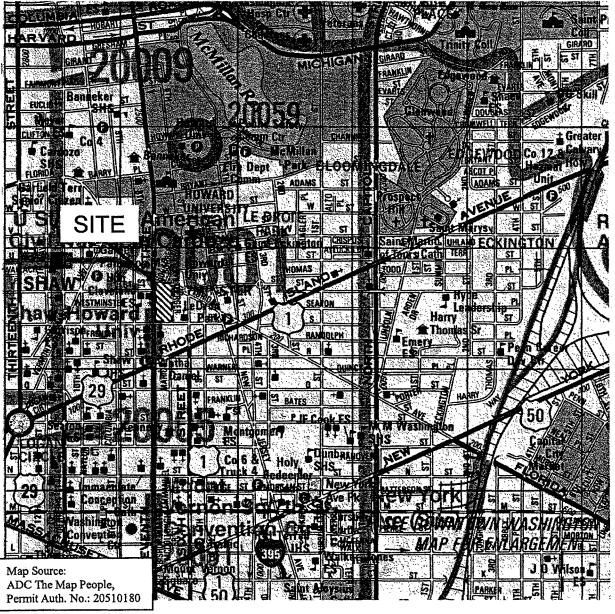
INTRODUCTION

This report presents the results of a traffic impact study for the proposed Broadcast Center One mixed-use development in northwest Washington, D.C., at the Shaw-Howard University Metrorail station. This report is a revision of the February 2006 traffic report and incorporates slight changes in the development quantities and a modification in the vehicle circulation. The site is located along the east side of 7th Street between S Street and T Street. It is bordered by T Street to the north, 7th Street to the west, S Street to the south, and an alley to the east. The property currently contains the Shaw-Howard University Metro Station, retail buildings and a vacant lot. The site location is shown on Figure 1. The proposed development includes 180 residential units, 24,323 SF of retail and 103,083 SF of office space.

The following traffic study was prepared to satisfy the traffic requirements associated with the Planned Unit Development (PUD) application for Broadcast Center One and is in accordance with direction provided by the District of Columbia Department of Transportation (DDOT).

The following sections of this report describe the area transportation system, existing traffic volumes, the calculation of background traffic volumes including estimated traffic generated by approved and unbuilt developments, and the impact of the proposed development.







KHA Project # 110081000

Site Location Map

Broadcast Center One Washington, DC

Figure

1

Page 2

AREA TRANSPORTATION SYSTEM

Existing Area Streets

Streets considered in this study included 7th Street NW, S Street NW, T Street NW and Florida Avenue NW. A brief description of the area street system follows:

7th Street – This north-south arterial serves as a commuter route for people commuting to the vicinity of Howard University and destinations to the south. It forms the west boundary of Broadcast Center One. North of the study area, 7th Street is named Georgia Avenue (US Route 29). In the vicinity of the site, 7th Street has a four-lane cross-section with sidewalks on both sides. The study intersection of 7th Street and S Street is signalized. The study intersection of 7th Street and T Street is unsignalized, with the T Street approach being stop controlled.

S Street – This local east-west street, which forms the southern boundary of the site, has a single travel lane in each direction plus on-street parking and sidewalks on both sides. The study intersection of 7^{th} and S Streets is signalized.

T Street – This local east-west street forms the north boundary of Broadcast Center One. It is a one-way eastbound street with a single travel lane and parking and sidewalks on both sides. The junction of T Street with Florida Avenue is offset. East of Florida Avenue, T Street continues as a one-way eastbound street.

Florida Avenue—This arterial serves as a commuter route that provides east-west access within the study area. West of 9th Street, Florida Avenue becomes U Street. In the vicinity of the site, Florida Avenue has a two travel lanes in each direction, no parking, and sidewalks on both sides.

Existing Area Transit Service

Existing transit service in the study area includes the on-site Shaw-Howard University Metrorail station on the Green Line, as well as Metrobus service.

Metrobus service in the study area is provided along 7th Street by the Georgia Avenue - 7th Street Line. (Route 70 and 71). This line serves the area around Howard University. The buses on this line travel north and south along 7th Street on weekdays, weekends, and holidays. There is also Metrobus service along Florida Avenue by the U Street – Garfield Line (Route 90, 92 and 93) and the East Capitol Street – Cordozo Line (Route 96). The buses on this line travel east and west along Florida Avenue on weekdays, weekends, and holidays.

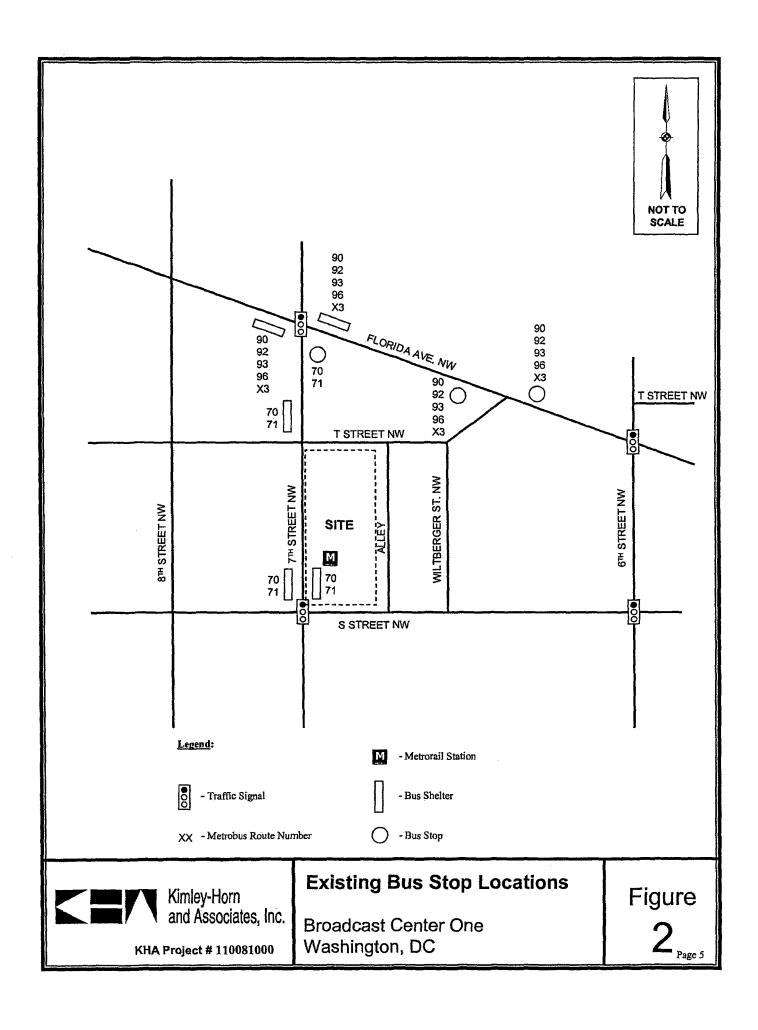
There are bus stops along Florida Avenue and along 7th Street in the study area. Bus shelters are provided at the following locations:

- On the southwest corner of 7th Street and Florida Avenue intersection.
- On the northwest corner of 7th and T Streets.
- On the northwest corner of 7th and S Streets.
- On the northeast corner of 7th and S Streets.

Figure 2 shows the existing bus stop locations at the study area intersections.

Future Transportation Improvements

Based on discussions with the DDOT staff, the intersection of 7th Street and T Street is planned to be signalized. This improvement was assumed to be in place in the analysis of future conditions.



DESCRIPTION OF PROPOSED DEVELOPMENT

Location

The proposed Broadcast Center One development is bordered by 7th Street to the west, T Street to the north, S Street to the south, and an alley to the east. The site is located along the east side of 7th Street between S and T Streets within the greater U Street Historic District. The proposed development consists of 180 residential units, 24,323 SF of retail and 103,083 SF of office space. These retail and office quantities represent slight increases from those contained in the February 2006 traffic report. The property currently contains the Shaw-Howard University Metro Station, retail buildings and a vacant lot.

Vehicle Access

Vehicle access is planned to be provided along the alley located along the east side of the property that connects T Street with S Street. This alley will operate one-way northbound north of the garage entrance, and two-way south of the garage entrance. The two-way operation south of the garage entrance was approved by DDOT.

Parking

The proposed development will contain a total of 177 parking spaces. This number of parking spaces will satisfy the zoning requirements and the practical requirements for this property, given its location at the Metrorail station.

Based on the amount of on-site parking being provided, there is expected to be no spillover of parking from this development into the surrounding community.

TRAFFIC VOLUMES

Traffic volumes used in this study include existing traffic volumes, the projection of traffic volumes to obtain background traffic volumes, estimated traffic generated by approved and unbuilt developments, and traffic generated by the proposed Broadcast Center One development to obtain total future traffic volumes. The horizon year for this study is 2009, which represents a year after the expected completion and occupancy of Broadcast Center One. The District of Columbia transportation staff directed that the weekday AM and PM commuter peak hours be studied. Intersections identified for study by District of Columbia Department of Transportation staff are as follows:

- 7th Street and Florida Avenue
- T Street and Florida Avenue
- 7th and T Streets
- 7th and S Streets

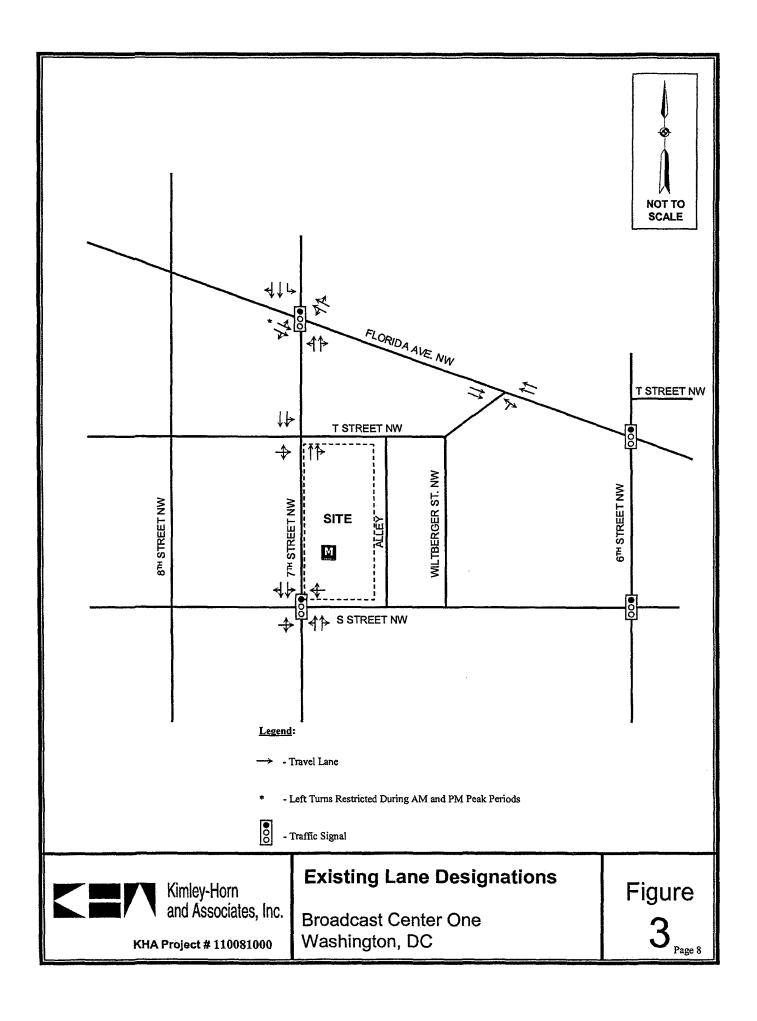
Figure 3 shows the lane designations at the study area intersections. The following sections describe the traffic volumes used in this study.

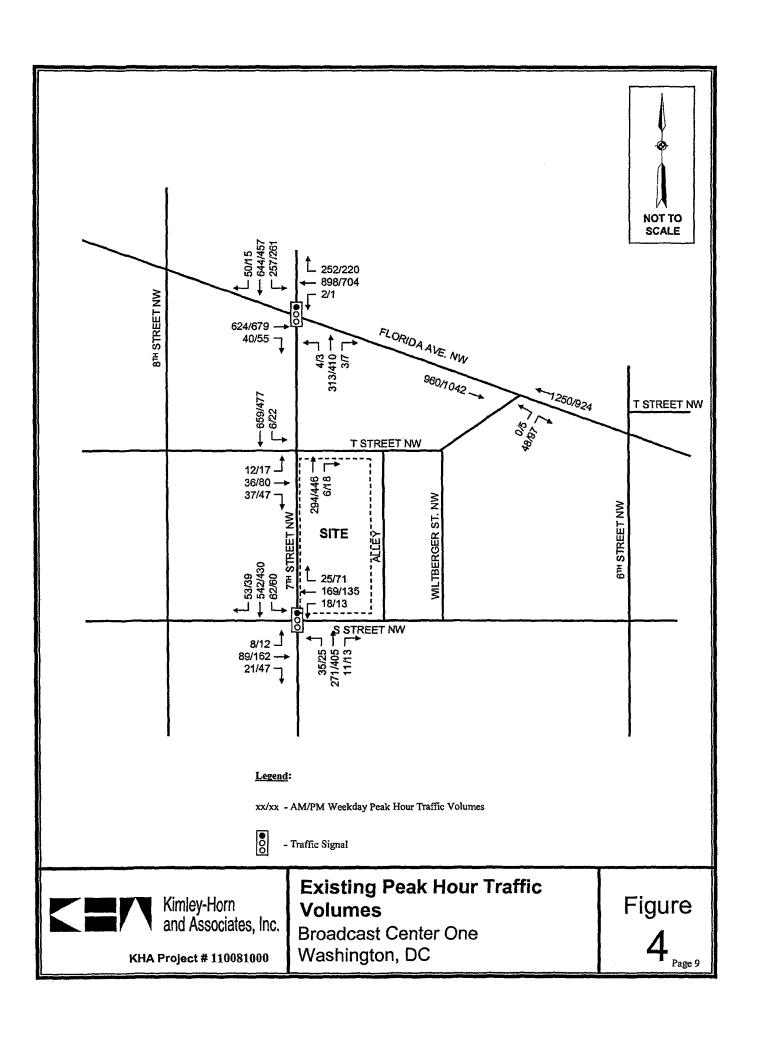
Existing Traffic Volumes

Traffic and pedestrian counts were conducted at the study area intersections in November 2005 between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. These counts were used to establish current peak hour traffic conditions. The peak hours at each intersection were established by identifying the peak 60 minutes of traffic during the AM and PM peak hours. From these traffic counts, the peak study hours were identified for each intersection as follows:

- 7th Street and Florida Avenue 8:00 to 9:00 AM, 4:15 to 5:15 PM
- 7th and T Streets 8:00 to 9:00 AM, 4:30 to 5:30 PM
- 7th and S Streets 8:00 to 9:00 AM, 4:30 to 5:30 PM
- Florida Avenue and T Street 7:45 to 8:45 AM, 4:00 to 5:00 PM

The existing peak hour traffic volumes at the study intersections are shown on Figure 4. The appendix of this report contains the traffic count and pedestrian count summaries.





Background Traffic Volumes

Background traffic volumes represent future traffic that would travel through the area intersections without the proposed Broadcast Center One development. Since the U Street Greater Historic District is undergoing redevelopment, growth in traffic to the projected horizon year of 2009 was estimated using a combination of yearly growth of through traffic and projected traffic from approved and unbuilt developments within the study area.

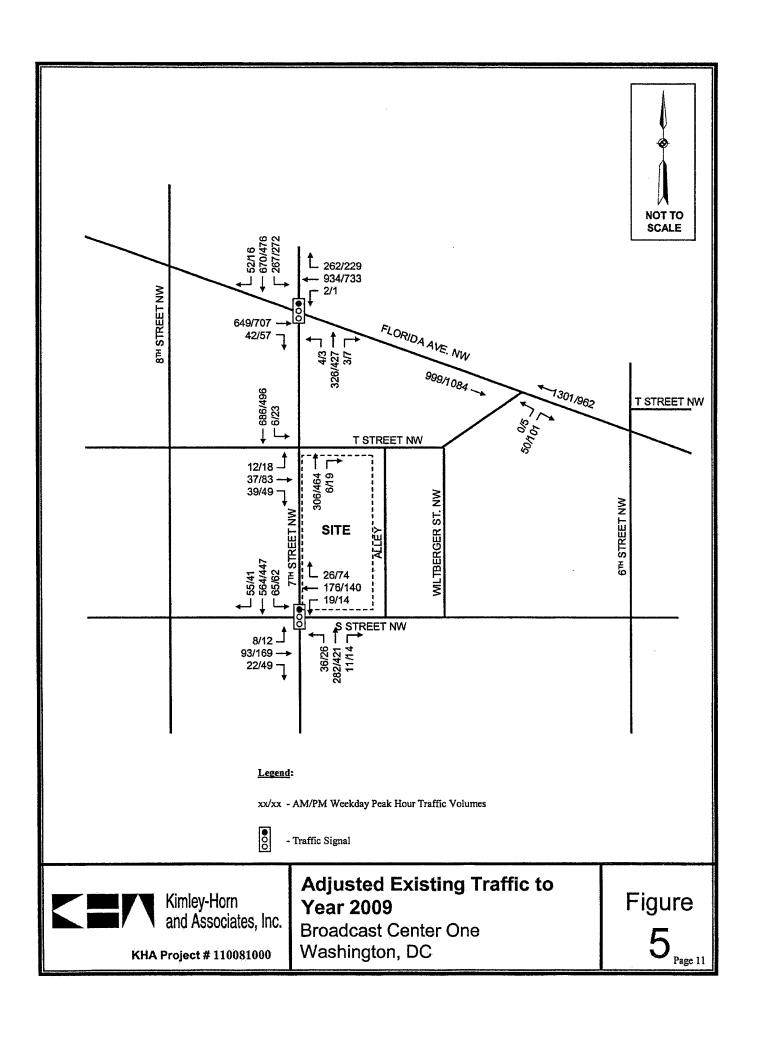
In order to represent the growth of through traffic resulting from development activity outside the study area, traffic volumes for each of the movements at the study intersections were increased by 1% per year to the horizon year of 2009.

The existing traffic volumes adjusted to reflect the yearly growth of through traffic are shown on Figure 5.

Approved and unbuilt developments included in the study were obtained through the District of Columbia Office of Planning. These developments were included due to their proximity to the proposed Broadcast Center One development and since they are imminent. A list of these developments along with their quantities is contained in Table 1. The locations of these developments are depicted on Figure 6.

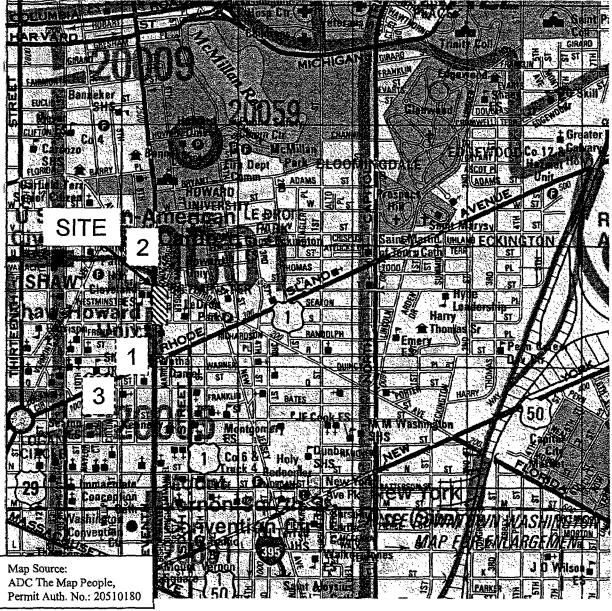
Traffic generated by these developments was estimated using the *ITE Trip Generation Report* (7th Edition). Reductions in trip generation were taken to reflect the urban setting of the area, the proximity to transit, and the opportunity for non-vehicular travel. The resulting trip generation rates for each approved and unbuilt development for this study are summarized in Table 1. It should be noted that the ITE equations were utilized where applicable, therefore rates for similar land uses will vary based on the quantities of these land uses.

The estimated traffic generated by the approved and unbuilt developments is summarized in Table 2.



- 1. Shaw Library
- 2. Atlantic Condos
- 3. Phyllis Wheatley Condos







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Approved and Unbuilt Development Location Map

Broadcast Center One Washington, DC

Figure

6,

Page 12

Appr	Trip Ge	Fable:1 necation k Unbuilt De		ts.		
·	AN	1 Peak Ho	ur	PN	I Peak Ho	ur
Land Use	In	Out	Total	In	Out	Total
1. Shaw Library – per 1,000 SF (15,000 SF)	0.20	0.07	0.27	0.88	0.87	1.75
2. Atlantic Condos – per dwelling unit (620 units)	0.02	0.12	0.14	0.12	0.06	0.18
3. Phyllis Wheatley Condos – per dwelling unit (117 units)	0.03	0.17	0.20	0.15	0.08	0.23

Trip rates per thousand square feet adjusted to reflect 75% non-driver mode share for Shaw Library.

Trip rates per residential unit adjusted to reflect 60% non-driver mode share for Atlantic Condos.

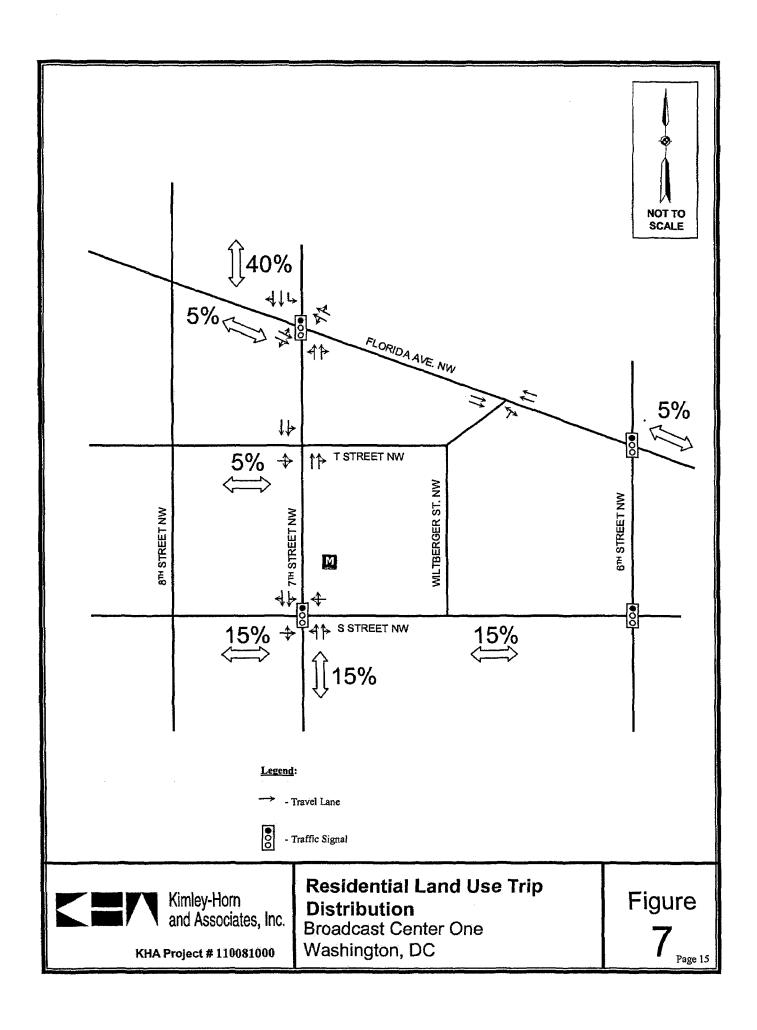
Trip rates per residential unit adjusted to reflect 60% non-driver mode share for Phyllis Wheatley Condos.

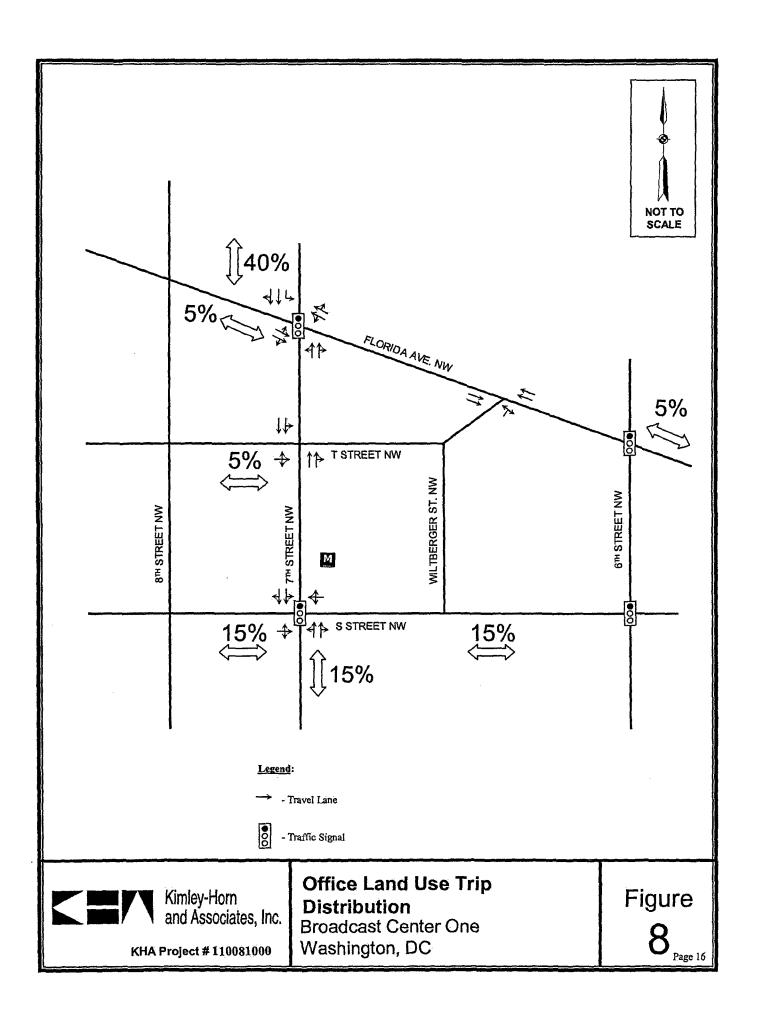
App		Table 2 Hour Tri Unbuilt D	A SECULAR PROPERTY OF THE PARTY			
	AN	A Peak Ho	ur	PN	A Peak Ho	ur
Land Use	In	Out	Total	In	Out	Total
1. Shaw Library - 15,000 SF	3	1	4	13	13	26
2. Atlantic Condos – 620 residential units	15	74	89	72	36	108
3. Phyllis Wheatley Condos – 117 residential units	4	20	24	18	9	27
Total	22	95	117	103	58	161

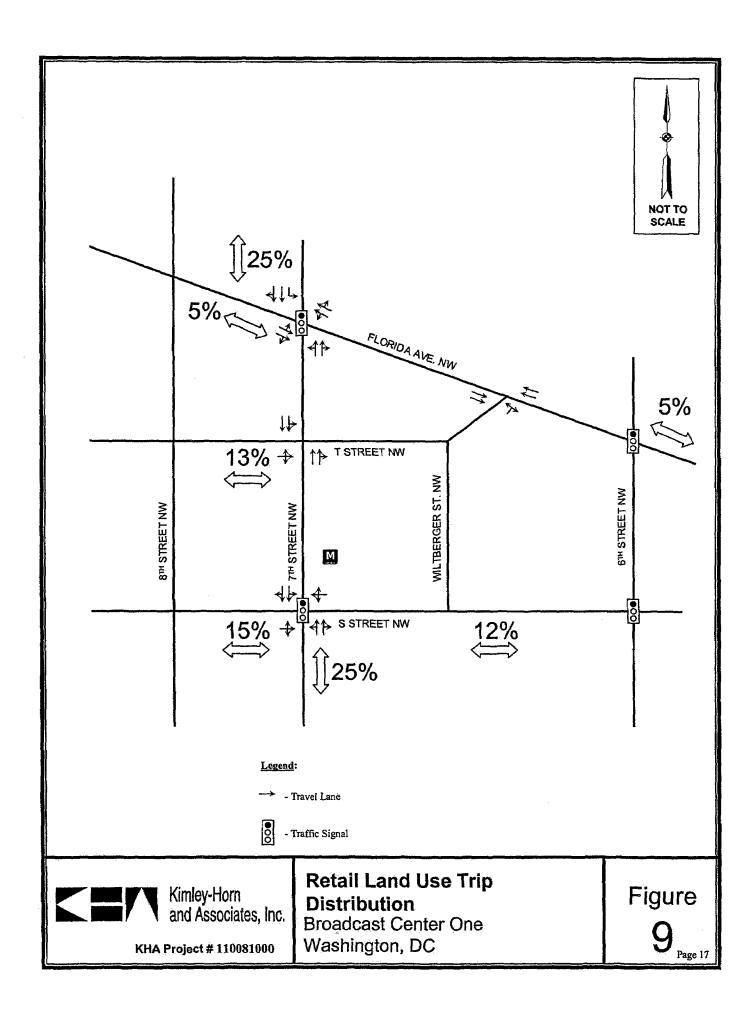
The AM and PM peak hour trips generated by the approved and unbuilt developments were assigned to the area streets based upon existing traffic volume patterns in the study area and adjacent land use. The resulting percent distributions of generated trips are depicted on Figures 7 through 9 and summarized in Table 3.

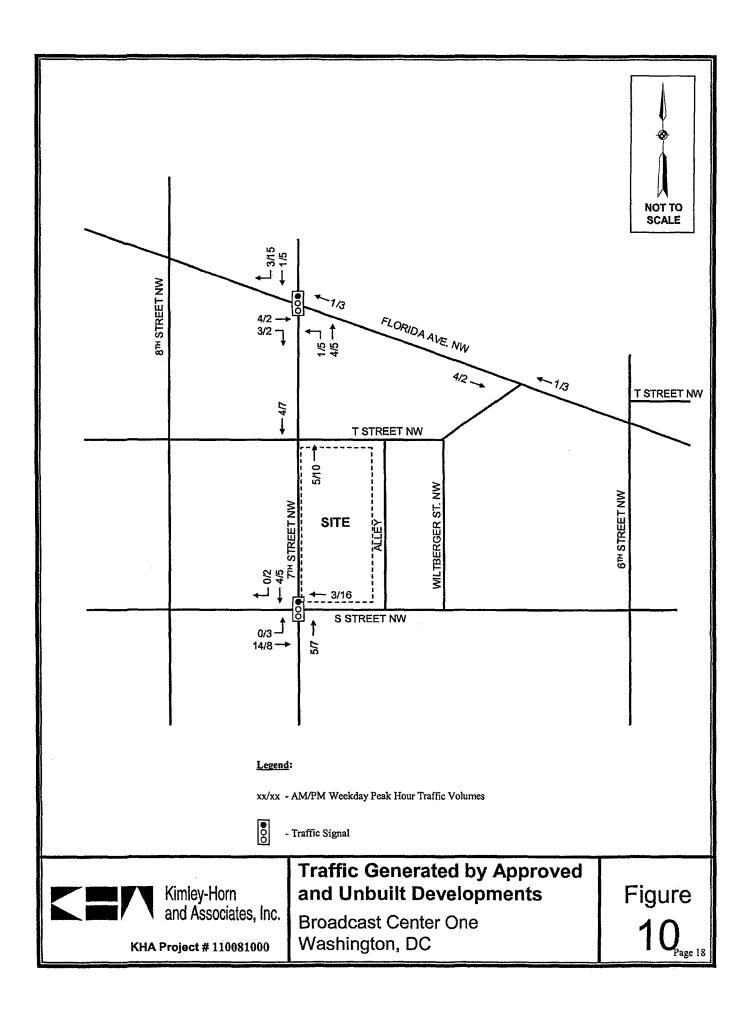
Tab Distribution of Approved and		Traffic
Direction To/From	Residential/Office	Retail
To/From North on 7th Street NW	40%	25%
To/From South on 7th Street NW	15%	25%
To/From West on Florida Avenue NW	5%	5%
To/From East on Florida Avenue NW	5%	5%
To/From West on T Street NW	5%	13%
To/From West on S Street NW	15%	15%
To/From East on S Street NW	15%	12%

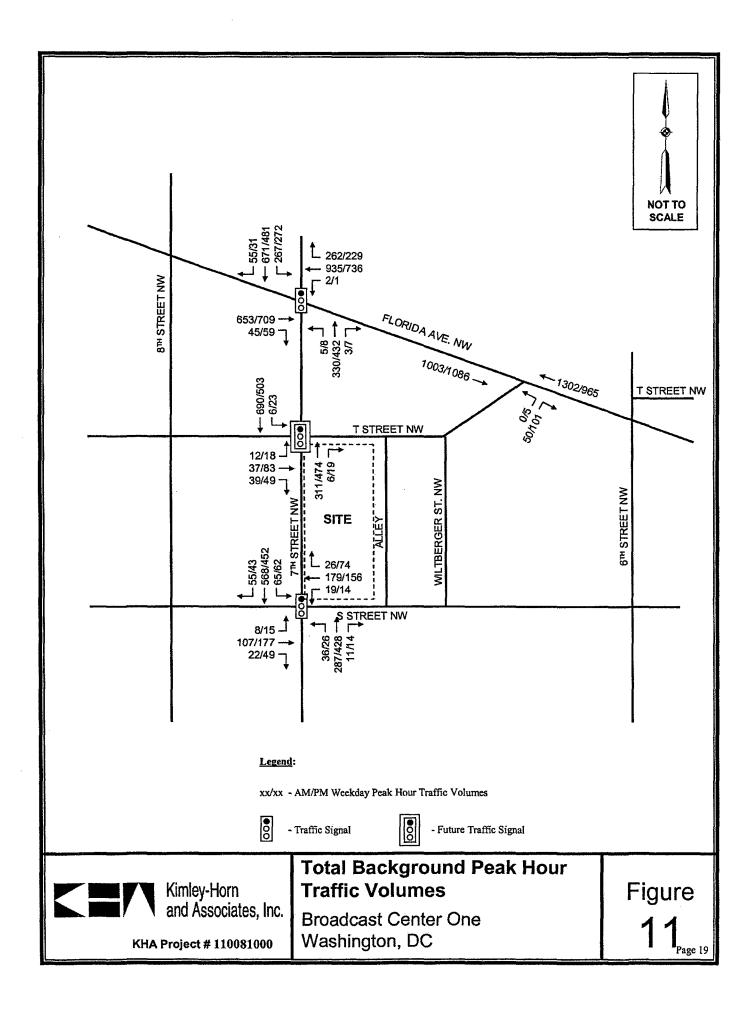
The assignments of the trips generated by the approved and unbuilt developments are shown on Figure 10. These trips were added to the adjusted volumes that reflect the growth of existing traffic, shown in Figure 5. The resulting total background peak hour traffic volumes at the study area intersections are shown on Figure 11.











Site Generated Traffic Volumes

Peak hour traffic volumes generated by the proposed development were calculated using the trip generation equations for Land Use Codes 230 (residential condominium/townhouse), 814 (specialty retail center) and 710 (general office building) contained in the ITE Trip Generation Report. The resulting trip generation rates for each land use, which includes reduction for non-driver trips similar to the calculations for the approved and unbuilt developments, are shown in Table 4.

	Trij Broadcast	Table Generati Center O	on Rates	unent -		
	AN	A Peak Ho	ur	PN	A Peak Ho	ur
Land Use	In	Out	Total	In	Out	Total
180 Residential Units	0.03	0.15	0.19	0.14	0.07	0.21
24,323 SF Retail	0.21	0.21	0.42	0.74	0.90	1.64
103,083 SF Office	0.81	0.12	0.93	0.16	0.78	0.94

Trip rates per residential unit adjusted to reflect 60% non-driver mode share for Residential.

The estimated traffic generated by the Broadcast Center is summarized in Table 5.

	A CONTRACTOR OF THE PARTY OF TH	Table Peak Hour Center O		ment		
	AI	M Peak Ho	ur	PN	A Peak Ho	ur
Land Use	In	Out	Total	In	Out	Total
180 Residential Units	6	28	34	26	13	39
24,323 SF Retail	5	5	10	18	22	40
103,083 SF Office	84	12	96	17	80	97
Total	95	45	140	61	115	176

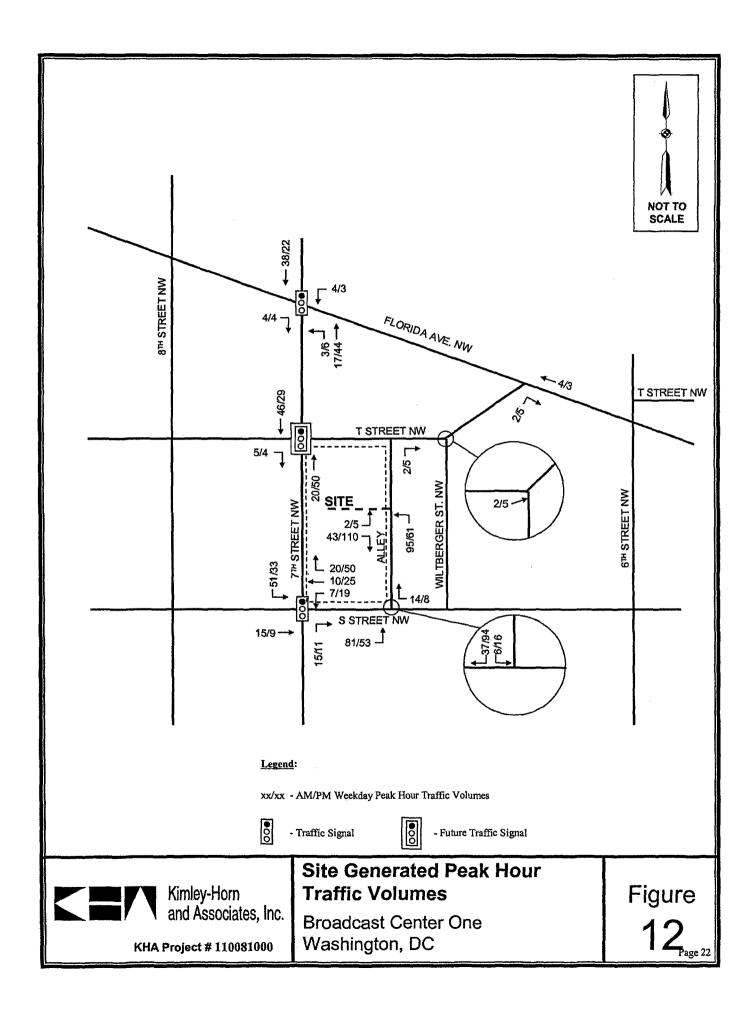
Trip rates per thousand square feet adjusted to reflect 50% non-driver mode share for Retail.

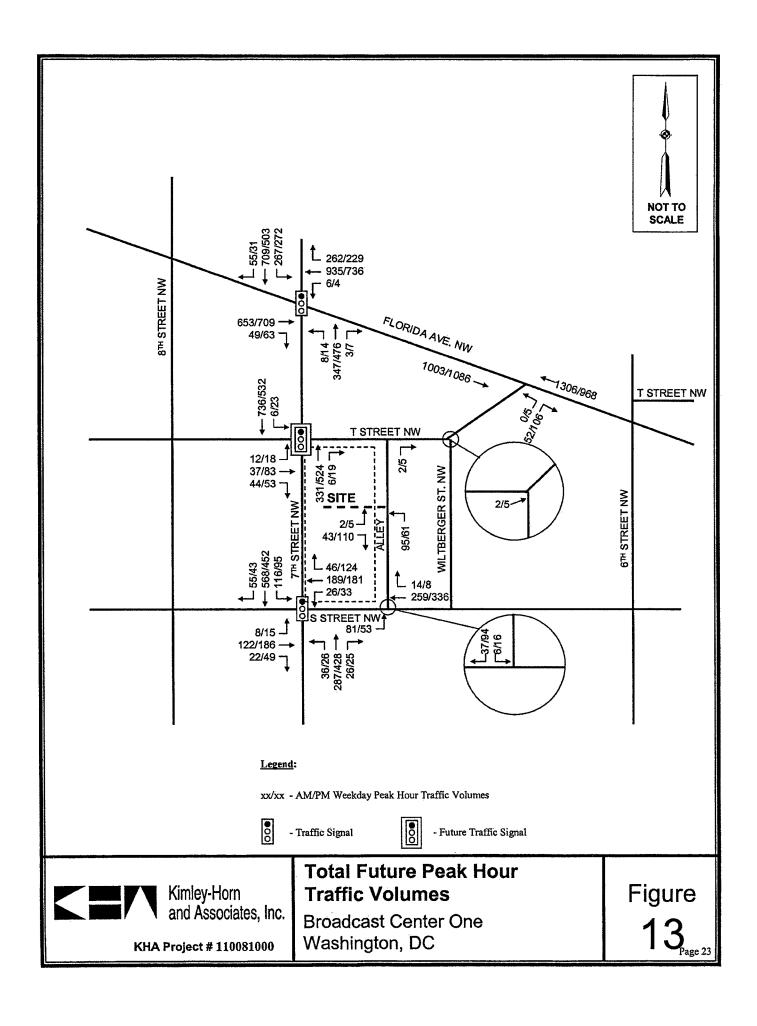
Trip rates per thousand square feet adjusted to reflect 50% non-driver mode share for Office.

The trips were assigned to the study area intersections using the distributions depicted on Figures 7 through 9 and summarized in Table 3. Figure 12 shows the site trips at the study area intersections. These trip assignments are based on the two-way operation of the alley south of the garage entrance.

Total Future Traffic Volumes

Total future traffic volumes represent future traffic volumes with the proposed Broadcast Center One development in place. These volumes were calculated by adding the site generated trips (shown on Figure 12) to the background traffic volumes (shown on Figure 11). The resulting total future peak hour traffic volumes are shown on Figure 13.





ASSESSMENT OF TRAFFIC CONDITIONS

The following is a discussion of the assessment of traffic conditions.

Intersection Capacity Analyses

Intersection capacity analyses were conducted for existing, background, and total future traffic volumes. The capacity analyses were conducted using Synchro Software Package, which utilizes methodologies in the *Highway Capacity Manual (2000 Edition)* (HCM) for signalized and unsignalized intersections. The analyses of existing, background, and total future traffic volumes were based on the existing lane uses and existing signal operations at the study area intersections. Under background and total future conditions the 7th Street and T Street intersection was assumed to be signalized.

According to the HCM, capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a fixed time duration. The operating conditions are described by Level-of-Service (LOS), which is defined as a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through F, with A being the best and F the worst. The District attempts to maintain a level of service D and better during the peak traffic hours.

The results of the capacity analyses are summarized in Table 6 for the study area intersections. Analysis results show overall level of service and delay information for each intersection for the existing, background, and total future traffic volumes. The Synchro analysis worksheets are contained in the Appendix.

	Level of Se	经1800年间的 2000年18月1	able 6 nary at Stud	y Intersectio	ns	
Intersection		ng 2005 itions		ekground litions	1	al Future itions
	AM	PM	AM	PM	AM	PM
Florida Avenue NW and 7th Street NW	C (28.3)	C (20.9)	C (32.2)	C (21.7)	C (32.7)	C (22.0)
Florida Avenue NW and T Street NW	A (0.2)	A (0.7)	A (0.3)	A (0.7)	A (0.3)	A (0.7)
7th Street NW and S Street NW	B (12.0)	B (13.9)	B (12.3)	B (14.3)	B (13.4)	B (15.5)
7th Street NW and T Street NW	A (3.7)	F (85.4)	B (12.9)*	B (12.6)*	B (13.4)*	B (13.2)*

C (28.3) - Level of Service (Seconds of Delay per Vehicle)

These results show that under existing conditions, the study area intersections operate at satisfactory levels of service with the exception of the 7th Street and T Street intersection which operates at LOS F during the PM peak hour. Signalizing the intersection of 7th Street and T Street improves the operation by reducing the eastbound approach delay. The capacity analyses of background traffic volumes result in levels of service ranging from A to C.

The addition of the traffic generated by the Broadcast Center One development will result in only a slight change in the operation of the area intersections. The proposed development will result in marginal increases in vehicle delay. There will be no change in the levels of service. The area intersections will continue to operate at levels of service that range from A to C during the AM and PM peak hours, well above the satisfactory level of service D condition.

Pedestrian Impact

There are existing sidewalks along all of the adjacent streets. The proposed Broadcast Center One development will enhance the sidewalk connections to these adjacent streets.

^{* -} With Signalization

CONCLUSIONS

As a result of this study, it is concluded that the area intersections will all operate at satisfactory conditions with the Broadcast Center One development in place. The proposed development will result in no change in the intersection levels of service. The intersections will continue to operate at better than level of service D. The increases in vehicle delay will be marginal. The proposed development will have a negligible effect on the area intersections.

The site and the surrounding area are well served by transit including Metrorail and Metrobus. Pedestrian connections in the area will be enhanced by this development. As a result, there will be ample opportunities for travel by alternatives to the automobile.

Sufficient parking will be provided to satisfy the demand for Broadcast Center One. As a result, there is expected to be no spillover of parking into the surrounding community.

APPENDIX



Intersection: Florida Avenue NW and 7th Street NW

Date Counted: 16-Nov-05
Day of Week: Wednesday
Weather: Cloudy and Cool

Jurisdiction: Washington, DC Counted by: MDB/AW/TJ

		Southbo	ound 7th	n Street		W	estbou	nd Floric	la Aven	ne		Northbo		Street		E	astboun	d Florid	ia Aven	ue	Ve
tart Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	To
7:00 AM	33	118	2	2	153	0	178	55	34	233	0	57	1	16	58	0	110	4	3	114	58
7:15 AM	47	112	7	14	166	0	203	58	47	259	0	50	a	7	60	٥	140	6	18	146	8:
7:30 AM	59	119	5	7	183	4	234	53	80	291	Ď	61	1	9	62	. 0	151	10	24	161	6
7:45 AM	75	142	9	23	226	0	257	54	109	31 1	0	67	0	15	67	0	147	- 8	19	155	7
MA 00:E	84	158	10	30	232	0	225	67	141	292	1	76	1	28	78	0	160	16	87	176	77
B;15 AM	61	160	13	24	234	1	245	85	14B	312	0	68	1	17	59	0	174	10	32	184	75
B:30 AM	. 58	160	14	25	232	0	213	54	124	267	1	80	0	27	81	0	146	7	32	153	7:
8:45 AM	74	166	13	30	253		215	65	130	281	2_	89	_1_	25	92	0	144	7	24	151	71
ourly Tota	als (Sta	rt Time)																			
7:00 AM	214	491	23	46	728	4:	872	218	270	1094	0	245	2	47	247	0	548	28	64	576	26
7:15 AM	245	531	31	74	807	4	919	230	377	1153	1	264	2	59	267	0	598	40	128	638	28
7:30 AM	259	579	37	84	875	5	961	240	478	1206	1	272	3	69	278	0	632	44	142	676	30
7:45 AM	258	620	46	102	924	1	940	241	522	1182	2	291	2.	87	295	8	627	41	150	668	30
MA 00:8	257	644	50	109	951	2	888	252	543	1152	4.	313	3:	97	320	Ó	824	40	155	664	20
3:15 AM	193	488	40	79	719	2	673	185	402	860	3	237	2	69	242	0	464	24	88	488	23
B;30 AM	132	326	27	55	485	1	428	119	254	548	. 3	169	1	52	173	0	290	14	56	304	15
3:45 AM	74	166	13	30	253	_1	215	65	130	281	2	89	11	25	92	0	144	7	24	151	7
ak Hour																					,
MA 00:8	257	644	50	109	951	2	898	252	543	1152	4	313	3	87	320	0	624	40	155	664	30
		Southbo		- Ch		(4)		nd Florid				N/		Street		F		J 671- 4			ΙVε
art Time	Left	Thru	Right		Total	Left	Thru	***************************************	Peds	Total	Left	Thru	Right	Peds	Total	Left	astboun Thru	Right		Total	To
4:00 PM	69	118	2	41	189	1	158	58	153	217	1	80	5	50	86	0	195	19	52	214	71
4:15 PM	65	117	5	18	187		173	57	127	230	3	93	2	37	98	Ö	157	13	51	170	6
4:30 PM	69	110	3	23	182	0	167	59	114	226	0	102	4	36	106	0	189	19	38	208	7
4:45 PM	56	101	5	32	152	1	177	53	167	231	ō	104	1	41	105	0	170	9	46	179	6
5:00 PM	71	129	2	20	202	6	187	51	150	238	0	111	-	29	111	0	163	14	38	177	7
5:15 PM	58	92	4	18	152	1	180	50	124	231	2	71	2	37	75	٥	185	17	48	202	6
6:30 PM	59	112	4	21	175	0	162	74	102	236	0	86	12	36	98	0	182	19	31	201	7
5:45 PM	57	84	2	15	143	0	178	40	78	218	0	90	2	27	92	0	145	10	23	155	6
ourly Tot	als (Sta	rt Time	į.																		
4:00 PM	259	446	15	114	720	2	675	227	561	904	4	379	12	164	395	0	711	60	188	771	27
4:15 PM	261	457	15	93	733	1	704	220	558	925	3	410	7	143	420	0	679	55	174	734	21
4:30 PM	252	432	14	93	898	2	711	213	555	926	2	388	7	143	397	0	707	59	171	766	27
4:45 PM	242	434	15	91	691	2	708	228	543	936	2	372	15	143	389	٥	700	59	163	759	27
5:00 PM	243	417	12	74	672	1 1	705	215	452	921	2	358	16	129	376	0	675	60	140	735	27
5:15 PM	172	288	10	54	470	1 1	518	164	302	683	2	247	16	100	265	0	512	46	102	558	11
con DLE	116	196	6	36	318	0	338	114	178	452	0	176	14	63	190	0	327	29	54	356	11
5:30 PM	57	84	2	15	143	0	176	40	76	216	٥	80	2	27	92	0	145	10	23	155	6
5:30 PM 5:45 PM eak Hour	(Start	Time)																			



Intersection: Florida Avenue NW and T Street NW

Date Counted: 16-Nov-05 Day of Week: Wednesday Weather: Cloudy and Cool Jurisdiction: Washington, DC Counted by: RD

				da Aven				/estbou					d Floric					ound T			Ve
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Tot
7:00 AM	D	134	D	0	134	0	0	Đ	0	Đ	Đ	247	0	٥	247	0	0	5	4	5	38
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Intersection: 7th Street NW and S Street NW

Date Counted: 22-Nov-05 Day of Week: Tuesday Weather: Cloudy and Cool Jurisdiction: Washington, DC Counted by: MDB, TC

Start Time
Start Time
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7:30 AM
Tysto AM 19 122 14 8 155 1 34 16 5 51 7 69 3 3 79 3 10 5 9 78 3 10 5 0 78 3 10 5 0 78 3 10 5 0 78 3 10 5 0 78 3 10 5 0 78 3 10 5 0 78 3 10 5 0 78 3 10 5 0 78 3 10 10 10 10 10 10 10
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5:45 PM 15 102 6 3 123 7 37 13 7 57 12 100 3 3 115 7 40 13 8 60 2
Hourly Totals (Start Time)
4:00 PM 54 418 41 30 513 14 114 55 56 183 23 403 9 36 435 7 153 31 58 191 13
4:15 PM 62 421 43 22 528 14 107 72 50 193 27 408 12 31 447 11 162 44 63 217 13
4:30 PM 80 490 39 19 529 13 135 71 64 219 25 405 13 34 443 12 162 47 65 221 14
4:45 PM 63 428 40 18 531 17 148 69 60 234 27 377 22 33 426 8 182 45 52 215 14
5:00 PM 61 414 38 18 511 20 148 68 58 236 33 372 23 31 428 14 157 47 42 218 13
5:15 PM 42 305 28 12 375 16 128 43 45 187 24 267 19 21 310 19 117 30 28 157 10
5:30 PM 29 195 15 9 238 12 84 27 24 123 18 189 15 13 222 7 77 21 12 105 6
5.45 PM 15 102 8 3 123 7 37 13 7 57 12 100 3 3 115 7 40 13 8 60 3
Peak Hour (Start Time)
4:30 PM 50 430 39 19 529 13 135 71 64 219 25 405 13 34 443 12 162 47 65 221 14



Intersection: 7th Street NW and T Street NW

Date Counted: 22-Nov-05 Day of Week: Thursday Weather: Sunny and Cool Jurisdiction: Washington, DC Counted by: RD/KD/AW

						•															
		Southbo	und 7th	Street			Westb	ound T	Street	·····		Northbo	ound 7th	Street			Eastb	ound T	Street		Veh.
Start Time	Left			Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left		Right	Peds	Total	Total
7:00 AM	1	79	D	6	80	0	0	0	32	0	۵	72	3	5	75	2	2	3	14	7	162
7:15 AM	4	115	0	15	119	0	C	0	36	0	C	70	1	3	71	1	9	8	4	18	208
7;30 AM	0	130	0	7	130	В	0	0	70	0	0	51	2	6	53	1	6	5	10	12	195
7:45 AM	4	148	0	0	152	0	0	00	48	0	0	87	4	10	91	0	10	3	10_	13	256
8:00 AM	1	160	۵	1	161	0	0	0	78	0	0	91	3	12	94	4	8	3	19	15	270
8;15 AM	2	187	0	2	189	0	0	0	58	0	0	58	2	18	60	0	\$	10	37	13	262
8:30 AM	1	144	6	a	145	Ö	0	0	52	0	a	86	٥	21	86	7	8	12	22	27	258
8:45 AM	2	168	0	4	170	0		0	51	0	0	59	_1_	16	60	11	17_	12	12	30	260
Hourly Tota																					
7:00 AM	9	472	0	28	481	0	0	0	186	C	C	280	10	24	296	4	27	19	38	50	821
7:15 AM	9	553	0	23	562	0	0	0	230	0	0	299	10	31	309	6	33	19	43	58	929
7:30 AM	7	625	0	10	632	0	0	0	252	0	0	287	11	48	298	5	27	21	76	53	983
7:45 AM	8	639	0	3 7	647	0	0	o o	234	0	٥	322	9	61	331	11	29	28	88	68	1946
8:00 AM 8:15 AM	6	659	Ď	7 6	665 504	0	0	0	237	0	0	294	6 3	67	300	12	36	37	90	85	1050
8:30 AM	5 3	499 312	0 8	4	315	۵	0	0	161	0	0	203 145	1	55 37	206 146	8 8	28 25	34 24	71 34	70	780
8:45 AM	2	168	0	4	170	0	0	0	103 51	0	0	59	. 1		60	1	25 17	12	12	57 30	518
8,45 AM		100	<u> </u>		170				51	U		28		16	90			12	12	30 1	260
Peak Hour	(Start T	lime)																			
B:00 AM	8	859	0	7	865	0	0	0	237	0	0	294	6	67	300	12	35	37	90	85	1050
_ U.OU 7 III			<u>×</u>	<u></u>		<u> </u>	<u>_</u> _									<u>:=</u>					11000
		Southbo						ound T					ound 7th					ound T			Ven.
Start Time	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Total
4:00 PM	Left 11	Thru 98	Right	Peds 5	Total 110	0	Thru 0	Right a	Peds 84	0	0	Thru 105	Right 4	Peds 27	109	8	Thru 17	Right	Peds 37	44	Total 263
4:00 PM 4:15 PM	Left 11 2	7hru 98 111	Right 0 0	Peds 5 6	Total 110 113	0	Thru 0 0	Right o	Peds 84 115	0	0	Thru 105 102	Right 4 4	Peds 27 18	109 106	<i>8</i> 3	Thru 17 22	Right 19 18	97 32	44 43	Total 263 262
4:00 PM 4:15 PM 4:30 PM	teft 11 2 4	98 111 104	Right o o o	Peds 5 6 6	Total 110 113 108	0	Thru 0 0	Right 0 0	Peds 84 115 105	0	0	105 102 122	Right 4 4 5	Peds 27 18 19	109 105 127	8 3 7	17 22 15	Right 19 18 14	97 32 21	44 43 36	Total 263 262 271
4:00 PM 4:15 PM 4:30 PM 4:45 PM	Left 11 2 4 2	7hru 98 111 104 126	Right o	Peds 5 6 9	Total 110 113 108 128	0 0 0	Thru 0 0 0	Right o o o	84 115 105 107	0 0 0	0 0	Thru 105 102 122 121	Right 4 4 5 2	Peds 27 18 19 8	109 106 127 123	8 3 7 2	Thru 17 22 15 11	Right 19 18 14 11	97 32 21 24	44 43 36 24	Total 263 262 271 275
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	Left 11 2 4 2 7	Thru 98 111 104 126 121	Right 0 0 0 0 0	Peds 5 6 9	Total 110 113 108 128	0 0	Thru 0 0 0 0 0	Right 0 0 0 0	Peds 84 115 105 107 162	0 0 0	0 5 0	Thru 105 102 122 121 115	Right 4	Peds 27 18 19 8 19	109 105 127 123 122	8 3 7 2	Thru 17 22 15 11 28	Right 19 18 14 11 11	Peds 37 32 21 24 50	44 43 36 24	Total 263 262 271 275 284
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	11 2 4 2 7	Thru 98 111 104 126 121 128	Right 0 0 0 0	Peds 5 6 9 10	Total 110 113 108 128 128 135	0 0 0 0	7hru 0	Right o o o o	Peds 84 115 105 107 162 102	0 0	0 0 0	Thru 105 102 122 121 115 88	Right 4 4 5 2 7 4	Peds 27 18 19 8 19 20	109 106 127 123 122 92	8 3 7 2 5 3	Thru 17 22 15 11 28 28	Right 19 18 14 11 11 11 11 11 11	Peds 37 32 21 24 50 28	44 43 36 24 44 40	Total 263 262 271 275 284 267
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	teft 11 2 4 2 7 9 2	Thru 98 111 104 126 121 128 100	Right 0 0 0 0 0 0 0 0	Peds 5 6 8 9 10 11 6	Total 110 113 108 128 128 135 102	0 0 0	7hru 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peds 84 115 105 107 162 102 62	0 0 0 0 0	0 0 0	Thru 105 102 122 121 115 88 121	Right 4 4 5 2 7 4 4	Peds 27 18 19 8 19 20 10	109 106 127 123 122 92 125	8 3 7 2 5 3 7	Thru 17 22 15 11 28 28	Right 19 18 14 11 11 11 15	Peds 37 32 21 24 50 28 27	44 43 36 24 44 40 32	Total 263 262 271 275 284 267 259
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	11 2 4 2 7	Thru 98 111 104 126 121 128	Right 0 0 0 0	Peds 5 6 9 10	Total 110 113 108 128 128 135	0 0 0 0	7hru 0	Right o o o o	Peds 84 115 105 107 162 102	0 0	0 0 0	Thru 105 102 122 121 115 88	Right 4 4 5 2 7 4	Peds 27 18 19 8 19 20	109 106 127 123 122 92	8 3 7 2 5 3	Thru 17 22 15 11 28 28	Right 19 18 14 11 11 11 11 11 11	Peds 37 32 21 24 50 28	44 43 36 24 44 40	Total 263 262 271 275 284 267
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	Left 11 2 4 2 7 9 2 5 s	Thru 98 111 104 126 121 128 100 105 105 11 11 11 11	Right	Peds 5 6 8 9 10 11 6 3	Total 110 113 102 128 128 135 102 111	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru	Right 0 0 0 0 0 0	Peds 84 115 105 107 162 102 62 84	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	Thru 105 102 122 121 115 88 121 126	Right 4	Peds 27 18 19 8 19 20 10 30	109 106 127 123 122 92 125 129	8 3 7 2 5 3 7 12	Thru 17 22 15 11 28 26 10	Right 19 18 14 11 11 11 15 16	Peds 37 32 21 24 50 28 27 40	44 43 36 24 44 40 32 45	Total 263 262 271 275 284 267 259 286
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Hourly Tota	Left 11 2 4 2 7 9 2 5 5 Als (Star	Thru 98 111 104 126 121 128 100 105 105 141 171	Right 0	Peds 5 6 9 10 11 6 3 26	Total 110 113 108 128 128 135 102 111	0 0 0 0 0	Thru	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peds 84 115 105 107 162 102 62 84 411	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	Thru 105 102 122 121 115 88 121 126	Right 4	Peds 27 18 19 8 19 20 10 30 72	109 106 127 123 122 92 125 129	8 3 7 2 5 3 7 12	Thru 17 22 15 11 28 26 10 17	Right 18 14 11 11 15 16	Peds 37 32 21 24 50 28 27 40	44 43 36 24 44 40 32 45	Total 263 262 271 275 284 287 259 286
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4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:45 PM Hourly Tot 4:00 PM 4:15 PM 4:30 PM	Left 11 2 4 2 7 9 2 5 5 19 15 22	Thru 99 111 104 126 121 128 100 105 rt Time) 440 462 477	Right 8	Peds 5 6 6 9 10 11 6 3 26 31 36	Total 110 113 108 128 128 135 102 111 459 477 498	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru O O O O O O O O O O O O O	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peds 84 115 105 107 162 102 62 84 411 489 476	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 105 102 122 121 115 88 121 126 450 460 448	Right 4	Peds 27 18 19 8 19 20 10 30 72 84 66	109 106 127 123 122 92 125 129 465 478 464	8 3 7 2 5 3 7 12	Thru 17 22 15 11 28 28 10 17	Right 18 18 14 11 11 15 16 62 54 47	Peds 37 32 21 24 50 28 27 40 114 127 123	44 43 36 24 44 40 32 45	Total 263 262 271 275 284 287 259 286
4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Hourly Tota 4:00 PM 4:15 PM 4:30 PM 4:45 PM	Left 11 2 4 2 7 9 2 5 5 sals (Star 18 15 22 20	Thru 99 111 104 126 121 128 100 105 rt Time) 440 462 477 473	Right 8	Peds 5 6 9 10 11 6 3 3 26 36 36	Total 110 113 102 128 128 135 102 111 459 477 499 493	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peds 84 115 105 107 162 102 62 84 411 489 476 433	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 105 102 122 121 115 88 121 126 450 448 448	Right 4	Peds 27 18 19 8 19 20 10 30 72 64 66 57	109 106 127 123 122 92 125 128 465 478 464 482	8 3 7 2 5 3 7 12	Thru 17 22 15 11 28 28 10 17	Right 18 14 11 11 15 16 52 54 47 46	Peds 37 32 21 24 50 28 27 40 114 127 123 129	44 43 36 24 44 40 32 45 147 147 144 140	Total 263 262 271 275 284 287 289 286
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Movement	FELL	aga i	EBR	WEL	AVIEW.	WBR	NBL	NBT	NER	SBL	SBI	SBR
Lane Configurations		44			43			414		ሻ	44	
Ideali Flow (vphpl)	1900	1900	1900	1900	combined and for the service	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	STONE THE PARTY HOUSE HOUSE	STEETS IN THE STATES	4.0		Page 17 September	4.0		4.0	4.0	
Lane Utili Factor		0.95			0.95		1.00	0.95	22.1	1.00	0.95	
Frpb, ped/bikes		0.99	residente.	902019135TES	0.96			1.00		1.00	0.97	
Fipb. ped/bikes		1.00 0.99			1 00 0.97			1.00		0,93 1.00	1:00 0.99	
Fit Protected		1.00			1.00	HEARS		1.00		0.95	1.00	
Satd. Flow (prot)		3440			3261			3519		1648	3397	
FIN Permitted		4.00			0.95			0.95		0.52	4.00	
Satd. Flow (perm)		3440			3112			3336		902	3397	
Volume (vph)		624	40	12	898	252	4 4	313	3	257	644	50
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (voh)	0	643-	41	2	926	260	4	323	3	265	664	52
Lane Group Flow (vph)	0	684	0	0	1188	0	0	330	0	265	716	0
Confl. Peds (#/hr)	109		97	97		109	543		155	155		543
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0 10
Panking (#/hm)	D		424400				0					· IU
Turn Type Protected Phases	Perm			Perm	6-		Perm	8.		pm+pt	4	
Permitted Phases	2			6	3 Y		8			4		
Aduated Green; G.(s)	<u>.</u>	30.0			30.0			25.0		40.0	40.0	
Effective Green, g (s)		31.0			31.0	Brown States and S	11.22.22.22.22.22	26,0		41.0	41.0	
Actuated g/C Ratio		×0.39			0.39			0.32		10.51	0.51	
Clearance Time (s)		5.0	anticological policy		5.0			5.0		5.0	5.0	23.0 22.00
Lane Grp Cap (vph)	14.00	1333			1206			1084		565	1741	
v/s Ratio Prot		0.20		aire. Heranauran area		Farmenta and Winds				c0.06	0.21	
v/s Ratio Perm					c0.38			0.10		c0.18		
v/c Ratio		0.51			0.99	METTOTOM PER DE BOARS		0.30		0.47	0.41	eritaristika.
	XV-SEC SELECTION	100										
Uniform Delay, dit		18.7			243			20.2		14.4	12.0	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Progression Factor Incremental Delay, d2		1.00 1.4			1.00 22.6			1.00 0.7		1.00 2.8	1.00 0.7	
Progression Factor Incremental Delay, d2 Delay (s)		1.00 1.4 20.1			1.00			1.00		1.00 2.8 17.1	1.00 0.7 12.8	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service		1.00 1.4			1.00 22.6 46.9			1.00 0.7 21.0		1.00 2.8	1.00 0.7	
Progression Factor Incremental Delay, d2 Delay (s)		1.00 1.4 20.1 ©			1.00 22.6 46.9 D			1.00 -0.7 21.0 		1.00 2.8 17.1	1.00 0.7 12.8 B	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS		1.00 1.4 20.1 ©			1.00 22.6 46.9 D 46.9			1.00 0.7 21.0 C 21.0		1.00 2.8 17.1	1.00 0.7 12.8 B	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS		1.00 1.4 20.1 ©	283		1.00 22.6 46.9 0 46.9	iel ous		1.00 0.7 21.0 C 21.0		1.00 2.8 17.1	1.00 0.7 12.8 B	
Progression Factor Incremental Delay. d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary HCM Average Control I	elay	1.00 1.4 20.1 ©	28.3 0.68		1.00 22.6 46.9 D 46.9	el of Se	ave a service	1.00 0.7 21.0 C 21.0		1.00 2.8 17.1	1.00 0.7 12.8 B	
Progression Factor incremental Delay. d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary HCM Average Control L HCM Volume to Capaci	elay	1.00 1.4 20.1 ©	28.3 28.3 0.68 80.0	are the retained and	1.00 22.6 46.9 D 46.9			1.00 0.7 21.0 C 21.0	G.	1.00 2.8 17.1	1.00 0.7 12.8 B	
Progression Factor Incremental Delay. d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary HCM Average Control I	elay ty ratio	1.00 114 20.1 © 20.1	0.68		1.00 226 46.9 D 46.9 D	stime	(ś) :	1.00 0.7 21.0 C 21.0		1.00 2.8 17.1	1.00 0.7 12.8 B	
Progression Factor incremental Delay. d2 Delay (s) Level of Service Approach Delay (s) Approach LoS Intersection Summary HCM Average Control L HCM Volume to Capaci Cycle Length (s)	elay ty ratio	1.00 114 20.1 © 20.1	0.68 8 0 .0		1.00 226 46.9 D 46.9 D CM:Lev	stime	(ś) :	1.00 0.7 21.0 C 21.0	8.0	1.00 2.8 17.1	1.00 0.7 12.8 B	

	٦	→	*	1	4 —	4	4	Ť	1	1	↓	4
Movementa de la la	A EBL	EBT	#EBR	WBL	WET	WER	MBE	MBI	NBR	SBL	SBT.	SBR
Lane Configurations		44			47>			414		'n	^ }	
Ideal'Flow (vpnpl)	1900	A STATE OF THE PARTY OF THE PAR	1900	1900	A THE LAND FOR THE PARTY AND	1900	1900	DOWN MANY THE CONTRACT	1900	1900		1900
Total Lost time (s)	er a cracico de la companya y a securi	4.0			4.0		are of the same of the same	4.0		4.0	4.0	entration and the
Lane Util Factor		0.95			0.95			0.95		1.00	0.95	
Frpb, ped/bikes		0.98			0.96			1.00	Variation of the same	1.00	0.99	
Flpb, ped/bikes Frt		1:00 0.99			1 00 0.96			1.00 1.00		0:94 1.00	1.00 1.00	
Fit Protected		1.00			1.00			#1.00		0.95	1.00	
Satd. Flow (prot)		3406			3259			3509		1672	3478	
FILPernited		1.00			0.95			0.95		0.46	1.00	
Satd. Flow (perm)		3406			3111			3344		802	3478	
Volume (yoh)	0	679	55	1	×704	220	- 3	*410	7	261	457	15
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj.:Flow (von)	0	700	57	- 1	726	227	3	423	7	269	471	15
Lane Group Flow (vph)	0	757	.0	0	954	0	0	433	0	269	486	0
Confl. Peds. (#fri)	93		143	143		93	558		174	174		558
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0
Parking (#/hr)												10
Turn Type	Perm		THE THURSDAY	Perm	in Carino de La Carino de Cari	acterior de la company	Perm			pm+pt		
Profected Phases		. Z			6			8			4	
Permitted Phases Actuated Green, G.(s)	2	30.0		6	30.0		8	30.0		4 40.0	40.0	
Effective Green, g (s)		31.0			31.0			31.0		41.0	41.0	Marie 3
Actuated g/C-Ratio		0.39			0.39			0.39		0.51	0.51	
Clearance Time (s)		5.0	disco si soli		5.0			5.0		5.0	5.0	
Lane Grp Gap (veh)	Par Salar	1320			1206		Nation 1	1296		476	1782	100
v/s Ratio Prot		0.22					200000000000000000000000000000000000000		101000 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	c0.04	0.14	
V/s Ratio Perm					c0.31			₹0.13°		c0.25		
v/c Ratio	TARREST TO STORY OF THE	0.57	to severage at appearing	e made Andrews Sans	0.79	WIN-LEW WORLD FOR STATE OF	Vanda separatarian re	0.33	and the second section in the second	0.57	0.27	DENGE AND ADDRESS OF
Uniform Delay, 61		19:3			21.6			17.2		16.0	11.1	
Progression Factor		1.00	Sacose-acideos	taring participants and pro-	1.00	filed and the second section of the section o	ntiferation and the service	1.00	St. of Carticol Constitution	1.00	1.00	ni sannasana ana ma
incremental Delay, d2		1.8			5.3			0.7		4.8	0.4	
Delay (s)	Salatania sera	21.1			27.0			17.9		20.8	11.4	
Level of Service		Ç			0 07 0			17.0		C	B	
Approach Delay (s) Approach LOS		21.1 C			27.0		20020	17.9 B			14.8 B	
Apploach to 3								:: <u></u>			.	
hierseidh Summai/												
HCM Average Control D			20.9		ICM Lev	el of Se	ervice		C.			
HCM Volume to Capaci	ty ratio		0.65				To District		and the second			
Cycle Length (s)			80.0		Sum of lo				8.0			
Intersection Capacity U	unzation		67.2%		CU Leve	a or set	vice		В			
c - Critical Lane Group											THE RES	

	۶	-	*	1	←	•	4	†	*	1	1	1
Movement :	SEBL	EBT	(EBR	WBL	WBT	WBR	NBE	INBT	NBR	WSBL	SBT.	SBR
Lane Configurations		414			4T>			44		ሻ	^ }	
ideal Flow (vohpl)	1900.	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)		4.0			4.0	eras e postantentes		4.0	northeim and the White Ye	4.0	4.0	and an experience
Lane Util, Factor		0.95			0.95			0.95		1.00	0.95	
Frpb, ped/bikes		0.99 -1.00			0.96 1.00			1.00 1.00		1.00 0.94	0.97 1.00	
Flpb; ped/bikes Frt		0.99			0.97			1.00		1.00	0.99	
FIRProtected		1.00			1.00			1:00		0.95	1.00	
Satd. Flow (prot)		3436			3261			3519		1656	3390	
Fit-Permitted		1.00			0.95			0.95		0.50	1.00	
Satd. Flow (perm)	A CONTRACTOR OF THE PARTY	3436	N. POLITICISMOS (SALVA)	A Security Section 14 like	3112	months accessors racs	Transfer and an annual section	3329	har in the second second second	880	3390	CANADA CENTRAL DE
Volume (vph)	0	653	45	2	935	262	- 5	330	3	267	671	55
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj: Flow (vph)	0	673	46	2 -	964	270	5	340	3	275	692	57
Lane Group Flow (vph)	0	719	0	0	1236	0	0	348	0	275	749	0
Confl. Peds. (#/hr)	109	E	97	97	HOLA, S	109	543		155	155	n e	543
Bus Blockages (#/hr) Parking (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0 10
Turn Type	Perm			Perm			Perm			pm+pt	Paris British	erenu.
Profected Phases	rom)		T CITI	6		r Citti	N N N),,,,,br	Z.	
Permitted Phases	2			6			8			4	San dos e an	ESTANCE.
Actiliated Green, G (s)	_	30.5	. 400.000.00		30.0			25.5		40.5	40.5	
Effective Green, g (s)	and the second	31.0			31.0	The Property of Paris,	enggan pentambanakan	26.0		41.0	41.0	SALVERS SERVICES
Actuated g/C Ratio		0.39			0.39			0.32		0.51	0.51	
Clearance Time (s)		4.5			5.0			4.5		5.0	4.5	
Lane Grp Cap (vph)		1331			/1206			1082		558	1737	
v/s Ratio Prot		0.21	navisariani	CONTROL PERSON		oscietarione de	engelikker en	a company of the	and the same of	c0.07	0.22	o de la companya de
vis Ratio Perm					c0.40			0:10		c0.18		
v/c Ratio		0.54			1.02 24.5			0.32 20.4		0.49 -14.9	0.43 12.2	
Uniform Delay, d1 Progression Factor		19.0 1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		1.6			32.4			0.8		3.1	0.8	
Delay (s)		20.6			56.9			21.1		18.0	13.0	
Level of Service		C			E			C		В	В	
Approach Delay (s)	. Carretters and a	20.6	A Professional States of the Control	Comment of the second of	56.9	er-westernasis	X CANTAL AND THE STATE OF THE S	21.1	Total bearings	eg egyan, myddiffeli bygen.	14.3	Carrotting or streeting.
Approach LOS		C			E			C			В	
ingsedidi Sunner			144	ales veres								
HGM Average Control E	elav		32.2	1	(CM Le	el of Se	rvice		C			
HCM Volume to Capacit		MANAGE TO ANGE	0.71							ALT: AND THE	WILLIAM COME	enternotive
Cycle Length (s)			80.0		ium of k	st time	(s) .		8.0			
Intersection Capacity Ut	ilization	margin and a second	82.3%		CU Leve				D	en e vanskittenskin	SAME SELECTION STATES CO.	Mark American Strategy
c Critical Lane Group				Pales :								

و		* >	•	←	*	4	†	1	1	ļ	4
Movement VIII & FILL EB	ESS EE	IT TEBR	WBL	WBT	WER	NBE	NBT	NBR	SBL	SBT	SBR
Lane Configurations		*		414			414		ሻ	^	
	0 190		1900	1900	1900	1900	1900	1900	1900	the way and way the or	1900
Total Lost time (s)		.0		4.0			4.0		4.0	4.0	24512121200000
Lane Util. Factor	Ŏ.			0.95			0.95		1.00	0.95	
Frpb, ped/bikes	2.0	98 10		0.96 1.00			1.00 1.00		1.00 《0.95》	0.98 	
Fipb; ped/bikes Frt	0.9	The same and the same all the same		0.96			1.00		0.90 1.00	0.99	
FII Protected		00		1.00			9.00		0.95	1.00	
Satd. Flow (prot)	340			3260			3503		1682	3420	legershije f
FITPermitted	1.0	00		0.95			0.95		0.44	1.00	
Satd. Flow (perm)	340			3112			3315		773	3420	
)9 🦂 59		736	229	8	432	17	272	481	31
Peak-hour factor, PHF 0.9			0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
the state of the s		31 61		759	236	8	445 460	7	280 280	496 528	32
	0 79 3	92 0 143		996	0 - 93	0 558	400	0 174	200 174	320	0 558
Committee and the committee of the commi	0	5 0	(中央)(24)(1)(1)(2)(2)(2)(2)(2)(2)(2)(2)(2)(2)(2)(2)(2)	5	0	0	0	0	0	0	0
Parking (#/hr)									TE THE E		340
Turn Type Perr	η	era planta and started the same	Perm	and the second		Perm		er par a Commanda America	pm+pt	- Syramon (a ser or salara	STANDON C. BANCO
Protected Phases		2		6	3.4		8		7	4	
	2	ON NOW AND DESCRIPTION	6			8		and the state of t	4		
Actuated Green, G (s)	ALL STATES OF THE STATES OF TH	.0		30.0			30.0		40.0	40.0	
Effective Green, g (s)	31		LACATED VICE	31.0	reservation de se		31.0		41.0	41.0	AEVESTES!
Actuated g/C Ratio	The state of the second	39 5.0		0.39 5.0			0.39 5.0		0,51 5.0	0.51° 5.0	
Clearance Time (s) Lane Grp Cap (vph)		19		±1206	Sign According		1285		464		
v/s Ratio Prot	Developed Street with the con-	23		- 1200			MIZOU.		c0.05	0.15	
vis Ratio Perm				c0.32			0.14		c0.26		
v/c Ratio	0.	60		0.83			0.36	444 Sept 1 (1/4) 1 1 1 1	0.60	0.30	Anthonic States
Uniform Delay, dt		1.6		22.1			17.4		16.8	11.2	
Progression Factor		00	on with the course of the state of	1.00		restate and the second cost	1.00	esententistations view	1.00	1.00	and the same of
Incremental Delay, d2	Same and the same	2.0		6.5			0.8		5.7	0.4	No.
Delay (s)	2	.6 ∙C		28.6 C			18.2 B		22.5 • C	11.7 B	
Level of Service Approach Delay (s)	2	ا 1.6		28.6	e e e e e e e e e e e e e e e e e e e		18.2		·	15.4	
Approach LOS	_	C					B.			B	
Intersection/Summary HCM: Average Control Delay	Marka Pri	21.7		ICM Lev	al af C	anvice		C			
HCM Volume to Capacity rat		2.0 0.69		ICIVITO	ALL VIEWS	JI VICO		Y Y			
Cycle Length (s)		80.0		Sum of I	ost time	(s)		8.0			
Intersection Capacity Utilizati	ion	69.0%		CU Leve			encentral end control	В	Ecastric Services	er timb to be before	AND SELECTION OF THE PERSONS
c Critical Lane Group											

	≯	→	7	•	-			†	1	-	↓	4
Movemen		123		WELS	WYER C	WBR	NBIS	NEar	NER	SB	ंडिंग	SBR
Lane Configurations		414			सीन			414		ኝ	† }	
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0		4.0	4.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Lane Util, Factor 📜 👢		0:95			0.95			0.95		1.00	0.95	
Frpb, ped/bikes		0.99	Markata da desposada		0.96	THE PARTY SOUTHWARE	Secretary Park	1.00		1.00	0.97	TARTEST CHARGES
Flpb, ped/bikes		1.00			1.00			1 00		0.94	1.00	
Frt Fit Protected		0.99 1.00			0.97 1.00		THE COLUMN	1.00 - 1.00		1.00	0.99	SOUTH CONT.
Satd. Flow (prot)		3429			3261	a de la companya de		3516	E _A articles at	0,95 1665	ி.00 3398	
Fit Permitted		\$429 \$1.00			0.95	ni ze se		0.94		0.49	1.00	
Satd. Flow (perm)		3429			3104			3299		854	3398	
Volume (vph)	. 0	653	49	- 6	935	262	8- 18	347	3	267	709	55
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	673	51	- 6	964	270	8	358	3	275	731	57
Lane Group Flow (vph)	0	724	0	0	1240	0	0	369	0	275	788	0
Confl. Peds. (#/hr)	109		97	97		109	543		155	155		543
Bus Blockages (#/hr)	0	5	0	0	5	0	0	0	0	0	0	0
Parking (#/hr)												10
Turn Type	Perm	novitantinaturova e salvoutabili	abann i sharaindan a r	Perm	a a financia de cara sa cara s		Perm		one the contract of the con-	pm+pt		
Protected Phases		- 2			6			8		7	4	
Permitted Phases	2			6			8		Andrick Editor Albert	4	rintant Particulari	BÉZNAMIANIKATI
Actuated Green, G (s)		30.5		101	30.0			25.5		40.5	40.5	
Effective Green, g (s) Actuated g/C Ratio	ESCHAGO POLICA	31.0 0.39			31.0 0.39			26.0 0.32		41.0 0.51	41.0 0.51	
Clearance Time (s)		4.5			5.0			4.5		5.0	4.5	
Lane Grp Cap (vph)		=1329 <u>=</u>			1203			1072	Server Super-	549	1741	
v/s Ratio Prot		0.21			HEYY		**************************************	17(4)		c0.07	0.23	
v/s Ratio Perm		0.2 (c0:40			0.11		c0.19		
v/c Ratio		0.54		S. C.	1.03			0.34		0.50	0.45	
Uniform Delay, d1		19.0			24.5			20,5		15.3	12.4	
Progression Factor	anio con com anno ani	1.00	and a second second second		1.00		ger Vika start LEFT and Komet Tell a seen	1.00	disease of the business of the second	1.00	1.00	made and control of
Incremental Delay, d2		1.6			34.2			0.9		3,2	≥ 0.9	
Delay (s)		20.6		North Action and Action of the	58.7		estrate sur tour communications or	21.4	n Nord Arthrophysiology a steering	18.5	13.2	nativa pilko a andazorta in
Level of Service		C			E			C		B	B	
Approach Delay (s)		20.6			58.7			21.4			14.6	
Approach LOS		C			E			C		Sales in	, В	
rileseulon Summen/												
HCM Average Control D			32.7	l F	ICM Lev	el of Se	ervice		E C			
HCM Volume to Capaci	ty ratio	en e	0.72	entral descriptions	************		inger various some	Towns of Sections of the	and the second	n bondeski ressenta om		ender og senteres
Cycle Length (s)			80.0		um of lo				8.0			
Intersection Capacity Ut	ilization		84.6%		CU Leve	or Ser	vice		D		isata (Ema	
c - Critical Lane Group												

	٠	-	*	1	4	*	4	†		-	+	4
Movement	izel.		EBR	WEL	WB	WIBRE	NBL	NBI	NER	SBL	SBI	SBR
Lane Configurations		472			414			47>		75	↑ ₽	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	With the same of the state of the	1900	1900	1900	1900
Total Lost time (s)		4.0	ėvenė vertinacios		4.0	DEFENDERS INSTA		4.0		4.0	4.0	
Lane Util. Factor		0.95		2.0	0.95			0.95		1.00	0.95	
Frpb, ped/bikes	one general sector	0.98 1.00			0.96 · 1.00			1.00 - 1.00		1.00 0.96	0.98 1.00	
Flob, ped/bikes Frt		0.99			0.96			1.00	and with a	1.00	0.99	emple d
FIL Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		3398			3260			3498		1698	3425	
FIt Permitted		-1.00			0.95			0.94		0.40	1.00	
Satd. Flow (perm)	- Shipping and Company	3398	a love som to the sale rest	Marketine College College	3105	Thing beautiful interest and a	SOUTH STATE OF STREET,	3279	mpoonactory (core.	718	3425	00000000000000000000000000000000000000
Volume (vph)	0	709	63	4	* 736 i	· 2 29	14	476	- 7-	272	503	31
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0:	731	65	4	759.	236	14	491	7	-280	519	32
Lane Group Flow (vph)	0	796	0	0	999	0	0	512	0 174	280	551	0
Confl. Peds. (#/hr) Bus Blockages (#/hr)	93 0	5	143 0	143 0	5	93 0	558 0	0	17.4 0	174 0	0	558 0
Parking (#/hr)	U T	3		E SE	7	U .		T C	U Section 1			10
Turn Type	Perm	(1883 SAR (1881 SA) 10 C		Perm		ANGEN PROPERTY AND A STATE OF	Perm	S. Consultation pt.		pm+pt		- Committee
Protected Phases		2			6			8		ρ ρ. 7	4	
Permitted Phases	2	Harrison State		6			8			4		
Actuated Green, G (s)		30.0			30.0			30.0		40.0	40.0	
Effective Green, g (s)	entre and and and	31.0	the state of the state of the state of	And Charles Charles	31.0	torace and an experience of the second	es en militational der Detr	31.0	A STATE OF THE STA	41.0	41.0	Section of the Party of the Par
Actuated g/C Ratio		0.39			0.39			0.39		0.51	0,51	
Clearance Time (s)	- Audit Maria Spanish Balance	5.0	and a lather than the second	NAMES OF TAXABLE	5.0	See Victoria and	and a recommendation of	5.0	ALIEN WATER OF SERVICE	5.0	5.0	one/so//esemin
Lane Grp Cap (vph)		1317			1203			1271		441	1755	
v/s Ratio Prot		0.23						0.16		c0.05 c0.28	0.16	
v/s Ratio Perm v/c Ratio		0.60			c0.32 0.83			0.10		.cu.∠o 0.63	0.31	
Uniform Delay, d1		19.6			22.1			17.8		18.0	11.3	
Progression Factor		1.00	KIN YERWA		1.00			1.00		1.00	1.00	
Incremental Delay, d2		2.1			6:7			1.0		6.8	0.5	
Delay (s)	ALLO HOLL SON OUTSIDE	21.7		rosa-miacon	28.9		27 - 10 til 4 m 21 - 10 10 10 10 10 10 10 10 10 10 10 10 10	18.7		24.8	11.8	TO THE PERSON WAS COLUMN
Level of Service		C			C			В		C	. B	
Approach Delay (s)		21.7			28.9	energen er besching als	Commence (chicken)	18.7	interpresentation	navana na na na na	16.2	elektrik der eine eine eine eine eine eine eine ei
Approach LOS	VI. 65-11	C			· C			В			В	
मिल्हद्रभागा-अमग्रमहाहरू								43.8				
HCM Average Control D	POTTON CONTRACTOR OF THE PARTY.		22.0	:	HCM Lev	el of Se	ervice		Sin C			100
HCM Volume to Capaci	ty ratio	eranga agrigusada	0.71	ereselselselselselse	omen granden bei von		97 7 (1983 Sept. Ambiert A	CECRATES MEDICALISMOS	d <u>Missellerst</u> ers	elogenios ante-sa		Synthia kilikini kilikini 195
Cycle Length (s)			80.0		Sum of k				8.0			
Intersection Capacity Ut	ilization		71.2%		CU Leve	ei ot Ser	vice		C			
c Critical Lane Group												



		EDD:	ANNI DIREC		eki e ise	en e e e e e	
Movement	San	EBR.	WOL	WBT	and her in the second	*INEIN	
Lane Configurations Sign Control	↑ ↑ Free			↑↑ Free	ሻ Stop	7	
Grade	0%			0%	رون 0%		
Volume (veh/h)	960	0	Ō	1250	0%	48	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (veh/h)		0.33	0.50	0.93 1316	0.93	51	
Pedestrians	28			28			
Lane Width (ft)	20 12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			
Percent Blockage	4.5 O.A			7.0		THE RESERVE	
Right turn flare (veh)	Page State						
Median type					None		
Median storage veh)		energia propieta.			120		
Dostream signal (ft)	392			140			
pX, platoon unblocked	entrates and charles	en e	0.86	entragen versere	0.86	0.86	等的企业的实施。自己通知的主要的问题,可是有一些实现的证明的的问题,但是是是一个企业的企业的。但是是不是是一个企业的证明,但是是是一个企业的企业。
VC: conflicting volume			10.11		1696	533	
vC1, stage 1 conf vol	OTHER PARTIES AND VALUE		adabiti da	CATTACH RECORDED TO	2/14H1373/	Proper from Marie Sec. Vith 100	AND THE REPORT OF THE PARTY OF
vC2, stage 2 conf yol							
vCu, unblocked vol		Constitution of The Park and	854		1648	301	Anthony of the property of the state of the
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)						er e Pille a Pharagana a promoner de	
iF(s)			2.2		3.5	9.3	
p0 queue free %	-		100	na vive col es l'al 1841 - constitue	100	91	
cM capacity (veh/h)			675		76	586	
Direction alane#	EBI	EB 2	WB 1	WB2	NES	NE 2	
Volume Total:	505	505	658	658	0	51	
Volume Left	0	0	0	0	0	0	
Volume Right	0	0	0.	0.	0	51	
cSH	1700	1700	1700	1700	1700	586	Control National Strategic Laterages of Control Services (Services Services Control Service
Volume to Capacity	0.30	0.30	0.391	0:39	0.00	0.09	
Queue Length (ft)	0	0	0	0	0	7	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.7	
Lane LOS					Α	В	
Approach Delay(s)	0.0		0.0		11.7		
Approach LOS					В		
niersesion Summary:							
Average Delay			0.2				
Intersection Capacity U	tilization		52.4%	J.	SU Levi	el of Servi	ce A see A

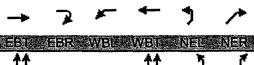
	-	7	*-		7	/*	
Movemens	S SEBIL	EBR	WBL	WET	NELV	ANER.	
Lane Configurations	ተተ			ት ት	*	7	
Sign Control	Free			Free	Stop		
Grade	0%		AND AND THE PROPERTY OF THE PARTY OF THE PAR	0%	0%	a name or confidential operation of a second	SACRETICATION CONTINUED IN NOT AN ALL AND COMPANIES THE SECOND STATES AND STATES CONTINUED AND STATES AND STAT
Volume (veh/h)	1042	0	25 O	924	5	97	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Hourly flow rate (veh/h)	分子的,如果不住的女人,我们也会把这个	0	. 0	943	5	99	
Pedestrians	20		TOTAL TOTAL AND A CONTROL OF	20	der en melle en en en en en en en en		
Lane Width (ft)	12.0			12.0		Complete Color	
Walking Speed (ft/s)	4.0		1207275	4.0			
Percent Blockage	- Z			ž.			
Right turn flare (veh)					None.		
Median lype Median storage veh)					None		
Upstream signal (ft)	392		K DEFENSE N	140			
pX, platoon unblocked	JJZ		0.84	HTU	0.84	0.84	
ve conflicting volume			1063		1555	552	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			888		1471	280	NEW TOTAL STREET, STRE
C, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)					nglerickie fiberse	anna ann an ann an ann an an an	en et en et man 1922 en
iF(s)			2:2		3.5	3.3	
p0 queue free %	A SOUTH OF WATER TO SOUTH		100	Sarker (1990) (1990)	95	83	emontable, determine and a selection and an annique of a harmonic fath 4000m here. And the property and a selection of the se
cM.capacity (veh/h)			639		- 98	594	
Direction/Lane#	ER I	FRO	WP	WB 2	NESK	NF2	
Volume Total	532		47.1	471	5	99	
Volume Left	0	0	0	0	5	0	
Volume Right	0	V.O.	0	Ō	0	99	
cSH	1700	1700	1700	1700	98	594	
Volume to Capacity	0.31	0.31	0.28	0.28	0.05	0.17	
Queue Length (ft)	0	0	0	0	4	15	TO COMMITTEE AND ADMINISTRATION OF THE PROPERTY OF THE PROPERT
Control Delay (s)	0.0	.00	0.0	0.0	43.9	12.3	
Lane LOS					E	В	
Approach Delay (s)	0.0		0.0		. 13.8		
Approach LOS		*			В		
meregion Summer.		.					
Average Delevi		CONTRACTOR OF	0.7	ALTERNATION OF THE PERSON OF T	CANADA MENDA PA	and the state of t	worder and the second of the second of the second s

Average Delay 0.7
Intersection Capacity Utilization 46.7% ICU Level of Service A

	>	*		-	7		
Movemen	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	ት ት			ተ ተ	ሻ	7	
Sign Control	Free			Free	Stop		
Grade	0%	and the second second	- yarying wileyyyaran mass	0%	0%		and the second of the second control of the
Volume (veh/h) = 0.00	4003	0	0	1302	0	50	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	CTREGOTATION OF STATE ST
Hourly flow rate (veh/h)		. 0	0.	Sand Police in	0	53	
Pedestrians	28	CONTRACTOR		28			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0			4.0			
Rercent Blockage Right turn flare (veh)	ے. ک			6.24			
Median type					None		
Median storage veh)				2300 at 125			
Upstream signal (ff)	392.			140			
pX, platoon unblocked			0.85	200 Carlo 1960 1960	0.85	0.85	
vC. conflicting volume:			4056		1769	556	
vC1, stage 1 conf vol			Maria Maria Commi		INTERNATION CONTRACTORS	Sylvanos/grant.com/Pipers/Sylvan	ment commencement with the property of the pro
vC2, stage 2 conf vol							
vCu, unblocked vol			893		1729	307	
(C single (s)			4.1		6.8	6,9	
tC, 2 stage (s)	OCCUPANTO VIETNOS SA COLO	CHONCENTROUPER		erra antecesa especiales			
tF(s)			2.2		3.5	3.3	
p0 queue free %		ensus energia	100		100	91	
cM capacity (veh/h)			644		66	574	
Direction; Lane # 21.75	SEB/I	EB2	WB1	WB2	NEI	NE2	
Volume Total	.528	528	685	685	0	53	
Volume Left	0	0	0	0	0	0	
Volume Right	0	0	Ç (0)	0	0	53	
cSH	1700	1700	1700	1700	1700	574	
Volume to Capacity	0.31	0,31	0.40	0.40	0:00	0.09	
Queue Length (ft)	0.0	0 0:0	0.0	0.0.3	0.0	8 11.9	
Control Delay (s) Lane LOS	, U.U.	V:0	Ų.Ų.	V.U.	A	в 1.Э В	
Approach Delay (s)	0.0		Ö.0		1119		
Approach LOS					В		DESCRIPTION OF THE STREET OF T
			27410772977722			length sales and	
interscellon Summary			0.0				
Average Delay			0.3	E-07(98:247	54 E F		
Intersection Capacity U	unzauon		54.0%		Leye	al of Servi	ce A

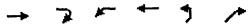
		7	*	—	7	/	
Movemen	NEBITY,	EBR	WBL	WBT.	NEU	NER	
Lane Configurations	ተተ			ተተ	*	7	
Sign Control	Free			Free	Stop		
Grade	0%	THE PARTY NAMED IN		0%	0%	and the second second of the second s	COLUMNIA MANAGEMENT AND MANAGEMENT OF THE STATE OF THE ST
Volume (ven/h)	1086	0	0	965	5	101	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Hourly flow rate (veh/h)		0	0-	985	5.	103	
Pedestrians	20	No. of Control of Control	re recent National Co.	20	ex retolerable	na mayoloo dhagan agalaashad kalab birii gana dagan	######################################
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0	Carrie Sales Colonies Colonies		4.0	entre establishment testioner	entantanistrinistrike faktis	
Percent Blockage	2			2			
Right turn flare (veh)							
Median type					None		
Median storage veh)	i ana						
Upstream signal (ft)	392		0.83	140	0.83	0.83	
pX, platoon unblocked		recessiones	1108		0.83 1621	0.63 574	
vC; conflicting volume : vC1, stage 1 conf vol			JJUO		IDZI	9/4	
vC1, stage 1 cont vol							
vCu, unblocked vol			927		1543	284	
(C, single (s)			41		6.8	6.9	
tC, 2 stage (s)							
tF(s)			2.2		3.5	3.3	
p0 queue free %			100	Vosam	94	82	
cM capacity (veh/h)			609		86	583	
ALLES CHIMALE PRESENTATION OF THE STATE OF T						SECTION AND ADDRESS.	
Direction Laire#	Total Control of the Control of the Control	75.4	WBill	A	NEG		
Volume Total	554	554	#492°	492	5	103	
Volume Left	0	0	0	0	5	0	
Volume Right	0	0	0.	0	0.	103	
cSH	1700	1700	1700	1700	86	583	ing - or the transport of the company of the compan
Volume to Capacity	0.33	0.33	0.29		0.06	0.18	
Queue Length (ft)	0	0	0	0	5	16	
Control Delay (s)	0.0	0.0	0.0	<0.0	49.3	12.5	
Lane LOS					E	В	
Approach Delay (s)	0.0		0.0		14.2		
Approach LOS					В		
nierseelon Summely			10				
			~ ~				

Average Delay 0.7 Intersection Capacity Utilization 48:1% ICU Level of Service A



Movement	neer.	EBR	WEL	WET.	NEU	NER	
Lane Configurations	^			^	K	7	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%	in the second second second second	
Volume (ven/h)	1003	0	0	1306	0	52	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	maatikalkaman milikalkamaasitatta koko oo uu maasitaanta shooraanna mooda maasaan matikalkatibaasikasa.
Hourly flow rate (veh/h)	1056	0	. 0	1375	4 O	55	
Pedestrians	28			28		a Kara Malanananan arawa	
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0		a \$40 hebenbaru bal	4.0	(esecumentous)		
Percent Blockage	2			, , Z			
Right turn flare (veh)							
Median type	era da da				None.		
Median storage veh) Upstream signal (ft)	392		TERRETORISMO	>140×			
pX, platoon unblocked	994	ele solid	0.85	, stan	0.85	0.85	
vC, conflicting volume		Salt P	1056		1771	556	
vC1, stage 1 conf vol						- OOO	
vC2, stage 2 conf vol							
vCu, unblocked vol		Mark Carres	892		1731	306	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)				* 18.70 ***			
tF (s)			2.2		3.5	3.3	
p0 queue free %	350000000000000000000000000000000000000	ORDER STREET	100		100	90	
cM capacity (ven/h)			644		66	575	
And the second s				WB 2	XI-Z	NEZE	
Direction Lane#	528	#≣B 2 528	Strain Strain Court	The second second second	NE1. 0	55	
Volume Total	First Contractor Total Con Tribition	article and the same	687	687	THE RESERVE OF THE PARTY OF THE	0 0	
Volume Left Volume Right	0 0	0	0 0	0 0	0 - 0	55	
cSH	1700	1700	1700	1700	1700	575	
Volume to Capacity	0.31	0.31	0.40	0.40	0.00	0.10	
Queue Length (ft)	0	0	0	00	0	8	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.9	
Lane LOS			No. (SPANISHED)		A	В	是一个人,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的。 第一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们
Approach Delay (s)	0.0		0.0	is a rest to the	11.9		
Approach LOS	newstaken nerd of Friend	and the state of t		AND THE PERSON NAMED AND ADDRESS OF	В	ALTERNATION OF THE PROPERTY OF THE PERSON NAMED IN COLUMN TWO IN COLUMN THE PERSON NAMED IN COLUMN THE	erronnelle de werden der gegelte stelle der der stelle der der der der der der der der der de
Incorsection Summary			0.0	52			
Average Delay			0.3		Sinteriore	TERRES	
Intersection Capacity U	tilization		54.1%	- I(SU Leve	l of Servi	ce A

Average Delay	0.3		
Intersection Canacity I	itilization 54.1% ICU Le	vel of Service	
miteraconomicapacity o	W1241VII		



Mexament	1431	HUR.	W/BIE	WEIS	NE	NER	
Lane Configurations	ተተ			个个	ሻ	7	
Sign Control	Free			Free	Stop		
Grade	0%	No. of the second se	and the second second second	0%	0%	Description of the control of the second state	
Volume (veh/h) 🖀 🖫	=1086 <u>=</u>	0	0	. 968	5	≝ 106 ÷	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	MANAGARIAN AND MANAGARIAN AND MANAGARIAN AND AND AND AND AND AND AND AND AND A
Hourly flow rate (veh/h)	CONDUCTOR BUT PARTY CONTRACTOR	0	Ö	988	5	108	
Pedestrians	20	annum suiteitikko kile koksusuuri	ungersanghilipot senserve	20		Administrative and the state of the section of the	
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	4.0	- Hong to be supposed	erno dell'indres	4.0			
Percent Blockage	. 2			2			
Right turn flare (veh)				unius esterior			
Median type					None:		
Median storage veh)		744 (C. 2018 C. 2018)		ne et et et et et			
Upstream signal (ft)	392			140	0.00	0.00	
pX, platoon unblocked			0.83		0.83	0.83	
vC, conflicting volume			1108		1622	574	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol			926		1545	282	
vCu, unblocked vol tG, single (s)			920 4.1		6.8	6.9	
			4. l		0.0	0.9	
tC, 2 stage (s) tF (s)			2.2	XXXXX	3.5	-3.3	
p0 queue free %		XXIII.	100	Market Street	94	ა.ა 81	
cM capacity (veh/h)			609		86	583	
Characteristic American Security and Control of the Security of Characteristic Control of Characteristic Characteristic Control of Characteristic Characteris			personal desirations	Merani.		Manager Carlotter Committee Committe	
Direction Francis	EB 1	CORP. OF STREET, STREE	WB #	The second of the second	INE 1	TO SHOW THE PARTY OF THE PARTY	
Volume Total	554	554	494	494	5	108	
Volume Left	0	0	0	0	5	0	
Volume Right	0	0	0	0	ir o	108	
cSH	1700	1700	1700	1700	86	583	
Volume to Capacity	0.33	0.33	0.29	-0.29	0.06	0.19	
Queue Length (ft)	0	0	0	0	5	17	- New All Control of the Control of
Control Delay (s)	0.0	0.0	0.0	0.0	49.5	12.6	
Lane LOS	go belobilistrument des sec	arsines (1500anis angur	ne en electricis	with the same of t	E	В	Nagy piết số chiến hợp hiện thời nhữ nhiều cho thiện thân thờ đại. Thiến thược nhữ là chiến thường chiến thiến thi
Approach Delay (s)	- 0.0		0.0		14.2		
Approach LOS					В		
Intersection Summary							
Average Delay			0.7		Control of the last of the las		
Intersection Capacity U	tilization		48.2%	. Section	SU l evi	el of Serv	ice A
		AND PROPERTY.		新型型的基本的	and the same		于全国的政治的政治的政治的政治的主义的政治的政治的政治的政治的政治的政治的政治

	*		*	•	4	*	4	†	7	1	1	4
Movement	EBL	EB I	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT/	SBR
Lane Configurations		4			4			47>			474	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	-1900	1900	1900	1900	1900		¥1900
Total Lost time (s)		4.0	anne de la companya d		4.0	magnitudes, empre, son	regarding commonly at the	4.0		- \ \ \ - \ \ \ \ \ \ \ \ \ \ \ \ \	4.0	namental and the second
Lane Util, Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			0.99	
Fipb. ped/bikes		1.00			1.00			1.00			0.99	
Frt Fit Protected	NOT NOT N	0.98 1.00			0.98 1.00			0.99 0.99			0.99 -1.00	N. P.
Satd. Flow (prot)		1524			1540			3439			3388	N. S.
Fit Permitted		0.98			0.98			0.84			0.88	
Satd. Flow (perm)		1498			1508			2894			2989	SECURE IN
Volume (vph)	8-	89	21.	. 18	169	25	35	271	110	62	542	53
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	96	23	19	182	27	38	291	12	67	583	57
Lane Group Flow (vph)	0	128	0	0	228	0	0	341	0	0	707	0
Confl. Peds. (#/hr)	19		. 22	22		19	44		32	32	<u>_</u>	44
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	0	5	0
Parking (#/hr)		10		2540000	10		New York					
Turn Type	Perm			Perm			Perm			Perm		578W57543
Protected Phases Permitted Phases	4			8	8		2	41		6	6	
Actuated Green, G (s)	4	37.4			37.4		2	42.6			42.6	
Effective Green, g (s)		38.4			38.4			43.6		de la company	43.6	distriction of the
Actuated g/C Ratio		0.43		No. of Constitution	0.43			0.48			0.48	
Clearance Time (s)	CONTRACTOR SERVICE	5.0	and a second	and the second second second	5.0	State Short Cast Cast		5.0	28524275 453402454	CONTRACTOR CONTRACTOR	5.0	esternomentaries
Lane Gro Cap (vph)		639		Deposite N	%643			1402			1448	
v/s Ratio Prot	Same Same Series	erren Anima Carried Services	Charles of Abrillance.	Maria Caracter Control of the Control	A CONTRACT COMMUNICATION	SKERALI AND SHELLEN		CONCESSOR VALUE VALUE	particular, and carbon subject of the color	THE ROOT OF THE PARTY OF	OCCUPANT OF THE PARTY OF THE PA	
vis Ratio Perm		0.09			c0,15			0.12			c0.24	
v/c Ratio	e i Contra Stromano	0.20	entrapaise (element	-APPROXIMATION CONTRACTOR CONTRACTOR	0.35	THE STREET STREET, STR	****	0.24	ementana anatawa	ren (Teneralistano)	0.49	TO SECRETARIA
Uniform Delay, d1		16.2			17.4			13.6			15.7	
Progression Factor		1.00 0.7			1.00 1.5			1.00			0.44	erenciestes
Incremental Delay, d2 Delay (s)		16.9			19.0			14.0			7.9	
Level of Service		10.3 B			10.0 B		Table 1	14.0 B			A	
Approach Delay (s)		16.9			19.0			14.0			7.9	
Approach LOS		В			B			Β			A	
nasedioustinnery						5 15 15						
HCM Average Control	is av		12.0		IGM Lev	ol of S	and the state of t		В			
HCM Volume to Capac	ity ratio		0.43	Yan Maria Land	LUIN LUI							
Cycle Length (s)			90.0		Sum of I	st time	(s)		8.0			
Intersection Capacity U	tilization	ar en al care de la car	60.2%		CU Leve				В			microsie I
c Critical Lane Group												

	۶	-	7	1	4-	*	1	†	1	1	↓	4
Movement	BBE	EBI	EBR	WEL	WBT	WER	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	The same of the sa	4	Sales Johnson and Professional		4			413	(3)0000 00000000000000000000000000000000	Sec. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	413	Secretary Co.
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util: Factor		41.00			1,00			0.95			0.95	
Frpb, ped/bikes	eggete ekkire kegget e	0.99	tere eryste weten van		0.99	aris organization		0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.97	240594010		0.96	CALL SERVICE STATES		1.00	KOSTO AFE		0.99	
Fit Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		1510 0.98			1485 0.98			3185 - 0.91			3362 0.85	
Fit Permitted Satd. Flow (perm)		0.90 1489			1459			2898			2867	
Volume (yph)	12	1403 3162	47	13	135	71	25	405	13	60	2307	39
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96°	0.96	0.96	0.96
Adj. Flow (vph)	12	169	49	3.30 3.14	141	74	26	422	14	62	448	41
Lane Group Flow (vph)	0	230	0	0	229	0	0	462	0	0	551	0
Confl. Peds. (#/br)	19		34	34		19	64		65	65		. 64
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	0	5	0
Parking (#/hr)	eranies en la company	10			10			10				
Turn Type	Perm			Perm			Perm			Perm	<u></u>	<u>:</u>
Protected Phases		4			8			-2			6	
Permitted Phases	4			8			2			6		
Actuated Green; G (s)		40.0			40.0			40.0			40.0	
Effective Green, g (s)	menener eta manistratura	41.0	e reconstructions	ar i Someoninii Leene	41.0	enementaria de la composition de la co	onesiano racción describer de s	41.0	STAPENAMINENS AND THE	RECORD, LANCE OF PROJECT	41.0	Summittee (State Summer
Actuated g/C Ratio		0.46			0.46			0.46			0.46	
Clearance Time (s)	one domination	5.0	NAMES OF TAXABLE	Pilozofia Sassani	5.0	services de ver	Name and Address of	5.0	Politica Arona Salation	completes at the co	5.0	Control Marrie Const.
Lane Gro Cap (vph)		678			665			÷1320			1306	
v/s Ratio Prot						real and the second						\$258251000
v/s Ratio Perm		0.15 0.34			c0.16 0.34			0.16 0.35			c0.19 0.42	
v/c Ratio Uniform Delay, d1		0.34 15.8			0.34 15.8			0.33 15.9			0.42 16.5	
Progression Factor		1.00	ETAL SALES		1.00			1.00			0.48	
Incremental Delay, d2		1.4			1.00			0.7			3.0	
Delay (s)		17.1			17.2	VII NEED VERNE		16.6			8.9	
Level of Service		В			В			В			A	
Approach Delay (s)		17.1	Section 14 and 4 and	and the second second	17.2	Wilder Street 1820	S 25 FF SAMPLES SAMPLES	16.6		tve a maratta da barata da	8.9	STOR COURSE STATE
Approach LOS		B			B			В			A A	
Intereseduent Stimmary												
HCM Average Control E	Sav.		13.9		ICM Lev	el of S			В		OCH CANADA	
HCM Volume to Capaci			0.38		JONE EG		11100		L.			
Cycle Length (s)			90.0	- S. W. F. C	Sum of k	st lime	/S)		8.0			
Intersection Capacity Ut	ilization		55.1%		CU Leve				A		RISK UNI	713447£
c. Critical Lane Group												

	*	-	>	1	← —	•		†	1	-	1	1
Movement	EBL	EBI	EBR	WEL	WBTS	WBRE	NBL	NBT.	NBR	SBL	SBI	SBR
Lane Configurations		44			4			413			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	The second second second	4.0		L (Campiller and White	4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			0.99	750mersioen
Fipb, ped/bikes		1,00			1.00			1.00			1.00	
Frt		0.98 *1.00*	PELENWA ALIFE		0.98 1.00			1.00 0.99		SC-MENTER	0.99 al.00	
Fit Protected Satd. Flow (prot)		1530			1541			0.99 3443			3390	
Fit Permitted		0.98			0.97			0.83			0.87	
Satd. Flow (perm)		1507			1506			2883			2976	MENE CO
Volume (vph)	8	107	22	19	179	26	36	287	844	65	568	55
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	115	24	= √20≱	192	- 28	39	309	12	70	611	59
Lane Group Flow (vph)	0	148	0	0	240	0	0	360	0	0	740	0
Confl. Peds (#/hr)	19		. 22	22		19	44		32	.32		44
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	0	5	0
Parking (#/hr)		10			10						20014	
Turn Type	Perm	ensimment comme	ernantiro-erietario	Perm	TENERAL PERKETAN TENERA		Perm	erionicamount, « · · · · · · · · · · · · · · · · · ·	Contract of the Contract of th	Perm	randiirinaa (Sib	description to the charge
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		37.4			37.4			42.6			42.6	
Effective Green, g (s)		38.4 0.43			38.4 0.43			43.6 0.48			43.6 0.48	
Actuated g/C Ratio Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Gro Cap (vph)		643	244 7 7753.	10284527334	643			1397			1442	0.000 0.00
v/s Ratio Prot		040			040			1001			1996	
v/s Ratio Perm		0.10			c0:16			0.12			c0 25	
v/c Ratio		0.23			0.37		WENTERN STATE	0.26			0.51	Parent Sea
Uniform Delay, d1		16.4			17.6			13.7			15.9	
Progression Factor	edrah meseri Padalana	1.00	to be described to the second	AND THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRE	1.00	and the second second	STREET,	1.00	AND THE PERSON NAMED IN	an regions de la comp	0.44	and the factor of the second s
Incremental Delay, d2		0.8			17			0.4			1.2	
Delay (s)	ezanatur birtika	17.2		P10-10-10-10-10-10-10-10-10-10-10-10-10-1	19.3	CHARLES AND A STREET	nach en the law and the term	14.1	*****	ls fell marris Mer tones es	8.3	ico:hapower, and
Level of Service		В			В			B			A	
Approach Delay (s)		17.2	08-01-52-51-01-01-01		19.3		·	14.1		LATER CONTRACTOR	8.3	
Approach LOS		В			., B.			B			A	
mersealon Summary												
HCM Average Control			12.3	· · · · · · · · · · · · · · · · · · ·	ICM Lev	rel of Se	ervice		B ₀	2.5		
HCM Volume to Capaci	ty ratio		0.45		nagya gap nagigan nadhasan m	and the first of the state of t		California e com ann		SALEMINE	and the state of the same of t	-
Cycle Length (s)			90.0		ium of lo				8.0			
Intersection Capacity U	ilization	entre artes en en	62.6%)(CU Leve	el of Ser	vice	ner a speriment	B		30003301000000000000000000000000000000	energianera
c - Critical Lane Group												

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Movement	WEBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR.	SBL	SBT	SBR
Lane Configurations		4>			4			474			47>	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	THE PROPERTY OF THE	1900	1900	The same of the sa	1900
Total Lost time (s)		4.0	and Andrew Property and the Control		4.0			4.0	eNE consensation a value		4.0	
Lane Util: Factor		1.00			1.00			0.95	I. electric		0.95	
Frpb, ped/bikes	o como la de recono como deservo recono	0.99	eretten operation		0.99		o Marine marine de la company	0.99	thakan wa Taban Mari		0.98	
Flpb: ped/bikes		1.00			1.00			1.00			0.99	
Frt	eren eren eren eren eren eren eren eren	0.97	25.45698278748886-A		0.96	name variable succession	TRIBLE AUSTRALIA	1.00	ATTENDED AND THE PERSON	ar same areas areas	0.99	MANAGER COMM
FIL Protected		1.00			1 00			1.00			0.99	73.5
Satd. Flow (prot)		1512			1491			3186		weed before the	3361	
Fit Permitted		0.98			0.98			0.90			0.84	
Satd. Flow (perm)		1481		200000000000000000000000000000000000000	1463		95007 T.S.	2890	BENEVALE VEN		2845	ORIGINAL POR
Volume (vph)	15,	177	49	14	156	74	26	428	14	62	452	43
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96 446	0.96	0.96	0.96	0.96
Adj. Flow (vph)	16	184 251	51	15	162 254	77	27	488	15	65 0	471 581	45
Lane Group Flow (vph) Confl. Peds. (#/hr)	0 19	20 I	0 34	0 34	204 32.200	0 - 19	0 64	400	0 65%	65	30 I	0
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	00 0	5	64 0
Parking (#/hr)		10			10.8			10				
Turn Type	Perm	的印度是人民		Perm		STATE OF THE STATE	Perm		(198 <u>0)</u> (1990)	Perm	enera sellare	000000000000000000000000000000000000000
Protected Phases		A			8			2	(C. 50) F S		6	
Permitted Phases	4			8			2	nastavite		6		
Actuated Green, G (s)		40.0			40.0			40.0			40.0	
Effective Green, g (s)		41.0			41.0			41.0	and American		41.0	A STATE OF THE PARTY OF THE PAR
Actuated g/C Ratio		0.46			0.46			0.46			0.46	
Clearance Time (s)	ARTHOUGH A SEASTAN	5.0	NO BELLEVINO DE LA PERSONA	Colum es es esterna destra	5.0	Transportation travellers	PALIFICATION AND	5.0	A CONTRACTOR OF THE PARTY OF TH	entrance and statement	5.0	A to a second control of the
Lane Grp Cap (voh)		675			666			1317			1296	
v/s Ratio Prot	and the party of the second	en de la company de la comp	127434FEEEEEEEE	CONTROL CONTRACTOR	togramming and the	THE STREET STREET, STR	CONTRACTOR CONTRACTOR		Mary Carlot Carl	Marie Carlotte Carlotte	entrative sections:	190-1503 3202,03425
v/s Ratio Perm		0:17 %			c0.17			0.17			c0:20	
v/c Ratio		0.37			0.38			0.37			0.45	
Uniform Delay di		16.1			16.1			16.0		100		
Progression Factor		1.00	AUTO-Villa pila pratisate paparisate	SVETEN AND AND AND AND AND AND AND AND AND AN	1.00	adrig to be the company of the state		1.00	THE CASE THE CASE IN THE CASE IN	Prince and a state of the state of the	0.49	Photograph Charles and the same
Incremental Delay, d2		1.6			1.7			0.8			4.1	
Delay (s)	Market Market Street Street Street Street	17.6	(Tellimore tendence)	tertationers demonstrat	17.8	neeromoodska ee	September 18 cons	16.9			9.3	DESCRIPTION SANCES
Level of Service		В			B			В	1.0		ĄĄ	
Approach Delay (s)		17.6			17.8 B			16.9			9.3	en alteria
Approach LOS		В			D.			В	Magazi.		A.	
deserte Summer.												0711
HCM Average Control L			14.3	TAKE F	ICM Lev	el of Se	rvice	T	., В			
HCM Volume to Capaci	ty ratio		0.41			***************************************			The same of the sa		RESIDENCE STEPS TO A STATE OF THE STATE OF T	
Cycle Length (s)			90.0		ium of k				8.0			
Intersection Capacity U	ilization	and the second s	58.5%	Printed the party of the party	CU Leve	of Ser	vice	and the state of t	A	Spart Wildell Language and	SHIP SOMEON	reconstant entre co-
c Critical Lane Group												

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Meyement	EB)	38 7	EEBR	WELF	W/B	WER	NEL	NBT	NER	ESBE	SBT	SER
Lane Configurations	0.000	44			44>			414			414	252003400400
ldeal Flow (vphpl)	1900	1900	1900	1900		1900	1900	1900	1900=	1900	1900	1900
Total Lost time (s)		4.0	wallers was to be sales	nanina wasananan	4.0	Maria and Constant		4.0			4.0	
Lane Util. Factor		1.00			1.00			0,95			0.95	
Frpb, ped/bikes		0.99	en Storage (1)	an established	0.99			0.99			0.99	namentario de la companio de la comp
Flpb. ped/bikes		1.00			1.00			1.00			0.99	
Frt Flt Protected		0.98 _1.00			0.98 _1.00			0.99 - 0.99			0.99 0. 99	
Satd. Flow (prot)		1535			1523			3409			3375	
Fit Permitted		0.98			0.96			0.83			0.81	
Satd. Flow (perm)		1512	A TOOLS OF A PARTY		1474			2840			2743	
Volume (vph)	8	122	22	26	189.	46	- 36	287	26	116	568	55
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	- 9	131	24	28	203	49	39	309	28	125	611	59
Lane Group Flow (vph)	0	164	0	0	280	0	0	376	0	0	795	0
Confl. Peds. (#/hr)	19		22	22		19	44.		32	32		44
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	0	5	0
Parking (#/hr)	514.55	10			10							
Turn Type	Perm	THE STATE OF THE S	LPRANCISCO SOCI	Perm	and the second s	andre and the state of the second	Perm	new - company with the land	and the second s	Perm		or 10. or 10 - 10. or 10.
Protected Phases		4			8			2			- 6	
	anada da	SAME AND SECURE AND SECURITY OF THE PERSON AND S	ALT LEADING AND AND ALTHOUS		表现的证明的证明	Service Control	の場合が出立まれられる	1. Engage 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	steam semmented of the		AND A SHADO CARRONNE	303663660000000000000
Permitted Phases	4			8	ACLAS COLOR CONTRACTOR OF A CONTRACTOR CONTR		2	an and a second second		6		
Actuated Green, G (s)	4	37.4		8	.37:4		2	42.6		6	42.6	
Actuated Green, G (s) Effective Green, g (s)	4	38.4		8	37.4 38.4		2	42.6 43.6		6	43.6	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio	4	38.4 0.43		8	37.4 38.4 0.43		2	42.6 43.6 0.48		6	43.6 0.48	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s)	4	38.4 0.43 5.0		8	37.4 38.4 0.43 5.0		2	42.6 43.6 0.48 5.0		6	43.6 0.48 5.0	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph)	4	38.4 0.43		8	37.4 38.4 0.43		2	42.6 43.6 0.48		6	43.6 0.48	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Prot	4	38.4 0.43 5.0 645		8	37.4 38.4 0.43 5.0 629		2	42.6 43.6 0.48 5.0 1376		6	43.6 0.48 5.0 1329	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph)	4	38.4 0.43 5.0		8	37.4 38.4 0.43 5.0		2	42.6 43.6 0.48 5.0		6	43.6 0.48 5.0	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm	4	38.4 0.43 5.0 645		8	37.4 38.4 0.43 5.0 629		2	42.6 43.6 0.48 5.0 1376		6	43.6 0.48 5.0 1329 60.29	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor	4	38.4 0:43 5.0 645 0:11 0.25 16:6 1.00		8	37.4 38.4 0.43 5.0 629 0.45 18.3 1.00		2	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00		6	43.6 0.48 5.0 1329 0.60 16.8 0.46	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2	4	38.4 0.43 5.0 645 0.11 0.25 16.6 1.00 0.9		8	37.4 38.4 0.43 5.0 629 0.45 18,3 1.00 -2.3		2	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5		6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s)	4	38.4 0.43 5.0 645 0.41 0.25 16.6 1.00 0.9 17.5		8	37.4 38.4 0.43 5.0 629 0.45 18,3 1.00 2.3 20.5		2	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3		6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service	4	38.4 0.43 5.0 645 0.41 0.25 16.6 1.00 0.9 17.5		8	37.4 38.4 0.43 5.0 629 0.45 18.3 1.00 2.3 20.5		2	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3		6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s)	4	38.4 0.43 5.0 645 0.41 0.25 16.6 1.00 0.9 17.5 B 17.5		8	37.4 38.4 0.43 5.0 629 0.45 18,3 1.00 2.3 20.5		2	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3		6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service	4	38.4 0.43 5.0 645 0.41 0.25 16.6 1.00 0.9 17.5		8	37.4 38.4 0.43 5.0 629 0.45 18.3 1.00 2.3 20.5		2	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3		6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s)	4	38.4 0.43 5.0 645 0.41 0.25 16.6 1.00 0.9 17.5 B 17.5		8	37.4 38.4 0.43 5.0 629 0.45 18.3 1.00 2.3 20.5		2	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3		6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Cap (vph) v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary HCM-Average Control (s)	Delay	38.4 0.43 5.0 645 0.41 0.25 16.6 1.00 0.9 17.5 B 17.5	13.4		37.4 38.4 0.43 5.0 629 0.45 18.3 1.00 2.3 20.5 C 20.5	el of Se		42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3	В	6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Gap (vph) v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach LOS Intersection Summary HCM Average Control I HCM Volume to Capaci	Delay	38.4 0.43 5.0 645 0.41 0.25 16.6 1.00 0.9 17.5 B 17.5	0.53	F	37.4 38.4 0.43 5.0 629 0.45 18.3 1.00 2.3 20.5 C 20.5 C	111 of the Carlo Williams	, vice	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3	and the second second second second	6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Gap (vph) v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary HGM Average Control I HCM Volume to Capac Cycle Length (s)	Delay ity ratio	38.4 0.43 5.0 645 0.11 0.25 16.6 1.00 0.9 17.5 B 17.5	0.53 - 90.0	H	37.4 38.4 0.43 5.0 629 0.45 18.3 1.00 2.3 20.5 C 20.5 C	st time	rvice	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3	8.0	6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Lane Grp Gap (vph) v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach LOS Intersection Summary HCM Average Control I HCM Volume to Capaci	Delay ity ratio	38.4 0.43 5.0 645 0.11 0.25 16.6 1.00 0.9 17.5 B 17.5	0.53	H	37.4 38.4 0.43 5.0 629 0.45 18.3 1.00 2.3 20.5 C 20.5 C	111 of the Carlo Williams	rvice	42.6 43.6 0.48 5.0 1376 0.13 0.27 13.8 1.00 0.5 14.3	and the second second second second	6	43.6 0.48 5.0 1329 0.60 16.8 0.46 1.8 9.5	Markill Schools on the

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Movement		검단를	EBR	VVARIE	AWARE IN	WEE	SNBL	14 27	angir -	SEL	SET	SER
Lane Configurations		4			44			474			414	
Ideal Flow (vohpl)	1900	1900	1900	1900		1900	1900		1900	1900	31900	1900
Total Lost time (s)	S SAME AND SERVICE SANSAGE	4.0	vide and milities who it is cause.		4.0	SALASSA PARTIES PARTIES	ALPHANIS SALLISTINGS	4.0	And the second second second	ACCOUNTS AND ACCOUNTS OF THE PARTY.	4.0	ACTION OF THE PARTY.
Lane Util. Factor		1.00 a			1.00			0.95			0.95	
Frpb, ped/bikes	and designment the control of the control of	0.99		than mentions of the	0.98	40.003 440.00300.004403.000	CONTRACTOR AND A PROPERTY OF THE PROPERTY OF T	0.99	r ingeres and a houselfloor receiver	and transfer of supplications	0.99	tressifiers searched
Flpb, ped/bikes		1.00			1.00			1.00			0.99	
Frt		0.97	2. module 6.00 1.00	A CHARLES AND A CHARLES	0.95	a series and a series and a series and a series	A Profes for the state of the state of	0.99	CONTRACTOR OF CONTRACTOR OF CONTRACTOR	and a second	0.99	AND TO-LORD
Fit Protected		1,00			1.00			. 1,00			0.99	
Satd. Flow (prot)		1515		7.1.11.11	1469			3163			3345	
Fit Permitted		0.97			0.95			0.90			0.77	
Satd. Flow (perm)		1477			1407			2864			2612	
Volume (vph)	15	186	49	33	181	124	· 26	428	25	95	452	43
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adi Flow (vph)	- 16	194	51	34	189	129	27	446	26	99	471	45
Lane Group Flow (vph)	0	261	0	0	352	0	0	499	0	0	615	0
Confl. Peds. (#/hr)	19		.%⊱34⊹	34		19	64		65	65		64
Bus Blockages (#/hr)	0	0	0	0	0	0	0	5	0	0	5	0
Parking (#/hr)		10			10			10				
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		- 4			- 8			2			6	
Permitted Phases	4	andaresenin and Sa	Palaceteranian managa ay	8		according to the same of the s	2	Of the season and the		6	an anno an Garantaina	ni skakarousenksi sub
Actuated Green, G (s)		40.0			40.0			40.0			40.0	
Effective Green, g (s)	minimatical and an area of the	41.0	over timinimizate skirovni	estantina in a constantina	41.0	eurannicaea annic	nna i di kali kali kali ka	41.0	and the state of t	เมนสโลงเจองจอมโฮโมเ	41.0	action records on the
Actuated g/C Ratio		0.46			0.46			0,46			0.46	
Clearance Time (s)		5.0		All of the state o	5.0			5.0			5.0	
Lane Grp Cap (vph)		673			641			1305			1190	
v/s Ratio Prot	eroduerado servicios se	ero reson manas com	anni ann ann an an air	n neskant netometrisken	no di visione e e e e e e e e e e e e e e e e e e	edicampas actick to	ed a consequence	name oscos chronia	elises sant del nocesare	zioanew-kananz	ensuserant enables	SCHOOLSCOOLS
v/s Ratio Perm		0,18			c0.25			0.17			c0.24	
v/c Ratio		0.39		ning turkeyan dibining	0.55	inė moternitaria.	ESBOOK DEPORT CONT	0.38	one mainte was	sandalina (Production	0.52	entirentanden
Uniform Delay, d1		16.2			17.8			16.2			17.4	
Progression Factor		1.00	ro Provinciamenta Brochi	a de Francis de Santino	1.00	aliadorea Seri	and the second second	1.00			0.50	Property and the
Incremental Delay, d2		1.7			3.4			0.9			1.5	
Delay (s)		17.9			21.2 C	Swissas	torittenskommi	17.0 B			10.2	
Level of Service		17.0			CATALOG TO BUILDING			AND CONTRACTOR OF STREET			8 B	
Approach Delay (s)		17.9 B	MATERIAL SOCIETA		21.2 C			17.0 B			10.2	
Approach LOS		D						P			В	- X
ntersedien Summery:			and the second									
HCM Average Control D	elay :		15.5	· · ·	ICM Lev	el of Se	rvice		B			
HCM Volume to Capaci		Amusmentet terigas	0.53	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	and the second second second second	- market and the Late of the L	·	- A Markett Secretary Angles	men en en en el el en en el en e	The section of the se	** Andrew SE + LOS-LOSAGE.
Cycle Length (s)			90.0		ium of lo				8.0			
Intersection Capacity Ut	ilization		80.3%	ŀ	CU Leve	of Ser	vice		D			
c Critical Lane Group												

	۶		7	1	4	*	1	†	1	1	1	1
Vevenien	EBIE	EBI	EBR	WBL	WEIG	WER	NBL	NBT	INBR	SBE	SBII	SBR
Lane Configurations		4						朴孙			414	
Sign Control		Stop			Stop			Free			Free	
Grade	S AND RADIO SERVICE STATES OF THE SERVICE SERV	0%	ASIADUSTENISTAS.	TANK AND PARTIES	0%	Wilder J. Torre Children State C	Const. of the section	0%	St 100 (45%), etc. \$150,000,1000.	and the second section of	0%	WATER CATEGORY NT
Volume (veh/h)	12	36	37	0	Ō	0	0	294	P 6 .	6	659	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (veh/h)	12	37	38	Ö	0	0	0	303	6	6	679	0
Pedestrians		237	on a control to constant		90	Through the all through the sale		67			7	foldbler gerstylle
Larie Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)	CEPTORE PROGRAMMENT	4.0	Secretario		4.0	e ensurance esta est		4.0		û enewîrin namen bili	4.0	
Percent Blockage		20			0			6				
Right turn flare (veh)			NACES NO.							elegation (a)		
Median type		None			None							
Median storage veh) Upstream signal (ft)								527			252	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88	- V41			202	
vC, conflicting volume	1087	1328	644	872	1325	252	916			399		3534
vC1, stage 1 conf vol		NATU.		X SA					822476VS		RSTARSON	and a second
VC2, stage 2 cont vol												
vCu, unblocked vol	968	1241	467	725	1237	252	775			399		
(C, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	41			4.1		
tC, 2 stage (s)		er e		A PARTY TO A PROPERTY OF	ALICE LABORER						Marie de Ma	SHANISH TH
IF(s)	3.5	4.0	3.3	3.5	4.0	3.3	-2.2			2.2		
p0 queue free %	90	70	90	100	100	100	100	er anna tradesia de la comitación	KAN TANKS BELLEVING TO SELECT	99	CONTRACTOR OF THE PROPERTY OF	and divine to A
cM capacity (veh/h)	124	123	364	153	123	744	594			1156		
Directions temests	EBA	NBY	NEO	SBA	SB 2				.			
Volume Fotal	88	202	107	233	453	eren er Herrina ere	CONTRACTOR OF THE CONTRACTOR O					
Volume Left	12	204 0	- 101 0	6	0 0							
Volume Right	38	0.	6	0 0		ivo ac						
cSH	173	1700	1700	1156	1700							
Volume to Capacity	0.51		0.06	0.01	0.27							
Queue Length (ft)	62	0	0	0	0							
Control Delay (s)	45.5	0.0	0.0	0.3	0.0				1968			
Lane LOS	E	AMESTER CHARMS	THE STATE OF STATE SAME	Α	THE PERSON STATE AND A	A LOCATION CONTRACTOR	contraction of the contraction o	de emergradistica de	CONTRACTOR NAME AND ADDRESS OF	10.10.10.10.10.10.10.10.10.10.10.10.10.1	SELECTION AND ADDRESS ASSESSED.	TO RECEIVE OF RESIDENCE OF RESI
Approach Delay (s):	45.5	0.0		0.1								
Approach LOS	E											
incissedion Summerv						1000						
Average Delay	WAR THE STREET	382.03839.00	3.7	METS PROPERTY ZA	A SUCCESSION OF THE PARTY OF TH	CONTRACTOR OF STREET	ALL DESCRIPTION OF THE PERSON	CHARLES CHARLES	CONCESSION OF THE SECOND	Katharan Bar	To Charles	Per Reduce
Intersection Capacity U	ilization		39.2%		CU:Leve	il of Ser	Vice 1		Δ			
			a distance in	《四篇》						5.550.00		

	۶		*	1	4	4	4	†	1	>	1	4
Movement	EBL	EBT.	EBR	WBL	WET	Werd	MEL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		43						† }	***************************************		414	
Sign Control		Stop			Stop			Free			Free	
Grade		0%	and the second second second second		0%			0%		mental total barriers.	0%	
Volume (veh/h)	17	80	47	0	0	- 0	. 0	- 446	18	22	477	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (veh/h).	18	85	50	0	0	0	0	474	19	23	507	0
Pedestrians	ene chesantari	476		and the same of	123			66	TPINIO PROPERTIES		36	
Lane Width (ft)		12.0			0.0			/12.0		ue in	12.0	
Walking Speed (ft/s)		4.0 40	A CONTRACTOR		4.0 -0			4.0 6			4.0	ENTRUSTE
Percent Blockage Right turn flare (veh)		ALC: THE RESERVE OF THE PARTY O						2				
Median type		None	arganan saa		None							
Median storage veh)						natural distriction and make	MANUAL MANAGEMENT					
Upstream signal (ft)								527			252	
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93					described and the contract of
vC, conflicting volume	1303	1647	796	1066	1637	406	983			617		
vC1, stage 1 conf vol					CERESUM SE				ncacener			
vC2, stage 2 conf vol > vCu, unblocked vol	1252	1621	706	997	1610	406	908			617	and the same of	
iC, single (s)	125Z 7.5	6.5	6.9	997 7.5	6.5	400 6.9	906 4.1	STRATEGY.		4.1		
tC, 2 stage (s)	//Y		0.5	11.76						4.1		
(F (s)	3.5	4.0	3.3	3.5	4.0	83	2.2			2.2		
p0 queue free %	62	0	75	0	100	100	100			98		
cM capacity (veh/h)	48	56	201	0	57	577	419			959		
Direction Lane#	EB M		STEERS CONTRACTOR	SB/I	TSP7							
Volume Total	153	316	177	193	338						100	
Volume Left	18	0	0	23	0							
Volume Right	50	0	19	0	o O							
cSH	71	1700	1700	959	1700	To the second second	2012122					
Volume to Capacity	2.15	0.19	0.10	0.02	0.20							
Queue Length (ft)	357	0	0	2	0	ALSO SALIGATION OF		Pro resilient of the re				SANTA NEWS PROPERTY AND ADDRESS OF THE PARTY A
Control Delay (s)	655.1	0.0	0.0	1.3	0.0							
Lane LOS	F			Α	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						CALL CAP , PER MANAGEMENT	
Approach Delay (s)	655.1	0.0		0:5								
Approach LOS	F											
hesein simes										Mark y		
Average Delay			85.4			4.						
Intersection Capacity U	ilization		37,3%		CU Leve	of Ser	vice		A			

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Movement 1	EB.	EBT	EBR.	WBE	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			<u> </u>			† }			41	
ideal Flow (vonc)	1900	1900	1900	-1900°	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0			4.0	
Lane Util. Factor		1.00						0.95			0.95	
Frpb, ped/bikes	Carrieran en marca	0.95	4457441254175477575	enskeller Austria	Secular School Asia		ecressia residen	1.00	nancona de cameran	and the second second	1.00	and the same of th
Flob, ped/bikes		1.00						1.00			1.00	
Frt	Territoria	0.94					THE STATE OF THE STATE OF	1.00	eriancement		1.00	uer-ecchiese
FIT Protected		0.99						100			1,00	
Satd. Flow (prot)	425927E745	1396 0.99		regijeeru				3512 1.00			3498	SENSENSE
FIT Permitted		u.99 1396						3512			0.95 3333	
Satd. Flow (perm)	12	37	39	0	- 0s	0	0	311	6	6	690	~~~
Volume (voh) Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0.57	38	40	0.57	0.57	0.97	0.31	321	0.37	6	711	0.97
Lane Group Flow (vph)	0	90	0	Ö	0	0	0	327	0	0	717	0
Confl. Peds. (#/hr)	7		67	67		7	237		90	90		237
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)		10										
Turn Type	Perm							<u> </u>		Perm		
Protected Phases		4						2			6	
Permitted Phases	4	-	ALAN ANTONIO	Mary Colonial Substitution	Manager of the		a agent a series of the series		**************************************	6	Commence (Sept 1977) and	and the second
Actuated Green, G (s)		36.0						44.0			44'0	
Effective Green, g (s)		37.0						45.0		Markey & American	45.0	
Actuated g/G Ratio		0.41						0,50			0.50	
Clearance Time (s)		5.0				hand to see the see to be		5.0			5.0	
Lane Grp Cap (vph)		574						1756			1667	
v/s Ratio Prot	e protonous en en e		maran en ancientario			entotoreninge:	Winds State Control	0.09			en de la company de la comp	energettile of the
VIs Ratio Perm		c0.06									c0.22	
v/c Ratio		0.16				PATERIES (ZA)		0.19			0.43	深沟连项
Uniform Delay df		- 16.7 1.00						12.4 0.52			14.3 1.00	
Progression Factor incremental Delay, d2		0.6						0.32			0.8	
Delay (s)		17.3						6.6			15.1	
Level of Service		В			V STATE			A			В	
Approach Delay (s)	PARTITION OF	17.3			0.0			6.6			15.1	taxing places
Approach LOS		B			A			A			В-	170.54
E							7.16-55-7-03					
ine isesion Summaga		e diament	12.9			vel of Se			В			2500.00
HCM Average Control D			0.31		IOM FA	verura	a vice		D			
HCM Volume to Capacit Cycle Length (s)	y rauo		90.0	THE TEST	Sim of the	ost time	<i>Teles</i>		8.0			
Intersection Capacity Ut	ilization		40.7%			el of Ser			A			
c Critical Lane Group	2011		-V.1 /0									
									arasa A	eteration:	25	THE SECOND

	*		*	1		*	4	†	1	1	ļ	4
Movement	Ø EBL®	JEE II	EBR	WBE	WBT	WBR	MBE	NBT	NBR	SBL	SBT	SER
Lane Configurations		4		A NEW YORK OF THE				^ }			44	
Ideal Flow (vphpl)	/1900	1900	1900	1900	1900	1900	1900	1900	1900	+1900 ₃	Circle No Sternander Catalant	1900
Total Lost time (s)		4.0	TO STATE OF THE STA		nen terresona yratis i	n errizment antenn		4.0	****	ANTE ANT TO PERSONS	4.0	Chilesio o communi
Lane Util, Factor		1.00						0.95			0,95	
Frpb, ped/bikes		0.96 0.99						0.99			1.00	
Flpb, ped/bikes Frt		0.99 0.96						1.00 0.99			0.99 1.00	
FIt Protected		0.90						1.00			1.00	
Satd. Flow (prot)		1434						3471	erasumin		3475	
Elt Permitted		0.99						1.00			0.92	
Satd. Flow (perm)	Part to make the property with	1434	CONTRACTOR	adengenger vertigen:			Printegratically Applied	3471	CHARLES SEARCH	THE PARTY OF THE P	3205	Carlo Attended
Volume (vph)	18	83	49	0	0	0	0	474	19	23	503	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	88	52	0	0	0	0	504	20	24	535	0
Lane Group Flow (vph)	0 36	159	0	0 - 66	0	0 	0 476	524	0 123	0 123°	559	0
Confl. Peds. (#/hr) Bus Blockages (#/hr)	့ ၂၀ 0	0	66 0	00	Û	36 0	#4/D 0	0	⊬ I∠3 0	・1と3 0	5	476 0
Parking (#/hr)		10										
Turn Type	Perm		25 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	44.423.05.05.05.05.0		Real of Security 1	and the second	A STATE OF THE STATE OF	area in the same	Perm	26.0	SCHOOL LINES
Protected Phases		4						2			6	
Permitted Phases	4	Cherter and	things in the top folds	e las especiales de la composition della composi	S THE REST OF THE PARTY OF THE	Sales and Transfer and Transfer			See Control State	6	CONTRACTOR AND	and the second
Actuated Green, G (s)		38.0						``42.0			42.0	
Effective Green, g (s)		39.0	and many constraint	STEVA COMO CONTROLOS	Parameter of the		and the same of th	43.0			43.0	er areasen er
Actuated g/C Ratio		0.43						0.48		11.00	0.48	
Clearance Time (s)	as accessors	5.0		ANGEL CON		349627.0786	5534 8Y4	5.0			5.0	etabliometic X
Lane Grp Cap (vph) v/s Ratio Prot		621						1658 0.15			1531	
V/s Ratio Perm		c0.11						U.13			c0.17	
v/c Ratio		0.26		16 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				0.32			0.37	e alaman
Uniform Delay, d1		16.3						14.5			14.9	
Progression Factor	TO ME AND A MARKS WHILE	1.00		er-		J. 10. 12. 11. 10. 10. 10. 10. 10. 10. 10. 10. 10	M. 11100/2014 0-1017 1	0.53	and the second second		1.00	POISH COLUMB
Incremental Delay, d2		1.0						0.5			0.7	
Delay (s)		17.2		ea-correction	CARRANTEE	STOPPENSO	NET HIS STREET OF STREET	8.2		errana passonerr	15.5	EDOUGH STEWN
Level of Service		8 470			0.0			A			B	
Approach Delay (s) Approach LOS		17.2 B			U.U			8.2			15.5 B	
A TOTAL COLUMN STANDERS OF THE ASSESSMENT WITH THE PROPERTY OF THE PARTY OF THE PAR												
ngselorsummer/												
HCM Average Control D			12.6		ICM Le	reliot Si	ervice		В			
HCM Volume to Capacit	ty ratio		0.31 90.0		ium of I		(a)		8.0			
Cycle Length (s) Intersection Capacity Ut	ilization		38.6%		CU Leve	or unite	rvice	NI CONTES	ο.υ Α			
c Critical Lane Group	20.011											
		transmin's		No. of Part of the	energy to the		oneste de la constante de la c		ar district the	STANCE STANCE		meternatia

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				عاقد معتر ع			. 40 Sec. 40			Charles Co.		and the same	
				13.4		icm rev	elorse	ervice		B			
HCM Volume to Capacity ratio 0.33 Cycle Length (s) 90.0 Sum of lost time (s) 8.0		y rauo	May (ZHGHYAN)					(a)		e o			
Intersection Capacity Utilization 42.1% ICU Level of Service A	Intersection Canacity I It	ilization	INSTALL SE							CANAGE SACRESCON AND CONTRACTOR			
c Critical Lane Group	c Critical Lane Grown				1								

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Voyement & 200	(E)	H		WEL	VET	WER	NBL	SNETS	NBR	SBL	315111	영리로
Lane Configurations		43-						ሳ ኈ			414	
ideal Flow (vphpl)	1900		1900	1900	1900 📑	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	STEEN ST	4.0	es università e se se de la companie	ACTION AND PROPERTY OF THE PARTY AND THE	eficiely graph and appropriate and war	Seattle of this in the seattle of th	Hill despitates parties and despitate	4.0	e and tables of the same of activity	n graft geskringstan safer filede-	4.0	he imperendant trans
Lane Util, Factor		1.00						0,95			0.95	
Frpb, ped/bikes		0.96		arreco (1922) and are are				0.99	The state of the s	and the second second	1.00	Confidence of the Confidence on the
Flpb, ped/bikes		0.99						1.00			0.99	
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FIt Protected		-0.99°						1.00			-1.00	
Satd. Flow (prot)	differential and account	1428	and a restaurant to a state to a state the	LAND ALIENSEN ANTONY AND	n nastrane transfertinis kubulikaniskishi	tauertheine Skallener harderstein Augus	CONTRACTOR AND ADDRESS AND	3477	rinam kau sā rijksbirinas	· estados estados estados estados	3478	manusara a salah s
FIt Permitted		0.99						1.00			0.92	
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Volume (vph)	18	83	53	0	0	0	0	524	19	23	532	. 0
Peak-hour factor, PHF	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	. 88	. 56	0	0	0	0	. 557	20	24	566	0
Lane Group Flow (vph)	0	163	0	0	0	0	0	577	0	0	590	0
Confl. Peds. (#/hr)	36		. 66	66		36	476		123	123		476
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)		: 10		ar a service and		TO MATERIAL PROPERTY.						
Turn Type	Perm			NAMES AND ASSESSED ASSESSED.			are constructive			Perm		Property independent
Protected Phases	4	4					Par design		6.6		= 6	
Permitted Phases	4	38.0					erestanie	42.0		6	42.0	
Actuated Green, G (s) Effective Green, g (s)		39.0						43.0			43.0	
Actuated g/C Ratio		0.43						= 0.48		N. C.	43.0 0,48	
Clearance Time (s)		5.0				NOW?		5.0			5.0	
Lane Grp Cap (vph)		619			AND DESCRIPTION OF THE PERSON			1661	e de la comp		1530	
v/s Ratio Prot								0.17	# 0/45 # 150 X			
v/s Ratio Perm		c0.11									c0.18	
v/c Ratio		0.26					Bear Services	0.35			0.39	
Uniform Delay, d1		16.3						14.7			15.0	
Progression Factor		1.00		A STATE OF THE STA	SAN STANDARD		Se	0.60			1.00	THE CONTRACT OF THE PARTY
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Delay (s)	ON CHARLES AND THE PERSON OF THE PERSON AND THE PER	17.3	general of a later and a long to the state of the state o	CONTRACTOR CONTRACTOR	Marie Andreas Commission	evansee a description of	22-25-01-1-02036/10	9.4	Carrier or New Action		15.8	and the second second
Level of Service		В						A			В	
Approach Delay (s)	A STANCE OF THE	17.3	and a fire of a head of and		0.0			9.4			15.8	
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ក្រខោនមគីវិទាននិយ័កកែខាស់									N. 10 (C)			
HCM Average Control I	halav.		13.2	Цſ	Mlav	el of Ser	vico		В			
HCM Volume to Capaci			0.33						.			
Cycle Length (s)			90.0	Sii	m of lo	st time (s)		8.0			
Intersection Capacity U	tilization		39.8%			of Serv			Α			THE RESIDENCE
c Critical Lane Group												
	CONTRACTOR PROCESS	HANDERS CELLER	and the second second	NEWSTRANSPORTER	CALIFORNIA SERVICIO	BANTAN ASSESSMENT	masuring graph	arangerillini di	SCHOOL STEEL	1910/06/1919	FRANCISCO PARTICIPATO	Company of the Company