

United States Department of the Interior

FISH & WILDLIFE SERVICE

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office 2800 Cottage Way, Room W-2605 Sacramento, California 95825-1846

In Reply Refer To: 81420-2010-CPA-0211

MAY 27 2010

Alicia Kirchner Chief, Planning Division Corps of Engineers, Sacramento District 1325 J Street Sacramento, California 95814-2922

Dear Ms. Kirchner:

The Corps of Engineers has requested coordination under the Fish and Wildlife Coordination Act (FWCA) for the Folsom Dam Safety/Flood Damage Reduction Project (Joint Federal Project). The proposed action is construction of the control structure for the new auxiliary spillway. The proposed project would occur southeast of the main Folsom Dam, Sacramento County, California. This letter constitutes the Fish and Wildlife Service's supplemental FWCA report for the proposed project.

Background

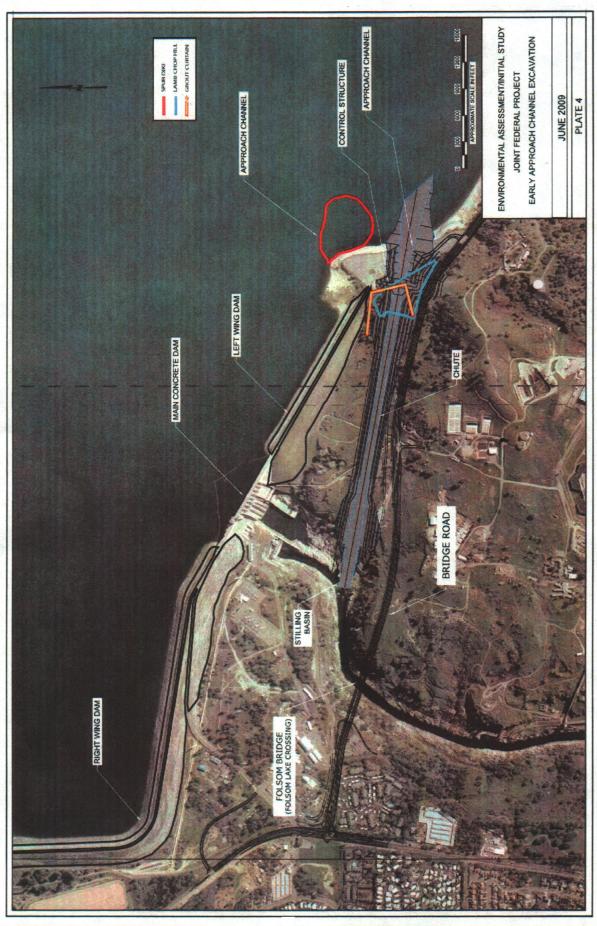
The Final Folsom Dam Safety and Flood Damage Reduction Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) was issued in March 2007. The Joint Federal Project implements dam safety and security features along with flood damage reduction features at Folsom Dam and its associated facilities (Folsom Facility). The Fish and Wildlife Service (Service) provided a FWCA report for this overall action in April 2007.

The flood damage reduction features of the Joint Federal Project include the construction of a gated auxiliary spillway, southeast of the main dam. Initial excavation of the spillway has been initiated by the Bureau of Reclamation and is expected to be completed in the summer of 2010. As part of the 2007 FEIS/EIR, the evaluation of the auxiliary spillway included the control structure, the lining of the spillway chute and stilling basin. These features were generally addressed and the potential effects, based on the level of design at the time, were analyzed. However, the Corps has completed design refinements for the construction of the control structure, installation of the six tainter gates, the lining of the spillway chute and stilling basin, and exploratory geotechnical borings.

Proposed Project

Folsom Dam is a concrete gravity dam. The main section is flanked by two earthfill wing dams. The new auxiliary spillway is located on the left abutment of the main dam, immediately downstream of the existing left wing dam (Figure 1). The "project area" consists of the site of





ONIGNAM, SOURCE FOLSOM DAM MAISE AND AUXILIARY AFTERNATIVE, PROJECT ATTERNATIVE ROLLITONS STUDY II PASS II, FINAL REPORT, 200 Note: Some project features are graphically represented and are not to scale. The image is for the purpose of illustration only

the ongoing spillway construction including all haul routes, staging, and disposal areas. The staging areas, disposal areas, and haul roads that would be used for this project were previously evaluated in the 2007 JFP FEIS/EIR. Therefore, the analysis of potential impacts in this report is limited to the site of the control structure construction, the lining of the chute and stilling basin and the location of exploratory borings for the in-reservoir approach channel.

Principal features of the new auxiliary spillway include an 1,100 foot-long approach channel, which begins in Folsom Reservoir; a concrete control structure that regulates releases through the submerged tainter gates, a 2,782-foot long concrete-lined spillway chute (of which the last 682 feet is a stepped concrete chute), and a concrete-lined stilling basin. Flows will discharge onto a rock exit channel before emptying directly into the American River channel downstream of the main Folsom Dam, converging with releases from the main dam.

This latest stage in the Corps' ongoing effort to complete the Folsom Dam JFP involves three elements: (1) construction of the control structure, (2) concrete lining of the spillway chute and stilling basin, and (3) exploratory borings for the approach channel cofferdam walls. The control structure, spillway chute, and stilling basin are each major, permanent features of the Joint Federal Project; while the borings for the approach channel cofferdam are temporary actions. These borings are to be drilled solely for the purpose of gathering geotechnical information for construction of the cofferdam, which can then be used to hold lake water back during excavation efforts for the approach channel. The impacts of the excavation of the approach channel will be covered under future coordination in 2012.

Since the development of the 2007 Joint Federal Project FEIS/EIR, additional information has become available through the detailed design of the control structure, spillway chute, and stilling basin, including boring locations for the approach channel cofferdam walls. Details on aspects such as the design features, construction methods (batch plant, access, and staging), site preparation, restoration and cleanup, borrow and disposal sites, and construction personnel schedules are now known.

The Service has reviewed this information and concluded the impacts to fish and wildlife species are similar to those already analyzed in our earlier coordination efforts with the Corps on this overall project with the exception of the exploratory borings for the approach channel coffer dam. Therefore, the remainder of this letter will focus on the proposed exploratory borings.

As a part of the approach channel design, cofferdams are being considered to keep part of the site dry during construction. Exploratory borings are needed along the proposed cofferdam alignment to gather information on the location of supportive rods that would keep the cofferdam in place and help it to withstand water pressure from the upstream side of the dam. It is estimated that up to 25 borings would be needed. The borings would be drilled within the 410 to 420 foot elevation contour range of the lakebed. The holes would be spaced about 100 feet apart. The borings would be cylindrical borings that would consist of a 4-inch diameter hole extending a minimum of 25 feet into moderately weathered rock.

The borings are expected to be conducted from November 2010 to January 2011. The estimated water elevation during this time of year is expected to be near 390 feet. Therefore, it is

anticipated that most of the borings would be able to be done in the dry. However, some may have to be done in the wet.

Generally, the procedures for access and staging are the same as for the control structure. Access for the drill rig to the boring locations would be via the Folsom Point boat ramp. When drilling is done in the dry, the drill rig would be located on the lake bottom. If drilling is done in the wet, the drill rig would be mounted to a barge.

Since the equipment needed for the borings needs a relatively level surface, some minor soil reshaping might be needed, if the borings would occur in the dry. If the borings are done from a barge, no site preparation would be needed.

At the completion of the boring effort, the site, including all staging and access areas, would be returned to its pre-project condition. All equipment and excess materials would be transported offsite via the existing haul routes. The work sites and staging areas would be cleaned of all rubbish, and all parts of the work area would be left in a safe and neat condition suitable to the setting of the area.

The drilling associated with the cofferdam borings would take place intermittently, as needed between November 2010 and January 2011. Drilling would occur during the weekdays and during the daytime hours (7:00 a.m. to 5:00 p.m.). The crew would likely consist of four workers. There would be one drill rig and one hole would be drilled at a time.

Discussion

There are two potential effects of the proposed work which were not discussed in previous coordination with the Corps. The first is continued blasting in the vicinity of the spillway as part of the excavation process for the structure. This area has been highly disturbed continually for at least 3 years now with activities associated with construction of Folsom Lake Crossing road and bridge across the American River just downstream of Folsom Dam and excavation, which includes blasting, of the adjacent auxiliary spillway channel. Therefore, any wildlife species, including migratory birds, in the area have likely adjusted to the construction activities and noise levels. Monitoring for nesting migratory birds has been done in the past and should continue if blasting is conducted during the nesting season, generally February through mid-August.

The second effect is the potential to introduce aquatic nuisance species into Folsom Reservoir through use of watercraft (boats and barges) and other equipment which has been in contact with other bodies of water containing these potentially harmful species if the exploratory borings are conducted by barge. On February 3, 1999, President Clinton signed Executive Order 13112, which directs the agencies of the executive branch of the Federal government to work to prevent and control the introduction and spread of invasive species. Species that are likely to harm the environment, human health, or the economy are of particular concern. The executive order builds on the National Environmental Policy Act (NEPA) of 1969, the Federal Noxious Weed Act of 1974, and the Endangered Species Act of 1973 to prevent the introduction of invasive species; provide for their control; and take measures to minimize economic, ecological, and human health effects.

Since it is currently unknown who the contractor may be or where their equipment may come from it should be a condition that the contractor develop a Hazard Analysis and Critical Control Point Plan (HACCP) based on the following seven principles if in-water work is proposed:

- Conduct a hazard analysis. Prepare a list of steps in the process where significant hazards occur and describe preventive measures.
- Identify the critical control points (CCP) in the process.
- Establish controls for each CCP identified.
- Establish CCP monitoring requirements. Establish procedures for using monitoring results to adjust the process and maintain control.
- Establish corrective actions to be taken when monitoring indicates a deviation from an established critical limit.
- Establish procedures to verify that the HACCP system is working correctly.
- Establish effective record-keeping procedures that document the HACCP system.

To prevent the spread of aquatic nuisance species all vessels and vessel accessories should be thoroughly inspected. For watercraft and vessels with jet drives, impeller areas can contain quagga and zebra mussels and aquatic plants. Once upon the trailer, run the engine for 5 to 10 seconds to blow out excess water, mussels and plants. Before leaving water access, inspect and remove any mussels or plants from intake, steering nozzle, hull, and trailer.

- All vessels should be cleaned with a high pressure wash of hot water. This is especially important if the vessel has been moored for more than a day.
- Remove aquatic plants from boat, motor and trailer. Check all underwater fittings and equipment, such as rollers, axle, bilge and trailer, and above water equipment, such as anchors. Place any aquatic plants in trash if possible.
- Drain any lake or river water from equipment including the motor, bilges, heat exchangers and coolers. Ensure all drained areas are dry. Ensure the watercraft's lower outboard unit is drained and dry.
- Be aware that transferring a vessel that has been in infested waters will allow the spread of quagga mussels, or the closely related zebra mussels. Physically inspect all exposed surfaces. The presence of quagga mussels will feel like sandpaper to the touch. Report presence of quagga mussels to California Department of Fish and Game, hotline at (866) 440-9530, open from 8 am to 5 pm PST.
- Any vessel traveling from Lake Mead, Lake Mohave, Lake Havasu, the Colorado River, or lakes that receive water from the Colorado Aqueduct, including: Lake Skinner (Riverside County), Lake Mathews (Riverside County), San Vicente Reservoir (San Diego County), Dixon Lake (San Diego County), Lower Otay Reservoir (San Diego County), and Lake Murray (San Diego County) should remain dry and out of water for a minimum of 5 days.

Recommendations

The Service recommends the Corps implement the following measures for construction of the control structure, spillway lining and exploratory borings.

- 1. Monitor for the presence of nesting migratory birds in the vicinity of the proposed project and any effects blasting has on nesting behavior. Contact the Service and California Department of Fish and Game for guidance if nests are located or nesting behavior alters with blasting.
- 2. Require contractors involved with the boring effort to develop a Hazard Analysis and Critical Control Point Plan if in-water work is planned to minimize the potential for introduction of aquatic nuisance species into Folsom Reservoir. The Service and/or California Department of Fish and Game can be contacted for additional specific information.

If you have any questions regarding this report on the proposed project, please contact Doug Weinrich at (916) 414-6563.

Sincerely,

M. Kathleen Wood

Assistant Field Supervisor

Enclosure

cc:

Jane Rinck, COE, Sacramento, CA NOAA Fisheries, Sacramento, CA Reg. Mgr, CDFG, Region 2, Rancho Cordova, CA

Appendix B. Listed Animal and Plant Species having the Potential to Occur Within the Project Area.

	Specie	s Name	Sta	itus	TT.1.24.4	Post of the Original			
	Common	Scientific	Federal	State	- Habitat	Potential to Occur			
Invertebrates	Conservancy fairy shrimp	Branchinecta conservatio	endangered		Vernal pools and other seasonal wetlands.	No suitable habitat is present within the project area.			
	Vernal pool fairy shrimp	Branchinecta lynchi	threatened		Vernal pools and other seasonal wetlands.	No suitable habitat is present within the project area.			
	Vernal pool tadpole shrimp	Lepidurus packardi	endangered		Vernal pools and swales.	No suitable habitat is present within the project area.			
	Valley elderberry longhorn beetle	Desmocerus californicus dimorphus	threatened		Elderberry shrubs, typically in riparian habitat.	Elderberry shrubs are present within the Folsom Facility but not within the project area.			
Fish	Delta smelt	Hypomesus transpacificus	threatened	threatened	Thought to spawn in shallow marginal areas of upper freshwater reaches of the Delta; or in Suisun Marsh or the Napa River. Typically rear in shallow, open waters of the estuary. They are mostly found in the salinity range of 2-7 parts per thousand.	No suitable habitat is present within the project area. Delta smelt are restricted from western San Pablo Bay and the Napa River, eastward to Suisun Bay and the tidal freshwater reaches of the Sacramento-San Joaquin River Delta.			
	Central Valley steelhead	Oncorhynchus mykiss	threatened		Requires cold, freshwater streams with suitable gravel for spawning; rears in riverine slackwater zones having cover such as floodplain, marginal, backwater, pocketwater, and/or pool habitat.	No suitable habitat is present within the project area. Steehead can access the lower American River downstream of Nimbus Dam (6 miles downstream of Folsom Dam) but cannot ascend the river upstream of Nimbus Dam.			
	Central Valley spring-run Chinook salmon	Oncorhynchus tshawytscha	threatened	threatened	Requires cold, freshwater streams with suitable gravel for spawning; rears in riverine slackwater zones having cover such as floodplain, marginal, backwater, pocketwater, and/or pool habitat.	No suitable habitat is present within the project area. Salmon can access the lower American River downstream of Nimbus Dam (6 miles downstream of Folsom Dam) but cannot ascend the river upstream of Nimbus Dam.			

Appendix B (cont.). Listed Animal and Plant Species having the Potential to Occur Within the Project Area.

	Species	s Name	Sta	itus	Habitat	Potential to Occur			
	Common	Scientific	Federal	State					
Fish (cont.)	Winter-run Chinook salmon, Sacramento River	Oncorhynchus tshawytscha	endangered	endangered	Requires cold, freshwater streams with suitable gravel for spawning; rears in riverine slackwater zones having cover such as floodplain, marginal, backwater, pocketwater, and/or pool habitat.	No suitable habitat is present within the project area. Salmon can access the lower American River downstream of Nimbus Dam (6 miles downstream of Folsom Dam) but cannot ascend the river upstream of Nimbus Dam.			
	Hardhead minnow	Mylopharlodon conocephalus		Species of special concern	Undisturbed, cool, well-oxygeneated low- to mid-elevation streams or riverine reservoirs. Prefer deep, clear pools and runs with rocky substrates and slow velocities. Do not tolerate predatory bass presence.	No suitable habitat is present within the immediate project area. They have only been found far upstream within the tributary arms of Folsom Reservoir.			
Amphibians	California tiger salamander, central population	Ambystoma californiense	threatened	candidate endangered	Vernal pools and seasonal wetlands with burrows & other below-ground refuge.	No suitable habitat is present within the project area.			
	California red- legged frog	Rana aurora draytonii	threatened		Emergent riparian vegetation closely associated with deepwater and the absence of predatory fish and bullfrogs.	No suitable habitat is present within the project area. Current populations are limited to coast and coastal mountain ranges of California and in the Sierra Nevada (above elevation 1,000 feet) from Butte County to Fresno County.			
Reptiles	Giant garter snake	Thamnophis couchi gigas	threatened	threatened	Rice fields, irrigation supply and drainage canals, freshwater marshes, sloughs, ponds, and other aquatic habitats with permanent summer water and vegetative cover.	No suitable habitat is present within the project area. Current populations are limited to rice-producing areas in the Central Valley, portions of the Yolo Bypass, portions of the Sacramento-San Joaquin Delta, and in the San Joaquin Valley.			

Appendix B (cont.). Listed Animal and Plant Species having the Potential to Occur Within the Project Area.

	Specie	s Name	Sta	itus	Habitat	Potential to Occur		
	Common	Scientific	Federal	State				
Birds	Bald Eagle	Haliaeetus leucocephalus		endangered	Nests and roosts in coniferous forests near lakes, reservoirs, or streams. Over-winters at lakes, reservoirs, and along river systems.	An active nest is located approximately six miles away from the project area.		
Plants	Stebbins's morning- glory	Calystegia stebbinsii	endangered	endangered	Openings within chaparral and foothill woodland areas on gabbroic soils. Elevation around 980 feet.	No suitable habitat is present within the project area. Stebbins's morning-glory occur at elevations higher than the project area within localized locations of El Dorado County (Salmon Falls area) and Nevada County.		
	Pine Hill ceanothus Ceanothus roderickii		endangered	rare	Chaparral and cismontane woodland with serpentinite or gabbroic soils at elevations between 260-630 m.	No suitable habitat is present within the project area. Project area is below elevation range.		
	Pine Hill flannel bush	Fremontodendron californicum ssp. decumbens	endangered	rare	Chaparral and cismontane woodland with serpentinite or gabbroic soils and rocky areas. Elevations between 425-760 m.	No suitable habitat is present within the project area. Project area is below elevation range.		
	El Dorado bedstraw	Galium californicum ssp. sierrae	endangered	rare	Chaparral, cismontane woodland, lower montane, and coniferous forest habitats and gabbroic soils within an elevation range from 100-585 m.	No suitable habitat is present within the project area, which is lacking coniferuous forest and gabbroic soils in the immediate area.		
	Sacramento Orcutt	Orcuttia viscida	endangered	endangered	Vernal pools.	No suitable habitat is present within the project area (no vernal pools).		
	Layne's butterweed	Senecio layneae	threatened	rare	Chaparral and cismontane woodland with serpentinite or gabbroic soils and/or rocky areas. Elevations between 200-1,000 m.	No suitable habitat is present within the project area. Specific soil types do not occur within the project area.		



DEPARTMENT OF THE ARMY U.S. ARMY ENGINEER DISTRICT, SACRAMENTO **1325 J STREET SACRAMENTO, CALIFORNA 95814**

Environmental Resources Branch

Mr. Nicolas Fonseca, Chairperson Shingle Springs Band of Miwok Indians P.O. Box 1340 Shingle Springs, California 95682

Dear Mr. Fonseca

The U.S. Army Corps of Engineers (Corps) is writing pursuant to Section 106 of the National Historic Preservation act of 1966 as amended, to inform you of proposed design refinements to the Folsom Dam Safety/Flood Damage Reduction Project, referred to as the Joint Federal Project (JFP) in a letter we sent you dated November 25, 2008. Your Cultural Resources Director, Daniel Fonseca replied to us in a phone call on March 9, 2009 indicating that there were no known sites in the original area of potential effects.

The revised area of potential effects (APE) for the project is located southeast of the existing main Folsom Dam on the Folsom, California (1980) and Clarksville, California (1980) U.S.G.S. 7.5 minute quadrangles (Enclosure 1). Proposed refinements include construction of a control structure, concrete lining of the spillway chute and stilling basin, and exploratory geotechnical borings for the approach channel cofferdam walls. The geotechnical borings are temporary actions; the others are major, permanent features of the JFP.

The records and literature search conducted for the JFP previously in March of 2009 and a pedestrian survey conducted approximately one month later. These efforts indicate that there are two known cultural resources within or directly adjacent to the APE. The first, Folsom Dam, was found eligible for listing in the National Register of Historic Places (NRHP) in 2006. The second cultural resource, PLI-FDEIS-1, is a possible prospecting pit with associated spoil piles and drainage.

The Corps is sensitive to the interests of Native Americas and will make all possible effort to avoid traditional cultural properties and sacred sites. If you know of any such properties or sites or other areas of concern located within or near the proposed APE, please inform us of them so that we may take appropriate actions. Correspondence may be sent to Ms. Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, California 95814-2922. If you have any questions or require further information please contact Ms. Montag at (916) 557-7907 or by email at Melissa.L.Montag@usace.army.mil. We appreciate your ongoing consultation.

Sincerely,

Alcia E. Kirchner

Chief, Planning Division

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Enclosure



DEPARTMENT OF THE ARMY U.S. ARMY ENGINEER DISTRICT, SACRAMENTO 1325 J STREET SACRAMENTO, CALIFORNA 95814

Environmental Resources Branch

Ms. Jessica Tavares, Chairperson United Auburn Indian Community of the Auburn Rancheria 10720 Indian Hill Road Auburn, California 95603

Dear Ms. Tavares

The U.S. Army Corps of Engineers (Corps) is writing pursuant to Section 106 of the National Historic Preservation act of 1966 as amended, to inform you of proposed design refinements to the Folsom Dam Safety/Flood Damage Reduction Project, referred to as the Joint Federal Project (JFP) in a letter we sent you dated November 25, 2008.

The revised area of potential effects (APE) for the project is located southeast of the existing main Folsom Dam on the Folsom, California (1980) and Clarksville, California (1980) U.S.G.S. 7.5 minute quadrangles (Enclosure 1). Proposed refinements include construction of a control structure, concrete lining of the spillway chute and stilling basin, and exploratory geotechnical borings for the approach channel cofferdam walls. The geotechnical borings are temporary actions; the others are major, permanent features of the JFP.

The records and literature search conducted for the JFP previously in March of 2009 and a pedestrian survey conducted approximately one month later. These efforts indicate that there are two known cultural resources within or directly adjacent to the APE. The first, Folsom Dam, was found eligible for listing in the National Register of Historic Places (NRHP) in 2006. The second cultural resource, PLI-FDEIS-1, is a possible prospecting pit with associated spoil piles and drainage.

The Corps is sensitive to the interests of Native Americas and will make all possible effort to avoid traditional cultural properties and sacred sites. If you know of any such properties or sites or other areas of concern located within or near the proposed APE, please inform us of them so that we may take appropriate actions. Correspondence may be sent to Ms. Melissa Montag, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, California 95814-2922. If you have any questions or require further information please contact Ms. Montag at (916) 557-7907 or by email at Melissa.L.Montag@usace.army.mil.

Sincerely,

Alicia E. Kirchner Chief, Planning Division

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Enclosure



DEPARTMENT OF THE ARMY U.S. ARMY ENGINEER DISTRICT, SACRAMENTO CORPS OF ENGINEERS 1325 J STREET

SACRAMENTO, CALIFORNIA 95814-2922

Environmental Resources Branch

Mr. Milford Wayne Donaldson State Historic Preservation Officer Office of Historic Preservation P.O. Box 942896 Sacramento, California 94296-0001

JUL 19 2010

Dear Mr. Donaldson:

The U.S. Army Corps of Engineers (Corps), Sacramento District, is writing in regard to continuing consultation for the Control Structure, Chute, and Stilling Basin Phase II Project (Phase II). Phase II is a component of the Folsom Dam Joint Federal Project (JFP) which includes Flood Damage Reduction (FDR) measures to Folsom Dam, Dikes and associated features. The Bureau of Reclamation (Bureau) is responsible for construction of Dam Safety features for the JFP while the Corps is in the process of constructing the Flood Damage Reduction (FDR) features of the overall JFP. The Corps, in coordination with the California Department of Water Resources, is implementing the JFP FDR features in order to significantly decrease the flood risk to the Sacramento area. Previous consultation with your office occurred under reference number COE081120C for Phase I of the Corps' JFP FDR measures (Enclosure 1).

In a letter dated May 5, 2009 Mr. William Soule of your office concurred with our finding of No Adverse Effect, in accordance with 36 CFR 800.5(b) for the Phase I project. As described in our previous consultation, the overall FDR measures that we will be constructing for the JFP consist of a continuing series of construction projects with separate environmental compliance efforts for each project. Due to the nature of these iterative phases, because descriptive information on what each construction effort will include will not be available until plans are developed in the months leading up to the estimated construction schedule, and in consultation with Mr. Soule, we determined that the Section 106 compliance for each phase would be handled separately and as information becomes available. As a result, and pursuant to 36 CFR 800.5(b), we are providing you with information on the current construction effort for the Corps' JFP FDR measures and are requesting your concurrence with our finding of No Adverse Effect for the Phase II Project.

In accordance with 36 CFR 800.4(a)(1) we are further defining the APE for Phase II. The APE for Phase II is located near and below the Left Wing Dam at the Folsom Overlook and Folsom Dam, and near Dikes 7 and 8 and the Mormon Island Auxiliary Dam (MIAD) in Sacramento County. The project is located on the Folsom, California, 7.5-minute U.S.G.S. topographic map, T10N R7E, in portions of Section 19, 29, and 30 (Enclosure 2). This revised APE is similar to the APE consulted on for Phase I (Enclosure 3), with some additional areas

included around the spillway, Dike 7 and MIAD. The revised APE is within the APE that the Bureau included in their consultation during the 2007 JFP EIS/EIR.

The JFP FDR measures include a gated spillway containing six submerged tainter gates. Principal features of the new auxiliary spillway include an approximately 1,100 foot-long approach channel, which begins in Folsom Reservoir; a concrete control structure that regulates releases through the submerged tainter gates, a 2,782-foot long spillway chute, and a concrete-lined stilling basin. Phase II will include (1) construction of the control structure, (2) concrete lining of the spillway chute and stilling basin, and (3) exploratory borings for the approach channel cofferdam walls (Enclosure 4):

Construction of the control structure. The control structure feature of the auxiliary spillway is the Corps' major construction contract as part of the FDR measures. Construction activities would include the excavation of the remainder of the earth and rock for the foundation of the control structure followed by mass concrete placement in order to build up the structure. The control structure would be a large, vertical, reinforced concrete gravity structure having a top of dam elevation of approximately 483 feet. The control structure would be founded on bedrock and would include two independent flow-through monoliths which would house three submerged tainter gates, totaling six gates in all to control flow releases. After construction, the top of the control structure will have a permanent two-lane roadway, designed to meet all Bureau security, maintenance, and operational needs. The detailed design of the construction of the control structure is included in Enclosure 5.

Concrete lining of the spillway chute and stilling basin. The spillway chute and stilling basin together will comprise a concrete-lined conduit system designed to transmit outflows from the control structure's submerged tainter gates. Water will flow down the spillway chute into a stilling basin before entering the outflow area from Folsom Dam, and finally entering the American River downstream of the dam. The spillway chute work, including the stepped chute portion and the stilling basin, will include the final foundation preparation for the chute slab, installation of the drainage and slab anchorage systems, reinforced concrete placement, and backfill behind the chute walls. Additionally, the stilling basin work will include baffle block anchorage and concrete placement, end sill concrete placement, and any required backfill behind the stilling basin walls. The detailed designs of the concrete lining of the spillway chute and stilling basin are included in Enclosures 6 and 7.

Exploratory borings for the approach channel cofferdam walls. As part of the approach channel design, cofferdams are being considered to keep part of the site dry during construction. The exploratory borings will gather information on the location of supportive rods that will keep the cofferdam in place and help it to withstand water pressure from the upstream side of the dam. An estimated 25 borings would be drilled within the 410 to 420 foot elevation contour range of the Folsom lakebed. The holes would be spaced an average of 100 feet apart and would be cylindrical borings that would consist of a four inch diameter hole extending 25 feet into disturbed rock rubble.

All of the existing access to the site, including on site haul roads and staging for the construction of the control structure chute and still basin work would be as described in the 2007 JFP EIS/EIR completed by the Bureau of Reclamation.

The above three actions constitute the entirety of the proposed actions for completion of the Phase II Project. Our efforts to identify previously completed surveys, sites, and potentially interested Native Americans are described below.

We completed a records and literature search at the North Central Information Center located at California State University, Sacramento on March 13, 2009. The records search indicated that, other than those areas within the Folsom Lake reservoir, the entire Phase II APE has been previously surveyed for cultural resources. For the Phase II Project there are two known cultural resources within or directly adjacent to the APE: Folsom Dam and its associated Left or Right Wing Dams and Dikes (Folsom Dam) and PLI-FDEIS-1, a possible prospecting pit. In consultation with your office in 2009 for the Phase I Project we determined that we would avoid PLI-FDEIS-1 and that there would be no adverse effect to Folsom Dam, a resource eligible for listing in the National Register of Historic Places. The determinations of effect described in our April 29, 2009 letter for the Phase I Project apply to the Phase II Project.

Construction of the control structure and the concrete lining of the spillway chute and stilling basin would be in an area entirely disturbed by the excavation for the auxiliary spillway completed previously by the Bureau and by the Corps' efforts during Phase I construction. The exploratory borings for the approach channel cofferdam walls are in the area we previously consulted on for construction of the spillway approach channel and spur dike by Folsom Overlook. In our consultation in April 2009 we determined there was very low probability of affects to any previously unknown or buried resources within Folsom Overlook and around the reservoir lakebed of this area due to construction of Folsom Dam and the overlook. We have determined that these conclusions for the Phase I Project are applicable to the APE and construction efforts for the Phase II Project.

As part of our identification efforts for the Phase II project we have made attempts to contact potentially interested Native Americans to solicit any information they may have about traditional cultural properties and sacred sites. Letters dated June 3, 2010 were sent to the Shingle Springs Band of Miwok Indians and the United Auburn Indian Community of the Auburn Rancheria. To date we have not received any replies, however, for the Phase I Project Daniel Fonseca of the Shingle Springs Band of Miwok Indians contacted us and asked us to contact them if any previously unidentified resources are discovered during project construction.

In summary, we have further defined the APE for the Phase II Project pursuant to 36 CFR 800.4(a)(1). We have described the proposed project for Phase II, the current year's construction effort. We have described identification efforts, previous surveys, and sites in the APE in accordance with 36 CFR 800.4(b) and determined that the only historic properties within the APE are Folsom Dam and PLI-FDEIS-1. PLI-FDEIS-1 will be avoided during construction.

We have described efforts to identify and contact potentially interested Native Americans pursuant to 36 CFR 800.4(a)(4). In accordance with 36 CFR 800.5(b), we have documented our determination of no adverse effect to Folsom Dam, the only known historic property within the APE for the proposed Phase II Project.

We request your comments on the above determinations, if any. And we request your concurrence with the Corps' determinations made in this letter. Pursuant to 36 CFR 800.3(c)(4), we request that you review the enclosed information and provide us with any comments within 30 days. Comments may be sent to Ms. Melissa Montag (CESPK-PD-R), U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, California 95814-2922. If you have any questions, please contact Ms. Montag, Historian, at (916) 557-7907 or email: melissa.l.montag@usace.army.mil. Please contact Mr. Jason Magness, Project Manager, at (916) 557-7567 with any specific project questions.

Sincerely,

Alicia E. Kirchner

Chief, Planning Division

E. Seatt Clare

Enclosures

Copy furnished (w/enclosures):

Anastasia Leigh, U.S. Department of the Interior, Bureau of Reclamation, 2800 Cottage Way, MP-153, Sacramento, California 95825

OFFICE OF HISTORIC PRESERVATION DEPARTMENT OF PARKS AND RECREATION

1725 23rd Street, Suite 100 SACRAMENTO, CA 95816-7100 (916) 445-7000 Fax: (916) 445-7053 calshpo@parks.ca.gov www.ohp.parks.ca.gov

July 26, 2010

In Reply Refer To: COE081120C

Alicia E. Kirchner
Chief, Planning Division
Department of the Army
U.S. Army Engineer District, Sacramento
1325 J Street
Sacramento, California 95814-2922

Re: Continued Consultation Regarding the Control Structure, Chute, and Stilling Basin for Phase II, Folsom Dam Joint Federal Project, Flood Damage Reduction (JFP-FDR); Sacramento County, California.

Dear Ms. Kirchner:

Thank you for continuing consultation with my office regarding the Folsom Dam Joint Federal Project. The U.S. Army Corps of Engineers (COE), Sacramento District, is seeking my concurrence on the effects that the proposed undertaking will have regarding historic properties pursuant to 36 CFR Part 800 (as amended 8-05-04) regulations implementing Section 106 of the National Historic Preservation Act (NHPA). Previously in this consultation (SHPO letter of December 10, 2008) I concurred that your determination of an Area of Potential Effects (APE) was appropriate pursuant to 36 CFR Part 800.4(a)(1) and in my letter of May 5, 2009, I concurred with your finding of No Adverse Effect for Phase I of this undertaking. At this time, in your letter (and attachments) of July 19, 2010, you are requesting my consultation regarding your finding of effect for Phase II of the Control Structure, Chute, and Stilling Basin component of the Flood Damage Reduction measures for the Folsom Dam Joint Federal Project.

The identification efforts by the COE have determined that two historic properties are located in the project APE. Folsom Dam, which has been determined to be eligible for the National Register of Historic Places (NRHP) under criterion A, has numerous elements located within and adjacent to the APE. The second historic property, PLI-FDEIS-1, is an historic mining feature with an adit, spoils piles and drainage, that is located near the proposed borrow disposal and storage area for the project. The COE has determined that PLI-FDEIS-1 will be avoided by the proposed project. In addition, the COE has determined that the construction of the project will not alter the characteristics of Folsom Dam that qualified it for eligibility for the NRHP, and has concluded that a finding of No Adverse Effect is appropriate pursuant to 36 CFR Part 800.5(b).

After reviewing your letter and supporting documentation, I concur that the Area of Potential Effects determined by the COE is appropriate pursuant to 36 CFR Part



800.4(a)(1), that the efforts by the COE to identify and evaluate historic properties in the APE represent a reasonable and good faith effort pursuant to 36 CFR Part 800.4, and that the finding of effect for Phase II of this undertaking, that of No Adverse Effect, is appropriate pursuant to 36 CFR Part 800.5(b).

Be advised that under certain circumstances, such as unanticipated discovery or a change in project description, the COE may have additional future responsibilities for this undertaking under 36 CFR Part 800. Thank you for seeking my comments and for considering historic properties in planning your project. If you require further information, please contact William Soule, Associate State Archeologist, at phone 916-445-7022 or email wsoule@parks.ca.gov.

Sincerely,

Milford Wayne Donaldson, FAIA

Susan K Stratton for

State Historic Preservation Officer

Appendix A-2 Air Quality Methodology and Assumptions

A-2. Air Quality Methodology and Assumptions

This appendix presents detailed emission calculation results and tables for the construction of the control structure and lining of the spillway chute and stilling basin, including all associated activities. The analysis consists of a quantitative evaluation of construction work that would be performed during the 2010 through 2016 time period. Dispersion modeling was not conducted because the graded area would not exceed 15 acres.

A.1 Methodology and Calculations

The construction emissions were estimated from several emission models and spreadsheet calculations, depending on the source type and data availability. Emission factors from the Folsom Dam Safety and Flood Damage Reduction Final EIS/EIR (Reclamation 2007) or Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009) were used whenever possible. Project emissions were estimated from appropriate emission factors, features being worked, and associated schedules. The following construction sources and activities were analyzed for emissions:

- On-site construction equipment and construction truck engine emissions (all pollutants).
- On-site and off-site haul truck engine emissions (all criteria pollutants and carbon dioxide).
- Off-site worker vehicle trips to and from the site.
- On-site and off-site haul truck fugitive dust emissions for paved and unpaved road travel.
- On-site material storage piles.
- On-site concrete batch plants.
- On-site demolition and grading (cut/fill for control structure) fugitive dust.
- On-site blasting emissions.

Spreadsheets showing each of the calculations are included in this appendix.

A.1.1 EXHAUST EMISSIONS

Diesel- and gasoline-powered vehicles and construction equipment would emit the criteria pollutants carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter (PM) during all construction activities. This section describes the exhaust emission calculations.

A.1.1.1 On-site Construction equipment and truck engine emissions.

This EA used emission factors from The Folsom Dam Safety and Flood Damage Reduction Final EIS/EIR (Reclamation 2007). That study calculated on-site construction equipment and truck engine emissions based on the El Dorado Air Pollution Control District's (APCD) Guide to Air Quality (El Dorado, 2002).

The construction equipment emission rates are shown in Table A2-1. For this analysis, it was assumed that the emission factors for 2011 through 2016 were equal to those in 2010 and that the emission factors were based on an 8-hour work day.

The horsepower (hp) of the drilling rigs for this construction project was assumed to be 140 hp, which was less than the assumed horsepower used for the emission estimations in the Folsom Dam Safety and Flood Damage Reduction Final EIS/EIR. Therefore, emission factors from the Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009) were used for the bore/drill rigs in this EA. To be conservative, the emission factors for a 175 hp drill rig were used for calculations.

Table A2-1 . Construction Equipment Emission Factor (pounds per day) for 2009 - 2016.

	Emission Rate in Pounds Per Day								
Equipment Type	ROG/VOC	CO	NO_x	PM ₁₀					
Bore/Drill Rigs (Reclamation, 2007)									
2009	2.38	20.21	16.41	0.38					
2010-2016	2.26	19.23	15.61	0.36					
Bore/Drill Rigs (Corps, 2009)									
175 hp	0.966	6.033	9.19	0.469					
	(54.76 g/hr)	(342.09 g/hr)	(521.05 g/hr)	26.59 g/hr)					
Paving Equipment									
2009	1.04	8.23	6.78	0.22					
2010-2016	1.04	8.52	6.39	0.19					
Rollers									
2009	0.86	7.34	5.01	0.14					
2010-2016	0.86	7.34	5.01	0.14					
Cranes									
2009	1.44	12.27	8.37	0.23					
2010-2016	1.44	12.27	8.37	0.23					
Crawler Tractors									
2009	1.45	11.55	9.5	0.31					
2010-2016	1.45	11.95	8.96	0.27					
Crushing/Proc Equipment									
2009	2.12	16.86	13.88	0.45					
2010-2016	2.12	17.45	13.09	0.4					
Rough Terrain Forklifts									

	T			:
2009	0.79	6.7	4.57	0.13
2010-2016	0.79	6.7	4.57	0.13
Rubber Tired Dozers				
2009	3.66	29.13	23.97	0.78
2010-2016	3.66	30.14	22.61	0.68
Rubber Tired Loaders				
2009	1.35	11.52	7.86	0.22
2010-2016	1.35	11.52	7.86	0.22
Excavators				
2009	1.84	15.64	10.67	0.29
2010-2016	1.84	15.64	10.67	0.29
Graders				
2009	1.76	14.98	10.22	0.28
2010-2016	1.76	14.98	10.22	0.28
Off-Highway Tractors/Compactors	1.70	11.50	10.22	0.20
2009	1.84	14.65	12.05	0.39
2010-2016	1.84	15.16	11.37	0.34
	1.04	13.10	11.37	0.34
Scrapers 2009	3.64	30.96	21.12	0.58
2010-2016	3.64	30.96	21.12	0.58
Skid Steer Loaders	0.56	4.70	2.26	0.00
2009	0.56	4.78	3.26	0.09
2010-2016	0.56	4.78	3.26	0.09
Off-Highway Trucks/Water Trucks				
2009	3.6	30.62	20.89	0.58
2010-2016	3.6	30.62	20.89	0.58
Other Construction Equipment				
2009	2.08	16.54	13.61	0.44
2010-2016	2.08	17.11	12.84	0.39
Pavers				
2009	1.37	11.62	7.93	0.22
2010-2016	1.37	11.62	7.93	0.22
Surfacing Equipment				
2009	3.77	29.99	24.68	0.8
2010-2016	3.77	31.03	23.28	0.7
Tractors/Loaders/Backhoes				
2009	0.65	5.18	4.26	0.14
2010-2016	0.65	5.36	4.02	0.12
Trenchers				
2009	1.00	8.53	5.82	0.16
2010-2016	1.00	8.53	5.82	0.16
2010-2010	1.00	0.23	3.02	0.10

A.1.1.2On-site and off-site haul truck engine emissions.

This EA used emission factors from The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). That study used data from EMFAC2007 to calculate emission factors in grams per mile for criteria pollutants and for carbon dioxide for 2009 heavy-heavy duty diesel trucks in Sacramento County. The emission factors were based on the EMFAC mode with a speed of 15 mph. Mitigation reductions for NO_x and PM based on the Sacramento Metropolitan Air Quality Management District (SMAQMD) guidance was used for on-site haul trucks.

A.1.1.3 Off-site worker vehicle trips engine emissions.

This EA used emission factors from The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). That study used data from EMFAC2007 to calculate emission factors in pounds per 1000 miles for criteria pollutants and for carbon dioxide for the commutes of workers. The calculations assumed a vehicle fleet mix of fifty percent light duty automobiles and fifty percent light duty trucks. The emission factors are shown in Table A2-2.

Table A2-2. Construction Equipment Emission Factor (pounds per 1000 mile).

	Emission Rate in Pounds Per 1000 Miles											
Vehicle Description	CO	CO_2	NO_x	PM_{10}	PM _{2.5}	SO_x	ROG					
Light Duty Automobile (LDA)	8.87	832	0.756	0.0694	0.0393	0.00786	0.991					
Light Duty Truck (LDT)	10.6	1020	1.22	0.0905	0.0566	0.0131	1.12					
Average based on 50 percent LDA												
and 50 percent LDT	9.75	927	0.99	0.0800	0.0479	0.00959	1.06					

A.1.2 FUGITIVE DUST EMISSIONS

Fugitive dust and PM emissions are produced during vehicle travel on paved and unpaved roads, during handling of stockpile material, cut and fill operations, blasting, and concrete batch plant operation.

A.1.2.1 Off-site haul truck and worker vehicle fugitive dust emissions for paved road travel.

This EA used emission factors calculated in The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). Paved road entrained fugitive dust emissions were estimated using the AP-42 13.2.1 emission factor (pounds per vehicle mile traveled) and the vehicle miles traveled. The emission factor was calculated based on the silt content of the road, the weight of the vehicle, and the number of days where

precipitation was over 0.01 inches. The vehicles were assumed to travel on five different types of paved roads: freeway, arterial (major street/highway), collector road, local road surface and rural road surface. The off-site truck haul trucks were assumed to be heavy-heavy duty diesel trucks with an average weight of 23.5 tons. The worker fleet was assumed to be 50 percent light duty automobiles and 50 percent light duty trucks with an average weight of 1.75 tons.

A.1.2.2On-site haul truck fugitive dust emissions for unpaved road travel.

This EA used emission factors calculated in The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). Unpaved road entrained fugitive dust emissions were estimated using the AP-42 13.2.2 emission factor (pounds per vehicle mile traveled) and the vehicle miles traveled. The emission factor was calculated based on the silt content of the road, the weight of the vehicle, and the number of days where precipitation was over 0.01 inches. Fugitive dust from unpaved roads during hauling of excavated material from the control structure area to the MIAD would be the primary emission source. These emissions would be produced during the nine months of excavation.

A.1.2.3 On-site material storage pile handling.

This EA used assumptions and emission factors that were calculated in The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). Stockpile handling fugitive dust emissions were estimated using the AP-42 13.2.4 emission factor (pounds per ton) and the amount of material handled. The emission factor was based on the mean wind speed and material moisture content. Mitigation reductions from watering controls would contribute to a 90 percent emission control efficiency compared to the unmitigated emissions.

A.1.2.4On-site material storage pile wind erosion.

This EA used assumptions and emission factors that were calculated in The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). Stockpile wind erosion fugitive dust emissions were estimated using the AP-42 13.2.5 emission factor (grams per square meter of exposed area) and the area exposed to wind. The emission factor was based on the fastest mile wind speed and the number of disturbances of the storage pile. It was assumed that material would be added to the pile each day and therefore the number of disturbances to the storage pile would be equal to the number of working days per year. For the storage pile of excavated material, this would be equal to the number of workdays during the nine months of excavation, or 180 working days. For the storage pile of aggregate material (for the concrete batch plants) this would be equal to the number of workdays per year, or 240 working days.

A.1.2.5 On-site concrete batch plants.

This EA used methodology and assumptions from AP-42 11.12. The emission factors for concrete batching calculate pounds of PM_{10} per ton of mixed concrete. The emission factors are shown in Table A2-3.

Table A2-3. Concrete Batching Emission Factor (pounds of PM₁₀ per ton of concrete).

Batch Plant Source Uncontrolled Controlled
--

Aggregate transfer	0.0033	ND
Sand transfer	0.00099	ND
Cement unloading to elevated storage silo (pneumatic)	0.46	0.00034
Cement supplement unloading to elevated storage silo (pneumatic)	1.10	0.0049
Weigh hopper loading	0.0024	ND
Mixer loading (central mix)	0.134	0.0048
Truck loading (truck mix)	0.278	0.016
Total	1.98	0.033

ND = No data

Mitigation reductions from watering controls would contribute to a 90 percent emission control efficiency compared to the unmitigated emissions.

A.1.2.6 On-site demolition and grading (cut and fill).

Similar to calculations in The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009), this EA used the URBEMIS2007 model to calculate cut and fill fugitive dust emissions. The URBEMIS2007 model calculated fugitive dust emission based on the maximum daily volume disturbed. The daily volume disturbed was assumed to be 1,778 cubic yards per day based on the total volume to be excavated and the construction period.

A.1.2.7 On-site blasting emissions.

This EA used assumptions and emission factors that were calculated in The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). Blasting emissions were estimated using the methodology in the 2005 Blue Rock Quarry Draft Environmental Impact Report and were based on a blasting emission factor and the number of blasts per year. The calculation of the blasting emission factor depended on the blast area, blast depth, and moisture content. The mitigation control efficiency for PM₁₀ was assumed to be 36 percent (Corps 2009).

A.1.3 GREEN HOUSE GAS (GHG) EMISSIONS

The principal greenhouse gases are carbon dioxide (CO_2) , methane (CH_4) , nitrous oxide (N_2O) , sulfur hexafluoride (SF_6) , perfluorocarbons (PFC), hydrofluorocarbons (HFC), and water vapor. Carbon dioxide is produced during the burning of fossil fuels and is the predominant greenhouse gas created during this project. Because no major sources exist for the other greenhouse gases during the construction process, they are not considered to be significant and no quantitative emission calculations were made for them.

A.1.3.1 On-site Construction equipment and truck engine emissions.

This EA used CO₂ emission factors (grams per hour) from The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). That study used data from SMAQMD published off-road emission factors for 2009, which defined emission factors for different types and sizes of construction equipment. The Corps calculated CO₂

emissions by multiplying the emission factor by the number of hours each equipment type was estimated to operate.

A.1.3.2 On-site and off-site haul truck engine emissions.

This EA used CO_2 emission factors from The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). That study used data from EMFAC2007 to calculate emission factors for carbon dioxide for 2009 heavy-heavy duty diesel trucks in Sacramento County. The emission factors were based on the EMFAC mode with a speed of 15 mph.

A.1.3.3 Off-site worker vehicle trips engine emissions.

This EA used emission factors from The Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009). That study used data from EMFAC2007 to calculate emission factors for carbon dioxide for the commutes of workers. The calculations assumed a vehicle fleet mix of fifty percent light duty automobiles and fifty percent light duty trucks. The emission factor for CO₂ is shown in Table A2-2 along with the emission factors for criteria pollutants.

A.1.3.4 Concrete batch plants.

The manufacture of concrete requires large amounts of energy to produce and results in substantial GHG emissions. Calculating these emissions would be more indicative of a "lifecycle" emissions analysis and can go beyond a typical EA analysis. However, the Corps estimated CO₂ emissions from the production of concrete during this project based on published emission factors. Studies have shown that CO₂ emissions generated by typical normal strength concrete mixes were found to range between 0.29 and 0.32 metric tons of CO₂ equivalent per cubic meter of concrete (Flowers and Sanjayan, 2007). In order to be conservative, this study assumed 0.32 metric tons (320 kilograms) of CO₂ would be created per cubic meter of concrete produced.

References:

El Dorado County Air Pollution Control District, February 2002. Guide to Air Quality Assessment.

Flowers and Sanjayan, 2007 (Abstract): "Green House Gas Emissions Due to Concrete Manufacture, The International Journal of Life Cycle Assessment. Vol 12, Number 5, July 2007. Landsberg, Germany: Ecomed.

Maximum Annual Cumulative for Control Structure Gate Installation plus Chute and Stilling Basin - Avg. annual tons (During the year 2014: Chute and Stilling Basir annual average + 7 months of Gate Installation

Emissions - Cumulative Summary from all Activities **Exhaust Criteria Pollutants Borings for Approach Channel Cofferdam** (Oct 2010 through Jan 2011) Period of Operation (months) Mitigated **Worker Commute Emissions** (No mitigation Jnmitigat 0.094 8.90 0.010 0.00077 0.00046 0.00009 0.094 8.90 0.010 0.00077 0.00046 Mitigated (Enhanced Control Practices) **Construction Equipment Exhaust** 20% reduction in NO_x ; 45% reduction in PM_{10} Unmitigate NO_x PM_{10} co CO NO_v PM₁₀ PM2.5 SO. co CO₂ PM2.5 SO Total annual average tons **Control Structure** (Jan 2011 through July 2014) Months of operation during Control Structure construction Total Period of Operation (months) 42 Excavation (months) 9 Gate installation (months) Aggregate and concrete 24 Worker Commute Emissions (Excavation, Concrete Placement, Gate Installation) Mitigated Unmitigated (No mitigations) CO NO. PM. PM. SO co CO NO PM. PM₂ ROG 70.41 Total Pounds 1,455.3 1,558.2 14.1 1,362,690.00 Total Ton 0.007 Average annual pound 33.60 20.12 389,340.00 415.8 Average annual ton 0.01 0.010 **Construction Equipment Exhaust** Mitigated (Enhanced Control Practices) 20% reduction in NO_x; 45% reduction in PM₁₀ Unmitigated PM_{10} ROG CO₂ ROG co CO NO_v PM_{10} PM2.5 SO NO. PM_2 CO Excavation - Average annual ton (Jan 2011 - Sept 2011; 9 months Concrete Placement - Average annual tons (Jul-15.16 13.09 0.49 0.49 1.95 15.1 10.47 0.27 0.2 1.9 2011 - July 2013; 24 months] Gate Installation - Average annual tons 5.59 4.20 0.13 0.13 0.69 5.59 3.3 0.072 0.07 0.69 (Dec 2013 - July 2014: 9 months) 1.23 0.84 0.023 0.023 0.14 1.23 0.67 0.013 0.013 0.14 Maximum Annual Cumulative - Avg. annual ton (During the year 2011: Excavation + 6 months concrete On-Site Haul Truck Mitigated (Enhanced Control Practices) Unmitigated CO CO NO. PM PM₁ SO. ROG co CO NO. PM PM_{2.5} SO. ROG Average annual tons (2011) 0.012 0.071 Off-Site Haul Truck Mitigated (No mitigations Jnmitigate co CO2 PM₁₀ PM_{2.5} SO ROG co CO_2 NO PM₁₀ PM_2 SO. ROG Average annual tons 0.088 0.0020 0.18 2.66 0.10 0.088 0.0020 0.18 Maximum Annual Cumulative - Avg. annual ton (During the year 2011) Chute and Stilling Basin (late 2013 through 2016) Period of Operation (months) 36 **Worker Commute Emissions** Unmitigated Mitigated (No mitigations) NOx NO. PM₁₀ Total Pounds 12.285.00 1.168.020.00 ..247.40 100.80 60.35 1.335.60 2.285.00 1.168.020.00 1.247.40 100.80 60.3 Total Ton 6.14 584.0 0.62 0.050 0.0060 6.14 584.01 0.006 0.6 0.030 0.67 0.050 0.030 Average annual pound 4,095.0 389,340 415.8 33.60 20.12 445.2 4,095.00 389,340.0 415.8 445.2 Average annual tons **Construction Equipment Exhaust** Unmitigate Mitigated (Enhanced Control Practices co CO NO_v PM_{10} PM2.5 so ROG co CO₂ NO, PM_{10} PM2.5 ROG Average annual tons Off-Site Haul Truck Unmitigated Mitigated (No mitigations) co CO. NO PM. PM. so ROG CO CO NO PM. PM. so ROG Average annual tons 3.16 0.10 3.16 0.12 0.10 Total Annual Average Emissions

Note: No CO₂ Calculations in this worksheet

<u>Equipment</u>							Unmitigated		itigated			
Ŧ		Days per		Hours per Hours			Emissions		nissions		destruction describes the state	(1)
Type	Number Hours per	day week	Months	week Proj	ect days per l	roject	(pounds) ROG CO NO _x PM ₁₀	ROG (tons) CO NO _x PM ₁₀	ROG	CO NO _x	PM ₁₀
CONTROL STRUCTURE - Concrete P	lacement and Batch Plar	it (24 months)	July 2011	through July 2013			Nee ce Nex 1 min		co no _x im ₁₀	noc	το ποχ	10
Semi-trailer truck	20	4	5 12		9,200	2,400	Off-site Haul Truck calculations				ul Truck calculations	
Belly dump truck	8	4	3 16		5,144	768	Off-site Haul Truck calculations				ul Truck calculations	
Tanker trucks Chiller	1	10	3 16 5 12		1,536 2,400	192 300	Off-site Haul Truck calculations 624 5,133 3,852 117	0.31	2.57 1.93 0.059	0.31	2.57 1.93	0.059
Stationary Cranes - electric	2	8	5 12		3,840	480	0 0 0 0	0	0 0 0	0	0 0	0.03
Forklifts	2	4	5 12	40 1	1,920	240	190 1,608 1,097 31.2	0.095	0.80 0.55 0.016	0.095	0.804 0.548	0.016
Man lift/scissor lift - electric	2	8	5 12		3,840	480	0 0 0 0	0.03	0 0 0	0	0 0	
Water truck Street sweeper	1	8	1 12		960 384	120 48	53 266 324 19 100 821 616 19	0.03	0.13 0.16 0.009 0.41 0.31 0.0094	0.027 0.050	0.133 0.16 0.411 0.31	0.009
Jackhammers	2	8	1 12		768	96	200 1,643 1,233 37	0.10	0.82 0.62 0.019	0.100	0.821 0.62	0.01
Cement mixers (transit)	0	4	5 12	0	0	0	0 0 0 0	0.00	0.00 0.00 0.00	0.000	0.00 0.00	0.0
Front end loaders	2	8	5 8	80 2	2,560	320	208 1,715 1,286 38	0.10	0.86 0.64 0.019	0.104	0.858 0.643	0.019
Flatbed delivery truck	1		5				Off-site Haul Truck calculations			Off-site Hai	JI Truck calculations	
Control Structure Concrete Placeme	ent Annual Average Emiss	sions								0.69	5.59 4.20	0.1
Control Structure Concrete Place										2011 0.34	2.80 2.10	0.0
Control Structure Concrete Place Control Structure Concrete Place										2012 0.69 2013 0.34	5.59 4.20 2.80 2.10	0.13
Control Structure Concrete Place	ment 2013 Annual Emiss	ions (o montns)								2013 0.34	2.00 2.10	0.07
CONTROL STRUCTURE - Excavation	(9 months)	January 20	011 through September									
"Super" dump trucks	5	8	5 6		4,800	600	On-site Haul Truck calculations				ul Truck calculations	
Water trucks	1	4	5 6		480 320	60 40	27 133 162 9 18 89 108 6	0.013 0.009	0.07 0.08 0.005 0.04 0.05 0.0031	0.013 0.009	0.07 0.08 0.04 0.05	0.005
Fuel truck Maintenance truck	4	4	5 8		2,560	320	142 709 863 50	0.009	0.35 0.43 0.025	0.009	0.04 0.05	0.003
Pickup trucks	10	4	5 8		5,400	800	54 509 59 4.3	0.027	0.25 0.029 0.0022	0.027	0.25 0.029	0.0022
Drills for grouting - electric	6	8	5 9		8,640	1,080	0 0 0 0	0.00	0.00 0.00 0.000	0.00	0.00 0.00	0.000
Rock drills for setting charges Front end loaders	NE 2	NE N	NE NE N		7,353 2,560	919 320	888 5,545 8,447 431 208 1,715 1,286 38	0.44 0.10	2.77 4.22 0.216 0.86 0.64 0.019	0.44 0.10	2.77 4.22 0.86 0.64	0.216
Dozers with rippers	2	8	5 8		2,560	320	464 3,824 2,867 86	0.23	1.91 1.43 0.043	0.23	1.91 1.43	0.013
Backhoes	4	8	5 8	160 5	5,120	640	416 3,430 2,573 77	0.21	1.72 1.29 0.038	0.21	1.72 1.29	0.038
Graders	2	8	5 8	80 2	2,560	320	563 4,794 3,270 90	0.28	2.40 1.64 0.045	0.28	2.40 1.64	0.045
Scrapers												
	3	8	5 3		1,440	180	655 5,573 3,802 104 368 3.128 2.134 58	0.33	2.79 1.90 0.052 1.56 1.07 0.039	0.33	2.79 1.90 1.56 1.07	0.052
Excavators	2 2	8 8 8	5 3 5 5 5 3	80 1	1,440 1,600 960	200	655 5,573 3,802 104 368 3,128 2,134 58 103 881 601 17	0.33 0.18 0.052	2.79 1.90 0.052 1.56 1.07 0.029 0.44 0.30 0.0084	0.33 0.18 0.052	2.79 1.90 1.56 1.07 0.44 0.30	0.029
Excavators Compactor sheep foot	3 2 2 NE = Not		5 3 5 5 5 3	80 1	1,600		368 3,128 2,134 58	0.18	1.56 1.07 0.029	0.18 0.052	1.56 1.07 0.44 0.30	0.029 0.0084
Excavators Compactor sheep foot Control Structure Excavation Annua	l Average Emissions (All i	n 2011)	5 3 5 5 5 3	80 1	1,600	200	368 3,128 2,134 58	0.18	1.56 1.07 0.029	0.18 0.052 2011 1.95	1.56 1.07 0.44 0.30 15.16 13.09	0.029 0.0084 0.49
Excavators Compactor sheep foot	l Average Emissions (All i	n 2011)	5 3 5 5 5 3	80 1	1,600	200	368 3,128 2,134 58	0.18	1.56 1.07 0.029	0.18 0.052	1.56 1.07 0.44 0.30	0.029 0.0084 0.49
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal	ll Average Emissions (All i ons (Excavation plus Con	n 2011) crete Placement)	5 3 5 5 5 3 7 2013 through July 2014	80 1	960 960	200 120	368 3,128 2,134 58 103 881 601 17	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084	0.18 0.052 2011 1.95 2011 2.30	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19	0.029 0.0084 0.49 0.55
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes	ll Average Emissions (All i ons (Excavation plus Con	n 2011) crete Placement) December		80 1	1,600	200	368 3,128 2,134 58 103 881 601 17	0.18	1.56 1.07 0.029	0.18 0.052 2011 1.95 2011 2.30 0.144	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837	0.029 0.0084 0.49 0.55
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal	ll Average Emissions (All i ons (Excavation plus Con	n 2011) crete Placement) December	r 2013 through July 2014	80 1	960 960	200 120	368 3,128 2,134 58 103 881 601 17	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084	0.18 0.052 2011 1.95 2011 2.30 0.144	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19	0.029 0.0084 0.49
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes	al Average Emissions (All i ons (Excavation plus Con lation (9 months)	n 2011) crete Placement) December 8	r 2013 through July 201- 5 5	80 1	960 960	200 120	368 3,128 2,134 58 103 881 601 17	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084	0.18 0.052 2011 1.95 2011 2.30 0.144	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837	0.029 0.0084 0.49 0.55
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks	al Average Emissions (All i ons (Excavation plus Con lation (9 months)	n 2011) crete Placement) December 8	r 2013 through July 201- 5 5	80 1	960 960	200 120	368 3,128 2,134 58 103 881 601 17	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hav	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837	0.025 0.0084 0.45 0.55
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks Control Structure Gate Installation	Il Average Emissions (All i ons (Excavation plus Con lation (9 months) 2	n 2011) crete Placement) December 8 s (Assume in 2014	r 2013 through July 201- 5 5 5	80 1	960 960	200 120	368 3,128 2,134 58 103 881 601 17	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hav	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837	0.025 0.0084 0.45 0.55
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks	Il Average Emissions (All i ons (Excavation plus Con lation (9 months) 2	n 2011) crete Placement) December 8 s (Assume in 2014	r 2013 through July 201- 5 5 5	80 1 80 4 80 1 1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	960 960	200 120	368 3,128 2,134 58 103 881 601 17	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hau	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837	0.025 0.0084 0.45 0.55
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate install Track driven cranes Flat bed trucks Control Structure Gate installation. CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) crete Placement) December 8 s (Assume in 2014	r 2013 through July 201- 5 5 5 1) 1) Late 2013 5 36 3	80 1 80 3 4 80 1 8 through 2016 400 57 96 12	1,600 960 1,600 7,600	200 120 200 200 7,200 1,728	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Haa Off-site Haa Off-site Haa	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227 0.837 1.227 0.837 1.7ruck calculations	0.025 0.0084 0.45 0.55 0.023
Excavators Compactor sheep foot Control Structure Excavation Annus Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc Semi-Trailer truck Bally dump truck Tanker trucks	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) rete Placement) December 8 s (Assume in 2014 h Plant (36 month 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	r 2013 through July 201- 5	80 1 80 4 4 80 1 8 through 2016 400 57 96 13 24 3	1,600 960 1,600 7,600 3,824 3,456	200 120 200 200 7,200 1,728 432	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 0.48 0.58 0.0337	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Ha Off-site Ha Off-site Ha Off-site Ha Off-site Ha Off-site Ha	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 Il Truck calculations 0.16 0.19	0.029 0.0084 0.44 0.55 0.023 0.023
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) crete Placement) December 8 s (Assume in 2014	r 2013 through July 201- 5 5 5 5 5 0) 1) 1) 1) 15 36 3 36 3 36 3 36 5 36	80 1 80 4 8 through 2016 400 57 96 11 24 25 50 7	1,600 960 1,600 7,600 3,824 3,824 2,200	200 120 200 200 7,200 1,728 432 900	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Haa Off-site Haa Off-site Haa	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227 0.837 1.227 0.837 1.7ruck calculations	0.025 0.0084 0.445 0.55 0.023 0.023
Excavators Compactor sheep foot Control Structure Excavation Annus Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc Semi-Trailer truck Bally dump truck Tanker trucks	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) rete Placement) December 8 s (Assume in 2014 h Plant (36 month 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	r 2013 through July 201- 5	80 1 80 1 8 through 2016 400 57 96 12 24 3 50 7 80 11	1,600 960 1,600 7,600 3,824 3,456	200 120 200 200 7,200 1,728 432	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67	0.18 0.052	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 0.48 0.58 0.0337	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Ha Off-site Ha Off-site Ha Off-site Ha Off-site Ha Off-site Ha	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 Il Truck calculations 0.16 0.19	0.029 0.0084 0.45 0.55 0.023 0.023
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation / CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Control Structure Gate Installation / CHUTE AND STILLING BASIN - Conc Semi-trailer truck Semi-trailer truck Chiller Stationary Cranes - electric Forklifts Man litt/scisor lift - electric	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) rete Placement) December 8 s (Assume in 2014 h Plant (36 month 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	r 2013 through July 201- 5	80 1 80 1 80 1 8 through 2016 400 57 96 12 24 2 5 50 7 80 11 40 5	7,600 7,600 7,600 7,600 1,824 3,456 7,200 1,520	7,200 1,728 432 900 1,440 720	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0	0.18 0.052 0.144 0.144	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 0.48 0.58 0.0337 7.70 5.78 0.1755 0 0 0 0 2.41 1.65 0.0468 0 0 0	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Has 0.144 Off-site Has 0.03 0.03 0.31 0.005 0.095	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227 1.227 1.227 1.227 1.237 1.22	0.029 0.0084 0.45 0.55 0.023 0.023
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Forklifts Man liffysicssor lift - electric Man liffysicssor lift - electric	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) rete Placement) December 8 s (Assume in 2014 h Plant (36 month 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	r 2013 through July 201- 5	80 1 80 30 4 4 80 5 1 8 through 2016 400 55 50 7 8 8 0 11 40 5 8 8 0 11 20 8	7,600 3,824 3,456 7,200 5,760	7,200 1,728 432 900 1,440 720 1,440 360	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 160 798 971 56	0.18 0.052 0.052 0.144 0.144	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 1.23 0.84 0.0230 0.48 0.58 0.0337 7.70 5.78 0.1755 0 0 0 0 2.41 1.65 0.0468 0 0 0 0	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hau Off-site Hau Off-site Hau 0.03 0.31 0.095 0.005	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 15.19 15.27 0.837 17.00 17.0	0.025 0.0084 0.45 0.55 0.023 0.023
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Man lift fycissor lift - electric Water truck Street sweeper	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) rete Placement) December 8 s (Assume in 2014 h Plant (36 month 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	r 2013 through July 201- 5	80 1 80 1 80 1 8 through 2016 400 57 96 12 24 2 50 7 80 11 40 57 80 11 20 20 2	7,600 1,600 1,600 1,600 1,600 1,600 1,520 1,520 1,520 1,520 2,880 1,152	7,200 1,728 1,728 1,440 360 1,440	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 300 2,464 1,849 56	0.18 0.052 0.052 0.144 0.144 0.096 0.936 0.080 0.080 0.150	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 1.23 0.84 0.0230 0.48 0.58 0.0337 7.70 5.78 0.1755 0 0 0 0 0.40 0.49 0.0281 1.23 0.92 0.0281	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hat Off-site Hat Off-site Hat 0.03 0.031 0.095 0.095 0.003	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 Il Truck calculations 1.227 0.837 Il Truck calculations 0.16 0.19 2.57 1.93 0 0 0 0 0.804 0.548 0 0 0 0 0.13 0.16 0.411 0.31	0.029 0.0084 0.445 0.55 0.023 0.023 0.011 0.011 0.011 0.011 0.011
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Forklifts Man lift/skissor lift - electric Man lift/skissor lift - electric	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) rete Placement) December 8 s (Assume in 2014 h Plant (36 month 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	r 2013 through July 201- 5	80 1 80 1 80 1 8 through 2016 400 57 96 12 24 2 50 7 80 11 40 57 80 11 20 20 2	7,600 3,824 3,456 7,200 5,760	7,200 1,728 1,728 432 900 1,440 720 1,440 288 0	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 160 798 971 56	0.18 0.052 0.052 0.144 0.144	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 1.23 0.84 0.0230 0.48 0.58 0.0337 7.70 5.78 0.1755 0 0 0 0 2.41 1.65 0.0468 0 0 0 0	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hau Off-site Hau Off-site Hau 0.03 0.31 0.095 0.005	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 15.19 15.27 0.837 17.00 15.0	0.025 0.008 0.44 0.55 0.023 0.023 0.023 0.010 0.010 0.009 0.009
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation / CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Man lift/scissor lift - electric Water twick Water twick Control Structure Gate Installation / Stationary Cranes - electric Forklifts Cate Trucks Control Structure Gate Installation / Stationary Cranes - electric Control Stationary Cranes - electric Control Stationary Cranes - electric Control Trucks Control Tru	Annual Average Emissions (All i ons (Excavation plus Con lation (9 months) 2 Annual Average Emission rete Placement and Batc 20 88 22 11 22 21 11 21 21 21 21 21 21 21 21	n 2011) rete Placement) December 8 s (Assume in 2014 th Plant (36 month 4 4 4 10 8 4 8 4 8 8 4 8 8	r 2013 through July 201- 5	80 1 80 1 80 1 8 through 2016 400 55 96 13 24 25 50 76 80 11 40 5 80 11 20 20 20 8 11 16 2	7,600 1,600 1,600 1,600 1,600 1,600 1,520 1,520 1,520 1,520 2,880 1,152	7,200 1,728 1,728 1,440 360 1,440	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 300 2,464 1,849 56 599 4,928 3,698 112 0 0 0 0 0 0 936 7,718 5,789 173	0.18 0.052 0.052 0.144 0.144 0.284 0.080 0.080 0.150 0.300	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 1.23 0.84 0.0230 0.48 0.58 0.0337 7.70 5.78 0.1755 0 0 0 0 2.41 1.65 0.0468 0 0 0 0 0.40 0.49 0.0281 1.23 0.92 0.0281 1.23 0.92 0.0281 1.24 0.0562	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Has 0.144 Off-site Has 0.03 0.03 0.01 0.005 0.005 0.000	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.804 0.548 0.0 0.0 0.00 0.00 0.00 0.00 0.00 0.00	0.029 0.0084 0.45 0.55 0.023 0.023 0.023 0.023 0.010 0.010 0.000 0.0009 0.0009 0.000
Excavators Compactor sheep foot Control Structure Excavation Annus Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation. CHUTE AND STILLING BASIN - Conc Semit-Trailer truck Bally dump truck Tailer trucks Chiller Stationary Cranes - electric Forklifts Man itl Tycksor lift - electric Warner Structure Jackhammers Lackhammers Lackhammers Lement mikers (transit)	Il Average Emissions (All i ons (Excavation plus Consideration (9 months) 2 Annual Average Emission rete Placement and Batc	n 2011) rete Placement) December 8 s (Assume in 2014 th Plant (36 month 4 4 4 10 8 4 8 4 8 8 4 8 8	r 2013 through July 201- 5	80 1 80 1 80 1 8 through 2016 400 55 96 13 24 25 50 76 80 11 40 5 80 11 20 20 20 8 11 16 2	7,600 3,824 3,456 7,200 1,520 5,760 1,520 1,520 1,520 1,520 1,520 1,520 1,520 1,520	7,200 1,728 1,728 432 900 1,440 720 1,440 288 0	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 300 2,464 1,849 56 599 4,928 3,698 112 0 0 0 0 0	0.18 0.052 0.052 0.144 0.144 0.096 0.936 0.936 0.008 0.150 0.000	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 1.23 0.84 0.0230 1.23 0.84 0.0230 0.48 0.58 0.0337 7.70 5.78 0.1755 0 0 0 0 2.41 1.65 0.0468 0 0 0 0 0 0 0 1.23 0.92 0.0281 1.23 0.92 0.0281 1.24 0.85 0.0562 0.00 0.000 0.0000	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Has 0.144 Off-site Has 0.03 0.03 0.01 0.005 0.005 0.000	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 Il Truck calculations 1.227 0.837 Il Truck calculations 1.227 0.837 0.15 0.19 0.257 1.93 0 0 0 0.804 0.548 0 0 0 0.13 0.16 0.411 0.31 0.82 0.62 0.00 0.00	0.029 0.0084 0.45 0.55 0.023 0.023 0.023 0.023 0.010 0.010 0.000 0.0009 0.0009 0.000
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation. CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Maiter fruck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck	Average Emissions (All i ons (Excavation plus Con lation (9 months) 2 Annual Average Emission rete Placement and Batc 20 8 2 1 1 2 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1	December 8 S (Assume in 2014) h Plant (36 month 4 4 4 4 10 8 8 4 8 8 8 8 8 8 8	r 2013 through July 201- 5	80 1 80 1 80 1 80 1 8 through 2016 400 57 96 13 24 3 50 7 80 11 40 5 80 11 16 2 0	7,600 3,824 3,456 7,200 1,520 5,760 1,520 1,520 1,520 1,520 1,520 1,520 1,520 1,520	7,200 1,728 1,728 432 900 1,440 720 1,440 288 0	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 300 2,464 1,849 56 599 4,928 3,698 112 0 0 0 0 0 0 936 7,718 5,789 173	0.18 0.052 0.052 0.144 0.144 0.096 0.936 0.936 0.008 0.150 0.000	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 1.23 0.84 0.0230 1.23 0.84 0.0230 0.48 0.58 0.0337 7.70 5.78 0.1755 0 0 0 0 2.41 1.65 0.0468 0 0 0 0 0 0 0 1.23 0.92 0.0281 1.23 0.92 0.0281 1.24 0.85 0.0562 0.00 0.000 0.0000	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Has 0.144 Off-site Has 0.03 0.03 0.01 0.005 0.005 0.000	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.804 0.548 0.0 0.0 0.00 0.00 0.00 0.00 0.00 0.00	0.029 0.0084 0.45 0.55 0.023 0.023 0.023 0.023 0.010 0.010 0.000 0.0009 0.0009 0.000
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation / CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Control Structure Gate Installation / Man lift/Scissor lift - electric Water trucks Water trucks Care trucks Ca	Average Emissions (All i ons (Excavation plus Con lation (9 months) 2 Annual Average Emission rete Placement and Batc 20 8 2 1 1 2 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1	December 8 S (Assume in 2014) h Plant (36 month 4 4 4 4 10 8 8 4 8 8 8 8 8 8 8	r 2013 through July 201- 5	8 through 2016 8 through 2016 4	1,600 960 1,600 1,600 1,600 1,600 1,600 1,600 1,520 1,520 1,520 1,520 1,520 1,520	7,200 1,728 432 900 1,440 720 1,440 144 288 0 0 1,440	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 300 2,464 1,849 56 599 4,928 3,698 112 0 0 0 0 0 0 936 7,718 5,789 173	0.18 0.052 0.052 0.144 0.144 0.096 0.936 0.936 0.008 0.150 0.000	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 1.23 0.84 0.0230 1.23 0.84 0.0230 0.48 0.58 0.0337 7.70 5.78 0.1755 0 0 0 0 2.41 1.65 0.0468 0 0 0 0 0 0 0 1.23 0.92 0.0281 1.23 0.92 0.0281 1.24 0.85 0.0562 0.00 0.000 0.0000	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Has 0.144 Off-site Has 0.03 0.03 0.01 0.005 0.005 0.000	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.837 1.227 0.804 0.548 0.0 0.0 0.00 0.00 0.00 0.00 0.00 0.00	0.025 0.008 0.44 0.55 0.025 0.025 0.025 0.016 0.016 0.000 0.000 0.000 0.000 0.000
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation / CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Control Structure Gate Installation / Stationary Cranes - electric Forklifts Man lift/scissor lift - electric Water truck Water truck Cement mixers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Foun Fuel truck CHUTE AND STILLING BASIN - Foun Fuel truck Water truck	Average Emissions (All i ons (Excavation plus Con lation (9 months) 2 Annual Average Emission rete Placement and Batc 20 8 2 1 1 2 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1	December 8 S (Assume in 2014) h Plant (36 month 4 4 4 4 10 8 8 4 8 8 8 8 8 8 8	r 2013 through July 201- 5	8 through 2016 80 11 80 13 8 through 2016 400 57 80 11 400 57 80 11 40 50 80 50 80	7,600 3,824 3,456 1,520 1,520 0 0 1,440 1,440	7,200 1,728 432 432 920 1,440 360 1,440 360 1,440	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 300 2,464 1,849 56 599 4,928 3,698 112 0 0 0 0 0 0 936 7,718 5,789 173 Off-site Haul Truck calculations	0.18 0.052 0.144 0.144 0.144 0.936 0.936 0.080 0.080 0.080 0.468	1.56	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hax 0.144 Off-site Hax 0.03 0.31 0.095 0.095 0.005 0.166 Off-site Hax	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 17.02 17.0	0.022 0.008 0.44 0.55 0.022 0.022 0.022 0.021 0.031 0.001 0.000 0.009 0.002 0.002
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation. CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Standary Cranes - electric Forklifts Man lift/Scisor lift - electric Water truck Street sweeper Jackhammers Cement mikers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Foun Fuel truck Water truck CHUTE AND STILLING BASIN - Foun Fuel truck Water truck Front end loaders Flatbed delivery truck	Average Emissions (All i ons (Excavation plus Con lation (9 months) 2 Annual Average Emission rete Placement and Batc 20 8 2 1 1 2 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1	December 8 S (Assume in 2014) h Plant (36 month 4 4 4 4 10 8 8 4 8 8 8 8 8 8 8	r 2013 through July 201- 5	8 through 2016 8 through 2016 4 400 57 96 12 24 2 50 0 80 11 40 5 80 11 40 5 80 11 16 2 10 1 8 through 2016	1,600 960 1,600 1,600 1,600 1,600 1,600 1,824 1,824 1,820 1,520 1,520 2,880 0 1,520 1,520 1,520	7,200 1,728 432 900 1,440 720 1,440 144 148 0 1,440	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 300 2,464 1,849 56 599 4,928 3,698 112 0 0 0 0 0 0 936 7,718 5,789 173 Off-site Haul Truck calculations	0.18 0.052 0.052 0.052 0.052 0.044 0.096 0.936 0.090 0.284 0.080 0.150 0.300 0.000 0.468	1.56	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Han Off-site Han Off-site Han Off-site Han 0.03 0.03 0.01 0.00 0.050 0.10 0.00 0.056 Off-site Han Off-site Han 0.013 0.027 0.032	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227	0.022 0.008 0.44 0.55 0.022 0.022 0.023 0.010 0.009 0.009 0.009 0.009 0.009 0.009
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation / CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Control Structure Gate Installation / Stationary Cranes - electric Forklifts Man lift/scissor lift - electric Water truck Water truck Cement mixers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Foun Fuel truck CHUTE AND STILLING BASIN - Foun Fuel truck Water truck	Average Emissions (All i ons (Excavation plus Con lation (9 months) 2 Annual Average Emission rete Placement and Batc 20 8 2 1 1 2 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1	December 8 S (Assume in 2014) h Plant (36 month 4 4 4 4 10 8 8 4 8 8 8 8 8 8 8	r 2013 through July 201- 5	8 through 2016 8 through 2016 4 400 55 9 6 13 2 4 80 11 4 0 5 8 0 11 4 16 2 0 8 11 16 2 0 13 8 through 2016	7,600 3,824 3,456 7,200 1,520 5,760 1,520 1,520 1,520 1,520 1,520 1,520	7,200 1,728 432 432 920 1,440 360 1,440 360 1,440	368 3,128 2,134 58 103 881 601 17 17	0.18 0.052 0.144 0.144 0.144 0.936 0.936 0.080 0.080 0.080 0.468	1.56 1.07 0.029 0.44 0.30 0.0084 1.23 0.84 0.0230 1.23 0.84 0.0230 1.23 0.84 0.0230 1.23 0.84 0.0230 0.40 0.58 0.1755 0 0 0 0 2.41 1.65 0.0468 0 0 0 0 2.41 1.65 0.0468 0 0 0 0 2.41 1.65 0.0562 0.00 0.00000 3.86 2.89 0.0864	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hau Off-site Hau Off-site Hau 0.030 0.030 0.050 0.100 0.000 0.16 Off-site Hau	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 I Truck calculations 1.227 0.837 I Truck calculations 0.16 0.19 2.57 1.93 0 0 0 0.804 0.548 0 0 0 0.13 0.16 0.411 0.31 0.82 0.62 0.00 0.00 1.29 0.96 I Truck calculations	0.025 0.003 0.011 0.012 0.003 0.012 0.023 0.023 0.023 0.023 0.023
Excavators Compactor sheep foot Control Structure Excavation Annus Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Install Track driven cranes Flat bed trucks Control Structure Gate Installation. CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Man liftyScissor lift - electric Water Stationary Cranes - electric Forklifts Man liftyScissor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck Water truck Front end loader Pickup trucks	Average Emissions (All i ons (Excavation plus Con lation (9 months) 2 Annual Average Emission rete Placement and Batc 20 8 2 1 1 2 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1	December 8 S (Assume in 2014) h Plant (36 month 4 4 4 4 10 8 8 4 8 8 8 8 8 8 8	r 2013 through July 201- 5	8 through 2016 4 4 80 1 8 through 2016 4 400 57 9 6 12 2 4 5 8 0 11 4 0 5 8 0 11 2 0 2 8 0 11 2 0 2 2 0 2 2 0 2 2 0 2 1 10 12 4 0 12	1,600 960 1,600 1,600 1,600 1,600 1,600 1,824 1,824 1,820 1,520 1,520 2,880 0 1,520 1,520 1,520	7,200 1,728 432 900 1,440 720 1,440 144 148 0 1,440	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 599 4,928 3,698 112 0 0 0 0 0 936 7,718 5,789 173 Off-site Haul Truck calculations	0.18 0.052 0.052 0.052 0.052 0.044 0.096 0.936 0.936 0.0284 0.080 0.000 0.080 0.000 0.468	1.56	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Han Off-site Han Off-site Han Off-site Han 0.03 0.03 0.01 0.005 0.10 0.000 0.16 Off-site Han 0.013 0.027 0.032	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227 0.837 Il Truck calculations 1.227 0.837 Il Truck calculations 0.16 0.19 2.57 1.93 0 0 0 0.804 0.548 0 0.13 0.16 0.411 0.31 0.82 0.62 0.00 0.00 1.79 0.96 Il Truck calculations	0.029 0.003 0.023 0.023 0.023 0.023 0.023 0.023 0.023 0.023 0.025 0.055 0.055 0.055 0.055 0.005
Excavators Compactor sheep foot Control Structure Excavation Annu Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate install Track driven cranes Flat bed trucks Control Structure Gate installation. CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Man lift/scisos lift - electric Water truck Chute AND STILLING BASIN - Foun Ford truck Water truck Cement mixers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Foun Fuel truck Water truck CHUTE AND STILLING BASIN - Foun Fuel truck Water truck Front end loader Flickup trucks Front end loader Flickup trucks Front end loader Flickup trucks Front end loader	Average Emissions (All i ons (Excavation plus Con lation (9 months) 2 Annual Average Emission rete Placement and Batc 20 8 2 1 1 2 2 1 1 1 2 1 1 1 2 1 1 1 1 1 1	December 8 S (Assume in 2014) h Plant (36 month 4 4 4 4 10 8 8 4 8 8 8 8 8 8 8	r 2013 through July 201- 5	8 through 2016 8 through 2016 4 4 8 0 1 8 through 2016 4 90 5 90 11 24 3 50 7 80 11 40 5 80 11 20 2 20 2 100 14 40 3	7,600 1,600 1,600 1,600 1,600 1,600 1,600 1,824 1,3456 1,520 1,520 1,520 0 0 1,520 0 1,520 0 1,520 0 1,520 0 1,520 0 1,520 1,520 1,520 0 1,520	7,200 1,728 432 900 1,440 720 1,440 360 1,440 144 144 144 144 144 158 0 1,440	368 3,128 2,134 58 103 881 601 17 17	0.18 0.052 0.052 0.052 0.052 0.052 0.096 0.936 0.090 0.284 0.080 0.150 0.300 0.000 0.468	1.56	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Has 0.144 Off-site Has 0.03 0.030 0.050 0.10 0.000 0.166 Off-site Has 0.030 0.050 0.000 0.016 0.016 0.016 0.010 0.000 0.016 0.010 0.000 0.016 0.010 0.000 0.016 0.010 0.000 0.016 0.010 0.000 0.016 0.010 0.000 0.016 0.010 0.000 0.010 0.000 0.000 0.000 0.000 0.000 0.000	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227	0.029 0.003 0.023 0.023 0.023 0.023 0.023 0.023 0.011 0.059 0.006 0.009 0.0020 0.0020 0.0020 0.0020 0.0020 0.0020 0.0020 0.0020
Excavators Compactor sheep foot Control Structure Excavation Annua Total Control Structure 2011 Emissi CONTROL STRUCTURE - Gate Instal Track driven cranes Flat bed trucks Control Structure Gate Installation . CHUTE AND STILLING BASIN - Conc Semi-trailer truck Beelly damp truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Manter trucks Manter truck Manter truck Gement mixers (transit) Front end loaders Front end loaders Flethed Gelivery truck CHUTE AND STILLING BASIN - Foun Fuel truck Water truck Fuel truck	Annual Average Emissions (All ions (Excavation plus Consideration (9 months) 2	n 2011) rete Placement) December 8 s (Assume in 2014) h Plant (36 month) 4 4 4 4 8 8 8 8 8 4 8 8 1 8 1 8 8 4 8 8 8 8	r 2013 through July 201: S	8 through 2016 8 through 2016 4 4 8 0 1 8 through 2016 4 90 5 90 11 24 3 50 7 80 11 40 5 80 11 20 2 20 2 100 14 40 3	1,600 960 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,600 1,520	7,200 1,728 432 900 1,440 720 1,440 144 148 0 1,440	368 3,128 2,134 58 103 881 601 17 288 2,454 1,674 46 Off-site Haul Truck calculations Off-site Haul Truck calculations Off-site Haul Truck calculations 192 957 1,165 67 1,872 15,399 11,556 351 0 0 0 0 0 0 569 4,824 3,290 94 0 0 0 0 0 0 160 798 971 56 599 4,928 3,698 112 0 0 0 0 0 936 7,718 5,789 173 Off-site Haul Truck calculations	0.18 0.052 0.052 0.144 0.144 0.144 0.096 0.936 0.080 0.150 0.300 0.000 0.468	1.56	0.18 0.052 2011 1.95 2011 2.30 0.144 Off-site Hax Off-site Hax 0.033 0.331 0.005 0.030 0.050 0.030 0.050 0.101 0.000 0.116 Off-site Hax	1.56 1.07 0.44 0.30 15.16 13.09 17.96 15.19 1.227 0.837 1.227 0.837 Il Truck calculations 1.227 0.837 Il Truck calculations 0.16 0.19 2.57 1.93 0 0 0 0.804 0.548 0 0.13 0.16 0.411 0.31 0.82 0.62 0.00 0.00 1.79 0.96 Il Truck calculations	0.029 0.0084 0.499 0.55 0.023 0.023 0.023 0.016 0.016 0.019 0.0094 0.0094 0.0099 0.0090 0.0090 0.0090 0.0090

BORINGS FOR APPROACH CHANNEL	COFFERDAM (4 moi	nths)	Lat	e 2010 - Early	2011															
Diesel & Hydraulic drill rig	1	10	5	4	50	800	100	97	603	919	47	0.048	0.3	30 0.4	46 0.0235		0.048	0.30	0.46	0.023
Flat bed trucks	2	4	5	4					Off-site Haul Tru	ck calculations						Off-si	ite Haul Tr	uck calculati	ons	
Borings for Approach Channel Annual	Average Emissions	Assume in 2010	0)														0.048	0.30	0.46	0.023

Construction Equipment Emission Rates (pounds per day) from Reclamation 2007

Equipment Type	ROG	со	NO _x	PM ₁₀
Bore/Drill Rigs				
2009	2.38	20.21	16.41	0.38
2010-2016	2.26	19.23	15.61	0.36
Paving Equipment				
2009	1.04	8.23	6.78	0.22
2010-2016	1.04	8.52	6.39	0.19
Rollers				
2009	0.86	7.34	5.01	0.14
2010-2016	0.86	7.34	5.01	0.14
Cranes				
2009	1.44	12.27	8.37	0.23
2010-2016	1.44	12.27	8.37	0.23
Crawler Tractors	•			
2009	1.45	11.55	9.5	0.31
2010-2016	1.45	11.95	8.96	0.27
Crushing/Proc Equipment		1		
2009	2.12	16.86	13.88	0.45
2010-2016	2.12	17.45	13.09	0.4
Rough Terrain Forklifts		25		2.11
2009	0.79	6.7	4.57	0.13
2010-2016	0.79	6.7	4.57	0.13
Rubber Tired Dozers	0., 5	5.7	-1.37	0.13
2009	3.66	29.13	23.97	0.78
2010-2016	3.66	30.14	22.61	0.68
Rubber Tired Loaders				
2009	1.35	11.52	7.86	0.22
2010-2016	1.35	11.52	7.86	0.22
Excavators				
2009	1.84	15.64	10.67	0.29
2010-2016	1.84	15.64	10.67	0.29
Graders		•		
2009	1.76	14.98	10.22	0.28
2010-2016	1.76	14.98	10.22	0.28
Off-Highway Tractors/Compactors				
2009	1.84	14.65	12.05	0.39
2010-2016	1.84	15.16	11.37	0.34
Scrapers				
2009	3.64	30.96	21.12	0.58
2010-2016	3.64	30.96	21.12	0.58
Skid Steer Loaders				
2009	0.56	4.78	3.26	0.09
2010-2016	0.56	4.78	3.26	0.09
Off-Highway Trucks/Water Trucks				
2009	3.6	30.62	20.89	0.58
2010-2016	3.6	30.62	20.89	0.58
Other Construction Equipment				
2009	2.08	16.54	13.61	0.44
2010-2016	2.08	17.11	12.84	0.39
Pavers				
2009	1.37	11.62	7.93	0.22
2010-2016	1.37	11.62	7.93	0.22
Surfacing Equipment	2 77	20.00	24.00	0.0
2009	3.77	29.99	24.68	0.8
2010-2016	3.77	31.03	23.28	0.7
Tractors/Loaders/Backhoes	0.65	امرح	4.3-1	0.00
2009	0.65	5.18	4.26	0.14
2010-2016	0.65	5.36	4.02	0.12
Trenchers	4.00	0.50	5.00	0.00
2009	1.00	8.53	5.82	0.16
2010-2016	1.00	8.53	5.82	0.16

Emission factors for ROG, CO, NOx, PM10 from (Reclamation 2007)

Assume: Emission rates from 2011 to 2016 are equal to 2010 Eight hour work day

Approximate 2010 annual unmitigated emissions: 0.05 0.30 0.023 Approximate 2011 annual unmitigated emissions: 2.30 17.96 15.19 0.55 Approximate 2012 annual unmitigated emissions 0.69 5.59 4.20 0.13 Approximate 2013 annual unmitigated emissions: 0.34 2.80 0.07 Approximate 2014 annual unmitigated emissions: 1.44 11.65 8.61 0.27 Approximate 2015 annual unmitigated emissions: 1.29 10.42 7.77 0.25 1.29 Approximate 2016 annual unmitigated emissions: 10.42

Construction Equipment Emission Rates (pounds per day) from Corps 2009

Equipment Type	ROG	co	NO_x	PM_{10}
Bore/Drill Rigs				
175 Horsepower	0.966	6.033	9.19	0.469
Pickups ¹				
Pounds/1,000 miles	1.12	10.6	1.22	0.0905
Pounds/day	0.0672	0.636	0.0732	0.00543
Heavy-heavy duty die	sel truck 20	09 ²		
Pounds per mile	0.00739	0.03694	0.04495	0.0026
Pounds/day	0.4434	2.2164	2.697	0.156

Project will use 140 hp drills

 $^{^{1}}$ Assume: Pickups in use 4 hours per day, maximum speed is 15 mph, maximum distance per day is 60 miles.

² Assume: Trucks in use 4 hours per day, maximum speed is 15 mph, maximum distance per day is 60 miles.

Appendix A-2: Exhaust Emissions - Haul Trucks

Emissions: On-Site and Off-Site Haul Trucks Exhaust

(Based on Vehicle Miles Traveled)

Assumptions and Emission Factors from: Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009)

ON-SITE HAUL TRUCKS

EMISSION FACTORS

		Emission Rate in grams per mile											
Vehicle Description	CO	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SO _x	ROG						
Heavy-Heavy Duty Diesel Truck 2009	16.75	2,516.08	20.39	1.18	1.05	0.02	3.35						
Emission Factor from (Corps 2009) Appendix A: On-site Truci		2,510.08	20.39	1.10	1.00	0.02							

			Emission R	ate in poun	ds per mile				
Vehicle Description	- A A A								
Heavy-Heavy Duty Diesel Truck 2009	0.03693	5.5469	0.04495	0.00260	0.00231	0.0000441	0.00739		
Emission Factor calculated based on conversion factor of 0.0022046 to convert from grams to pounds									

Simplest ractor carculated based on conversion ractor of 0.00220-0 to convert from grains to pounds

OFF-SITE HAUL TRUCKS

EMISSION FACTORS

			Emission R	ate in poun	ds per mile				
Vehicle Description	CO	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SO _x	ROG		
Heavy-Heavy Duty Diesel Truck 2009	0.010	4.21	0.040	0.00153	0.00132	0.0000301	0.00268		

Emission Factor from (Corps 2009) Appendix A: Off-site Truck Emissions

CONTROL STRUCTURE - Excavation (9 months) Jan - Sept 2011

					Emissions in pounds								Emissions i	n tons			
	Miles per	Number															
Vehicle	round trip	of trips	Total Miles	co	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SO _x	ROG	co	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SO _x	ROG
"Super" dump truck (hauling to MIAD)	3	6,400	19,200	709	106,501	863	50	44	0.85	142	0.35	53.25	0.43	0.025	0.022	0.00042	0.071

Miles: 19,200

	Total Emissions in tons											
	CO	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SOx	ROG					
TOTAL ON-SITE HAUL TRUCK EMISSIONS	0.35	53.25	0.43	0.025	0.022	0.00042	0.071					
Average annual on-site haul truck emissions (9 months):	0.35	53.25	0.43	0.025	0.022	0.00042	0.071					

CONTROL STRUCTURE - Concrete Placement and Batch Plant (24 months) and Gate Intaliation (9 months)

Concrete Placement and Batch Plant - July 2011 through July 2013; Gate Installation - December 2013 through July 2014

					Emissions in pounds							Emissions	in tons				
	Miles per	Number															
Vehicle	trip	of trips	Total Miles	co	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SOx	ROG	co	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SO,	ROO
Off-site deliveries of material	10	230	2,300	23.0	9,683	92	3.5	3.0	0.069	6.16	0.0115	4.84	0.046	0.0018	0.0015	0.000035	0.003
Aggregate delivery for concrete	36	9,700	349,200	3,492.0	1,470,132	13,968	534	460.9	10.511	935.86	1.7460	735.07	6.98	0.2671	0.2305	0.0053	0.4
Delivery of reinforcing bars	10	66	660	6.6	2,779	26	1.0	0.9	0.020	1.77	0.0033	1.39	0.0132	0.0005	0.0004	0.000010	0.0009
Delivery of Bulkhead gates	30	6	180	1.8	758	7	0.3	0.2	0.005	0.48	0.0009	0.38	0.0036	0.00014	0.00012	0.000003	0.0002
Delivery of Taintor gates	30	6	180	1.8	758	7	0.3	0.2	0.005	0.48	0.0009	0.38	0.0036	0.00014	0.00012	0.000003	0.0002
Delivery of Trunion girders	30	6	180	1.8	758	7	0.28	0.24	0.005	0.48	0.0009	0.38	0.0036	0.00014	0.00012	0.0000027	0.00024
Delivery of stairs and handrails	30	3	90	0.90	379	4	0.14	0.12	0.0027	0.24	0.0005	0.19	0.0018	0.000069	0.000059	0.0000014	0.00012
Delivery of walkways, steel grating	30	5	150	1.5	632	6	0.23	0.20	0.0045	0.40	0.0008	0.32	0.0030	0.00011	0.00010	0.0000023	0.00020
Delivery of trunnion and guides	30	12	360	3.6	1,516	14	0.55	0.48	0.011	0.96	0.0018	0.76	0.0072	0.00028	0.00024	0.0000054	0.0004
Delivery of misc. electrical, HVAC	10	1,200	12,000	120.0	50,520	480	18.4	15.8	0.361	32.16	0.0600	25.26	0.2400	0.0092	0.0079	0.00018	0.016
Delivery for construction of batch plant	20	10	200	2.0	842	8	0.3	0.3	0.006	0.54	0.0010	0.42	0.0040	0.0002	0.0001	0.00000	0.000
Delivery of concrete from off-site source	20	41	820	8.2	3,452	33	1.3	1.1	0.025	2.20	0.0041	1.73	0.0164	0.0006	0.0005	0.00001	0.00
Total				3,663.2	1,542,207.2	14,652.8	560.5	483.5	11.0	981.7	1.83	771.10	7.33	0.28	0.24	0.0055	0.4
Average Annual emissions (based on 33 mor	nths)			1,332.1	560,802.6	5,328.3	203.8	175.8	4.0	357.0	0.67	280.40	2.66	0.10	0.088	0.0020	0.1
		Miles:	366.320						•		•						

CHUTE AND STILLING BASIN - Concrete Placement and Batch Plant/Foundation Preparation/Backfill (36 months)

					Emissions in pounds								Emissions i	n tons			
	Miles per	Number															
Vehicle	trip	of trips	Total Miles	co	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SO_x	ROG	co	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SOx	ROG
Off-site deliveries of material	10	230	2,300	23.0	9,683	92	3.5	3.0	0.069	6.16	0.0115	4.84	0.046	0.0018	0.0015	0.000035	0.0031
Aggregate delivery for concrete	36	13,000	468,000	4,680.0	1,970,280	18,720	716	617.8	14.087	1,254.24	2.3400	985.14	9.36	0.3580	0.3089	0.0070	0.63
Delivery of reinforcing bars	10	169	1,690	16.9	7,115	68	2.6	2.2	0.051	4.53	0.0085	3.56	0.0338	0.0013	0.0011	0.000025	0.0023
Delivery of misc. electrical, HVAC	10	100	1,000	10.0	4,210	40	1.5	1.3	0.030	2.68	0.0050	2.11	0.0200	0.0008	0.0007	0.00002	0.001
Delivery of concrete from off-site source	20	40	800	8.0	3,368	32	1.2	1.1	0.024	2.14	0.0040	1.68	0.0160	0.0006	0.0005	0.00001	0.001
Total				4,737.9	1,994,655.9	18,951.6	724.9	625.4	14.3	1,269.8	2.37	997.33	9.48	0.36	0.31	0.0071	0.63
Average Annual emissions (based on 36 mor	nths)			1,579.3	664,885.3	6,317.2	241.6	208.5	4.8	423.3	0.79	332.44	3.16	0.12	0.10	0.0024	0.21
,		Miles:	473,790														

Late 2013 through 2016

TOTAL PROJECT OFF-SITE MILES (69 months) July 2011 through 2016					Total Emiss	one in tone			
TOTAL PROJECT OFF-SITE MILES (65 MONUS) July 2011 (MOUGH 2016			CO	CO ₂	NO,	PM ₁₀	PM2 5	SO,	ROG
TOTAL OFF-SITE MILES:	840,110	TOTAL OFF-SITE HAUL TRUCK EMISSIONS:	4.2	1,768.4	16.8	0.64	0.55	0.0126	1.13
Average annual off-site truck miles (based on 69 months, or 5.75 years)	146,106	Average annual off-site haul truck emissions (69 months, or 5.75 years):	0.73	307.55	2.92	0.11	0.10	0.0022	0.20

Emissions - Worker Commute Exhaust

Assumptions and Emission Factors from: Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009)

Emission Factor from (Corps 2009)

	Emission Rate in Pounds Per 1000 Miles										
Vehicle Description	CO	CO ₂	NO _x	PM_{10}	$PM_{2.5}$	SO _x	ROG				
Light Duty Automobile (LDA)	8.87	832	0.756	0.0694	0.0393	0.00786	0.991				
Light Duty Truck (LDT)	10.6	1020	1.22	0.0905	0.0566	0.0131	1.12				
Average based on 50 percent LDA and 50 percent LDT	9.75	927	0.99	0.08	0.0479	0.00959	1.06				

Control Structure

Workers	70
Workers per vehicle	2
Commuter vehicles per day	35
Vehicles from Sacramtento (80%)	28
Vehicles from Folsom (20%)	7
Roundtrip to Sacramento (miles)	60
Roundtrip to Folsom (miles)	10

 Daily Miles:
 1,750

 Annual Miles:
 420,000

 COMMUTER MILES (42 months)
 1,470,000

 COMMUTER MILES (42 months)/1000
 1470

(Jan	2011	through	July	2014)	

(,	
Period of Operation (months)	42
Workdays per week	5
Workdays per month	20
Workdays in period	840

Operation (months) ¹	
Excavation	9
Aggregate and concrete	24
Gate installation	9
_	42
¹ Assume no overlan	

36

5

20

720

Emissions	CO	CO_2	NO _x	PM_{10}	$PM_{2.5}$	SO _x	ROG
Total Pounds	14,332.50	1,362,690.00	1,455.30	117.60	70.41	14.10	1,558.20
Total Tons	7.17	681.35	0.73	0.059	0.035	0.0070	0.78
Average annual pounds	4,095.00	389,340.00	415.80	33.60	20.12	4.03	445.20
Average annual tons	2.05	194 67	0.21	0.017	0.010	0.0020	0.22

Chute and Stilling Basin

(late 2013 through 2016) Period of Operation (months)

Workdays per week

Workdays in period

Workdays per month

Workers	70
Workers per vehicle	2
Commuter vehicles per day	35
Vehicles from Sacramtento (80%)	28
Vehicles from Folsom (20%)	7
Roundtrip to Sacramento (miles)	60
Roundtrip to Folsom (miles)	10

Daily Miles: 1,750
Annual Miles: 420,000
COMMUTER MILES (36 months) 1,260,000
COMMUTER MILES (36 months)/1000 1,260

Emissions	CO	CO ₂	NO _x	PM_{10}	PM _{2.5}	SO _x	ROG
Total Pounds	12,285.00	1,168,020.00	1,247.40	100.80	60.35	12.08	1,335.60
Total Tons	6.14	584.01	0.62	0.050	0.030	0.0060	0.67
erage annual pounds	4,095.00	389,340.00	415.80	33.60	20.12	4.03	445.20
Average annual tons	2.05	194 67	0.21	0.017	0.010	0.0020	0.22

Borings for Approach Channel Cofferdam

(Oct 2010 through Jan 2011)

proach chamile contradin		(Oct 2010 till ough Jan 2011)	
Workers	4	Period of Operation (months)	
Workers per vehicle	1	Workdays per week	
Commuter vehicles per day	4	Workdays per month	
Vehicles from Sacramtento (100%)	4	Workdays in period	
Vehicles from Folsom (0%)	0		
Roundtrip to Sacramento (miles)	60		
Roundtrip to Folsom (miles)	10		

 Daily Miles:
 240

 Annual Miles:
 19,200

 COMMUTER MILES (4 months)
 19,200

 COMMUTER MILES (4 months)/1000
 19.2

Emissions	CO	CO_2	NO _x	PM_{10}	PM _{2.5}	SO _x	ROG
Pounds	187.20	17,798.40	19.01	1.54	0.92	0.18	20.35
Tons	0.094	8.90	0.010	0.00077	0.00046	0.000092	0.010

Total Commuter Emissions

CO	CO ₂	NO _x	PM_{10}	PM _{2.5}	SO _x	ROG
26,804.70	2,548,508.40	2,721.71	219.94	131.69	26.36	2,914.15
13.40	1,274.25	1.36	0.110	0.066	0.013	1.46

Total Commuter Vehicle Miles Traveled

Fugitive Dust - Cumulative Activities

PM₁₀ and Fugitive Dust Pollutants **Borings for Approach Channel Cofferdam** (Oct 2010 through Jan 2011) Period of Operation (months) Based on AP-42 Table 11.9-4 TSP Emissions = 1.3 pounds per hole Assume: 100% TSP = PM₁₀; 15 borings Tons per year Inmitigated Mitigated 0.00975 Total annual average tons **Control Structure** (Jan 2011 through July 2014) Period of Operation (months) Excavation: 9 months - January through September, 2011 Aggregate and Concrete: 24 months - July 2011 through July 2013 Gate Installation: 9 months - December 2013 through July 2014 Mitigated (55 % reduction) **Excavation Cut and Fill** (Basic Construction Emission Control Practices) (Urbemis 2007) Tons per year Paved Road - Haul Truck Mitigated (no mitigations) $PM_{2.5}$ Paved Road - Worker Commuter Travel Unmitigated Mitigated (no mitigations) Tons per year Unpaved Road - Haul Truck Tons per year Material Storage Pile Handling - Excavation Tons per year Material Storage Pile Handling - Aggregate Unmitigated Stockpile Wind Erosion - Excavation Inmitigated Tons per year Stockpile Wind Erosion - Aggregate Tons per year Blasting (with Drilling) Unmitigated Concrete Batch Plant Unmitigated Mitigated Tons per year Total Avg Tons per year (Control Structure) (late 2013 through 2016) **Chute and Stilling Basin** Period of Operation (months) Paved Road - Haul Truck Paved Road - Worker Commuter Travel Unmitigated Mitigated (no mitigations) Tons per year Material Storage Pile Handling - Excavation¹ Unmitigated Mitigated (90% reduction) 0.0025 0.00038 Material Storage Pile Handling - Aggregate Tons per year 0.00055 0.000083 0.0055 0.00083 Stockpile Wind Erosion - Aggregate

Unmitigated

Concrete Batch Plant

Total Avg Tons per year (Chute and Stilling Basin)

¹ Although excavation is not planned during the chute and stilling basin construction phase, PM ₁₀ emissions are listed to give the most conservative estimate.

Appendix A-2: Fugitve Dust - Paved Roads

FUGITIVE DUST Emissions: Paved Roads

Methodology from AP-42 , Fifth Edition, Volume 1 Chapter 13.2.1: Paved Roads

Assumptions and Emission Factors from Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009)
VMT = Vehicle Miles Traveled

Assumptions for Worker Commuter Travel based on Corps 2009.

Worker commuter fleet is 50 percent light duty automobile (LDA) and 50 percent light duty truck (LDT). Average Vehicle Weight (W) is 1.75 tons.

<u>Roadway</u> Surface Type	<u>Travel</u> Fraction	PM ₁₀ Particulate Emission Factor (lb/VMT)	PM ₁₀ Long-Term Particulate Emission Factor (lb/VMT)	PM _{2.5} Particulate Emission Factor (lb/VMT)	PM _{2 s} Long-Term Particulate Emission Factor (lb/VMT)
Freeway	0.235		<0	<0	<0
Arterial/Major street	0.587	0.000044	0.0000413	<0	<0
Collector Road	0.072	0.000044	0.0000413	<0	<0
Local Road	0.052	0.0017	0.00159	<0	<0
Rural Road	0.054	0.0057	0.00534	0.000565	0.00053

Note: AP-42 , Fifth Edition, Volume 1 Chapter 13.2.1, page 13.2.1-5 states "There may be situations where low silf loading and/or low average weight will yield calculated negative emisions. If this occurs, the emissions calculated from the equation should be set to zero.

Fugitive Dust Annual Emission Calculations for Worker Commuter Travel.

Maximum annual commuter miles traveled: 420,000
*Both Control Structure and Chute and Stilling Basin

*January 2011 through 2016

Rural Road 22,680

Total commuter miles traveled	Total commuter miles traveled for entire project: 2,749,200						
Roadway surface	Annual VMT (miles)	Annual PM ₁₀ Emissions (ton/year)	Annual PM ₁₀ Annual Long- Term Emissions (ton/year)	Annual PM _{2.5} Emissions (ton/year)	Annual PM _{2.5} Annual Long- Term Emissions (ton/year)		
Freeway	98,700	0	0	0	C		
Arterial/Major street	246,540	0.0054	0.0051	0	0		
Collector Road	30,240	0.00067	0.00062	0	0		
Local Road	21.840	0.019	0.017	0	0		

Assumptions for Heavy Heavy Diesel Truck Travel based on Corps 2009.

Average Vehicle Weight (W) is 23.25 tons.

			PM ₁₀ Long-Term	PM _{2.5}	PM _{2.5} Long-Term
Roadway		PM ₁₀ Particulate	Particulate	Particulate	Particulate
Surface	Travel	Emission Factor	Emission Factor	Emission Factor	Emission Factor
Type	Fraction	(Ib/VMT)	(lb/VMT)	(lb/VMT)	(lb/VMT)
Freeway	0.235	0.02	0.02	0.00224	0.0021
Arterial/Major street	0.587	0.02	0.02	0.00337	0.00317
Collector Road	0.072	0.02	0.02	0.00337	0.00317
Local Road	0.052	0.1	0.1	0.02	0.01
Rural Road	0.054	0.3	0.28	0.04	0.04

Note: Long-term particulate emission factor considers natural mitigation with precipitation.

CONTROL STRUCTURE - Fugitive Dust Annual Emission Calculations for Off-Site Truck Travel
Total off-site truck miles: 366,320 Months:
Average annual off-site truck miles: 133,207

33

			Annual PM ₁₀		Annual PM _{2.5}
	Annual	Annual PM ₁₀	Annual Long-	Annual PM _{2.5}	Annual Long-
Roadway	VMT	Emissions	Term Emissions	Emissions	Term Emissions
surface	(miles)	(ton/year)	(ton/year)	(ton/year)	(ton/year)
Freeway	31,304	0.31	0.31	0.035	0.033
Arterial/Major street	78,193	0.78	0.78	0.13	0.12
Collector Road	9,591	0.10	0.10	0.016	0.015
Local Road	6,927	0.35	0.35	0.07	0.035
Rural Road	7,193	1.08	1.01	0.14	0.144
•		2.62	2.54	0.40	0.35

Notes: Total off-site truck miles calculated on "On-Site and Off-Site Haul Trucks Exhaust" page
Assumes 24 months for concrete placement and 9 months for gate installation.

 CHUTE and STILLING BASIN - Fugitive Dust Annual Emission Calculations for Off-Site Truck Travel

 Total off-site truck miles:
 473,790
 Months:
 36

 Average annual off-site truck miles:
 157,930
 Months:
 36

Roadway surface	Annual VMT (miles)	Annual PM ₁₀ Emissions (ton/year)	Annual PM ₁₀ Annual Long- Term Emissions (ton/year)	Annual PM _{2.5} Emissions (ton/year)	Annual PM _{2.5} Annual Long- Term Emissions (ton/year)
Freeway	37.114		0.37		0.039
Arterial/Major street					0.15
Collector Road	11,371	0.11	0.11	0.019	0.018
Local Road	8,212	0.41	0.41	0.08	0.041
Rural Road	8,528	1.28	1.19	0.17	0.17
		3.10	3.02	0.47	0.42

Notes: Total off-site truck miles calculated on "On-Site and Off-Site Haul Trucks Exhaust" page

Appendix A-2: Fugitve Dust - Unpaved Roads

FUGITIVE DUST Emissions: Unpaved Roads

Methodology from AP-42, Fifth Edition, Volume 1 Chapter 13.2.2: Unpaved Roads
Assumptions and Emission Factors from: Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009)
VMT = Vehicle Miles Traveled

Assumptions for Heavy Heavy Diesel Truck Travel based on Corps 2009.

Average Vehicle Weight (W) is 23.25 tons.

		PM ₁₀ Long-Term		PM _{2.5} Long-Term
	PM ₁₀	Particulate		Particulate
	Particulate	Emission Factor		Emission Factor
	Emission	[Naturally	PM _{2.5} Particulate	[Naturally
	Factor	Mitigated]	Emission Factor	Mitigated]
	(lb/VMT)	(lb/VMT)	(lb/VMT)	(lb/VMT)
Unpaved Road	2.76	2.08	0.28	0.21

Note: Long-term particulate emission factor considers natural mitigation with precipitation.

Fugitive Dust Annual Emission Calculations for On-Site Truck Travel during excavation.

Nine months on-site truck miles: 19,200 (excavation hauling to MIAD)

(excavation hadning to what)						
Roadway	Annual VMT	Unmitigated Annual PM ₁₀ Emissions	Annual PM ₁₀ Annual Long- Term Emissions [Naturally Mitigated]	Unmitigated Annual PM _{2.5} Emissions	Annual PM _{2.5} Annual Long- Term Emissions [Naturally Mitigated]	
surface	(miles)	(ton/year)	(ton/year)	(ton/year)	(ton/year)	
Unpaved Road	19,200	26.50	19.97	2.69	2.02	

55 percent control factor for road dust for watering twice a day. Mitigated emission:

8.9856

0.9072

MIAD Mormon Island Auxiliary Dam (disposal and course material stockpiling for U.S. Army Corps of Engineers).

FUGITIVE DUST Emissions: Excavated Material Storage Piles

Methodology from AP-42, Fifth Edition, Volume 1 Chapter 13.2.4: Aggregate Handling and Storage Piles
Assumptions and Emission Factors from: Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009)

Assumptions for Excavation Stockpile Handling Emissions based on Corps 2009.

Mean wind speed (mph)	5.1
Material moisture content (%)	7.9
Density of weathered granite (lb/cy)	1,850
Wet suppression controls (%)	90

Emission factor for PM_{10} stockpile emissions (lb/ton):	0.000168
Emission factor for PM _{2.5} stockpile emissions (lb/ton):	0.0000254

mph = miles per hour % = percent lb/cy = pounds per cubic yard lb/ton = pounds per ton

Fugitive Dust Emission Calculations for Excavation Stockpile Handling

Period of Excavation (months):	9
Common Excavation (cy) ¹ :	20,000
Rock Excavation (cy) ¹ :	300,000
Total Excavation (cy) ¹ :	320,000
Stockpile amount (tons):	296,000

	Stockpile	Emission	Emission	Unmitigated	Mitigated
	Amount	Factor	Controls	emissions	emissions
Parameter	(tons)	(lb/ton)	(percent)	(tons/year)	(tons/year)
PM ₁₀	296,000	0.000168	90	0.025	0.0025
PM _{2.5}	296,000	0.0000254	90	0.0038	0.00038

 $^{^{\}rm 1}$ Based on Folsom Dam JFP Teleconference Notes, Air Analysis Revisions, June 8, 2010

Assumptions: The excavated material will be added to the storage pile during construction of the Control Structure.

The excavated material will still be in place during the Chute and Stilling Basin construction phase.

FUGITIVE DUST Emissions: Aggregate Material Storage Piles (for concrete batch plants)

Methodology from AP-42, Fifth Edition, Volume 1 Chapter 13.2.4: Aggregate Handling and Storage Piles Assumptions and Emission Factors from: Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009)

Assumptions for Excavation Stockpile Handling Emissions based on Corps 2009.

Fugitive Dust Emission Calculations for Aggregate Stockpile Handling

Mean wind speed (mph)	5.1
Material moisture content (%)	7.9
Density of weathered granite (lb/cy)	1,850
Wet suppression controls (%)	90

Control Structure Concrete Emplacement (months):	24
Chute and Stilling Basin Concrete Emplacement (months):	36
Total Control Structure Aggregate (cy) ¹ :	97,000
Total Chute and Stilling Basin Aggregate (cy) ² :	211,068
Entire Project Length - Total Aggregate (cy):	308,068

Annual Control Structure Aggregate (cy): 48,500 Annual Chute and Stilling Basin Aggregate (cy): 70,356

Emission factor for PM₁₀ stockpile emissions (lb/ton): 0.000168 Emission factor for PM_{2.5} stockpile emissions (lb/ton): 0.0000254

Entire Project Length - Total Aggregate (tons): 284,963

44,863 Annual Control Structure Aggregate (tons): Annual Chute and Stilling Basin Aggregate (tons): 65,079

mph = miles per hour % = percent lb/cy = pounds per cubic yard

lb/ton = pounds per ton

	Control Structure				Chute and Stilling Basin					
	Annual					Annual				
	Stockpile	Emission	Emission	Unmitigated	Mitigated	Stockpile	Emission	Emission	Unmitigated	Mitigated
	Amount	Factor	Controls	emissions	emissions	Amount	Factor	Controls	emissions	emissions
Parameter	(tons)	(lb/ton)	(percent)	(tons/year)	(tons/year)	(tons)	(lb/ton)	(percent)	(tons/year)	(tons/year)
PM ₁₀	44,863	0.000168	90	0.0038	0.00038	65,079	0.000168	90	0.0055	0.00055
PM _{2.5}	44,863	0.0000254	90	0.00057	0.000057	65,079	0.0000254	90	0.00083	0.000083

¹ Based on March 5, 2010, equipment list spreadsheet (equipmentjfrMarch 5.xls)

1 of 1

² Based on June 15, 2010, email attachment from Jane Rinck to Garrett Smith and Leroy Shaser (commentary.docx).

FUGITIVE DUST Emissions: Excavated Stockpile Wind Erosion

Methodology from AP-42 , Fifth Edition, Volume 1 Chapter 13.2.5: Industrial Wind Erosion

Assumptions and Emission Factors from: Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009)

Emission Factor (EF) in g/m² =
$$k \sum_{i=1}^{N} P_i$$

i= 1

Where:

k = Particle Size Multiplier (dimensionless)

N = Number of Disturbances per Year

P_i = Erosion Potential Corresponding to the Observed Fasted Mile of Wind for the ith Period Between Disturbances

Assumptions for Stockpile Wind Erosion Emissions based on Corps 2009.

k for PM ₁₀	0.5
k for PM _{2.5}	0.075
P _i : Erosion Potential (g/m²)	7.37
Wet suppression controls (%)	90

cy = cubic yards g = gram m = meter % = percent

Fugitive Dust Emission Calculations for Stockpile Wind Erosion

Period of Excavation (months):	9
Workdays per Month:	20
Total workdays:	180
N = Number of Disturbances (assume one per workday)	180
Total Material Excavated and Stored: (cy) 1:	320,000
Total Material Excavated and Stored: (cubic m) ² :	244,659

PM _{2.5} EF (g/m ²) = 99.495	5

Stockpile Area	(sq m) ³ :	24,465.9

	Emission		Emission	Unmitigated	Mitigated		Mitigated
	Factor	Stockpile	Controls	emissions	emissions	Unmitigated emissions ⁴	emissions ⁴
Parameter	(g/m ²)	Area (m²)	(percent)	(g/year)	(g/year)	(tons/year)	(tons/year)
PM ₁₀	663.3	24,465.9	90	16,228,245	1,622,824	17.9	1.79
PM _{2.5}	99.50	24,465.9	90	2,434,237	243,424	2.68	0.27

¹ Based on Project Description

² Conversion Factor: Cubic Yard * 0.76456 = Cubic Meter

³ Assume Stockpile is 10 Meters Deep

⁴ Conversion Factor: Grams*0.0000011023 = Ton

FUGITIVE DUST Emissions: Aggregate Stockpile Wind Erosion (for concrete batch plants)

Methodology from AP-42, Fifth Edition, Volume 1 Chapter 13.2.5: Industrial Wind Erosion
Assumptions and Emission Factors from: Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009)

Emission Factor (EF) in g/m² =
$$k \sum_{i=1}^{N} P_i$$

Where:

k = Particle Size Multiplier (dimensionless)

N = Number of Disturbances per Year

P_i = Erosion Potential Corresponding to the Observed Fasted Mile of Wind for the ith Period Between Disturbances

Assumptions for Stockpile Wind Erosion Emissions based on Corps 2009.

Fugitive Dust Emission Calculations for Stockpile Wind Erosion

k for PM ₁₀	0.5
k for PM _{2.5}	0.075
P _i : Erosion Potential (g/m ²)	7.37
Wet suppression controls (%)	90

Control Stucture Concrete Placement (months):	24
Chute and Stilling Basin Concrete Placement (months):	36
Total Control Structure Aggregate (cy) ^a	97,000
Annual - Control Structure Aggregate (cy)	48,500
Annual - Control Structure Aggregate (cubic m) ¹	37,081
Total Chute and Stilling Basin Aggregate (cy) ^b	211,068
Annual - Chute and Stilling Basin Aggregate (cy)	70,356
Annual - Chute and Stilling Basin Aggregate (cubic m) ¹	53,791

Annual Workdays: 240
Annual Workdays: 240
N = Assume one disturbance per workday

 $PM_{10} EF (g/m^2) =$ 884.4 $PM_{2.5} EF (g/m^2) =$ 132.7

Annual Control Structure Stockpile Area²: 3,708 square meter
Annual Chute and Stilling Basin Stockpile Area²: 5,379 square meter

cy = 0	cubic yards
g = gi	ram
m = r	neter
% = r	ercent

Control Structure								
	Emission	Annual	Emission	Unmitigated	Mitigated	Unmitigated	Mitigated	
	Factor	Stockpile	Controls	emissions	emissions	emissions ⁴	emissions ⁴	
Parameter	(g/m ²)	Area (m²)	(percent)	(g/year)	(g/year)	(tons/year)	(tons/year)	
PM ₁₀	884.4	3,708.1	90	3,279,458	327,946	3.6	0.36	
PM _{2.5}	132.66	3,708.1	90	491,919	49,192	0.54	0.054	

Chute and Spilling Basin									
	Emission Annual Emission Unmitigated Mitigated Unmitigated Mitigated								
	Factor	Stockpile	Controls	emissions	emissions ⁴	emissions ⁴			
Parameter	(g/m ²)	Area (m²)	(percent)	(g/year)	(g/year)	(tons/year)	(tons/year)		
PM ₁₀	884.4	5,379.1	90	4,757,310	475,731	5.2	0.52		
PM _{2.5}	132.66	5,379.1	90	713,596	71,360	0.79	0.079		

^a Based on March 5, 2010, equipment list spreadsheet (equipmentjfrMarch 5.xls)

¹ Conversion Factor: Cubic Yard * 0.76456 = Cubic Meter

² Assume Stockpile is 10 Meters Deep

³ Conversion Factor: Grams*0.0000011023 = Ton

^b Based on June 15, 2010, email attachment from Jane Rinck to Garrett Smith and Leroy Shaser (commentary.docx)

FUGITIVE DUST Emissions: Concrete Batch Plant

Methodology and Assumptions from AP-42 , Fifth Edition, Volume 1 Chapter 11.12: Concrete Batching

Emission Factors from AP-42 11.12 Concrete Batching

PM₁₀ emissions in pounds per ton of concrete:

Batch Plant Source	Uncontrolled	Controlled
Aggregate transfer	0.0033	ND
Sand transfer	0.00099	ND
Cement unloading to elevated storage silo (pneumatic)	0.46	0.00034
Cement supplement unloading to elevated storage silo (pneumatic)	1.10	0.0049
Weigh hopper loading	0.0024	ND
Mixer loading (central mix)	0.134	0.0048
Truck loading (truck mix)	0.278	0.016
Total	1.98	0.033

Note: Controlled Total is calculated by adding data from "Controlled" column with data from "Uncontrolled" column when "Controlled" is ND.

One cubic yard of concrete (lbs) 4,024

ND = No Data cy = cubic yards

Fugitive Dust Emission Calculations for Control Structure

Period of Batch Plant Operation (months):	24
Aggregate (cy)	97,000
Concrete Placement (cy) ¹ :	97,234
Concrete Placement (tons):	195,635

		Unmitigated	Controlled	Unmitigated	Controlled
	Annual Concrete	emissions	emissions	emissions	emissions
Parameter	Placement (tons)	(pounds/year)	(pounds/year)	(tons/year)	(tons/year)
PM ₁₀	97,817	193,550	3,202	97	1.6

¹ Based on Project Description

Fugitive Dust Emission Calculations for Chute and Stilling Basin

Period of Batch Plant Operation (months):	36
Aggregate (cy)	211,068
Concrete Placement -Chute (cy):	99,625
Concrete Placement -Stilling Basin (cy):	28,295
Concrete Placement -Total (cy):	127,920
Concrete Placement (tons):	257,375

		Unmitigated	Controlled	Unmitigated	Controlled
	Annual Concrete	emissions	emissions	emissions	emissions
Parameter	Placement (tons)	(pounds/year)	(pounds/year)	(tons/year)	(tons/year)
PM ₁₀	85,792	169,755	2,808	84.9	1.4

Appendix A-2: Fugitve Dust - Cut and Fill (Excavation)

Urbemis 2007 Version 9.2.4

Detail Report for Annual Construction Unmitigated Emissions (Tons/Year)

File Name: F:\I-drive\G018 Sacramento\Workfiles\Urbemis\Folsom_Control_Structure1_06-11-10.urb924

Project Name: Folsom Dam Control Structure Excavation

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	<u>CO2</u>
2011	0.00	0.00	0.00	0.00	18.36	0.00	18.36	3.83	0.00	3.83	0.00
Mass Grading 01/17/2011-	0.00	0.00	0.00	0.00	18.36	0.00	18.36	3.83	0.00	3.83	0.00
Mass Grading Dust	0.00	0.00	0.00	0.00	18.36	0.00	18.36	3.83	0.00	3.83	0.00
Mass Grading Off Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Mass Grading 1/17/2011 - 9/16/2011 - Folsom Dam Control Structure Excavation

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0 Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 1777.78 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

FUGITIVE DUST Emissions: Blasting and Associated Drilling

Blasting Methodology from Blue Rock Quarry Draft Environmental Impact Report (Sonoma County 2005)

Equation:

$$EF = 0.2 * 961 (A)^{0.8} / [(D)^{1.8} (M)^{1.9}]$$

Where:

EF = Emission Factor

A= Blast Area

D= Depth of Blast

M= Moisture Content

Two blast sizes would be used during excavation: 50% of excavation with a blast volume of 2,778 cubic yards and 50% of excavation with a blast volume of 1,389 cubic yards. Assume 300,000 total cubic yards of excavation. Information: Blasting dimensions provided by Kim Jorgensen in email to Garrett Smith (March 18, 2010)

Blast size #1 (2,778 cubic yards)

Fugitive Dust from Blast

. agc Dast o Diast	
Depth of Blast (ft)	20
Moisture content of material (%)	2
Blast Area (sq ft)	3,750
Number of blasts:	54
Number of holes per blast:	150

Emission Factor=	169.50

Total Emissions (tons)	Total Emissions (lbs) 9,15	2.95
rotal Ellissions (tolis)	Total Emissions (tons)	4.58

Fugitive Dust from Drilling

Emission factor (lbs/hole)	1.3

Total Emissions (lbs)	10,530.0
Total Emissions (tons)	5.27

Depth of approximately 20 feet

Moisture content from (Corps 2009) Appendix A: Blasting Emissions Assumes 75 feet wide (wall) by 50 feet burden

Total number of holes: 8,100

Cubic yards: 150,012

pounds per blast

 PM_{10}

 PM_{10}

TSP: Methodology from AP-42, Table 11.9-4

TSP (Most Conservative Assumption: Assume 100% TSP is PM_{10})

9.83	Unmitigated Total PM ₁₀ from Blasting (tons)
6.3	${\bf Mitigated\ Total\ PM_{10}\ from\ Blasting(tons)}$
10.53	Unmitigated Total PM ₁₀ from Drilling (tons)
4.7	Mitigated Total PM ₁₀ from Drilling (tons)

Unmitigated Total PM₁₀ from Blasting and Drilling (tons) 20.36

Mitigated Total PM₁₀ from Blasting and Drilling (tons)

Blast size #2 (1,389cubic yards)

Fugitive Dust from Blast

. ag.a.c. Dast o Diast	
Depth of Blast (ft)	20
Moisture content of material (%)	2
Blast Area (sq ft)	1,875
Number of blasts:	108
Number of holes per blast:	75

Emission Factor=	97.35
T . 15	40 540 00

Total Emissions (lbs)	10,513.98
Total Emissions (tons)	5.26

Fugitive Dust from Drilling

Emission factor (lbs/hole)	1.3

Total Emissions (lbs) 10,530.0 Total Emissions (tons) 5.27		
Total Emissions (tons) 5.27	Total Emissions (lbs)	10,530.0
	Total Emissions (tons)	5.27

Depth of approximately 20 feet

Moisture content from (Corps 2009) Appendix A: Blasting Emissions Assumes 75 feet wide (wall) by 25 feet burden

8,100

Total number of holes:

Cubic yards: 150,012

pounds per blast

 PM_{10} PM_{10}

TSP: Methodology from AP-42, Table 11.9-4

TSP (Most Conservative Assumption: Assume 100% TSP is PM₁₀)

Assume 36% control efficiency (Folsom Dam Safety and Flood Damage Reduction Early Approach Channel Excavation Final EA/IS (Corps 2009))

Assume 55% reduction from soil disturbance activities (SMAQMD, 2009))

GHG Emissions - Cumulative Summary from all Activities

Unmitigated Carbon Dioxide Emissions

Borings for Approach Channel Cofferdam

(Oct 2010 through Jan 2011) Period of Operation (months)

Worker Commute Emissions

CO_2	
Average annual	Average annual
tons	metric tons
8.9	8.1

Construction Equipment Exhaust

CO ₂	
Average annual tons	Average annual metric tons
56	51

Summation 65 5

Control Structure

(Jan 2011 through July 2014)

Period of Operation (months)

Worker Commute Emissions (Both Excavation and Concrete Emplacement)

CO ₂	
Average annual	Average annual
tons	metric tons
195	177

Construction Equipment Exhaust

	CO_2	
	Average annual	Average annual
	tons	metric tons
Excavation	3,382	3,068
Concrete Placement and Batch Plant	1,064	965
Gate Installation	90	81

On-Site Haul Truck

	CO_2	
	Average annual	Average annual
	tons	metric tons
ation	53	48

Off-Site Haul Truck

CO_2	
Average annual	Average annual
tons	metric tons
280	254

Concrete Batch Plant

CO ₂	
Average annual	Average annual
tons	metric tons
13,111	11,895

17,021

Summation: Maximum average annual emissions

Value calculated using Control Structure Excavation CO ₂ emissions
for construction equipment exhaust.

36

(late 2013 through 2016)

Period of Operation (months)

Worker Commute Emissions

Chute and Stilling Basin

١	CO ₂	
ı	Average annual	Average annual
ı	tons	metric tons
ı	105	177

Construction Equipment Exhaust

CO ₂	
Average annual	Average annual
tons	metric tons
2,591	2.351

Off-Site Haul Truck

CO_2	
Average annual tons	Average annual metric tons
332	301

Concrete Batch Plant

CO ₂	
Average annual	Average annual
tons	metric tons
11,499	10,432

iummation 14 617

Carbon dioxide emission values derived from other calculation spreadsheets and copied to this summary sheet.

Appendix A-2: GHG - Concrete Batch Plant

GHG Emissions: Concrete Batch Plant

Emission Factor from Flowers and Sanjayan, 2007 (Abstract): "Green House Gas Emissions Due to Concrete Manufacture,
The International Journal of Life Cycle Assessment. Vol 12, Number 5, July 2007. Landsberg, Germany: Ecomed.

CO ₂ emissions in kilograms per cubic meter of concrete:	320
CO ₂ emissions in kilograms per cubic yard of concrete:	244.7
CO ₂ emissions in kilograms per ton of concrete:	121.6
To convert cubic meter to cubic yard (multiply by):	1.3079
To convert cubic yard to cubic meter (multiply by):	0.76456
One cubic yard of concrete (lbs)	4,024

cy = cubic yards

Carbon Dioxide Emission Calculations for Control Structure

Period of Batch Plant Operation (months):	24
Aggregate (cy)	97,000
Concrete Placement (cy) ¹ :	97,234
Concrete Placement (tons):	195,635

				CO ₂ emissions	
	Annual Concrete	Emission Factor	CO ₂ emissions	(metric	CO ₂ emissions
Parameter	Placement (tons)	(kg/ton)	(kg/year)	tons/year)	(tons/year)
CO ₂	97,817	121.6	11,894,596	11,895	13,111

¹ Based on Project Description

Carbon Dioxide Emission Calculations for Chute and Stilling Basin

Period of Batch Plant Operation (months):	36
Aggregate (cy)	211,068
Concrete Placement -Chute (cy):	99,625
Concrete Placement -Stilling Basin (cy):	28,295
Concrete Placement -Total (cy) ² :	127,920
Concrete Placement (tons):	257,375

				CO ₂ emissions	
	Annual Concrete	Emission Factor	CO ₂ emissions	(metric	CO ₂ emissions
Parameter	Placement (tons)	(kg/ton)	(kg/year)	tons/year)	(tons/year)
CO ₂	85,792	121.6	10,432,268	10,432	11,499

 $^{^2}$ Based on June 15, 2010, email attachment from Jane Rinck to Garrett Smith and Leroy Shaser (commentary.docx).

GHG Emissions - Construction Equipment Exhaust

Equipment							Uno	nitigated						
Equipment			iys per	Hours		culated 8-hour	CO ₂ Emission	Emissions						
Туре	Number Hou	ırs per day W	veek Months	weel	Project day	ys per Project		(grams)		mitigated CO ₂ Emissions			imated Annual En	
CONTROL STRUCTURE - Concrete F	N	Di	24 Months	h.h. 201	L1 through July 2013		(g/hr)	CO ₂	Kilogram	s Metric Tons	Tons	Kilograms	Metric Tons s spread out over 2	Tons
Semi-trailer truck	20	Plant	5 12		100 19,200	2,400	Off-	site Haul Truck calculations				*Assume emission	s spread out over 2	4 months
Belly dump truck	8	4	3 16		96 6,144	768		site Haul Truck calculations						
Tanker trucks	2	4	3 16		24 1,536	192		site Haul Truck calculations						
Chiller	1	10	5 12		50 2,400	300 480	115,321	276,769,560	276	770 276.77	305.08	138,385	138	153
Stationary Cranes - electric Forklifts	2	8	5 12 5 12		80 3,840 40 1.920	480 240	116,379	223,447,085	223	447 223.45	246.31	111,724	112	123
Man lift/scissor lift - electric	2	8	5 12		80 3,840	480	0	0		0 0	0	0	0	
Water truck	1	4	5 12		20 960	120		272,035,238	272		299.86	136,018	136	150
Street sweeper Jackhammers	1 2	8	1 12 1 12		8 384 16 768	48 96	115,321 115.321	44,283,130 88.566,259		283 44.28 566 88.57	48.81 97.63	22,142 44,283	22 44	24 49
Cement mixers (transit)	0	8	5 12		0 0	0	115,321	0	88	0 0.00	0.00	44,283	0	4:
Front end loaders	2	8	5 8		80 2,560	320	23,463	60,066,381	60	066 60.07	66.21	30,033	30	33
Flatbed delivery truck	1		5				Off-	site Haul Truck calculations						
Control Structure Concrete Placem									965	168 965	1,064	482,584	483	532
Control Structure Concrete Placem	ent Emissions								965	168 965	1,064	482,584	483	532
CONTROL STRUCTURE - Excavation	n (9 months)	Jan -	- Sept 2011											
"Super" dump trucks	5	8	5 6		200 4,800	600		site Haul Truck calculations						
Water trucks	1	4	5 6		20 480	60		136,017,619	136		149.93	136,018	136	150
Fuel truck Maintenance truck	1 4	2	5 8		10 320 80 2.560	40 320	115,321 115,321	36,902,608 295,220,864	36 295	903 36.90	40.68 325.42	36,903 295,221	37 295	41 325
Pickup trucks	10	4	5 8		200 6,400	800		738,052,160	738		813.55	738,052	738	814
Drills for grouting - electric	6	8	5 9		240 8,640	1,080	0	0	730	0 0.00	0.00	730,032	0	(
Rock drills for setting charges	NE NE	NE	NE	NE NE	7,353	919		470,527,220	470		518.66	470,527	471	519
Front end loaders	2	8	5 8		80 2,560	320	23,463	60,066,381	60		66.21	60,066	60	66
Dozers with rippers Backhoes	2	8	5 8		80 2,560 160 5.120	320 640		539,592,653	539 120		594.79 132.42	539,593 120.133	540 120	595 132
Graders	4	8	5 8		160 5,120 80 2,560	320		120,132,762 266,476,442	266		293.74	266,476	266	294
Scrapers	3	8	5 3		120 1,440	180		209,948,472	209		231.43	209,948	210	231
Excavators	2	8	5 5		80 1,600	200		169,632,960	169		186.99	169,633	170	187
Compactor sheep foot	2	8	5 3	1	80 960	120	26,757	25,686,566	25	687 25.69	28.31	25,687	26	28
Control Structure Excavation Emiss		= Not Estimated							3,068	257 3,068	3,382	3,068,257	3,068	3,382
									<u> </u>					-
CONTROL STRUCTURE - Gate Insta			ember 2013 through		00 1.000	200	50.074	01 200 000		200 01 40	00.72	04 200	0.1	00
Track driven cranes	2	8	5 5		80 1,600	200		81,399,088 site Haul Truck calculations		399 81.40	89.73	81,399	81	90
Track driven cranes Flat bed trucks	2				80 1,600	200		81,399,088 site Haul Truck calculations					<u>.</u>	
Track driven cranes	2				80 1,600	200				399 81.40 399 81	89.73 90	81,399 81,399	81	90
Track driven cranes Flat bed trucks	2				80 1,600	200							<u>.</u>	
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc	Emissions crete Placement and 8	8	5 5	Late 2013 through	2016		Off-	site Haul Truck calculations	81				<u>.</u>	
Track driven cranes Flat bed trucks Control Structure Gate installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck	Emissions crete Placement and B	8	5 5 nonths) 5 36	Late 2013 through	2016 300 57,600	7,200	Off-	site Haul Truck calculations	81				<u>.</u>	
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailler truck Belly dump truck	Emissions crete Placement and 8	8	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Late 2013 through	2016 100 57,600 96 13,824	7,200 1,728	Off- Off- Off-	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations	81	399 81	90	81,399	81	90
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks	Emissions crete Placement and B	Batch Plant (36 m	5 5 5 sonths) 5 36 3 36 3 36	Late 2013 through	2016 100 57,600 96 13,824 24 3,456	7,200 1,728 432	Off- Off- 115,321	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166	81	399 81 548 398.55	90	81,399	81	90
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailler truck Belly dump truck	Emissions crete Placement and B	8	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Late 2013 through	2016 100 57,600 96 13,824	7,200 1,728	Off- Off- 115,321	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations	81	399 81 548 398.55	90	81,399	81	90 146 305
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forkilfts	Emissions crete Placement and B	Batch Plant (36 m 4 4 4 10 8	5 5 5 5 36 5 36 5 36 5 36 5 36	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760	7,200 1,728 432 900 1,440 720	Off- Off- 0ff- 115,321 115,321 0	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166	81	399 81 548 398.55 309 830.31 0 0.00 341 670.34	90 439.32 915.25 0.00 738.92	81,399	81 133 277 0 223	146 305 0
Track driven cranes Flat bed trucks Control Structure Gate installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forkillris Man lift/scissor lift - electric	Emissions crete Placement and B	Batch Plant (36 m 4 4 4 10 8 4 4 8	5 5 5 36 5 36 5 36 5 36 5 36 5 36 5 36	Late 2013 through	2016 100 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520	7,200 1,728 432 900 1,440 720 1,440	Off- Off- Off- 115,321 115,321 115,327 0 116,379 0	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166 830,308,680 0 670,341,254 0	398 830 670	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00	90 439.32 915.25 0.00 738.92 0.00	81,399 132,849 276,770 0 223,447 0	81 133 277 0 223 0	146 305 (246
Track driven cranes flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Man lift/scissor lift - electric Water truck	Emissions crete Placement and B	Batch Plant (36 m 4 4 4 10 8	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Late 2013 through	2016 100 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880	7,200 1,728 432 900 1,440 720 1,440 360	Off- Off- Off- 115,321 115,321 0 116,379 0 283,370	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 395, 548, 166 830,308,680 0 670,341,254 0 816,105,715	398 830 670 816	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11	90 439.32 915.25 0.00 738.92 0.00 899.59	132,849 276,770 0 223,447 0 272,035	81 133 277 0 223 0 272	146 305 0 246 0
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Cchiller Stationary Cranes - electric Forkill's Man lift/scissor lift - electric Water truck Street sweeper	Emissions crete Placement and B	Batch Plant (36 m 4 4 4 10 8 4 4 8	5 5 5 36 5 36 5 36 5 36 1 36 1 36 5 36	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880 8 1,152	7,200 1,728 432 900 1,440 720 1,440 360 144	Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321	site Haul Truck calculations site Haul Truck calculations tite Haul Truck calculations 199,548,166 390,308,680 0 670,341,254 0 816,105,715 132,849,389	398 830 670 816	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 849 132.85	90 439.32 915.25 0.00 738.92 0.00 899.59 146.44	132,849 276,770 0 223,447 0 272,035 44,283	133 277 0 223 0 272 44	146 305 0 246 0 300
Track driven cranes flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Man lift/scissor lift - electric Water truck	2	8 Batch Plant (36 m 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Late 2013 through	2016 100 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880	7,200 1,728 432 900 1,440 720 1,440 360	Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 395, 548, 166 830,308,680 0 670,341,254 0 816,105,715	398 830 670 816	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 849 132.85	90 439.32 915.25 0.00 738.92 0.00 899.59	132,849 276,770 0 223,447 0 272,035	81 133 277 0 223 0 272	90 146 305 0 246 0 300 300 49 49
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chillier Stationary Cranes - electric Forkilits Man lift/scisor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders	2	Batch Plant (36 m 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880 81 1,152 16 2,304	7,200 1,728 432 900 1,440 720 1,440 360 144 288	Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321 115,321 115,321 23,463	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166 830,308,680 0 670,341,254 0 816,105,715 132,849,389 265,698,778 0 270,298,714	81 398 830 670 816 132 265 270	548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 849 132.85 699 265.70 0 0.00	90 439.32 915.25 0.00 738.92 0.00 899.59 146.44 292.88	132,849 276,770 0 223,447 0 272,035 44,283 88,566	133 277 0 223 0 272 44 89	90 146 305 0 246 0 300 300 49 98
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cone Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Man lift/scissor lift - electric Water truck Street sweeper Jackhammers Cement mikers (transit)	2	8 Batch Plant (36 m 4 4 4 4 4 4 8 8 8 8 8 4 4	sonths) 5 36 3 36 5 36 5 36 5 36 5 36 5 36 5 3	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880 8 1,152 16 2,304 0 0	7,200 1,728 432 900 1,440 720 1,440 144 288 0	Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321 115,321 115,321 23,463	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166 390,308,680 0 670,341,254 0 816,105,715 132,849,389 265,698,778 0	81 398 830 670 816 132 265 270	548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 849 132.85 699 265.70 0 0.00	90 439.32 915.25 0.00 738.92 0.00 899.59 146.44 292.88 0.00	132,849 276,770 0 223,447 270,25 44,283 88,566	133 277 0 223 0 223 44 89 0	90 146 305 0 246 0 300 300 49 98
Track driven cranes Flat bed trucks Control Structure Gate installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chillier Stationary Cranes - electric Forkilits Mana lift/scisor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck	2	8 Batch Plant (36 m 4 4 4 4 10 8 8 4 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	sonths) 5 36 3 36 5 36 5 36 5 36 5 36 5 36 5 3	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880 8 1,152 16 2,304 0 0 0 80 11,520	7,200 1,728 432 900 1,440 720 1,440 144 288 0	Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321 115,321 115,321 23,463	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166 830,308,680 0 670,341,254 0 816,105,715 132,849,389 265,698,778 0 270,298,714	81 398 830 670 816 132 265 270	548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 849 132.85 699 265.70 0 0.00	90 439.32 915.25 0.00 738.92 0.00 899.59 146.44 292.88 0.00	132,849 276,770 0 223,447 270,25 44,283 88,566	133 277 0 223 0 223 44 89 0	90 146 305 0 246 0 300 300 49 98
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chillier Stationary Cranes - electric Forkilits Man lift/scisor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders	2	8 Batch Plant (36 m 4 4 4 4 10 8 8 4 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	sonths) 5 36 3 36 5 36 5 36 5 36 5 36 5 36 5 3	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880 8 1,152 16 2,304 0 0 0 80 11,520	7,200 1,728 432 900 1,440 360 144 288 0 1,440	Off- Off- Off- Off- Off- Off- Off- Off-	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166 830,308,680 0 670,341,254 0 816,105,715 132,849,389 265,698,778 0 270,298,714	81 398 830 670 816 132 265 270	399 81 398.55 309 830.31 0 0.00 1 0.00 1 0.00 1 0 0.00 1 0 0 0 0	90 439.32 915.25 0.00 738.92 0.00 899.59 146.44 292.88 0.00	132,849 276,770 0 223,447 270,25 44,283 88,566	133 277 0 223 0 223 44 89 0	146 305 0 246 0 305 0 0 305 0 0 49 98 98
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chillier Stationary Cranes - electric Forkilits Man lift/scisoor lift - electric Water truck Street sweeper Jackhammers Cement mikers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Four Fuel truck Water truck	2	8 Batch Plant (36 m 4 4 4 4 10 8 8 4 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	S S S S S S S S S S	Late 2013 through	2016 1000 \$7,600 96 13,824 24 3,456 50 7,200 80 11,520 80 11,520 20 2,880 8 1,152 16 2,304 0 0 80 11,520 2016	7,200 1,728 432 900 1,440 720 1,440 360 144 288 0 1,440	Off- Off- Off- 115,321 115,321 0 0 116,379 0 1283,370 115,321 115,321 115,321 23,463 Off-	site Haul Truck calculations 395, 548, 166 390, 398, 680 0 670,341,254 0 132,849,389 265,6598,778 0 270,298,714 site Haul Truck calculations 166,061,736 816,105,715	398 830 670 816 132 265 270	399 81 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 889 132.85 699 265.70 0 0.00 299 270.30 0.00 200 200 200 200 200 200 200 200 2	90 90 90 915.25 0.00 738.92 0.00 899.59 146.44 292.88 0.00 297.95 9183.05 899.59	132,849 276,770 0 223,447 0,223,447 0,27,035 44,283 88,566 90,100	81 133 277 0 223 0 272 44 89 0 90	146 305 0 0 246 49 98 0 0 99
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forkiffs Man lift/scissor lift - electric Water truck Street sweeper Jackhammers Cement misers (transit) Front end loaders Flatbed delivery truck Water truck Foot end loader	2	Batch Plant (36 m 4 4 4 10 8 4 4 4 10 8 4 4 8 8 4 8 8 7 8 8 8 4 4 8 8 4 4 8 8 4 4	S S S S S S S S S S	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 81 1,520 82 1,152 83 1,152 84 1,152 85 1,152 86 1,152 87 1,520 88 1,152 89 1,152 80 11,520 80 11,520 80 12,520 80 12,520 80 12,520 80 12,520 80 13	7,200 1,728 432 900 1,440 720 1,440 360 144 288 0 1,440	Off- Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321 115,321 115,321 23,463 Off- 115,321 283,370 23,463	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 380,348,166 380,398,680 0 670,341,254 0 816,105,715 132,849,389 126,5698,778 0770,298,778 site Haul Truck calculations 166,061,736 816,105,715 67,574,678	398 830 670 816 132 265 270	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 849 132.85 699 265.70 0 0.00 299 270.30	90 439.32 915.25 0.00 738.92 0.00 899.59 146.44 0.00 297.95 183.05 899.59 74.49	132,849 276,770 0 223,447 272,035 272,035 44,283 88,566 0 90,100	133 277 0 223 0 272 44 89 0 90	90 144 305 () 244 45 98 99 95
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chillier Stationary Cranes - electric Forklifts Man lift/scisoor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Four Fuel truck Water truck Front end loaders Front end loader	2	Batch Plant (36 m 4 4 4 10 8 8 4 4 8 8 8 4 4 2 8 8 7 Backfill (36 month) 2 4 4 4 4 4	sonths) 5 36	Late 2013 through	2016 1000 57,600 96 13,824 24 3,455 50 7,200 80 11,520 40 5,760 80 11,520 16 2,304 0 0 80 11,520 2016 2016 2016 2016 2017 2018 2018 2019 2019 2019 2018 2019 2019 2019 2019 2019 2019 2019 2019	7,200 1,728 432 900 1,440 720 1,440 360 144 288 0 1,440	Off- Off- Off- 115,321 115,321 115,321 115,321 115,321 115,321 115,321 23,463 Off- 115,321 23,463 Off- 115,321	site Haul Truck calculations 393,548,166 0 670,341,254 0 132,849,389 265,6589,778 0 270,298,714 site Haul Truck calculations 166,061,736 816,105,715 67,574,678 660,617,360	398 830 670 816 132 265 270 1666 816 67	548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 849 132.85 699 265.70 0 0.00 299 270.30	90 439.32 915.25 0.00 738.92 0.00 895.59 146.44 292.88 0.00 297.95 183.05 899.59 74.49 830.50	132,849 276,770 0 223,447 0 222,347 44,283 88,566 90,100	81 133 277 0 223 0 272 44 89 0 90 55 272 23 554	1466 3055 0 0 2466 0 3000 499 999 99
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cone Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Man lift/scissor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Four Fuel truck Front end loader Pickup trucks Front end loader Pickup trucks Front end loader	2	Batch Plant (36 m 4 4 10 8 8 4 4 8 8 8 8 8 4 4 4 8 8 8 4 4 4 4	S S S	Late 2013 through	2016 1000 \$7,600 96 11,824 50 7,200 80 11,520 80 11,520 80 11,520 16 2,304 16 2,304 10 1,440 201 2,880 201 2,880 202 2,880 203 2,880 204 2,880 205 2,880 206 2,880 207 2,880 208 3,840 208 3,840 208 3,840 209 2,880 200 14,400 200 3,840 201 3,840 201 3,840 201 3,840 201 3,840 202 3,840 203 3,840 204 3,840 206 3,840 208 3,840	7,200 1,728 432 900 1,440 720 1,440 360 144 288 0 1,440 180 360 360 1,800 1,800 480	Off- Off- Off- 115,321 115,321 115,321 115,321 115,321 115,321 115,321 23,463 Off- 115,321 23,463 Off- 115,321	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 380,348,166 380,398,680 0 670,341,254 0 816,105,715 132,849,389 126,5698,778 0770,298,778 site Haul Truck calculations 166,061,736 816,105,715 67,574,678	398 830 670 816 132 265 270	399 81 399 81 399 81 399 81 399 81 399 81 399 830.31 0 0.00 301 306 816.11 849 132.85 699 265.70 0 0.00 299 270.30 399 27	90 439.32 915.25 0.00 292.88 99.59 146.44 292.88 90.00 297.95 183.05 899.59 74.49 ,830.50	132,849 276,770 0 223,447 272,035 272,035 44,283 88,566 0 90,100	81 133 277 0 223 0 272 44 89 0 90 55 272 23 554 98	90 146 305 0 246 300 300 49 98 99 99 95 61 61 108
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chillier Stationary Cranes - electric Forklifts Man lift/scisoor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Four Fuel truck Water truck Front end loaders Front end loader	2	Batch Plant (36 m 4 4 4 10 8 8 4 4 8 8 8 4 4 2 8 8 7 Backfill (36 month) 2 4 4 4 4 4	sonths) 5 36	Late 2013 through	2016 1000 57,600 96 13,824 24 3,455 50 7,200 80 11,520 40 5,760 80 11,520 16 2,304 0 0 80 11,520 2016 2016 2016 2016 2017 2018 2018 2019 2019 2019 2018 2019 2019 2019 2019 2019 2019 2019 2019	7,200 1,728 432 900 1,440 720 1,440 360 144 288 0 1,440 180 360 1,440 480 360 1,880	Off- Off- Off- Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321 115,321 123,463 Off- 115,321 23,463 115,321 23,463 115,321 23,463 015- 015- 015- 015- 015- 015- 015- 015-	site Haul Truck calculations 393,548,166 0 670,341,254 0 132,849,389 265,6589,778 0 270,298,714 site Haul Truck calculations 166,061,736 816,105,715 67,574,678 660,617,360	398 830 670 816 132 265 270 1666 816 67	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 106 816.11 849 132.85 699 265.70 0 0.00 299 270.30 002 166.06 106 816.11 575 67.57 617 1,660.62 338 195.36 0 0.00	90 439.32 915.25 0.00 738.92 0.00 895.59 146.44 292.88 0.00 297.95 183.05 899.59 74.49 830.50	132,849 276,770 0 223,447 0 222,347 44,283 88,566 90,100	81 133 277 0 223 0 272 44 89 0 90 55 272 23 554	90 1466 3055 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailec truck Belly dump truck Tanker trucks Chillier Stationary Cranes - electric Forkilits Man lift/scisor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck Water truck CHUTE AND STILLING BASIN - Four Fuel truck Water truck Truck delivery truck Water truck Truck delivery truck Truck delivery truck Truck delivery truck Truck Truck Front end loader Pickup trucks Track driven cranes Drills for grouting - electric Portable cement mixers	2	Batch Plant (36 m 4 4 10 8 8 4 4 8 8 8 8 8 4 4 4 8 8 8 4 4 4 4	S S S	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880 81 1,152 16 2,304 0 0 0 80 11,520 20 1,440 20 2,880 20 2,880 20 1,440 20 2,880 20 14,400 40 3,840	7,200 1,728 432 900 1,440 720 1,440 360 144 288 0 1,440 180 360 360 1,800 1,800 480	Off- Off- Off- Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321 115,321 123,463 Off- 115,321 23,463 115,321 23,463 115,321 23,463 015- 015- 015- 015- 015- 015- 015- 015-	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166 399,548,166 399,398,680 0 670,341,254 0 816,105,715 132,849,389 265,698,778 0 270,298,714 site Haul Truck calculations 166,061,736 816,105,715 67,574,678 660,61,736 195,357,811 0	398 830 670 816 132 265 270 166 816 67 1,660 195	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 166 816.11 849 132.85 699 265.70 0 0.00 299 270.30 062 166.06 106 816.11 575 67.57 617 1,660.62 15 575 67.57 617 1,660.62 15 578 195.36 0 0.00 416 221.42	90 439.32 915.25 0.00 0.00 899.59 183.05 899.59 183.05 899.59 183.05 899.59 215.34 0.00 224.07	81,399 132,849 276,770 0 0 223,447 0 44,283 88,566 0 90,100 55,354 272,035 22,525 553,339 97,679 0 221,416	133 277 0 223 0 272 44 89 0 90 55 272 23 554 98	90 1466 3055 0 0 2464 0 98 98 0 99 95 611 300 2526 6100 108
Track driven cranes Flat bed trucks Control Structure Gate installation CHUTE AND STILLING BASIN - Conc Semi-trailer truck Belly dump truck Tanker trucks Chiller Stationary Cranes - electric Forklifts Man lift/scissor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck Water truck Water truck Tront end loaders Flatbed delivery truck Water truck Tront end loader Flotwing truck Tront end loader Flotwing truck Track driven cranes Drills for grouting - electric Portable cement mixers	2	Batch Plant (36 m 4 4 10 8 8 4 4 8 8 8 8 8 4 4 4 8 8 8 4 4 4 4	S S S	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880 81 1,152 16 2,304 0 0 0 80 11,520 20 1,440 20 2,880 20 2,880 20 1,440 20 2,880 20 14,400 40 3,840	7,200 1,728 432 900 1,440 720 1,440 360 144 288 0 1,440 180 360 1,440 480 360 1,880	Off- Off- Off- Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321 115,321 123,463 Off- 115,321 23,463 115,321 23,463 115,321 23,463 015- 015- 015- 015- 015- 015- 015- 015-	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166 399,548,166 399,398,680 0 670,341,254 0 816,105,715 132,849,389 265,698,778 0 270,298,714 site Haul Truck calculations 166,061,736 816,105,715 67,574,678 660,61,736 195,357,811 0	398 830 670 816 1322 255 270 1666 816 67 1,6600 195	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 166 816.11 849 132.85 699 265.70 0 0.00 299 270.30 062 166.06 106 816.11 575 67.57 617 1,660.62 15 575 67.57 617 1,660.62 15 578 195.36 0 0.00 416 221.42	90 439.32 915.25 0.00 899.59 146.44 292.88 0.00 297.95 183.05 899.59 74.49 880.50 215.34 0.00	132,849 276,770 0 223,447, 0 272,035 44,283 88,566 0 90,100 55,354 272,035 22,525 553,539 97,679	81 133 277 0 223 0 272 44 89 0 90 55 272 23 554 98	90 1466 3055 0 0 2464 0 98 98 0 99 95 611 300 2526 6100 108
Track driven cranes Flat bed trucks Control Structure Gate Installation CHUTE AND STILLING BASIN - Cond Semi-trailer truck Belly dump truck Tanker trucks Chillier Stationary Cranes - electric Forklifts Man lift/scisor lift - electric Water truck Street sweeper Jackhammers Cement mixers (transit) Front end loaders Flatbed delivery truck CHUTE AND STILLING BASIN - Four Fuel truck Water truck Truck Truck Truck Truck Truck Truck Truck Tront end loader Flether truck	2	Batch Plant (36 m 4 4 10 8 8 4 4 8 8 8 8 8 4 4 4 8 8 8 4 4 4 4	S S S	Late 2013 through	2016 1000 57,600 96 13,824 24 3,456 50 7,200 80 11,520 40 5,760 80 11,520 20 2,880 81 1,152 16 2,304 0 0 0 80 11,520 20 1,440 20 2,880 20 2,880 20 1,440 20 2,880 20 14,400 40 3,840	7,200 1,728 432 900 1,440 720 1,440 360 144 288 0 1,440 180 360 1,440 480 360 1,880	Off- Off- Off- Off- Off- Off- 115,321 115,321 0 116,379 0 283,370 115,321 115,321 123,463 Off- 115,321 23,463 115,321 23,463 115,321 23,463 015- 015- 015- 015- 015- 015- 015- 015-	site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations site Haul Truck calculations 398,548,166 399,548,166 399,398,680 0 670,341,254 0 816,105,715 132,849,389 265,698,778 0 270,298,714 site Haul Truck calculations 166,061,736 816,105,715 67,574,678 660,61,736 195,357,811 0	398 830 670 816 132 265 270 166 816 67 1,660 195	399 81 548 398.55 309 830.31 0 0.00 341 670.34 0 0.00 166 816.11 849 132.85 699 265.70 0 0.00 299 270.30 062 166.06 106 816.11 575 67.57 617 1,660.62 15 575 67.57 617 1,660.62 15 578 195.36 0 0.00 416 221.42	90 439.32 915.25 0.00 0.00 899.59 183.05 899.59 183.05 899.59 183.05 899.59 215.34 0.00 224.07	81,399 132,849 276,770 0 0 223,447 0 0 272,035 44,283 88,566 0 90,100 55,354 272,035 22,525 553,339 97,679 0 221,416	133 277 0 223 0 272 44 89 0 90 55 272 23 554 98	146 305 C C 305 305 44 45 99 95 30 30 61 61 61 61 62 44 44
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Construction Equipment GHG Emission Rate (grams per hour) from Corps 2009

Equipment Type (2009)	Max HP	CO ₂	
Bore/Drill Rigs	175	63,991.19	Project will use 140 hp drill
Paving Equipment	250	55,470.42	
Rollers	120	26,756.84	
Cranes	250	50,874.43	
Crawler Tractors	750	210,778.38	
Crushing/Proc Equipment	750	267,090.67	
Rough Terrain Forklifts	500	116,378.69	
Rubber Tired Dozers	750	· ·	
Rubber Tired Loaders		180,887.50	
Excavators	750	220,232.06	
Graders	500	106,020.60	
	500	104,092.36	
Off-Highway Tractors/Compactors	750	257,699.59	
Scrapers	500	145,797.55	
Skid Steer Loaders	120	19,396.44	
Off-Highway Trucks/Water Trucks	1,000	283,370.04	
Other Construction Equipment	500	115,320.65	
Pavers	500	105,798.73	
Surfacing Equipment	750	157,418.36	
Tractors/Loaders/Backhoes	120	23,463.43	
Trenchers	500	141,207.16	
		,	

Emission factors for CO₂ from (Corps 2009)

TECHNICAL NOISE REPORT

JOINT FEDERAL PROJECT
CONSTRUCTION OF THE CONTROL STRUCTURE
AND LINING OF THE SPILLWAY CHUTE AND
STILLING BASING SUPPLEMENTAL EA/IS

Folsom Dam, Folsom, California



Prepared for:

US Army Corps of EngineersSacramento District, South Pacific Region



Prepared by:





MAY 2010 CONTRACT: W91238-09-D-0032-0001

TABLE OF CONTENTS

ACR	ONYMS	S AND ABBREVIATIONS	ii-iii
1.0	INTRO	DDUCTION	1-1
	1.1 1.2 1.3	PROJECT DESCRIPTION	1-1
2.0	FUND	AMENTALS OF SOUND	2-1
	2.1 2.2	PHYSIOLOGICAL AND PHYSICAL PARAMETERS PHYSICAL PROPERTIES OF SOUND 2.2.1 Sound Propagation 2.2.2 Effects of Local Atmospheric Conditions 2.2.3 Ground Effects 2.2.4 Reflection, Refraction, Absorption, and Transmission Losses 2.2.5 High-Energy Impulsive and Low Frequency Noise 2.2.6 Sound Level Measurement 2.2.7 Community Noise Levels 2.2.8 Noise Level Acceptance Criteria NOISE SOURCES 2.3.1 Construction Noise 2.3.2 Traffic Noise Sources 2.3.3 Critical and Sensitive Receptors	2-2 2-3 2-4 2-5 2-6 2-7 2-7 2-8 2-9 2-9
3.0	NOISE	E MODELING.	
	3.1	NOISE SIMULATION MODELS	3-12 3-13
4.0	NOISE	E CRITERION	4-1
	4.1 4.2	REGULATORY SETTING FEDERAL STANDARDS 4.2.1 Department of Defense	4-1 4-1
	4.3	STATE NOISE STANDARDS AND GUIDELINES 4.3.1 California Environmental Quality Act (CEQA) 4.3.2 Department of Parks and Recreation General Plan 4.3.3 Land Use Compatibility 4.3.4 California Vehicle Code	4-2 4-2 4-2 4-2
- 0	4.4	MUNICIPAL NOISE ORDINANCE REQUIREMENTS. 4.4.1 Sacramento County. 4.4.2 City of Folsom. 4.4.3 Summary of LORs.	4-4 4-4 4-5
5.0	AMRI	ENT NOISE SURVEY	5-6

6.0	IMPA	CTS ANALYSIS AND MITIGATION MEASURES	6-1
	6.1	NOISE EVALUATION ASSUMPTIONS	6-1
	6.2	IMPACT SIGNIFICANCE CRITERIA	6-2
		6.2.1 CEQA Significance Threshold	6-2
		6.2.2 LOR Significance Thresholds	
	6.3	OFF-SITE TRAFFIC NOISE IMPACTS AND MITIGATION	6-3
	6.4	CONSTRUCTION NOISE IMPACTS AND MITIGATION MEASURES	6-5
		6.4.1 Phase 1: Control Structure Excavation	6-5
		6.4.2 Phase 2: Control Structure Foundation and Concrete Work	6-12
		6.4.3 Phase 3: Control Structure Construction and Gate Installation	6-15
		6.4.4 Phase 4: Stilling Basin and Spillway Chute Foundation Preparation	6-15
		6.4.5 Phase 5: Stilling Basin and Spillway Chute Concrete Placement	
7.0	REFEI	RENCES	7-1
T IST	Γ OF TA		
		pical Stationary and Mobile Noise Source Sound Levels in dBA	2-8
Table	2-2: Con	nstruction Noise Sources by Octave Band Spectra	2-9
Table	2-3: Sen	sitive Receptors	2-10
Table	4-1: Peal	k Noise Level vs. Complaint Prediction Guidelines	4-1
		EPA Designated Noise Safety Levels	
		nd Use Compatibility for Community Noise Environment	
		ise Ordinance Standards (Sacramento County)	
		ise Ordinance Standards (City of Folsom)	
		ng-Term Measurement Sites Data	
		nstruction Phase Activities and Figure Reference	
		ffic Noise, Current Daytime Hourly Traffic + Half of Project Traffic in a Daytime Hour	
		ffic Noise, Current Daytime Hourly Traffic + All Project Traffic in a Daytime Hour	
Table	6-4: Trai	ffic Noise, Current Nighttime Hourly Traffic + All Project Traffic in a Single Night Hour	6-4
Table	e 6-5: Sun	nmary Comparison of Noise Impacts ⁽¹⁾	6-22
T TO		CVIDEO	
		GURES oise Level Attenuation Due to Geometric Spreading in an Ideal Atmosphere	2.2
		round Effect, Wind and Temperature Inversion Graphic	
		nission, Attenuation, Absorption, and Transmission Loss Graphic	
		te Map - Sensitive Receptors and Proposed Areas of Work	
		pise Monitoring Location Map.	
		und Isopleths in Plan and Cross-section - Blasting Summary by Phase	
		ound Isopleth Map, Phase 2 – Control Structure Concrete Work, Exempt Hours	
		ound Isopleth Map, Phase 2 - Control Structure Concrete Work, Non-exempt Hours	
		und Isopleth Map, Phase 3 – Control Structure Gate Installation	
		und Isopleth Map, Phase 4 – Stilling Basin Foundation Work	
		ound Isopleth Maps, Phase 5 – Stilling Basin / Spillway Chute, Exempt Hours	
		ound Isopleth Maps, Phase 5 - Stilling Basin / Spillway Chute, Non-exempt Hours	
Figur	e 6-6: Soi	und Isopleth Maps, Batch Plant Location Comparison	6-21

ACRONYMS AND ABBREVIATIONS

°F degrees Fahrenheit ADT average daily trips

ANFO ammonium nitrate fuel oil

ANSI American National Standards Institute

BACT best available control technologies
Caltrans California Department of Transportation
CEQA California Environmental Quality Act
CNEL Community Noise Equivalent Level

dB decibel

dBA decibels, A-weighted scale
DNL day-night noise level (also L_{dn})
DoD U.S. Department of Defense
DOT U.S. Department of Transportation

DPR California Department of Parks and Recreation DS/FDR Folsom Dam Safety/Flood Damage Reduction

EA Early Approach

EA/IS environmental assessment/impact statement

EIS/EIR environmental impact statement/environmental impact report

FHWA Federal Highway Administration

HT heavy trucks

Hz Hertz

ISO International Standard of Organization

JTF Joint Task Force

kHz kiloHertz

 $\begin{array}{ll} L_{10\text{-}90} & \quad \text{percentile sound levels } (L_{1.7},\,L_{8.3},\,L_{10},\,L_{50},\,\text{and }L_{90}) \\ L_{dn} & \quad \text{day-night equivalent noise level (also DNL)} \\ L_{eq} & \quad \text{time-averaged integrated equivalent noise level} \end{array}$

 $\begin{array}{ll} L_{\text{max}} & \text{maximum sound level} \\ L_{\text{min}} & \text{minimum sound level} \end{array}$

L_p sound pressure level (also SPL)

L_w sound power level

LOR local ordinances and regulations

LT light trucks or long-term

LUT lookup table msl mean sea level

MIAD Mormon Island Auxiliary Dam

MT medium trucks

NEPA National Environmental Policy Act

OPR Governor's Office of Planning and Research

P_{K15} Peak Noise Level

RCNM Road Construction Noise Model

SEL single event level

 $\begin{array}{lll} SP7 & SoundPLAN^{\intercal M} \ Version \ 7 \\ SPL & sound \ pressure \ level \ (also \ L_p) \\ STG & submerged \ tainter \ gates \\ TNM & Traffic \ Noise \ Model \end{array}$

USACE United States Army Corps of Engineers

USEPA United States Environmental Protection Agency

1.0 INTRODUCTION

This Technical Noise Impact Report (Report) was prepared in support of the Supplemental EA/IS – Folsom Dam Safety/Flood Damage Reduction (DS/FDR) Project (Project). The Report was prepared in general accordance the United States Army Corps of Engineers (USACE) Sacramento District's Performance Statement of Work issued on 14 January 2010, Task Order TO No. 1, Contract No. W91238-09-D-0032-0001, contract and scope modifications made during the kickoff telephone conference on 2 February, 2010, site visit on 17 February, 2010, and our Scope of Work and Proposal dated 29 December 2009.

1.1 Project Description

The federal Joint Task Force (JTF) consists of both the U.S. Bureau of Reclamation and the USACE. Reclamation is responsible for excavating the Stilling Basin and Spillway Chute, and partial excavation of the Auxiliary Spillway Control Structure. The USACE is responsible for lining the excavated Spillway Chute and Stilling Basin, final excavation and construction of the Control Structure, Approach Channel, and other concrete structures.

The auxiliary spillway adjacent to Folsom Dam was selected as the alternative plan to meet the objectives of the Folsom Dam Modification authorized project. The spillway site is located on the left abutment of the main dam, immediately downstream of the existing Left Wing Dam.

The proposed spillway consists of a 1,100-foot-long approach channel into Folsom reservoir, a spur dike, a gated control structure including six submerged tainter gates, a 3,000-foot-long spillway chute, and a stilling basin. Flows from the auxiliary spillway empty into the American River about 1,500 feet downstream of the main dam.

The proposed auxiliary spillway control structure is a reinforced concrete gravity structure about 150 feet high. The control structure is founded on bedrock and comprised of 2 independent flow-through monoliths each 89 feet, 9 inches wide which are flanked by 3 non-flow-through monoliths also keyed into the adjacent rock. Each flow-through monolith houses 3 submerged tainter gate (STG), each 23 feet wide by 34 feet, 0 inches high. Each of the six STGs will have its own dedicated steel bulkhead gate and hoist assembly. Construction elements include excavation, preparation of the foundation, drainage and seepage controls, mass concrete placement, procurement, delivery and installation of the STGs and bulkhead gates, internal and external access, mechanical, electrical and instrumentation controls.

The project will be completed in sequential order as follows:

- 1. Control Structure Excavation
- 2. Control Structure Foundation and Concrete Work
- 3. Installation of the Control Structure Gates
- 4. Stilling Basin and Spillway Chute Foundation and Backfill
- 5. Stilling Basin and Spillway Lining and Concrete Work

1.2 Previous Studies

Previous environmental studies prepared for the Folsom Dam Safety and Upgrades include the following:

- 2003: Draft Resource Inventory, Folsom Lake State Recreation Area
- 2006: Folsom DS/FDR Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)
- 2006: Draft Noise Analysis Report, Folsom Bridge Project, Folsom, California
- 2008: Finding of No Significant Impact and Final Supplemental Environmental Assessment to the Folsom Dam Safety and Flood Damage Reduction Final Environmental Impact Statement/Environmental Impact Report

2009: Final Joint Federal Project Early Approach Channel Excavation Noise Analysis

Relevant elements of the documents listed above were incorporated into this evaluation in part and referenced. The methodologies used in this evaluation are consistent with, and in some cases improve upon, methods used in these previous documents.

1.3 Objectives and Methodology

The primary objective of this technical noise evaluation is to determine if project operations have the potential to cause significant noise impacts to sensitive receptors within the affected area. This determination is presented for each of the project elements listed previously. Secondary objectives, performed as part of the overall analysis included the following:

- 1. Discussion of the physical and environmental properties of noise.
- 2. Identification of sensitive receptors within the affected area.
- 3. Review ambient noise data collected during the recent Joint Federal Project Early Approach (EA) Channel Excavation Noise Analysis and evaluate applicability to the Project.
- 4. Evaluate coverage and completeness of the previous noise analysis and ambient noise data collected during preparation of the Folsom DS/FDR EIS/EIR and evaluate applicability to the Project.
- 5. If required, collect supplemental ambient noise data in the vicinity of previously identified sensitive receptors and newly identified sensitive receptors.
- 6. Evaluate construction and traffic noise sources identified in construction plans, specifications, and schedules provided by the USACE that may contribute to the calculated day and night average sound level (L_{dn}) baseline using the equivalent noise levels (L_{eq}) in accordance with CNEL periods (day, evening, and night).
- 7. Classify potential noise impacts to sensitive receptors.
- 8. Prepare mitigative measures to lessen noise impacts to less than significant levels as defined in the California Environmental Protection Act (CEQA) and National Environmental Policy Act (NEPA).

The methodology used to prepare this report is as follows:

1. Reviewed previously prepared noise impact documents pertaining to the area of work and adjacent areas of work.

- 2. Obtained via public sources, data and information on the Control Structure, Spillway Chute, and Stilling Basin.
- 3. Obtained and modeled existing terrain and new topographic features based on #1 and #2 above.
- 4. Created a 3D model approximation of the Spillway Chute and Stilling Basin prior to lining.
- 5. Created terrain models of the areas of work by project phase.
- 6. Prepared Haul Road grading contours to approximately match current construction including the road cut beneath the Boat Launch.
- 7. Conducted a site visit and area reconnaissance on February 17, 2010 to evaluate:
- 8. Previously identified sensitive receptors.
- 9. Any new sensitive receptors that may be potentially impacted by operations for this project.
- 10. Ground cover, current topography, and mitigative features such as landscaping, tree lines, and ridge lines.
- 11. Project site conditions and equipment types in use.
- 12. Human activity in areas adjacent to the project site and farther areas where potential noise impacts should be modeled.
- 13. Prepared noise models using SoundPLAN 7 (SP7), BNOISE2, TNM 2.5, and RCNM.
- 14. Compared modeled noise levels to existing ambient noise monitoring data.
- 15. Determined potential noise impacts.
- 16. Prepared recommended mitigative measures for project activities.

2.0 FUNDAMENTALS OF SOUND

Perceptible acoustical sensations can be generally classified into two broad categories; sound and vibration.

Sound and Noise

Sound is a disturbance in an elastic medium resulting in an audible sensation. Sound is also defined as mechanical energy transmitted from a vibrating or flowing source by longitudinal (or compression) waves through a compressible medium such as air. The term "noise" is both qualitative and quantitative, and is typically referred to as "unwanted" sound.

Vibration

Vibration is a disturbance in a solid elastic medium, which may produce a detectable motion. This differentiation between sound and vibration is most relevant for environmental noise studies when industrial or construction noise sources produce high energy waves at low frequencies that are below human audible thresholds but match the frequency response of nearby structures. These frequencies are typically less than 31 Hertz (Hz). This energy causes vibrations similar to earthquakes. Sources with audible components in addition to the vibration-producing low-frequency energy are typically heard after initial vibrations start and sometimes end depending on distance from the source.

2.1 Physiological and Physical Parameters

Sound can be further characterized by both physiological and physical parameters. These parameters include the following:

- Loudness, as a subjective or perceived noise level that is a qualitative physiological sensation
- Loudness as a numerical scale, using "A-weighted" decibels and by sones (units of perceived loudness)
- Annoyance from high-energy low-frequency single events. This events have well-documented annoyance factors on nearby human receptors. The percentage of annoyed listeners is dependent on the following conditions (U.S. Army, 2005):
 - o Intensity
 - o Duration
 - o Repetition
 - o Abruptness of onset or cessation
 - o Background or ambient noise levels
 - o Interference with activity
 - o Previous experiences within the community
 - o Time of day
 - o Fear of personal danger from the noise sources
 - o Socioeconomic status and education level of the community
 - o The extent people believe that the noise could be controlled
- Sound intensity, the average flow of sound energy through a unit area in a sound field. Sound intensity is a vector quantity with both magnitude and direction.
- Frequency spectrum the rate of oscillation in cycles per second.
- Wavelength, the distance between successive wave compressions and expansions.

Energy content as sound pressure level, L_p (also written as SPL). The ear responds to sound
pressure as sound waves represent oscillations of pressure just below atmospheric pressure
(expansion of longitudinal wave) and just above atmospheric pressure (compression). These
pressure oscillations cause the inner ear to vibrate. Sound level meters are also sensitive to these
oscillations

In particular, the SPL has become the most common descriptor used to characterize the loudness of an ambient or environmental sound level. Sound pressure is affected by geophysical properties such as air temperature, pressure, humidity, rain or snow, and wind, as well as physical barriers such as terrain, and the walls of structures. Sound energy dissipates with increasing distance from the source due to absorptive surfaces such as grass, trees, and water. Due to these factors, the noise level perceived by a receptor at a certain location depends on the following parameters:

- Distance between the noise source and the receptor.
- Presence or absence of absorptive surfaces.
- The amount of mitigative noise features between the receptor and noise source including intervening terrain, structures, foliage, and ground cover.
- Cumulative noise impacts from reflective surfaces such as building facades, concrete, asphalt, water bodies, etc.
- Current weather conditions (snow, wind, rain) and weather-related ground cover (snow, mud, wet or dry ground).

2.2 Physical Properties of Sound

Sound levels are affected by distance from the source to receiver (propagation) and by localized atmospheric conditions. These are further described below.

2.2.1 Sound Propagation

In an ideal atmosphere without wind, temperature gradients, humidity or ground effects sound levels decay as 6 dB per doubling of distance from a stationary source due to geometrical spreading. If a source generates a level of 90 dBA at 50 feet then geometrical spreading implies a level of 70 dBA at a distance of 500 feet from the source. If the source is moving, then the maximum level will obey the same relationship, but the exposure time is also a function of sideline distance. For a moving source the time averaged integrated level (L_{eq}) will decay as 3 dB per doubling of sideline distance (cylindrical spreading), providing the integration time is the constant and extends until the sound level has decayed to 10 dB below its peak level. In this case, if a source generates a L_{eq} of 70 dBA during a drive by in which the source passes 50 feet from the observer at its closest point, then the L_{eq} at 500 feet will be 60 dBA. These simple scaling laws are modified in reality by local atmospheric propagation effects. At low wind speeds and at distances of less than 100 feet atmospheric propagation effects are small and can be ignored. At larger distances atmospheric propagation will modify the decay of the sound level with distance. In addition, ground effects can be important at small distances from the source and will depend on the ground cover and the height of the source and receiver above the ground.

Figure 2-1 provides a range of noise levels in the ideal atmosphere. Additionally, color shading delineates the threshold of pain (purple), noise levels that would typically exceed regulatory thresholds (red) and noise levels that may exceed regulatory thresholds depending on time of day and time-weighting (yellow). Noise levels are typically within (white) or below (green) regulatory thresholds.

Figure 2-1: Noise Level Attenuation Due to Geometric Spreading in an Ideal Atmosphere

Sound Power Level		Distance from Noise Source to Outdoor Receiver (Feet)								:)		
(L _w) of Noise Source	1	2	4	8	16	32	64	125	250	500	1000	2000
(dB*)					Sou	nd Press	ure Leve	l (Lp)				
150	144	138	132	126	120	114	108	102	96	90	84	78
140	134	128	122	116	110	104	98	92	86	80	74	68
130	124	118	112	106	100	94	88	82	76	70	64	58
120	114	108	102	96	90	84	78	72	66	60	54	48
110	104	98	92	86	80	74	68	62	56	50	44	38
108	102	96	90	84	78	72	66	60	54	48	42	36
106	100	94	88	82	76	70	64	58	52	46	40	34
104	98	92	86	80	74	68	62	56	50	44	38	32
102	96	90	84	78	72	66	60	54	48	42	36	30
100	94	88	82	76	70	64	58	52	46	40	34	28
98	92	86	80	74	68	62	56	50	44	38	32	26
96	90	84	78	72	66	60	54	48	42	36	30	24
94	88	82	76	70	64	58	52	46	40	34	28	22
93	87	81	75	69	63	57	51	45	39	33	27	21
92	86	80	74	68	62	56	50	44	38	32	26	20
91	85	79	73	67	61	55	49	43	37	31	25	19
90	84	78	72	66	60	54	48	42	36	30	24	18
89	83	77	71	65	59	53	47	41	35	29	23	17
88	82	76	70	64	58	52	46	40	34	28	22	16
87	81	75	69	63	57	51	45	39	33	27	21	15
86	80	74	68	62	56	50	44	38	32	26	20	14
85	79	73	67	61	55	49	43	37	31	25	19	13
84	78	72	66	60	54	48	42	36	30	24	18	12
83	77	71	65	59	53	47	41	35	29	23	17	11
82	76	70	64	58	52	46	40	34	28	22	16	10
81	75	69	63	57	51	45	39	33	27	21	15	9
80	74	68	62	56	50	44	38	32	26	20	14	8
79	73	67	61	55	49	43	37	31	25	19	13	7
78	72	66	60	54	48	42	36	30	24	18	12	6
77	71	65	59	53	47	41	35	29	23	17	11	5
76	70	64	58	52	46	40	34	28	22	16	10	4
75	69	63	57	51	45	39	33	27	21	15	9	3
74	68	62	56	50	44	38	32	26	20	14	8	2
73	67	61	55	49	43	37	31	25	19	13	7	1
72	66	60	54	48	42	36	30	24	18	12	6	0
71	65	59	53	47	41	35	29	23	17	11	5	
70	64	58	52	46	40	34	28	22	16	10	4	
69	63	57	51	45	39	33	27	21	15	9	3	
68	62	56	50	44	38	32	26	20	14	8	2	
67	61	55	49	43	37	31	25	19	13	7	1	
66	60	54	48	42	36	30	24	18	12	6	0	
65	59	53	47	41	35	29	23	17	11	5		-
64	58	52	46	40	34	28	22	16	10	4		
63	57	51	45	39	33	27	21	15	9	3		
62	56	50	44	38	32	26	20	14	8	2		
61	55	49	43	37	31	25	19	13	7	1		
60	54	48	42	36	30	24	18	12	6	0		

Notes:

*Lw Reference of 10E-12 Watts

2.2.2 Effects of Local Atmospheric Conditions

During periods of strong sunshine the ground surface temperature is increased and this causes heating of the lower atmosphere. These conditions cause the air temperature to decrease with height which is referred to as a temperature lapse. When a temperature lapse exists sound rays are refracted upwards and a shadow zone is formed a few hundred feet from the source (Glegg 2005). In contrast during the night time hours there is significant cooling of the ground and the atmospheric temperature increases with height, causing a temperature inversion. This causes sound to be trapped in the lower atmosphere and sound levels can exceed those expected from spherical spreading. Furthermore, focusing effects can occur from temperature inversions and higher sound levels may be observed in a local area at relatively large distances from the source (Hubbard 1995).

Wind gradients close to the ground can cause the same effects as temperature gradients. Sound propagating upwind is refracted upwards and forms a shadow zone. Sound propagating downwind is refracted downwards and is louder than expected (Hubbard 1995). Sound is also attenuated by molecular absorption as it propagates. This is a strong function of humidity and frequency and standard curves are available to make corrections for atmospheric absorption of this type. Typically excess attenuations of 5 dB per 1,000 feet of propagation can be expected at 2 kiloHertz (kHz) for a relative humidity of 50-90 percent and temperatures over 60 degrees Fahrenheit (°F) (Beranek 1971).

An example of excess attenuation over a lake in Europe shows an additional 2-5 dB of attenuation per kilometer over and above atmospheric absorption. Sound level measurements from this study also show that a shadow zone can be formed by a temperature lapse. At a distance of 650 feet in the downwind direction sound levels exceed expected values at 250 Hz by 1 dB, but in the upwind direction the levels are 10 dB lower than expected (Beranek 1971).

2.2.3 Ground Effects

When a source and/or receiver are placed aboveground an interference effect takes place that modifies the measured sound level. At very low frequencies the spectral levels are increased by 6 dB (at all distances) and at higher frequencies a series of interference dips occur where the spectral level is reduced to zero. When the source and receiver are 4 feet above ground and separated by 50 feet over a hard surface, the first interference dip occurs at 439 Hz. At a source and receiver separation of 300 feet the first separation dip occurs at 2,636 Hz. The ground effect increases the dBA level by 3 dB over a free field level (i.e., the level that would occur if the ground were not present) for a broadband source when the interference dip is at a frequency of approximately 1,000 Hz or less. When the frequency of the first ground interference dip exceeds 20 kHz, then the dBA level is increased by 6 dB relative to the free field level. For propagation over hard surfaces the ground effect, therefore, reduces the geometrical spreading loss of the dBA level when the source and receiver are less than 2,400 feet apart. This effect is relatively small unless propagation takes place over soft ground cover, in which case the effect of ground absorption can be significant. Figure 2-2 illustrates the shadow zone created by a downwind noise source (upper portion), and also illustrates the focusing phenomena created by temperature inversion, upwind noise source, and ground/water surfaces (lower portion).

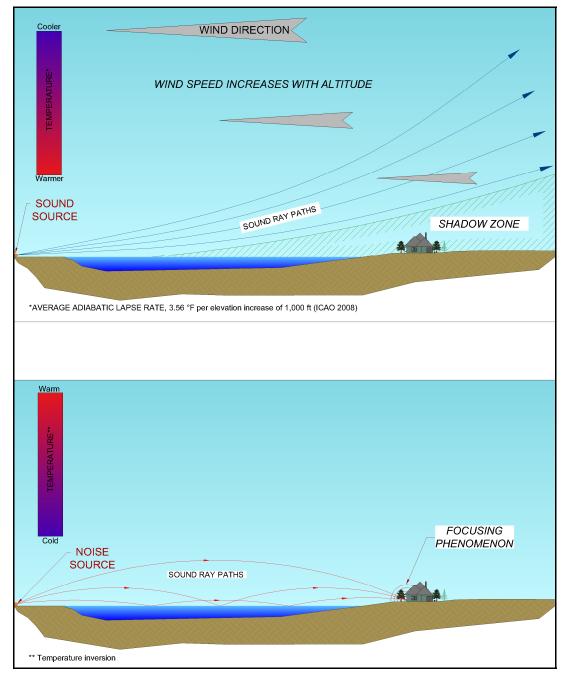


Figure 2-2: Ground Effect, Wind and Temperature Inversion Graphic

2.2.4 Reflection, Refraction, Absorption, and Transmission Losses

The sound level measured at a specific location at a discrete time is the sum of all noise source SPLs that converge at that point. Sound will refract around hard edges, be absorbed by foliage, structural materials, and the various atmospheric conditions previously described. Reflection will occur at hard surfaces where sound is not completely absorbed and/or scattered. Sound that reflects back to a source is called an echo. Transmission loss through structural materials such as walls and windows reduce sound pressure the most. Figure 2-3 illustrates these concepts.

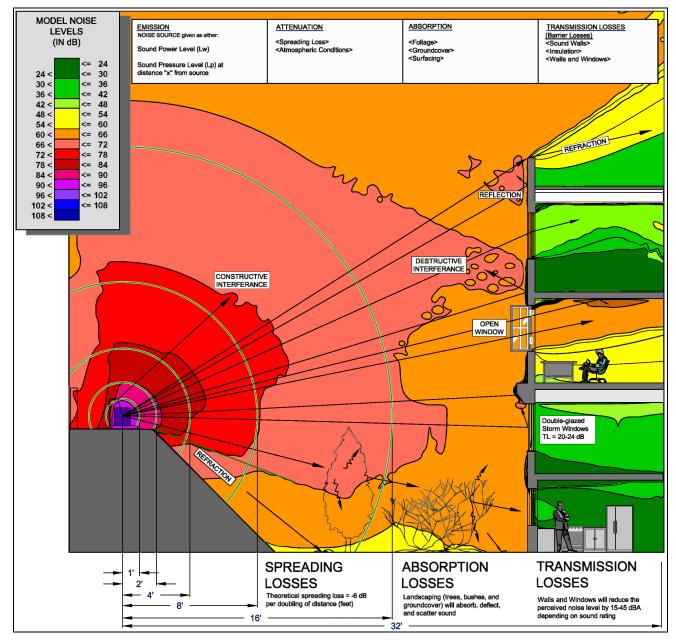


Figure 2-3: Emission, Attenuation, Absorption, and Transmission Loss Graphic

2.2.5 High-Energy Impulsive and Low Frequency Noise

A set of guidelines developed by the Naval Surface Warfare Center, Dahlgren, Virginia, is used to evaluate the complaint potential from low-frequency sound (impulsive noise) that is caused by activities such as detonating explosives and artillery firing (Pater, 1976).

2.2.6 Sound Level Measurement

The dB scale is used to quantify sound intensity. Because SPLs can vary by over 1 million times within the range of human hearing, a logarithmic loudness scale (similar to the Richter Scale used for earthquake

intensity) is used to keep sound intensity numbers within a manageable range. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity (middle A and its higher harmonics) in a process called "A-weighting," written as dBA.

Noise measurement metrics used for this analysis are as follows:

- Equivalent sound level (L_{eq}), the average sound level calculated from instantaneous measurements recorded over a specific period of time.
- Maximum sound level (L_{max}) reached during a sampling period. The L_{max} value is the peak noise level that occurred during the measurement period.
- Minimum sound level (L_{min}) reached during a sampling period. The L_{min} value obtained for a particular monitoring location typically reflects ambient conditions.
- Percentile sound levels (L_{90} , L_{50} , and L_{10}) are sound levels that exceed the percentile value during the measurement period.
- Community Noise Equivalent (CNEL): the average of the daytime measurement, evening measurement +5 dBA, and the night measurement +10 dBA.
- Single Event Level (SEL): Used for blasting events that are less than a minute in duration, when energy average noise values do not provide accurate depiction of the maximum noise levels produced by the single event.
- Peak Noise Level (P_{K15}): Unweighted peak sound levels or maximum sound levels that assess maximum noise levels during single-noise events. This is necessary when the DNL (average) noise measurements might understate the severity of a single-noise event. Sometimes annoying noise peaks can be "averaged out." Unweighted peak measurements, with no time averaging, are a good predictor of complaints.
- Day Night Level (L_{dn}): The day-night sound level (DNL) evaluator is recommended by the Environmental Protection Agency and used by most federal agencies as a land-use planning tool. It describes the average daily acoustic energy over the period of one year—meaning that moments of quiet are averaged together with moments where loud noises can be heard. The Department of Defense (DoD) uses DNL because it incorporates a "penalty" for nighttime noise (normally 10:00 p.m. to 7:00 a.m.) when loud sounds are typically more annoying.

2.2.7 Community Noise Levels

Community noise levels depend on the intensity of nearby human activity. Noise levels are generally considered low when ambient levels are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. In rural and undeveloped areas, L_{dn} can be below 35 dBA. Levels above 75 to 80 dBA are more common near major freeways and airports. Although people often accept the higher levels associated with very noisy urban areas, they nevertheless are considered to be adverse to public health. California uses a stricter equivalent sound level definition, which uses the L_{dn} and adds a 5-dB penalty to sound measurements between 10:00 PM and 7:00 AM.

2.2.8 Noise Level Acceptance Criteria

The surrounding land uses dictate what noise levels would be considered acceptable or unacceptable. In rural and undeveloped areas away from roads and other human activity, the day-to-night difference is normally small. Because of diurnal activity, nighttime ambient levels in urban environments are about 7

dB lower than the corresponding daytime levels. Nighttime noise is a concern because of the likelihood of disrupting sleep. Noise levels above 45 dBA at night can result in the onset of sleep interference. At 70 dBA, sleep interference effects become considerable (USEPA 1974).

2.3 Noise Sources

Environmental noise sources are segregated into four categories: single event, mobile, stationary-temporary, and stationary-permanent. Examples of noise sources in each of the two categories with A-weighted sound levels are presented in Table 2-1 below. Construction noise sources are always temporary, and are typically mobile, but may be stationary or single event. Construction noise sources are provided in more detail in Table 2-2. Acoustical terminology definitions are provided in Appendix A.

Table 2-1: Typical Stationary and Mobile Noise Source Sound Levels in dBA

Noise Source	Sound Level in dBA	Category
Noise at ear level from rustling leaves	20	STATIONARY-TEMPORARY
Room in a quiet dwelling at midnight	32	STATIONARY
Soft whisper at 5 feet	34	STATIONARY-TEMPORARY
Large Department Store	50 to 65	STATIONARY-TEMPORARY*
Room with window air conditioner	55	STATIONARY-PERMANENT
Conversational Speech	60 to 75	STATIONARY
Pump Station Equip. with Noise Abatement	62	STATIONARY-PERMANENT
Passenger Car at 50 feet	69	MOBILE
Vacuum cleaner in private home at 10 feet	69	STATIONARY
Ringing alarm at 2 feet	80	STATIONARY
Roof-top Air Conditioner	85	STATIONARY-PERMANENT
Bulldozer at 50 feet	87	MOBILE
Heavy city traffic	90	MOBILE
Home lawn mower	98	MOBILE
Jet aircraft at 500 feet overhead	115	MOBILE
Human pain threshold	120	NA
Construction Blast**	120 to 145 at 50 feet	SINGLE EVENT

Notes and References:

Reference: Noise Control Reference Handbook, Industrial Acoustics Company

^{*} Time-of-day dependent

2.3.1 Construction Noise

Construction noise sources and corresponding noise levels in the project area will greatly fluctuate depending on the purpose of construction and the particular type, number, and duration of use of various types of construction equipment involved. The effect of construction noise on nearby receptors depends upon how much noise is generated by each individual piece of equipment, the distance between construction activities and the nearest noise-sensitive receptors, the frequency, type, and duration of noise produced, and the ambient noise levels at the receptors. Typical construction equipment noise levels at 50 feet are summarized in Table 2-2. Construction noise modeling is discussed in the next section.

At a distance of 50 feet, noise levels would be between 68 to 96 L_{eq} . Noise levels would be correspondingly higher at receptor sites located closer to construction activities. Noise levels in this range would be substantially higher than the ambient noise levels experienced by sensitive receptors in typical rural commercial, recreational, and residential environments. In many areas along the proposed project transportation routes, staging areas, and potential construction zones, intervening topography, trees, and foliage may provide some noise attenuation.

Table 2-2: Construction Noise Sources by Octave Band Spectra

		Sound	d Power	Levels (dB) by O	ctave Ba	nd Cente	er Freque	ency (Hertz)
Noise Source	63	125	250	500	1000	2000	4000	8000	A-Weighted Total Sound Power (dBA)
Large Dozer	110	122	113	114	110	108	104	94	116
Large Motor Grader	99	105	103	98	97	94	88	79	102
Large Excavator	107	114	107	106	103	101	94	88	109
80-Ton Crane	104	110	108	103	102	99	93	84	107
Large Dozer-Ripper	110	122	113	114	110	108	104	94	116
40 TN Articulated Trucks	102	108	106	101	100	97	91	82	105
Dozer	110	122	113	114	110	108	104	94	116
Rock Drills	109	118	113	113	113	112	110	104	118
Powder Truck	102	108	106	101	100	97	91	82	116
Drill Rig	100	106	104	99	98	95	89	80	103
Diesel Generator Exhaust Discharge	109	114	109	104	94	84	81	71	105
Diesel Generator Gas Discharge	97	99	102	103	102	104	99	100	109
Large Front End Loader	112	124	114	110	108	106	102	90	115
Self-Propelled Vibratory Roller	102	108	110	106	102	100	98	90	109
On-Highway Transportation Trucks and Trailers	102	108	106	101	100	97	91	82	105

Notes: Source: DS/FDR Early Excavation Supplement EA/IS. 2009

2.3.2 Traffic Noise Sources

Traffic noise predictions are based on vehicle classification, the number of each vehicle per day as average daily trips (ADT), or by hour, and the speed of each vehicle type. These parameters are defined

by the Federal Highway Administration (FHWA). Vehicle classification includes heavy trucks (HT), medium trucks (MT), light trucks (LT), automobiles, buses, and motorcycles.

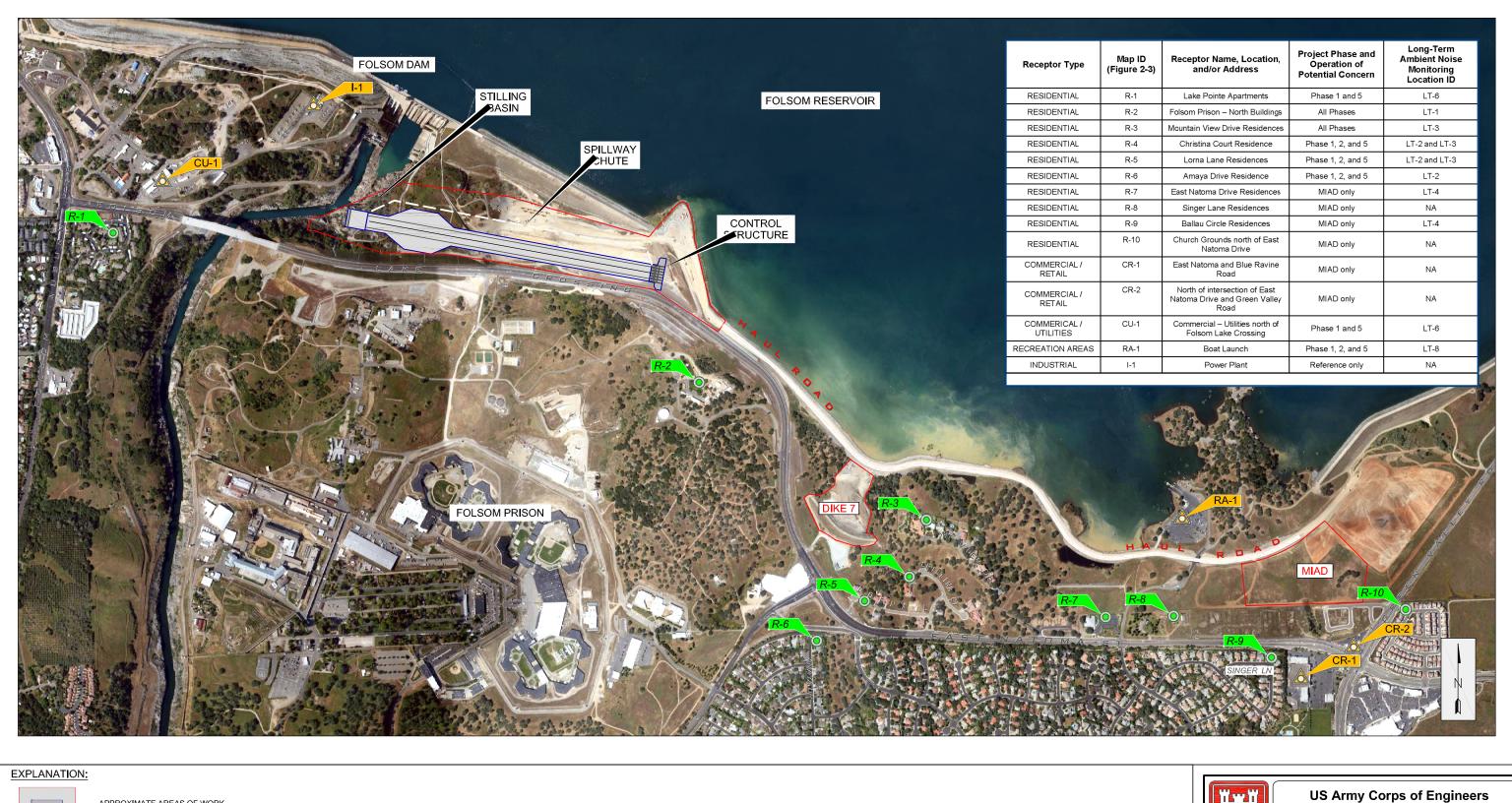
2.3.3 Critical and Sensitive Receptors

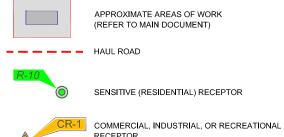
Some land uses are generally regarded as being more sensitive to noise than others due to the types of population groups or activities involved. The definition of critical and sensitive receptors varies by jurisdiction, but in general, critical receptors are those that cannot be interrupted or disturbed by project noise. This include, but are not limited to, police and fire stations, high security operations, noise-sensitive industry, hospitals, nursing homes, and other long-term medical care facilities. Sensitive population groups include children and the elderly and sensitive land uses. These include residential (single- and multi-family, mobile homes, dormitories, and similar uses), guest lodging, parks and outdoor recreation areas, schools, libraries, churches, and places of public assembly. No critical receptors were identified. The sensitive receptors identified for this project are listed by general area on Table 2-3 below. Additional specific locations within each area that were evaluated are shown in the noise modeling results section. Corresponding construction phases of potential concern and the distance from each sensitive receptor to the long-term ambient monitoring points are also listed. Sensitive receptors and the long-term monitoring locations are also illustrated on Figure 2-4.

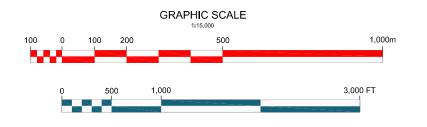
Table 2-3: Sensitive Receptors

Receptor Type	Map ID (Figure 2-3)	Receptor Name, Location, and/or Address	Project Phase and Operation of Potential Concern	Long-Term Ambient Noise Monitoring Location ID
RESIDENTIAL	R-1	Lake Pointe Apartments	Phase 1 and 5	LT-6
RESIDENTIAL	R-2	Folsom Prison – North Buildings	All Phases	LT-1
RESIDENTIAL	R-3	Mountain View Drive Residences	All Phases	LT-3
RESIDENTIAL	R-4	Christina Court Residence	Phase 1, 2, and 5	LT-2 and LT-3
RESIDENTIAL	R-5	Lorna Lane Residences	Phase 1, 2, and 5	LT-2 and LT-3
RESIDENTIAL	R-6	Amaya Drive Residence	Phase 1, 2, and 5	LT-2
RESIDENTIAL	R-7	East Natoma Drive Residences	MIAD only	LT-4
RESIDENTIAL	R-8	Singer Lane Residences	MIAD only	NA
RESIDENTIAL	R-9	Ballau Circle Residences	MIAD only	LT-4
RESIDENTIAL	R-10	Church Grounds north of East Natoma Drive	MIAD only	NA
COMMERCIAL / RETAIL	CR-1	East Natoma and Blue Ravine Road	MIAD only	NA
COMMERCIAL / RETAIL	CR-2	North of intersection of East Natoma Drive and Green Valley Road	MIAD only	NA
COMMERICAL / UTILITIES	CU-1	Commercial – Utilities north of Folsom Lake Crossing	Phase 1 and 5	LT-6
RECREATION AREAS	RA-1	Boat Launch	Phase 1, 2, and 5	LT-8
INDUSTRIAL	I-1	Power Plant	Reference only	NA

Notes: NA = Reference only – no long-term monitoring conducted in these areas.









JOINT FEDERAL PROJECT CONSTRUCTION OF THE CONTROL STRUCTURE AND LINING OF THE SPILLWAY CHUTE AND STILLING BASIN SUPPLEMENTAL EARS

MAY 2010

FIGURE 2-4 SITE MAP - SENSITIVE RECEPTORS AND PROPOSED AREAS OF WORK

W92138-09-D-0032

3.0 NOISE MODELING

Prediction of potential noise impacts within a specific area requires a series of interrelated calculations. The results of these calculations may be useful in determining the magnitude and extent of noise sources on ambient noise levels and environmental receptors. Computer-aided simulation programs have been developed to assist in the calculation process and properly assess complex systems of multiple noise sources, receptors, mitigating factors such as dense vegetation and terrain, ground absorption and reflection and other environmental factors. This methodology used is representative of engineering design projects and environmental studies routinely performed in California.

3.1 Noise Simulation Models

Four noise model applications were used for this analysis. These include simple screening-level noise modeling applications such as the Road Construction Noise Model (RCNM) and Traffic Noise Model (TNM) lookup tables used for predicting noise levels at various distances from construction equipment and traffic. For the proposed construction blasting, BNOISE2 was used. Modeling blast noise requires very different calculation algorithms specifically for high-energy, short-term or single-event noise sources. The USACE Construction Engineering Laboratory provided BNOISE2 for this project. BNOISE2 predicts peak noise levels associated with hundreds of types of explosives, charge size, depth of burial, and weather conditions.

For the majority of complex modeling required to accurately assess potential noise impacts related to this project SP7 was used. SoundPLAN 7[™] has the ability to accurately calculate noise levels over a wide area while considering:

- Multiple noise sources and source type (point, area, and/or line).
- Sound power over multiple frequencies.
- Averaging predicted SPL over time using various assessment types.
- Atmospheric effects.
- Sound reflection from ground surfaces such as rock, asphalt, concrete and water.
- Sound absorption due to soft ground cover, dense foliage, and human-made structures.
- Effects of elevation and topographic features (3D terrain).
- Sound directivity and corrections based on impulsiveness, tonality, and hemispheric spreading.
- Sensitive receptor elevation and multi-story receptors.

Results from RCNM and BNOISE2 were used as noise source model input for SP7 in addition to SP7's extensive library of noise sources. Sound isopleth maps and cross-sections were then generated for the different construction activities proposed.

3.1.1 Noise Propagation and Model Input

SoundPLAN™ provides a choice of industrial propagation calculation standards and methodology. Each calculation method is internationally recognized and offers unique computer simulation techniques. International Standard of Organization (ISO) 9613-2006 was used for the simulations in this evaluation. ISO 9613 is a general purpose standard for outdoor noise propagation from "industrial" noise sources. Construction vehicles fall within this designation.

The model allows for site-specific and generalized development of the source, receptor, and environmental features. Individual noise source emissions are modeled as sound power levels and can be represented as a single center frequency (500 Hz), up to 30 one-third octave bands or 10 octave-band frequencies (31, 63, 125, 250, 500, 1,000, 2,000, 4,000, 8,000, 16,000 Hz).

Noise database libraries consist of emission sources with full or partial sound power spectra, absorption, and transmission loss by structural material type and attenuation. Geo-Data files allow for layering and reuse source types, time of use, and receptor geospatial locations (x, y, z coordinates), digital terrain models, buildings, structural acoustic characteristics (absorptive or reflective), and special features (terrain, ground cover, berms, sound walls, etc.). Use of the databases ensures consistent model input when evaluating multiple scenarios.

3.1.2 BNOISE2

The use of average noise levels over a protracted time period generally does not adequately assess the probability of community noise complaints. BNOISE2 was used to assess the risk of noise complaints from impulsive noise resulting from construction blasting, in terms of single event metrics. The metrics used were the peak sound pressure level $[P_{K 15}(met)]$ and SEL using ANSI 12.9/4. The metric $P_{K15}(met)$ accounts for statistical variation in received single event peak noise level that is due to weather. It is the calculated peak noise level, without frequency weighting, expected to be exceeded by 15 percent of all events that might occur. To account for normal (average) weather conditions the BN3.3 Weather Emulation was selected for the BNOISE2 calculations.

3.1.3 Road Construction Noise Model

The RCNM is a national model based on the noise calculations and extensive construction noise data compiled for the CA/T Project. The basis for the national model is a spreadsheet tool developed in support of the CA/T project. The CA/T predictions originated from U.S. Environmental Protection Agency (USEPA) noise level work and an Empire State Electric Energy Research Corporation Guide which utilizes an "acoustical usage factor" to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. The noise levels listed represent the A-weighted L_{max} , measured at a distance of 50 feet from the construction equipment.

The RCNM was utilized to initially screen project construction noise for two phases; the phase with the greatest potential to generate noise, and the phase with the least potential. Due to the complexity of the large construction area, use of haul roads to off-site disposal/stockpile areas, variety of noise sources, severity of terrain, and the presence of elevated sensitive receptors located in the center of a majority of the proposed work, RCNM was found not suitable for accurate predictions of noise. Construction equipment sound power levels by octave-band frequency were used for noise sources in SP7.

For non-Type I projects, selective use of TNM 2.5 elements can be used to prepare a screening level assessment of existing traffic noise and the incremental increase in traffic noise due to project traffic additions to various road segments. Traffic noise is calculated over a 24-hour period (CNEL) or over hourly periods. To properly assess potential traffic increases due to time of day/night, the TNM 2.5 Lookup Table (LUT) was used. The methodology and results of the traffic noise are provided in Section 6.0.

4.0 NOISE CRITERION

The noise nuisance criterion is derived from local noise ordinances, state laws, and/or federal regulations/standards. These criteria and a description of the noise simulation model and the assumptions applied to determine noise levels at critical receptors are presented in these sections.

4.1 Regulatory setting

Federal regulations, standards, and guidelines, California state law, and local ordinances and regulations (LOR) pertaining to environmental noise are cited in this section. The LOR citations include all county ordinances and select city ordinances within the immediate Program Area. In addition, a representative selection of counties and cities throughout California that may be potentially treated are cited. Counties that do not have specific noise ordinances are either referenced as deferring to state or federal regulations, or if a noise element exists in a specific general plan, that element is cited.

4.2 Federal Standards

The federal noise standards or guidelines discussed in this section are applicable and relevant or to-beconsidered during implementation of Program alternatives. Noise regulations and standards are provided for the following agencies:

- Department of Defense (DoD)
- U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)
- U.S. Environmental Protection Agency (USEPA)
- National Environmental Policy Act (NEPA)

4.2.1 Department of Defense

The DoD has conducted extensive noise studies over the last 50 years. Noise Policy and Directives include "Being a Good Neighbor", complying with NEPA and the Federal Noise Act of 1972, monitoring noise exposure of threatened and endangered species, and avoiding Federal Tort Claims (DoD 2005). The emphasis of DoD noise policy relates to firing ranges, military training routes, and aircraft operations; however, blasting and heavy construction equipment operation by the USACE is relevant to this noise impact evaluation. The following table provides a guideline to predict complaints based on peak sound levels associated with blast noise.

Table 4-1: Peak Noise Level vs. Complaint Prediction Guidelines

Predicted Sound Level, dB _{Peak}	Risk of Complaints	Action
< 115	Low	No Restrictions
115 - 130	30 Moderate Fire important tests. Postpone non-cri feasible.	
130 - 140	High, possibility of damage.	Only extremely important tests should be fired.
> 140	Threshold for permanent physiological damage to unprotected human ears. High risk of physiological and structural damage claims.	Postpone all explosive operations.

4.2.2 U.S. Environmental Protection Agency (USEPA)

The USEPA has developed guidelines on recommended maximum noise levels to protect public health and welfare (EPA 1974). The USEPA does not enforce these regulations, but rather offers them as a planning tool for state and local agencies. The table below provides examples of protective noise levels recommended by the USEPA.

Table 4-2: USEPA Designated Noise Safety Levels

EFFECT	NOISE LEVEL	AREA			
Hearing Loss	Leq (24)<70 dB	All areas			
Outdoor Activity Interference and	Ldn <55 dB	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.			
Annoyance	Leq (24)<55 dB	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.			
Indoor Activity Ldn <45 dB		Indoor residential areas			
Interference and Annoyance	Leq (24)<45 dB	Other indoor areas with human activities such as schools, etc.			

Notes:

 L_{eq} (24) = Represents the sound energy averaged over a 24-hour period.

L_{dn} = Represents the Leq with a 10 dB nighttime weighting.

Source: USEPA, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974.

4.3 State Noise Standards and Guidelines

State noise standards and guideline include CEQA, the California Department of Parks and Recreation General Plan, land use compatibility regulations and the California Vehicle Code. Elements of these are summarized below.

4.3.1 California Environmental Quality Act (CEQA)

Under CEQA, a substantial noise increase may result in a significant adverse environmental effect and, if so, must be mitigated or identified as a noise impact for which it is likely that no, or only partial abatement measures are available. Specified economic, social, environmental, legal, and technological conditions may make additional noise attenuation measures infeasible.

4.3.2 Department of Parks and Recreation General Plan

Statewide guidelines for General Plans published in 1998 indicate that levels under 70 L_{dn} should be acceptable to receptors in parks (OPR, 1998).

4.3.3 Land Use Compatibility

The California Government Code § 65302(f) encourages each local government entity to conduct noise studies and implement a noise element as part of their General Plan. In addition, the California Office of Planning and Research published guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, and these are listed in Table 4-3 below. In general, noise levels less than 60 dBA L_{dn} are acceptable for all land uses, including residences, schools, and other noise-sensitive receptors. The State considers noise levels less than 70 dBA L_{dn} to be normally acceptable for playgrounds and neighborhood parks (OPR, 1998).

Table 4-3: Land Use Compatibility for Community Noise Environment

	Community Noise Exposure – L _{dn} or CNEL in dBA														
Land use category		50		55		60		65		70		75		80	
Residential – Low Density Single Family, Duplex, Mobile Home							(////)	7////							
Residential – Multifamily						7////		/////							
Transient Lodging – Motel, Hotel						/////	(////	<i>()/////</i>		/////	(/////				
Schools, Libraries, Churches, Hospitals, Nursing Homes						/////	(/////	(/////	(////						
Auditorium, Concert Hall, Amphitheaters	<u> </u>	/////	<u> </u>	<u>/////</u>	(/////	<u>/////</u>	(////	//////	(////						
Sports Arena, Outdoor Spectator Sports		///////				/////	(////	(/////	<u>/////</u>						
Playgrounds, Neighborhood Parks			Milli												
Golf Courses, Riding Stables, Water Recreation, Cemeteries															
Office Buildings, Business Commercial and Professional															
Industrial, Manufacturing, Utilities, Agriculture															

LEGEND

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development generally should not be undertaken.

Source: State of California General Plan Guidelines, Office of Planning and Research, June 1998.'

CNEL= Community Noise Equivalent Level

dBA = A-weighted decibel(s)

Ldn = Day-Night Noise Level

4.3.4 California Vehicle Code

Noise from highway vehicles and off-highway equipment is regulated by the Department of Motor Vehicles with cooperation from the California Highway Patrol. Off-highway motor vehicles manufactured between 1975 and 1986 must not exceed 86 dBA, and those manufactured after 1986 must not exceed 82 dBA when measured at 50 feet from the centerline of travel (Vehicle Code Section 38370). Heavy highway vehicles manufactured after 1987 must emit less than 80 dBA (Vehicle Code Sections 27204 and 27206).

For traffic noise, a change in noise levels of less than 3 dBA is not discernable to the general population. An increase in average noise levels of 3 dBA is considered barely perceptible, while an increase of 5 dBA is considered readily perceptible to most people (Caltrans 1998).

4.4 Municipal Noise Ordinance Requirements

The proposed project is located in the City of Folsom. Some traffic is expected through Sacramento County, Placer County, and El Dorado County, but noise impacts due to the expected traffic are not significant. The noise impact evaluation with respect to traffic will use the City of Folsom requirements as they are the strictest. Municipal ordinances for the three counties are provided in both the primary EA/IS and the previous Supplemental EA/IS for Early Excavation. All construction noise from the project will occur in the City of Folsom and Sacramento County. Therefore, noise ordinances pertaining to these municipalities are described below.

4.4.1 Sacramento County

The Sacramento County Noise Ordinance specifies noise levels in terms of L_{50} . Construction noise levels are exempt from 6:00 AM to 8:00 PM on weekdays and 7:00 AM to 8:00 PM on weekends. If construction were to occur outside of these periods, activities would be required to comply with exterior and interior noise limits at residential receptors, as summarized in Table 3-4. For impulse noise (such as impact pile driving or blasting), the limits are reduced by 5 dBA.

Section 6.68.120 of the Sacramento County Noise Ordinance states that, "it is unlawful for any person to operate any mechanical equipment installed after July 1, 1976 if the maximum noise level exceeds 60 dBA at any point at least one foot inside the property line of the affected residential property and 3 to 5 feet above ground level." Furthermore, equipment installed 5 years after July 1, 1976 must comply with a maximum limit of 55 dBA at the same distances within the property from the sound source. When measured from a distance of 50 feet, waste disposal vehicles and other similar vehicles or equipment cannot exceed 80 dBA on or after 5 years from July 1, 1976. Noise levels can not exceed the ambient level by 10 dBA or more at schools, churches or hospitals.

Table 4-4: Noise Ordinance Standards (Sacramento County)

			Noise Levels Not To Be Exceeded In Residential Zone**			
EXTERIOR NOISE STANDARDS	Maximum Time of Exposure	Noise Metric	7 a.m. to 10 p.m. (daytime)	10 p.m. to 7 a.m. (nighttime)		
	30 Minutes/Hour	L ₅₀	55 dBA	50 dBA		
	15 Minutes/Hour	L ₂₅	60 dBA	55 dBA		
	5 Minutes/Hour	L _{8.3}	65 dBA	60 dBA		
	1 Minute/Hour	L _{1.7}	70 dBA	65 dBA		
	Any period of time	L _{max}	75 dBA	70 dBA		
INTERIOR NOISE STANDARDS						
	5 Minutes/Hour	L _{8.3}	-	-		
	1 Minute/Hour	L _{1.7}	-	-		
	Any period of time	L _{max}	-	-		

^{*}Construction Noise Exemption Times: 6:00 a.m. - 8:00 p.m. Weekdays and 7:00 a.m. - 8:00 p.m. Weekends

^{**5} dBA reduction for impact noise during non-exempt times Source: Sacramento County Municipal Code, Chapter 6.68.070.

4.4.2 City of Folsom

The City of Folsom uses L_{50} as the baseline criterion level. Construction noise is exempt from these regulations during the periods of 7:00 AM to 6:00 PM on weekdays and 8:00 AM to 5:00 PM on weekends. If construction were to occur outside of these periods, activities would be required to comply with exterior and interior noise limits at residential receptors, as summarized in Table 3-3. For impulse noise (such as impact pile driving or blasting), the limits are reduced by 5 dBA.

Table 4-5: Noise Ordinance Standards (City of Folsom)

			Noise Levels Not To Be Exceeded In Residential Zone**			
EXTERIOR NOISE STANDARDS	Maximum Time of Exposure	Noise Metric	7:00 AM to 10:00 10:00 PM t PM (day) 7:00 AM (nig			
	30 Minutes/Hour	L ₅₀	50 dBA	45 dBA		
	15 Minutes/Hour	L ₂₅	55 dBA	50 dBA		
	5 Minutes/Hour	L _{8.3}	60 dBA	55 dBA		
	1 Minute/Hour	L _{1.7}	65 dBA	60 dBA		
	Any period of time	L _{max}	70 dBA	65 dBA		
INTERIOR NOISE STANDARDS						
	5 Minutes/Hour	L _{8.3}	45 dBA	35 dBA		
	1 Minute/Hour	L _{1.7}	50 dBA	40 dBA		
	Any period of time	L _{max}	55 dBA	45 dBA		

^{*}Construction Noise Exemption Times: 7:00 AM - 6:00 PM Weekdays and 8:00 AM - 5:00 PM Weekends

Source: City of Folsom, CA Municipal Code. Chapter 8.42, Table 8.42.040

4.4.3 Summary of LORs

The closest jurisdiction with the most restrictive noise level guidelines must be abided by. For the purpose of this project, the City of Folsom's standards will be followed because it is the closest jurisdiction with the most restrictive noise ordinance. The baseline criterion level (L₅₀) is 50 dBA during daytime and 45 dBA during nighttime. If this criterion is met within the City of Folsom, noise standards for other nearby jurisdictions will also be achieved. If the ambient noise level is above 50 dBA, then this becomes the new standard at each individual noise-sensitive receptor. For the City of Folsom, construction noise exemptions allow for noise generated by construction would not be subject to the exterior noise standard limits. These exempt times last from 7:00 AM to 7:00 PM during weekdays and 8:00 AM to 5:00 PM on weekends.

^{**5} dBA reduction for impact noise during non-exempt times

5.0 AMBIENT NOISE SURVEY

Ambient noise values are used in the impacts analysis to compare to noise sources and sound levels associated with the proposed project and to federal, state, and local ordinances and regulations (LOR) to determine whether proposed project activities would exceed established noise criteria

Extensive ambient noise data were obtained by URS in March 2009 to characterize existing noise conditions as part of the Early Excavation Supplemental EA/IS. The coverage of the ambient data monitoring encompasses the Control Structure and includes the Spillway Chute, Stilling Basin, Dike 7, Mormon Island Auxiliary Dam (MIAD), and the various import haul routes. The recency, completeness, quality, and overall coverage of these monitoring data make them applicable to this addendum. These data are included in this noise evaluation are considered baseline ambient noise conditions. The remainder of this section is directly quoted from the Early Excavation Supplemental EA/IS (2009).

The survey consisted of short-term (10 minutes) and long-term measurements (24 hours) at noise-sensitive receptors. Weather conditions were very consistent over the 3 days of noise monitoring. The temperature ranged from 55 degrees Fahrenheit at night to 75 degrees Fahrenheit during the day. Winds were mild and gusted to 6 or 7 miles per hour during noise monitoring. The long-term measurements were conducted using three Larson Davis Model 820 American National Standards Institute (ANSI) Type 1 integrating sound level meters (serial numbers 1527, 1528 and 1598). The sound level meters were bolted to trees, telephone poles or fences approximately 5 feet above the ground in order to approximate the height of the human ear. Short-term monitoring was conducted using an ANSI Type 1 integrating sound level meter (serial number 2672071). All sound level meters were calibrated before and after the measurement periods with a Larson Davis Model CAL200 calibrator (serial number 2794). All sound level measurements conducted by URS were in accordance with ISO 1996a, b, c.

The long-term and short-term measurement sites for human sensitive receptors are summarized in Table 5-1 and Table 5-2, respectively.

Table 5-1: Long-Term Measurement Sites

Location ID (1)	Location and Description	Modeled Receptor Equivalents			
LT-1	Folsom State Prison	Folsom Prison Buildings			
LT-2	Tacana Drive and East Natoma Street	R-4 (DIKE7-R-04) ⁽²⁾			
LT-3	Mountain View Drive	R-3 (DIKE7-R-01 to 06)			
LT-4	East Natoma Street and Green Valley Road	R-9 and R-10 (MIAD-R-08 and 09)			
LT-5	Shadowfax Court	Not Used			
LT-6	East of Folsom Auburn Road and Pierpoint Circle	Lake Point Apartments 1-5 (R-1)			
	East of Poisoni Aubum Road and Pierpoint Circle	Commercial-Utility Buildings 1-5 (CU-1)			

Notes:

- (1) No ambient measurements were recorded at LT-1 for security reasons.
- (2) Figures may indicate either short-from receptor labels or the longer labels)

Long-Term Site Monitoring

Five long-term measurements were conducted. Long-term data was not collected at the Folsom State Prison for security reasons. The table below summarizes the long-term measurement site data. The raw data for each long-term measurement site are provided in Appendix A of the DS/FDR Early Excavation Supplemental EA/IS (2009).

Table 5-2: Long-Term Measurement Site Data

Site ID	Location	Start Date	Start Time	Hourly L _{eq} Range (dBA)	CNEL (dBA)
LT-1	Folsom State Prison	N/A	N/A	N/A	N/A
LT-2	Tacana Drive and East Natoma Street	3/25/2009	17:00:00	51.5 - 69.4	71
LT-3	Mountain View Drive	3/25/2009	15:00:00	32.8 - 50.9	50
LT-4	East Natoma Street and Green Valley Road	3/24/2009	14:00:00	58.0 - 75.2	76
LT-5	Shadowfax Court	3/24/2009	13:00:00	34.1 - 57.5	51
LT-6	East of Folsom Auburn Road. and Pierpoint Circle	3/24/2009	15:00:00	31.7 - 56.8	50

Notes:

Equivalent noise level Community Noise Equivalent Level A-weighted Decibel

Leq CNEL dBA



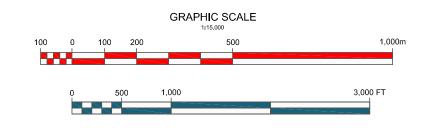




LONG-TERM AMBIENT NOISE MONITORING LOCATION



APPROXIMATE AREA OF WORK (REFER TO MAIN DOCUMENT)



W W W

US Army Corps of Engineers Sacramento District

JOINT FEDERAL PROJECT CONSTRUCTION OF THE CONTROL STRUCTURE AND LINING OF THE SPILLWAY CHUTE AND STILLING BASIN SUPPLEMENTAL EAIS

FIGURE 5-1 NOISE MONITORING LOCATION MAP

W92138-09-D-0032 MAY 2010

6.0 IMPACTS ANALYSIS AND MITIGATION MEASURES

The noise impacts analysis compares predicted noise levels against the impact significance criteria presented in Section 6.2 below. Significant impacts are summarized for each project phase where one or more impacts were identified. A "no project alternative" was not evaluated due to the necessity of completing the current project.

For the purposes of this noise evaluation, the overall project was divided into specific phases. The phases are specific to probable and significant variations in noise model input and output. This is primarily due to terrain elevation changes, variable equipment types proposed, and the modeled locations of each piece of equipment. These phases may differ slightly from the project description, but adhere to major construction phases provided by the USACE.

Table 6-1: Construction Phase Activities and Figure Reference

Construction Phase	Description	Comments	Figure Reference					
Off-Site Haul Routes (1)	Traffic Noise on Folsom Lake Crossing and Folsom Auburn Road (2)	80 Heavy Truck ADT and 70 Auto ADT	NA					
Phase 1	Control Structure Excavation	See sub phases below						
Phase 1a	Blasting at Elevation 475'	Elevations vary between 470' and 480'	6-1, 6-1a					
Phase 1b	Blasting at Elevation 350'	Approximately 25-30 feet above assumed final cut elevation of 325'	6-1, 6-1b					
Phase 1c	Every often often Direction	After Phase 1a - Noisiest due to higher elevations compared to Phase 1b and 1c.	6-1c					
Phase 1c	Excavation after Blasting	Includes Haul Road and rock disposal at Dike 7 and MIAD						
Phase 2	Control Structure Foundation Work	Haul Road and coarse rock loading at Dike 7 and MIAD	6-2					
Phase 2	Control Structure Foundation Work	6-2						
Phase 3	Control Structure Gate Installation	Limited noise sources – single point sound (SPS) and RCNM screening used	6-3					
Phase 4	Stilling Basin and Spillway Chute Foundation Preparation and Backfill	Modeled noise sources in and around the Stilling Basin (Worst Case)	6-4					
Dhara 5	Stilling Basin and Spillway Chute	Haul Road and coarse rock loading at Dike 7 and MIAD	0.5					
Phase 5	Concrete Placement	Stockpiling and Batch Plant operation in the Spillway Chute at El. 340-345'	6-5					
Phases 2 & 5	Batch Plant Locations	Comparison of Batch Plant located on peninsula and located in the Spillway Chute	6-6					

Notes:

6.1 Noise Evaluation Assumptions

Elevations of the Spillway Chute and Stilling Basin are currently in final design modification, therefore the elevations used for modeled terrain and structures in this evaluation are conservative and provide "worst case" predicted noise levels at nearby receptors.

⁽¹⁾ Off-site Haul Routes for imported fill, aggregate, and rebar for foundation and other concrete work, and structural, mechanical, and electrical building components for the Control Structure (Phase 2, 3, 4, and 5).

North of Folsom Lake Crossing.

MIAD Mormon Island Auxiliary Dam (disposal and course material stockpiling for USACE).

Noise impact modeling for blasting was based on an initial configuration that was relatively shallow, did not incorporate blast mats or blocking terrain between the blast area and sensitive receptors. The specifications were later refined to include blocking terrain, blast mats, and deeper borings. The total amount of explosive charge was increased due to closer spacing, but the initial modeling is considered a "worst case" scenario primarily due to the direct line-of-sight between the blast pattern and sensitive receptors along Mountain View Drive. The impacts and the mitigation measures remain the same for both blasting configurations.

The blasting configurations are as follows:

Modeled Configuration: Ammonium nitrate and fuel oil (ANFO) charges with a weight of 55- to 65pounds per 5- to 10-foot deep hole on a 3-by-3-foot grid. A total of 9 charges with 30-foot spacing between each charge. No blast mats or blocking terrain between the blast grid and sensitive receptors. Two elevations were modeled; at approximate elevations 475-480 feet and 350 feet mean sea level (msl).

Refined Configuration: Charge weight of 44 pounds packed in 20-foot deep borings on 5-foot centers on a 20-foot-wide bench with no larger than a 75-foot wall. The wall serves as shielding terrain from a noise perspective. No more than 75 charges will be used. Blast mats will be placed over the charges.

Existing construction noise monitoring data were not available during the preparation of this report. Blasting and heavy construction work is currently in progress at the Spillway Chute and Stilling Basin, and dumping at Dike 7 is being conducted during construction-exempt hours between 7:00 AM and 7:00 PM

Future operations will be conducted primarily during exempt hours. On limited occasions operations may begin before exempt hours and end in the evening after 7:00 PM. Comparing modeled construction noise to noise criteria during exempt hours is irrelevant, so evening and nighttime LORs were used for comparison. Therefore, references to predicted noise impacts will be limited to non-exempt hours.

6.2 **Impact Significance Criteria**

Impacts are considered adverse and significant if the project noise levels exceed field-monitored ambient noise levels and any of the following:

• LOR: City of Folsom and Sacramento County

State of California: CEOA

Federal: FHWA, NEPA, or USEPA

CEOA Significance Threshold 6.2.1

According to the CEQA Guidelines a project may be deemed to have a significant adverse impact on the environment if it would:

Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts to the proposed project would be significant if the new project elements exceed the existing standards.

Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. Impacts to the proposed project would be significant if the new project elements would create excessive ground vibration either by construction methods, blasting, or redistribution of heavy truck traffic.

<u>Permanently</u> and substantially increase ambient noise levels in the project vicinity above existing without the project. Impacts to the proposed project would be significant if the new project elements exceed the "substantial increase" criteria as set forth by Caltrans.

<u>Temporarily or periodically increase ambient noise levels in the project vicinity above levels existing without the project.</u> Impacts to the proposed project would be significant if the new project elements exceeded the construction noise ordinance or be considered "substantial" by Caltrans.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels. Impacts to the proposed project would be significant if the project places additional noise receptors within the existing flight operations area of adjacent airport.

6.2.2 LOR Significance Thresholds

For construction activities that will occur during non-exempt hours, the following City of Folsom and Sacramento County thresholds are applicable:

- From 10:00 PM to 7:00 AM: L_{50} of 45 dBA and L_{max} of 65 dBA.
- From 7:00 PM to 10:00 PM: L_{50} of 50 dBA and L_{max} of 70 dBA.
- L_{max} of 70-85 dBA in areas outside of City of Folsom jurisdiction.
- For traffic noise within the City of Folsom: L_{dn}/CNEL of 65 dBA.

6.3 Off-Site Traffic Noise Impacts and Mitigation

Projected traffic increases were evaluated for the project. Average Daily Trips were calculated and rounded up. The ADT used for traffic noise prediction are consistent with the traffic analysis. These values are 70 ADT for heavy trucks and 80 ADT for automobiles. The TNM 2.5 Look up Table was used as screening tool. The LUT calculates noise based on hourly traffic, so the ADT and percentage of daytime traffic by vehicle type were used to calculate hourly values. Four scenarios were modeled:

- 1. Current traffic noise during a daytime (i.e. "exempt") hour (Table 6-2).
- 2. Existing traffic and half of the project auto and heavy truck traffic occurring within a daytime hour (Table 6-2).
- 3. Existing traffic, all project autos and heavy truck traffic occurring within a daytime hour (Table 6-3).
- 4. Existing traffic, half of the project auto and heavy truck traffic occurring within a nighttime (i.e. "non-exempt") hour (Table 6-4).
- 5. Existing traffic, all project auto and heavy truck traffic occurring within a nighttime hour ("worst case") (Table 6-4).

Traffic data from the Early Excavation EA/IS study for Folsom Auburn Road and Folsom Lake Crossing were updated using a 3-percent yearly increase in ADT. Current heavy truck ADT counts correspond to the Early Excavation work currently in progress. The input parameters and results are provided in the table below:

Table 6-2: Traffic Noise, Current Daytime Hourly Traffic + Half of Project Traffic in a Daytime Hour

Road Segment	Current ADT and Hourly Daytime Traffic (1)	Current A- Weighted Hourly Equiv. Sound Level at 50'	Project ADT + ½ Current ADT by Daytime Hour	Projected Hourly Equiv. Sound Level at 50' (dBA)	Incremental Increase in dBA
Folsom Lake Crossing	15,250 / 1000	66.5	15,325 / 1,075	68.0	1.5
Folsom Auburn Road	29,700 / 2,550	72.5	29,770 / 2,625	72.9	0.4

Notes: Initial traffic data from DS/FDR Supplemental EA/IS (2009).

Breakdown of vehicle types during a daytime hour at:

Folsom Lake Crossing = 937 Autos, 17 medium trucks, and 45 heavy trucks.

Folsom Auburn Road = 1,931 Autos, 545 medium trucks, and 74 heavy truck.

Table 6-3: Traffic Noise, Current Daytime Hourly Traffic + All Project Traffic in a Daytime Hour

Road Segment	Current ADT and Hourly Daytime Traffic	Current A- Weighted Hourly Equiv. Sound Level at 50'	Project ADT + ½ Current ADT by Daytime Hour	Projected Hourly Equiv. Sound Level at 50' (dBA)	Incremental Increase in dBA
Folsom Lake Crossing	15,250 / 1000	66.5	15,400 / 1,150	69.0	2.5
Folsom Auburn Road	29,700 / 2,550	72.5	29,850 / 2,700	73.3	0.8

Table 6-4: Traffic Noise, Current Nighttime Hourly Traffic + All Project Traffic in a Single Night Hour

Road Segment	Current Hourly Nighttime Traffic (1)	Current A- Weighted Hourly Equiv. Sound Level at 50'	Project Hourly Traffic + Current Hourly Traffic by Nighttime Hour (1/2 / Full) *	Projected Hourly Equiv. Sound Level at 50' (dBA) (1/2 / Full) *	Incremental Increase in dBA
Folsom Lake Crossing	176	57.0	261 / 326	63.3 / 65.6	6.3 / 8.6
Folsom Auburn Road	391	63.0	466 / 541	67.2	4.2

Notes:

Folsom Lake Crossing = 172 Autos, 3 medium trucks, and 1 heavy truck.

INCREASE IN AMBIENT NOISE

Incremental increases in traffic noise from the addition of project noise range from less than 1 dBA to less than 3 dBA. Small increases less than 3 dBA are typically not perceived. Additionally, traffic noise on both roads currently exceeds the City of Folsom's limitation of 65 dBA. Daytime impacts are less than significant. If all heavy trucks were to arrive and depart in a single hour after 10:00 PM and before 7:00 AM, when traffic and ambient noise levels are very low, impacts become significant as indicated on Table 6-4; however, since all project traffic is long-term temporary, no permanent noise increases will occur.

⁽¹⁾ Breakdown of vehicle types during a nighttime hour at:

Folsom Auburn Road = 327 Autos, 63 medium trucks, and 1 heavy truck.

^{*} Current hourly traffic + half of project traffic and current hourly traffic + all project traffic.

Impact N-1: Transportation of material and equipment from off site would temporarily increase local noise levels near sensitive receptors during nighttime or evening (Class II)

<u>Mitigation Measure N-1a</u>: Provide Advance Notices. Provide residents and businesses near the project advance notices of project activities, schedule, anticipated traffic, and potential noise issues. The advance notice shall describe the potential noise disruption and the steps the USACE or its contractor plans to take to minimize the noise (for example, by enclosing and muffling equipment, limiting idling and engine brake use).

<u>Mitigation Measure N-1b</u>: Provide Liaison and Hotline for Nuisance Complaints. In the event of complaints by nearby residents, the construction contractor shall monitor noise from construction activity. Noise shall be measured at the perimeter of the work area or adjacent to sensitive receptors. In the event that construction noise exceeds the specified limits prescribed by the USACE, the offending construction activity shall cease until appropriate measures are implemented. Optional: Noise thresholds shall be included in the construction contractor's contract with USACE.

Mitigation Measures N-1a and N-1b form the basis for public response to all noise impacts related to the proposed project. Both are referenced in the Impacts below.

<u>Mitigation Measure N-1c:</u> Heavy Truck Delivery Hour Planning. Attempt to schedule heavy truck deliveries during exempt working hours and whenever possible, avoid deliveries during a single hour, especially during non-exempt hours.

<u>Mitigation Measure N-1d:</u> Prohibit Engine Brake (Jake Brake) use within City Limits. Many noise complaints arise from heavy truck use of engine brakes to slow the truck down. This type of brake is secondary to the main braking system of a large truck, the air brake. Use of this type of braking can be avoided by proper speed control.

<u>Mitigation Measure N-1e:</u> Properly Maintain Equipment. The application contractor will properly maintain and tune engines of all application equipment and maintain properly functioning mufflers on all internal combustion engines to minimize noise levels. Perform noise reduction maintenance during routine maintenance for each vehicle serviced.

IMPACTS TO SENSITIVE RECEPTORS

Hauling and delivery operations have the potential to temporarily impact sensitive receptors. Quarry trucks and 18-wheel semi tractor trailers could cause short-term and temporary noise level increases if arrival and departure times are during non-exempt morning hours, or if all ADT occur during a single hour.

Significance after Mitigation: Less than Significant

6.4 Construction Noise Impacts and Mitigation Measures

Construction operations were evaluated by the five primary phases determined by USACE as described in the Project Description. Phase 1 was further subdivided for this noise analysis.

6.4.1 Phase 1: Control Structure Excavation

Four sub phases of the Control Structure Excavation were modeled and evaluated. These include blasting at three different elevations and excavation after the highest blast elevation. The phases include:

- Phase 1a Blasting at Elevation 476 to 480 feet (146-148 meters). A single event within the footprint of the proposed Control Structure. Model is considered the "worst case" blasting scenario with direct line-of-site to sensitive receptors.
- Phase 1b Blasting at Elevation 350 feet (106 meters). A single event approximately 20 feet above the assumed final grade of the Control Structure. Terrain blocks line-of-sight to nearby sensitive receptors. Based on the latest specifications, this is the more realistic of the two modeled blasting scenarios.
- Phase 1c Excavation, Hauling, and Disposal. Removal of material after Phase 1a blasting.

Blasting Noise, Phases 1a and 1b:

Blast models were developed using BNOISE2 and SP7. Sound isopleth maps and cross-sections are presented individually and as a single figure for comparison.

INCREASE IN AMBIENT NOISE

Ambient noise levels will increase and then decay rapidly back to ambient levels over a short period of time. This period typically lasts several seconds and is the result of planned sequential firing of multiple charges. Since single-event noise very rarely exceeds the L_{dn} or CNEL, no adverse impacts to ambient noise levels are likely to occur.

No Adverse Impact

IMPACTS TO SENSITIVE RECEPTORS

Modeled L_{max} ranged from 50 to 72 dBA. The highest values predicted were at the closest buildings over looking the reservoir and construction site at Folsom Prison, or immediately north of Folsom Prison property (LT-1). The highest noise level (L_{max}) predicted at specific residences on Mountain View Drive ranged from 58 dBA to 61 dBA. However, since the PK15 unweighted noise level in the blast area is above 140 dB, vibration could cause minor annoyance to residents due to rattling windows or other structural building components.

<u>Impact N-2:</u> Blasting would cause vibration and noise causing potential startling and annoyance to nearby sensitive receptors (Class II)

<u>Mitigation Measure N-2a:</u> Notify the City of Folsom, and if necessary, nearby residents at least 72 hours in advance. Review previous noise monitoring results from blasting events during Early Excavation. Modify notification periods as necessary. Conduct blasting during exempt hours.

<u>Mitigation Measure N-2b: Blast Location Planning.</u> Where possible, plan blasting locations so existing terrain will shield blast noise. Blasting and excavating Lamb Chop Hill from west to east would shield nearby sensitive receptors located to the southeast for the majority of blasting operations. The current specifications require this.

<u>Mitigation Measure N-2c: Utilize Blast Mats or other BACT.</u> If the proposed charge size permits use of an available BACT to reduce noise and/or vibration, require the contractor to use them during blasting operations. The current project blasting specifications require this.

Significance after Mitigation: Less than Significant

Construction Noise during Excavation

This phase was selected for modeling as the elevations after initial blasting have a direct line-of-site to most sensitive receptors on all sides of the proposed area of work. Haul road travel by large dump trucks and rock disposal at Dike 7 and MIAD were also modeled as part of Phase 1c.

INCREASE IN AMBIENT NOISE

Ambient noise levels will increase during all excavation operations in Phase 1. Modeled L_{dn} noise levels at LT-3 were 70 dBA for all floors.

IMPACTS TO SENSITIVE RECEPTORS

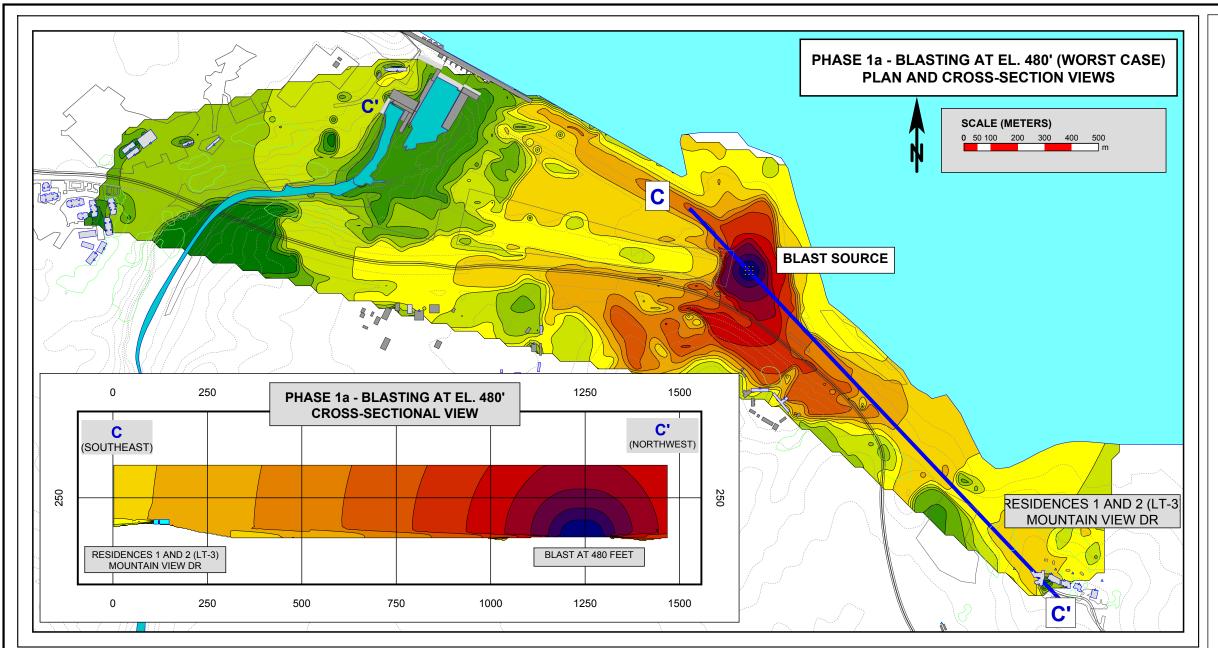
Several residences adjacent to Dike 7 may be significantly impacted by rock disposal in Dike 7. The worst case model used a front-end loader and belly dump truck unloading rock in the southeast corner of this site. Additionally, Haul Road noise was modeled as a line source over an 8-hour day using typical ingress-egress routing into and out of Dike 7. Any work performed during non-exempt hours will likely exceed LORs by up to 20-25 dBA.

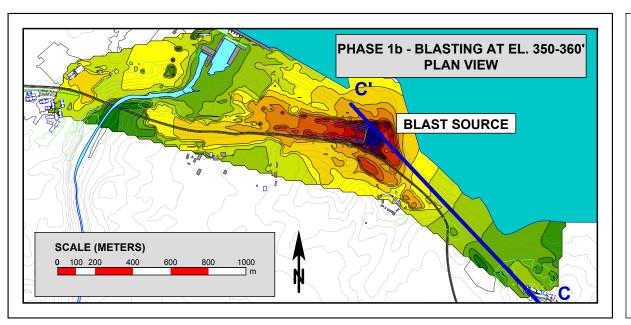
<u>Impact N-3</u>: Dike 7 and MIAD rock disposal would cause loud impulsive noise at nearby sensitive receptors

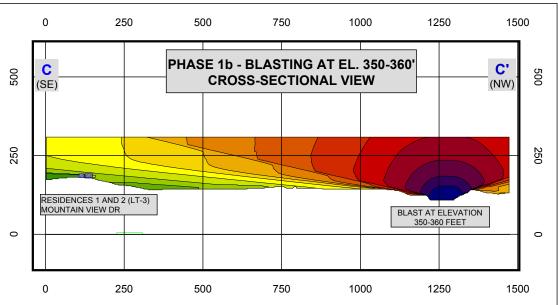
Mitigation Measure N-3: Do not use Dike 7 or MIAD for Disposal during Non-exempt Hours.

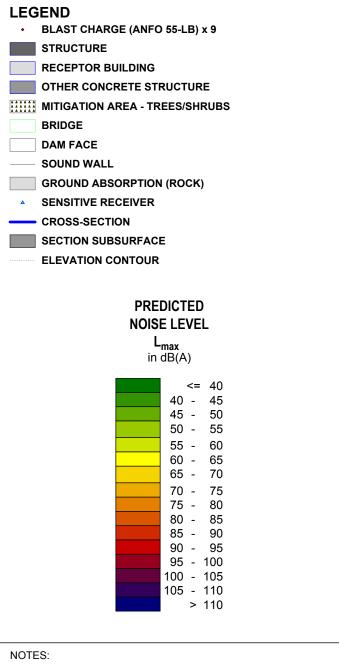
See also: Mitigation Measures N-1a, N-1b, N-1d, N-1e, N-2a, and N-2b.

Significance after Mitigation: Significant but Mitigable









BLASTING PATTERN: 3x3 GRID @ 30' O.C. CHARGE TYPE: ANFO 55 LB PER HOLE DEPTH: 5'-10' BGS NO OTHER NOISE SOURCES



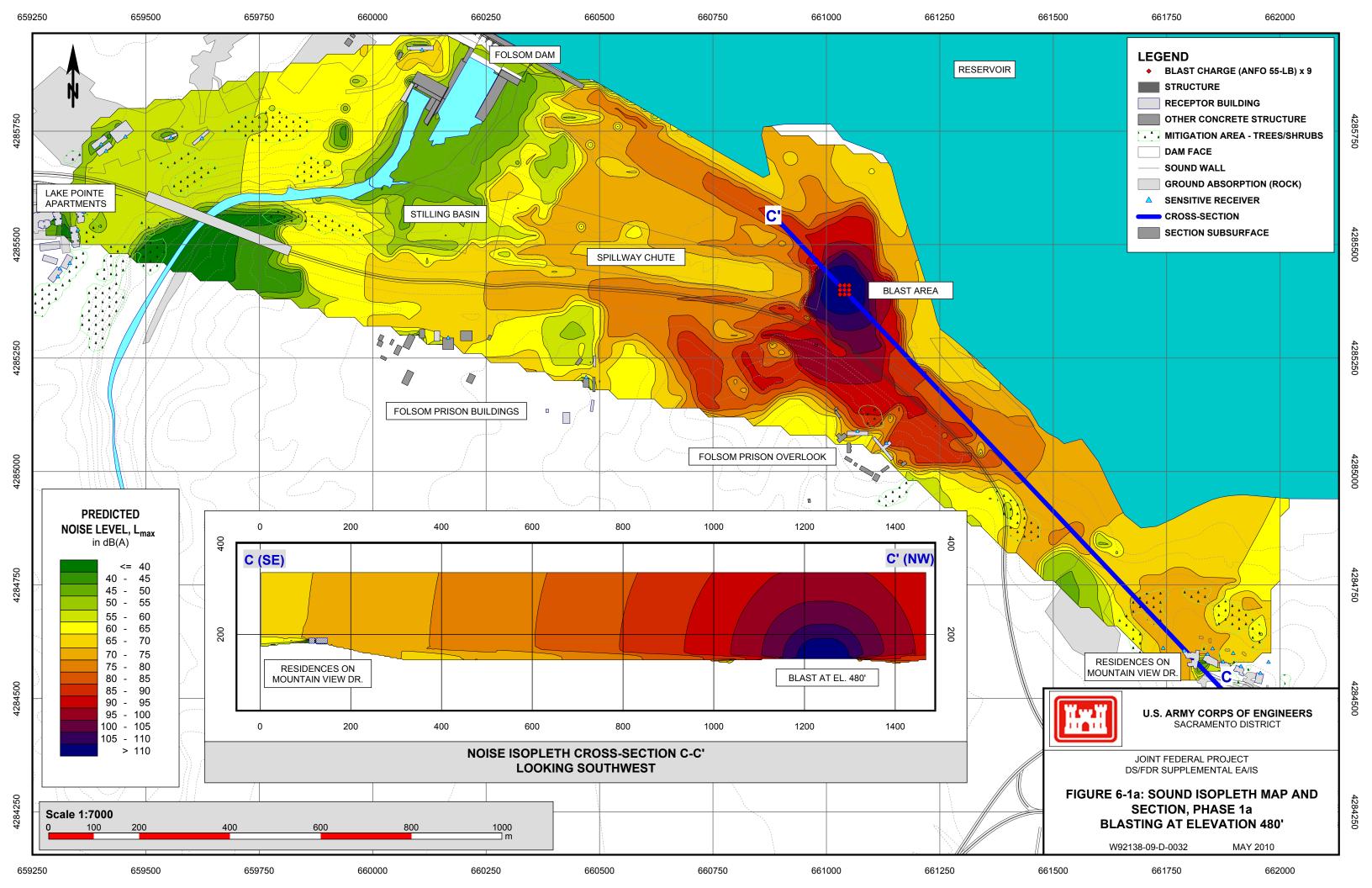
U.S. ARMY CORPS OF ENGINEERS
SACRAMENTO DISTRICT

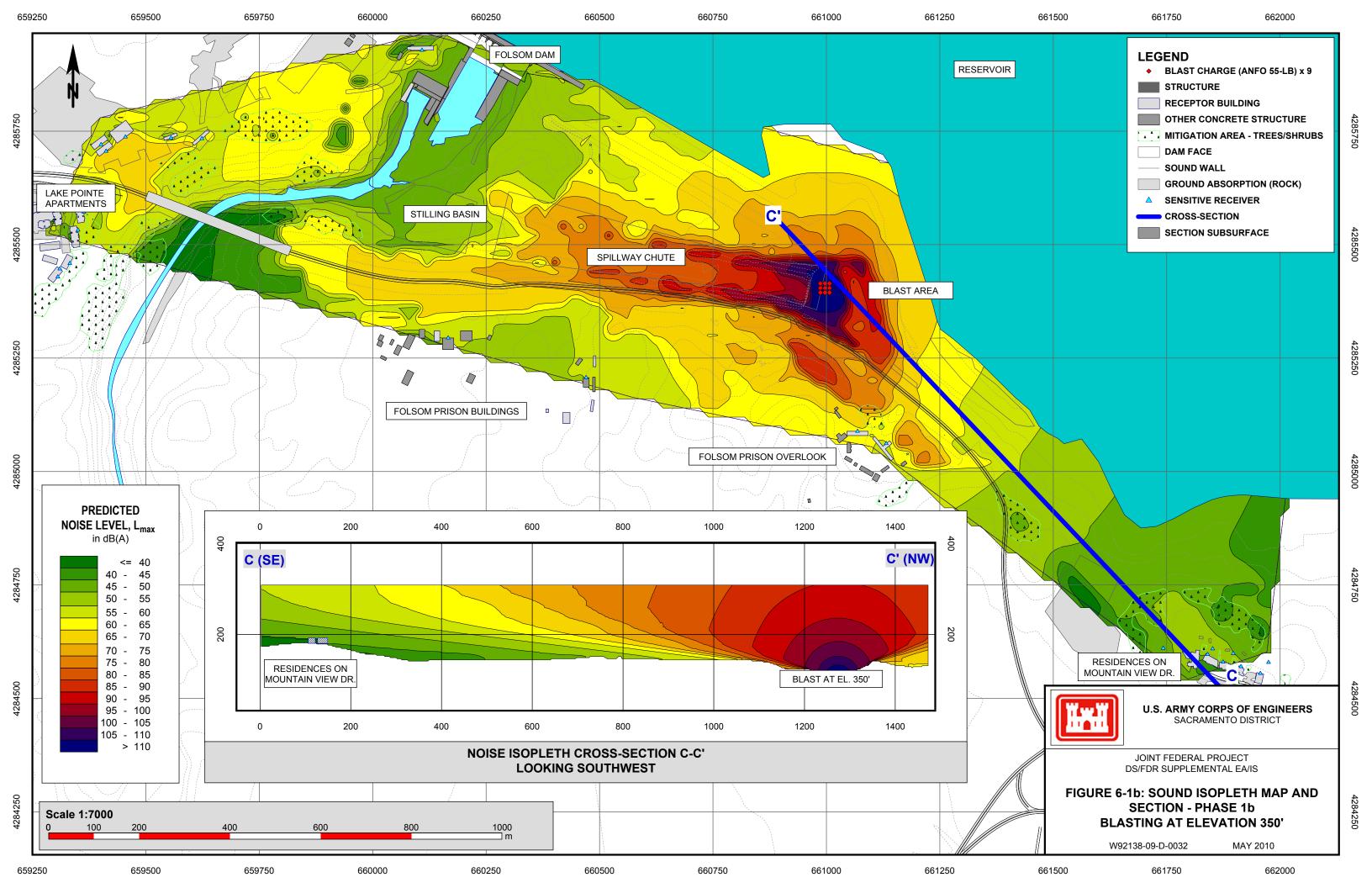
JOINT FEDERAL PROJECT DRAFT DS/FDR SUPPLEMENTAL EA/IS

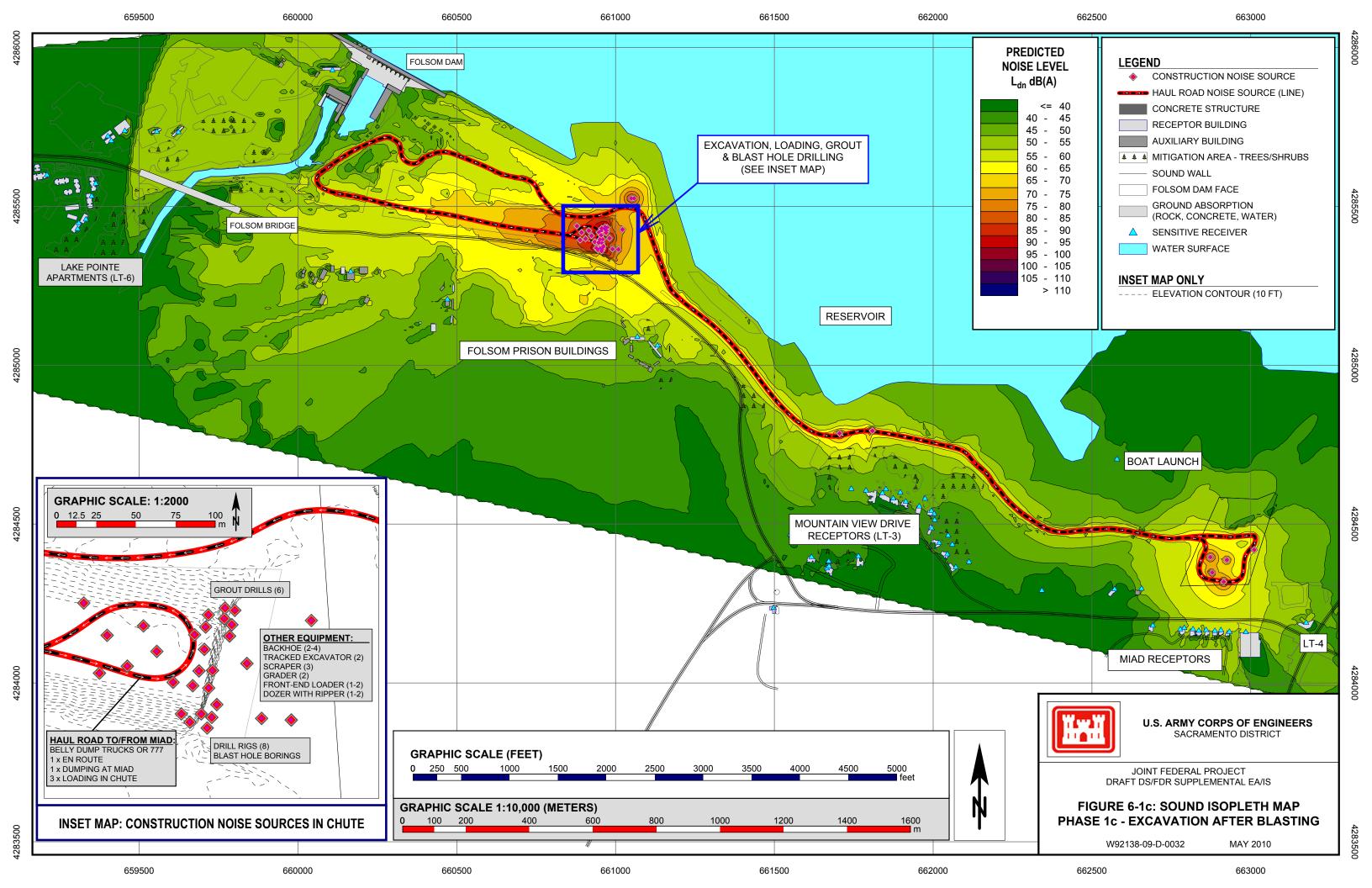
FIGURE 6-1: SOUND ISOPLETHS IN PLAN AND CROSS-SECTION BLASTING SUMMARY BY PHASE

W92138-09-D-0032

MAY 2010







6.4.2 Phase 2: Control Structure Foundation and Concrete Work

Modeled noise sources include the concrete Batch Plant, Haul Road transport of coarse material from Dike 7 and MIAD by super dump trucks (Caterpillar 777 or similar), wheeled front-end loaders loading of coarse material (rock) into the super dump at Dike 7 and MIAD, and various cement mixing, curing, blowing, and pouring equipment/operations. The Batch Plant was modeled both top-side on the peninsula and in the Spillway Chute for comparison.

INCREASE IN AMBIENT NOISE

Ambient noise levels will increase during Phase 2 along the Haul Road, in Dike 7 and MIAD Disposal Areas and in the construction area by up to 10 dBA. See Figure 6-2.

IMPACTS TO SENSITIVE RECEPTORS

Several residences adjacent to Dike 7 may be significantly impacted by coarse material loading in Dike 7 and transport to the Batch Plant or aggregate stockpiles. The modeled situation is similar to that in Phase 1d except the front-end loader noise signature was changed to rock and gravel loading instead of disposal. Modeled L_{max} noise levels exceeded 70 dBA over 24 hours.

<u>Impact N-4</u>: Dike 7 and MIAD rock loading and transport to the Batch Plant would cause impulsive noise and high noise levels at nearby sensitive receptors (Class II)

<u>Mitigation Measure N-4</u>: Avoid using Dike 7 or MIAD for Coarse Material Loading during Non-exempt Hours.

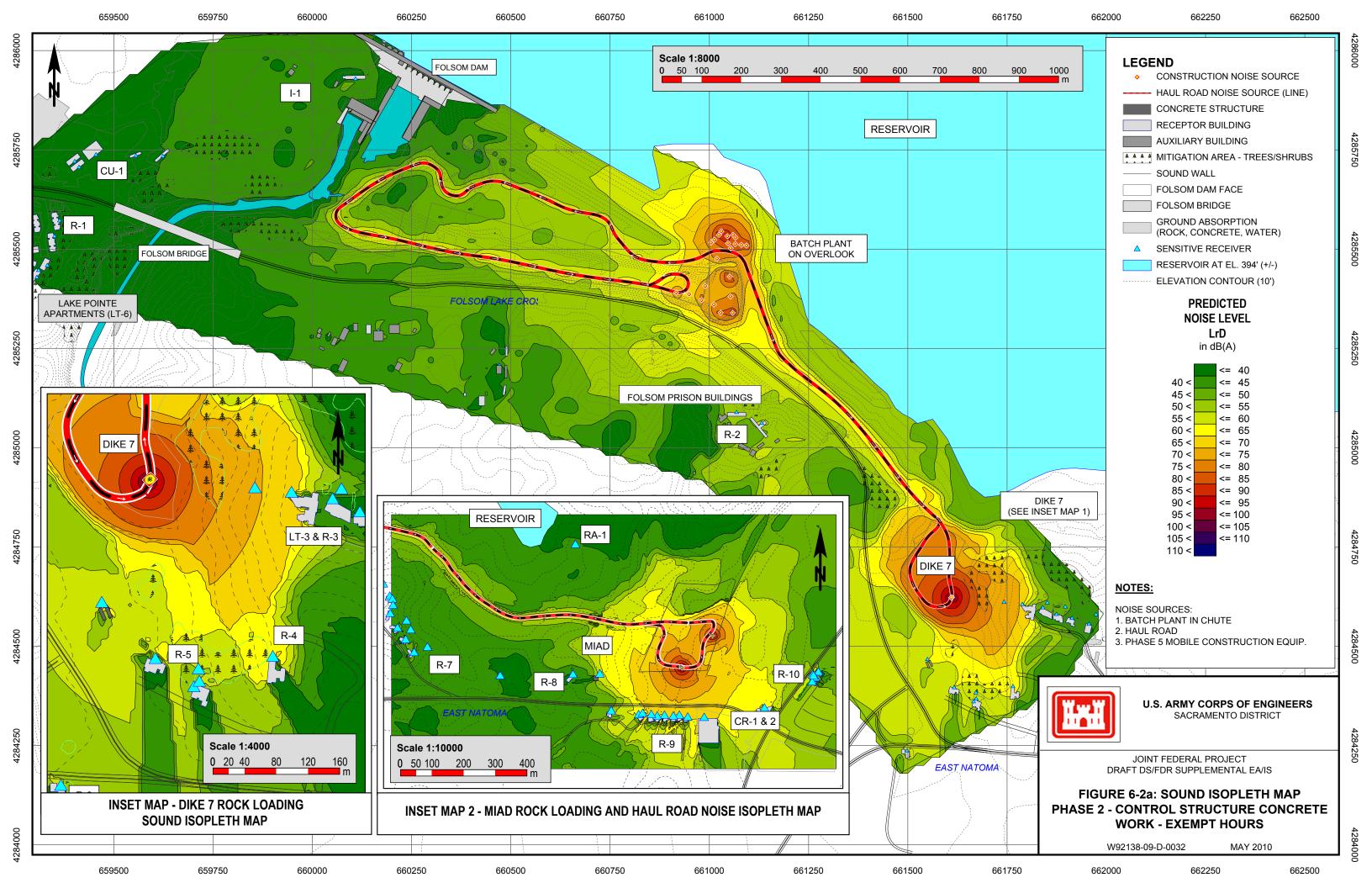
<u>Impact N-5:</u> Stationary and Mobile Construction Equipment Noise would increase noise levels near sensitive receptors (Class II)

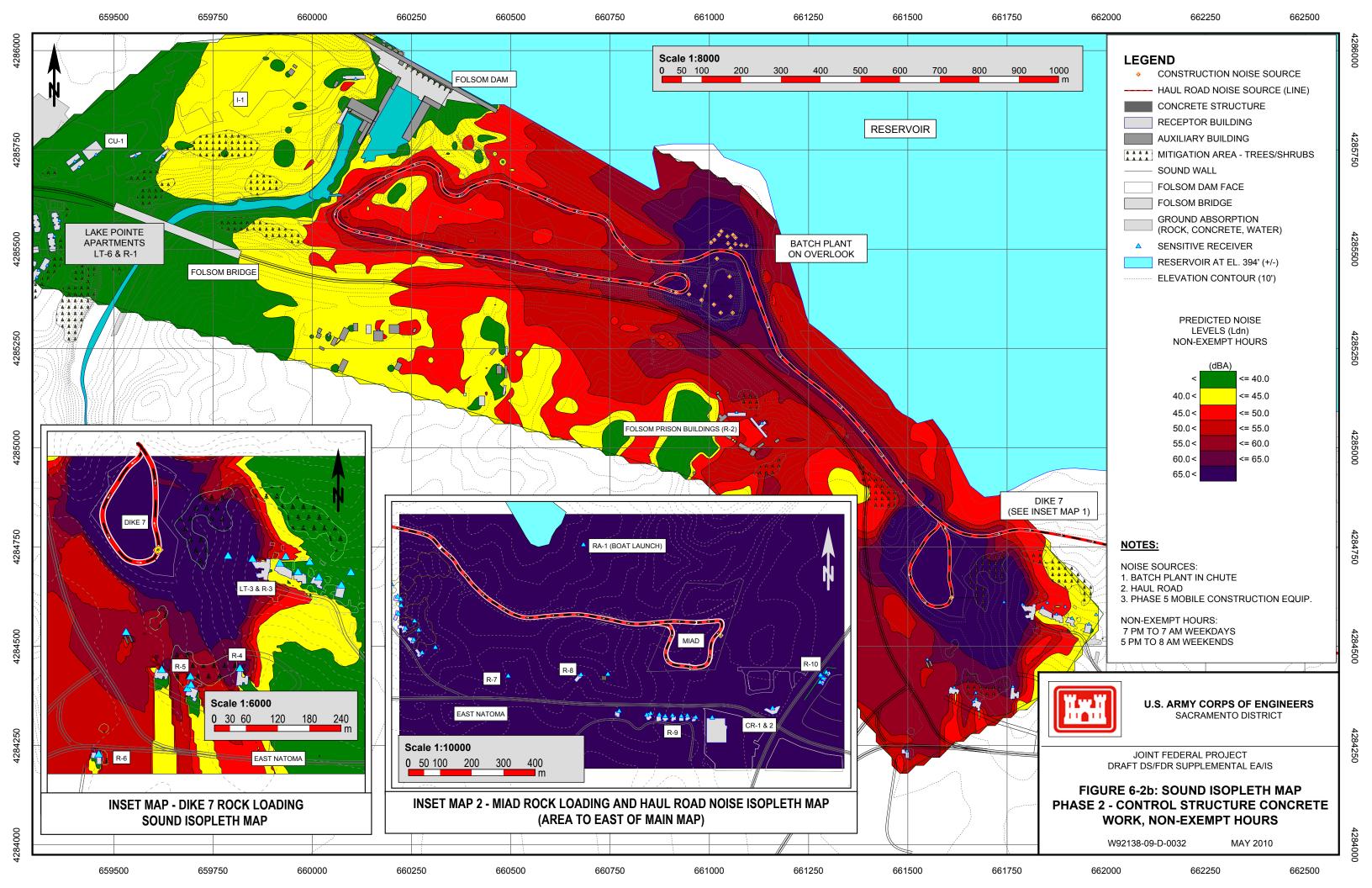
<u>Mitigation Measure N-5a</u>: Utilize Best Available Control Technologies. Minimize noise levels using BACT, including installation of temporary noise barriers, acoustical enclosures, and stack silencers

<u>Mitigation Measure N-5b</u>: Utilize terrain features to reduce noise to acceptable levels wherever **possible.** Locate the concrete batch plant in the Spillway Chute instead of topside

See also: Mitigation Measures N-1a, N-1b, N-1d, N-1e, N-2a, and N-2b.

Significance after Mitigation: Less than Significant.





6.4.3 Phase 3: Control Structure Construction and Gate Installation

This phase is relatively quite compared to all other phases. Screening level modeling was performed for the two tracked cranes using RCNM and single-point sound using SP7. Modeled noise levels at all receptors were less than 40 dBA. See Figure 6-3.

No adverse noise impacts.

6.4.4 Phase 4: Stilling Basin and Spillway Chute Foundation Preparation

Front-end Loaders, grout drills, tracked driver cranes portable cement mixers, and (assumed) cement blowers were qualitatively and quantitatively evaluated at the screening level. This phase is not expected to generate significant noise levels; therefore RCNM was used as an initial screening tool. Based on the RCNM results, more detailed modeling was performed for model correlation and to examine the effects of terrain, ground cover, and mitigative features such as dense vegetation and trees. Modeled L_{dn} noise levels at the Lake Pointe Apartment residential receptors ranged from 40 to 52 dBA. Ambient monitoring at LT-6 ranged from 31.7 to 56.8 dBA. Work conducted during non-exempt hours before 7 am may have a significant but mitigable impact on these receptors.

<u>Impact N-5:</u> Stationary and Mobile Construction Equipment Noise would increase noise levels near sensitive receptors (Class II)

<u>Mitigation Measure N-5a</u>: Utilize Best Available Control Technologies. Minimize noise levels using BACT, including installation of temporary noise barriers, acoustical enclosures, and stack silencers

<u>Mitigation Measure N-5b</u>: Utilize terrain features to reduce noise to acceptable levels wherever **possible.** Locate the concrete batch plant in the Spillway Chute instead of topside

See also: Mitigation Measures N-1a, N-1b, N-1d, N-1e, N-2a, and N-2b.

Significance after Mitigation: Less than Significant

6.4.5 Phase 5: Stilling Basin and Spillway Chute Concrete Placement

Potential impacts to all identified sensitive receptors were evaluated using SP7. Operational noise profiles for the Haul Road, Dike 7, and MIAD are identical to Phase 2 (single front-end loader each in Dike 7 and MIAD areas to load coarse material onto 777's for hauling back to aggregate stockpiles adjacent to the Batch Plant). Jack hammers, portable cement mixers and blowers, and equipment/operations similar to Phase 2 were modeled, with the loudest equipment at the Stilling Basin. The Batch Plant was modeled inside of the Spillway Chute. Figure 6-6 provides an illustrative comparison of noise model results for the Batch Plant located in the chute and located topside.

Modeled results for rock and course aggregate loading at Dike 7 and MIAD were the same as Phase 2. Predicted L_{dn} noise levels at the residences around Dike 7 with direct line-of-sight were over 65 dBA and up to 75 dBA. The L_{dn} noise levels were 1 to 2 dBA less than L_{max} , indicating that the noise levels would be consistently high based on the usage factors calculated from data provided by the USACE. Any work performed outside of the exempt hours would significantly increase ambient noise and impact the sensitive receptors around each area.

<u>Impact N-6:</u> Dike 7 and MIAD rock loading and transport to the Batch Plant would cause impulsive noise and high noise levels at nearby sensitive receptors (Class II)

<u>Mitigation Measure N-6:</u> Avoid using Dike 7 or MIAD for Coarse Material Loading during Non-exempt Hours.

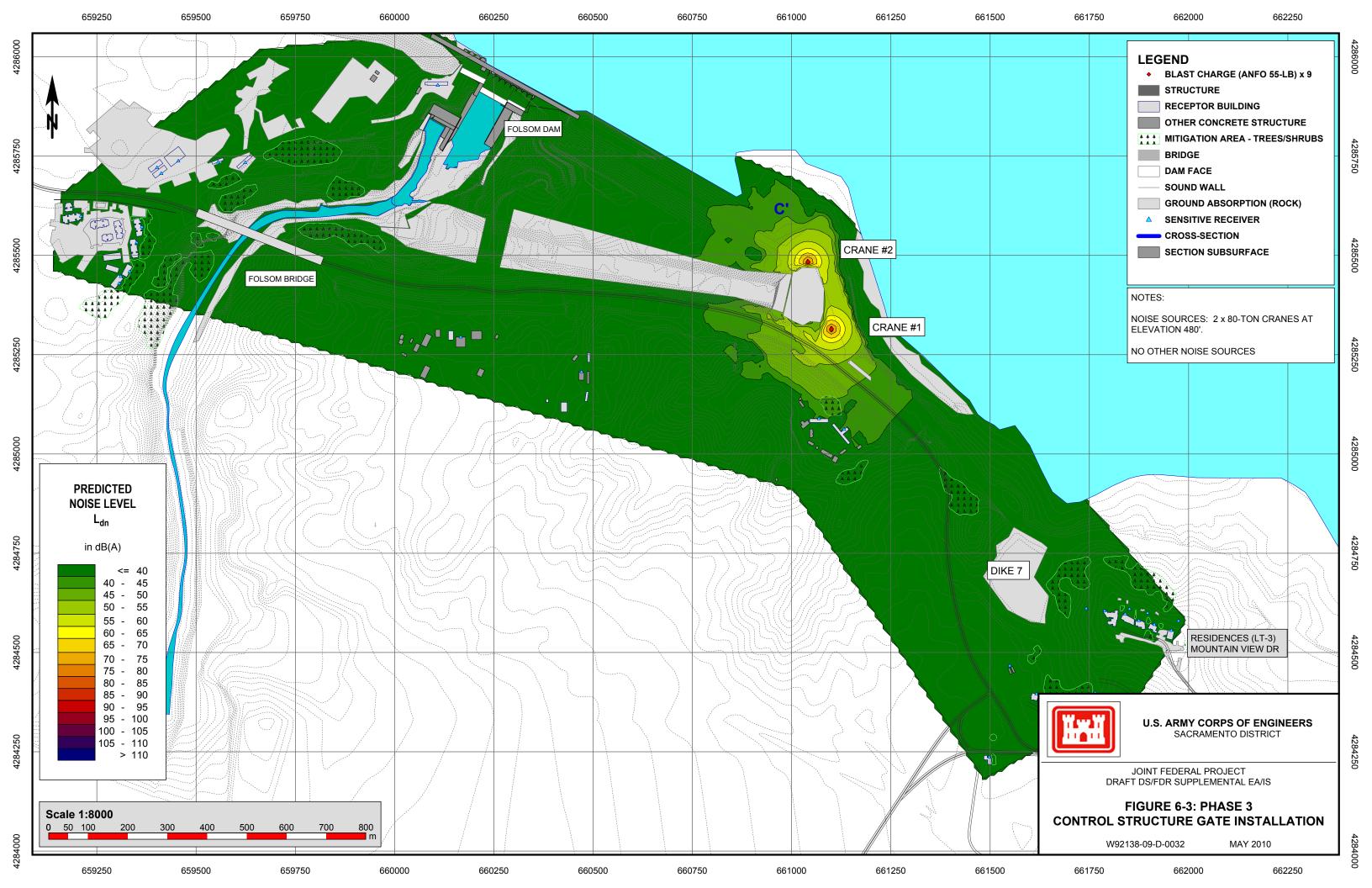
<u>Impact N-7:</u> Stationary and Mobile Construction Equipment Noise would increase noise levels near sensitive receptors (Class II)

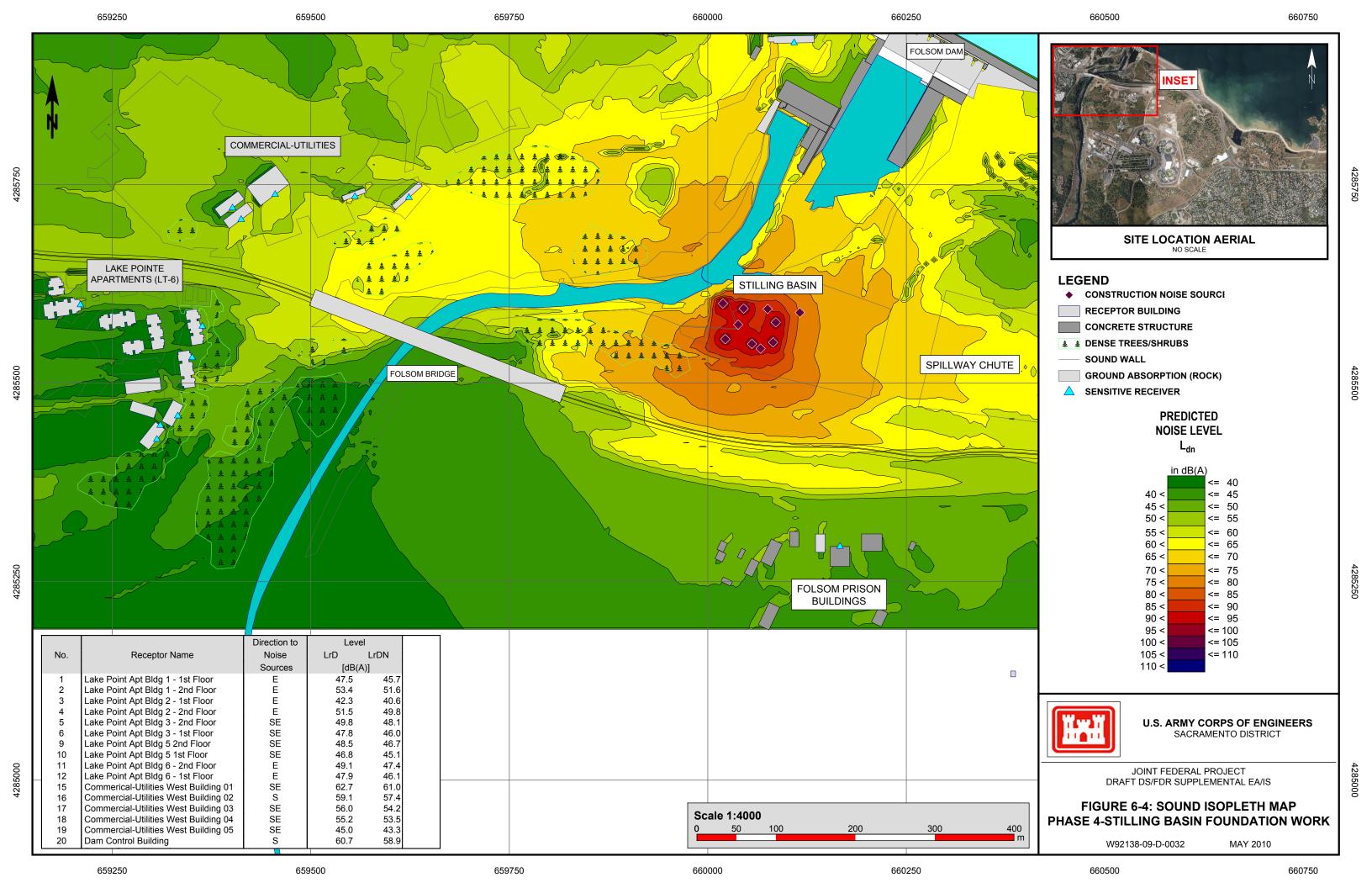
<u>Mitigation Measure N-7a</u>: Utilize Best Available Control Technologies (BACT). Minimize noise levels using BACT, such as installation of temporary noise barriers, acoustical enclosures, and stack silencers

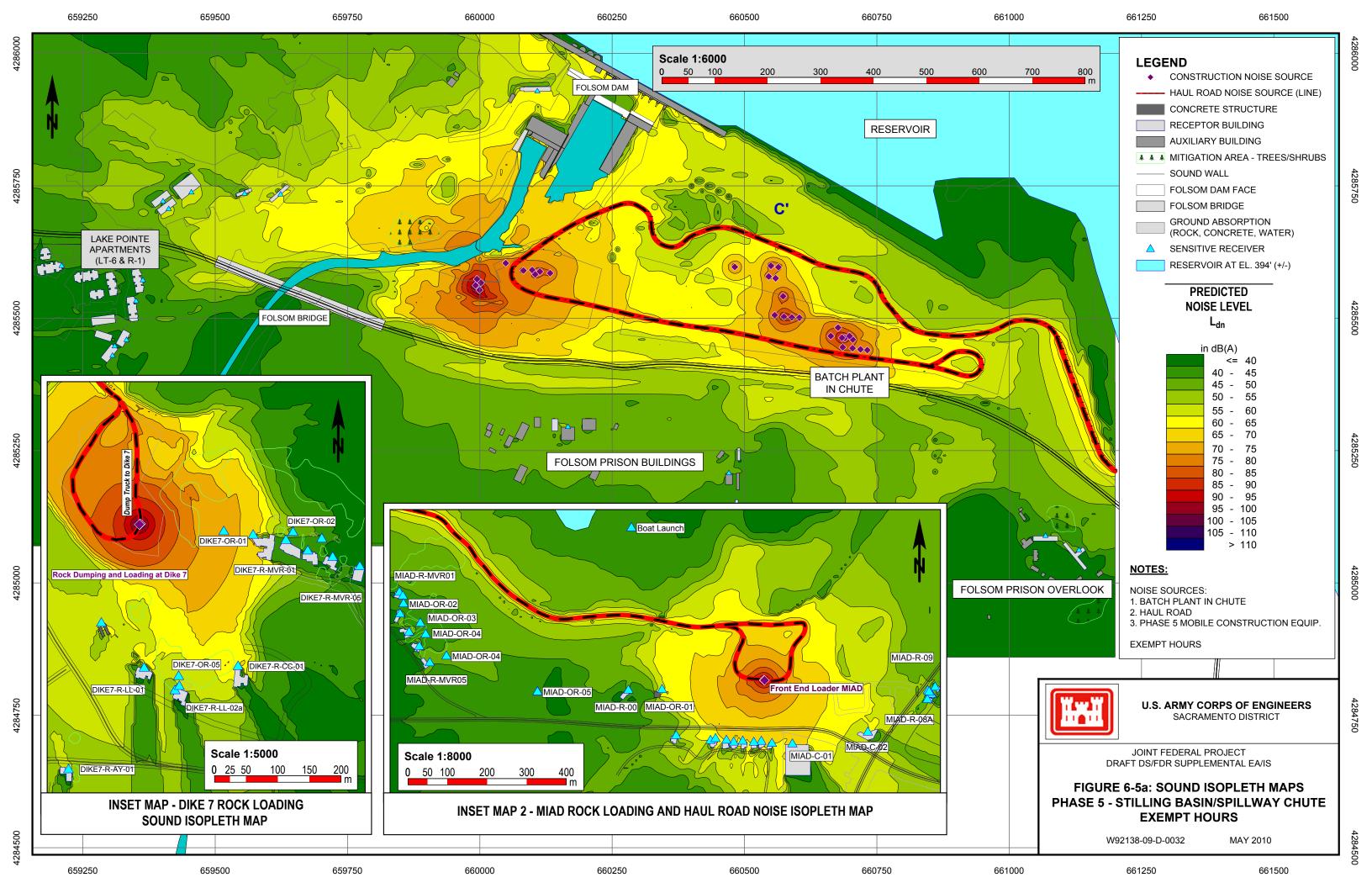
<u>Mitigation Measure N-7b:</u> Utilize terrain features to reduce noise to acceptable levels wherever possible. Locate the concrete batch plant in the Spillway Chute instead of topside

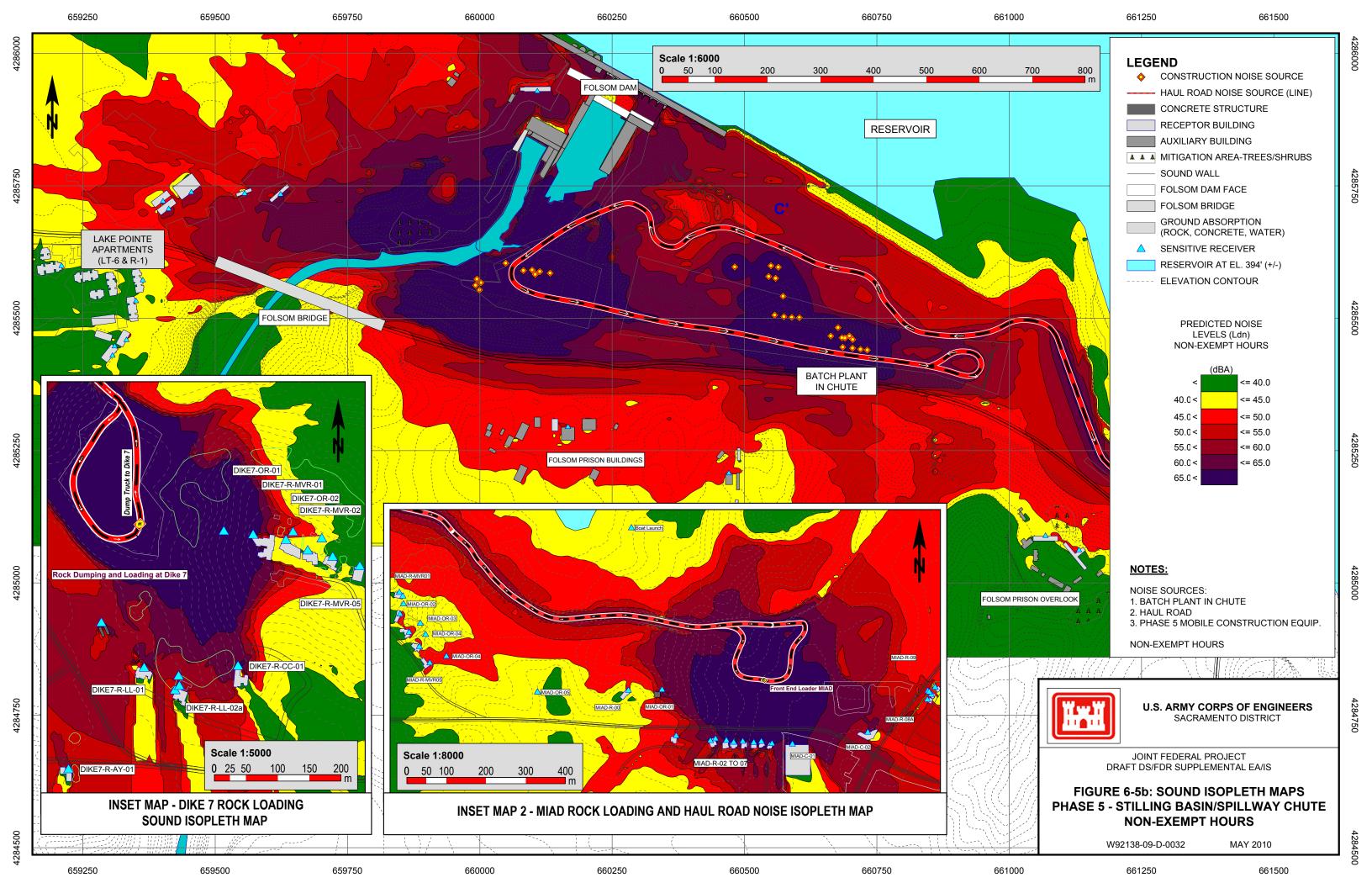
See also: Mitigation Measures N-1a, N-1b, N-1d, N-1e, N-2a, and N-2b.

Significance after Mitigation: Less than Significant.









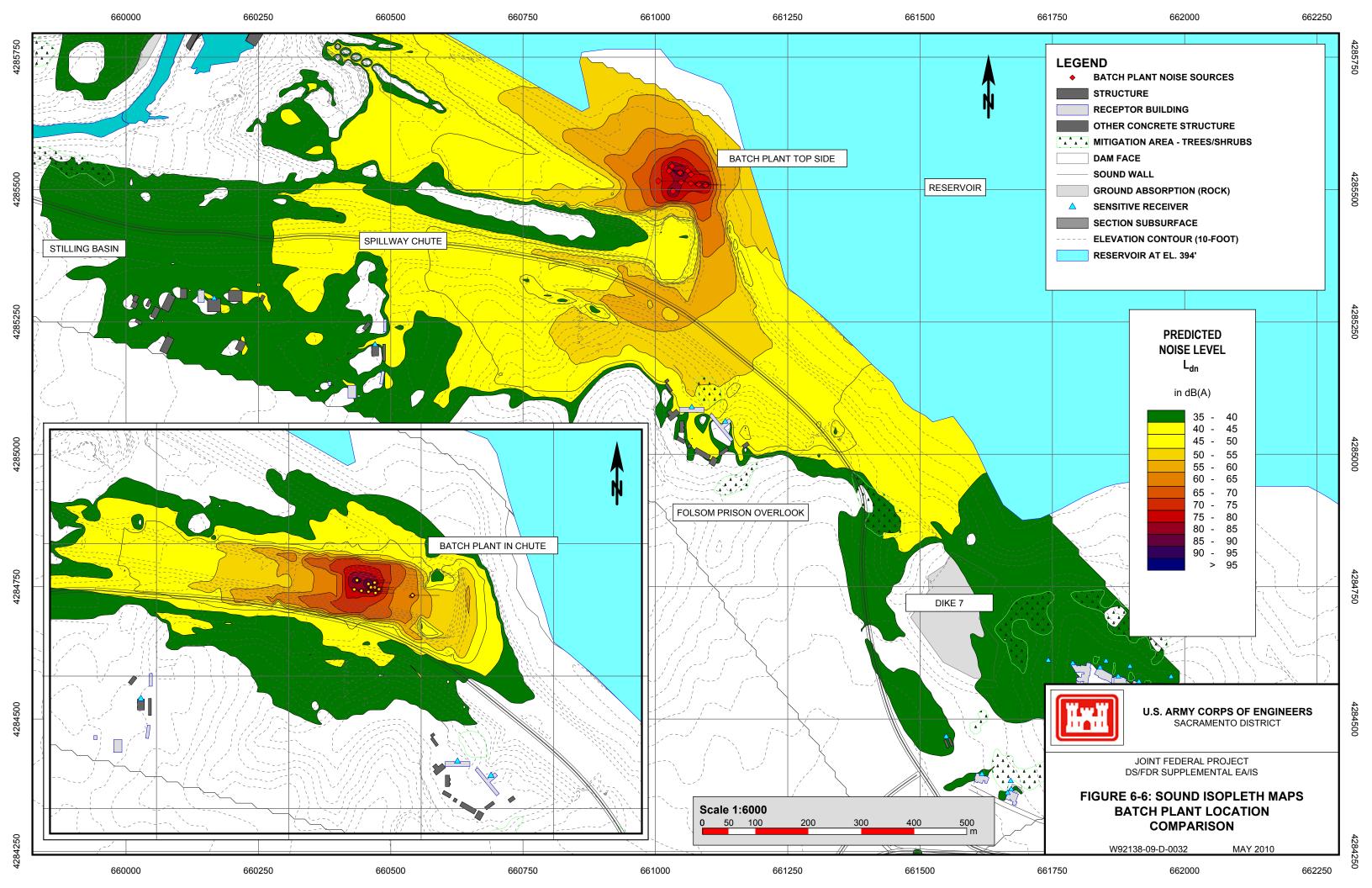


Table 6-5: Summary Comparison of Noise Impacts⁽¹⁾

	Off-				On-Site Co	nstruction	1		
Impact Statement	Site Traffic	Phase 1a	Phase 1b	Phase 1c	Phase 1d	Phase 2	Phase 3	Phase 4	Phase 5
Noise									
Increases in Ambient Noise	LS	N	N	N	LS	LS	SM	N	LS
Impacts to Sensitive Receptors	LS	SM	SM	SM	LS	SM	SM	N	SM
Impact N-1: Transportation of material and equipment from off site would temporarily increase local noise levels near sensitive receptors during nighttime or evening hours	LS	na	na	na	na	na	na	na	na
Impact N-2: Blasting would cause vibration and noise causing potential startling and annoyance to nearby sensitive receptors.	na	SM	SM	LS	na	na	na	na	na
Impact N-3: Dike 7 and MIAD rock disposal would cause loud impulsive noise at nearby sensitive receptors.	na	na	na	na	SM	na	na	na	na
Impact N-4: Dike 7 and MIAD rock loading and transport to the Batch Plant would cause impulsive noise and high noise levels at nearby sensitive receptors.	na	na	na	na	na	SM	SM	na	na
Impact N-5: Stationary and Mobile Construction Equipment Noise would increase noise levels near sensitive receptors.	na	na	na	na	na	LS	LS	LS	na
Impact N-6: Dike 7 and MIAD rock loading and transport to the Batch Plant would cause impulsive noise and high noise levels at nearby sensitive receptors.	na	na	na	na	na	na	na	na	SM
Impact N-7: Stationary and Mobile Construction Equipment Noise would increase noise levels near sensitive receptors	na	na	na	na	na	na	na	na	SM

LS = Less-than-significant impact

N = No adverse impact na = Not applicable

SM = Potentially significant but mitigable impact SU = Potentially significant and unavoidable impact

Notes: (1) Construction noise is exempt from 7:00 AM to 7:00 PM on weekdays and from 8:00 AM to 5 PM on weekends. Noise impacts during these times are by definition "No adverse impact." Therefore, the values presented should be considered guidelines for adhering to the DoD's "Good Neighbor Policy" or for evaluating construction operations during non-exempt hours.

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APPENDIX A-1 INTERSECTION SYNCHRO ANALYSIS

INTERSECTION SYNCHRO ANALYSIS YR-2007 AM PEAK

1: Douglas Blvd & Folsom-Auburn Rd

	•		*	•	←	•	4	†	~	\	↓	4
Movement	EBL	EBT	EBR	WBE	WBT	WBR	NBĹ	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	个 个	7	ነና	^ ^	7	*	41	7	J.	^	7
Volume (vph)	160	160	590	110	360	100	1080	310	40	46 and	540	420
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00 1563
Satd. Flow (prot)	1770	3539	1553	1770	3539	1555	1610	3286	1551	1770 0.95	3539 1.00	1.00
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00 1555	0.95 1610	0.97 3286	1.00 1551	1770	3539	1563
Satd. Flow (perm)	1770	3539	1553	1770	3539		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90 400	0.90 111	0.90 1200	344	0.90 44	0.90 89	600	467
Adj. Flow (vph)	178	178	656	122	400 0	94	1200	9 40	27	09	0	143
RTOR Reduction (vph)	0 178	0 178	523 133	0 122	400	94 17	600	944	17	89	600	324
Lane Group Flow (vph)	1/0	1(0	ાંગ્ર	144	400	2	900	e de la composition della comp	5 5	Kanen YY	. Utilbarası) (1885 -58 66)
Confl. Peds. (#/hr) Confl. Bikes (#/hr)			6			2				Militar		
	Prot	: A ELASONE	Perm	Prot		Perm	Split	10.1000	Perm	Split	10900048994011	Perm
Turn Type Protected Phases	7101 5	2	FUIII	1	6	1 (1111	6 8	8		7	7	
Permitted Phases		-	2			6	maren y		8	digoven-cofilada	REDIES (N. F.) (1)	7
Actuated Green, G (s)	14.0	20.2	20,2	10.0	17.0	17.0	44.8	44.8	44.8	23,8	23.8	23.8
Effective Green, g (s)	13.0	21.9	21.9	9.0	17.9	17.9	46.1	46.1	46.1	25.1	25.1	25.1
Actuated g/C Ratio	0.11	0.19	0.19	0.08	0.15	0.15	0.39	0.39	0.39	0.21	0.21	0.21
Clearance Time (s)	3.0	5.7	5.7	3.0	4.9	4.9	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1,0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	195	656	288	135	536	236	628	1283	605	376	752	332
v/s Ratio Prot	c0.10	0.05		0.07	c0.11		c0.37	0:29		0.05	0.17	
v/s Ratio Perm	Primite 20 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	×10000	c0.09			0.01	Market Market Company and Comp	- 1.74 - N. SON LEWINSMALE DE RACE	0.01	ementeman or the control of the Control	resperate space of the C	c0.21
v/c Ratio	0.91	0.27	0.46	0.90	0.75	0.07	0.96	0.9 1 dl	0.03	0.24	0.80	0.98
Uniform Delay, d1	52.0	41.3	42.9	54.1	47.9	43.0	35.0	30.8	22.2	38.6	44.1	46.2
Progression Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.1	0.1	0.4	48.4	4.9	0.0	24.9	1.9	0.0	0.1	5.5	42.7 88.9
Delay (s)	92.1	41.3	43.3	102.6	52.9		59.9	32.7		38.7	49.6	- 88.9 F
Level of Service	i F Henrick visit (1801)	D	D	F	D	D	E	C	C	D	D 64,6	r Ban Tinë
Approach Delay (s)		51.5			60.7			42.7			04.0 E	
Approach LOS		D			Ε			D			E	and a very bornousey.com
Intersection Summary	THE PARTY											
HCM Average Control Delay			53.1	H	CM Level	of Servic	е		D			ere en la terretario
HCM Volume to Capacity rati	0		0.94									
Actuated Cycle Length (s)			118.1		ım of losi		45863445455555555555	il college decembration	20.0	STREET REPORT OF THE STREET	5197888888888885555555	CO MONOSANTERIO
Intersection Capacity Utilization	on เมื่อให้ได้เ		77.5%	II C	U Level o	of Service			D	Rosa		
Analysis Period (min)	erretett New York (* 1964)	C1046/935/936/95	15	UNISTRATEDIA (CARACTER)	n: 00.455 (\$105.655)	nagaripe Bolskos	energija drematek		aginamenter	SEED VERKERBINGER	HERRICA TO ACTUAL	
dl Defacto Left Lane. Reco	de with 1 t	hough la	ine as a le	ett lane,					New Adams			
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR ?	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	n nei trongressesses	4	#	. 1. 5 - 1.14 <u>12.28</u> 8	4	eren ales	*	}		ሻ	↑	7
Volume (vph)	160	4000	120	0	1000	1000	150	1230	4000	4000	1200	1000
Ideal Flow (vphpl)	1900	1900 - 4.0	1900 4:0	1900	1900	1900	1900 4.0	1900 4.0	1900	1900	1900 4.0	1900 4.0
Total Lost time (s)		1.00	1.00			Actorisation	1.00	1.00	National States		1.00	1.00
Frpb, ped/bikes		1.00	0.98	TO A CONTRACT OF THE STATE OF T			1.00	1.00	wees et		1.00	0.98
Flpb, ped/bikes		1.00	1.00			er and consecution	1.00	1.00	H0896550-2-570	aller sammer falle	1.00	1.00
Fri		1.00	0.85				1.00	1.00			1.00	0.85
Flt Protected	aranga sa sa	0.95	1.00	a transmit and articles		20 100000000000000000000000000000000000	0.95	1.00			1.00	1.00
Satd. Flow (prot)		1770	1547		adres de		1770	1863	(1) (6)	fil againme	1863	1551
FIt Permitted	editsas et estas participation	0.76	1.00	10000010001550000000000000000000000000	DVARPSHIST STREET	paragrapa sa	0.95	1.00	anio programa	netroneso es och	1.00	1.00
Satd. Flow (perm)		1410	1547	. Vatiniju	SHADEL SE	dan direktiri	1770	1863	e dalchouseen	Managasa	1863	1551
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	178	0	133	0	0	0	167	1367	0	0	1333	133
RTOR Reduction (vph)	0 	0 178	116	0 0	0 0	0	0 167	0 1367	0 0	0	0 1333	22 111
Lane Group Flow (vph) Confl. Bikes (#/hr)	0	1/0	17	V.		U (106	1501	y v		1333	1.00 (1985)
Turn Type	Perm		Perm	Perm			Prot	Helioe Educat	losses a consti	Prot		Perm
Protected Phases	FEIIII	4	Leili	FOILL	4		5	2		1	6	i cim
Permitted Phases	4		4	4				Asholines s				6
Actuated Green, G (s)	NID 976 NARABABA	19.0	19.0	HORBERNICH VI	HUDERIN DAVIS	15411560884098	14.0	121.5		0-1575(1888)	103.5	103.5
Effective Green, g (s)		19.0	19.0			is in the same of	14.0	123,0			105.0	105.0
Actuated g/C Ratio		0.13	0.13				0.09	0.82			0.70	0.70
Clearance Time (s)		4.0	4.0		ing and the second	Serger (SA) Sistema	4.0	5.5	e Lingualesco		5.5	5.5
Vehicle Extension (s)		3.0	3.0	~~~ PT ~~ PT	******************	i en tod i otaro kwa buli otara e ta	1.0	2.5	enens, cersoner mene		2.5	2.5
Lane Grp Cap (vph)		179	196				165	1528			1304	1086
v/s Ratio Prot	te neu nantaas	::::::::::::::::::::::::::::::::::::::	59545 <u>2592</u> 595655	::oprocomera	FENDANCES SUR	encoerracio	c0.09	0.73		924865805145	c0.72	3 5 6 6 6 6 6 6
v/s Ratio Perm		c0.13	0.01					0.00			4.00	0.07
v/c Ratio	ing kadipanggal	0.99	0.09 57.8		BARRATURE A	5165 4 466669	1.01 68.0	0.89 9.1	5-007/ 80 048563		1.02 22.5	0.10 7.3
Uniform Delay, d1 Progression Factor		65.4 1.00	37.6 1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2	y koje sla njegoje	65.3	0.2				73.3	7.1			30.7	0.0
Delay (s)	Replacion Ref	130.7	58.0	ESSANONECUS	distribute di servici	earlight, colored	141.3	16.3	enereneus.	Quiv saptrace Con	53.2	7.3
Level of Service		F	Ë				F	RBS880242428862		a Gara		Α
Approach Delay (s)	ANNO SI GUT KANGTA (PIRESE)	99.6	the grant transcent of the state of the stat	at the same and a transfer	0.0	oscovine i Sectol etc.	concession seems	29.9	SHI GIRLING HINNESS IN CO	(BS) (Secondary of the second	49.0	n commone
Approach LOS	6 2 3 8	F			A	je divisi ie:		0			D a	
Intersection Summary								e de la company	and the same			
HCM Average Control Delay	1000		44.9	нс	M Level	of Service			D		196-55-66-2	
HCM Volume to Capacity rat		Engeneration	1.02		inniliumikosto	na viki vida keti	alanya barene		useritai		ikalis ez ez e	Coreninger
Actuated Cycle Length (s)			150.0	Su	m of lost	time (s)		1 (3 (3 (5)	12.0			
Intersection Capacity Utilizat	ion	er a nach gaile na gail	90.3%		J Level of		erwerentetterene	5 - , 175 Au 186 Au 186 A 186	E	rescente manera e Elektro è cel·	izzani (1905) NGA mili	es et e processione des
Analysis Period (min)	saldigada so		15		n day (5)			1000				
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	ť		4		\	† †	*	7	^	7
Volume (vph)	20	10	430	10	100	10	350	1310	100	10	1280	30
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	4.0	5.7	4.0 1.00	4.0 0.95	4.0 1.00
Lane Util. Factor	are secondo e se	1.00	1.00 0.97		1.00 0.99	ngregorie III	1.00 1.00	0.95 1.00	1.00 0.98	1.00	1.00	1.00
Frpb, ped/bikes		1.00 1.00	0.9 <i>1</i> 1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes Frt		1.00	0.85		0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	evice:Sovernies o	0.97	1.00	8(86) St. 135 Ft.	0.98	diffination file	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1804	1543		1737		1770	3539	1549	1770	3539	1583
FIt Permitted	BEER BARRETO PROGRES	0.97	1.00	Private de la Constantia de la Constanti	0.98	SERVER CRITECISCO	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	Marie II	1804	1543		1737		1770	3539	1549	1770	3539	1583
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)	21	11	457	11	11	11	372	1394	11	11	1362	32
RTOR Reduction (vph)	0	0	423	0	11	0	0	0	3	0	0	11
Lane Group Flow (vph)	0	32	34	0	22	0	372	1394	8	11	1362	21
Confl. Peds. (#/hr)			3			2						okusperenserer.
Confl. Bikes (#/hr)			3			5 1 1			3			
Turn Type	Split		Perm	Split	*****. :======	us server recovered	Prot	rayangkan, ruangkan keniken re	Perm	Prot	ernous e e nos ensolgot	Perm
Protected Phases	4	4		3	3		5	2			6	
Permitted Phases	gravija koja, je na 1. i	5000, <u>228</u> 2888	4	BOARSTEIN FAIRE	nand <u>ana</u>	OSCIONAL PROPERTIES	erangergani		2 ::::::::::::::::::::::::::::::::::::	T80702A-X-1-1	4-0 4-4-00	6
Actuated Green, G (s)		7.2	7.2		3.9		24.2	59.5	59.5	3.8	39.1	39.1
Effective Green, g (s)	yarah Kassee	6.6	6.6	0005-36-034635	3.3		23.2	61.2 0.68	59.5 0.66	2.8 0.03	40.8 0.45	40.8 0.45
Actuated g/C Ratio		0.07 3.4	0.07 3.4		0.04 3.4		0.26 3.0	0.00 5.7	5.7	3.0	5.7	5.7
Clearance Time (s) Vehicle Extension (s)		3.4 1.0	1.0		0.5		1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	Silver and conservable	132	113	gasaguraura ua T	64		457	2409	1025	55	1606	718
v/s Ratio Prot		0.02			c0.01	45.56.254.66	c0.21	0.39	1020	0.01	c0.38	
v/s Ratio Perm		U.UZ	c0.02		00,01		199,24		0.00			0.01
v/c Ratio		0.24	0.30		0.35		0.81	0.58	0.01	0.20	0.85	0.03
Uniform Delay, d1	71541 AM 6501FRE8	39.3	39.5	888888 (CENT) - 5-170	42.3	COST OF REPRESENTATIONS	31.3	7.6	5.2	42.5	21.8	13.6
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.3	0.5		1.2		10.1	0.2	0.0	0.7	4.2	0.0
Delay (s)		39.6	40.0		43.5		41.4	7.8	5.2	43.1	26.0	13.6
Level of Service	programme to the state of the	D	D	9 C DA SERVICION DE CONTROL DE CO	D	tion, et letteger katting by 1979 t	D	A	A	D	C	В
Approach Delay (s)		40.0			43.5			14.8			25.8	
Approach LOS		D			D			В			С	
Intersection Summary											a design	
HCM Average Control Delay	ALL STREET, WAS SPECIAL PROPERTY.		22.6	НС	M Level	of Service	3		С			
HCM Volume to Capacity rat			0.77									
Actuated Cycle Length (s)	ang panggaran na manggaran	,	89.9	Sui	m of lost	time (s)			16.0			
Intersection Capacity Utilizat	ion		76.2%	ide del	J Level o	of Service	s spili		D			
Analysis Period (min)	eranderi ing kantara ma	0.5.355530% (0.6.458)	15	www.colonorycomercument	-21878340-627775475-	osono a contrata de la contrata del contrata de la contrata del contrata de la contrata del contrata de la contrata de la contrata de la contrata del contrata de la contrata del la contrata	TERMONITARIA CONTACTORIO	enversas, aperator a ra	าสารเกาะเกิดเลยเกาะ	REACHEREASURESCOOL	saladi sonti vilod	State (getsor)
c Critical Lane Group	mos jed											

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7 7		4		ሻ	个 个	7		†† ††	inassarasarasara tiki
Volume (vph)	011	0	100	0	0 101	enilin o ni	20	1640	0	0	1640	60
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 0.86	
Lane Util. Factor	08980 (+.40996	CHESTS:	0.88 0.85	48888 34423344	ao sumungana.		1.00 1.00	0.95 1.00			0.00	
Frt Flt Protected			0.60 1.00		Ecseleksi Mai		0.95	1.00	iistrikaisessa a	and the second	1.00	WAR YOME
Satd: Flow (prot)			2787				1770	3539			6374	
Flt Permitted	Special in the couldest	nikagasa	1.00	(M) (s tipe Type o Too Deck	-RANGINGINGA	Palacesta Leither 1919 ann	0.09	1.00	MUNICIPALITY > .	v seerekeenstelle seere	1.00	
Satd. Flow (perm)			2787				163	3539			6374	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	- 0	0	118	0	0	0	. 24	1929	0	0	1929	71
RTOR Reduction (vph)	0	0	21 97	0 0	0	0	0 24	0 1929	0	0	5 1995	0 0
Lane Group Flow (vph)	0	0		Perm	Pinassa Usa	U S	Perm	1929	Perm		1939	<u></u>
Turn Type Protected Phases		M	custom	reilli	8			2			6	
Permitted Phases		abilisin (19)	4	8		HER CONTRACTO	2	State Control (February	**************************************	erinidi Min in)>::::::::::::::::::::::::::::::::	Marking to the co
Actuated Green, G (s)			6.4		Stript, Program		45.6	45.6	Manga Sa		45.6	
Effective Green, g (s)		41417,75,27,27	6.4			United the Control of	45.6	45.6	GRAMBORIUS III. III. III. III. III. III. III. I	rango ang	45.6	manyaa aa aa
Actuated g/C Ratio			0.11				0.76	0.76			0.76	(18i) (15.11)
Clearance Time (s)	coursessausins	grane (Classical)	4.0	Description of the Control of the Co	HBHBBBBBCC		4.0 3.0	4.0 3.0		100000000000000000000000000000000000000	4.0 3.0	recent of the
Vehicle Extension (s)	a ya akumay		3.0	(5) (3.74.54) (3)	allelistinios.		124	2690		- Addition	4844	Blikkerik
Lane Grp Cap (vph) v/s Ratio Prot		1975 - 170	297	Person Salan			124	c0.55	E HENRING		0.31	
v/s Ratio Perm		iile o	c0.03	Biological Co	i wasan bani	HBH SHEVARIAN	0.15		O OBSERVATOR	SERVICE CONTRACT		E VERSENNERSES
v/c Ratio			0.33			Mariana	0.19	0.72			0.41	
Uniform Delay, d1		distallistics (see 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	24.8	221100000000000000000000000000000000000		***************************************	2.0	3.8		ingagnant in a site of Site	2.5	4555047878
Progression Factor			1.00	adver.			1.00	1.00			1.00	
Incremental Delay, d2	e errom njohogusta	enerangees	0.6	enganosenocus.	04 9 KD 8680 699		3.5	1.7 5.5	egrande####	1980989846574	0.3 2.8	en gerrett
Delay (s)			25.4				5.5 A	9.9 A			2.0 A	
Level of Service Approach Delay (s)		25.4	C		0,0			5.5	5. OH 58.88		2.8	
Approach LOS	de Des Alexandro	20.T	a dellektrista		A	Marite Constitution of the	r filosofica Sopratidades	asia amanga A	iana mandologia	Minister Control	A	111111111111111111111111111111111111111
• •						6.0				2015		
Intersection Summary			4.7	10.00 (0.00		of Service			A A BENEVICE	W B		
HCM Average Control Delay HCM Volume to Capacity ratio			0.67	П 9.52	OIMI FEACI	OI OEI VIO					toorsums;	
Actuated Cycle Length (s)			60.0	Sı	ım of lost	time (s)	apero vejakteliki	usuusuuusu	8.0	overentario)		28930-410880
Intersection Capacity Utilizatio	n		48.7%			f Service			A			
Analysis Period (min)			15	. and the register residence that		\$255201175	10.500000000000000000000000000000000000	agengereggementen i b	.compression and a compression of the compression o	seggy count of the second	Sporting Control	-00-2009/8888
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	f)		ሻ	€ 1}>	7	¥ή	^	77	767	ተ ኈ	
Volume (vph)	30	19 49 20 0	30	160	20	940	20	690	290	790	880	20
ldeal 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	4.0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00	MAGE ANTHOUGH DO NO	0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	. Novembrownings
Frt	1.00	0.91		1.00	0.86	0.85	1.00	1,00	0.85	1.00	1.00	
Fit Protected	0.95	1.00	ndi tarabakkan b	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	WISIWEEN IN
Satd. Flow (prot)	1770	1695		1610	2753	1441	1770	3539	1583	3433	3528	
FIt Permitted	0.95	1.00	ROMMONNOS	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	en e
Satd Flow (perm)	1770	1695		1610	. 2753	1441	1770	3539	1583	3433	3528	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	22	33	178	22	1044	. 22	767	322	878	978	22
RTOR Reduction (vph)	O	30	0	0	470	470	0	0	227	0		0
Lane Group Flow (vph)	33	25	0	160	92	52	22	767	95	878	999	0
Turn Type	Split	andronia in equalities	es en una como establica de la como	Split	The May Leading Committee Services	Perm	Prot	of 5,700 to 200 s, 200 feb.	Perm	Prot	PORTUGUE TALEBORATE VETTO PORTUGUE.	and rest Autor And
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases	energer majorna est nacional	: - CTC	n, koj jest skote Ponom pala k	enista njedestedeni, d	way way kana a garar	3	duction of the contract of	Nacionalem signatura	6	AS ATTEMES SETS OF MEDICAL PROPERTY.	HENGERSPORTSTOR	erescessor
Actuated Green, G (s)	7.9	7.9		9.0	9.0	9.0	2.1	26.6	26.6	29.0	53.5	
Effective Green, g (s)	7.9	7.9	a jinga magawanga sa	9.0	9.0	9.0	2.1	28.1	26.6	29.0	55.0	tantos especies
Actuated g/C Ratio	0.09	0.09		0.10	0.10	0.10	0.02	0.31	0.30	0.32	0.61	
Clearance Time (s)	4.0	4.0	A DEGREE DO GRANDS	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	\$680 V.1091.15
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1.0	4.7	4.7	1.5	5.4	BEATHER. IT
Lane Grp Cap (vph)	155	149	was saaan co	161	275	144	41	1105	468	1106	2156	SANSTAR VINCENS
v/s Ratio Prot	c0.02	0.01		c0.10	0.03		0.01	c0.22		c0.26	0.28	
v/s Ratio Perm	earene aerenear		SERVICE NO.	eri erikara, elik li kesker	<u>. 1. 1912</u> 1913 (+ 1.1.)	0.04	18 802 814 6 707	orina sama sa	0.06	ROUNELLES SAFE	onskozerske kale	nesuencemus.
v/c Ratio	0.21	0.17			0.85dr	0.36	0.54	0.69	0.20	0.79	0.46	
Uniform Delay, d1	38.2	38.0	- Harabaranda da ar	40.5	37.7	37.8	43.5	27.2	23.8	27.8	9.5	OF SERVINGER
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.2	merenceration.	68.7	0.3	0.6	6.6	3.6	1.0	3.7	0.7	eranensa
Delay (s)	38.4	38.2		109.2	38.0	38.4	50.1	30.8	24.7	31.5	10.2	
Level of Service	D ACHARASIAN	D	Alengangner	F statteserven	D	D	D	C	C	C	В	enionege:
Approach Delay (s)		38.3			47.3	desorbasio de		29.4			20.2	
Approach LOS		D			D			С			С	
Intersection Summary				14 1 4 5 1 1 1 1 1 1	a de la callant			400		fitalitati.		
HCM Average Control Delay	OLIVER VERNESTE ALL INCOME	The DATE UNDER THE TEXT IN THE	30.7	HC	M Level	of Service)		С		A GOLDEN BORNE OF BREAKING	
HCM Volume to Capacity rati	0		0.72		ousourds lab	in a se u						
Actuated Cycle Length (s)	\$\$\$\$\$\$\$\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ens consulation of the section	90.0		m of lost		4A94644 k1 k3v + A4444	C1977 C3 F1 124 5 F1 4 4 4 7 M 4 7 M 1 7 M 1 M 1	16.0	avenue popular e e e e e e e e e e e e e e e e e e e	11411011417811114 4114 111	a e trong a sale of a
Intersection Capacity Utilizati	on		71.2%	ICI	J Level o	f Service			C			
Analysis Period (min)	0.3686021540-0440-1-004000-0-0	******	15					MANAGANIA		**************************************		*****************
dr Defacto Right Lane. Red	code with 1	though I	ane as a i	right lane.								
c Critical Lane Group	•											

	•		_		←	*	•	†	<i>)</i> *	\ <u></u>	1	1
			▼	▼	Winer	wee's	No.	NBT	NBR	SBL	▼ SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR		350000000000000000000000000000000000000	NOL	* (의미니) 가	## † †	אוטט וויי
Lane Configurations	470	ብ ን 10 ፡፡	790	40	₽ 400 € 10	10	ካ 190	ተ ኁ 840	10	-1 10	980	110
Volume (vph)	170 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl) Total Lost time (s)	1900	4.0	1300	1300	4.0	1300	4.0	4.0		4.0	4.0	31/291
Lane Util. Factor		1.00		nadalika k	1.00		1.00	0.95	Black of work	1.00	0.95	Mistalah in H
Frpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	rese extensional	uniidiistiis	1.00	HDD25SSam(0)	1.00	1.00	otlessocialistics	1.00	1.00	62616911171 . · · .
Frt		0.89			0.98		1,00	1.00		1.00	0.98	
FIt Protected	* * 1 0 0 4 00 4 0 9 7 9 7 9 7 9 7 9 7 9 7 9 7 9 7 9 7 9	0.99	The Sellingues	BEDRESS/AUTO CO	0.97	5242755440727744444444444444444444444444	0.95	1.00		0.95	1.00	aranance in their
Satd. Flow (prot)		1644			1758		1770	3532		1770	3478	
Flt Permitted		0.99	LANCES OF BUREAU COURSE OF THE		0.50	oka ili ora orazionali	0.95	1.00	rensammen mark	0.95	1.00	CONTRACT OF
Satd, Flow (perm)		1644			905	0.5	1770	3532	Barbas	1770	3478	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	179	11	832	42	11	11	200	884	11	11	1032 7	116
RTOR Reduction (vph)	0 1.01 8 0005	109	0	0	6 58	0	0 200	। 894	0	0 11	1141	0
Lane Group Flow (vph)	0	913	0	0	00	U	200	094	1		Serial #11855	U
Confl. Peds. (#/hr) Confl. Bikes (#/hr)		7 004-51				48 4 S						2
Turn Type	Split		a - na a stá a taláití	Perm		Bisherman	Prot	33. Table 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PROGRAMO -	Prot		**************************************
Protected Phases	4!	4			8!		5	2			6	Magazina da 1935 - Palis
Permitted Phases		- 1-114 19468	ethteenenen (8	eranisa wasan in	ar in in in determinant	ARBERTASI (FIZ.)	t '	111111-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	18-214-03-215-1-03-1-1-1	1.113167640467711	
Actuated Green, G (s)		56.3			56.3		12.3	50.3		0.5	38.5	
Effective Green, g (s)		58.0			58.0		13.0	52.5		1.2	40.7	- Costangent
Actuated g/C Ratio		0.47			0.47		0.11	0.42		0.01	0,33	
Clearance Time (s)	erosastretar te vi vi	5.7	areannana an a	sa san taka berk	5.7	se sucumonomas	4.7	6.2	1995/21 YELVER	4.7	6.2	9640-2-y (3,784948)
Vehicle Extension (s)	talsa virtigasi	3.0			3.0		2.0	3.8	MB 8 (0. 25)	2.0	3.8	Maria A. I.S.
Lane Grp Cap (vph)	559 000 U.S. 550 U.S. 550	771	ereographicae	esperator et hate	424	gastron trovers	186	1499	ning kara sara	17	1144	ggsgeggerith:
v/s Ratio Prot		c0.56			0.00		c0.11	0.25		0.01	c0.33	
v/s Ratio Perm		1.18		HWENG HOUSE	0.06 0.14		1.08	0.60		0.65	1.00	WEISSEL
v/c Ratio Uniform Delay, d1	myssiles es	32.8			18.6		55.4	27.4		61.0	41.5	\$668406300 c
Progression Factor		1.00			1.00		1,00	1.00	6040	1.00	1.00	
Incremental Delay, d2	SAMPOURES.	95.9		BRSDA. (4) (4	0.1	Market Control	87.4	0.7	BEHRROSSESSON	49.2	25.9	troiperes s
Delay (s)		128.8			18.8		142.8	28.2	Militar	110.2	67.3	
Level of Service	til vid fire kalladdassistilari	F	- The distribution	managagaga no sa n	В	stantiantimore,	F	С		F	E	INCRESE
Approach Delay (s)		128.8			18.8			-49.1			67.7	
Approach LOS		F			В			D			Е	
Intersection Summary												
HCM Average Control Delay	nga kanasa di Kawasa Kabapatan	programa vi	79.4	H.	CM Level	of Service	e	13.100.00000000000000000000000000000000	E		mails80%00	ara-eese
HCM Volume to Capacity ratio			1.10						400			
Actuated Cycle Length (s)	Menta eka pend		123.7	CONTRACTOR CONTRACTOR CONTRACTOR	um of lost	COLDAMPRICATIONSOCIANISTICS	1981(34 J. 1646		12.0		PER UNIVERSE	
Intersection Capacity Utilizatio	II I (1.35), (3.55)		108.7% 15	ang an IV	U Level c	n Service		enilsülfölds	G	maren er en e		estantavii
Analysis Period (min) ! Phase conflict between lan	e arniine							jojiesteski				
c Critical Lane Group		matiniiseilis	strakurkdelstilli		nining (1867	isoloten kandal	orgenial and the	antes to de la telloció	sancesta atait (see 1).	ola ASAMANIA MENGENA (TA		0407533333333

Can	٦	-	*	•	+	1	•	†	<i>></i>	/	ļ	1
Movement	EBL	EBT	EBR:	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	ተተ	7	*	ተተ	7	14/4	ት ት	7	74	^	75
Volume (vph)	210	770	830	20	740	470	300	320	10	290	1510	160
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	233	856	922	22	822	522	333	356	11	322	1678	178
RTOR Reduction (vph)	0	0	116	0	0	377	0	0	8	0	0	58
Lane Group Flow (vph)	233	856	806	22	822	145	333	356	3	322	1678	120
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	SENSON MARKETON	4	4	399 FB (1817) (1917) (1917)	5,117,111,151,151,151	8	74245253193314759117615-	221 4 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2		111111111111111111111111111111111111111	6
Actuated Green, G (s)	18.9	56.1	56.1	1.2	38.4	38.4	10.5	33.3	33.3	30.4	53.2	53.2
Effective Green, g (s)	19.4	56.6	56.6	1.7	38.9	38.9	11.0	34.8	34.8	30.9	54.7	54.7
Actuated g/C Ratio	0.14	0.40	0.40	0.01	0.28	0.28	0.08	0.25	0.25	0.22	0.39	0.39
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2,0	2.0	5.1	5.1	2.0	5.1	5.1
Lane Grp Cap (vph)	245	1431	640	21	983	440	270	880	393	391	1383	619
v/s Ratio Prot	c0.13	0.24		0.01	0.23		c0.10	0.10		0.18	c0.47	
v/s Ratio Perm	243423 days - 11242	11.51.51.51.51.51.51	c0.51	4. C. 1059-2941/C200.84 (2402.1.88)	relgión galegle el fall for a	0.09		NATIONAL PROPERTY OF THE PARTY	0.00			0.08
v/c Ratio	0.95	0.60	1.26	1.05	0.84	0.33	1.23	0.40	0.01	0.82	1.21	0.19
Uniform Delay, d1	59.8	32.8	41.7	69.2	47.6	40.2	64.5	43.9	39.6	52.0	42.6	28.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	43.6	0.5	129.0	212.0	6.0	0.2	132.9	1.4	0.0	12.5	102.9	0.7
Delay (s)	103.4	33.2	170.7	281.2	53.6	40,3	197.4	45.3	39,6	64.5	145.5	28,8
Level of Service	F	С	F	F	D	D	F	D	D	E	F	С
Approach Delay (s)		104.4			52.2			117.6			124.0	
Approach LOS		F			D	CALIFORNIA CALLANA	***************************************	F			F	
Intersection Summary												
HCM Average Control Dela	у		101.3	HC	M Level	of Servic	е		F			***************
HCM Volume to Capacity ra			1.24								UNIT NO.	
Actuated Cycle Length (s)			140.0	Su	m of lost	time (s)			16.0			
Intersection Capacity Utiliza	ition		106.5%	IC	U Level c	of Service			G			
Analysis Period (min)			15									.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	90001407725.0	4	7	\	4	7	ች	ተተኑ	BIRANA S	ሻ	††	, 7
Volume (vph)	1000	20	20	200	1000	160	4000	460	200	110	2260 1900	10 1900
Ideal Flow (vphpl)	1900	1900 4.0	1900 4.0	1900 4.0	1900 4.0	1900 4.0	1900 4.0	1900 4.0	1900	1900 4:0	4.0	4.0
Total Lost time (s) Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	a sumusymas	1.00	0.96	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	FIRSTERINGE	1.00	1.00	1.00	1.00	1.00	1.00	1.00	111 (05 to 14 to 8 4 6 6 14 to	1.00	1.00	1.00
Frit		1.00	0.85	1.00	1.00	0.85	1.00	0.95		1.00	1:00	0.85
Flt Protected		0.98	1.00	0.95	0.95	1.00	0.95	1.00	in the second particular to the	0.95	1.00	1.00
Satd. Flow (prot)		1832	1527	1681	1681	1562	1770	4854		1770	3539	1550
FIt Permitted	anas ands an ella	0.98	1.00	0.95	0.95	1.00	0.95	1.00	-010.0000000000000000000000000000000000	0.95	1.00	1.00
Satd. Flow (perm)	6/45/25/25	1832	1527	1681	1681	1562	1770	4854		1770	3539	1550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 122	0.90	0.90 11
Adj. Flow (vph)	11	22	22 22	222	0	178 154	11 0	511 50	222 0	122 0	2511 0	2
RTOR Reduction (vph) Lane Group Flow (vph)	0 0	0 33	22 0	0 111	111	24	11	683	10	122	2511	9
Confl. Bikes (#/hr)	THE CANEE		2	ROBERTAL CO		These Ath ib 1	istietaistates-		Signalandar			2
Turn Type	Split	3.46.46.4	Perm	Split		Perm	Prot	N. S. Salak	01608468	Prot		Perm
Protected Phases	4	4	ener (Total)	8	8	naddiffeldalas	5	2	rtrifftiomf(Gill)	1	6	urabishbasis
Permitted Phases			4			#### 8						6
Actuated Green, G (s)		1.6	1.6	14.3	14.3	14.3	0.4	62.6	mark more end the	11.5	73.7	73.7
Effective Green, g (s)		2.1	2,1	14.8	14.8	14.8	0.9	65.1		12,0	76.2	76.2
Actuated g/C Ratio	N. 12 (N. 1988)	0.02	0.02	0.13	0.13	0.13	0.01	0.59	Mileo ekserii	0.11	0.69	0.69
Clearance Time (s)		4.5	4.5	4.5	4.5 2.0	4.5 2.0	4.5	6.5 4.6	aliativi services	4.5 2.0	6.5 5.1	6.5 5.1
Vehicle Extension (s)		2.0 35	2.0 29	2.0 226	2.0	2.0	2.0 14	2873	ita (sa sa s	193	2452	1074
Lane Grp Cap (vph) v/s Ratio Prot		c0.02	29	c0.07	0.07	ZIV	0.01	2013 0.14		c0.07	c0.71	1014
v/s Ratio Perm		00.02	0.00			0.02		V.14				0.01
v/c Ratio	EN HATELLA	0.94	0.01	0.49	0.49	0.11	0.79	0.24	Selicarionaleu	0.63	1.02	0.01
Uniform Delay, d1		53.9	52.9	44.1	44.1	41.8	54.5	10.7		46.9	16.9	5.2
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		127.2	0.1	0.6	0.6	0.1	123.8	0.2		4.9	24.6	0.0
Delay (s)	santas espensives	181. 1	53.0	44.7	44.7	41.9	178.3	10.9	ermen sassesan	51.8	41.5	5.2
Level of Service		F	D	D		# # D #	F.	В		D	44.0	Α
Approach Delay (s) Approach LOS	103 (43)	129.9 F			43.5 D			13.3 B			41.8 D	
Intersection Summary												
HCM Average Control Delay	es establica		37.7	HC	MTevel	of Servic	e in its		D	5 VIV 25 RT		RECORDER OF
HCM Volume to Capacity ratio			0.94	HOCOMATA INC.	ivi Lovoi		stederius assus		Nesetop#Cox /	Principle (1997)		apendigues
Actuated Cycle Length (s)			110.0	Su	m of lost	time (s)			16.0	38164		
Intersection Capacity Utilization	n	euros astronomicos (187)	88.0%			f Service	mannertinesst/M180181131 -	uranse-successionid	E	- : - a.	a de la companya de l	
Analysis Reriod (min)			15									
c Critical Lane Group	•											

	•	•	†	<i>*</i>	>	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥γ		† }		ነ		
Volume (vph)	10	10	1220	10	10	1060	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	enten i ett kulturenten en in 1900 en in 190
Total Lost time (s)	4.0		4.0		4.0	4.0	stra - a totalica
Lane Util. Factor	1.00	0.5688666886665	0.95	(SPRINGENSEEN)	1.00	1.00	
Fit	0.93		1.00		1.00	1.00	
Flt Protected	0.98		1.00	M1912/45/4/11	0.95 1770	1.00 1863	
Satd. Flow (prot) Flt Permitted	1695 0.98		3535 1.00		0.95	1.003 1.00	
Satd. Flow (perm)	0.96 1695		3535		1770	1863	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	econtrol or swittensessassissississis
Adj. Flow (vph)	11	0.30 11	1356	0.30	0.30	1178	
RTOR Reduction (vph)	10	0	0	0	1881-1410-1 0	0	ACTION OF THE PROPERTY OF THE
Lane Group Flow (vph)	12	0	1367	Ö	11	1178	
Turn Type	1 = 1200	geomente Minor	1001	· · · · · · · · · · · · · · · · · · ·	Prot	SASSANGALHERITAGO GOODBARINA	Mission Constitution Constituti
Protected Phases	8		6	0.0542525324678	5	2	
Permitted Phases	av i en Fass		Graduline Discourse in the	15 535 5 531 506 153	rishbalistari:	nga kulan da manga kabagaga kabagaga kabaga da kaban da manga kabaga kaban kaban kaban kaban kaban kaban kaban Kaban kaban da manga kaban	paging, river in the property that was supported by the control of
Actuated Green, G (s)	4.9		59.5		3.6	67.1	
Effective Green, g (s)	4.9	hitelitanifeseterit, e.e.	59.5	Transperies Costilianos	3.6	67.1	IN-ALL CONTRACTOR OF THE CONTR
Actuated g/C Ratio	0.06		0.74		0.04	0.84	
Clearance Time (s)	4.0		4.0		4.0	4.0	AND THE PROPERTY OF THE PROPER
Vehicle Extension (s)	3.0	Albientos a a a	2.8		2,4	2.8	
Lane Grp Cap (vph)	104		2629		80	1563	YEPPORTS ELECTIONS TO THE THE THINK TO THE TOTAL TO THE TOTAL TO SERVER SECOND FOR THE THE TOTAL TO
v/s Ratio Prot	c0.01		0.39		0.01	c0.63	
v/s Ratio Perm					******************	errender var det de la company	ngunnara sarraset kunu open ulasayan sarras
v/c Ratio	0.11		0.52		0.14	0.75	
Uniform Delay, d1	35.5	sajagogravenegavija	4.3	racka, rakata ka	36.7	2.8	
Progression Factor	1.00		0.64		1.00	1.00	
Incremental Delay, d2	0.5	anakisasisis	0.7	ekoeksen europa	0.5	3.4	
Delay (s)	36.0		3.4		37.2	6.2	
Level of Service	D 36.0	eranen en el	A 3.4	LISH STEELS	D	A 6.5	
Approach Delay (s)	ال.00 D		્ર.4 A			A	
Approach LOS	U		Α		00 X0 MI 100 MA 10 10 MA 20 1 MET PO	^	
Intersection Summary							and the second
HCM Average Control Dela		-9871529668841171747753177744	5.1	HC	M Level	of Service	A
HCM Volume to Capacity ra	itio	Nagara (c.	0.71				
Actuated Cycle Length (s)	sancanari can terretako eta	pungan ng mga kai kai kina ng makai kin	80.0		n of lost		8.0
Intersection Capacity Utiliza	ition	6	35.8%	ICU	J Level o	Service	0
Analysis Period (min)	HESIAUSSAKONUSUS	Rosele de Asia	15	erengagaran	anantaane		
c Critical Lane Group							

	≯	\	•	†	Į.	√	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ካ ኒ			ተ ተ	†	7	
Volume (vph)	30	10	0	1200	990	480	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	VARIANTE E E E E ENVERSEMENTANTE DE LA CONTRACTOR DE LA C
Total Lost time (s)	4.0			4.0	4.0	4.0	
Lane Util. Factor	0.97	6		0.95	1.00	1.00	AND THE PROPERTY OF THE PROPER
Fit	0.96			1.00	1.00	0.85	
Flt Protected	0.96			1.00	1.00	1.00	na en
Satd. Flow (prot)	3352			3539	1863	1583	
Flt Permitted	0.96	sangra negrinakun sidintegti.	SCECENT CPERSON CONTROLLED	1.00	1.00	1.00	
Satd. Flow (perm)	3352			3539	1863	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	33.	11	0	1333	1100	89	
RTOR Reduction (vph)	10	0	0	0	0	15	
Lane Group Flow (vph)	34	0	0	1333	1100	74	
Turn Type	esene va Cova daglo	ecsentinoses	norahumuna:	agagent L evis	Omrevenski krije	Perm	
Protected Phases	4			2	2		
Permitted Phases	FΛ	- 0.0000000000	(8889406844	664	COA	2 66.1	
Actuated Green, G (s)	5.9 5.9			66.1 66.1	66.1 66.1	66.1	
Effective Green, g (s) Actuated g/C Ratio	0.9 0.07			0.83	0.83	0.83	
Clearance Time (s)	4.0			4.0	4.0	4.0	沒有時間的自治的治疗。 2.
Vehicle Extension (s)	2.8	Service de l'est		2.8	2.8	2.8	
Lane Grp Cap (vph)	247	Singerhanist.	garen euro desporto de	2924	1539	1308	при
v/s Ratio Prot	c0.01			0.38	c0.59		
v/s Ratio Perm	79.51			n n er e r er	::::::::::::::::::::::::::::::::::::::	0.05	indinaminaminganiada. Tittari padaminakan maka 1951 ing tangkan mulauba.
v/c Ratio	0.14			0.46	0.71	0.06	
Uniform Delay, d1	34.7	ROBLES LASTE CONT.	irelianta dakiki artan	1.9	2.9	1.3	a anno de Amerika (1916), esta esta esta esta esta esta esta esta
Progression Factor	1.00			0.24	1.09	1.99	
Incremental Delay, d2	0.2		1 - 1 - 1 - 1	0.4	2.0	0.1	
Delay (s)	34.9			0.9	5.3	2.6	
Level of Service	С		V/2// / 2 / 2 / 2 / 2 / 2 / 2 / 2 / 2 /	Α	Α	A	Markaya 1 (1908) 1908 - 1908 (Indiana an
Approach Delay (s)	34.9			0.9	5.1		
Approach LOS	С			Α	Α		
Intersection Summary			e de la companya	NI CONTRACTOR		File	The same and the s
HCM Average Control Delay			3.4	HC	M Level	of Service	A
HCM Volume to Capacity rat			0.67				
Actuated Cycle Length (s)			80.0		m of lost		8.0
Intersection Capacity Utilizat	ion		62.9%	ICI	J Level o	of Service	В
Analysis Period (min)			15				
c Critical Lane Group							

	<u> </u>				+	4	4	†	<i>></i>	/	Ţ	1
Movement	EBL	EBT	EBR	∀ WBL	WBT	WBR	NBL -	NBT	NBR.	SBL	TISBT.	SBR
Lane Configurations	::: - Ļut	<u>୍</u>	7	HUC	4°Þ	***		44+			4	
Volume (vph)	10	980	1 10	10	1180	10	110	20	10	- 10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1710	1900	1900	1900	1900	1900	1900	1900
Grade (%)	1000	5%	1300	1900	-5%			0%			0%	
Total Lost time (s)		4.0	4.0		4.0	HERENIGES C	TO THE SERVE	4.0	OBSTREES	Sadican Payro	4.0	enssen:
Lane Util. Factor		1.00	1,00		0.95	THE WAR		1.00			1.00	
Frpb, ped/bikes		1.00	0.96		1.00		Missississis	0.99	15024-150174615	Horandam	1.00	HTTA HARRE
Fipb, ped/bikes		1.00	1,00		1.00	880883000		1.00			1.00	
Frt		1.00	0.85		1.00	enderends	(Seferanciabalit	0.97	3.77 To visitivens	esistereane:	0.96	MARADROVE
Fit Protected	TE (147580	1.00	1,00		1.00			0.99			0.98	
Satd. Flow (prot)	Bar Kingh	1815	1483	alanca ()	3096			1765	. F. AND DESIRES	BERREST STATE	1741	(CERTASSELVE)
Fit Permitted		0.98	1,00		0.95			0.91			0.89	
Satd. Flow (perm)	neer, in Personalist	1788	1483	grafikalit sim byr	2930		a estoralitablea	1635	e verkonstatease	EMBRICA STATE	1569	913699864
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0.90 11	1089	0.30 11	11	1311	11	11	22	11	11	11	11
RTOR Reduction (vph)	Ö	1003	2	0	0	Ó	0.40	10	0	0	10	0
Lane Group Flow (vph)	(6) (6) (6) (6) (6) (6) (6) (6) (6) (6)	1100	9	0	1333	0	0	34	0	0	23	0
Confl. Peds. (#/hr)			9		1000	2						
Confl. Bikes (#/hr)						1		986666474	2	KENCKEDIO A P		1
Parking (#/hr)				0	0	Ó						
	Dorna	MARINE CHARLE	Dorm	Perm	anasios V SS	activity (Sept.	Perm	stock mension	pomassa.	Perm	arenuskaisussi	54418 (1944-1947)
Turn Type	Perm	2	Perm	Pem	c		reiiii	8		reiii		an editin
Protected Phases			2	9:400 SK (80)	6		8	914				North ARREST
Permitted Phases	2	65.2	65.2	6	65.2			6.8	engalowa:		6.8	
Actuated Green, G (s)		65.2	65.2		65.2			6.8			6.8	
Effective Green, g (s)		0.82	0.82	SASSAS VICTOR	0.82			0.08			0.08	NAME OF
Actuated g/C Ratio		4.0	0.62 4.0		u.oz 4.0			4.0			4.0	REMARKA
Clearance Time (s)		4.0 2.8	4.0 2.8		4.0 2.8			2.0			2.0	BONTENNE
Vehicle Extension (s)	apa arak baga			SANGER DATES IN			activa transmi	139	ya sanggana	Mesket (properties)	133	60210169322
Lane Grp Cap (vph)		1457	1209	SKANDENSER	2388	ang ang sa sa pagasan	555/555/ 5888	109		fancthis.	100	
v/s Ratio Prot				night et e	O 4E			c0.02		ingas (5 a	0.01	MERUNAN
v/s Ratio Perm		c0.62	0.01	399880 515788	0.45	SECRETE SECTION		0.24	V-583000000	9984188.53	0.17	RHARVIRA II.
v/c Ratio		0.75	0.01	Maganagaca, .	0.56			34.2			34.0	
Uniform Delay, d1	erus avelsastas	3.6	1.4 0.22	eauthean ann a	2.5 1.00			1.00		(file)	1.00	
Progression Factor		0.29	*******************					0.3			0.2	nussingage arestease
Incremental Delay, d2		2.7	0.0	usani salahan	0.9			0.5 34.5			34.2	1512115116
Delay (s)		3.7	0.3		3.5			о н .о С			C C	ANGERE E
Level of Service	NTS PARTER	A 3.7	A		A 3.5		Victor (USA)	34.5		940000454	34.2	NUMBER S
Approach Delay (s)	Christ Shape	CONTRACTOR CONTRACTOR	aleutova (skory ci		Contract the street		o constituti	C			C	matestere:
Approach LOS		Α			A			U	BANKO K + 10 100 2007 L4797 1017 107		-11	PERSON PROPERTY IS
Intersection Summary									in the second			
HCM Average Control Delay			4.5	H	CM Level	of Service) 		Α			A Selected Process
HCM Volume to Capacity ration	o i i		0.71									
Actuated Cycle Length (s)			80.0	Sı	ım of lost	time (s)			8.0		****	
Intersection Capacity Utilization	on .		69.6%	JC	U Level o	f Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

	<i>j</i>	-			*	4	•	+	<i>*</i>	\	1	J
	T DI		₹ EBR	▼ WBL	WBT	WBR.	NBL	NBT :	NBR	SBL	• SBT	SBR
Movement	EBL	EBT	EDN	WDL:		VVDIN	NDL T	a ND III se }	is inmix	*	<u> </u>	7
Lane Configurations	7 000	}	10	'1 20	ቤ 380	20	-1 - 20	370	80	- 50	330	800
Volume (vph)	320	670 1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900 4.0	4.0	1900	4.0	4.0	1000	4.0	4.0	1500	4.0	4.0	4.0
Total Lost time (s)	1.00	1.00		1.00	1.00		1.00	1.00	MANAGE OF STREET	1.00	1.00	1.00
Lane Util. Factor Ert	1.00	1.00	814445E	1.00	0.99	STREET, STREET	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd Flow (prot)	1770	1859		1770	1553		1770	1813		1770	1863	1583
Flt Permitted	0.95	1.00	Hillorikalidi	0.95	1.00	nasusarendo	0.95	1.00	Balli - AreinBal	0.95	1.00	1.00
Satd. Flow (perm)	1770	1859		1770	1553		1770	1813	Sauth Sa	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	356	744		22	422	22	22	411	89	56	367	889
RTOR Reduction (vph)	0	1	0	0	2	0	0	9	0	0	0	87
Lane Group Flow (vph)	356	755	Ô	22	442	0	22	491	0	56	367	802
Turn Type	Prot			Prot		OF THE OTHER PROPERTY AND	Prot			Prot		pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases	19970000000000	enen ordani, ic	ever who do		ebsaloubat/4/	: 1115/44 0000	ormounder:	Window International	Bulling Control of		mare marini and	6
Actuated Green, G (s)	20.4	46.7		1.2	27.5		1.2	26.5	100	3.0	28.3	48.7
Effective Green, g (s)	20.4	46.7	hetis Williamske	1.2	27.5	ione d'amades (NAMES)	1.2	26.5	SARRA STATE OF THE SARRA STATE O	3.0	28.3	48.7
Actuated g/C Ratio	0.22	0.50		0.01	0.29		0.01	0.28		0.03	0.30	0.52
Clearance Time (s)	4.0	4.0	-tko-taljikajoslotas	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1		2.0	4.1		2.0	4.1		2.0	4.1	2.0
Lane Grp Cap (vph)	387	930		23	457		23	514		57	564	893
v/s Ratio Prot	c0.20	0.41		0.01	c0.28		0.01	0.27		c0.03	0.20	c0.20
v/s Ratio Perm	trakira weepinga	21711211422772774421544	ester character en la	-	*************	off and a figure a state of a sec	**************************************	4110. 11 1 11				0.31
v/c Ratio	0.92	0.81		0.96	0.97		0.96	0.96		0.98	0,65	0.90
Uniform Delay, d1	35.7	19.6		46.1	32.5		46.1	32.9		45.2	28.3	20.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	26.0	5.8		165.6	33.5	Control Salar SWIPS and State	165.6	28.9	BERGEREISERWEINER Zu. S.	112.1	3.0	11.4
Delay (s)	61.7	25.4		211.6	66.0		211.6	61.7		157.3	31.3	31.5
Level of Service	E	C	LEPTERILA CONTU COTO DOS	F	E	rancacaran mengang pada mengan	F	E	peniasan sa makasa	F	С	C
Approach Delay (s)		37.0			72.9			68.1			36.8	
Approach LOS		D			Е			E			D	
Intersection Summary		i de la comi						Alberta dal				
HCM Average Control Delay			46.6	НС	M Level	of Service	9		D	1926 2010 00 00 824 832 840 940 940	14 F 22 F 2 T 2 T 2 T 2 T 2 T 2 T 2 T 2 T	2020/00/00/00/05/05/A
HCM Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			93.4			t time (s)	TA DARCAN PATLANDATAN CONT	NEW CO. N. 100 C. C. F. N. S. F. S.	8.0	segs insultstation ser	e Great Halley For Hor	eremannen en en
Intersection Capacity Utilizatio	n i i		88.1%	IC	J Level o	of Service			E			
Analysis Period (min)	erran en	unesse vice and contract contr	15	appropriate de la company	es tancak cana materia	11177745876141816767488	\$\$65599968460000	ungangsonpo			peaggussus:	MINISTER.
c Critical Lane Group												

	→	-	←	*	1	4	
Movement	EBL	EBT	- WBT	WBR	SBL	SBR	
Lane Configurations	ሻ	†	个 个	7	75	7	
Volume (vph)	390	400	180	140	300	240	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	enternetion Art. in elevandupaleadan esteurentekuskastuletikalioon (h. 1770).
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1,00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	。 《建筑性铁台》(1985年),1985年(1985年),1985年(1985年),1985年(1985年),1985年(1985年),1985年(1985年),1985年(1985年),1985年(1985年),1985年
Frt	1.00	1,00	1.00	0.85	1.00	0.85	Harring the training the state of the state
Fit Protected	0.95	1.00 1863	1.00	1.00	0.95	1.00 1546	
Satd. Flow (prot) FIt Permitted	1770 0.95	1.00	3539 1.00	1570 1.00	1770 0.95	1.00	
Satd Flow (perm)	1770	1863	3539	1570	1770	1546	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	ommeters are established to the second s
Adj. Flow (vph)	433	444	200	156	333	267	
RTOR Reduction (vph)	0	0	200	72	0	198	自然在2000年1月1日 1900年
Lane Group Flow (vph)	433	444	200	84	333	69	
Confl. Peds. (#/hr)		कर (यहार ६) -	- 8814	8	Salamayok	ывка ния тексек. 7	
Confl. Bikes (#/hr)				8			
Turn Type	Prot			pm+ov	111114000000000000000000000000000000000	Perm	
Protected Phases		6	2	4	4		
Permitted Phases	Parts both His APR	SED - SERVICE CAUSE.	udiu Nekatrie	2	269990 - SK 5147 C	4	
Actuated Green, G (s)	16.7	28.2	7.5	20.0	12.5	12.5	
Effective Green, g (s)	16.7	28.2	7.5	20.0	12.5	12.5	ERBERGARRECULA STATE CHELLE I TOUR. TO TOUR TO THE TOUR TO A STATE OF THE EAST OF THE STATE OF THE STATE OF THE
Actuated g/C Ratio	0.34	0.58	0.15	0.41	0.26	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.1	3.1	1.0	1.0	1.0	1.0	
Lane Grp Cap (vph)	607	1079	545	774	454	397	
v/s Ratio Prot	c0.24	c0.24	0.06	0.03	c0.19		
v/s Ratio Perm	and the property of a constant	n Till men den sketene	1152-911-512-511-5-1-912-72	0.03	automatemate, Napol	0.04	ntagtenasionaanatakarenneenasiosistelaaskannin linguasioona oo konstille needel 19, need 19, need 19, need 19,
v/c Ratio	0.71	0.41	0.37	0.11	0.73	0.17	
Uniform Delay, d1	13.9	5.7	18.5	8.8	16.6	14.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.0	0.3	0.2	0.0	5.2	0.1	
Delay (s)	17.9	5,9	18.6	8,9		14.2 B	
Level of Service	В	A 11.8	B 14.4	A	C 18.4	D Markata da	
Approach Delay (s) Approach LOS		ни. о В	н.н В		10.4 B		
				NEWSONAPO CONFORMINO SOCIETADO F TO COM	ט	-construction and the second s	
Intersection Summary							
HCM Average Control Dela		104 044 C150 (2 1040 05W) New Y	14.5	НС	M Level	of Service	В
HCM Volume to Capacity ra	atio		0.62				
Actuated Cycle Length (s)		Sente da espera	48.7		m of lost		· 8.0 Eksember barikan kan kan barikan kan kan barikan kan kan barikan barikan kan barikan barikan barikan barikan ba
Intersection Capacity Utiliza	ation		55.2%	ICI	J Level c	f Service	B
Analysis Period (min)	and the second section of the second	veresensere	15	N. S.	energieseren		
c Critical Lane Group							

	٠	-	•	•	4	4	4	†	<i>></i>	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	I F	ß		¥	ጐ		ħ	1>) je	1}	
Volume (vph)	20	50	10	90	30	#50	10	650	40	50	1100	20
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		4.0	4.0		4,0	4.0	Model
Lane Util. Factor	1.00	1.00		1.00	1.00	00 L 1 C	1.00	1.00	878 Suine Hill (1 1 Pu 300 PSE)	1.00	1.00	5.6500 vi. 11 v
Frt	1.00	0.97		1.00	0.91		1,00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	runnin in Marthage	0.95	1.00	ersense in Schauß	0.95	1.00	escaru interactivada	0.95	1.00	BARNO TO
Satd. Flow (prot)	1770	1815		1770	1687		1770	1847		1770	1858	
Flt Permitted	0.95	1.00	ASSERBANCES A	0.95	1.00	-235	0.95	1.00	n, 1988, 198	0.95	1.00 1858	
Satd: Flow (perm)	1770	1815		1770	1687		1770	1847		1770		0.03
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93 43	0.93 54	0.93 1183	0.93 22
Adj. Flow (vph)	22	54	11	97	32	54	11	699 1	43 0 ·	54 0	1100 1	22 0
RTOR Reduction (vph)	0	7 58	0	0 97	48 38	0	0 11	741	0	54	1204	0
Lane Group Flow (vph)	22	O _{len}	0		88 SO	Au.V.ss	Prot	i i i i i i i i i i i i i i i i i i i		Prot	1207	<u></u>
Turn Type Protected Phases	Prot 7	4	MINISTER SEE	Prot 3	8		5 5	2		FIOL	6	362334
Protected Phases Permitted Phases					MM 9-		ado S. Y. Ai	10510645	- EDISHBA			
Actuated Green, G (s)	2.1	7.7		7.7	13.3		0.7	72.8		5.7	77.8	Note: (1)
Effective Green, g (s)	1.9	7.5	HARIDESHE	7.5	13.1	le remarkee	0.5	72.6	tte et en	5.5	77.6	ang meneral et e
Actuated g/C Ratio	0.02	0.07		0.07	0.12	Sankia.	0.00	0.67		0.05	0.71	
Clearance Time (s)	3.8	3.8	anthini vaca.	3.8	3.8		3.8	3.8	PROTOR SHOW BEETS	3.8	3.8	iakesako (1907), ir
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	3.1		1.0		
Lane Grp Cap (vph)	31	125	HUMATPHEN VISION IN	122	203		8	1229		89	1322	
v/s Ratio Prot	0.01	c0.03		c0.05	0.02		0.01	0.40		c0.03	c0.65	
v/s Ratio Perm	265 (966 (d) (d+5), 1 + (d+1) (d+1)	e to More A vicinities	sourteerestmentum	ED STATISTICS AND A SHIPLE	CONTRACTOR	(2004) 40-10-2400246	ISASAI MINSTESTER CERTES CO.		OMPARATION	2		
v/c Ratio	0.71	0.47		0.80	0.19		1.38	0.60		0.61	0.91	133.00
Uniform Delay, d1	53.3	48.9		50.0	43.2		54.3	10.2		50.7	12.9	75 101.061.007
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	46.1	1.0	STARREST MANAGEMENT AND A STARREST A	27.4	0.2	newsee acceptant	466.9	0.8	SERCEMBERS OF THE PARTY OF THE	7.8	9.7	1.54.53009088
Delay (s)	99.5	49.9		77.4	43.4		521.2	11.0		58.5	22.6	
Level of Service	F	D	esentevameno o tivi co	E	D	JN 117 TO VENTORS	F	В		E Compressione	С	
Approach Delay (s)		62.4			61.4			18.5			24.1	
Approach LOS		E			E			В			С	
Intersection Summary												No. 1
HCM Average Control Delay		000000000000000000000000000000000000000	26.7	H(************************************	CM Level	of Service		enderenderanne	C BRIGHEREN SERVICE	vanori qua di estimati	SPASSAGE VERSON	a wetaman
HCM Volume to Capacity ra	tio		0.87			ii inarii						
Actuated Cycle Length (s)	\$10810000 / B80055	erenanina era	109.1		ım of lost		MANAGESTA (C.)	e e e e e e e e e e e e e e e e e e e	16.0	SS(5,63)(14422818	Ministra	COMMENS
Intersection Capacity Utiliza	tion	regulurus (SS) Errikerines (SS)	77.4%	IC	U Level o	r Service			D			
Analysis Period (min)		en en programa.	15			Salari alikara	ner en		500000000000000000000000000000000000000			
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	***	SBR
Lane Configurations	74	4		ዃ	þ) ************************************	† }			ት ጉ	
Volume (vph)	10	10	10	80	10	100	100	700	30	90	1080	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 4 .0	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	illinis:	4.0	4.0	ko (Ju	4.0 1.00	0.95	Estento
Lane Util. Factor	1.00	1.00	·50504888875540	1.00	1.00		1.00 1.00	0.95 1.00		1.00	1,00	
Frpb, ped/bikes	1.00	0.99		1.00	0.97		1.00	1.00		1.00	1.00	COMMENT.
Flpb, ped/bikes	1.00	1.00		1.00 1.00	1.00 0.86		1.00	0.99		1.00	1.00	
Ed	1.00 0.95	0.92 1.00		0.95	1.00		0.95	1.00		0.95	1.00	14-35000000
Flt Protected	1770	1704		1770	1567		1770	3514		1770	3534	
Satd Flow (prot) Fit Permitted	0.95	1.00		0.95	1.00		0.95	1.00	BALL CONTRACTOR	0.95	1.00	+14044EW1084-011
Satd. Flow (perm)	1770	1704		1770	1567		1770	3514		1770	3534	1005.10.E.F
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	11	11	11	88	11	110	in	769	33	99	1187	11
RTOR Reduction (vph)	0	10	0	0	94	0	0	3	0	0	0	0
Lane Group Flow (vph)	11	12	0 1	88	27	0	11	799	0	99	1198	0 🕬
Confl. Peds. (#/hr)	BORSBORY (SATELLY		1	minical pro	A THE STREET STATE OF THE STATE	1	Pote - Levis Harabababa	1844. * 11.0417874	1			1
Confl. Bikes (#/hr)			3			3.			2			11.01
Turn Type	Prot			Prot			Prot			Prot		A DEPINING A LITTLE
Protected Phases	7	4		3	8	5 3 0 H	5 5	2		1	. 6	
Permitted Phases	gang tri s. Shiring	HERCHENKEL (THE OF NO.)	- tirkiruvätäsikiset	icatowo i i i w				1 - 10 - 17 - 17 - 17 - 17 - 17 - 17 - 1		suizen. e - Descous	spansoners of the other	nacional de l'appropriet de la constant de la const
Actuated Green, G (s)	0.4	3.9		4.6	8.1		0.7	23,9		4.9	28.1	History History
Effective Green, g (s)	0.4	3.9		4.6	8.1	ANTENNESSEE STORY	0.7	24.9	es no constitution	4.9	29.1	PHIDHPON :
Actuated g/C Ratio	0.01	0.07		0.08	0.15		0.01	0.46		0.09	0.54	
Clearance Time (s)	4.0	4.0	ALLEGE OF THE STREET SETS	4.0	4.0	on the commences	4.0	5.0		4.0	5.0	Section of the sectio
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	3.1		11.0	3.1	
Lane Grp Cap (vph)	13	122	uregoueron monocolo. T	150	234	versoone contra	23	1611	energiaeanea	160	1894	MARIN FASE
v/s Ratio Prot	0.01	0.01		c0.05	c0.02		0.01	0.23		c0.06	c0.34	
v/s Ratio Perm	ONZHRESZZZENIE I II.	15.1004.03289403998	entere cercina de la	44444	est interess	aggenericano de desa	sprzesch co	violagapastes :	. Personnista	0.28	0.00	BRIGGS SEE LEG
v/c Ratio	0.85	0.10		0.59	0.12		0.48	0,50		0.62	0.63 8.8	
Uniform Delay, d1	26.9	23.6	aerech Ny Nati	23.9	20.0	(0025F) (350 98 0	26.6	10.3		23.8 1.00	0.0 1.00	14.54 P. A.
Progression Factor	1.00	1.00		1.00	1.00		1.00 5.6	1,00 0.3		4.9	0.7	製器をは、日
Incremental Delay, d2	162.2	0.1	n. Hasilani	3.7	0.1		YER DIE NESSER	essores in 2009		28.7	9.5	BES SIM
Delay (s)	189.1 ⊏	23.7		27.7 C	20.1 C		32.2 C	10.6 B		20.7 C	Α	
Level of Service	r 	C 78.8			23,3			10.8			11.0	
Approach Delay (s) Approach LOS		70.0 E	Variation in the Control of the Cont		29.5 C			В			В	With the Carl
	NA ANT A FORMACK A CATHORISE A MARKAGISTON ANAMAS I TOM	Commission representation of the At 1945 Miles	AA AMA WAR BARKADI MISTA KA NI ANDON SACIMBI			1141N	THE RESIDENCE OF THE PARTY OF T					
Intersection Summary								18 (80)				
HCM Average Control Delay	PROPERTY OF THE PROPERTY OF TH	n, -11, 15, 25, 51, 51, 51, 51, 51	13.0	H	CM Level	of Service) #655#460####		В		ASSESSED A	
HCM Volume to Capacity ra	tio		0.51									
Actuated Cycle Length (s)		Sereensense	54.3	15. 1 41. 119. 1 404.004.004.005.00	um of lost	A STEEL WE WAS SENSE SENSE BY A TELL OF A TELL OF			8.0		- CELEBRATER CE	4年的 高級
Intersection Capacity Utiliza	tion		54.8%	milita 1C	U Level o	of Service						e salahir
Analysis Period (min)	BRENCHYSTERA	515-1599888888 8	15		BENEFICAL SAD		100000000000000000000000000000000000000	RSB/AF-ABAU		S S S S S S S S S S S S S S S S S S S	1955 NACHSTO	
c Critical Lane Group				a a a seo din	illustrativas	e e nichaire and			Sienisids St			

		*	•	←	4	<i>*</i>	
Movement	EBT	EBR -	WBL.	WBT.	NBL	NBR	- Andrews
Lane Configurations	†	7	Dun Erm izos s	† †	Ή		1
Volume (veh/h) Sign Control	670 Free	100	0	1290 Free	0 Stop	200	
Grade	0%			0%	0%		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85 235	
Hourly flow rate (vph) Pedestrians	788	118	0	1518	0		
Lane Width (ft)							
Walking Speed (ft/s) Percent Blockage							Í
Right turn flare (veh)	digita (bi su A. j. A. j			BENCH WALLE		RESERVA CA AND ENTERINGENESSA CA PARTICULAR RESERVACION DE LA CARRESTA DE LA CARRESTA DE LA CARRESTA DE LA CAR	
Median type	None			None			j
Median storage veh) Upstream signal (ft)	erigi irlindili	ESTRIP:		1283			"L'CL"
pX, platoon unblocked							£
vC, conflicting volume vC1, stage 1 conf vol			906		1547	788	f
vC2, stage 2 confivol							1
vCu, unblocked vol		r en en en	906 4.1		1547 6.8	788 6.9	{
tC, single (s) tC, 2 stage (s)			esante, tean, teanante an t			THE THE REPORT OF THE PROPERTY	
tF (s)			2.2		3.5	333 30	A Se Se Se Se
p0 queue free % cM capacity (veh/h)			100 747		100 105	334	- W. W. J.
Direction, Lane#	EB1	EBI2	WB1	WB 2	NB 1	A SEASON AND A SEASON OF A	The state of the s
Volume Total	788	118	759	759	235		
Volume Left	0	0 118	0 0	0 0	0 235		
Volume Right cSH	1700	1700	1700	1700	233 334		-
Volume to Capacity	0.46	0.07	0.45	0.45	0.70		- Control
Queue Length 95th (ft) Control Delay (s)	0 0.0	0.0	0 0.0	0 0.0	127 37.9		- Anna
Lane LOS	tricrim vertare itematica.		***************************************	sestine etchinister, m.	Ε		
Approach Delay (s) Approach LOS	0.0		0.0		37.9 E		
					· L		×
Intersection Summary Average Delay			3.4				
Intersection Capacity Utilization	1 6 6		54.7%	ICI	J Level o	f Service A	100
Analysis Period (min)	Was eresan		15	VESTER STEEL	osinienieresi:		ž.

	Į,	لر	_	*	•	~		
Movement	SBL	SBR	NWL	NWR	NEL	NER		
Lane Configurations	7575	7"	ሻሻ	ৰ ব	14.54	7	AND ALL STATEMENT OF THE STATEMENT OF TH	Ja/42484Yf
Volume (vph)	820	280	1010	44 780	340	530		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	THE STATE OF THE S	
Total Lost time (s)	4.0	4.5	4.0	4.0	4.0	4.0		a.in
Lane Util. Factor	0.97	1.00	0.97	0.88	0.97	1.00	annigum ni 1775 carangan ing pakangan pakangan na pakangan kangan na pakangan na pakangan na pakangan na pakang	NEW COLOR
Frpb, ped/bikes	1.00	0.99	1,00	0.98	1.00	1.00		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		ekirge.
Frt	1.00	0.85	1,00	0.85	1.00	0.85		
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	THE THE RESERVE OF A CONTROL OF THE PROPERTY OF A CONTROL OF THE PROPERTY OF A CONTROL OF THE PROPERTY OF THE	459994
Satd. Flow (prot)	3433	1563	3433	2724	3433	1583		365
FIt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	THEODORAN CONTRACTOR OF THE THEORY OF THE STATE OF THE ST	#815757
Satd. Flow (perm)	3433	1563	3433	2724	3433	1583		
Peak-hour factor, PHF	0.94	0,94	0.94	0.94	0.94	0.94	entroces on the engineering of the observation of the control of t	AGE BIT
Adj. Flow (vph)	872	298	1074	830	362	564		
RTOR Reduction (vph)	0	208	0	522	0	14		38088
Lane Group Flow (vph)	872	90	1074	308	362	550		
Confl. Peds. (#/hr)	· · · · · · · · · · · · · · · · · · ·	1		2	and the	SAN		12009
Turn Type		Perm		Perm		custom		
Protected Phases	4		2	######################################	1 w - v vue prendere	6	**************************************	orens
Permitted Phases		4		2				
Actuated Green, G (s)	19.1	19.1	21.9	21.9	8.0	33.9	recovers - comprehensives of the comprehensives of the comprehensives and the comprehensives of the comprehensives and the comprehensive and the c	angsto
Effective Green, g (s)	19.6	19.1	23.4	23.4	8.0	35.4		
Actuated g/C Ratio	0.31	0.30	0.37	0.37	0.13	0.56		aren.
Clearance Time (s)	4.5	4.5	5.5	5.5	4.0	5.5		
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	3.0	COMPANY DESCRIPTION OF THE STREET OF THE STR	Sasse
Lane Grp Cap (vph)	1068	474	1275	1012	436	889		
v/s Ratio Prot	c0.25		c0.31	*:L2+***(******************	c0.11	0.35	nographmensported corpormensported to the corporate section of	0.68761
v/s Ratio Perm		0.06		0.11				
v/c Ratio	0.82	0.19	0.84	0.30	0.83	0.62		:: :::::::::::::::::::::::::::::::::::
Uniform Delay, d1	20.0	16.2	18.1	14.0	26.8	9.3		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		grent ha
Incremental Delay, d2	4.7	0.1	5.2	0.2	12.1	1.3		
Delay (s)	24.7	16.3	23.3	14.2	38.9	10.6		.1051
Level of Service	C4	В	C	В	D	В		
Approach Delay (s)	22.6	i i i kwaliki a taika i	19.4		21.7	ngageesenskes		
Approach LOS	· · · · · · · · · · · · · · · · · · ·		В		i C			
Intersection Summary		1000000000						
HCM Average Control Dela	V	Sales Sa Sales Sales Sa	20.8	Н	CM Leve	l of Service	<u>C</u>	
HCM Volume to Capacity ra		955669476566899	0.83			ระสมเดิมสมัยในเรื่องการ	annangan mangangan pertambangan penggan penggan penggan penggan penggan penggan penggan penggan penggan pengga Penggan penggan pengga	April 18
Actuated Cycle Length (s)	 748 (2.1848)) BEE	63.0	ន	um of los	t time (s)	120	
Intersection Capacity Utiliza	ition	ooneneneneen en een een een een een een	71.9%			of Service	C	4334346
Analysis Period (min)			15			a distribution		
c Critical Lane Group		aatusakkindel	szeszek AS Sill		gggvent agtAVA		nekan da mangan kangan na mangan kangan kangan Kangan da mangan kangan ka	antel SFR
o onton Lano Oronp								

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Movement	EBĽ	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	^	7	ሻሻ	个个	7	ቪቪ	^	ተ ቸ	14.14	^	7
Volume (vph)	720	110	50	160	220	60	90	190	130	100	810	1020
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	88.0	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1,00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	800	122	56	178	244	67	100	211	144	111	900	1133
RTOR Reduction (vph)	0	0	37	0	0	54	0	0	95	0	0	0
Lane Group Flow (vph)	800	122	19	178	244	13	100	211	49	111	900	1133
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	ese e socioente	Free
Protected Phases	7	4		3	8		1304	6		5	2.5	
Permitted Phases			4			8			6	1 11 - 5425 / 7527 753 5550	anan ne mesaga	Free
Actuated Green, G (s)	21.9	29.2	29.2	8.8	16.1	16.1	5.0	29.7	29.7	3.6	27.8	91.3
Effective Green, g (s)	22.4	30.7	30.7	9.3	17.6	17.6	5.5	31.2	31.2	4.1	29.8	91.3
Actuated g/C Ratio	0.25	0.34	0.34	0.10	0.19	0.19	0.06	0.34	0.34	0,04	0.33	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$.
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.5	4,5	2.0	4.5	4.5	2.0	3.7	
Lane Grp Cap (vph)	842	1190	532	350	682	305	207	1209	952	154	1155	1583
v/s Ratio Prot	c0.23	0.03		0.05	0.07		0.03	0.06		0.03	0.25	
v/s Ratio Perm			0.01			0.01	uma in land interestable	nussasses constructive	0.02	orașe municipalul di et et et et et et	gasassenggaren (j. 1.18	c0.72
v/c Ratio	0.95	0,10	0.04	0.51	0.36	0.04	0.48	0.17	0.05	0.72	0.78	0.72
Uniform Delay, d1	33.9	20.8	20.4	38.8	31.9	30.0	41.5	21.0	20.1	43.0	27.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.7	0.1	0.0	0.4	0.6	0.1	0.6	0.1	0.0	13.1	3.5	2.8
Delay (s)	53.6	20.9	20.4	39.3	32.5	30.1	42.2	21.2	20.2	56. <u>1</u>	31.3	2.8
Level of Service	D materia isosonon	С	C	D	C	C	D	C	С	E	C	A Singnagano
Approach Delay (s)		47.6			34.6			25.5			17.5	
Approach LOS		D			С			С	and the second supplier of the second supplie	-aa-sananan memberahan	В	WANTANK SALLENAND
Intersection Summary						100						
HCM Average Control Delay		energen og eller	27.7	H semenenens	CM Level	of Service	(STOSSASSAS	ngagaaaaa	C	agasasaa	nigrosso (*)	anecresum
HCM Volume to Capacity rati	io		0.78									
Actuated Cycle Length (s)	ngkalagan kalan sakabanda biran	TO CANTE CONTROL OF THE CONTROL OF T	91.3		ım of lost		1571 - W. S. J. J. S.	eneración de	4.0	1970 BERNARIA	MENNESKO S	AND MISSELLE
Intersection Capacity Utilizati	on		65.7%	IC	U Level o	of Service			C			
Analysis Period (min)	HERECKER GEORGE	energesen nekkivi	15	AKO 1227 TERRITORIA	sprojeto esperituras	MORRESCO	grandstrenge) ASSESSED AND AND AND AND AND AND AND AND AND AN	The sales of the		
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT) SBR
Lane Configurations	*	个 个	7	* *	<u></u> †Դ) j	4	7		4	
Volume (vph)	10	890	70	30	1840	10	80	10	W 50	10	4 010	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	4.0	4.0		4.0	Balkaan Saakaan
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3536		1681	1703	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.98	
Satd. Flow (perm)	1770	3539	1583	1770	3536		1681	1703	1583		1750	
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)	10	918	72	31	1897	111111111111111111111111111111111111111	82	10	52	10	10	110
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	47	0	10	0
Lane Group Flow (vph)	10	918	47	31	1907	0	ii 46	46	Jan. 5	0	20	0
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	5	2			6		8	8		7	7	
Permitted Phases	The time of the contract		2						8	•		
Actuated Green, G (s)	0.6	54.7	54.7	2.3	56,4		8.6	8.6	8.6		1.8	
Effective Green, g (s)	0.2	56.4	54.7	1.9	58.1		8.4	8.4	8.4		1.6	
Actuated g/C Ratio	0.00	0.67	0.65	0.02	0.69		0.10	0.40	0.10		0.02	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7		3.8	3.8	3.8		3.8	
Vehicle Extension (s)	2.2	3.2	3.2	2.2	3.2		3.1	3.1	3.1	dusidus.	3.1	
Lane Grp Cap (vph)	4	2368	1027	40	2437		168	170	158		33	
v/s Ratio Prot	0.01	0.26		c0.02	c0.54		ç0.03	0.03			c0.01	
v/s Ratio Perm			0.03						0.00			
v/c Ratio	2.50	0.39	0.05	0.78	0.78		0.27	0.27	0.03		0.61	
Uniform Delay, d1	42.0	6.2	5.4	41.0	8.8		35.1	35.1	34.3		41.0	
Progression Factor	1.00	1.00	1,00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	1125.0	0.1	0.0	58.3	1.7		0.9	0.9	0.1	vans nedstantensky films	29.4	rackeestinger til oo
Delay (s)	1167.0	6.3	5.4	99.3	10.6		36.0	36.0	34.4		70.5	muliu
Level of Service	F	Α	Α	F	В		D	D	C	ar in a sur contact.	E	ENGLISHED IN PULL ON
Approach Delay (s)		17.9			12.0			35.4			70.5	
Approach LOS		В			В			D			E	
Intersection Summary	La de deste						111					
HCM Average Control Dela	Age and a second control of the second of th		15.5	H	CM Level	of Service)		В	gregory controlled Africa	sancina comensione	cacasta anderta
HCM Volume to Capacity ra	atio		0,69		diagraphic							
Actuated Cycle Length (s)	A STATE OF THE STA		84.3		ım of lost				12.0	W/741W4.517W.71W/841 1.54	DATE FAMILIA CONT.	5 S JAN SER , PAGES PARA
Intersection Capacity Utiliza	ntion		66.2%	IC	U Level o	of Service			С		andria. Andrian	
Analysis Period (min)			15				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				TANK BERNANDA AND AND AND AND AND AND AND AND AN	
c Critical Lane Group											HACOS OF	

INTERSECTION SYNCHRO ANALYSIS YR-2007 PM PEAK

	۶	-	*	•	←	4	1	†	<i>></i>	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	ISBL	"SBT"	869 499 50 100 100 100 100 100 100 100 100 100
Lane Configurations	ħ,	ተተ	7	ካ	^	7	*	41	*	ሻ	ት ት	7
Volume (vph)	390	400	910	120	. 310	80	800	500	100	160	440	280
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00 1.00	1.00 1.00	0.99 1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00 0.85	1.00 1.00	1.00 1.00	1.00 0.85	1.00	1.00	0.85
Frt Protocted	1.00 0.95	1.00 1.00	0.85 1.00	1.00 0.95	1.00 1.00	0.00 1.00	0.95	0.98	1,00	0.95	1.00	1.00
Fit Protected Satd Flow (prot)	0.95 1770	3539	1559	1770	3539	1555	1610	3319	1548	1770	3539	1562
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1559	1770	3539	1555	1610	3319	1548	1770	3539	1562
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	433	444	1011	133	344	89	889	556	111	178	489	311
RTOR Reduction (vph)	0	0	381	0	0	71	0		79	0	0	263
Lane Group Flow (vph)	433	444	630	133	344	18	471	974	32	178	489	48
Confl. Peds. (#/hr)		966.147.1515,483	sucarenene	nnentation	868855500700	2	mernosacios	ESCOPEN, TRADICO PARISA	5 5	MINNESSACIONE	**************************************	CHARLES PROCEEDING
Confl. Bikes (#/hr)			6	1991		2			3 8 1	nicside sau su	Na Stall	1881
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	Split		Perm
Protected Phases	5	2		1	6		. 8	8		7	194897	
Permitted Phases			2			6			8			7
Actuated Green, G (s)	36.8	53.0	53.0	11,0	28,0	28.0	39.7	39.7	39.7	21.1	21.1	21.1
Effective Green, g (s)	35.8	54.7	54.7	10.0	28.9	28.9	41.0	41.0	41.0	22.4	22.4	22.4
Actuated g/C Ratio	0.25	0.38	0.38	0.07	0.20	0.20	0.28	0.28	0.28	0.16	0.16	0.16
Clearance Time (s)	3.0	5.7	5.7	3.0	4.9	4.9	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	440	1343	592	123	710	312	458	944	440	275	550	243
v/s Ratio Prot	c0.24	0.13		80.0	0.10		0.29	c0.29		0.10	c0.14	^ ^^
v/s Ratio Perm	essea asasers		c0.40		::::::::::::::::::::::::::::::::::::::	0.01			0.02	AAC	le a a	0.03
v/c Ratio	0.98	0.33	1,06	1.08	0.48	0.06	1,03	1.03	0.07	0.65	60.89 59.6	0.20
Uniform Delay, d1	53.9	31.7	44.7	67.0	51.0	46.6 1.00	51.6 1.00	51.6 1.00	37.7 1.00	57.1 1.00	1.00	53.0 1.00
Progression Factor	1.00 38.4	1.00 0.1	1.00 55.3	1.00 104.6	1.00 0.2	0.0	49.5	37.8	0.0	3.9	15.7	0.1
Incremental Delay, d2	PRINCIPAL CONTROL	1 - 12 5 5 5 2 3 2 4 1 2 3 2 5 7 7 7 7 7	FA CRESTER SET RES ERTSRICTERS:	*******************	enn en	UNIVERSITY OF THE PROPERTY OF	TESTESTATION CONTRACTOR OF THE STATE	######################################		61.0		53.2
Delay (s) Level of Service	92.2 F	E MARQUE C	100.0 F	kunan F	51.2 D	TU.U. D	101.1 F	, 100.0 F	D	E	E	D
Approach Delay (s)		82.2			78.8			89.2			65.7	
Approach LOS		F			Ε			F			E	evaluera
Intersection Summary					T OF THE SE							
HCM Average Control Delay			80.7	НС	M Leve	of Servic	e		F			
HCM Volume to Capacity ratio)		1.03	214111141114114							SPASIBILITA	
Actuated Cycle Length (s)	ereneken esten 1984 (1884)	*** (**IL) FLOURNDOLVES	144.1	Su	m of los	t time (s)		AND STREET, SANGER STREET, STR	16.0			
Intersection Capacity Utilization	n	¥ # # #	85.2%	I ICI	J Level	of Service			i e Ee		12.12	
Analysis Period (min)		and the second s	15	NAME OF TAXABLE AND ADDRESS OF TAXABLE AND AD	Service State Stat	TYTO LUNGTURE TRANSPORT	924M4T97493T91117M5T9111	125.175 (P28.6 P30.18115 - 1 - 1	w20034121220141 120 1344	white which is a result.	and the second of the second o	Letter contain a serveta
c Critical Lane Group												

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Movement	EBL	Glesson / Grand and Grand Company	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	nningeren (* 1	4	and services	ሻ	^		ች	↑	7
Volume (vph)	100	0	200	4000	4000	4000	130	1350	1000	1000	1210	100 1900
Ideal Flow (vphpl)	1900	1900	1900 4.0	1900	1900	1900	1900 4.0	1900 4.0	1900	1900	1900 4.0	4.0
Total Lost time (s) Lane Util. Factor		4.0 1.00	1.00				1.00	1.00		asisstilli	1.00	1.00
Frpb, ped/bikes	12.55.521.554.563	1.00	0.98		arang adalah Masa	33112011012013	1.00	1.00	guerra de la composição d La composição de la composição		1.00	0.98
Flpb, ped/bikes		1.00	1.00			.TFDASSUEDUDE	1.00	1.00	esetsinani	iishadusta.it.)	1.00	1.00
Fr.		1.00	0.85				1.00	1.00			1.00	0.85
Fit Protected	to to place to the page	0.95	1.00	(0.30±3.70.000000000	125102911193119111	idele e a netra trass	0.95	1.00	. cv117542544v185453548	2012/12/12/12/12/12/12	1.00	1.00
Satd. Flow (prot)		1770	1546				1770	1863			1863	1551
Flt Permitted	. ,	0.76	1.00				0.95	1.00		PALCAY LARS IN JUSTIS HARDY	1.00	1.00
Satd. Flow (perm)		1410	1546				1770	1863	Participation.		1863	1551
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	111	0	222	0	0	0	144	1500	Ō	0	1344	1111
RTOR Reduction (vph)	0	0	150	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	111	72	0	.0	0	144	1500	0	0	1344	94
Confl. Bikes (#/hr)		MOREST NO. 1	1		Benkslesija a	1	8551 - 856185	Sank, HA Kabil				1
Turn Type	Perm		Perm	Perm			Prot			Prot	e e	Perm
Protected Phases	4 4	4 (078-238-15)			4	15.450 0000	5	2		1	6	6
Permitted Phases Actuated Green, G (s)	4	15.7	4 15.7				12.0	121.6			105.6	105.6
Effective Green, g (s)		15.7	15.7 15.7				12.0	123.1			107.1	107.1
Actuated g/C Ratio		0.11	0.11				0.08	0.84			0.73	0.73
Clearance Time (s)		4.0	4.0		HALLES OF THE		4.0	5.5			5.5	5.5
Vehicle Extension (s)	ellandre in Terenakiek	3.0	3.0		\$184000 F. P.		1.0	2.5	Triatu ucuan misu	SEED PRODUCTION (CO.	2.5	2.5
Lane Grp Cap (vph)		151	165			18460445	145	1562			1359	1132
v/s Ratio Prot	2017 D. S. C. 12 CHANNED	OUT INCOME UNITED THE	1909-100-100-100-100-1	istration services of the first	2442012 1 1 11 11 11		0.08	c0.81		***************************************	c0.72	
v/s Ratio Perm		c0.08	0.05		(Hillyria							0.06
v/c Ratio		0.74	0.44				0.99	0.96	manus o calendario	ton, continuous	0.99	0.08
Uniform Delay, d1		63.5	61.4				67.4	9.8			19.3	5.7
Progression Factor	CONTRACTONIC GARACTER ATTERES	1.00	1.00	menosmovimos nos de	a renderespisacionis	TORRESE APPETARS IN A STORY	1.00	1.00	BRIONNAN MAR GROVE	gegennedige, here til se	1.00	1.00
Incremental Delay, d2	iluz e kondi	16.9	1.8	dissistant			72.3	14,4		iaisaka s	21.5	0.0
Delay (s)	Reaksechen Coadaraber	80.4	63.2	38438 43859454.0			139.6	24.3	9200000000000000	enasesua.	40.8	5.7
Level of Service		en n	E		0.0		F	C 34.4		Gerbee.	D 38.1	Α
Approach Delay (s) Approach LOS		69.0 E			0.0 A			34.4 			30.1	
Intersection Summary HCM Average Control Delay HCM Volume to Capacity ra Actuated Cycle Length (s) Intersection Capacity Utilizal Analysis Period (min)	tio		39.3 0.97 146.8 89.9% 15	Su	CM Level im of lost U Level o	time (s)	e		D 12.0 E			
c Critical Lane Group												

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Movement 2	EBL	EBT	EBR	WBL*	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4		Y	^	7	ሻ	^	
Volume (vph)	20	10	350	20	10	20	440	1380	10	10	1260	20
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	4.0	5.7	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	on on the Contract of the	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.97		0.99		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00	ransverskonskuar nover i	0.98	an in the constant state of	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1804	1540		1714		1770	3539	1549	1770	3539	1583
Flt Permitted	and the second of second	0.97	1.00	nemanakan (h. 74)	0.98	1180 218181818	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	300	1804	1540		1714		1770	3539	1549	1770	3539	1583
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)	21	11	372	21	11	21	468	1468	11	11	1340	21
RTOR Reduction (vph)	0	0	348	0	20	0	0	0	3	0 	0	7 14
Lane Group Flow (vph)	0	32	24	0	33	0	468	1468	8	11	1340	14
Confl. Peds. (#/hr)	issocialis (é. compete	HERROGERAN	3	oderrender.	a recentioner	2	uranasa da da da					
Confl. Bikes (#/hr)			3			1 1			3			
Turn Type	Split	et i 100 oc 100 oc	Perm	Split	98985 H. F. 19129668	ssengaer volk volk	Prot		Perm	Prot		Perm
Protected Phases	4.044	4		3	3		5	2		700	6	
Permitted Phases	MARKET PROPERTY CONTROL OF CO	se attining	4	er velocussas sas s		nanamakan () ()			2	3.8	42.9	6 42.9
Actuated Green, G (s)		7.3	7.3		5.2		32.3	71.4	71.4	ა.ი 2.8	44.6	42.5 44.6
Effective Green, g (s)	arcasando al molasticad	6.7	6.7	200700000000000000	4.6	SURVEY STATE OF A	31.3	73.1	71.4	∠.o 0.03∜	0.43	0.43
Actuated g/C Ratio		0.06	0.06		0.04		0.30 3.0	0.71 5.7	0.69 5.7	ບ.ບວ 3.0	5.7	5.7
Clearance Time (s)		3.4	3.4	C2006400.004.00	3.4	Sango di Afri	3.0 1.0	3.7 1.0	3.7 1.0	3.0 1.0	1.0	1.0
Vehicle Extension (s)		1.0	1.0		0.5	Material Control of the Control of t				48	1529	684
Lane Grp Cap (vph)	1. 5744-0. 140 10.50565588	117	100	A CONTRACTO	76	MANGES STATES	537	2507	1072	40 0.01	c0.38	004
v/s Ratio Prot		c0.02	0.00		c0.02		c0:26	0.41	0.01	0.01		0.01
v/s Ratio Perm		0.07	0.02	045-89814987000	0.43	erestes la	0.87	0.59	0.01	0.23	0.88	0.01
v/c Ratio		0.27 45.9	0.24 45.8		0.43 48.0	ikalika P	34.0	7.5	4.9	49.1	26.8	16.8
Uniform Delay, d1	5215155255 3	45.9 1.00	45.6 1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Progression Factor Incremental Delay, d2		0.5	0.5		1.4	Minioto	14.0	0.2	0.0	0.9	5.8	0.0
A PROCESSOR OF THE PROPERTY OF		46.4	46.3		49.5		48.1	7.7	4.9	50.0	32.6	16.8
Delay (s) Level of Service		HUH D			ту.у D		D	Α	A	D	C	В
Approach Delay (s)		46.3			49,5			17.4			32.5	
Approach LOS		 D			D			В		AND COLUMN STATEMENTS	С	THE STREET
Intersection Summary												
HCM Average Control Dela	1	iat (int. (inc.)	26.4	HU.	M Level	of Service	Δ	DESCRIPTION OF	C			SOUTH RESIDENCE
HCM Volume to Capacity r			0.80		YAL FOAGI							
Actuated Cycle Length (s)	uuu	renillê Li	103.2	Su.	m of lost	time (s)		reservation (16.0	aeskon eteki	esendinesed	estation to the same
Intersection Capacity Utiliz	ation	kin ka	78.9%		J Level o			net manne	D			
Analysis Period (min)			15		auzokizkie	entica) kana	eogsusenessi	antolesis (1916)	ecessad istribi	negetzektőstű vől	enasionalistiki	
c Critical Lane Group	DESCRIPTION OF THE PARTY OF THE				stores (1900) Politica							
TILLITANIANATAN MANGAMENTE CARION	magazina vyceny (Poleda SCIV)	eroscalusivii	andrawanikai	ammining	eath of the contraction of the c	SECTION OF THE SECTIO	matematics/Patch	aspert southful	mananananasiy!	aran da arang da arang da ka	MAY 20 SECTION ASSOCIATION (1)	11 (12 pt 2 pt

	•	→	7	1	-	4	1	†	<i>></i>	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			77		4		ሻ	^	7		titi	
Volume (vph)	0	0.0	110	0	0	0 (6)	60	1750	0	0,6	SERVERSE CONTRACTOR OF THE SERVE	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		100	4.0				4.0	4.0			4.0	
Lane Util. Factor			0.88				1.00	0.95		esemanto Cospinistado	0.86	v materialization
Ert			0.85				1.00	1,00			0.99	
Flt Protected			1.00				0.95	1.00	manana di Koronyabera	rosanosa e e e e e	1.00	ti rean arkei
Satd. Flow (prot)			2787				1770	3539			6372	
Flt Permitted			1.00		North Control (1971)	enegowarako elekar iliakoo	0.09	1.00	ecocari andopena	SHEEDEMARKS.	1.00	sancen etter
Satd. Flow (perm)			2787				166	3539	ijasas at		6372	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	.04	129	in 0	0	0	71	2059	0	0	1824	71
RTOR Reduction (vph)	0	O	27	0.0000000000000000000000000000000000000	0	0	0	0	0 nsasana 2 999	0	5	0
Lane Group Flow (vph)	0	0	102	0	0	0	71	2059	0	0	1890	0
Turn Type	1177, 1011 MISHIND WATER	as are a mastaleyati	custom	Perm	period of contract decays	MESSELLEN OF THE	Perm	(* - 17),589 29 8	Perm	CONTRACTORS (STATE	eri chare	1018384831177
Protected Phases					8			2			б	
Permitted Phases	Del Sull (Description	scarper to the call	4	8	enagement tips	COMPANY CONTRACT	2	S 10 4 pm (pm (S)	2			JOSEPHANES
Actuated Green, G (s)			6.5				45.5	45.5			45.5	
Effective Green, g (s)	TOTAL SURVEY CONTRACTOR	BARBARAN TA	6.5	-nain-i i i 200.0000	98%2788774[]].	nga seze ngasa d	45.5	45.5	Menterioren (* 1-		45.5	northeasan
Actuated g/C Ratio			0.11				0.76	0.76			0.76 4.0	
Clearance Time (s)	entropposition (15.141.000488	4.0	s de la company		ragiosjus sacto	4.0 3.0	4.0 3.0		4.6000 0000 000	4.0 3.0	
Vehicle Extension (s)			3.0					1 141,410	Mulibration .	·	4832	jasekinka.
Lane Grp Cap (vph)	n verille valden	en ner state en en	302	AND DESIGNATION OF CO		Seer Cresses	126	2684	PROGRAMA		4632 0.30	HERROS L.
v/s Ratio Prot		ive access		AMINE.		an Andriddi	0.42	c0.58			0.50	
v/s Ratio Perm		asattena e	c0.04	neerija istori	0.0000000000000000000000000000000000000		0.43 0.56	0.77		MANGES SECTION	0.39	8887.188
v/c Ratio			0.34				3.1	4.2			2.5	
Uniform Delay, d1	unar eksen		24.8 1.00				1.00	1.00	ON TOTAL CONTROL OF THE		1.00	
Progression Factor Incremental Delay, d2			0.7				17.0	2.2	900858865		0.2	enssumto
 A contract of the contract of the			25.4				20.0	6.4			2.7	
Delay (s) Level of Service			C				C	A		MMUSECVIECHUER	A	North Production
Approach Delay (s)		25.4			0.0	epublikaj		6.8			2.7	
Approach LOS		ःस्थःसक C		epart to veini	Kiringiyi. A	Canadas	austri arrabini	A		Ministration is	A	NAME AND DESCRIPTIONS
2012/	HORNELENGUM		355 STATES				en gere series son son	in designatures.				n verrende fan
Intersection Summary												
HCM Average Control Delay	ele no secreta de deservo	904 Q 2841 A 9840 PRACTO	5.5	H	CM Level	of Servic	e Sydnamanyi	enelia (como esta	A corpsancezació	igis (22) Ved 2021		garagaania
HCM Volume to Capacity ratio			0.71					in en		ence Call		
Actuated Cycle Length (s)	5.802.005.005.00 59 .0	EKWESSEVIN SERVIN SE	60.0		ım of lost		905,700 ga zasasun	asesana en	8.0	Maria de la composição de La composição de la compo	ostumbra de	c0 ac-s09081
Intersection Capacity Utilization)n		51.7%		U Level o	of Service			Α			
Analysis Period (min)	ESSESSE SERVICES	esperatura de la compansión de la compan	15	COPSOBBEDERAS		SSERVED SERVE		areasenen		SUSSICION (
c Critical Lane Group												數的基礎

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Movement T	EBL	EBT.	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1≯		ሻ	4 13+	7	75	ተተ	7	14.54	† †	
Volume (vph)	50	20	40	370	20	890	30	870	230	960	610	40
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	4.0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	
Frt	1.00	0.90		1.00	0.88	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd, Flow (prot)	1770	1676		1610	2788	1441	1770	3539	1583	3433	3507	
FIt Permitted	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	J. NEDVERSERS
Satd. Flow (perm)	1770	1676		1610	2788	1441	1770	3539	1583	3433	3507	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	56	22	44	411	22	989	33	967	256	1067	678	44
RTOR Reduction (vph)	0	41	0	0	403	402	0	0	190	0	2	0
Lane Group Flow (vph)	56	25	0	329	196	92	33	967	66	1067	720	0
Turn Type	Split		an a series and and	Split	passa stance the fo	Perm	Prot	or incompanies	Perm	Prot	comentaria	samme mediae
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases				- 1,7-0501454,7-7-0598154		3	SISTER PARKET STATE OF THE		6	empererro con o co	ar archaesan	SEKTRES FOLKE
Actuated Green, G (s)	10.6	10.6		28.0	28.0	28.0	5.1	38.5	38.5	55.4	88.8	
Effective Green, g (s)	10.6	10.6	************************	28.0	28.0	28.0	5.1	40.0	38.5	55.4	90.3	1005506560
Actuated g/C Ratio	0.07	0.07		0.19	0.19	0,19	0.03	0.27	0.26	0.37	0.60	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	STATE OF THE PARTY
Vehicle Extension (s)	1.0	1.0		1,0	1.0	1.0	1.0	4.7	4.7	1.5	5.4	. Probabl
Lane Grp Cap (vph)	125	118	encendant except continues	301	520	269	60	944	406	1268	2111	tirotstspagge
v/s Ratio Prot	c0.03	0.01		c0.20	0,07		0.02	c0.27		c0.31	0.21	
v/s Ratio Perm	en vagastalan kemenangan	and the state of t	SYNAGES A DESCRIPTION OF	na visuo de estador	inormanese (co	0.06	10002002000	######################################	0.04	.00220020000	50887118118188	iaugusanus
v/c Ratio	0,45	0.21		1.09	0,38	0.34	0.55	1,02	0.16	0.84	0.34	
Uniform Delay, d1	66.9	65.8	rarestanopas	61.0	53.4	53.0	71.3	55.0	43.2	43.3	14.9	74 N 04 05 46664
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	0.3	anggasa ngg a	79.1	0.2	0.3	6.1	35.6	0.9	5.0	0.4	System (Charle
Delay (s)	67.8	66.1		140.1	53.5	53.3	77.4	90,6	44.1	48.3	15.4	
Level of Service	E	E	SCORINGO BASS	F	D	D	E	F	D Substantino	D	В	WEST WEST
Approach Delay (s)		66.9			73.5			80.8	ik inkligitate		35.0	
Approach LOS		E			E			F			D	
Intersection Summary												
HCM Average Control Delay			60.3	Н	CM Level	of Service	e Noncombranco	easons or our extremely out	E	ntartheomerostos	BANDOLI MODERNICE CON C	KINA SAN MARKET IN
HCM Volume to Capacity ra	tio		0.92									
Actuated Cycle Length (s)	reversion and the second	many at the course of	150.0		ım of lost		n somervænatsketetore	ganus susuanterarie (184	16.0	TREETS CONSISSION OF STREET	71818 / YOU BROWN	85030355555555
Intersection Capacity Utiliza	tion		82.2%	IO	U Level o	of Service			E			
Analysis Period (min)	e state for the case of the street of the state of the st	*FREEDRICKERSTON	15	*T1712 THE SECRET (\$100.00	paguaria carico de		TO CHIEF THE PERSONS IN	espandraesponent vor om til	TO POSTER OF THE PARTY OF THE	nengangan-r		
c Critical Lane Group								nggrije i				

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Movement	EBL	EBŤ	A EBR	WBL	WBT	WBR	NBL -	NBT	NBR	SBL	SBT	SBR
Lane Configurations	,	4			4>	***************************************	١٣	∱ }		۱٩	414	
Volume (vph)	140	10	560	30	20	10	760	1000	40	10	710	250
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		4.0	4.0	
Lane Util. Factor	er og Manufoldskapperskapperske progresse og vinger	1.00	373542387838789082316135 37354238783878908231613	10 A COM HOUSE (\$1.07 A M)	1.00	MENERAL CERTAIN	1.00	0.95	518507272729035507	1.00	0.95)(S)(S)(S)(S)(S)(S)(S)(S)(S)(S)(S)(S)(S)
Frpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	ASBANGSPERAFALEN (F. 15-1)	1.00		erana	1.00		1.00	1.00		1.00	1.00	
Frt Flt Protected		0.89 0.99			0.98 0.98		1.00 0.95	0.99 1.00		1.00 0.95	0.96 1.00	
Satd: Flow (prot)		1648			1771	1907 B. S.	1770	3516		1770	3381	
Flt Permitted		0.99			0.53		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1648			960		1770	3516	DIOLET HER TEST	1770	3381	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147		589	32	21	11	800	1053	42	11	747	263
RTOR Reduction (vph)	0	114	0	0	6	0	0	2	0	0	28	0
Lane Group Flow (vph)	0	633	0	0	58	0	800	1093	0	11	982	0
Confl. Peds. (#/hr)	100110000000000000000000000000000000000	.,							1			
Confl. Bikes (#/hr)		B140120			Kanda 🤫	1			gressus de			2
Turn Type	Split	ern on anythere con-	na a kalan na kanan	Perm	magagagerapor corco o	a carra November	Prot	TURNOTRA POTRAPORA PRO	estatement en e	Prot	17216545827858444878	TOTAL CONTROL
Protected Phases	4!	. 4			8!		5	2		10	6	
Permitted Phases	greenegative ook noord teen.		en aproposition	8 Politikasianis	Week.	Campus San	1918 42515 91019	ing u aran	sagdeaghaint	STATE OF THE STATE	- 42 F	KING PERSE
Actuated Green, G (s)		35.3		disarab l	35.3 37.0		40.3 41.0	71,3 73.5	Alleibie) hove	0.5 1.2	31.5 33.7	
Effective Green, g (s) Actuated g/C Ratio		37.0 0.30			0.30		0.33	73.5 0.59	AN EXPENSE	0.01	0,27	Menage P
Clearance Time (s)		5.7	addo Saussias		5.7		4.7	6.2		4.7	6.2	
Vehicle Extension (s)	15 6 6 6 6 6 6	3.0			3.0		2.0	3.8		2.0	3.8	New Later
Lane Grp Cap (vph)		493	Digital Service Control of the Contr		287		587	2089		17	921	2
v/s Ratio Prot		c0.38				neasta and the	c0.45	0.31		0.01	c0.29	
v/s Ratio Perm	e Trail and Electrical de Commandation of a British et Revieto de	FILL STREET COST WORKER	z-Jhankilb (Ner 196)	rijasiskij erenj era s	0.06	thiithealististiinti	HGCHNHISKUSE	an medicinari	nn Water Star America	han na hada an		ttessetsettinen en se
v/c Ratio		1.28			0.20		1,36	0.52		0.65	1.07	
Uniform Delay, d1	***************************************	43.4		***********	32.3	<1 ~ 1 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 < 2 <	41.4	14.8	consession of the co	61.0	45.0	TENEDONINE NOTE
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	oszonnonnon orakeny	143.0	DERGESSENSZINI	nggangagagaga	0.3		174.1	0.3	ESSETTE SECTION	49.2	48.8	
Delay (s)		186.3			32.7		215.4	_		110.2		
Level of Service		186.3			C 32.7		r T	В 99.7		r Britskins	F 94.0	erne errune
Approach Delay (s) Approach LOS		#100:0			02.7 C			23.() F			94.0 F	
No. 22 - 100		1				TICO 27706 CHEST AT 124		'			roevingoseson	5360144605556
Intersection Summary						4 6 6			n 200 de septembre de la constante de la const			1808
HCM Average Control De		SA-DOMESTANIE	114.3	HC	M Level	of Service	<mark>)</mark> Viceroberes dest		F	200000000000000000000000000000000000000	SEERRAAN SELVI	Marie Archite
HCM Volume to Capacity			1.25			######################################			400			
Actuated Cycle Length (s Intersection Capacity Util	tinger in the communication of the following received		123.7 124.2%		m of lost J Level o				12.0			
Analysis Period (min)	ızauuı		124.2% 15	الاا	revel 0	i Sei Vice	1974317833		Н			striction
Phase conflict betwee	n lane groups		n Santan san sa				er silektiy					
c Critical Lane Group		osavenije (hali	o en regestrosi	nesekkinger (j. 1840)	amanawatti diliki	asuveniskriili	waraniilia	su-revisede#	andered ditter	ceyboti Vesnovi	avidadaBbSedes	PREMINER

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7	ሻ	ተተ	7	ايراير	ተተ	ř	ሻ	^	7
Volume (vph)	330	640	550	10	880	750	960	1000	10	470	610	300
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1,00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0,85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	367	711	611	11	978	833	1067	1111	331m 11 1	522	678	333
RTOR Reduction (vph)	0	0	173	0	0	313	0	0	7	0	0	159
Lane Group Flow (vph)	367	711	438	11	978	520	1067	1111	4	522	678	174
Turn Type	Prot		Perm	Prot		Perm	Prot	11 - 1 - 1 - 1 - 1 - 1 - 2 - 2 - 2 - 2 -	Perm	Prot	entre de la companya	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2		Baconack construction of the	6
Actuated Green, G (s)	18.9	57.4	57.4	0,8	39.3	39.3	10.5	32.4	32.4	30,4	52.3	52.3
Effective Green, g (s)	19.4	57.9	57.9	1.3	39.8	39.8	11.0	33.9	33.9	30.9	53.8	53.8
Actuated g/C Ratio	0.14	0.41	0.41	0.01	0.28	0.28	0.08	0.24	0.24	0.22	0.38	0.38
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2,0	5.1	5.1	2.0	5.1	5.1
Lane Grp Cap (vph)	245	1464	655	16	1006	450	270	857	383	391	1360	608
v/s Ratio Prot	c0.21	0.20		0.01	0.28		c0.31	c0.31		c0.29	0.19	
v/s Ratio Perm			0.28			c0.33	rangementa y en en entre de 1914 de		0.00	the members are seens	statement to come	0.11
v/c Ratio	1.50	0.49	0.67	0.69	0.97	1,15	3.95	1,30	0.01	1.34	0.50	0.29
Uniform Delay, d1	60.3	30.1	33.3	69.1	49.6	50.1	64.5	53.0	40.3	54.6	32.8	29.8
Progression Factor	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	244.3	0.1	2.0	67.5	21.7	92.1	1337.2	142.0	0.1	167.3	1.3	1.2
Delay (s)	304.6	30.2	35.3	136.7	71.2	142.2	1401.7	195.1	40.4	221.8	34.1	31.0
Level of Service	F	С	D	F	E	F	F	F managarana		F	C	C
Approach Delay (s)	dia ga	91.7			104.1	Alumbus.		782.4	Maria de la companya		97.4	
Approach LOS		F			F			F			F	
Intersection Summary										tiling frame		
HCM Average Control Delay	/		305.1	H	CM Level	of Service	е		F		er e	
HCM Volume to Capacity ra	tio		1.51									
Actuated Cycle Length (s)			140.0		ım of lost				16.0	NOT THE THE PERSON	esendo processoramento e e	erena evens son e
Intersection Capacity Utiliza	tion		109.6%	ic	U Level o	of Service			Н			
Analysis Period (min)			15						**************************************	symmetric experience of the control	111120117234810468666	NA 8250796 1412 1411 1411
c Critical Lane Group	manete Gera					erogyaniun			south title			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	T	4		omment et e	ተተቡ	HEAREGERATESTT (TT, ')	\	^	e de la constante de la consta
Volume (vph)	10	20	10	150	20	420	20	1540	190	430	750	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900 4.0	1900 4.0
Total Lost time (s)		4,0	4.0	4.0 0.95	4.0 0.95	4.0 1.00	4.0 1.00	4.0 0.91		1.00	0.95	1.00
Lane Util. Factor		1.00 1.00	1.00 0.97	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98
Frpb, ped/bikes Flpb, ped/bikes	i de la companie de La companie de la companie de l	1.00	1.00	1.00	1.00	1.00	1.00	1.00	Alkason and America	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.98	ing a	1.00	1.00	0.85
Flt Protected	ikidikabidik	0.98	1.00	0.95	0.96	1.00	0.95	1.00	ESSESSES CONTRACTOR	0.95	1.00	1.00
Satd Flow (prot)		1832	1531	1681	1704	1561	§1770	5002		1770	3539	1550
Flt Permitted		0.98	1.00	0.95	0.96	1.00	0.95	1.00	erremantoro construir de la	0.95	1.00	1.00
Satd: Flow (perm)		1832	1531	1681	1704	1561	1770	5002		1770	3539	1550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	22	11	167	22	467	22	1711	211	478	833	22
RTOR Reduction (vph)	0	0	11	0	0	396	0 22	9 1913	0	0 478	0 833	6 16
Lane Group Flow (vph)	0	33	0	94	95	71	ZZ	เยเว	U	4/0	000	2
Confl. Bikes (#/hr)	Split	U BRALNE	2 Perm	Split		Perm	Prot 1	Managara (A.		Prot	Para Mark	Perm
Turn Type Protected Phases	ချာ။ 4	4	Leim	Spiit 8	8		5	2		1	6	
Permitted Phases			4			- 8						6
Actuated Green, G (s)		2.5	2.5	14.8	14.8	14.8	3.8	59.6	L.C. CONTRACTOR	43.1	98.9	98.9
Effective Green, g (s)		3.0	3.0	15.3	15.3	15,3	4.3	62.1		43.6	101.4	101.4
Actuated g/C Ratio		0.02	0.02	0.11	0.11	0.11	0.03	0.44	DERKERSONNOUTOVO V	0.31	0.72	0.72
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	6.5		4.5	6.5	6.5
Vehicle Extension (s)	Seed-Statements	2.0	2.0	2.0	2.0	2.0	2.0	4.6	BSSEGGENERONSON	2.0	5.1	5.1
Lane Grp Cap (vph)		39	33	184	186	171	54	2219		551	2563	1123
v/s Ratio Prot	ninggod vessos	c0.02	900	c0.06	0.06	0.05	0.01	c0.38		c0.27	0.24	0.01
v/s Ratio Perm v/c Ratio		0.85	0.00 0.01	0.51	0.51	0.05 0.41	0.41	0.86		0.87	0.33	0.01
Uniform Delay, d1		68.3	67.0	58.8	58.8	58,2	66.6	35.1	u maga gas o	45.5	7.0	5.4
Progression Factor	Rolls (48 Ver)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	nombonio e	0.91	0.77	0.80
Incremental Delay, d2		82.5	0.0	1.0	1.0	0.6	1.8	4.7		11.1	0.3	0.0
Delay (s)	P600800100000000000000000000000000000000	150.7	67.1	59.8	59.8	58.8	68.4	39.8	**************************************	52.6	5.6	4.3
Level of Service		F	DOE!	We E	E E	iii ii Ei	E E	D		D	. A -	Α
Approach Delay (s)	navaansaasa	129.8	erenoratura	paggraption say C	59.1	ergenero con legic	wegging an Andrick	40.1	en e	Lungensker	22.4	Nova de Roja
Approach LOS		F			E			D			C	MANIEN
Intersection/Summary			dinastrojas									
HCM Average Control Delay			38.3	HC	M Level	of Servic	е		D			
HCM Volume to Capacity ratio)		0.82						101700000000000000000000000000000000000	Special Company (Company Company Compa		SATERANGE STATE
Actuated Cycle Length (s)			140.0	ratikation bulkan in in in the second	m of lost	(2323/0/676/05936/9975/6/			16,0			
Intersection Capacity Utilization	n gagasasasagasas	OSMEDISTRACIO:	79.2%		U Level o	f Service	KESKEMET PE	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	D	garatika baras	CAUSISSIDSTON	80 2 1032/03
Analysis Period (min)			15									
c Critical Lane Group												

Movement WBL WBR NBT NBR SBL SBI Lane Configurations Y Th Th Th Th Volume (vph) 20 20 1620 20 10 1110 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 Total Lost time (s) 4.0 4.0 4.0 4.0 Lane Util. Factor 1.00 0.95 1.00 1.00 Fit 0.93 1.00 1.00 1.00 Fit Protected 0.98 1.00 0.95 1.00 Satd. Flow (prot) 1695 3533 1770 1863 Flt Permitted 0.98 1.00 0.95 1.00 Satd. Flow (perm) 1695 3533 1770 1863 Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90 0.90 Adj. Flow (vph) 22 22 1800 22 11 1233 R	
Configurations Conf	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 Total Lost time (s) 4.0 4.0 4.0 4.0 Lane Util. Factor 1.00 0.95 1.00 1.00 Fit 0.93 1.00 1.00 1.00 Fit Protected 0.98 1.00 0.95 1.00 Satd Flow (prot) 1695 3533 1770 1863 Fit Permitted 0.98 1.00 0.95 1.00 Satd Flow (perm) 1695 3533 1770 1863 Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 Adj. Flow (vph) 22 22 1800 22 11 1233 RTOR Reduction (vph) 20 0 0 0 0 0	
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Frt 0.93 1.00 1.00 1.00 Flt Protected 0.98 1.00 0.95 1.00 Satd, Flow (prot) 1695 3533 1770 1863 Flt Permitted 0.98 1.00 0.95 1.00 Satd, Flow (perm) 1695 3533 1770 1863 Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 Adj, Flow (vph) 22 22 1800 22 11 1233 RTOR Reduction (vph) 20 0 0 0 0 0	
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Satd Flow (perm) 1695 3533 1770 1863 Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 Adj. Flow (vph) 22 22 1800 22 11 1233 RTOR Reduction (vph) 20 0 0 0 0 0	ienenii.
Peak-hour factor, PHF 0.90	
Adj. Flow (vph) 22 22 1800 22 11 1233 RTOR Reduction (vph) 20 0 0 0 0 0	
RTOR Reduction (vph) 20 0 0 0 0	
Long Croun Flour (1991) 24 0 4822 0 11 1933	
Lane Soup Flow (Vp.) (2) 24. 1990 One (No. 1991 One (No. 1	
Turn Type Prot	
Protected Phases 8 6 5 2	
Permitted Phases	- , a regado
Actuated Green, G (s) 6.5 67.9 3.6 75.5	
Effective Green, g (s) 6.5 67.9 3.6 75.5	: 1974941
Actuated g/C Ratio 0.07 0.75 0.04 0.84 Clearance Time (s) 4.0 4.0 4.0 4.0	24.44.000
Clearance Time (s) 4.0 4.0 4.0 4.0 Vehicle Extension (s) 3.0 2.8 2.4 2.8	
Lane Grp Cap (vph) 122 2665 71 1563	nakhi (kitata)
v/s Ratio Prot c0.01 0.52 0.01 c0.66	
v/s Ratio Perm	KS-ISSYESSEES
v/c Ratio 0.19 0.68 0.15 0.79	
Uniform Delay, d1 39.3 5.6 41.7 3.5	
Progression Factor 1.00 0.72 1.00 1.00	
Incremental Delay, d2 0.8 1.2 0.7 4.1	augressana s
Delay (s) 40.1 5.2 42.4 7.6	
Level of Service D A D A	
Approach Delay (s) 40.1 5.2 7.9	
Approach LOS D A A	**************
Intersection Summary	
HCM Average Control Delay 6.8 HCM Level of Service A	
HCM Volume to Capacity ratio 97.4	
Actuated Cycle Length (s) 90.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 68.4% ICU Level of Service C	
Intersection Capacity Utilization 68:4% ICU Level of Service C Analysis Period (min) 15	MESSA
c Critical Lane Group	

	•		•	†	Ţ	1		
Movement	EBL	ËBR	NBL	NBT.	SBT	SBR		
Lane Configurations	ካካ			ተተ	†	7	3.000 000000000000000000000000000000000	
Volume (vph)	190	20	0	1450	1060	70		
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	AND	r Testessphilit
Total Lost time (s)	4.0			4.0	4.0	4.0		
Lane Util. Factor	0.97	ulfistalle Takillaska	, ill-syksifficially-	0.95	1.00	1.00		ece - cyrsiaig
Fit	0.99			1,00	1.00	0.85		
FIt Protected	0.96			1.00	1.00	1.00		agapter typg
Satd. Flow (prot)	3408			3539	1863	1583		
Flt Permitted	0.96			1.00	1.00	1.00	- compression - consequences of the properties o	alarini nesil
Satd. Flow (perm)	3408			3539	1863	1583		建 数50. 产位
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	oranges o mesanggo pombanggo pombanggo pombanggo pombanggo pombanggo pombanggo pombanggo pombanggo pombanggo p	(475) 05,79559989
Adj. Flow (vph)	211	22	0	1611	1178	78		
RTOR Reduction (vph)	10	0	0	0	0	17	namen elementera elementera de la compania de la c	CHADADASKO
Lane Group Flow (vph)	223	0 0	0	1611	1178	61		
Turn Type				100011100011010		Perm	omento exomente o la camenació essencia de la massa de la camenació essencia e e e e e e e e e e e e e e e e e	a torn omis ia
Protected Phases	4			2	2			
Permitted Phases				0.0042112 0.000742	184515-11 1 - 1153/165/16	2	normation of the granter of the state of the	
Actuated Green, G (s)	11,6			70.4	70.4	70.4		
Effective Green, g (s)	11.6	AND A STUDENS OF STREET	navemanerous vi lis	70.4	70.4	70.4		SHIPPER LIV
Actuated g/C Ratio	0.13			0.78	0.78	0.78		
Clearance Time (s)	4.0	eacht chrosseseschi		4.0	4.0	4.0		ayrageyekir.
Vehicle Extension (s)	2.8			2.8	2.8	2.8	in the state of th	50348080
Lane Grp Cap (vph)	439	en carcenaries en a segui	0110555C175GH	2768	1457	1238		
v/s Ratio Prot	c0.07			0.46	c0.63			dentification of
v/s Ratio Perm	4.1.5.1198238863.	0.5050000000000000000000000000000000000	B OTER SON TO LEGA	swippyXX	rokew ware	0.04		4488 E-1
v/c Ratio	0.51			0.58	0.81	0.05		TO SECUL
Uniform Delay, d1	36.5	e konstantekti 205	maanasti ili	3.9	5.8	2.2		
Progression Factor	1.00		albergerin.	0.29	0.88 3.3	1.70 0.0		s. Childhia
Incremental Delay, d2	0.8			0.6	ა.ა 8.4	3.8		
Delay (s)	37.4			1.8	o.4 A	3.0 A	通信的 计图像设计 计设置数据 1000000000000000000000000000000000000	agric, nobaggio
Level of Service	D 27.4			A 1.8	8.1			
Approach Delay (s)	37.4		WHAT I'V	.о. А	ا .o. ا		9世代的大學的發展技術的一种發展的自己工作的發展技術,自由發展的社會一個發展的	- 1 - 11 16 1 16 1
Approach LOS	D			^		***************************************		ST
Intersection Summary								
HCM Average Control Dela	у		7.0	H	ICM Leve	I of Service		nggenerit (474
HCM Volume to Capacity ra			0.77					SNA S
Actuated Cycle Length (s)			90.0			t time (s)	8.0	/BIOSECCE/8
Intersection Capacity Utiliza	ation		8.5%		CU Level	of Service	Ç	
Analysis Period (min)		ACARTERISEDINA ATAL TITLES	15	er var galvæggestevenskrin		esassaneenees		HINKSHEEN V
c Critical Lane Group								

	≠		_		4	•	_	†	<i>></i>	\	Ţ	4
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EDL	€િ	************ *	שטייי	4 [†] }	: TIPIN	, nec	4		· YES		201400 0 0000000
Lane Configurations Volume (vph)	10	1040	30	10	ৰ 17 া 1380	∮ ∮20	30	100	50	40	40	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1710	1900	1900	1900	1900	1900	1900	1900
Grade (%)	1900 V	5%	1300	1000	-5%			0%			0%	
Total Lost time (s)		4.0	4.0		4.0			4.0	->(151698865131)	Salawa - 1,75 Abasa	4.0	namuatinini
Lane Util. Factor	c Lucasumentos or	1.00	1,00		0.95			1.00			1.00	
Frpb, ped/bikes		1.00	0.96	(1) () (1) (1) (1) (1) (1) (1) (1) (1)	1.00		MESTI AF ESDRENSE	0.99	>:::::::::::::::::::::::::::::::::::	Marking Control	1.00	*** * 18 18 90 66 18 94 1
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt	1511/89/595/357174, 1171/59	1.00	0.85	752A 137 57 14. THE POSSESSES	1.00		\$5550 CO C C C C C C C	0.96	. The september	DELPONOLLI - 1 112	0.96	
Flt Protected		1.00	1,00	fis a fig	1.00			0.99			0.98	
Satd. Flow (prot)	enstation in her Austr	1815	1479	Market Contract	3093	,e:telbiblePubl	AMORECIONES - CO	1765			1742	
Fit Permitted		0.98	1,00		0.95			0.93	89 - 89 - 88 - 88 - 88 - 88 - 88 - 88 -		0.70	
Satd. Flow (perm)	APPENDAGE FOR THE STATE STATES	1780	1479	0.000	2927			1656			1238	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	1156	33	1 1	1533	22	33	111	56	44	44	44
RTOR Reduction (vph)	0	0	8	0	1	0	0	17	0	0	22	0
Lane Group Flow (vph)	0	1167	25	0	1565	0	0	183	0	0	110	0
Confl. Peds. (#/hr)			9			2	er en alle					
Confl. Bikes (#/hr)						1	· · · · · · · · · · · · · · · · · · ·		2	1.5.15.50848789866	nenae colontario	1
Parking (#/hr)				n galah 0	0	0	i dilenta k		ing state (s	8 Billio		e desenver
Turn Type	Perm		Perm	Perm		nan sana sa	Perm		ELANDEDSTERMENT TO THE T	Perm	stavest time (contralities)	102000945437340700
Protected Phases		2			6			8			. 4	
Permitted Phases	2		2	6	ent		8	The state of the s	presidential and the first	4	no establicado	sistematical est est
Actuated Green, G (s)		67.7	67.7		67.7			14.3			14.3	
Effective Green, g (s)		67.7	67.7		67.7		anarensa norn e T., 198	14.3			14.3	enteres en
Actuated g/C Ratio		0 7E							明明 在自己 有关的结合	eggegeneeu.v		
Clearance Time (s)	YOURSERSON OF THE THE	0.75	0.75		0.75			0.16			0.16	
	PONTERNAMENTAL CONTRACTOR	4.0	4.0		4.0			4.0			4.0	
Vehicle Extension (s)		4.0 2.8	4.0 2.8		4.0 2.8			4.0 2.0			4.0 2.0	
Lane Grp Cap (vph)		4.0	4.0		4.0			4.0			4.0	
Lane Grp Cap (vph) v/s Ratio Prot		4.0 2.8 1339	4.0 2.8 1113		4.0 2.8 2202			4.0 2.0 263			4.0 2.0 197	
Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm		4.0 2.8 1339 c0.66	4.0 2.8 1113 0.02		4.0 2.8 2202 0.53			4.0 2.0 263 c0.11			4.0 2.0 197 0.09	
Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio		4.0 2.8 1339 c0.66 0.87	4.0 2.8 1113 0.02 0.02		4.0 2.8 2202 0.53 0.71			4.0 20 263 c0.11 0.70			4.0 2.0 197 0.09 0.56	
Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1		4.0 2.8 1339 c0.66 0.87 8.0	4.0 2.8 1113 0.02 0.02 2.8		4.0 2.8 2202 0.53 0.71 5.9			4.0 20 263 c0.11 0.70 35.8			4.0 2.0 197 0.09 0.56 34.9	
Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor		4.0 2.8 1339 c0.66 0.87 8.0 0.30	4.0 2.8 1113 0.02 0.02 2.8 0.13		4.0 228 2202 0.53 0.71 5.9 1.00			4.0 2.0 263 c0.11 0.70 35.8 1.00			4.0 2.0 197 0.09 0.56 34.9 1.00	
Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2		4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0		4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0			4.0 2.0 263 c0.11 0.70 35.8 1.00 6.3			4.0 2.0 197 0.09 0.56 34.9 1.00 2.0	
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)		4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4		4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9			4.0 2.0 263 c0.11 0.70 35.8 1.00 6.3 42.1			4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9	
Lane Grp Cap (vph) Vs Ratio Prot Vs Ratio Perm Vc Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2 Delay (s) Level of Service		4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0		4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A			4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D			4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	
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 Approach Delay (s)		4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4		4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A			4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D			4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	
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 Approach Delay (s) Approach LOS		4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4		4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A			4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D			4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	
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 Approach Delay (s) Approach LOS Intersection Summary		4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4 A		4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A 7.9 A			4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D			4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	
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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control De	elay	4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4 A	H	4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A 7.9 A	of Servic		4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D	В		4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	
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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control De HCM Volume to Capacity	elay r ratio	4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4 A		4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A 7.9 A		e e	4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D	В		4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	
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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Del HCM Volume to Capacity Actuated Cycle Length (s)	elay ratio	4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4 A	Sı	4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A 7.9 A	t time (s)	division in	4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D	B 8.0		4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	
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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control De HCM Volume to Capacity Actuated Cycle Length (s Intersection Capacity Utili	elay ratio	4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4 A 11.0 0.84 90.0 81.7%	Sı	4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A 7.9 A		division in	4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D	В		4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	
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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Del HCM Volume to Capacity Actuated Cycle Length (s)	elay ratio	4.0 2.8 1339 c0.66 0.87 8.0 0.30 4.8 7.2 A	4.0 2.8 1113 0.02 0.02 2.8 0.13 0.0 0.4 A	Sı	4.0 2.8 2202 0.53 0.71 5.9 1.00 2.0 7.9 A 7.9 A	t time (s)	division in	4.0 20 263 c0.11 0.70 35.8 1.00 6.3 42.1 D	B 8.0		4.0 2.0 197 0.09 0.56 34.9 1.00 2.0 36.9 D	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1>	***	75	1 >		¥	₽.		ř	↑	7
Volume (vph)	500	61019	20	40	720	10	20	440	110	100	340	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	lina es es	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	D0983004000000000000000000000000000000000	1.00	1.00	***************************************	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1854		1770	1562		1770	1807		1770	1863	1583
FIt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1854		1770	1562		1770	1807		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	556	678	22	44	800	11	22	489	122	111	378	744
RTOR Reduction (vph)	0	1	0	0	1	0	0	6	0	0	0	33
Lane Group Flow (vph)	556	699	0	44	810	0	22	605	0	111	378	711
Turn Type	Prot			Prot			Prot			Prot		pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases	paraelanti i i i i	A TO CONSTRUCTION OF STATE	1. 1. 1. 1.7251 138	PER 1845-101-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-		101011111111111111111111111111111111111	V. C. 17(1), FIVE DELIVER					6
Actuated Green, G (s)	32.0	81.2		6.6	55.8		1.8	41.6		7.0	46.8	78.8
Effective Green, g (s)	32.0	81.2	, t, . , t	6.6	55.8		1.8	41.6		7.0	46.8	78.8
Actuated g/C Ratio	0.21	0.53		0.04	0.37	distres S	0.01	0.27		0.05	0.31	0.52
Clearance Time (s)	4.0	4.0	7	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1		2.0	4.1		2.0	4.1		2.0	4.1	2.0
Lane Grp Cap (vph)	372	988		77	572		21	493		81	572	860
v/s Ratio Prot	c0.31	0.38		0.02	c0.52		0.01	c0.33		c0.06	0.20	0.17
v/s Ratio Perm	TANDESCRIPTION OF STREET	e, est est attache	1294000111111111111111111111111111111111	, 1, 1 1 . 1 2 - 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1	***************************************							0.28
v/c Ratio	1,49	0.71		0.57	1.42		1.05	1.23		1.37	0.66	0.83
Uniform Delay, d1	60.2	26.7		71.5	48.3		75.3	55.4		72.7	45.9	31.0
Progression Factor	1.00	1.00		1.00	1.00		1,00	1.00		1.00	1.00	1.00
Incremental Delay, d2	236.4	2.5		6.2	197.7		212.0	119.3		227.0	3.2	6.2
Delay (s)	296.6	29,2		77.7	246.0		287.3	174.7		299.7	49.1	37.3
Level of Service	F	С		Ε	F		F	F		F	D	D
Approach Delay (s)		147.6			237.3			178.6			64.5	
Approach LOS		F			F			F			E	
Intersection Summary								1.5			110	
HCM Average Control Dela		ran, ir ni gayanmasama	146.1	H(CM Level	of Service	6	ukus koskapana	F magazanas	::::::::::::::::::::::::::::::::::::::	aggassysteti tota	STABBUTTO
HCM Volume to Capacity ra	atio		1.37									
Actuated Cycle Length (s)	resource of the contract of	: Astropartic services	152.4		ım of lost		skalisent säsen totats och	500000000000000000000000000000000000000	16.0	0.000.004594.001994459	engaganan ayan e in	nacestaece
Intersection Capacity Utiliza	ation		122.3%	IC	U Level o	of Service			Н			
Analysis Period (min)		nastati desensi i i i i i	15		WORKERS FROM THE COLUMN TO	petropologica en establicada en	T###\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	o operations	npanan sodradi	- Gusanaase	ggsarpar-cos	-:50:05:7988349:
c Critical Lane Group												

	۶	→	+	•	\	√
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ነ	†	^	7	J.	
Volume (vph)	320	480	410	230	170	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	71117 (27.47.77.77.77.77.77.77.77.77.77.77.77.77
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	and a contract of the contract
Frt	1.00	1.00	1.00	0.85 1.00	1.00 0.95	
Flt Protected	0.95	1.00 1863	1.00 3539	1566	1770	TO THE REPORT OF THE PROPERTY
Satd. Flow (prot) Fit Permitted	1770 0.95	1.00	1.00	1.00	0.95	philodoxia in the consistent appeter in the consistence in the consist
Satd. Flow (perm)	1770	1863	3539	1566	1770	acción de la companya del companya de la companya del companya de la companya del la companya de la companya d
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	356	533	456	256	189	
RTOR Reduction (vph)	0	0	0	59		. C. GOLLEGE BERGER AND TO THE CONTROL OF THE CONTR
Lane Group Flow (vph)	356	533	456	197	189	A CONTRACTOR OF THE PROPERTY O
Confl. Peds. (#/hr)	ESSEMENTS:	Kanet Titlan	ALIGNATUR	8	. h. ssabiskomili.	7
Confl. Bikes (#/hr)				- 18 H		8
Turn Type	Prot			pm+ov		Perm
Protected Phases	111111111111111111111111111111111111111	- 6	2	4	4	
Permitted Phases	- 270100000000000000000000000000000000000	-; :ts@bbakkeete.	1, - 1	2		4
Actuated Green, G (s)	12.4	25.9	9.5	18.5	9.0	TOTAL STREET,
Effective Green, g (s)	12.4	25.9	9.5	18.5	9.0	CONTRACTOR OF THE PROPERTY OF
Actuated g/C Ratio	0.29	0.60	0.22	0.43	0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	The state of the s
Vehicle Extension (s)	3.1	3.1	1.0	1.0	1.0	
Lane Grp Cap (vph)	512	1125	784	821	371	324
v/s Ratio Prot	c 0.20	c0.29	0.13	0.05	c0.11	
v/s Ratio Perm		~ ~ ~	0.60	0.08	n E4	0.05 0.24
v/c Ratio	0.70 13.6	0.47 4.7	0.58 14.9	0.24 7.7	0.51 15.0	SECTION CO.
Uniform Delay, d1	1,00	1.00	14.9	1.00	1.00	AND THE REPORT OF THE PROPERTY
Progression Factor Incremental Delay, d2	4.1	0.3	0.7	0.1	0.4	
Delay (s)	17.7	5.0		7.8	15.4	
Level of Service	mandas B	A	В	A	В	
Approach Delay (s)		10.1	12.8		14.6	
Approach LOS	(MISSUNDALVE-2)	В	В	eardiaatine.	В	CERCE CONTRACTOR AND
Intersection Summary						
HCM Average Control Delay	on more property \$ 8		12.2	Н	CM Leve	el of Service B
HCM Volume to Capacity ration	0		0.54			
Actuated Cycle Length (s)	and the second of the second o	4 11-5 11-5 PER PARAMETER PROPERTY.	42.9			st time (s) 8.0
Intersection Capacity Utilization	nc		50.5%	10 IO	U Level	l of Service A
Analysis Period (min)	2, 11, 2, 2, 11, 11, 11, 12, 12, 12, 12,		15	-1700 and and an analysis	12885457045707442474	
c Critical Lane Group				ale é Se		

	۶	→	7	*	+	•	4	†	<i>></i>	\	ļ	4
Movement	ÉBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካ	þ		`	1 2		ሻ	1>		ħ	↑	
Volume (vph)	30	50	10	240	100	130	10	910	30	60	860	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	Supre	4.0	4.0	a de la company	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fit	1.00	0.97		1.00	0.92		1,00	1.00		1.00	0.99	
Fit Protected	0.95	1.00	A C.	0.95	1.00		0.95	1.00		0.95	1.00	and the second
Satd. Flow (prot)	1770	1815		1770	1705		1770	1854		1770	1844	
Fit Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	***************************************
Satd. Flow (perm)	1770	1815		1770	1705		1770	1854		1770	1844	
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)	32	54	11	258	108	140	11	978	32	65	925	. 65
RTOR Reduction (vph)	0	6	0	0	38	0	0	1	0	0	2	0
Lane Group Flow (vph)	32	59	0	258	210	0	11	1009	0	65	988	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases		4	STEROTER TO	3	8		5	2		111	6	
Permitted Phases	mutus listikisik	and the state of t	SICH BARKARAN	tigh merative control with a seasons.	BARKERA NEEL NOTE	Committee of the control of the cont	H12120029120116217414	2	2242434347474747474747474747474747474747		OARITO CONTROL	111.000
Actuated Green, G (s)	3.6	8.7		19.5	24.6	4 A TH	0.8	71.5		5.9	76.6	
Effective Green, g (s)	3.4	8.5	Transport of Especial Control	19.3	24.4	The second of th	0.6	71.3		5.7	76.4	
Actuated g/C Ratio	0.03	0.07		0.16	0.20	i diame	0.00	0.59		0.05	0.63	
Clearance Time (s)	3.8	3.8	#-0412012022940-000	3.8	3.8		3.8	3.8		3.8	3.8	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	3.1		1.0	3.1	PIE
Lane Grp Cap (vph)	50	128		283	344		9	1094		84	1166	
v/s Ratio Prot	0.02	0.03		c0.15	c0.12		0.01	c0.54		c0.04	0.54	
v/s Ratio Perm	al distribution	RENESSLAVATOR	Ex 1925/04444444444444444	2686936476576777777777777	C. 3/17: 24343/52FFEEEER	(\$15284\$12863\$1225); ****	, est of the contracting	RESERVED ON THE PROPERTY OF THE PERSON OF TH		THE CONTRACTOR OF THE CONTRACT		
v/c Ratio	0.64	0.46		0.91	0.61		1.22	0.92		0.77	0.85	
Uniform Delay, d1	58.1	54.0		49.9	43.9		60.1	22.3		56.9	17.6	
Progression Factor	1.00	1.00		1.00	1.00	a dingral	1.00	1.00		1.00	1.00	1100000
Incremental Delay, d2	19.0	1.0	gwilliager - A Merica	30.9	2.3		385.4	12.6		32.3	5.9	
Delay (s)	77.1	54.9		80.8	46.2		445.5	34.9		89.2	23.5	
Level of Service	Ε	D	3816545 600 to U.S 2 - 2	F	D		F	С		F	С	
Approach Delay (s)		62.2			63.8			39.3			27.5	
Approach LOS		E	deneres contists (. **		E		, it is a second of the second	D			С	
Intersection Summary					1						100	
HCM Average Control Delay			40.1	HO	CM Level	of Service	8	manana 1.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	D	. No consistence of the control of t	SOLATS GARAGES AND DEC	cana vijaskano
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			120.8	Sı	ım of lost	time (s)			12.0			
Intersection Capacity Utilization			76.5%	IC	U Level c	of Service			D			
Analysis Period (min)			15								V 181511 47474	********
c Critical Lane Group												

	•	→	<u> </u>		4-	1	4	†	<i>></i>	/	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	i NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	<u>ጉ</u>	**************************************	ካ	ጉ		*	ት ጮ		75	† \$	
Volume (vph)	20	30	10	180	10	180	10	970	60	90	770	10
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	nananna marana a sa	1.00	0.95	1503000000
Frpb, ped/bikes	1.00	0.99		1.00	0.97		1.00	1,00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	· · · · · · · · · · · · · · · · · · ·	1.00	1.00	esponencia.	1.00	1.00	timi massoda
Fit	1.00	0.96		1.00	0.86		1.00	0.99		1.00	1.00	
Fit Protected	0.95	1.00		0.95	1.00	ene, margargo (apotentian)	0.95	1.00	apporters to the	0.95	1.00	is independent
Satd. Flow (prot)	1770	1784		1770	1558		1770	3503		1770	3531	
FIt Permitted	0.95	1.00	UKBSSSSOC- ·	0.95	1.00	Burganione (a)	0.95	1.00	BING 14 P.BM	0.95	1.00	100000000000
Satd. Flow (perm)	1770	1784	oskiani i	1770	1558		1770	3503		1770	3531	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	33	11	198	11	198	11	1066	66	99	846	11
RTOR Reduction (vph)	0	10	0	0	124	0	0	5 	0	0) OEC	0
Lane Group Flow (vph)	22	34	0	198	85	0	11	1127	0	99	856	1 1
Confl. Peds. (#/hr)		**************************************	1	90505 11999 6 88NO	uzeras sta	1		restation s	ا موسال			
Confl. Bikes (#/hr)			3			3			2		a southern	in the same
Turn Type	Prot	-0-000 00000	980-020 US. 2005-2009	Prot			Prot	160000000		Prot	6	
Protected Phases	7	4		. 3	8		5	2			0	Maga - sun
Permitted Phases	en i Arrananakaranan	. HANGARATER	9787 - AZ-ASSARIO		15.1		0.5	28.4	o començation	5.2	33.1	magnesa
Actuated Green, G (s)	1.0	6.2		9.9	15.1		0.5	29.4 29.4		5.2	34.1	MCROS ISSA
Effective Green, g (s)	1.0 0.01	6.2 0.09		9.9 0.15	0.23		0.01	0.44	\$4000 c.	0.08	0.51	
Actuated g/C Ratio	4.0	4.0	Vision talketens	4.0	4.0		4.0	5.0	181468464	4.0	5.0	grant and the Com-
Clearance Time (s)	4.0 1.0	2.0	34888886	1.0	2.0	in Balacs	1.0	3.1		1.0	3.1	
Vehicle Extension (s)	27	166	CHORDENS NO.	263	353	30/03/1580/838	13	1544	a-rangangana-	138	1805	1000
Lane Grp Cap (vph)	27 0.01	0.02		c0.11	c0.05		0.01	c0.32		c0.06	0.24	
v/s Ratio Prot v/s Ratio Perm	· 11 · 12 · 10 · 10 · 10 · 10 · 10 · 10	0.02			60.00		SECTOR IN					regularists in
v/c Ratio	0.81	0.20		0.75	0.24		0.85	0.73		0.72	0.47	
Uniform Delay, d1	32.8	28.0		27.2	21.1		33.1	15.4	gever som redeman	30.0	10.5	PUBLICATION OF STREET
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1466
Incremental Delay, d2	91.8	0.2	AAAAAAAAAAAAAA	10.3	0.1	::::::::::::::::::::::::::::::::::::::	162.2	1.8		13.7	0.2	WILLIAM SEASON CO.
Delay (s)	124.6	28.2		37.5	21.2		195.3	17.2		43.8	10.7	djediji da d
Level of Service	raeda constituidad	С	waanaan co	D	C	MS01988414191717171	F.	В	**. 1814 PRI 129 TS VIET - 1	D	В	
Approach Delay (s)		60.3	989		29.2			18.9		i decide	14.1	
Approach LOS	in - III in etity (1966-64 sunt (Fugliegues i	E	awani shirin	* 219 (\$160 t0 eath (17 e 47 e	С	Mentifer to Control Control		В			В	
Intersection Summary						a de la composition	nels, vileti			(6) 42		
HCM Average Control D	olav		19.8	<u>⊔</u> /	CM Level	of Service	lekki kati ilila. P	F1444E3030	В	AUDISTRUM	100 A	2012 SEC. PROSESSES
HCM Volume to Capacit			0.64					840263.55				
Actuated Cycle Length (Let 1, A Verrand DR ambridge British British French Programme 1 + 4 	erte sessenil	66.7	Sı	ım of lost	time (s)	1485060 (CS)()		12.0	enya-sa ra idh	aasse (Albert	assimination (A)
Intersection Capacity Uti			60.4%		U Level o				B			
Analysis Period (min)			15	62122238 31324		arte de la Contraction de la C	gagaragaraga Garagaga	economicas (V	co.comming	gygg (y. Kin Vidaliki	11121111111111111111111111111111111111	occurrentification.
c Critical Lane Group			70.00					Region Co. 2004				
y VIIIVAILAIIV VIVAR	an and broken broken that the control of the contro		ownerski propose	singalikilit	makenerater/DBMS	austinistro (100	searceaninistelli)	ams actions by 47550	ansak 500263 (700) (700) (7	11/12/12/12/12/12/12/12/12/12/12/12/12/1	a conduction	ALCOHOL CONTROL

		\rightarrow	1	4—	4	<i>></i>			
Movement	EBT	EBR	WBL	WBT	NBL	NBR 4			
Lane Configurations Volume (veh/h)	↑ 1050	7	Ö	ተተ 1030	\ 0	360			ķξ
Sign Control	Free	1100.88	Birdina di Tanana	Free	Stop	THE CONTRACTOR OF THE CONTRACT			251
Grade Peak Hour Factor	0% 0.85	0.85	0.85	0% 0.85	0% 0.85	0.85			dia:
Hourly flow rate (vph)	1235	118	0.00	1212	0	424			
Pedestrians Lane Width (ft)									
Walking Speed (ft/s)	A John de Marker								
Percent Blockage Right turn flare (veh)									386
Median type	None			None	30				W.
Median storage veh) Upstream signal (ff)				1283	a de la composição de l				
pX, platoon unblocked			1353		1841	1235			
vC, conflicting volume vC1, stage 1 conf vol		NOTES TO			104	1200			delli. Nesse
vC2, stage 2 conf vol vCu, unblocked vol			1353		1841	1235			
tC, single (s)			4.1		6.8	6.9			
tC, 2 stage (s) tF (s)			2.2	Maria de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición de la composición de la composición de la composición dela composición de la composición dela composición de	3.5	3.3			
p0 queue free %	(b)ja. kdatúski o ertuakossu		100	MSNA A TARI Arra (material)	100	0			SIG
cM capacity (veh/h)			505		67	168			
Direction; Lane # Volume Total	EB 1 1235	EB 2 118	WB 1	WB 2 606	NB 1 424				
Volume Left	0	0	0	0	0				eine Hine
Volume Right cSH	0 1700	118 1700	0 1700	0 1700	424 168				H.
Volume to Capacity	0.73	0.07	0.36	0.36	2.52 908	a. Carrie			1100 1100 1100
Queue Length 95th (ft) Control Delay (s)	0 0.0	0 0.0	0.0	0.0	906 745.3				
Lane LOS	e e d		1100 O		F 745.2				
Approach Delay (s) Approach LOS	0.0		U.U.		/40.5 F		MUNAMBURIS SI SEBABBAR		40%
Intersection Summary						and the second			
Average Delay			105.6 84.2%	וחו	م امیرما ا	f Service	E		
Intersection Capacity Utilization Analysis Period (min)		and known	15		J. LEVE! C	i celule		eneration of the energy of the	SECTION AND ADDRESS OF THE SECTION ADDRESS OF THE SECTI
	andred s Lake								

	J _k	لر	*	*	*	A
Movement	SBL	SBR	NWL	NŴR	NEL	NER 1
Lane Configurations	ሻሻ	7	ሻሻ	77	ሻሻ	THE THE PROPERTY OF THE PROPER
Volume (vph)	920	290	740	740	540	870
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.5	4.0	4.0	4.0	Million of the state of the sta
Lane Util. Factor	0.97	1.00	0.97	0.88	0.97	AND THE REPORT OF THE PROPERTY
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	GENERAL STREET S
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	0.85	1.00	
FIt Protected	0.95	1.00	0.95	1.00	0.95	
Satd: Flow (prot)	3433	1563	3433	2723 1.00	3433 0.95	CERTAIN A CONTRACTOR OF THE PROPERTY OF THE PR
Fit Permitted	0.95	1.00	0.95 3433	2723	3433	THE REPORT OF THE PROPERTY OF
Satd. Flow (perm)	3433	1563			0.94	
Peak-hour factor, PHF	0.94	0.94	0.94 787	0.94 787	574	AND THE RESIDENCE OF THE PROPERTY OF THE PROPE
Adj. Flow (vph)	979	309	ALC: COMMISSION	797 530	0	DECEMBER 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
RTOR Reduction (vph)	0	216 93	0 787	257	574	The second of th
Lane Group Flow (vph)	979	93 1	101	201 2	JIT	
Confl. Peds. (#/hr)	Pomissy en	Samerous at Sea		Perm	n Silver	custom
Turn Type		Perm	2	Feiii	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6
Protected Phases	4 5860 (1905)	4	_ _	2		
Permitted Phases	21.0	21.0	21.3	21.3	13.6	3 38.9
Actuated Green, G (s) Effective Green, g (s)	21.5	21.0	22.8	22.8	13.6	The control of the co
Actuated g/C Ratio	0.31	0.30	0.33	0.33	0.19	111111111111111111111111111111111111111
Clearance Time (s)	4.5	4.5	5.5	5.5	4.0	
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	ATTACAMENTAL ACTUAL PROPERTY OF A CONTRACT O
Lane Grp Cap (vph)	1056	470	1120	888	668	A CONTRACTOR OF THE PROPERTY OF THE CONTRACTOR OF THE PROPERTY
v/s Ratio Prot	c0.29	HOUSEL TO C	0.23	1.100000000000000000000000000000000000	0.17	March 1971 - 1971 - 1974 - 197
v/s Ratio Perm		0.06		0.09		
v/c Ratio	0.93	0.20	0.70	0.29	0.86	5 1.01
Uniform Delay, d1	23.4	18.2	20,6	17.5	27.2	2 14.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.2	0.1	2.0	0.2	10.3	
Delay (s)	36.7	18.3	22.6	17.7	37.6	
Level of Service	D	В	0	В	D	
Approach Delay (s)	32.2	A THE ROTATE OF EACH AND A	20.2	na en	42.7	
Approach LOS	C		C		Di	
Intersection Summary						
HCM Average Control Delay	TO CONTRACT OF THE	000000000000000000000000000000000000000	31,5	H	M Leve	vel of Service C
HCM Volume to Capacity ratio	HENERY (5/1/6) 1	HADESH PAGINTE	0.98	pristilia de la composición della composición de	mana katawa ni ka	ALTERIORIII III IN TOTA IN MICHAEL IN MURAINE IN MURAINE IN THE INTERNATION OF THE INTERN
Actuated Cycle Length (s)			69.9	Si	ım of los	ost time (s) 8.0
Intersection Capacity Utilization	ылкая Ексеніі ЭП		72.8%		\$343@\$\\$20; (***)	el of Service C
Analysis Period (min)			15	69.50.50.5		
c Critical Lane Group			and the section of the section of the	or, was enterfully first fill		AND THE PROPERTY OF THE PROPER

	٠	→	\	1	+	4	1	†	<i>></i>	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR -	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	أواير	^	7	717	^	7	74.74	ተተ	77	14.14	^ ^	7
Volume (vph)	1000	180	60	160	140	120	80	830	130	100	380	790
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	4:0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1,00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1111	200	67	178	156	1133	89	922	144	411	422	878
RTOR Reduction (vph)	0	0	38	0	0	65	0	0	76	0	0	0
Lane Group Flow (vph)	1111	200	29	178	156	68	89	922	68	111	422	878
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	ACTO VILLE		4			8			6			Free
Actuated Green, G (s)	46.2	51.7	51.7	10.3	15.8	15.8	6.9	37.1	37.1	5.0	34.7	124.1
Effective Green, g (s)	46.7	53.2	53.2	10.8	17.3	17.3	7.4	38.6	38.6	5.5	36.7	124.1
Actuated g/C Ratio	0.38	0.43	0.43	0.09	0.14	0.14	0.06	0.31	0.31	0.04	0.30	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0	CALANTONIA ENGLACACIONI
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.5	4.5	2.0	4.5	4.5	2.0	3.7	
Lane Grp Cap (vph)	1292	1517	679	299	493	221	205	1101	867	152	1047	1583
v/s Ratio Prot	c0.32	0.06		0.05	0.04		0.03	c0.26		0.03	0.12	
v/s Ratio Perm			0.02			0.04			0.02		\$2000000000000000000000000000000000000	c0.55
v/c Ratio	0.86	0.13	0.04	0.60	0.32	0.31	0.43	0.84	80.0	0.73	0.40	0.55
Uniform Delay, d1	35.7	21.5	20.6	54.5	48.1	48.0	56.3	39.8	30.2	58.6	34.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	0.1	0.0	2.1	0.6	1.4	0.5	6.2	0.1	14.3	0.3	1.4
Delay (s)	41.4	21.5	20.7	56.7	48.7	49.4	56.9	46.0	30.3	72.9	35.3	1.4
Level of Service	D	С	С	E	D	D	E	D	C	E DOMESTICO DE LOS	D _{1 1 10 10 20 10 10 10 10}	A
Approach Delay (s)		37.5			51.9			44.9			17.2	
Approach LOS		D			D			D			В	
Intersection Summary						14.16						
HCM Average Control Delay			34.5	Н	CM Level	of Servic	е		С			
HCM Volume to Capacity rai			0.75									
Actuated Cycle Length (s)	xe.dsimpleballeit	4	124.1	Su	ım of lost	time (s)	er, adeatre explorazionelli		4.0	and the second		
Intersection Capacity Utilizat	ion		74.0%			of Service			D		rigipsija vis ir	
Analysis Period (min)	1.000	action and the stable of the	15	LOUIS PARTIES AND SERVICES								
c Critical Lane Group												

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		→	*	•	-		7	1		•	*	•
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	个 个	7	ሻ	ት ኩ		ኻ 50	4	7	open a sur a casa.	4	
Volume (vph)	10	1880	60	70	1210	10		10	70	10	10	1(
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		∙∍ 4.0 ⊦	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	promotive services	1.00	. 157 - 11174753197
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	renewayane una chico P	0.98	overni ka nedala
Satd: Flow (prot)	1770	3539	1583	1770	3535		1681	1712	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	nave nemero no no no no ni 1 a no	0.98	transmana vivra i riv
Satd: Flow (perm)	1770	3539	1583	1770	3535		1681	1712	1583		1750	
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)	10	1938	62	72	1247	10	52	10	72	10	10	10
RTOR Reduction (vph)	0	0	15	0	0	0	0	0	66	0	10	C
Lane Group Flow (vph)	10	1938	47	72	1257	Ö	31	31	6	0	20	C
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases		5 C S C S C S C C C C C C C C C C C C C	2	11. I I I I I I I I I I I I I I I I I I	e 1113949 (G 11131 (G 1114 (G	140000000000000000000000000000000000000			8			
Actuated Green, G (s)	0.7	62.4	62.4	5.8	67.5		8.3	8.3	8.3		2.8	100.00
Effective Green, g (s)	0.3	64.1	62.4	5.4	69.2		8.1	8.1	8.1		2.6	
Actuated g/C Ratio	0.00	0.67	0.65	0.06	0.72		0.08	0.08	0.08		0.03	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7		3.8	3.8	3.8		3.8	
Vehicle Extension (s)	2.2	3.2	3.2	2.2	3.2		3.1	3.1	3.1		3,1	
Lane Grp Cap (vph)	6	2358	1027	99	2543		142	144	133		47	
v/s Ratio Prot	0.01	c0.55		c0.04	0.36		c0.02	0.02			c0.01	
v/s Ratio Perm	e explored the set of the else of		0.03	2 S 13 SOLITONE VALUE CO	CONTROLLE	Compression at the			0.00		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
v/c Ratio	1.67	0.82	0.05	0.73	0.49		0.22	0.22	0.05		0.43	
Uniform Delay, d1	48.0	11.8	6.1	44.7	5.9		41.1	41.1	40.5		46.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	647.5	2.5	0.0	20.8	0.2		0.8	0.8	0.1		6.5	
Delay (s)	695:4	14.3	6.1	65.4	6.0		41.9	41.9	40.6		52.5	
Level of Service	F	В	Α	Ε	Α		D	D	D		D	
Approach Delay (s)		17.4			9.3			41.2			52.5	
Approach LOS		В			Α			D			D	
Intersection Summary					in the	ijus tožen						and the last
HCM Average Control Delay			15.5	H	CM Level	of Service	 ∋		В	· -	-	
HCM Volume to Capacity ra			0.74									
Actuated Cycle Length (s)	.*		96.2	Sı	ım of lost	time (s)	c.aa.endertsteletstülkk	: 00.00000000000000000000000000000	16.0			
Intersection Capacity Utiliza	tion		73.2%			f Service			D			ionatoration Bridination
Analysis Period (min)	and and the present of the and of the second	oreaconium interiore	15	ASSESSES CONTRACTAL AND A	***************************************	COLUMN TO THE PROPERTY OF THE	or as magazinaminin			, . , , , , , , , , , , , , , ,		
c Critical Lane Group												

INTERSECTION SYNCHRO ANALYSIS YR-2010 NO-BUILD AM PEAK

	•		*	1	-	•	*	†	/	-	↓	4
Movement	EBL	- EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተ ት	7	ሻ	十 个	7	Ψj	414	75	75	个 个	7
Volume (vph)	175	175	645	120	393	109	1180	339	44	87	590	459
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	4,0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1,00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1553	1770	3539	1554	1610	3286	1548	1770	3539	1563
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1553	1770	3539	1554	1610	3286	1548	1770	3539	1563
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj, Flow (vph)	194	194	717	133	437	121	1311	377	49	97	656	510
RTOR Reduction (vph)	.:0 .:0.:::::::::::::::::::::::::::::::	0	524	0	0	103	0	0	29	0	0	139
Lane Group Flow (vph)	194	194	193	133	437	18	655	1033	20	97	656	371
Confl. Peds. (#/hr)	BUNDANTER SOLUTION	ante di Pesse	MESSES NEEDS	en de la composition	samussios vice	2	25594160000007	09880797944 No	5	8997898888871.A.C	C 1178.54888	91111111111111111111111111111111111111
Confl. Bikes (#/hr)			6			2						
Turn Type	Prot	STATES THE PARTY	Perm	Prot	enversa Nitwess	Perm	Split	n en toak al ek	Perm	Split	asianan	Perm
Protected Phases	5	2		1	6		8	8		7	7	7
Permitted Phases		8 64 6	2	40.07	0004	6	FC 0		8 	ากพิ	96.4	/ 20.4
Actuated Green, G (s)	17.0	24.3	24.3	12.0	20.1	20:1	56.2	56.2	56.2	30/1	30.1	30.1 31.4
Effective Green, g (s)	16.0	26.0	26.0	11.0	21.0	21.0	57.5	57.5	57.5 0.41	31.4 0.22	31.4 0.22	0.22
Actuated g/C Ratio	0.11	0.18	0.18	0.08	0.15	0.15	0.41	0.41	5.3	0.22 5.3	0.22 5.3	5.3
Clearance Time (s)	3.0	5.7 1.0	5.7 1 .0	3.0	4.9 1.0	4.9 1.0	5.3 1.0	5.3 1.0	ე.ა 1.0	5.3 1.0	3.3 1.0	1.0
Vehicle Extension (s)	1.0			1.0	pay in a later to proceed and it	111 1 1111	111111111111111111111111111111111111111			392	783	346
Lane Grp Cap (vph)	200	648	285	137	524	230	652	1332 0.31	627	39Z 0.05	0.19	340
v/s Ratio Prot	c0.11	0,05	0.40	0.08	c0.12	0.04	c0.41	USI	0.01	U.UO	0.19	c0.24
v/s Ratio Perm	ሰ ሰ7	ດວດ	0.12 0.68	0,97	0.83	0.01 0.08	4.00	0.96dl	0.01	0.25	0.84	1.07
v/c Ratio	0.97 62.7	0.30 50.1	54.0	65.3	58.8	52.1	1.00 42.2	36.6	25.4	45.5	52.8	55.2
Uniform Delay, d1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Progression Factor Incremental Delay, d2	54.6	0.1	4.9	67.4	10.5	0.1	36.4	2.6	0.0	0.1	7.5	68.6
The second control of	117.3	50.2		132,7		52.2	78.6	39.2	25.4	45.6	60.3	123.8
Delay (s) Level of Service	F	30.2 D	E	F	E	92.2 D	E	D		D	E	F
Approach Delay (s)		67.6		ganan ara	78.5			53.7		are be	84.8	
Approach LOS		E	888 95 (5 NE		E	demans, ac		D			F	MARK COOK
N IN THE PART OF THE STATE OF T	en en en falle l'annue la Walderjoe de guessa e		Cedalitat aliano esimenta	interventura na marena etaploma		nessa esta della consta	CONTRACTOR STREET		eratikasia nekalikani			emenenesceptor
Intersection Summary		i dine w	restanti di Bilino	and making the			addidaya ba	neje ilo ala				
HCM Average Control Delay		64T124S48411T5F50556FF12	68.7	H(CM Level	of Service	e	900000000000000000000000000000000000000	E	ZII ANGELGIOV UDVA ADA	eurona de la compositione	and a section of the
HCM Volume to Capacity ra	tio		0.99		en e						Constanting	
Actuated Cycle Length (s)		indentation	141.9		ım of lost		endelseenseens	. S 2015 2 115 11 6 7 8 2 1 1 1	16.0	n systemateratu	HERSTGERFELD	eropromatico
Intersection Capacity Utiliza	tion		83.4%	IC	U Level c	of Service			₩ E			
Analysis Period (min)		HENRES WOLLD	15		Booleansan	THE PERSONS	sasavat stratis	THE REPORT OF THE	issinginaanisa			Selvangum
dl Defacto Left Lane. Rec	ode with 1 ti	nough la	ne as a le	m lane.			estrales.					
c Critical Lane Group												

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Movement	EBL	EBT	ĔĔŔ	WBL .	WBT	WBR	. NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	117 900 PROTESTER ON ACT	4	una viidvaneeside	ች	}	mmad, P i ras	ሻ	♣ :::	آ
Volume (vph)	175	0	131	0	0	0	164	1344	0	0	1311	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900 4.0
Total Lost time (s)		4.0	4.0				4.0	4.0 1.00			1.00	1.00
Lane Util. Factor	ge/100000-1-1111-12500	1.00	1.00	255 Madalan	SOURCE SERVER	egystys i Tais (S)	1.00 1,00	1.00			1,00	0.98
Frpb, ped/bikes		1.00	0.98				1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00 1.00	1.00 0.85				1.00	1.00	1 161 - 166		1.00	0.85
Fit Brotostod		0.95	1.00	· similalita	B. B. Bakalik		0.95	1.00	estas in the transf	Makalla : nosti	1.00	1.00
Fit Protected Satd. Flow (prot)		1770	1547			. OHD	1770	1863			1863	1551
Fit Permitted		0.76	1.00			· Januar Barana	0.95	1.00		дет, этоговин	1.00	1.00
Satd. Flow (perm)		1410	1547				1770	1863			1863	1551
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	194	0.00	146	00	0	0	182	1493	0	0	1457	146
RTOR Reduction (vph)	0	0	128	0	0	0	0	0	0	0	0	22
Lane Group Flow (vph)	Ō	194	18	0	Ö	0	182	1493	0	0	1457	124
Confl. Bikes (#/hr)	manageros i national	######################################	1		DEEK PERSONAL TOTAL	1						1
Turn Type	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases	100402000401010111111111111111111111111	4	. A TO DAILBREAD CORRECT	27,,	4		5	2	LT TIMENESME CONTEND ON N	1	6	***.1553544559999
Permitted Phases	4		4	4								6
Actuated Green, G (s)		19.0	19.0	v 1 - 1, VYYYYYYYYYY	serme wittiskost	BEREVERSON, C. CANSOS	13.0	121.5	endromanalisation of	organismosismos.	104.5	104.5
Effective Green, g (s)		19.0	19.0			ning a	13.0	123.0			106.0	106.0
Actuated g/C Ratio	cures were the second	0.13	0.13	error i la vidast	seconomo to	opspræggrade i L	0.09	0.82	10.2000 /阿爾斯 爾巴	A. OSSESSES	0.71	0.71
Clearance Time (s)		4.0	4.0				4.0	5.5			5.5 2.5	5.5 2.5
Vehicle Extension (s)	asanaga para a sa	3.0	3.0	emesses, to the	Same and the second	70000000000000000000000000000000000000	1.0	2.5	ess a saferage	ancer diseas		2.5 1096
Lane Grp Cap (vph)		179	196				153	1528			1317 c0.78	1090
v/s Ratio Prot	entra escenti contratativo			enemonatoriales	andren er er	iconnaerassissis	c0.10	0.80			CU.76	0.08
v/s Ratio Perm	endra. Detabli Ryani i Tikkii	c0.14	0.01				1.19	0.98			1.11	0.00
v/c Ratio		1.08 65.5	0.09 57.9				68.5	12.2			22.0	7.0
Uniform Delay, d1		1,00	1.00				1.00	1.00		Star ta Aside (All	1.00	1.00
Progression Factor Incremental Delay, d2		91.4	0.2				132.7	17.6			59.3	0.0
Delay (s)		156.9	58.1	- Andresendos	(S. J. C. S. S. British	98/45/20 125/28	201.2	29.9	v. 000000000000000000000000000000000000	por incomestra	81.3	7.0
Level of Service		F	. E				F	C			SULTA ENGAPORERS	Δ
Approach Delay (s)	NUCCUCTORESAMBLE	114.5		41 Y 41 HINDSONS	0.0	araaasa (1809-1905	CONSTRUCTION OF	48.5	5.11 V-5-1/ACIABA1659413	CTS-TOO S & FEEDOWSKING	74.5	
Approach LOS		F		1916	A			- ID			is Ei	
Intersection Summary										110000000000000000000000000000000000000	STREET, C	0650
HCM Average Control Dela		a linin	66.2		CM Level	of Service	e	Berga Arabin	E			
HCM Volume to Capacity ra	atio Constitution	DOSHOUSES	1.11			THE VAN			12,0			S CONTRACT
Actuated Cycle Length (s)	dian	Notice de	150.0		um of lost U Level o				12,0 F			usoki622
Intersection Capacity Utiliza	IUUII	*******	97.8% 15	n Nasarin	O LEVEL	JI OCI VICE			Auga da Su			
Analysis Period (min) c Critical Lane Group			9									ansmastro)
C Cittical Lane Group												

	<i>></i>	-	•	*	+	4	<u> </u>	Ť	~	>	ļ	4
Movement	ËBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4	NECK EXPENSION CONT.	ኻ	† †	7	``	††	#
Volume (vph)	22	11	470	11	293898388868825.1	111	382	1431	1100	11	1399	4000
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	4.0	5.7	4.0	4.0	4.0 1.00
Lane Util. Factor	randering of the fact	1.00	1.00	HERDACKS HOUSE	1.00		1.00	0.95	1.00	1.00 1.00	0.95 1.00	1.00
Frpb, ped/bikes		1.00	0,98		0.99		1.00	1.00 1.00	0.98 1.00	1.00	1.00	1.00
Flpb, ped/bikes	-s.13-0.168888888	1.00	1.00	rugiyaya sa s	1.00 0,96		1.00 1.00	1.00	0.85	1.00	1.00	0.85
Frt	teretratelle.	1,00 0.97	0.85 1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Fit Protected	imieros tivasii	1803	1545	M.S 1880	1736		1770	3539	1549	1770	3539	1583
Satd: Flow (prot) Flt Permitted		0.97	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd Flow (perm)		1803	1545		1736		1770	3539	1549	1770	3539	1583
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)	23	12	500	12	12	12	406	1522	12	12	1488	35
RTOR Reduction (vph)	<u>دع</u> 0	0	393	0	12	0	0		3	0	0	11
Lane Group Flow (vph)	Ŏ	35	107	Ō	24	0	406	1522	9	12	1488	24
Confl. Peds. (#/hr)		er (a) Kæleko	∘neebασιποιασια 3	alie is declarations	(990A) (4.00 (7.00)	2	THE RESERVED AND ADDRESS.	200	9886	4914,14111	0.010001	
Confl. Bikes (#/hr)			3			1 1			3.			
Turn Type	Split		Perm	Split			Prot		Perm	Prot		Perm
Protected Phases	4	4		i i i i i i i i i i i i i i i i i i i	3			· 1 2		- 111	6	
Permitted Phases		-60100111	4					remaining and the control of the Control	2	CONTRACTOR SECURITY OF THE	to a provinciani	6
Actuated Green, G (s)		11.1	11.1		4.0		30.0	74.5	74.5	3.9	48.4	48.4
Effective Green, g (s)		10.5	10.5	erwayeen or over 18 1999	3.4	THE STATE OF THE S	29.0	76.2	74.5	2.9	50.1	50.1
Actuated g/C Ratio		0.10	0.10		0.03		0.27	0.70	0,68	0.03	0.46	0.46
Clearance Time (s)		3.4	3.4	seasurerania otat.	3.4	erenii ostadeli	3.0	5.7	5.7	3.0	5.7	5.7
Vehicle Extension (s)		1.0	1.0		0.5		1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	S. I. S. M. POTROPINA	174	149	omsogsomski	54	errandor no comen	471	2474	1059	47	1627	728
v/s Ratio Prot		0.02			c0.01		c0.23	0.43	0.04	0.01	c0.42	0.00
v/s Ratio Perm	::::::::::::::::::::::::::::::::::::::	5 . A . A . S	c0.07	30535457575455			0.00	18060	0.01	0.26	0.91	0.02 0.03
v/c Ratio		0.20	0.72		0.45		0.86 38.1	0.62 8.7	0.01 5.5	52.0	27.5	16.2
Uniform Delay, d1	ATTEMPT TO A	45.4 1.00	47.8 1.00	85541,745888	51.9 1.00		1,00	1.00	1.00	1.00	1.00	1.00
Progression Factor		0.2	12.8		2.2	(S. HOUSIDSIII	14.5	0.3	0.0	1.0	8.2	0.0
Incremental Delay, d2		45.6	60.6		54.1		52.6			53.0	35.6	16.2
Delay (s) Level of Service	sikici, atabbu	estriya D	00.0 E		97.) D		D	A	A	D	D	В
Approach Delay (s)		59.6			54.1			18.1	O Britain		35.3	
Approach LOS	Fisher Transco	оо. с Е			D			В	randensama:		D	SERIES SERVICE CONTRACTOR OF THE PERSON OF T
			NEUTZIAN DANAGERAGI	ero and en company			V. (1) X (1)			AND A CONTRA	5556556	
Intersection Summary		a morni								iniska (j. j.)		88 126
HCM Average Control Delay	eranda straiga	Suggester	30.4)H ************************************	UM Level	of Service	3 Aleksinsinen	1889 ADA HISBRI	C	la seguina de la c	Asidawa.	Quarter a
HCM Volume to Capacity ratio	9		0.86		In of load	time (e)			16.0			
Actuated Cycle Length (s)	on.		109.0 81.9%	IN INTERNATIONAL TRANSPORTED TO THE	ım of lost	time (s) of Service			10.0 D			
Intersection Capacity Utilization Analysis Period (min)	JIII.		61.9% 15	16	O FEACU	AL GELVIOE						e koliziatistiki
c Critical Lane Group							011/11/21/11/21	or pro-May (control	us) piciost			
C Offical Lane Office			SIGNATURE ()	conversions.	uning Kalunda	xellerating()	entairent	1140-1000-1000	SHIMAMARIAN W	rusinininininini	100000000000000000000000000000000000000	STANKES COLORES

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	•	→	•	✓	←	•	1	Ī		*	¥	4
Mövement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	M SBR
Lane Configurations			77.75		44		ኻ 22	^		mar · · Teorisasa	titt	SESSOURCE - C
Volume (vph)	0	0	109	0	0	0		1792	0	0	1792	66
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	SANTONIA ANDRA OLIVINA	TO A CONTROL OF THE CASE	0.88				1.00	0.95		ACCUMENTATION OF THE CONTRACTOR OF THE CONTRACTO	0.86	en in militares
Frt			0.85				1.00	1.00			0.99	
Flt Protected	2.70 -7		1.00				0.95	1.00			1.00	a and the application
Satd. Flow (prot)			2787				1770	3539			6374	
Flt Permitted			1.00				0.08	1.00	inganara in ta a ta a tangang	enter second of the	1.00	o esterror
Satd. Flow (perm)			2787				148	3539			6374	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	,0	0.0	128	0	. 0	0	26	2108	0.	0	2108	78
RTOR Reduction (vph)	0	0	18	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	0	110	0	. 0	10.0	26	2108	0	0	2181	0
Turn Type		C	custom	Perm			Perm	n waar aan da	Perm	988791000 ORFGES	ywddistronoloniau (1965)	SUMMERS OF THE SECONDS
Protected Phases					8			2			6	
Permitted Phases			4	8	***************************************	KO-KIN TENNENNAMAKIN TULUTIN	2	unararii iidisamu	2	sananan di Mad	TONNOMENTAL CO	1.1 (CHRESTER)
Actuated Green, G (s)			6.8				50.2	50.2			50.2	
Effective Green, g (s)			6.8		eartes 1.00000	13/25/24/8/09/25/28/1/27/25/5	50.2	50.2	mmannonio (1888)	ggesecht von 170	50.2	. consuere
Actuated g/C Ratio			0.10				0.77	0.77			0.77	
Clearance Time (s)		1 43-14454145244888	4.0	* K. JNO/2224/5 (\$8600) (80	personal wave of the SANSAS	THE SERVICE OF COURSE OF CO.	4.0	4.0	mmeson (1985)	MARKESTUCKET KESSE	4.0	Lanceth (State)
Vehicle Extension (s)		- 19160M	3.0	ir e sirinili		Communication (Control of Control	3.0	3.0	uuge - 787		3.0	
Lane Grp Cap (vph)		THE STATE OF THE S	292		omaskinosiskan alaktetid	14-514-0887082705487140	114	2733	menamente en acido de 1808 de	annonnonia i i	4923	rivina Additio
v/s Ratio Prot								c0.60	Anklose		0.34	
v/s Ratio Perm		an and when the the motor	c0.04	1450 F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Pariamentos en	on over a street of the	0.18	Dissertation 1	GEORGE WILLIAM CO.	o astrantisentan	e yn Dreisere	atarezentu b
v/c Ratio			0.38				0.23	0.77			0.44	
Uniform Delay, d1	r svenskenstinsom	ekonomikanen huk esti o	27.1	aerorias o perculo (1811)	i e di ancesso de la composició	osaise teksiseess	2.0	4.2			2.6	CHOPSESS.
Progression Factor			1,00				1.00	1.00			1.00	
Incremental Delay, d2	8008-000 C. P.	. : 1475 : 1870 : 188	0.8	gaggione, versione	saagumaaasa		4.6	2.2			0.3	
Delay (s)			27.9				6.6	6.3			2.9	
Level of Service	sassana langua ng pal	: ::: <u>!!!!!!!!!!</u>	C	eri Sventkarusiki	8858550-E-1	TREESTANGES	A	A	SSAATHEENNIGS (*)		A 2.9	Lethical Date:
Approach Delay (s)		27.9	Cave a		0.0			6.3		on sinken.	Market Control of the	Kell In .
Approach LOS		С			Α			Α			Α	
Intersection Summary		il constitue										
HCM Average Control Delay			5.3	H(CM Level	of Servic	е		Α			MANAGE THE SALES AND THE SALES
HCM Volume to Capacity ratio			0.72									Mabras
Actuated Cycle Length (s)	A CAS AND DESCRIPTION		65.0	Sı	ım of lost	time (s)			8.0			
Intersection Capacity Utilizatio	0		52.9%	lO	U Level c	f Service			Å			
Analysis Period (min)			15							·	ent bygniesene	pirazromeno!
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR 19	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1→		` *j	474	7	ሻ	ተተ	7	أعرام	ት ֆ	
Volume (vph)	33	22	33	175	22	1027	122	754	317	863	962	22
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	4,0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00	*****	0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	. 1.1.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.
Frt	1.00	0.91	11 11 11 11 11	1.00	0.86	0.85	1.00	1.00	0.85	1.00	1,00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	A CONTRACTOR OF STREET
Satd. Flow (prot)	1770	1693		1610	2753	1441	1770	3539	1583	3433	3528	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1693		1610	2753	1441	1770	3539	1583	3433	3528	14.000.01
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	37	24	37	194	24	1141	24	838	352	959	1069	24
RTOR Reduction (vph)	0	34	0	0	506	505	O Springering of the CCS	0	239	0		0
Lane Group Flow (vph)	37	27	0	175	108	65	24	838	113	959	1092	0
Turn Type	Split			Split		Perm	Prot		Perm	Prot	erect - A roughteressonal	a OPPostagous su
Protected Phases	4	- 4	GINE STATE	3	3		11.	6		5	2	
Permitted Phases					anno - 7 15 75 80	3	· · · • · · · · · · · · · · · · · · · ·	enkurar er tredt bøsse	6	t terrengganann	ne esta a stande	December of States of the Control of
Actuated Green, G (s)	8.2	8.2		12.5	12.5	12.5	3.2	35.3	35.3	36.5	68.6	
Effective Green, g (s)	8.2	8.2		12.5	12.5	12.5	3.2	36.8	35.3	36.5	70.1	SHIGHTON:
Actuated g/C Ratio	0.07	0.07		0.11	0.11	0.11	0.03	0.33	0.32	0.33	0.64	
Clearance Time (s)	4.0	4.0	. I w I / 1 41 wbl/www.thawawa.ust	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	MANAGARA ELEKT
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1,0	4.7		1,5	5.4	a distribution
Lane Grp Cap (vph)	132	126	Labelte A Blad College	183	313	164	51	1184	508	1139	2248	rangerreen ver
v/s Ratio Prot	c0.02	0.02		c0.11	0.04		0.01	c0.24		c0.28	0.31	
v/s Ratio Perm		n norwal di Son wangangan	**************************************	anamento savo de carte d		0.04	0.655552566555599465	010001982088888	0.07	0.0010 2012 01000	8668 4 0.1408	tarangan
v/c Ratio	0.28	0.21		0.96	0.85dr	0.39	0.47	0.71	0.22	0.84	0.49	
Uniform Delay, d1	48.1	47.9	ya esikki esi tiliseen ta kitete	48.5	45.0	45.2	52.6	31.9	27.3	34.1	10.5	energeneries
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	
Incremental Delay, d2	0.4	0.3	Grisorica (March Co	53.0	0.2	0.6	2.5	3.6	1.0	5.6	0.8	gagggaa.
Delay (s)	48.5	48.2		101.5	45.2	45.8	55.1	35.5	28.3	39.6	11.2	
Level of Service	D	D monarman	(975/0)(275-275-275)	F Beginner	D	D	E	D	C	D	В	
Approach Delay (s)		48.3			52.7		minition:	33.8			24.5	blis.c
Approach LOS		D			D			С			С	
Intersection Summary						100			****************			100
HCM Average Control Delay		gggraggreene a-	35.5)H	CM Level	of Service	e Desirations	energio de com	D Essententest	merceo conse	SOMETHICANO AND A	HADEN/SWEET
HCM Volume to Capacity ra	tio de la	ratio	0.76									AND FEEL
Actuated Cycle Length (s)	sanguage suggested	5 4 0 613 113 15 15 15 15 15 15 15 15 15 15 15 15 15	110.0		ım of lost		eren op samener sin		16.0	MERCENNING NO PA	Salatan de de la companya de la comp	eresoness:
Intersection Capacity Utiliza	tion		76.6%	ic ic	U Level o	of Service			D			
Analysis Period (min)		paggasana Skokes	15	sanarang takan 1944		REPROPERTY OF THE	is de pagesassasses	panous subis		450000000000	iografica de	Section 1999
dr Defacto Right Lane. Ro	ecode with 1	I though	lane as a	right lane		rigidadila Birangan				-30 November 30		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	↑ ↑		ሻ	4 \$	
Volume (vph)	186	11	863	44	11	11	208	918	Overtyan, et all et et et et e	Hod 11	1071	120
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		4.0	4.0	
Lane Util. Factor	ng ang ang ang ang ang ang ang ang ang a	1.00	SER CONTRACTOR	TO SERVE TESTS	1.00	unistruitus († 1945)	1.00	0.95	enterupeus.	1.00	0.95	CHEHIERUS.
Frpb, ped/bikes		1.00	id to		1.00		1.00	1.00 1.00		1.00 1.00	1.00 1.00	
Flpb, ped/bikes	PERSE START	1.00	(15-15-16-16-18)		1.00 0.98	MARKET CERTAIN	1.00 1.00	1.00		1.00	0.98	anganias e
Frt Flt Protected		0,89 0.99			0.90 0.97		0.95	1.00		0.95	1.00	
Satd, Flow (prot)		1644			1758		1770	3532		1770	3478	
Flt Permitted		0.99			0.45	L-1 VERSERRESE	0.95	1.00	FRE FREEZISKE	0.95	1.00	95813134134714.1
Satd. Flow (perm)		1644			809		1770	3532		1770	3478	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	196	12	908	46	12	12	219	966	12	12	1127	126
RTOR Reduction (vph)	0	107	0	0	5	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	1009	0	0	65	0	219	977	0	12	1248	0
Confl. Peds. (#/hr)			DILLET TO DESIGN ENGINE ON D	pagnamang nan na an an an 198		garrier i acceptor	SNIPPERMEDIC PROPERTY.		1 sassuureen 1945 tuli	ant on extension	BERTANIA 1986	
Confl. Bikes (#/hr)						1						<u> </u>
Turn Type	Split	. (1.0.)	es se promovo minaro un signar	Perm	SYGNESSSTEMS		Prot	isesessi en	10000000000000000000000000000000000000	Prot	ografijanski po	REFERENCIAL DATE
Protected Phases	4.	4			8!		5	2		1	6	
Permitted Phases	The Solvenser	1517070		8	: 		46 200	61.4		1.6	47.7	48.00000
Actuated Green, G (s)		73.3 75.0			73.3 75.0		15.3 16.0	63.6		2.3	49.9	雑銭はおおい
Effective Green, g (s)		10.0			10.0		10.0	00.0			70.0	
Katilatad a/C Datia		0.10				STARRAGEN	በተሰ	0 42	lete (775 mil		በ 33	
Actuated g/C Ratio		0,49 5.7			0.49		0.10 4.7	0.42 6.2		0,02	0.33 6.2	
Clearance Time (s)		5.7			0.49 5.7		4.7	6.2		0.02 4.7	6.2	
Clearance Time (s) Vehicle Extension (s)		5.7 3.0			0.49 5.7 43.0		4.7 2.0	6.2 3.8		0.02 4.7 2.0	6.2 3.8	
Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph)		5.7 3.0 806			0.49 5.7		4.7 2.0 185	6.2		0.02 4.7	6.2	
Clearance Time (s) Vehicle Extension (s)		5.7 3.0			0.49 5.7 43.0		4.7 2.0	6.2 3.8 1469		0.02 4.7 2.0 27	6.2 3.8 1135 c0/36	
Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot		5.7 3.0 806			0.49 5.7 3.0 397 0.08 0.16		4.7 2.0 185 c0.12	6.2 3.8 1469 0.28		0.02 4.7 2.0 27 0.01 0.44	6.2 3.8 1135 60/36	
Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm		5.7 3.0 806 c0.61 1,25 38.9			0.49 5.7 3.0 397 0.08 0.16 21.6		4.7 2.0 185 c0.12 1.18 68.4	6.2 3.8 1469 0.28 0.67 36.1		0.02 4.7 2.0 27 0.01 0.44 74.7	6.2 3.8 1135 60/36 1.10 51.5	
Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor	en e	5.7 3.0 806 c0.61 1,25 38.9 1,00			0.49 5.7 3.0 397 0.08 0.16 21.6 1.00		4.7 2.0 185 c0.12 1.18 68.4 1.00	6.2 3.8 1469 0.28 0.67 36.1 1.00		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00	6.2 3.8 1135 c0.36 1.10 51.5	
Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2		5.7 3.0 806 c0.61 1,25 38.9 1,00 123.5			0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2		4.7 2.0 185 c0.12 1.18 68.4 1.00 124.4	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2	6.2 3.8 1135 c0.36 1.10 51.5 1.00 58.1	
Clearance Time (s) Vehicle Extension (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)		5.7 3.0 806 c0.61 1,25 38.9 1.00 123.5 162.5			0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8		4.7 2.0 185 c0.12 1.18 68.4 1.00 124.4 192.8	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0.36 1.10 51.5	
Clearance Time (s) Vehicle Extension (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		5.7 3.0 806 c0.61 1,25 38.9 1.00 123.5 162.5 F			0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C		4.7 2.0 185 c0.12 1.18 68.4 1.00 124.4	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	
Clearance Time (s) Vehicle Extension (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 Approach Delay (s)		5.7 3.0 806 c0.61 1,25 38.9 1.00 123.5 162.5			0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C 21.8		4.7 2.0 185 c0.12 1.18 68.4 1.00 124.4 192.8	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0.36 1.10 51.5 1.00 58.1	
Clearance Time (s) Vehicle Extension (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		5.7 3.0 806 c0.61 1,25 38.9 1.00 123.5 162.5 F			0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C		4.7 2.0 185 c0.12 1.18 68.4 1.00 124.4 192.8	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	
Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summany		5.7 3.0 806 c0.61 1,25 38.9 1.00 123.5 162.5 F			0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C		4.7 2.0 185 60.12 1.18 68.4 1.00 124.4 192.8 F	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	
Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summany HCM Average Control Delay		5.7 3.0 806 c0.61 1,25 38.9 1.00 123.5 162.5 F	109.6	НС	0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C 21.8	of Service	4.7 2.0 185 60.12 1.18 68.4 1.00 124.4 192.8 F	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D	F	0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	
Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity ratio	o o	5.7 3.0 806 c0.61 1,25 38.9 1.00 123.5 162.5 F	1.19		0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C 21.8 C		4.7 2.0 185 60.12 1.18 68.4 1.00 124.4 192.8 F	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	
Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summany HCM Average Control Delay HCM Volume to Capacity rational Actuated Cycle Length (s)	NAMES OF THE PERSONS ASSESSED.	5.7 3.0 806 c0.61 1,25 38.9 1,00 123.5 162.5 F 162.5 F	1.19 152.9	Su	0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C 21.8 C	time (s)	4.7 2.0 185 60.12 1.18 68.4 1.00 124.4 192.8 F	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D	12.0	0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	
Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity rational Actuated Cycle Length (s) Intersection Capacity Utilization	NAMES OF THE PERSONS ASSESSED.	5.7 3.0 806 c0.61 1,25 38.9 1,00 123.5 162.5 F 162.5 F	1.19 152.9 117.9%	Su	0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C 21.8 C	time (s)	4.7 2.0 185 60.12 1.18 68.4 1.00 124.4 192.8 F	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D		0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	
Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summany HCM Volume to Capacity rationally and control Capacity (s) Intersection Capacity Utilizationally (s) Intersection Capacity Utilizationally (s) Intersection Capacity Utilizationally (s) Intersection Capacity Utilizationally (s)	on	5.7 3.0 806 c0.61 1,25 38.9 1,00 123.5 162.5 F 162.5 F	1.19 152.9	Su	0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C 21.8 C	time (s)	4.7 2.0 185 60.12 1.18 68.4 1.00 124.4 192.8 F	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D	12.0	0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	
Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity rational Actuated Cycle Length (s) Intersection Capacity Utilization	on	5.7 3.0 806 c0.61 1,25 38.9 1,00 123.5 162.5 F 162.5 F	1.19 152.9 117.9%	Su	0.49 5.7 3.0 397 0.08 0.16 21.6 1.00 0.2 21.8 C 21.8 C	time (s)	4.7 2.0 185 60.12 1.18 68.4 1.00 124.4 192.8 F	6.2 3.8 1469 0.28 0.67 36.1 1.00 1.2 37.3 D	12.0	0.02 4.7 2.0 27 0.01 0.44 74.7 1.00 4.2 78.9	6.2 3.8 1135 c0:36 1.10 51.5 1.00 58.1 109.6 F	

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Movement	EBL	«EBT	EBR	WBL	WBT	WBR	NBL	NBT⊭	NBR	SBL	SBT	
Lane Configurations	ሻ	^	7	ሻ	^	7	ሻሻ	^	*	· · · · · · · · · · · · · · · · · · ·	^	الإ
Volume (vph)	229	841	907	22	809	514	328	350	11	317	1650	175
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ert	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	254	934	±1008	24	899	571	364	389	12	352	1833	194
RTOR Reduction (vph)	0	0	102	0	0	360	0	0	9	0		55
Lane Group Flow (vph)	254	934	906	24	899	211	364	389	3	352	1833	139
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	neneganista da 150° 1838.	Perm
Protected Phases	7	4	Managa s	3	8		5	2		1	6	
Permitted Phases	Salvin- Tel Membresser	10.000.000.000.000.000.000.000.000.000	4			8			2	11 TWO DESIGNATION OF THE P. P. P.	· . 16/5/2018/2016/10/10/10/10/10/10/10/10/10/10/10/10/10/	6
Actuated Green, G (s)	20.9	58.8	58:8	1.6	39.5	39.5	9.5	35.5	35.5	30.1	56.1	56.1
Effective Green, g (s)	21.4	59.3	59.3	2.1	40.0	40.0	10.0	37.0	37.0	30.6	57.6	57.6
Actuated g/C Ratio	0.15	0.41	0.41	0.01	0.28	0.28	0.07	0.26	0.26	0.21	0.40	0.40
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.1	5.1	2.0	5.1	5.1
Lane Grp Cap (vph)	261	1447	647	26	976	437	237	903	404	374	1406	629
v/s Ratio Prot	c0.14	0.26		0.01	0.25		c0.11	0.11		0.20	c0.52	
v/s Ratio Perm	The state of the s	regijizhez e kireke kizeke	c0.57		2011/06/10/10/10/10/10/10/10/10/10/10/10/10/10/	0.13			0.00			0.09
v/c Ratio	0.97	0.65	1.40	0.92	0.92	0:48	1.54	0.43	0.01	0.94	1.30	0.22
Uniform Delay, d1	61.5	34.4	42.8	71.4	51.0	43.9	67.5	45.2	40.3	56.3	43.7	28.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	47.8	0.7	189.6	140.5	13.4	0.3	261.2	1.5	0.0	31.4	142.0	0.8
Delay (s)	109.3	35.2	232.5	211.9	64.4	44.2	328.7	46.7	40.3	87.7	185.7	29.7
Level of Service	F	D	F	F	Ε	D	F	D	D	F	F	C
Approach Delay (s)		134.3			59.0			180.8			158.4	
Approach LOS		F			Ε			F			F	
Intersection Summary		Ŧ			1	sees :				1000		
HCM Average Control Dela	γ		131.5	H	CM Level	of Service	æ		F	o to a semantical little	and a subsection of the subsec	realise to a commit
HCM Volume to Capacity ra			1.37									
Actuated Cycle Length (s)	essadillester (FECOSTIC)	iii iii daa daa daa daa daa daa daa daa	145.0	Sı	ım of los	t time (s)	and the second s		16.0		Management of the Control of the Con	**************************************
Intersection Capacity Utiliza	ition		115.1%			of Service			Н			
Analysis Period (min)	COMMUNICATION OF STREET	accesa di Cirles, el el el el el el	15	and ran to de tel Court of the								www.merro.com.com.com.com
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	V 1947 1979 AN OFFICE AND A	4	7	* j	4	7	ች	ተተኩ	**********	ሻ	^ ^	7 1988 - 1944 - 19
Volume (vph)	11	22	22	219	0	175	4000	503	219	1000	2470 1900	11 1900
Ideal Flow (vphpl)	1900	1900	1900	1900 4.0	1900 4.0	1900 4.0	1900 4.0	1900 4.0	1900	1900 4.0	4.0	4.0
Total Lost time (s)		4.0 1.00	4.0 1.00	4.0 0.95	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Lane Util. Factor Frpb, ped/bikes		1,00	0.97	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	ensemmenter:	1.00	1.00	1.00
Frt	representation in a	1.00	0.85	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85
Flt Protected	1886	0.98	1.00	0.95	0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd Flow (prot)		1832	1529	1681	1681	1561	1770	4854		1770	3539	1550
Flt Permitted		0.98	1.00	0.95	0.95	1.00	0.95	1.00	**************************************	0.95	1.00	1.00
Satd Flow (perm)		1832	1529	1681	1681	1561	1770	4854		1770	3539	1550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	24	24	243	0	194	12	559	243	133	2744	12 2
RTOR Reduction (vph)	0	0	24	0	0 ାଞ୍ଚଳର	127 67	0 12	39 763	0 0	0 133	0 2744	10
Lane Group Flow (vph)	0	36	0 2	121	122	0/	1.014	1,03			4/55	2
Confl. Bikes (#/hr)	CAR	25.00 E 65.00	Perm	Split	0204243046	Perm	Prot	. 39 350 6		Prot	Section 1	Perm
Turn Type Protected Phases	Split 4	ाक्ष्मकार्यक्ष 4	Feiiii	- ၁၉။ 8	8	FEIII	5	2	Production .	1	6	SELECTION
Permitted Phases			4			8		inistras Šaid	o di Ma			6
Actuated Green, G (s)		2.5	2.5	17.0	17.0	17.0	1.7	95.3	:Estebalistical (com-	15.2	108.8	108.8
Effective Green, g (s)		3.0	3.0	17.5	17.5	17.5	2.2	97.8		15.7	111.3	111.3
Actuated g/C Ratio	CE-COMO RESSAULA	0.02	0.02	0.12	0.12	0.12	0.01	0.65		0.10	0.74	0.74
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	6.5		4.5	6.5	6.5
Vehicle Extension (s)		2.0	2.0	2.0	2.0	2.0	2.0	4.6		2.0	5.1	5.1
Lane Grp Cap (vph)		37	31	196	196	182	26	3165		185	2626	1150
v/s Ratio Prot	ossanerer romanere	c0.02		0.07	c0.07		0.01	0.16	TO CONTRACT	c0.08	c0.78	0.04
v/s Ratio Perm		207	0.00	0.00	0.00	0.04	0.40	0.04		0.72	1.04	0.01 0.01
v/c Ratio		0.97 73.5	0.02 72.1	0.62 63.1	0.62 63.1	0.37 61.1	0.46 73.3	0.24 10.8		65.0	19.4	5.0
Uniform Delay, d1 Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		136.0	0.1	4.0	4.4	0.5	4.7	0.2	. Containing	10.6	30.7	0.0
Delay (s)	SCENSED STANKS - TO	209.5	72.1	67.1	67.5	61.6	78.0	11.0	re e como do Constituido	75.6	50.1	5.0
Level of Service		F	E	COLUMN CONTRACTOR DE COLUMN CO	E	15159291557000655888888	ilidais E	В		E	D	A
Approach Delay (s)		154.5	atteres a new all a section of		64.8	Maria Control of Control Control	***************************************	11.9	(BACAMIA) (17 (17 (17 (17 (17 (17 (17 (17 (17 (17		51.1	
Approach LOS		F			o E			В			i⊪⊪ D	AND SEE
Intersection Summary											F-41	
HCM Average Control Delay	was en	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	46.4	H	CM Level	of Servic	e	Kiring diameter	D	(100 mg/s/b)		protest seems
HCM Volume to Capacity ratio	Marian delivedi O	lyan menerika ende	0.99	3000 Childrich	ariestano vers		mercienene.	en ar majoristrionete	ESSESSE SERVICES (C. C.)	tisa e macaraneo en	50-194W104C0304+++	THE RESERVED AND ADDRESS OF THE PERSON OF TH
Actuated Cycle Length (s)			150.0	Sı	ım of los	time (s)			16.0			
Intersection Capacity Utilization	on	A Section was now make the	94.3%			of Service		making making to the fill.	F	regardona no nelsare.	S CLTSQSSSERS AVERSALIS	DE KORKE (ALTERIA)
Analysis Period (min)	mak duk		15									
c Critical Lane Group			٠									

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	WBL	· WBR	NBT .	NBR	SBL	SET		40	(E)		
Movement Approximations	¥.	<u> </u>	ት ጉ	, acia	ች	†	terrore contractor	3,404	440000000000000000000000000000000000000		
Lane Configurations Volume (vph)	11 The	11	1333	11	011	1158					
Ideal Flow (vphpl)	1900	1, 1, 1, 1, 2, 2, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	1900	1900	1900	1900	BS::	. Marenesseur. Maren	1026(17.1		
Total Lost time (s)	4.0		4.0		4.0	4.0	ida a a sa				
Lane Util. Factor	1.00	ili i (Esper 1990)	0.95	Peri Teldisarbigasini -	1.00	1.00	ex		**************	NEWS ASSESSMENT OF THE PARTY OF	August de Leigheadh ag 1870 beachdair
Ent	0.93		1.00		1.00	1.00					
Fit Protected	0.98		1.00		0.95	1.00		Japaneste to 10	senten er er timbere	san in in a sing sing	ra u chejes Statu (-
Satd. Flow (prot)	1695		3535		1770	1863					
Flt Permitted	0.98		1.00	menomono del Tripologico de	0.95	1.00	nasares en ella cella l	ener hanses	e ko ssiner		Gerege (1915)
Satd. Flow (perm)	1695		3535		1770	1863					
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	enteros vidente	EST V VISERS S	ossannassa. S	GENERAL TO	CHEEL CONT
Adj. Flow (vph)	12	nsayin sarah marakan	1481	12	****	1287	9060 GH	še jak			
RTOR Reduction (vph)	11	0	0	0	0	0 4665	energe (1894)			2048423. S	155 N.S. (1941)
Lane Group Flow (vph)	13	0	1493	0	12_	1287		Sales Bill		e e e e e e e e e e e e e e e e e e e	THE SERVICE OF THE
Turn Type	zanangarangan kilonga	COMPANION STATE	respondent	ESTRETORISCO CHISTO	Prot	2		18486 (C. 1988)		k dagac	S Mark
Protected Phases	8		6		5		o samitas s				
Permitted Phases	i determina ili ili ili ili	CONTROL SECTION	era a	enumento (3.6	67.0	a communica	SARA SA SA			
Actuated Green, G (s)	5.0		59.4 59.4		ა.o 3.6	67.0		BND46. ER		KELT SERVICE	
Effective Green, g (s)	5.0		0.74		0.04	0.84					
Actuated g/C Ratio	0.06 4.0		4.0		4.0	4.0				in communic	ST. STARTER PROBABILITY
Clearance Time (s)	3.0		2.8	mana a a a a a a a a a a a a a a a a a a	2.4	7.3 2.8	CONTRACTOR S		ner de Passa	(C. 536)	
Vehicle Extension (s)	106		2625	SOMETHING STATE	80	1560	SELECTION OF SERVICES	TOTAL SERVICE STATE OF THE PARTY OF THE PART	THE PARTY OF THE P		
Lane Grp Cap (vph) v/s Ratio Prot	60.01	nerius i di istil	0.42		0.01	c0.69	E FEIGHEST :				
v/s Ratio Perm	1.00.01			sommander.	ONIMAKAT EK		SERVA ADEDRESSEE	andanesenta a	:54545881471617; 1415.	endoració aman	FGEGGET - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
v/c Ratio	0.12	35,740,000	0.57		0.15	0.82					Son 3
Uniform Delay, d1	35.4	000000000000000000000000000000000000000	4.6	erracionalistica de la contraction de la contrac	36.7	3.4	SERVERS - LA COMPANIA	(A) Consideration			
Progression Factor	1.00		0.77		1.00	1.00					
Incremental Delay, d2	0.5	(1)Section - 1. Constant	0.8	-1, 4050398403003	0.6	5.1		and the strategy of the same		No. as experience of the Con-	101000000000 C. S.
Delay (s)	35.9		4.3		37.3	8.5			3000	Siller a	
Level of Service	D		Α		D	A	1 + 1/55490598290500 - 1	14.25 988888 5747711414	engargreese i 199		meros - Como
Approach Delay (s)	35.9		4.3			8.8					
Approach LOS	D		Α			Α					
Intersection Summary	a a sa										
HCM Average Control Dela		anelis es as	6.7	H		l of Service			Α		
HCM Volume to Capacity r			0.78				er e				
Actuated Cycle Length (s)	uuv		80.0	Su	ım of los	t time (s)	BONG POWER HERE	rv, asistetistististist	8.0	COMPRESENTATION (1) (1) (1) (1)	AND DESCRIPTION OF THE PARTY
Intersection Capacity Utilization	ation		70.9%			of Service		Paragon .	С		
Analysis Period (min)	Table (1967) (1961)	илинения принце 1975	15	9211.013 * 0 0 0 0 1 0 1 0 1 0 2 1 0 1 0 1 0 1 0 1	uago de el el esta Palad	MARTIN PROPERTY OF A PARTY OF THE PARTY OF T				Control of the State of the Sta	estable in the Control Brokester of
c Critical Lane Group				OMBIES.		160/81					

	<u> </u>	•	•	†	↓	4			
Movement	EBL.	EBR	NBL	NBT	SBT	SBR			A STATE OF THE STA
Lane Configurations	ሻ ሻ			ተተ	*	7			
Volume (vph)	33	11	0 11111	1311	1082	87			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	s promises condition		
Total Lost time (s)	4.0		0.074	4.0	4.0	4.0			
Lane Util. Factor	0.97	Genzigui		0.95	1.00	1.00		See Company (Company (Company Company Company Company Company (Company Company Company Company Company Company	nova se sacraga a sa managa capara con a Pro 1967 (1968)
Frt	0.96		1000 B	1.00	1.00	0.85			0.00
FIt Protected	0.96		Daniel Commence Commence Commence	1.00	1.00	1.00		aggroussessess n.'s nachtig	ossandranto e do della consta
Satd. Flow (prot)	3354		01962000 066820421	3539	1863	1583			
FIt Permitted	0.96	511.16-010190000000	eassannan in 1926	1.00	1.00	1.00	Kurrasionete (- 2-55 kirrasi	ana ka	
Satd_Flow (perm)	3354			3539	1863	1583			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	37	12	MERCHEN CONTROL AT . :	1457	ren sammer production	97			
RTOR Reduction (vph)	11	0 60 6 00 00 00 00 00 00 00 00 00 00 00 00	0	0	0	17 80		[*************************************	
ane Group Flow (vph)	38	0	0	1457	1202			e e e e e e e e e e e e e e e e e e e	
Furn Type	eranan merananarakan	popole paragraph	HANGER EN STAN	erossav "Tati		Perm			pre - Alexandra (como
Protected Phases	4			2	2				albanes in the Marchael
Permitted Phases	-2000-000-000-000-000-000-000-000-000-0	eggerateur i	e descenta		66.0	2 66.0	engenast i vis geneskirete		
Actuated Green, G (s)	6.0 6.0			66.0 66.0	66.0	66.0			
Effective Green, g (s)	0.08			0.82	0.82	0.82			
Actuated g/C Ratio Clearance Time (s)	4.0			4.0	4.0	4.0			
Vehicle Extension (s)	4.0 2.8			2.8	2.8	2.8			3 6 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
_ane Grp Cap (vph)	252		THE COMPANY OF STREET	2920	1537	1306	BREAT LICE.	Popular Commence of the Section 1	interest in the second
ane کاہ کھا۔ راج Ratio Prot	c0.01		using the C	0.41	c0.65	a de la companya de l		22.55.110.53	
//s Ratio Perm			#800000000		Karago Marane	0.05	rogramica e de la comprensión del la comprensión de la comprensión de la comprensión del comprensión de la comprensión del comprensión de la comprensión de	Alle my coloradatatata	AMERICAN
//c Ratio	0.15	GRAHMARINE		0.50	0.78	0.06			
Jniform Delay, d1	34.6	aren manna esserri	REPORTS OF S	2.1	3.5	1.3			Western Co.
Progression Factor	1.00			0:23	1.13	- 2.15			
ncremental Delay, d2	0.2	161011101111111111111111111111111111111		0.5	2.6	0.1			
Delay (s)	34.9			1.0	6.5	2.8			
_evel of Service	С			Α	Α	Α	- ' '	CONTRACTOR STANCES	on and the second second services and the second se
Approach Delay (s)	34.9			1.0	6.2				ROSE STATE
Approach LOS	С			Α	Α				
ntersection Summary					1 (1746)				
HCM Average Control Dela	y		4.0	НС	M Level	of Service		Α	E AND DESCRIPTION OF THE PROPERTY OF THE PROPE
HCM Volume to Capacity ra			0.73						
Actuated Cycle Length (s)	enant and the second Confession		80.0	Su	m of los	time (s)		8.0	our sagresses en en experience en en experience en experie
ntersection Capacity Utiliza	ation		67.8%	lQ	J Level (of Service		С	esantentes e Landa Sicolado es
Analysis Period (min)			15	9/4894177/029/71 -5/******	AND DESCRIPTIONS			eggagegyanovalla, 150-00-00-00-00-00	BESSEERS SON OF STREET
Critical Lane Group									AMERICAN STATE OF THE STATE OF

	•					4	4.	†	<i>></i>	\	1	1
			*	*		~4	,		/		Y	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	on a constitution	4	roones : : : Voscore		ብ Ъ	(118)052 (1 3)059	enimas steel	₽	44		⊕ 11	1 a.a
Volume (vph)	11	1071	11	11	1289	111	111	22	1000	11 1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1710	1900	1900	1900 0%	1900	1900	0%	
Grade (%)		5%			-5%			4.0			4.0	
Total Lost time (s)	erre beskeparen.	4.0	4.0		4.0			1.00	SUMPRIES.		1,00	
Lane Util. Factor		1.00	1.00		0.95			0.99			1.00	
Frpb, ped/bikes	estoresta tradicio	1.00	0.96	nkreedal odés	1.00 1.00	annanieri Hil		1.00			1.00	
Flpb, ped/bikes		1,00	1.00 0.85		1.00			0.97			0.96	
Frt	Doseratorio E	1.00 1.00	1.00		1.00			0.99			0.98	
Flt Protected		1815	1483		3096			1765		99666141 A.	1741	2019/04/08/04
Satd. Flow (prot)		0.98	1.00		0.94			0.91			0.88	
Fit Permitted Satd. Flow (perm)		1783	1483	HORSE TO	2924		Selferica de la companya de la comp	1633	MANAGER	ASSEMBATO.	1565	2.0 P. S.
	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	12	1190	12	12	1432	12	12	24	12	12	12	12
Adj. Flow (vph)	0	0	2	0	0	0	0 0		0	0	111	0
RTOR Reduction (vph) Lane Group Flow (vph)	0	1202	10	0	1456	0	0	37	0	0	25	0
Confl. Peds. (#/hr)		1202	. 9			## 2#						
Confl. Bikes (#/hr)			i	entro a radibi	MANAKA: KASO	1	839660	Sections in the section of the secti	2	i dibas roperni - vi'	Galdage de Reselvior	1
Parking (#/hr)					0	. 0						
Turn Type	Perm	sino na ist	Perm	Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2	mana -	2	6		reliko arranda	8	ESSECTION TO TAKE DESCRIPTION	Hiller Selection Commission Commi	4	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Actuated Green, G (s)		65.1	65.1		65.1			6.9			6.9	3.000
Effective Green, g (s)	468690 Fr > WATERS	65.1	65.1	SHEED WAS A TASKET	65.1	WHO WEEKS 75	CONTRACTOR CONTRACTOR CO.	6.9			6.9	
Actuated g/C Ratio		0.81	0.81		0.81	Julijuni.		0.09			0.09	
Clearance Time (s)	estimation of the thir	4.0	4.0		4.0		,	4.0			4.0	1044090E-1171
Vehicle Extension (s)		2.8	2.8		2.8			2.0			2.0	ilais s
Lane Grp Cap (vph)		1451	1207		2379			141			135	marmon e 75.11
v/s Ratio Prot						iglary a						
v/s Ratio Perm		c0.67	0.01		0.50		Nature Text Community To 1	c0.02	. 1 N. ON CHITOLOGY NAME I ST	1:5000/800000000	0.02	8.00 (5.30) Jr. 34
v/c Ratio		0.83	0.01		0.61			0,26			0.19	
Uniform Delay, d1		4.3	1.4		2.8	uarwewweekee a must hij Sonii	LADARYSPERSENCE	34.2	s describination	ccacemana	33.9	SHEELEN - No.
Progression Factor		0.28	0.21		1.00			1.00			1.00	
Incremental Delay, d2	ena un non i husen karakwin	3.7	0.0	sammen value of a construction of the	1.2	::::::::::::::::::::::::::::::::::::::	n changapagaga	0.4	es describes de la constante d	seronwanen	0.2	MARKS AND A
Delay (s)		4.9	0.3		3.9			34.5			34.2	
Level of Service	. TO A STATE OF THE PROPERTY SEED	Α	Α	escriptor (note the second	A Biologopopopopopo	24995884812124111111111111111111111111111111		C	o companies	CHANGE E	C	45766614161177
Approach Delay (s)		4.9			3.9		antishe :	34.5	e continue		34.2	
Approach LOS		Α			Α			С			С	
Intersection Summary											The state of the state of	
HCM Average Control Delay			5.3	Н	CM Level	of Servic	е		Α		making a . min in	31131996649 667 5 11 7
HCM Volume to Capacity ration	0		0,77					114646	i ilinii			
Actuated Cycle Length (s)	nanweise in the State of the S	- garantan da kasarat di Sibi	80.0	Sı	ım of lost	time (s)		and a line of the second	8.0	v 103 epakernear 200 c	en en er ert sie wan tambétain	ORGANIA AND
Intersection Capacity Utilization	on a conce		75.1%	IC	U Level o	of Service			D			
Analysis Period (min)			15	constants for the same of the	and a first contract of the co	· (1511)0 «(1810)1880»00«80»0	apa ang takha na na na na na	RESERVATION AND A STATE OF	energia este a sustanti	nest filedallenes.	450.00 0 SERVERSE	recension states
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	-WBR	NBL	NBT-	NBR	SBL	SBT.	SBR
Lane Configurations	Ťſ	(î		ሻ	ĵ»		**	þ	n. 1 Dokospiewicho	un en	†	7
Volume (vph)	350	732	11	22	415	22	22	404	87	55	361	874
Ideal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4:0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	Karoni (ressurtici dio Ro	1.00	1.00	559 N. CO-VIDES NASSES	1.00	1.00	1.00
Ent	1.00	1.00		1.00	0.99		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	our more expession	0.95	1.00	t walaassaas	0.95	1.00	1.00
Satd. Flow (prot)	1770	1859		1770	1553		1770	1813		1770	1863	1583
Flt Permitted	0.95	1.00	*************************	0.95	1.00	: :::::::::::::::::::::::::::::::::::::	0.95	1.00	TERMINISTER STATE OF THE STATE	0.95	1.00	1.00
Satd. Flow (perm)	1770	1859		1770	1553	A CONTRACTOR OF THE PARTY OF TH	1770	1813		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	389	813	12	24	461	11/24	24	449	97	61	401	971
RTOR Reduction (vph)	0	0	0	0		O NACO A CANTONIO PROGRAM	0	7	O estimate de la constitue de la	0	0	53
Lane Group Flow (vph)	389	825	0	24	484	0	24	539	0	61	401	918
Turn Type	Prot			Prot		ernavannu i u 1. Asibiros	Prot	armanitori, compressor	was served to continue	Prot	21175579 E.S. (AL)3075	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	### 7
Permitted Phases						revealment they seed the	erransa ara-a- 1750T	sereserence colore	principal contractions	ASSESSED LOVE TO	angerendige 1	6
Actuated Green, G (s)	27.2	57.0		1.8	31.6		1.2	33.6		4.0	36.4	63.6
Effective Green, g (s)	27.2	57.0		1.8	31.6	menenco reter acrossos	1.2	33.6	emazoenenino (1 o nobreta)	4.0	36.4	63.6
Actuated g/C Ratio	0.24	0.51		0.02	0.28		0.01	0.30		0.04	0.32	0.57
Clearance Time (s)	4.0	4.0	SAMOLA PARA MARKAT	4.0	4.0	takansanien (* 1876)	4.0	4.0	erserekeggan (1700)	4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1		2.0	4.1	india:	2.0	4.1	Sille in the	2.0	4.1	2.0
Lane Grp Cap (vph)	428	943		28	437	CONTRACTOR SYSTEM ST.	19	542	es consequences on the fig.	63	603	952
v/s Ratio Prot	0.22	0.44		0.01	c0.31	Transfer	0.01	0.30		c0,03	0.22	c0.23
v/s Ratio Perm						n en de waarkene den de 7 % De	remander of the	ernasinatent en et	egyese e eterror in	-17719888888881		0.35
v/c Ratio	0.91	0.87		0.86	1,11		1.26	0.99		0.97	0.67	0.96
Uniform Delay, d1	41.4	24.5		55.2	40.4	silentes academs on 1 - 1 - 1 - 1 - 1	55.6	39.3	ampagaman, 17.	54.1	32.7	23.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	22.3	9.4	INVESTIGATION OF THE PROPERTY OF THE	106.2	75.2	carakty onto o chick postago	298.7	37.1	reessation 1999	100.6	3.1	20.7
Delay (s)	63.7	33.9		161.4	115.6		354.3	76.4		154.7	35.8	44.0
Level of Service	E	C	ALMACIMANTI-ACADOTI 1 .	F	F	port-Suggrands	F	E	SESSAS E SATES	F	D	D
Approach Delay (s)		43.4			117,8			88.1			46.4	
Approach LOS		D			F			F			D	
Intersection Summary			160							W.		
HCM Average Control Delay			61.6	H	CM Level	of Service	e	THE RESERVE OF THE PARTY OF THE	E	escar es appetentación in como	7-50-144-932-930-00-00-00-0	e vocations see a see a
HCM Volume to Capacity rati			1.02							(1200 PM)		
Actuated Cycle Length (s)	nagona, engir ne nitsewetseki	1,000 (VANUE 2002 II.) A. (IV.)	112.4	S	um of lost	t time (s)	***************************************	control general social manual of	12.0	White the state of	para ng nagapatan na magazana n	res de a noser
Intersection Capacity Utilizati	ion		95.0%	IC	U Level o	of Service	335033450 363448143		. IIF			
Analysis Period (min)			15			***************************************	> + + + + + + + + + + + + + + + + + + +	ii Wakanaachinii	-541 00518929888888888	-confidenciation	norda Quideas	2011-01-02/02
c Critical Lane Group												

	<i>•</i>	→	—	*	-	4				
Movement	EBL "	ĒBT	WBT.	WBR	- SBL	SBR	1914) 1816 (<u>1</u> 14)	a di sii-		7 H
Lane Configurations	Ŧ	†	↑↑	7	ሻ	7		18 * 19 * 17 * 17 * 17 * 17 * 17 * 17 * 17	omnigeration and electronicists	sarran da vida
Volume (vph)	426	437	197	153	328	262	35 (6) (3) (3)	(dipa)	ling is	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	walan an a	:::SONEENBORDERENS:: \ `		
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00				
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98				
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00 0.85	1967/8 8/198 /8/198/	SEMEMBERS A		
Frt	1.00	1,00	1.00 1.00	0.85 1.00	1.00 0.95	0.00 1.00		A A CONTRACTOR OF THE PARTY OF	Statistics :	
Fit Protected	0.95 1770	1.00 1863	3539	1570	1770	1546				
Satd Flow (prot) Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00				
Satd Flow (perm)	0.95 1770	1863	3539	1570	1770	1546				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	Research - Contractor of the State of the St	SCHOOL OF THE PROPERTY OF THE	WHITE STORY OF THE PARTY OF THE	18618
Adj. Flow (vph)	473	486	219	170	364	291				
RTOR Reduction (vph)	4,3	0	0	58	0	214	BRONATSIA I A A SHADDES	MERSON CONTRACTORS	PRESENTATION OF A COURSE	Basiles - 1994
Lane Group Flow (vph)	473	486	219	112	364	77	renegación con establicado			New Control
Confl. Peds. (#/hr)	nadaly net s v oida	PACE MARKET	He -	8	ः (अस्तिकार्यकार	7	RESERVATION OF THE PROPERTY	Astoliotico de Nacionalas	ABACEG125032 LONG 1 4 14 14 15 15 14 14 14	Standard Co. S. Co.
Confl. Bikes (#/hr)				8		8		- 3 8 8 0		
Turn Type	Prot	330.41 54	and the state of t	pm+ov		Perm		· · · · · · · · · · · · · · · · · · ·		
Protected Phases		6	2	4	4					
Permitted Phases	presentation of the second	· . See National	edicara atti er	2	\$660 ptg-11 1.20	4		in constanted and in the		
Actuated Green, G (s)	17.4	29.2	7.8	21.1	13.3	13.3	574944126			
Effective Green, g (s)	17.4	29.2	7.8	21.1	13.3	13.3				
Actuated g/C Ratio	0.34	0.58	0.15	0.42	0.26	0.26				
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		none i el compressores de la compressore della c	popular portico de la composita de la composita de la composita de la compositación de	singenoutly by vist
Vehicle Extension (s)	3.1	3.1	1.0	1.0	1.0	1,0				
Lane Grp Cap (vph)	610	1077	547	780	466	407	,,,,	***************************************	\$	TONGSER KARLELLING A TON
v/s Ratio Prot	c0.27	c0:26	0.06	0,04	c0.21					
v/s Ratio Perm	. 1 11 15 - 15 - 15 - 15 - 15 - 15 -	1818 x 301 x 50 x 10 x 10 x 10 x 10 x 10 x 10 x	amegnetiste ventitat	0.03	1988 5 T - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	0.05	:: 16:2110; \$170 HESS SHEETS \$6055 5505	rosenna otototaaseensi	NEGROESIA CON CONTROL	osessa and de la Cal
v/c Ratio	0.78	0.45	0.40	0.14	0.78	0.19				
Uniform Delay, d1	14.8	6.1	19.2	9.1	17.3	14.4	/c-(1)28/08/16/16/16/196*		agaus com stasacio	ATTENNESS (CO.)
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00				dinama
Incremental Delay, d2	6.2	0.3	0.2	0.0	7.7	0.1		OFFICE STATE		
Delay (s)	21.0	6.4	19.4	9.1	24.9 C	14,3 B				
Level of Service	C	A 13.6	B 14.9	A	20.3	D Section 1				
Approach Delay (s)		Martin Committee and Committee of Committee	NO SERVICE OF THE		20.5 C					
Approach LOS	prompting the company of a complete dark blooming bill be a real of a second	В	В	mann erreik in die eine van eerste eers	·*************************************	objective service and the service of	CONTROL OF THE STATE OF THE STA	NAMES OF THE PROPERTY OF THE P		
Intersection Summary										
HCM Average Control Del		e SANS STANSFER FRANCE	16.0	H	CM Level	of Service		B	T\$#\$\$\$\$\$ \$1.556 ~ 0.55 ~ 0.4 (\$1.55 £1.62	ANKUWARNINI L
HCM Volume to Capacity			0.67							
Actuated Cycle Length (s)		a kalanda bar	50.5		um of lost			8.0	SECTION SECTION	80000000000000000000000000000000000000
Intersection Capacity Utiliz	zation		59.1%	40	U Level	of Service		В		
Analysis Period (min)		HEERS OF SHARE	15	gjasejska detati		Ministra (17)			penegs ayour and a	
c Critical Lane Group									energia de la composição	

					_				_	١.		
	ၨ	\rightarrow	*	€	-	•		T	<i>></i>	-	\	*
Movement	EBL	. EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	'n			`	1>		7	Դ		*	\$	- 1221/25+885809000000
Volume (vph)	22	55	11	98	33	55	411	710	44	55	1202	22
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		4.0	4.0		4.0	4.0	ilion in
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	service of the start
Frt	1.00	0,97		1.00	0.91		1,00	0.99		1.00	1.00	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	na ja naka newit
Satd. Flow (prot)	1770	1816		1770	1687		1770	1847		1770	1858	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	wara tobi speriibband
Satd. Flow (perm)	1770	1816		1770	1687		1770	1847		1770	1858	. Hysiaisi
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)	24	59	12	105	35	⊕59	12	763	47	59	1292	24
RTOR Reduction (vph)	0	6	0	0	42	0	0	1	0	0	0	0
Lane Group Flow (vph)	24	65	0	105	52	0	12	809	0	59	1316	C
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	2 - No. Dec 1753 (1968)	386498858AU - 5 117 -	CONTRACTOR OF COLUMN 1	A. 1902 - 1594 FARMAN	(\$0,000 + \$15,000 n08214	aner tra serion	SERVICE CONTRA	Principles and the service				
Actuated Green, G (s)	3.5	9.5		9.9	15.9		0.9	99.5		6.8	105.4	
Effective Green, g (s)	3.3	9.3	enseens on the con-	9.7	15.7	Nigh, Wellerinssaverse	0.7	99.3		6.6	105.2	
Actuated g/C Ratio	0.02	0.07	hijko i	0.07	0.11		0.00	0.70		0.05	0.75	
Clearance Time (s)	3.8	3.8	enderhelster steet in	3.8	3.8		3.8	3.8		3.8	3.8	******
Vehicle Extension (s)	1:0	2.0		1.0	2.0		1.0	3.1	Maria Selama	1.0	3.1	
Lane Grp Cap (vph)	41	120		122	188		9	1302		83	1387	
v/s Ratio Prot	0.01	c0.04		c0.06	0.03		0.01	0.44		c0.03	c0.71	
v/s Ratio Perm	or vitares, essenti	Material Color, se		Maria de l'ambardant	1937 (1-1-1 - 12-1) 22 (200)	american na m- was	Net District State Co.			, , , , , , , , , , , , , , , , , , , ,		
v/c Ratio	0.59	0.54		0.86	0.28		1.33	0.62		0.71	0.95	
Uniform Delay, d1	68.1	63.8	TO STORY WAS AN ARTIST OF	64.9	57.4	Contraction of the	70.1	10.9		66.2	15.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.0	2.7	252818416430 J. C. T. T.	41.2	0.3		429.4	0.9		21.1	13.7	e manufectura e e e e
Delay (s)	81.1	66.4		106.1	57.7		499.5	11,9		87.3	29.2	
Level of Service	F	E	Q 100 - C - C - C - C - C - C - C - C - C -	F	E		F	В		F	С	· · · · · · · · · · · · · · · · · · ·
Approach Delay (s)		70.1			83.2			19.0			31.7	
Approach LOS		E			F			В			С	
Intersection Summary					i)			-10				100
HCM Average Control Delay	oness innight	e e e e e e e e e e e e e e e e e e e	33.1	Н	CM Level	of Servic	æ	one Commission of the \$100 Com	С			
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)	981 B. W. 1581 1975 H	STATES AND A STATE OF THE STATE	247426247836-14 1		ote dell'indicazioni	urgannasirbil	engayakara	entschille in		an as were contributed that	programme (Sec. of 1986)	48 UNISPRINO (NO. 16 A)
motuatou Oyolo Eoligiii (3)	Salahara Jawa A		140.9	Su	ım of lost	time (s)			16.0			
Intersection Canacity Utilization	or or controlled controlled	yeganlanda (.)	140.9 83.4%		ım of lost U Level o				16.0 E			
Intersection Capacity Utilization Analysis Period (min)	or or controlled controlled	kadise (s.) Manual ing k	140.9 83.4% 15			t time (s) of Service			eculos concentras concentras est		es reine Microsoft	

Anne Configurations		۶	→	*	1	-	4	1	†	<i>></i>	>	↓	1
Volume (vph)	Movement	EBL	EBT	EBR	WBL	WBT	WBR		A. ef e. o. (00) (01 of 10 l.)	NBR	**************	******************************	SBR
Deal Flow (phph) 1900	Lane Configurations			Carretters of the			essesses en						
Formal Continue	Volume (vph)	Santalana (set t. s		/h) (C 6 25 A 3 8 6 2 7 h 5 h v h v	8 (1), cz., (3 + 1 + 2 + 4 + 1) (1 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2 +	M334784213-5455-5451	PRINCIPLE STATE OF THE	`~[# M:M:M:M:M:M:M:M:M:M:M:M:M:M:M:M:M:M:M:		25250000505050000000000000	CINGESCONDERS.		2557 25 10 10 10 10 10
Ane Util. Factor 1.00 1.00 1.00 1.00 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.97 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0				1900			1900			1900			1900
Tipb, pedfolkes 1.00 0.99 1.00 0.97 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		TO COMPLETE CONTRACTOR	- 71. 117.7 (6888-1771)			5354445454545- *** ***		1-4"0103233254696969636			11-200110931075176		
Pipb, ped/bikes	A CONTRACTOR OF THE PROPERTY O		THE RESERVE AND ADDRESS OF THE	resinguisies									140000000000000000000000000000000000000
1.00						CONTRACTOR CONTRACTOR		ESTE MELLENATES CANYON			774747328181688898884F4T		
Protected 0.95 1.00 0.95 0.				energes de						ibas a sa			
Said, Flow (prot)	1 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.												HPAREOUS-11.5
Pernitted							Maria Cara						
Satis Flow (perm) 1770 1703 1770 1567 1770 3514 1770 3534								/3765434834345454545454545454545454545454545		ABBERRATE CON COLORS OF A 119			HENCET (LEST)
Peak-hour factor, PHF										GEOGRAFIA (A. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		3534	
Adj. Flow (yph)				0.91			0.91			0.91	0.91	0.91	0.91
RTOR Reduction (vph) 0 11 0 0 102 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												1297	12
Confi		Contract Contract Strategies and Contract Strategies Co.	STREET, STREET, OF A STREET, STREET,	MCBROCKERSHINGS:	process of the second services			0	3	0	0	0	0
Confi. Peds. (#/hr)	The second secon	12		0	96	30	0	12	874	0	108	1309	0
Confi. Bikes (#/hr) 3 3 2 1		, to consider a convenient	2734 3245 424	1	27434247 244-4 7 4	SELECTED STREET, S. T.	1			1			1
Profected Phases 7 4 3 8 5 2 1 6 Permitted Phases Actuated Green, G (s) 0.4 3.7 5.4 8.7 0.7 26.0 5.8 31.1 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.0 5.8 32.1 Actuated g/C Ratio 0.01 0.06 0.09 0.15 0.01 0.47 0.10 0.55 Clearance Time (s) 4.0 4.0 4.0 4.0 5.0 4.0 5.0 Wehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 ane Grp Cap (vph) 12 109 165 235 21 1639 177 1959 Ws Ratio Prot 0.01 0.01 0.01 0.05 0.02 0.01 0.25 0.06 0.37 Ws Ratio Perm Wc Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.3 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Confl. Bikes (#/hr)			1 1 3			3			2	Magnet II	edisplace	
Permitted Phases Actuated Green, G (s)	Turn Type	Prot	-		Prot			Prot			Prot	CREEKER HAND MATERIAL CO.	1 22 19 000
Actuated Green, G (s)	Protected Phases	7	. 4		3	8	a and co	5	2	0.00	1.	6	
Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.0 5.8 32.1 Actuated g/C Ratio 0.01 0.06 0.09 0.15 0.01 0.47 0.10 0.55 Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 5.0 4.0 5.0 Vehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 Lane Grp Cap (vph) 12 109 165 235 21 1639 177 1959 V/s Ratio Prot 0.01 0.01 0.01 0.05 0.02 0.01 0.25 0.06 0.37 V/s Ratio Perm V/c Ratio Perm V/c Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Jniform Delay, d1 28.8 25.6 25.2 21.3 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Permitted Phases		11	M. M. L.	TO A SERVER STATE OF THE SERVER SERVE	annia annia Valent	PROBEOGRAPHICS ASSESSED AS ASSESSED.	STANDARDS PRINTED	ambus of 1,5 felt	PAZ DET DE PRODUCTURA (CONTROL)	are more Englished	ewanazaza	over a state of sections
Actuated g/C Ratio 0.01 0.06 0.09 0.15 0.01 0.47 0.10 0.55 Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 5.0 4.0 5.0 Clearance Time (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 1.0 3.1 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1	Actuated Green, G (s)	and the second of the second	· . D. IN GORNFALL READS				deustrale	C TOT FRENENET RESS		THE REAL PROPERTY.			
Clearance Time (s)		and the second s		geography i de estad (1905						GODERNASTASSA			11454 VARIOUS
Vehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 Lane Grp Cap (vph) 12 109 165 235 21 1639 177 1959 Ws Ratio Prot 0.01 0.01 c0.05 c0.02 0.01 0.25 c0.06 c0.37 Ws Ratio Perm Wc Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.3 28.5 11.0 25.0 9.1 Progression Factor 1.00		 Property of the contract of the c	SCHOOL PROFILE PROPERTY AND INCOME.		CONTRACTOR STATE OF THE STATE O			THE PROPERTY OF STREET				101212100000000000000000000000000000000	
Lane Grp Cap (vph) 12 109 165 235 21 1639 177 1959 W/s Ratio Prot 0.01 0.01 c0.05 c0.02 0.01 0.25 c0.06 c0.37 W/s Ratio Perm W/c Ratio Perm W/c Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.3 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	to the contract of the experience of the experience of the contract of the con			ng ngo Shifting paks						RIKANISWINGO:			17165 317 8
Wis Ratio Prot 0.01 0.01 co.05 co.02 0.01 0.25 co.06 co.37 Wis Ratio Perm Wic Ratio Perm Wic Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.3 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													STERRING.
W/s Ratio Perm W/c Ratio 1.00 0.12 0.58 0.13 0.67 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.3 28.5 11.0 25.0 9.1 Progression Factor 1.00				·CRISSERESS			seresetti vel						
V/C Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.3 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 259.8 0.2 3.3 0.1 21.2 0.3 4.3 0.9 Delay (s) 288.6 25.7 28.5 21.4 49.7 11.3 29.3 10.0 Level of Service F C C C D B C B Approach Delay (s) 113.3 24.4 11.8 11.5 Approach LOS F C B B Intersection Summary HCM Volume to Capacity ratio 14.2 HCM Level of Service B	#280678978973779797 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	0.01	0.01		CU.U5	CU.UZ		U.U.	0.25		CU.U0	(0.57	Continue
Uniform Delay, d1 28.8 25.6 25.2 21.3 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	The second secon	100	0.40	ONE CONTRACTOR	O EO	0.42		N 57	0.52		กลา	n 67	
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	 [4] [4] [4] [7] [7] [8] [8] [8] [8] [8] [8] [8] [8] [8] [8		CONTRACTOR SOCIOLOGICAL		SERREGRAPHICAL TOTAL	CILLEDGO PSECO STOREN		GOTTONICHESKOTTON STID.	Marin		THE A COUNTY IN THE SECURE OF THE	THE PROPERTY OF THE PARTY OF TH	3.03000 00000
Comparison Com	TO THE PROPERTY OF THE PROPERTY WAS A PROPERTY OF THE PROPERTY						19:02:15:15:5						NAME OF STREET
Delay (s) 288.6 25.7 28.5 21.4 49.7 11.3 29.3 10.0 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5		CARRADA CANTA DE CANT	4343474.357545353747575		\$43 PROBLEM & \$45 PRINT PROBLEM \$10		liinanast os		SANTACALAN SANTON				Kalabaran
Level of Service F C C C D B C B Approach Delay (s) 113.3 24.4 11.8 11.5 Approach LOS B B B Intersection Summary. 4-CM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio 0.54 B	The supplementary and a supplementary of the supple	*** 11 TEN SYSESYLVESFEN AS CENSOR **	88551824082141825151J2183		0000222002233	en a Austria Sala entre sacce				e e e e		10.0	
Approach Delay (s) 113.3 24.4 11.8 11.5 Approach LOS F C B B Intersection Summary. HCM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio 0.54 B			_	radicalis (Sadic		-			_	Hata Fouretaines	MOMO **********************************	В	enerentari.
Approach LOS F C B B Intersection/Summary. HCM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio 0.54	THE STATE OF THE S			nijuikas a			8 8 9 6		11.8	100		11.5	
Intersection Summary HCM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio 0.54		36 Tellos (1946)	F		was papatan	gergesterren	HOUSE CONSTRUCTOR	188591815651971-51.414	1442-COLECTION	SSSS AND COLOURS A	13111840E641215451712	188100100000000000000000000000000000000	P. J. L. DON TO A J. C. I.
HCM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio 0.54													a de la
HCM Volume to Capacity ratio 0.54	4			14.0	LI/	NAL OVO	of Service			P		ARCHARACO CONTRACTOR	
- 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					ال المالية	ivi Level	UI OUI VICE				Maria Seri		
notation dyles being the second of the secon		u y		ARCHIO GRADINATIONS	Q ₁₁	m of loet	time (s)		nameter e	ጸበ		suordselkisiä	
ntersection Capacity Utilization 58.0% ICU Level of Service B		tion		Elements amount of the control	THE RESERVE OF THE PROPERTY OF	SERVICE SANDERS OF SERVICE	essentation and the second			CONTRACTOR OF THE PROPERTY OF			
	Analysis Period (min)		sursupplydi	ethickpetitions (see since)				unitina Mades (A		enellstiffetel.	govern Value	www.casnesid	969659/16/5/5/5
	THE PROPERTY OF THE PROPERTY O		sarcero supercue Galegia de anace	SOUTH NECK									

	→ •	€	+ 4	<i>></i>		
Movement	EBT EBR	- WBL	WBT NBL	NBR		
Lane Configurations	† †	March 19 19 19 19 19 19 19 19 19 19 19 19 19	44 Y		THE WAS ASSESSED.	39844
Volume (veh/h)	732 109) 0	1410 0			
Sign Control	Free 0%		Free Stop 0% 0%			335000 - 13504
Grade Peak Hour Factor	0.85 0.85	5 0.85	0.85 0.85			NAGNET
Hourly flow rate (vph)	861 128	A TALK THE PARTY OF STREET PROPERTY A T.	1659 0	258		
Pedestrians	zan en arrangon en arrangon e	amoson (dennen) (1944	SELECT 108658-1-190059			1000
Lane Width (ft)					是是機構的於中語線制度是一部制度的第三元單模構造 在2008時间是2020年 -	
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)	er industriale (not industriale in order	MAN ANDMEN AND	eggiorige - Leiter Over III	en e - environne ve vivanteren e e e e e e e e e e e e e e e e e e		\$200 PE
Median type	None	de dans	None			杨小子
Median storage veh)			1283			NE 4
Upstream signal (ft) pX, platoon unblocked				Mass. versaras - deamas de des	機能性 が受け続けていた場合はextraction to the traction to	- SAME TO SECURE
vC, conflicting volume		989	1691	861		
vC1, stage 1 conf vol	to o the season than a season in	essoner depleter				
vC2, stage 2 conf vol vCu, unblocked vol		989	1691	861	(2) は、これの表情を表している。 は、これの表情を表している。 は、これの表情を表している。	Western.
tC, single (s)		4.1	6.8	and the second parameters and the second also		
tC, 2 stage (s)	A Marine Consultation Consultation		AGRICAGO O SPRINTESSOR O CONSESSOR	rain iong a mangalika iong		
tF (s)		2.2 100	3,5 100			AMME
p0 queue free % cM capacity (veh/h)		694	84			
	EB1 EB	energy and a second second second	WB2 NB1			
Direction, Lane # Volume Total	861 12	124-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	829 258			4550
Volume Left	, in the resident addition to a state bearing	0 0	0 ()		gggssaci
Volume Right	0 12		0 258			
- cSH	1700 170 0.51 0.0	ANNHARY CONTRACTOR CONTRACTOR STATES	1700 299 0.49 0.80	THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF		Y STATE
Volume to Capacity Queue Length 95th (ft)	CONTRACTOR CONTRACTOR AND CONTRACTOR	o u.43 0 0	0 190			CONTRACTOR
Control Delay (s)	0.0 0.		0.0 61.2	2		
Lane LOS	ero documentare de la compa	DERGESTATION OF THE PROPERTY O	washiri Constanto Can	ner (66 vertren som Sørrega (5)		
Approach Delay (s)	0.0	0.0) (O			90V-0188
Approach LOS		ALL CONTRACTORS OF THE SECOND	I Company			
Intersection Summary		5.4				PAREMA
Average Delay Intersection Capacity Utiliza	ntion	59.2%	IÇU Lev	el of Service	B	
Analysis Period (min)		15	operation and section and sect	Acceptation to the service of the se	unico de marche propriessa de marco de la compansa de la compansa de marco de la compansa de la compansa de la	5 Johns

	J _k	لير	~	*	*	74	
Movement	SBL	SBR	NWL	NWR	NEL	NER	Angelia de la companya de la company
Lane Configurations	77	7	ሻሻ	77	ሻሻ	7	The ONE WAY
Volume (vph)	896	306	1104	852	372	579	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	TANKS
Total Lost time (s)	4.0	4.5	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	1.00	0.97	0.88	0.97	1.00	essimilaren en sia en el el el en
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	realise (co.) - 1 Compared (aggreen property) - 1 of the Compared Section (co.) 15 ASS
Frt	1.00	0.85	1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	3433	1563	3433	2724	3433	1583	
FIt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	rigerado se os comuniciparamentos o o svenicipalizações (s. 1825).
Satd. Flow (perm)	3433	1563	3433	2724	3433	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	************************************
Adj. Flow (vph)	953	326	1174	906	396	616	
RTOR Reduction (vph)	0	207	0	554	0	7	ODBANDO DE LE ELEN DATIVIANDADANCE EL EL ESTADORISTA DE LE ENTRE
Lane Group Flow (vph)	953	119	1174	352	396	609	
Confl. Peds. (#/hr)		1		2			No.
Turn Type		Perm		Perm		custom	
Protected Phases	4		2		1	6	The state of the s
Permitted Phases		4		2	51441146		
Actuated Green, G (s)	21.0	21.0	25.5	25.5	9.0	38.5	- 1975年 1975年 日本学校内内科技会社会社会社会社会社会社会社会社会社会社会社会社会社会社会社会社会社会社会社
Effective Green, g (s)	21.5	21.0	27.0	27,0	9.0	40.0	
Actuated g/C Ratio	0.31	0.30	0.39	0.39	0.13	0.58	AND THE STREET OF THE STREET O
Clearance Time (s)	4.5	4.5	5.5	5.5	4.0	5.5	
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	3.0	
Lane Grp Cap (vph)	1062	472	1334	1058	445	911	
v/s Ratio Prot	c0.28		c0.34		c0.12	0.38	The state of the s
v/s Ratio Perm		0.08		0.13			
v/c Ratio	0.90	0.25	0.88	0.33	0.89	0.67	WHEN PERFORMEN MARKET ST. C.
Uniform Delay, d1	22.9	18.3	19.7	14.9	29.8	10.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	ANTHERISTAN SEEL SEEL CO. C.
Incremental Delay, d2	9.8	0.1	7.1	0.2	18,6	1.9	
Delay (s)	32.7	18.4	26.8	15.1	48.4	12.0	
Level of Service	C	В	C	В	D	B	
Approach Delay (s)	29.1		21.7		26.3		
Approach LOS	C		С		C	no pening the con-	
Intersection Summary						0.40	
The state of the s			24.9	Li Li	CMLov	of Service	C
HCM Average Control Dela			><>>+1>>+1>>+1>>+1>>+1>>+1>>+1>>+1>>+1>>	jugashee r	CIVI LEV	I DI SELVICE	
HCM Volume to Capacity r	auo Sistematika		0.89 60.5		um of lo	t time (c)	12.0
Actuated Cycle Length (s)	ation	Santedani	69.5			t time (s)	
Intersection Capacity Utiliz	auOII		77.7%	ا 10-13-4-13-4-13-4-13-4-13-4-13-4-13-4-13	JU LEVE	of Service	
Analysis Period (min)			15				
c Critical Lane Group							

	٦	>	*	1	+	4	4	†	/	/	↓ .	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ሻሻ	ተተ	7	ሻሻ	† †	7	ሻሻ	^	ጘጘ	77	^	
Volume (vph)	787	120	55	175	240	66	98	208	142	109	885	1115
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	874	133	61	194	267	473	109	231	158	121	983	1239
RTOR Reduction (vph)	0	0	38	0	0	60	0	0	106	O	0) 2012: 2: 4: 2: 4: 6: 6: 6: 7
Lane Group Flow (vph)	874	133	23	194	267	13	109	231	52	121	983	1239
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	Na semananan da wata 1775 f	Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	niis Persitas III. Nii 1	1.200424200034304	4	ververez		8			6			Free
Actuated Green, G (s)	30.9	38.5	38.5	9.9	17.5	17.5	4.5	33.6	33.6	4.7	33.3	106.7
Effective Green, g (s)	31.4	40.0	40.0	10.4	19.0	19.0	5.0	35.1	35.1	5.2	35.3	106.7
Actuated g/C Ratio	0.29	0.37	0.37	0.10	0.18	0.18	0.05	0.33	0.33	0.05	o 0.33	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0	+ +200000000
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.5	4.5	2.0	4,5	4.5	2.0	3.7	
Lane Grp Cap (vph)	1010	1327	593	335	630	282	161	1164	917	167	1171	1583
v/s Ratio Prot	c0.25	0.04		0.06	0.08		0.03	0.07		0.04	0.28	
v/s Ratio Perm	terroria, a contention	Manage And The Control	0.01			0.01			0.02	****************	A COLUMN A CONTRACTOR A COLUMN	c0.78
v/c Ratio	0.87	0.10	0.04	0.58	0.42	0.05	0.68	0.20	0.06	0.72	0.84	0.78
Uniform Delay, d1	35.6	21.7	21.2	46.1	39.0	36.3	50.1	25.7	24.5	50.0	33.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.6	0.0	0.0	1.5	0.8	0.1	8.5	0.1	0.0	12.4	5.6	3.9
Delay (s)	43.3	21.7	21.2	47.6	39.8	36.5	58.6	25.8	24.5	62.4	38.7	3.9
Level of Service	D	С	С	D	D	D	E	C	C	E	D	
Approach Delay (s)		39.3			42.2			32.6			21.5	
Approach LOS		D			D			С			С	
Intersection Summary												in a
HCM Average Control Dela		ggagneration in the east of the art	29.5	H	CM Level	of Servic	e 	ses-tonsinggg	C	genzogensstensoms	935555555 556	NAMED TAKES
HCM Volume to Capacity ra	atio		0.79									
Actuated Cycle Length (s)	52525555555555555555555555555555555555	CS: VAZCORSNIHARAJA III	106.7		um of los		arrightesperagones	ander orași este an	0.0		gagariji e Salawa	HROMENS STATE
Intersection Capacity Utiliza	ation	GERMAN	70.2%	IC	U Level	of Service	S Editio		С			
Analysis Period (min)		ny ani na mpi Gira y mpi membi ny mpi n	15		0.01.01.0266346764038487	######################################	×(23)42362333333	240 1023/08PUSERG	NEW PROPERTY OF COLUMN	::::::::::::::::::::::::::::::::::::::	(1010/A, 0/1988)	TRISSESJEST.
c Critical Lane Group			rashing Palling									

	•	—	7	1	+	4	1	†	*	>	ļ	1
Movement	EBL	EBT	EBR.	WBL	WBT	WBR	- NBL	NBT	NBR	SBL	SBT	SBI
Lane Configurations	14	十 个	7	ħ	∱ ↑		ሻ	4		Margera, S. o. o. o. o. (COMBR)	4	egokkoosen oli tuli
Volume (vph)	11	973	76	33	2011	111	87	11	55	w 11	11	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00		1.00	-1.10-257790
Ert	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.96	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.98	ur custoscosco
Satd, Flow (prot)	1770	3539	1583	1770	3536		1681	1703	1583		1750	
FIt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	31 6343V343 · V · · · · · · · · · · · · · · · · ·	0.98	1.11-244.47-2131
Satd. Flow (perm)	1770	3539	1583	1770	3536		1681	1703	1583		1750	404600
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	0.9
Adj. Flow (vph)	11	1003	78	34	2073	11	90	11	57	11	11	
RTOR Reduction (vph)	0	0	28	0	0	0	0	0	52	0	11	
Lane Group Flow (vph)	11	1003	50	34	2084	0	50	51	5	0	22	
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	79 5	2			6		8	8		7	7	
Permitted Phases		Beautiful FRAM	2	Cabatta Marina (1997)	-0446NUMSET - 1	52709001008055°	TO CONTRACTOR	111-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	8	(90))(00), 1 (10)	· Indextors ·	
Actuated Green, G (s)	0.7	57.5	57.5	3.8	60.6		8.8	8.8	8.8		2.9	
Effective Green, g (s)	0.3	59.2	57.5	3.4	62.3	1109/474/24/00/0	8.6	8.6	8.6	************	2.7	
Actuated g/C Ratio	0.00	0.66	0.64	0.04	0.69		0.10	0.10	0.10		0.03	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7	Costo Corr. 1 i i i i i i i i	3.8	3.8	3.8		3.8	
Vehicle Extension (s)	2.2	3.2	3.2	2.2	3.2		3.1	3.1	3.1		3.1	
Lane Grp Cap (vph)	6	2330	1012	67	2450		161	163	151		- 53	
v/s Ratio Prot	0.01	0.28		c0.02	c0.59		0.03	c0.03			c0.01	
v/s Ratio Perm		1861 Y 17 70.1	0.03	- Andrawii	.16-7-07-05 -318 4	SERVICE CONTRACTOR	MINIMESSAL NO	HANNIA ANG KANGARAN	0.00	Maria anakanda	BATHLES TO CO. A. CO. S. C.	19 74-1 FEL 1-1-1
v/c Ratio	1.83	0.43	0.05	0.51	0.85		0.31	0.31	0.04		0.42	
Uniform Delay, d1	44.8	7.3	6.0	42.4	10.3	management in a silvers	37.9	37.9	36.9	edatiti livi ve ive-es	42.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1,00	1.00	1.00		1.00	
Incremental Delay, d2	719.2	0.1	0.0	3.1	3.1	SECULO DE LA PARE	1.1	1.1	0.1	economic - 11 m	5.5	
Delay (s)	764.0	7.5	6.1	45.5	13.4		39.0	39.0	37.0	minica de la composición della	48.4	
Level of Service	F	A	Α	D	В	erista etimotomi	D	D	D	BROWN OF CHAPTER	D	
Approach Delay (s)		15.0		XIII TORGEN	13.9			38.3			48.4	
Approach LOS	Sistematical de la constant de la c	В	IRRENESS (PROF		B	agge is convinceables	MARIN CLOUD - 1997A	nossammanu. D	ATTICAL TO SALES BEEN CONSISSED.	SEG152521	D	C Cliving Strate
: ' '	THE STATE OF THE S	_		2048 G				agai e i				
Intersection Summary			4		0111		86 of 186	destate	D D			
HCM Average Control Dela	Agents, and the second of the second	gensagganger:	15.7	H	CM Level	ot Servic		H188112-34-5419	B		esti estanta	ings (S
HCM Volume to Capacity ra	atio		0.78								nga samil	
Actuated Cycle Length (s)	ggyph, gwys y thoggan	sesempores and	89.9		um of lost		geografia (Second	MMESSALOTAL	16.0	(50,742,000,148,996)	5560 CUPRE	M9894945**
Intersection Capacity Utiliza	ition		71.1%	ille i de	U Level o	of Service			C			
Analysis Period (min)	selving to the 800	omensarione	15	. N. CARROCOURING BAS	armen pertekest	IMBRISHROOS SIN R		6498311V8.09886	eneralistics	-5-4 3 99 888 7		
c Critical Lane Group												

INTERSECTION SYNCHRO ANALYSIS YR-2010 NO-BUILD PM PEAK

Movement EBI EBR WBL WBT WBR NBL NBJ NBR SBL SBJ SBR	
Lane Configurations	
Volume (vph)	
Ideal Flow (ynhpl)	
Total Lost time (s)	
Lane Util. Factor 1.00 0.95 1.00 1.00 0.95 1.00 0.91 1.00 0.91 1.00 1.00 0.95 1.00 1.00 0.98 1.00 1.00 0.98 1.00 1.00 0.98 1.00 1.00 0.98 1.00 1.00 0.98 1.00 1.00 0.99 1.00 0.99 1.00 0.99 1.00 0.99 1.00 1.00	
Fipb, ped/bikes 1.00 1.00 0.98 1.00 1.00 0.98 1.00 1.00 0.98 1.00 1.00 0.98 1.00 0.85 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.90 0.99 0.90 0.99 0.90 0.90	
Flpb, ped/bikes 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.95 1.00 1.00 0.95 1.00 0.95 0.98 1.00 0.95 1.00 1.00 Sald, Flow (perm) 1770 3539 1559 1770 3539 1555 1610 3319 1548 1770 3539 1562 Peak-hour factor, PHF 0.90	
Fit 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 0.95 0.98 1.00 0.95 0.95 0.98 1.00 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0	
Fit Protected 0.95 1.00 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 0.98 1.00 0.95 0.98 1.00 0.95 0.98 1.00 0.95 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.99	
Satd Flow (prot) 1770 3539 1559 1770 3539 1555 1610 3319 1548 1770 3539 1562 Fit Permitted 0.95 1.00 1.00 0.95 1.00 1.00 0.95 0.98 1.00 0.95 1.00 Satd Flow (perm) 1770 3539 1559 1770 3539 1555 1610 3319 1548 1770 3539 1562 Peak-hour factor, PHF 0.90 0.	
Fit Permitted 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 0.98 1.00 0.95 1.00 1.00 Satd. Flow (perm) 1770 3539 1559 1770 3539 1555 1610 3319 1548 1770 3539 1562 Peak-hour factor, PHF 0.90	
Satd Flow (perm) 1770 3539 1559 1770 3539 1555 1610 3319 1548 1770 3539 1562 Peak-hour factor, PHF 0.90	
Peak-hour factor, PHF 0.90	
Adj. Flow (vph) 473 486 1104 146 377 97 971 607 121 194 534 340 RTOR Reduction (vph) 0 0 369 0 0 78 0 0 88 0 0 271 Lane Group Flow (vph) 473 486 735 146 377 19 515 1063 33 194 534 69 Confl. Peds. (#/hr) 6 2 5 5 5 5 1	
RTOR Reduction (vph) 0 0 369 0 0 78 0 0 88 0 0 271 Lane Group Flow (vph) 473 486 735 146 377 19 515 1063 33 194 534 69 Confl. Peds. (#/hr) 2 5 5 2 1	
Lane Group Flow (vph) 473 486 735 146 377 19 515 1063 33 194 534 69 Confl. Peds. (#/hr) Confl. Bikes (#/hr) 6 2 7 1 Turn Type Prot Perm Split Perm <td <="" rowspan="1" td=""></td>	
Confi. Peds. (#/hr) 6 2 5 Turn Type Prot Perm Prot Perm Split Perm Split Perm Protected Phases 5 2 1 6 8 8 7 7 Permitted Phases 2 6 8 8 7 7 Actuated Green, G (s) 39.0 55.0 55.0 10.0 26.8 26.8 38.7 38.7 38.7 21.8 21.8 21.8 Effective Green, g (s) 38.0 56.7 56.7 9.0 27.7 27.7 40.0 40.0 40.0 23.1 23.1 23.1 Actuated g/C Ratio 0.26 0.39 0.39 0.06 0.19 0.19 0.28 0.28 0.28 0.16 0.16 0.16 Clearance Time (s) 3.0 5.7 5.7 3.0 4.9 4.9 5.3 5.3 5.3 5.3 5.3 5.3 5.3 5.3 5.3	
Confl. Bikes (#/hr) 6 2 1 5 1 Turn Type Prot Perm Prot Perm Split Perm Split Perm Protected Phases 5 2 1 6 8 8 8 7 8 7 7 7 8 7 7 8 9 7 7 9 9 27.7 27.7 40.0 40.0 40.0 23.1	
Turn Type Prot Perm Prot Perm Split Perm Split Perm Split Perm Protected Phases 5 2 1 6 8 8 7 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	
Protected Phases 5 2 1 6 8 8 8 7 7 Permitted Phases 2 6 8 8 7 Actuated Green, G (s) 39.0 55.0 55.0 10.0 26.8 26.8 38.7 38.7 38.7 21.8 21.8 21.8 Effective Green, g (s) 38.0 56.7 56.7 9.0 27.7 27.7 40.0 40.0 40.0 23.1 23.1 23.1 Actuated g/C Ratio 0.26 0.39 0.39 0.06 0.19 0.19 0.28 0.28 0.28 0.16 0.16 0.16 Clearance Time (s) 3.0 5.7 5.7 3.0 4.9 4.9 5.3 5.3 5.3 5.3 5.3 Vehicle Extension (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	
Permitted Phases 2 6 8 7 Actuated Green, G (s) 39.0 55.0 55.0 10.0 26.8 26.8 38.7 38.7 38.7 21.8 21.8 21.8 Effective Green, g (s) 38.0 56.7 56.7 9.0 27.7 27.7 40.0 40.0 40.0 23.1 23.1 23.1 Actuated g/C Ratio 0.26 0.39 0.39 0.06 0.19 0.19 0.28 0.28 0.28 0.16 0.16 0.16 Clearance Time (s) 3.0 5.7 5.7 3.0 4.9 4.9 5.3 5.3 5.3 5.3 5.3 5.3 Vehicle Extension (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	
Actuated Green, G (s) 39.0 55.0 55.0 10.0 26.8 26.8 38.7 38.7 38.7 21.8 21.8 21.8 Effective Green, g (s) 38.0 56.7 56.7 9.0 27.7 27.7 40.0 40.0 40.0 23.1 23.1 23.1 Actuated g/C Ratio 0.26 0.39 0.39 0.06 0.19 0.19 0.28 0.28 0.28 0.28 0.16 0.16 0.16 Clearance Time (s) 3.0 5.7 5.7 3.0 4.9 4.9 5.3 5.3 5.3 5.3 5.3 5.3 5.3 Vehicle Extension (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	
Effective Green, g (s) 38.0 56.7 56.7 9.0 27.7 27.7 40.0 40.0 40.0 23.1 23.1 23.1 Actuated g/C Ratio 0.26 0.39 0.39 0.06 0.19 0.19 0.28 0.28 0.28 0.16 0.16 0.16 Clearance Time (s) 3.0 5.7 5.7 3.0 4.9 4.9 5.3 5.3 5.3 5.3 5.3 5.3 5.3 5.3 Vehicle Extension (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	
Actuated g/C Ratio 0.26 0.39 0.39 0.06 0.19 0.19 0.28 0.28 0.28 0.16 0.16 0.16 Clearance Time (s) 3.0 5.7 5.7 3.0 4.9 4.9 5.3 5.3 5.3 5.3 5.3 5.3 5.3 5.3 Vehicle Extension (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	
Clearance Time (s) 3.0 5.7 5.7 3.0 4.9 4.9 5.3	
Vehicle Extension (s) 1.0	
Lane Grp Cap (vph) 465 1386 610 110 677 297 445 917 428 282 565 249 v/s Ratio Prot 0.27 0.14 c0.08 0.11 0.32 c0.32 0.11 c0.15	
y/s Ratio Prot 0.27 0.14 c0.08 0.11 0.32 c0.32 0.11 c0.15	
v/c Ratio 1.02 0.35 1.20 1.33 0.56 0.06 1.16 1.16 0.08 0.69 0.95 0.28	
Uniform Delay, d1 53.4 31.1 44.0 67.9 53.0 47.9 52.4 52.4 38.8 57.4 60.2 53.5	
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	
Incremental Delay, d2 46.1 0.1 106.9 196.9 0.6 0.0 93.4 83.9 0.0 5.5 24.5 0.2	
Delay (s) 99.5 31.1 151.0 264.8 53.6 48.0 145.8 136.3 38.8 62.9 84.8 53.7	
Level of Service F C F F D D F F D E F D	
Approach Delay (s) 111.0 102.4 132.2 70.9	
Approach LOS F F E	
Intersection Summary	
HCM Average Control Delay 108.8 HCM Level of Service F HCM Volume to Capacity ratio 1:15	
Actuated Cycle Length (s) 144.8 Sum of lost time (s) 16.0 Intersection Capacity Utilization 92.1% ICU Level of Service Filters	
Analysis Period (min) 15	
c Critical Lane Group	

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Movement	EBL	EBT	EBR _{ii}	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4	spendenski - 17	\	þ		``	†	*
Volume (vph)	109	0	219	0		1000	142	1475	4000	1000	1322	109 1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900 4.0	1900 4.0	1900	1900	1900 4.0	4.0
Total Lost time (s)		4.0 1.00	4.0 1.00				1.00	4.0 1.00			1.00	1.00
Lane Util. Factor Frpb, ped/bikes		1.00	0.98				1.00	1.00	Estator sugress		1.00	0.98
Flpb, ped/bikes		1.00	1.00		Sister Court of	PERIORNILI (PRIORICALI)	1.00	1.00	scori dedizioni	MEANIGANI ENTER	1.00	1.00
Erti	禁取り割	1.00	0.85				1.00	1.00			1.00	0.85
Flt Protected	arabakan din salah salah	0.95	1.00	department of the resolution	4111111200222233.55	. v. resummered	0.95	1.00			1.00	1.00
Satd. Flow (prot)		1770	1546				1770	1863			1863	1551
Flt Permitted		0.76	1.00	mmiyayissani ara		enunn sunnerhändige	0.95	1.00	erreroanarioni	* O SANGERSON	1.00	1.00
Satd. Flow (perm)		1410	1546		a agunganja		1770	1863			1863	1551
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	121	0	243	0	0	0	158	1639 0	0 0	0 0	1469 0	121 17
RTOR Reduction (vph)	0 0	0 121	127 116	0 0	0 1 0	0	0 158	1639	0	0	1469	104
Lane Group Flow (vph) Confl. Bikes (#/hr)	Marchet VIII	121	1 10 1		Massas V Sv.	1	Well of the second		albi ir M itel		1,799	2000 154 1
Turn Type	Perm		Perm	Perm		Company (5)	Prot	e nearma		Prot		Perm
Protected Phases		4	odinimassosi.	ionis Ythiilen	4	i. Assorbitation	5	2	881/4.514 (e-1)	1	6	101319 DOMESTIC
Permitted Phases	4		4	4			Milio e					- 6
Actuated Green, G (s)		16.4	16.4				11.0	121.6	BEFORE CONTROL CO. C.	Thirdeology has brees	106.6	106.6
Effective Green, g (s)		16.4	16.4				11.0	123.1			108.1	108.1
Actuated g/C Ratio	procent, da lukovnitokš	0.11	0.11	economicanismo	MARKARIA SANTANIA	occoping properties	0.07	0.83	eleksioonin oo	TO STATE OFFICE A	0.73	0.73
Clearance Time (s)		4.0	4.0				4.0	5.5	balansa.	. A. Geni	5.5 2.5	5.5 2.5
Vehicle Extension (s)	**************************************	3.0	3.0	Sinangueras Sinangueras	green out to teles		1.0 132	2.5 1555		20458789960	1365	1137
Lane Grp Cap (vph)		157	172		Bull-Culm		0.09	c0.88	liedidada (1)		0.79	1136
v/s Ratio Prot v/s Ratio Perm		c0.09	0.07	3 4066	kiola idazlas		0.03					0.07
v/c Ratio		0.77	0.67	5.4358684809	adinaosé L	n d peologyusu	1.20	1.05	Mandalan (Sa.)	gkja tilatnato	1.08	0.09
Uniform Delay, d1		63.7	63.0				68.2	12.2			19.7	5.6
Progression Factor	ttp://www.comedium.com/numbers	1.00	1.00	gasglasti gesti të sa fë	DOMESTICAL STREET	amenter ()	1.00	1.00			1.00	1.00
Incremental Delay, d2		20.5	10.0				140.8	38.6			47.7	0.0
Delay (s)	neni erreggi e kalangga saleun ka	84.2	72.9	HER BERTHER BERTHAR BE	000000000000000000000000000000000000000	MORRODECH NATIONAL	209.1	50.8	panowywa ni any	-01500-0400-0400-0400-0400-0400-0400-040	67.4	5.7
Level of Service		Ę	E				E	D			CO 7	A
Approach Delay (s) Approach LOS		76.7 E			0.0 A			64.7 E			62.7 E	
Intersection Summary												
HCM Average Control Delay	Service Services	encionament	65.0	HC	CM Level	of Service	e		Ē	garage (allering) Barage (allering)		
HCM Volume to Capacity rati		waaqqqqa,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1.02			**************************************	PRES RES DE CRESCOS POR CONTRA	and the second sections		en a, en jagous konstantins	OVERSTERNING NASONALES	E OFFICE ON THE
Actuated Cycle Length (s)	50 (5) (5) (5) (6) (6) (6) (6) (6) (6) (6) (6) (6) (6		147.5		m of lost				8.0			
Intersection Capacity Utilizati	on		97.0%	IC	U Level o	f Service			F			
Analysis Period (min)			15				unicologicas					
c Critical Lane Group												

	→	→	*	•	+-	•	4	†	*	>	↓	4
Movement	EBL	EBT"	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	(albustally have not receive	4	7		4			^	7	ኻ	*	announce of
Volume (vph)	22	Mi.	382	22	11	22	481	1508	11	11	1377	22
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	4.0	5.7	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	L TO LONG THE RESERVOIS CO.	1.00	anagement of the Authorities	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.97		0.99		1.00	1.00	0.98	1.00	1,00	1.00
Flpb, ped/bikes		1.00	1.00	. Storgayer on NO fo	1.00	2000 O A 789868	1.00	1.00	1.00	1.00	1.00	1.00
Ert		1.00	0.85	FLABRAS IN	0.95		1.00	1.00	0.85	1.00	1.00 1.00	0.85 1.00
Flt Protected	non e elegablistististe	0.97	1.00	napassaring kasi	0.98	eneral Messes	0.95	1.00	1.00	0.95 1770	3539	1583
Satd. Flow (prot)		1803	1535		1713		1770	3539 1.00	1549 1.00	0.95	1.00	1.00
FIt Permitted	1171,75868888	0.97	1.00	Section Carlo	0.98	KIRKE TERMINI	0.95 1770	3539	1549	1770	3539	1583
Satd. Flow (perm)		1803	1535		1713	0.04		0.94	0.94	0.94	0.94	0.94
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94 23	0.94 512	1604	12	12	1465	23
Adj. Flow (vph)	23	12	406	23	12	29 0	ગાટ 0	0	2	0 30 da	0	6
RTOR Reduction (vph)		0	383	0 0	16 42	0	512	1604	10	12	1465	17
Lane Group Flow (vph)	0	35	23	illing U		2	314	1007	i (Salanis)			
Confl. Peds. (#/hr)		: NAME (1976)	3			- 2 10			34			
Confl. Bikes (#/hr)	0-14			Colif		Station of the	Prot	in the second	Perm	Prot	Section Services	Perm
Turn Type	Split	4	Perm	Split 3	3		5	2			6	
Protected Phases	411		4	J					2		ision	6
Permitted Phases		7.8	7.8	er enggerere	5.8		42.8	95.0	95.0	4.5	56.7	56.7
Actuated Green, G (s) Effective Green, g (s)		7.2	7.2		5.2	POR STANDARD STANDARD	41.8	96.7	95.0	3.5	58.4	58.4
Actuated g/C Ratio		0.06	0.06		0.04		0.33	0.75	0.74	0.03	0.45	0.45
Clearance Time (s)	TO CONTROVERS	3.4	3.4	ericii vidavidadi	3.4	. 1 1000/49/41825401110	3.0	5.7	5.7	3.0	5.7	5.7
Vehicle Extension (s)	MANO FIRE	1.0	1.0		0.5		1.0	1.0	1.0	1.0	6.1.0	1.0
Lane Grp Cap (vph)		101	86		69		575	2661	1144	48	1607	719
v/s Ratio Prot		c0.02			c0.02		c0.29	0.45		0.01	c0.41	
v/s Ratio Perm	608403 B B - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ingressor e e	0.01	STATES AND A STATE OF THE STATES AND A STATES AND A STATE OF THE STATES AND A STATE	-20.00.00.				0.01	DATE DEL CONTROL DE L'ANDRE	COMPANIATION OF CO	0.01
v/c Ratio		0.35	0.26		0.60		0.89	0.60	0.01	0.25	0.91	0.02
Uniform Delay, d1	Seattle of the Consum	58.4	58.2		60.7		41.2	7.2	4.4	61.3	32.7	19.4
Progression Factor		1.00	1,00		1.00		1.00	1.00	1.00	1.00	1,00	1.00
Incremental Delay, d2		8.0	0.6		9.8	NAMES OF THE PARTY	15.5	0.3	0.0	1.0	8.1	0.0
Delay (s)		59.2	58.8		70.5		56.7	7.5	4.4	62.3		19.4
Level of Service		Ε	E	anggermanes i en (1110/14) (18	E	errengenzenen (+ c., nichtige	E	A	A ####################################	E	D	B
Approach Delay (s)		58.8			70.5			19.3			40.6	
Approach LOS		E			Ε			В			D	
Intersection Summary				10.00				100				
HCM Average Control Delay	MATERIAL MATERIAL STREET	KONTO SERVE DAGAN	32.0	Н	CM Leve	el of Servic	e		Ç			
HCM Volume to Capacity ration	0	andrive s	0.85				dings s		bunice :		Alexandra.	distinction:
Actuated Cycle Length (s)	entre entre la	RINCIAL C-DVIS	128.6	SI	um of lo	st time (s)			16.0	markinishus	· La de de Santon Constantino	. C. COSESSION CO.
Intersection Capacity Utilization	on		84:7%			of Service	uning S		iiii E			
Analysis Period (min)	or a second second second second	Alse orese	15					engaloni i kili ton menerahan kan	gget Lamino y 15 of Lafet wheele 4200	ragonyant a k. A tsa kota	ngangandanan menya	BOWEN NUMBER
c Critical Lane Group												

	<u></u>	-	*	•	←	•	4	†	1	>	↓	4
Movement ***	EBL	EBT.	EBR	∗ WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			77		4		ሻ	^	7		††† †	BALANTI CO 1910
Volume (vph)	0	0	120	0	0	0	66	1912	i (0)	0,0	1694	66
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	(Askilisticis in a con-	CONTRACTOR CO.	0.88				1.00	0.95	<	o novembrance	0.86	gyverninis sankla
Frt			0.85				1.00	1.00			0.99	
FIt Protected			1.00				0.95	1.00	eces sales un est d'essesse	grgvagenes e = 10 v /4 n0 t	1.00	######################################
Satd. Flow (prot)			2787	s. 1936) aktori Ale teratus			1770	3539			6372	
Fit Permitted	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1.00		anno a contrarente	Parkette 1 No. 1 T. NOTE PROPERTY	0.07	1.00	nunnessensesses	on expression en en	1.00	: Sampanne
Satd. Flow (perm)			2787				135	3539			6372	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	- 100	0.5	141	0	0	0	78	2249	0	Ō	1993	78
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	0	0	4	0 250000000
Lane Group Flow (vph)	0	0	98	0	0	0	78	2249	0.	0	2067	0
Turn Type			custom	Perm			Perm	ma ones e visse il konsului de	Perm	: COASNEASONS	va 10000000	e o e o catalonia
Protected Phases					8			2			6	
Permitted Phases			4	8			2		2		8878800 <u>-11</u> 178 <u>2188</u> 88	apostr (140
Actuated Green, G (s)			8.5				73.5	73.5			73.5	
Effective Green, g (s)	·		8.5		gevanging vinci in vinci in 1886	GURBERTSON CO.	73.5	73.5	communications	sen on-one presses	73.5	maganter-4
Actuated g/C Ratio	45 4 5		0.09			andarin :	0.82	0.82			0.82	
Clearance Time (s)			4.0	navas a compressor	polygo wykonog o NationA.	PRODUCT VIOLE	4.0	4.0	en en ekkingtende	reconstructions	4.0	Brighten i
Vehicle Extension (s)	- in such		3.0		ends at the	ile in Sa	3.0	3.0	on A Shiffin		3.0	
Lane Grp Cap (vph)			263			enisee verrous covered	110	2890	erive - 1 (1965) (1965)	es au weren	5204	søened tele
v/s Ratio Prot								c0.64			0.32	
v/s Ratio Perm			c0.04	uras ses garateas so infra or Ma	140.44.03494470354.03.03T1 41 /	- Charlestermontag	0.58	managan sang 2 A.G.	Paragamana sa S	(=:19159171 6291 8050		ero espent
v/c Ratio			0.37				0.71	0.78			0.40	
Uniform Delay, d1			38.2	noskypropygana com fin	-9709889965996590	×2.10.10110999999999	3.6	4.1	PHARMATAKAN	LTT VESTENISHIS	2.2	reservices
Progression Factor			1.00				1.00	1.00			1.00	
Incremental Delay, d2	and a second contraction	SERVICES SERVICES (17. 27.	0.9	:14-50-0000000000000000000000000000000000		gerereste victorio (SSA	32.0	2.1	necestatem	888888888888	0.2	enesterane
Delay (s)		Mary e	39.1	gati di dila			35.6	6.3	iideste shi	inusia	2.5	(Selena)
Level of Service	nereweggenrervener with 16	TO STOREST HEREROSES	D	umes 2011/100100000	energens som vin 1970	SSECTION OF THE PROPERTY OF THE PARTY OF THE	D Concessiones	A			A	
Approach Delay (s)		39.1			0.0			7.3			2.5	
Approach LOS		D			Α			Α			Α	
Intersection Summary												
HCM Average Control Delay			6.1	Н	CM Level	of Servic	e		Α			
HCM Volume to Capacity rati	0 6 1		0.74			ili ilginis					10 101785 11 31 1135	
Actuated Cycle Length (s)	asideth arbheili	eniamienieniene Produkter	90.0	Sı	ım of lost	time (s)		er er in a de la constitute de	8.0			
Intersection Capacity Utilization	on	more e deservir. Stantonio e de la como	56,2%			f Service			В			
Analysis Period (min)	.g., 1134, 104 (951) 242 (86) (residente al la 1549 d'Al 1569	15	representative to the second DSS								B 11 C 2 C 2 C 2 C 2 C 2 C 2 C 2 C 2 C 2
c Critical Lane Group	5100 000						o dynai					

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Movement	ËBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR 4	SBL	SBT	SBR
Lane Configurations	ኣ	þ		ሻ	414	7	7	ተተ			ተ }	
Volume (vph)	55	22	44	404	22	973	33 👊	951	251	1049	667	44
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	4.0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.004818.0 -b 1 40840	0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	ero assaga
Ent.	1.00	0.90	200 - 102M	1.00	0.88	0.85	1.00	1.00	0.85	1.00	0.99	
Fit Protected	0.95	1,00	- 1 31/11221 - 1 Million	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	Nagrasia (1984)
Satd. Flow (prot)	1770	1675	经验 电键	1610	2788	1441	1770	3539	1583	3433	3506	进一类情
Flt Permitted	0.95	1.00	20000000	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	erme e contide
Satd. Flow (perm)	1770	1675		1610	2788	1441	1770	3539	1583	3433	3506	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	61	24	49	449	24	1081	37	1057	279	1166	741	49
RTOR Reduction (vph)	0	45	0	0	444	443	0	0	204	0	2	0
Lane Group Flow (vph)	61	28	. 0	359	211	97	37	1057	75	1166	788	0
Turn Type	Split	umm		Split		Perm	Prot		Perm	Prot	namen - Marrie	. Tonyapeon
Protected Phases	Οριία Δ	1		3	3		11	6		5	2	
Permitted Phases	MCA nod Wit	48-V45	Total (Salate)	Theorems is transfer	ggrand waters and the	3	7,1, 1111		6		19402111 - 1 1 VAGE276	sa sunane
Actuated Green, G (s)	10.9	10.9		27.0	27.0	27.0	5.5	40.5	40.5	54.1	89.1	
Effective Green, g (s)	10.9	10.9	the other	27.0	27.0	27.0	5.5	42.0	40.5	54.1	90.6	uvini ni sibarra
Actuated g/C Ratio	0.07	0.07		0.18	0.18	0.18	0.04	0.28	0.27	0.36	0.60	
Clearance Time (s)	4.0	4.0	SEED CONTRACTOR STATE	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	susception - 1.50c
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1.0	4.7	4.7	1.5	5.4	
Lane Grp Cap (vph)	129	122	S,0000-1-10-1000	290	502	259	65	991	427	1238	2118	17079W112FW . TO
v/s Ratio Prot	c0.03	0.02		c0.22	0.08		0,02	c0.30		c0.34	0.22	
v/s Ratio Perm		HERANALIS.	(856 - C. T. (1018) (87)	, historialista (ili.	dadaer i i i i i i i i i i i i i i i i i i i	0.07	CASSESSESSES OF TAXABLE	MALLET TO SERVICE OF THE SERVICE OF	0.05			
v/c Ratio	0.47	0.23		1.24	0.42	0.38	0.57	1.07	0.18	0.94	0.37	
Uniform Delay, d1	66.8	65.6	(b) 11999 000 1811	61.5	54.6	54.1	71.1	54.0	42.0	46.4	15.2	and the second second
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	0.3	State ou substitutions	133.1	0.2	0.3	6.7	48.1	0.9	13.8	0.5	
Delay (s)	67.8	65.9		194.6	54.8	54.4	77.7	102.1	42,9	60.2	15.7	
Level of Service	E	E	4650 12 ABOOS	F	D	D	Ε	F	D	E	В	san sanoson
Approach Delay (s)		66.8			86.9			89.4			42.2	
Approach LOS	iour sidentifica	E	negasy e. coleman	ESTA S CAMERIAGES	F	BJ411	***	F			D	
Intersection Summary		127	12									
HCM Average Control Delay			69.6		ICM Leve	l of Service	e	***************************************	E	on expansions of a dispers	rgeri con contrastativo	s 11 (1/0) (1/0) (1/0)
HCM Volume to Capacity ratio)		1.00				ericor system Maria comi					
Actuated Cycle Length (s)	perter de PALC	100 100 100 100 100 100 100 100 100 100	150.0	3	Sum of los	t time (s)			16.0	erannia wa en alin eli 2000.	nako, kumingono	***********
Intersection Capacity Utilization	'n		88.6%			of Service		1 98.5H	₩ E			
Analysis Period (min)	talion, valente (n. 17)	enesesente en esta	15	a magazan 2 xoo dhika	ng pengang tang mengapakan dalam	- a an expressed advertigation of the ex-				nanikasi - Yrannianasa	nunci itassanona i m	SANSSESSON OF THE
c Critical Lane Group	Bales (2008)						rija z Prin					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Development of the Company of the Co	4	AMMONDAY FOUR BUT OF		₽	11 THE REPORTED IN	NORTH COLUMN	ት }›	ereggesking in in	*	ት ች	
Volume (vph)	153	11	612	33	22	11	830	1093	44	11	776	273
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		4.0	4.0	
Lane Util. Factor		1.00	economic sections	MANAGAN COLUM	1.00	analese en en en en en	1.00	0.95		1.00	0.95	Marie de la companya (1
Frpb, ped/bikes		1.00			1.00	B rider (2003)	1.00	1.00		1.00	0.99	Anthony (
Flpb, ped/bikes	ren in Japanes	1.00	via transfers	4888800-05-05-6	1.00	iskaska	1.00	1.00	no sometim	1.00 1.00	1.00 0.96	
Fri		0.89		Bibliografia	0.98	Hadisələr.	1.00	0.99 1.00		0.95	1.00	
Flt Protected	er - December	0.99			0.98 1771	Para Signa	0.95 1770	3516		1770	3381	
Satd. Flow (prot)		1648 0.99			0.52		0.95	1.00		0.95	1.00	
Fit Permitted		0.99 1648			947		1770	3516		1770	3381	
Satd. Flow (perm)	0.0F	•	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak-hour factor, PHF	0.95 161	0.95 12	644	0.95 35	23	0.95 12	874	1151	0.33 46	12	817	287
Adj. Flow (vph) RTOR Reduction (vph)	1 0 1	113	044	0	23 6	0	0.4	2	0	0	29	0
Lane Group Flow (vph)	0	704	Ö	0	64	0	874	1195	0	12	1075	Ö
Confl. Peds. (#/hr)				kaannok Mere	CONTRACTOR OF THE SECOND				AMENICULARINES I 1		SEE CALLES	Yer a mane
Confl. Bikes (#/hr)						964			##W445			2
Turn Type	Split		198885-510-5-50	Perm	<u>agricianios, mos.</u>	, en estation (Sign	Prot	<u> </u>	<u>narananan maka</u>	Prot		
Protected Phases	4!	1			8!		5	2			6	
Permitted Phases		N. 150 EMBR	iidibitikalay t	8	iki dibiliki dici.				o de la companya de l	rokanineter.	11 / 10/08/1988	outsteller.
Actuated Green, G (s)		37.3			37.3		39,3	67.8		1.1	29.6	YARISTOTO O
Effective Green, g (s)	regitudis in lindigeer resus	39.0	102:01-0	THE VEHICLES	39.0	tres of some appreciases	40.0	70.0	1.1-11-120000000000	1.8	31.8	***************
Actuated g/C Ratio		0.32			0.32		0.33	0.57	OF HEATOS	0.01	0.26	
Clearance Time (s)		5.7			5.7		4.7	6.2		4.7	6.2	
Vehicle Extension (s)		3.0			3.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)		523			301		577	2004		26	876	
v/s Ratio Prot		c0,43					c0.49	0.34		0.01	c0.32	
v/s Ratio Perm		resion resignations and establish	MADORES INSPESSORS CONTRACTOR	menancana manya angga da	0.07	*****************************	es ar er var abservaçõe base e çõ	r 5 (), 42 (s.) 1 (2 (ATO2*19532225	ererenterretrere	eserver reneratives	Namadaggan	gostkontikus en
v/c Ratio		1.35		hiji iyo d	0.21	andrige.	1.51	0.60		0.46	1,23	Made (S)
Uniform Delay, d1	reachers have not be the	41.9	o a consequence an	and and the second of	30.7	FELTERATOR FRANCISCO	41.4	17.2	SDEEDS COMPTENDED	60.0	45.5	arkonasan -
Progression Factor	Water Co	1.00		billionies:	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	HOMENING SOLD	168.5	NON COMMON	RITHER DESCRIPTION OF	0.4		240.5	0.5	SASSASANIANISA	4.7	112.4	
Delay (s)	erika addosi	210.4			31.0		281.9	17.7		64.7 E	157.9	
Level of Service		F	060 F9 F80 S		C 31.0		F	В 129.2		C Maria	156.9	e energi
Approach Delay (s)		210.4			31.U C			IZ9.Z			100.9	
Approach LOS		F						1				
Intersection Summary												
HCM Average Control Delay	500,74 "CA,51 65 65 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		151.4	НС	CM Level	of Service	3		F	\$15:45\\$15!\C18!\\\	ermentermen i de l'i de	DVS DESKRIBERS
HCM Volume to Capacity ratio			1.37									
Actuated Cycle Length (s)	terroreren en	en prinsipalista kara	122.8		m of lost		(55) (55)		12.0		STEERSBOOTES Y	Section (Section
Intersection Capacity Utilizatio	n		134.8%	IO	U Level o	f Service			Н			
Analysis Period (min)		HINDED ARGUES	15 (\$33) 689 (\$3) (\$	SHEHERE SHE	s server en grant de la constant	5101686868888	KEELISSES 100	grandina.	portistimikalistik	ondsjättist		Name of the Parket
! Phase conflict between land	e groups.				s spuilible					Manessia	in in its and	
c Critical Lane Group												

	٠	-	*	•	—	4	4	†	1	\	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	· *	ተተ	7	ሻ	^	7	14.14	ተተ	7	¥	ተተ	7
Volume (vph)	361	699	601	111	962	820	1049	1093	11	514	667	328
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	401	777	668	12	1069	911	1166	1214	12	571	741	364
RTOR Reduction (vph)	0	0	292	0	0	261	0	0	7	0	0	139
Lane Group Flow (vph)	401	777	376	12	1069	650	1166	1214	5	571	741	225
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	**************************************	Perm
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases			4			8		nagragasaan iy o ne 1971	2	agricações de la 1969	JOSEPH SERVES SERVED LA	6
Actuated Green, G (s)	18.5	60.7	60.7	1.0	43.2	43.2	27.5	37.8	37.8	26.5	36.8	36.8
Effective Green, g (s)	19.0	61.2	61.2	1.5	43.7	43.7	28.0	39.3	39.3	27.0	38.3	38.3
Actuated g/C Ratio	0.13	0.42	0.42	0.01	0.30	0.30	0,19	0.27	0.27	0.19	0.26	0.26
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.1	5.1	2.0	5.1	5.1
Lane Grp Cap (vph)	232	1494	668	18	1067	477	663	959	429	330	935	418
v/s Ratio Prot	c0.23	0.22		0.01	0.30		c0.34	c0.34		c0.32	0.21	
v/s Ratio Perm			0.24			c0.41		***************************************	0.00	keggengspaganaa a	n escretes	0.14
v/c Ratio	1.73	0.52	0.56	0.67	1.00	1.36	1.76	1.27	0.01	1.73	0.79	0.54
Uniform Delay, d1	63.0	31.0	31.7	71.5	50.6	50.6	58.5	52.8	38.7	59.0	49.7	45.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1,00	1.00	1.00
Incremental Delay, d2	345.3	0.2	0.6	54.1	28.0	176.7	347.6	128.0	0.1	341.1	6.9	4.9
Delay (s)	408.3	31.2	32.4	125.6	78.7	227.4	406.1	180.9	38.7	400.1	56.5	50.7
Level of Service	F	С	С	F	E	F	F	F	D	F.	E	D
Approach Delay (s)		113.5			146.9			289.9			172.3	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay			187.8	Н	CM Leve	of Servic	:e		F			
HCM Volume to Capacity rai			1.56									
Actuated Cycle Length (s)	er executive model. This has not		145.0	Sı	ım of los	t time (s)			16.0			
Intersection Capacity Utilizat	ion		118.6%			of Service			Н			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	-	*	•	—	*	4	†	<i>*</i>	>	ţ	4
Movement	ÉBL	EBT	EBR	. WBL	WBT .	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	ሻ	4	***************************************	\^	ተቀጐ	06020-1112939	ነ	^	7
Volume (vph)	11	22	11	164	22	459	22	1683	208	470	820	22
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	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.91	890509760 ASUS	1.00	0.95 1.00	1.00 0.98
Frpb, ped/bikes		1.00	0,97	1.00	1.00	0.99	1.00	1,00		1.00 1.00	1.00	1.00
Flpb, ped/bikes	- 154188-2566-151	1.00	1.00	1.00	1.00	1.00	1.00	1.00	Mark Schill	1.00	1.00	0.85
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.98		0.95	1.00	1.00
Fit Protected	contrativation	0.98	1.00	0.95	0.96	1.00	0.95 1770	1.00 5001		1770	3539	1550
Satd. Flow (prot)		1832	1530	1681	1704	1561	0.95	1.00		0.95	1.00	1.00
Fit Permitted	en - Negerer	0.98	1.00	0.95	0.96	1.00	0.90 1770	5001		1770	3539	1550
Satd. Flow (perm)		1832	1530	1681	1704	1561		0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90 510	0.90 24	1870	231	522	911	24
Adj. Flow (vph)	12	24	12	182	24	1,_1 11-4431319986341_1-	V 11 - CS COMS 65 85 85 4 - V 1	10 10	431 0	بر 0	0	is : : : : : : : : : : : : : : : : :
RTOR Reduction (vph)	0 55/2008/09/09	0	12	0	0	393	0 24	2091	0	522	911	17
Lane Group Flow (vph)	0	36	0	102	104	117			j. Hailas	::::::::::::::::::::::::::::::::::::::		2
Confl. Bikes (#/hr)	Friendesver (10. 0)	ANDROMICO, INST	2		MESSEL SECTION		n-ai		a anna	Prot	elita de la composición dela composición de la composición de la composición de la composición de la composición dela composición de la composición dela composición dela composición dela composición de la composición dela composición de	Perm
Turn Type	Split	ilense i il	Perm	Split		Perm	Prot 5	2			6	33701111
Protected Phases	4	4	ura - Se r or	8	8	8	J	. 20 3 1 1 1 1 1 1				6
Permitted Phases			4	400	16.8	16.8	4.0	59.6	OPP - HOSPAND	51.0	106.6	106.6
Actuated Green, G (s)	Ceru saus sesono	2.6	2.6 3.1	16.8 17.3	17.3	17.3	4.0	62.1	Market Carlett	51.5	109.1	109.1
Effective Green, g (s)		93:1	1.65332333345	0.12	0.12	0.12	0.03	0.41		0.34	0.73	0.73
Actuated g/C Ratio	0.0000000000000000000000000000000000000	0.02 4.5	0.02 4.5	4.5	4.5	4.5	4.5	6.5		4.5	6.5	6.5
Clearance Time (s)		1 143 (12.25) (0.15.2 - 17.1 - 1	2.0	2.0	2.0	2.0	2.0	4.6	Sahnan - 14	2.0	5.1	5.1
Vehicle Extension (s)	1408888811111111	2.0	32	194	197	180	53	2070	SIMI Compa	608	2574	1127
Lane Grp Cap (vph)	iania (Section	38	32	0.06	0.06	100	0.01	c0.42		c0.29	0.26	jesaji e st ati
v/s Ratio Prot	G1.841 N 30088	c0.02	0.00	0.00	0.00	c0.08	0.01	00.42				0.01
v/s Ratio Perm	A FIRM	0,95	0.00	0.53	0.53	0.65	0.45	1.01		0.86	0.35	0.02
v/c Ratio Uniform Delay, d1		73.4	71.9	62.5	62.5	63,5	71.5	43.9		45.9	7.5	5.6
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	Mark Companier	1.00	1.00	1.00
Incremental Delay, d2		122.9	0.0	1.2	1.2	6.3	2.2	22.3		11.2	0,4	0.0
		196.3	72.0	63.7	63.7	69.7	73.8	66.2	ABERTATACAN PANTASIANSAN	57.0	7.9	5.7
Delay (s) Level of Service		AND A TAKEN STREET, AND ADDRESS OF THE PARTY	L E	SEASONS TO PROCESSION STREET		E	E	E		line Ell	A	A
Approach Delay (s)		165.2	imi) a a a a a a a a a a a a a a a a a a a	uni	68.0	HER HARLING TO LEGISLA	MBHADON-GOR	66.3	SSECTION CONTRACTOR	89404741.TV-1.TI-1744.GA	25.5	
Approach LOS		Will Fil	unus s		E			湯高 E	juajinė, s		C	
5.1 a.	anich ar each						****		NAC		18/8	45318
Intersection Summary								en en de la companya				
HCM Average Control Delay			54.0	M H	CM Leve	l of Servic	e		D	Saudines S		
HCM Volume to Capacity ration	O Chichelester	res organism our	0.90		gravey) desirant	viviens v	anan		a ok	Silenikasa d	508H488555	
Actuated Cycle Length (s)			150.0			t time (s)			16.0			
Intersection Capacity Utilization	on	amining (taka kala)	85.0%)(::::::::::::::::::::::::::::::::::::	JU Level	of Service			E	343 4 45555		
Analysis Period (min)		STATES OF	15									
c Critical Lane Group												

		4	+		_	1	
	₹	2016B	MARK SE	/ NGSV	SBL	▼ SBT	
Movement.	WBL	WBR	NBT	NBR	<u></u>		Mar Gross
Lane Configurations	'Fy' 22	22	ተ ጮ 1770	22	11	1213	
Volume (vph)	1900	1900	1900	1900	1900	1900	eur chass
ideal Flow (vphpl)	4.0	1900	4.0	1000	4.0	410	
Total Lost time (s) Lane Util. Factor	1.00		0.95	· YSBHROZEJ. O	1.00	1.00	Macro 1 - 12 mag
ane ou. racio art	0.93		1.00		1.00	100	
FIt Protected	0.98	9850: 584400	1.00	Secondaria (Constitution Constitution Consti	0.95	1.00	
Satd. Flow (prot)	1695		3533		1770	1863	
FIt Permitted	0.98	ibilatal) tetakute	1.00	n, Corsostana	0.95	1.00	-
Satd. Flow (perm)	1695		3533	(4) S. G. H	1770	1863	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	.v
Adj. Flow (vph)	24	424	1967	24	12	1348	
RTOR Reduction (vph)	22	0	0	0	0	O	
Lane Group Flow (vph)	26	0	1991	. 0	12	1348	
Turn Type					Prot	A CONTRACTOR OF THE STATE OF TH	serve votesa
Protected Phases	8		6		5	2	
Permitted Phases						STREETS BUTCH CONTROL OF STREETS OF THE CONTROL OF THE STREETS OF THE STREETS OF THE STREETS OF THE STREETS OF	\$94910 5
Actuated Green, G (s)	6.6		77.8		3.6	85.4	
Effective Green, g (s)	6.6	asi na Nagararan	77.8	osa saatsiiniin	3.6	85.4	and the
Actuated g/C Ratio	0.07		0.78		0.04	0.85	2 No. 1
Clearance Time (s)	4.0	: :-::Generale	4.0	DESCRIPTION OF STREET	4.0		and the second
Vehicle Extension (s)	3.0		2.8		2.4	2.8	Astronio
Lane Grp Cap (vph)	112	MENTAL WOOD, TO SEE	2749	Hadasinerana	64		Maria Seria
v/s Ratio Prot	c0.02		0.56		0.01	c0.72	
v/s Ratio Perm		inderosease	0.70			0.85	
v/c Ratio	0.23	. Grandasen	0.72 5.6		0.19 46.8	3.9	
Uniform Delay, d1	44.3	54100000000	1.00	SORNAIS SEE SE	1.00	3.9 1.00	MSA.N
Progression Factor	1.00 1.0		1.7		0.9	5.8	AMERICAN I
Incremental Delay, d2	45.3		7.3		47.7	9.6	MATERIAL STATES
Delay (s) ∟evel of Service	43.5 D		A	A STATE OF THE STA	D		. MALES MARKET PARK
Approach Delay (s)	45.3	COMPRESS TO SERVICE STATE OF THE SERVICE STATE OF T	7.8		111111111111111111111111111111111111111	10.0	1576
Approach LOS	D	· SZEMBALAC	A	DANGE COMMIN	umikata		211111111111111111111111111111111111111
Intersection Summary	**************************************						
HCM Average Control Delay			8.9	НС	M Leve	of Service A	
HCM Volume to Capacity rat			0.80				
Actuated Cycle Length (s)			100.0	Su	m of los	it time (s)	, according to \$150.000
Intersection Capacity Utilizati	on		73.8%			of Service D	
Analysis Period (min)		este successible	15	a, e parentiffi	авейлен (1967-75)	живовикания (в 2.7. г. год принявания в под в настройней в под в настройней в под принявания в под при в под п В под принявания в под пр	
c Critical Lane Group							

	<i>•</i>	~	•	Ť	Ţ	1	
	ËBL	EBR	NBL	NBT	SBT	SBR	
Movement Lane Configurations	<u>₹</u> ₩	LUI	no.	<u>ተተ</u>	†	7	(344) (2009) (344) (349)
Volume (vph)	208	22	0	1584	1158	76	
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	STATE OF THE STATE
Total Lost time (s)	4.0		TH 44	4.0	4.0	4.0	
Lane Util. Factor	0.97	SHALL THORIGO		0.95	1.00	1.00	
Frt	0.99			1.00	1.00	0.85	
Flt Protected	0.96			1.00	1.00	1.00	
Satd. Flow (prot)	3408		Stoph Situ Smithson	3539	1863	1583	
FIt Permitted	0.96	er ausgabyttereter	Esparativisia	1.00	1.00	1.00	
Satd. Flow (perm)	3408			3539	1863	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	231	24	0	1760	1287	84 iii 19	是一个时间,但是一个时间,但是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
RTOR Reduction (vph)	10	0	0	0 1760	0 1287	65	
Lane Group Flow (vph)	245	0	0	11/00	120/	Perm	2. 通過構模器。等於機構的結果與自動質解析為一定認識的於一定的關鍵的。 如此的理解,是認識的學術的可能的 可能可能可能可能可能可能可能可能可能可能可能可能可能可能可能可能可能可
Turn Type	remerie bildige		INDESCRIPTION	no a st a ns	2	reiiii	
Protected Phases					Billia Sabi	2	e ingalikan sepanjan pengalah pengahan pengahan pengahan pengahan pengaran pengah
Permitted Phases	12.0			70.0	70.0	70.0	
Actuated Green, G (s)	12.0	Marian. Wall		70.0	70.0	70.0	HER LITTERNING CONTRACTOR OF THE SECTION OF THE SEC
Effective Green, g (s) Actuated g/C Ratio	0.13	9/g(x, 5)		0.78	0.78	0.78	
Clearance Time (s)	4.0			4.0	4.0	4.0	Tarketsise to statistical transfer to the same of the
Vehicle Extension (s)	2.8	15 (49)		2.8	2.8	2.8	
Lane Grp Cap (vph)	454	vsheet.re		2753	1449	1231	
v/s Ratio Prot	c0.07			0.50	c0.69		
v/s Ratio Perm		1999) W. William Galls	(*) * * * * * * * * * * * * * * * * * *			0.04	energy of department of the control
v/c Ratio	0.54			0.64	0.89	0.05	
Uniform Delay, d1	36.4			4.4	7.2	2.3	
Progression Factor	1.00			1.00	1.00	1.00	
Incremental Delay, d2	1.2	akto ekinennek	Y. 111 YE 1900 (1960 (197	1.2	8.4	0.1	
Delay (s)	37.6		igo - 11888	5.6	15.6	2.4	
Level of Service	D		1800A E 40909181	A	B 440	A	
Approach Delay (s)	37.6		WELL YES	5.6	14.8 B		等。 1985年 - 1986年
Approach LOS	D			Α	-		
Intersection Summary		1000					0
HCM Average Control Delay		(4:14:14:14:11:11:11:11:11:11:11:11:11:11	11.7	H	CM Leve	l of Service	
HCM Volume to Capacity rat	tio		0.84			1916 - 2016 4 time (a)	
Actuated Cycle Length (s)	Avamenta de sectors	indicensorie	90.0			t time (s)	6.U
Intersection Capacity Utilizal	uon		74.2%		Level	of Service	
Analysis Period (min)	and department		15	nse de desart		Gijias ya Shi	
c Critical Lane Group							

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Movement: FBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SI	SBR
Lane Configurations 4 7 415 4	\$
Volume (vph) 11 1136 33 11 1508 22 33 109 55 44	44 44
Ideal Flow (vphpl) 1900 1900 1900 1900 1710 1900 1900 1900	A CARLO DE DESMENAR A DATA DA DA CARLO DE
Oldo IVV	%
Total Lost time (3)	.0 00
Edito of the coordinate of the state of the	00 00
TIPD, PERFORMANCE OF THE PROPERTY OF THE PROPE	30 30
THE PART AND THE PARTICULAR PROPERTY OF A CHARACTER	A * * * * * * * * * * * * * * * * * * *
Frt 1.00 0.85 1.00 0.96 0.9 Flt Protected 1.00 1.00 1.00 0.99	
Satd. Flow (prot) 1815 1475 3093 1765 176	The same of the same of the contract of the co
Fit Permitted 0.98 100 0.90 0.91 0.	
Satd. Flow (perm) 1771 1475 2781 1613 11	329201314-1
Cutai i for (p.v)	90 0.90
POUNTION OF THE PROPERTY OF TH	49 49
	19 0
	28 0
Confl. Peds. (#/hr) 9	
Confl. Bikes (#/hr) 1 2	
Parking (#/hr)	10000
Turn Type Perm Perm Perm Perm Perm Perm	1 1 1 1 1 1 1
Protected Phases 2 6 8	4
Permitted Phases 2 2 6 8 4	MELBORAMORPHICA TO
CONTROL OF THE STATE OF THE STA	.0
Elicolity of control of the control	5.0
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CONTROL OF THE PROPERTY OF THE	.0 .0
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THE PROPERTY OF THE PROPERTY O	
v/s Ratio Prot v/s Ratio Perm c0.72 0.02 0.62 c0.13 0.	- 11 11
v/s Ratio Perm c0.72 0.02 0.62 c0.13 0. v/c Ratio 0.95 0.03 0.81 0.79 0.	
).8
	00
	1.8
Delay (s) 25.0 (3.0) 11.0 54.6 49	.5
Level of Service C A B D	D
Approach Delay (s) 24:3 11.0 54:6	.5
Approach LOS C B D	D
Intersection Summary HCM Average Control Delay 20.6 HCM Level of Service C	AND DESCRIPTION OF THE PERSON
HCM Volume to Capacity ratio 0.92	
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 8.0	ASSOCIATION SERVICES
	ensachabrertoppesch kann die Gr
A STATE OF THE STA	
Intersection Capacity Utilization 88.8% ICU Level of Service E Analysis Period (min) 15	

	۶	-	*	·	+	•	•	†	<i>></i>	\	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	N SBR
Lane Configurations	ħ	4		*	ĵ,) ^N	1→		*	†	7
Volume (vph)	546	667	22	44	787	11	22	481	120	109	372	732
Ideal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	wine:	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	amenymene capeta (1. 5. 5. 4.)	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	450000000000000000000000000000000000000	0.95	1.00	1.00
Satd. Flow (prot)	1770	1854		1770	1562		1770	1807		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	- 11 10659804999040100	0.95	1.00	. 10 446 (470898990)	0.95	1.00	1.00
Satd. Flow (perm)	1770	1854		1770	1562		1770	1807		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	607	741	24	49	874	12	24	534	133	121	413	813
RTOR Reduction (vph)	. 0	1	0	0	1	0	0	6	0 	0	0	28
Lane Group Flow (vph)	607	764	0	49	885	0	24	661	0	121	413	785
Turn Type	Prot			Prot		and which is a substitution for the	Prot		BERNSDORVINGEN (\$187)	Prot		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	11127
Permitted Phases				***************************************	******************************	0000 S000 S1 5 5 5 5 5 5		perus tir it is terbeled to	ro compassivirio		aprisació ficad	6
Actuated Green, G (s)	31.0	82.2		5.6	56.8		2.4	41.8		6.0	45.4	76.4
Effective Green, g (s)	31.0	82.2	North Property	5.6	56.8	rososones sac	2.4	41.8	::::SURMINEAR)	6.0	45.4	76.4
Actuated g/C Ratio	0.20	0.54		0,04	0.37		0.02	0.28		0.04	0.30	0.50
Clearance Time (s)	4.0	4.0	e in elementario de la compressada	4.0	4.0	CHARGE CARREST STREET, CAST	4.0	4.0	constantant	4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1	en and the	2.0	4.1		- 2.0	4.1	24641116	2.0	4.1	2.0
Lane Grp Cap (vph)	362	1005	IS IN IN ARTHUMOUS SPINGBROKE	65	585	AND CONTRACTOR OF STREET	28	498	TORANGE CONTROL OF THE STATE OF	70	558	840
v/s Ratio Prot	c0.34	0.41		0.03	c0.57		0.01	c0.37		c0.07	0.22	c0.19
v/s Ratio Perm	entanticon inchesion in 1700 c		areastanis areas	ne om normalise in the second	TO COMPRESSED THE	empropriese constructor.		sweerlal lease	EGERTINATEDEN EG		aasasta .	0.30
v/c Ratio	1.68	0.76		0.75	1.51		0.86	1.33		1.73	0.74	0.93
Uniform Delay, d1	60.3	27.0	MERCHANIST TO THE	72.3	47.4	namanakosoko.	74.4	54.9		72.8	47.8	35.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	316.4	3.7	r negalierene	34.8	239.8	reconstance.	106.2	160.9	arganor PPN	380.4	5.6	17.0
Delay (s)	376.7	30.7		107.2	287.2		180.6	215.8		453.2	53.4	52.3
Level of Service	F	C	eras estremiente	F	F	.c	F	F	ermanusissis (F	D	D
Approach Delay (s)		183.8		า การ อะไกเลี้ ม เป	277.8			214.6	ilinitako e		88.6	in Sign
Approach LOS		F			F			F			F	
Intersection Summary			1					1000		9 10 10 10 19 1		
HCM Average Control Delay			179.4	H(CM Level	of Service	<u></u> -		F			
HCM Volume to Capacity ra			1.53				10 (10 (10 (10 (10 (10 (10 (10 (10 (10 (
Actuated Cycle Length (s)	parostours - 14 mills		151.6	St	ım of lost	time (s)			20.0			
Intersection Capacity Utiliza	tion		132.3%		U Level c				H			849045511 5145646
Analysis Period (min)	mana na detro esta de la composição de la c	, e	15			**************************************	4, a,					
c Critical Lane Group						igning (street						

	*		-	4	\	4				
Mövement	EBL	EBT	WBT	WBR	SBL	SBR	T. P.			
Lane Configurations	7	**************************************	ተት	7	ħ	7				- Constant
Volume (vph)	350	525	448	251	186	372		ini		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		namena and harmon and harmona best	esco o o osperano o	111. Rederigers House - 1 - 0.00000000
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	arado e mosedastro	SSECTORING		CONTRACTOR CONTRACTOR
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98		ko odali		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	ngest chargo			
Fit	1.00	1.00	1.00	0.85	1.00	0.85 1.00				
Fit Protected	0.95	1.00 1863	1.00 3539	1.00 1566	0.95 1770	1544			5,000	
Satd. Flow (prot) FIt Permitted	1770 0.95	1.003	1.00	1.00	0.95	1.00	1980530 - 1983	MORECE CERRO		a, the same and a local
Satd Flow (perm)	1770	1863	3539	1566	1770	1544				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	MARKETON - MANAGE	25531212		
Adj. Flow (vph)	389	583	498	279	207	413				
RTOR Reduction (vph)	0	0	0	46	0	323	Markin	Hatti G Containing	.,	
Lane Group Flow (vph)	389	583	498	233	207	90				
Confl. Peds. (#/hr)	DESCRIPTION OF STREET	eren Hyper		8		7		menerosamento de 14 MANSO	avinera o 11.7 S.P (0079798)	eres començares escribir de la Millo
Confl. Bikes (#/hr)				8	2000	8			induna i i i i i i i i i i i i i i i i i i i	
Turn Type	Prot			pm+ov	1004-1-11: 1-12419298	Perm	ACCHIBINETES (C.C.)	organismical (o)	SASSA (1985)	escenti laggencesti.
Protected Phases	1	6	2	4	4		Service Control			
Permitted Phases	eesmega ong Twa	5339 <u>89085</u> -1-1	: Shi dikandanan	2	ansocki-like	4				erenners i Assertins
Actuated Green, G (s)	12.4	26.3	9,9	19.4	9.5	9.5				
Effective Green, g (s)	12.4	26.3	9.9 0.23	19.4 0.44	9.5 0.22	9.5 0.22	2.0.00000000000000000000000000000000000			
Actuated g/C Ratio	0.28 4.0	0.60 4.0	0.23 4.0	4.0	4.0	4.0	Sisseen Mark		A SAMBANIA A	SIZENSENA TARISENA
Clearance Time (s) Vehicle Extension (s)	4.0 3.1	4.0 3,1	1.0	1.0	1.0	1.0			18 A - 18	
Lane Grp Cap (vph)	501	1119	800	837	384	335	Service Control	Theready (Bibert)		
v/s Ratio Prot	c0.22	c0.31	0.14	0.06	c0.12			566		
v/s Ratio Perm	acida 'TT-		1 10 7 4 5 5 10	0.09	oobaansaa	0.06	460000000000000000000000000000000000000	CHANGE STREET, CAN	Asset Principal Control	and the second of the second o
v/c Ratio	0.78	0.52	0.62	0.28	0.54	0.27	Sell (2)			
Uniform Delay, d1	14.4	5.1	15.3	7.8	15.2	14.3	W. WIDTHWAYANA	******************	FINANCIA SE SESTIVO SE CONTRA	CHYCENESSISSION OF THE STATESTICS
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		inasi		
Incremental Delay, d2	7.5	0.5	1.1	0.1	0.7	0.2	/5-179 000000000			CHARLESTON A CONTROL
Delay (s)	21.9	5.5	16.4	7.8	15,9	14.4				
Level of Service	C	A	B	A	В	В				
Approach Delay (s)		12.1	13.3		14.9					
Approach LOS		В	В		В	·	ANOTHER EXPERIENCES			44234
Intersection Summary							199			
HCM Average Control Delay	Maranga ya ta sa sa mara	amaining parties of	13.2	H 253888888888	CM Level	l of Service	TANTESI KSAMMOONI	В	reerementeers	
HCM Volume to Capacity rati	0		0.59					0.0		
Actuated Cycle Length (s)	eren er		43.8		um of los			8.0		
Intersection Capacity Utilizati	UN		53.6% 15		o revel (of Service		A		
Analysis Period (min) c Critical Lane Group										ratempagnatus (S. 1965) Maria
C Cittical Lane Group	医水子类 医抗腺素			arten Misoranii	ada Gibbagurah		報告にいいるの問題	Musicusta	REMBROANS AND THE DESIGNATION	SEMBLESSES - 1 - F. CALLED

	<u></u> ▶	→	*	•	4	1	4	†	*	\	↓	1
Movement	EBL	EBT	EBR	WBL	WBT'	.WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^}		¥i	1→		ሻ	þ		in in the second second	ione compression	euro di chi evidi.
Volume (vph)	33	55	11	262	109	142	11	994	33	66	940	66
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	\$91,292,000 0	1.00	1.00		1.00	1.00		1.00	1.00	2341234335771853445.
Frt	1.00	0.97		1.00	0.92		1.00	1.00		1.00	0,99	
Fit Protected	0.95	1.00	70 1 MIRCHO 114-	0.95	1.00	******	0.95	1.00		0.95	1.00	1.12mesesegraisr-
Satd. Flow (prot)	1770	1816		1770	1704		1770	1854		1770	1844	
Flt Permitted	0.95	1.00	110000000000000000000000000000000000000	0.95	1.00		0.95	1.00		0.95	1.00	
Satd Flow (perm)	1770	1816		1770	1704		1770	1854		1770	1844	
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)	35	59	12	282	117	153	12	1069	35	71	1011	71
RTOR Reduction (vph)	0	5	0	0	33	0	0	1	0	0	1	0
Lane Group Flow (vph)	35	66	0	282	237	Ö	12	1103	0	71	1081	0
Turn Type	Prot		<u> </u>	Prot			Prot			Prot		
Protected Phases	7 57	7	Mask Co	3	8		5	2			6	1000
Permitted Phases	· · · · · · · · · · · · · · · · · · ·	uch, styletani	(#88098J.); (3 /)	e. Pervisition	ingalia Ma n	Missississis (1927)	manneres.	. 17-1527 6979-9 00000	ar Herstille Milleren	in the second agreement	unit i kimileksishb	regulation of the control
Actuated Green, G (s)	4.2	8.9	uo asas s	24.3	29.0		0.9	88.5		7.0	94.6	
Effective Green, g (s)	4.0	8.7		24.1	28.8		0.7	88.3	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	6.8	94.4	Ming year and
Actuated g/C Ratio	0.03	0.06		0.17	0.20		0,00	0.61		0.05	0.66	
Clearance Time (s)	3.8	3.8		3.8	3.8	BECKER ASSESSED	3.8	3.8	ALCONOMISSINS	3.8	3.8	2000 to 100 to 100
Vehicle Extension (s)	1.0	2,0		1.0	2.0		1.0	3.1		1.0	3.1	
	49	110	490au 2 44 44 45 452	296	341	ESSENCIAL PROPERTY AND INCOME.	9	1138	STORYGENION NO.	84	1210	
Lane Grp Cap (vph)	0.02	0.04		c0.16	c0.14		0.01	c0.60		c0.04	0.59	
v/s Ratio Prot	0.02	W.U4		; CO. 10	in a maintaine		· · · · · · · · · · · · · · · · · · ·	HAM.AA	Machine de	เมื่อเกียงการ	. GGBBBBBCCTV:	11) m (82(6))
v/s Ratio Perm	0.71	0.60		0.95	0.70	O Manual	1.33	0.97		0.85	0.89	
v/c Ratio	11	65.9		59.3	53.5		71.6	26.5		68.0	20.6	and Nations
Uniform Delay, d1	69.4	1.00		1,00	1.00		1.00	1.00		1.00	1.00	
Progression Factor	1.00	6.2		39.2	4.9		429.4	19.5		48.9	8.7	\$6%GREENS CO
Incremental Delay, d2	33.5	72.2	19600 (1998)		58:4	eneros estados	501.0	46.0	845 ST	117.0	29.3	
Delay (s)	102.9			98.6	\$\$\$\$\$\$\$\$\$\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\		rersexpressivence	HV.U D		F	C	
Level of Service	F	E	erestica a	F	E 78.9		F	50.9		inais s	34.7	
Approach Delay (s)	ikabanyan:	82.3	Marin .		PROPERTY OF THE PROPERTY OF TH			Bakara, mananakara			C	
Approach LOS		F			E			D			· ·	
Intersection Summary	6 mar 196											
HCM Average Control Delay			50.9	H	CM Level	of Service	e		D	NAME AND ADDRESS OF THE PARTY O	naverovenamenenemo i Vi	****
HCM Volume to Capacity ratio)		0.93									
Actuated Cycle Length (s)	C 10244 - 1 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		143.9		ım of lost				12.0		****************	•
Intersection Capacity Utilization	n		82.9%	ΪĊ	U Level o	of Service			i E			
Analysis Period (min)	and the second second	and the first of the second	15		commenced of the condition						N. N. Salara programme and the	
c Critical Lane Group		le Shakali										

	٠	→	*	•	4	*	4	†	*	>	1	1
Movement 4	EBL	EBT	EBR	WBL.	WBT	WBR -	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	7	†		ሻ	\$	0.0525000000000000000000000000000000000	\	4 1	aaraayya 1990		† }	Y (19 95)
Volume (vph)	22	33	11	197	111	197	1111	1060	66	98	841	111
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		4.0	4.0		4.0	4.0	to serveribility
Lane Util. Factor	1.00	1.00	energia enterpropriation	1.00	1.00	asar unseya saradoo.	1.00	0.95	10112895C	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0,97	- ignis	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	na na matamana.	1.00	1.00	1.5000000000000000000000000000000000000	1.00	1.00	24000000000000000000000000000000000000	1.00	1.00 1.00	第四、甲
Frt	1.00	0.96		1.00	0.86		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	Sasassassa 11	0.95	1.00		0.95	1.00	4 4388 88 1.58	0.95 1770	3531	Destruction (III)
Satd: Flow (prot)	1770	1784		1770	1557		1770	3503		0.95	1.00	1949 S. Fr F
FIt Permitted	0.95	1.00	BBBBB COLUMN	0.95	1.00		0.95	1.00 3503	988880 - F89	1770	3531	
Satd. Flow (perm)	1770	1784		1770	1557		1770		0.04	0.91	0.91	0.91
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91 73	108	924	12
Adj. Flow (vph)	24	36	12	216	12	216	12	1165	/ J	uo 0	745 1	0
RTOR Reduction (vph)	0 ::::::::::::::::::::::::::::::::::::	11	0	0	130	0	0 12	4 1234	0	108	935	0
Lane Group Flow (vph)	24	37	0	216	98	0	12	1234	1	100	900	1
Confl. Peds. (#/hr)	progressor or companies	nacioni chouseu	1 ************************************	nagonassas: 10	ionseneroot	1	osomenem	645 93 52200:375	2			3284453 7
Confl. Bikes (#/hr)			3		a di di	3		CAPPARE E	evinen Z	Dt		Balagasiran I
Turn Type	Prot	anny syntante (L1-10)	erenisenische	Prot	54-11-19- 58-25 -25		Prot		::-V33598834511	Prot	6	PHTHESE
Protected Phases	7	4		3	8		5	Z			· · · · · · · · · · · · · · · · · · ·	
Permitted Phases	rangaggggaara - <u>ii</u> 199	sateratasan en 1900.		sas eta entre en	960. G 2829 8	1457-12707 88000	0.5	22.5		6.3	39.3	
Actuated Green, G (s)	1.7	6.4		11.8	16.5		\$269 E. C.	33.5 34.5		6.3	40.3	
Effective Green, g (s)	1.7	6.4	Marchael (190	11.8	16.5		0.5			0.08	0.54	
Actuated g/C Ratio	0.02	0.09		0.16	0.22	in online and	0,01 4.0	0.46 5.0		4.0	5.0	
Clearance Time (s)	4.0	4.0	15869-050554/88	4.0	4.0 2.0		1.0	3.1		4.0 1.0	3.1	
Vehicle Extension (s)	1.0	2.0		1.0				1611		149	1897	numumina.
Lane Grp Cap (vph)	40	152		278	343		12	c0.35		c0.06	0.26	
v/s Ratio Prot	0.01	0.02		c0.12	c0.06		0.01	ะบ.งอ		CO.00	0.20	y Profesion
v/s Ratio Perm			sanyin diriya	0.70	አባር		1.00	0.77		0.72	0.49	
v/c Ratio	0.60	0.24		0.78	0.28		37.2	16.9		33.5	10.9	99040 + 660000
Uniform Delay, d1	36.3	32.0	Bergera S	30.3 1.00	24.3 1.00		1.00	1.00		1.00	1.00	
Progression Factor	1.00	1.00		11.7	0.2		259.8	2.2	BASS CONSIS	13.7	0.2	M79- 1 2738
Incremental Delay, d2	16.1	0.3	ORIVES DE 200	skomskerperrovacu i 1 -	3000 000000000000000000000000000000000		297.1		Profesions	47.3		
Delay (s)	52.4	32.3 C		42.1 D	24.5 C		- 201.1 F	В		D	В	Say D.D. Richard
Level of Service	D	39.0			33.0			21.8			14.9	
Approach Delay (s)		Decoupling the control of the contro			C			21.0 C			В	OR CONCESSION S
Approach LOS		D				eanonceannismi vide Sini Patricio				en metalen sen sen sen se	-	
Intersection Summary						100		de l	146	e de la companya de		
HCM Average Control Dela	у		21.4	Н	CM Leve	of Service	е		С	conggavance.	-0.000048888888440	and Sandagagaga
HCM Volume to Capacity ra	atio		0.68									
Actuated Cycle Length (s)			75.0	- /	um of los	DESTRUCTION OF THE PROPERTY OF THE PARTY OF		. oggalfentetenn	12.0	colores essentia	055 - 11575/0008683	SHIP KRARE
Intersection Capacity Utiliza	ation	production.	65.1%		U Level	of Service	sanales.		C			
Analysis Period (min)	re representativo de com el Color	ecoegggggggectter (Birter	15	egggaag gowleo no nanano		en sanari pareterror	roseros (Ectobrasion	nakan marangan	HEREUTEN SANS	Generalises (1831)	eranemane.	NO 250 000 000 100 100 100 100 100 100 100 1
c Critical Lane Group										dilalika Assas	sinains.	

	→	\rightarrow	•	♣	4	*			•		
Movement	ĒBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	†	7		† †	¥Υ		masen see ee van 1995	SECTION AND ASSESSMENT OF THE PARTY OF THE P		De verenenski	88 85 5
Volume (veh/h)	1147	109	0	1126	0	393					
Sign Control Grade	Free 0%	5.6. 493 8	nas osaabii	Free 0%	Stop 0%						AV YER
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				a in Tribiblica	gaverne ne n.
Hourly flow rate (vph)	1349	128	0 :	1325	0	462	ia di la				
Pedestrians	German makeens	vitra - 1,5547659	remembers and the	00000000000000000000000000000000000000	1035(8888)	eriosocolo de de centra	00000000000000000000000000000000000000	: /:::::::::::::::::::::::::::::::::::	4. 10.0000000000	8675 & 7 1 SARE	MARKEN I
Lane Width (ft)				salad Sund							
Walking Speed (ft/s) Percent Blockage		ESPAYA:									
Right turn flare (veh)	-17	BIGHNOO.	, ing sa mangapat	eing (Gafavasca		EDECATO I - 1 - 14-76-5	anmente.			AND THE STREET	ngapeeri et.
Median type	None			None		1000			establish in		
Median storage veh)	MYTH DARW	154523192211		1283	wyconger (1947)	PERMITANTE CONTRACTOR		program i i i i i i i i i i i i i i i i i i i	Ken serve es		200
Upstream signal (ft) pX, platoon unblocked				1200		CONSTRUCTOR CONTROL OF					1.48386
vC, conflicting volume			1478		2012	1349					
vC1, stage 1 conf vol		nte valezzakia	SSEERLAND OF THE REPORT OF THE	erender in der 1980	CHARGEMENT						99:340.11 (
vC2, stage 2 conf vol		diamin'ny fivondronana diamin'ny faritr'i N	1478		2012	1349			150793000		
vCu, unblocked vol tC, single (s)			4.1		6.8	6.9					
tC, 2 stage (s)	(Ast Ares Nationalism)		4.1 2- N.1 2-11 20-1 10-1 10-1	e samentares	#141.401.101.401.001	::::::::::::::::::::::::::::::::::::::		ender of the Contractor	MARKET STATE OF THE STATE OF TH	COLOR DEPENDENCE CO. V.	
tF (s)			2.2		3.5	3.3					
p0 queue free %			100 452		100 51	0 141					
cM capacity (veh/h)								en en en alda en e			- 330863
Direction, Lane #	EB1	EB 2	WB:1:	WB 2 662	NB 1 462	eren e		Mile a			
Volume Total Volume Left	1349 0	128 0	002	002	402 0						No. Harris
Volume Right	Ō	128	0	Ŏ	462		ooners is		ings of 1989 Bulletinskip		
cSH	1700	1700	1700	1700	141	STERRAR STREET, STATE OF THE STATE OF	- Consultation	gerende e statis	vandiosiavs (nvorneospa
Volume to Capacity	0.79	0.08	0.39	0.39	3.29 Err	isina na					
Queue Length 95th (ft) Control Delay (s)	0 0.0	0 0.0	0.0	0 0:0	Em		3451500		Kigagara		
Lane LOS					F	otheraphies (**) - ;	THERMSHORES	R2d publication in the silfe	nisaassanudi		
Approach Delay (s)	0.0		0.0		Err			150 851 119 11			
Approach LOS		,			F					***************************************	****************
Intersection Summary											
Average Delay		(74547) (74547)	1416.1	പ്പ	in Lila	60			-		
Intersection Capacity Utilization Analysis Period (min)	JI1		91.4% 15	เษเ	ı Level 0	f Service					
Analysis i Chou (IIIII)			IV								ings :

Movement S8U S9B WUE NVB NE NER		Į,	لر	*	*	*	~					
Lane Configurations	Movement	SBI	SBR	NWE	NWR	NEL	NER	li di				
Volume (vyh) 1005 317 809 893 590 951 Ideal Flow (vyhp) 1900 1900 1900 1900 1900 Total Lost time (s) 4.0 4.0 4.0 4.0 4.0 4.0 Lane Uill, Factor 0.97 1.00 0.97 0.88 0.97 1.00 Fipb, pedrbikes 1.00 0.99 1.00 0.98 1.00 1.00 Fipb, pedrbikes 1.00 0.99 1.00 1.00 1.00 1.00 Fit 1.00 0.95 1.00 0.85 1.00 0.85 1.00 Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.94 0.94 0.94		~ T-41-65 (0 * 0) (0 * 0) (0 * 0) (0 * 0)	02.997		1							
Ideal Flow (yphp)												
Total Lost time (s)			erentistics of a const	998 638 C. C. C. C. C. C. C.		63574, 14154, 1144, 144, 124	N1304430339943187856	*:::::::::::::::::::::::::::::::::::::		ASSESSED TO THE SERVICE	BliffElichteric	v-:N21919144444
Lane Util. Factor 0.97 1.00 0.97 0.88 0.97 1.00 Frpb. pedbikes 1.00 0.99 1.00 0.98 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0							and the second s		7200000000			
Fipb, ped/bikes		 1. ************************************	\$240001486514		>>>+>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>	Fig E. Carl Lot to the heart areas		MANAGEMENTERS (CARLOS CONT.)	~	Metar Cityles	TANCHARCAN CONTRACTOR OF THE ST	~
Fipb, ped/bikes	The second of th	4 - 1 - 1 - 1 - 1 - 44 - 1 - 4 - 4 - 4 -	and the second second second second	THE RESERVE AND THE PARTY AND		A REAL PROPERTY AND ADDRESS OF THE PARTY.	and the same of th					
Fit 1.00 0.85 1.00 0.85 1.00 0.85 1.00 0.85 Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00 0.95 Fit Protected 0.95 1.00			11.11.11.11.11.11.11.11.11.11.11.11.11.	CASSESSED ASSISTANCE CONTRACTOR	NIMBELLENSI COLISTATA	the actual report of the regardance		something state ())	. ~	SECTION AS AN ASSAULT MADE	***************************************	
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Satd. Flow (prot) 3433 1563 3433 2723 3433 1583 FIP Permitted 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.94 0.	The Control of the Co		A PART OF THE PART	progressors and colors and a	- 130-457886938316845697			,	C	Marian (1977)		
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Satd. Flow (perm) 3433 1563 3433 2723 3433 1583 Peak hour factor, PHF 0.94 0.92 0.34 0.26 0.26 0.80 0.99 0.98 0.99 0.99 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94			: : : : : : :	168 83 15 (5 C ~ 5 m) 5 m () +	17/14/15/10/0008 (040 83 8	Bitter Carles and Control of the Allendar		Killy of Statestandianasis	GC			
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Adj. Flow (vph)							0.94					
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Lane Group Flow (vph) 1069 99 861 296 628 1009 Confl. Peds. (#hr) 1 2 Turn Type Perm Custom Protected Phases 4 2 1 6 Permitted Phases 4 2 Actuated Green, G (s) 23.5 23.5 26.0 26.0 16.5 46.5 Effective Green, g (s) 24.0 23.5 27.5 27.5 16.5 48.0 Actuated g/C Ratio 0.30 0.29 0.34 0.34 0.21 0.60 Clearance Time (s) 4.5 4.5 5.5 5.5 4.0 5.5 Vehicle Extension (s) 2.0 2.0 3.0 3.0 2.0 3.0 Lane Grp Cap (vph) 1030 459 1180 936 708 950 v/s Ratio Prot c0.31 0.25 0.18 c0.64 Uniform Delay, d1 28.0 21.3 23.0 19.3 30.8 16.0 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 38.3 0.1 2.3 0.2 12.5 47.1 Delay (s) 66.3 21.4 25.3 19.5 43.4 63.1 Level of Service E C C E Intersection Summary HCM Average Control Delay 4.3.6 HCM Level of Service D Actuated Cycle Length (s) 1.05 Intersection Capacity Italication 78.6% ICU Level of Service D Analysis Period (min) 15		1,000,000,000		sing in a contract of		GABUST VERSES AND A CONTRACT	Service in the server of the server of the	President de l'Adriant de l'Adr	BRODELLAS A DESA	HERERETTE STORES		F46411267****
Confl. Peds. (#/hr)								west Silvin		ŞIĞMIYI		
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Permitted Phases		######################################		2	minete co		en de grant grant de la companya de	presentation of the	:-SEVANSORUSSSISSE", '	(0 1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	filmovica i se i s	to entre the first Weeks
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Effective Green, g (s)	TOURS OF A COUNTY OF THE PROPERTY OF THE PROPE	23.5		26.0	water the contract of the state	16.5	46.5	SCHOOL COLUMN	unasennakku.	······································	abbene totalov, si	1-*19E#86*61117114604
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		n N	SEASTA TENNESERRE	CANADATO AMENOYAN BEAMALA) Personales	JU Level	ot Service	eres esconocio	ang regovan			HARRAGE EN F
0 11 10 0	Analysis Period (min) c Critical Lane Group			15								

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Movement	EBL	EBT	EBR#	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ايراير	^	7	ሻሻ	ተተ	7	14.14	ተተ	77	ሻሻ	十十	
Volume (vph)	1093	197	66	175	153	131	87	907	142	109	415	863
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1214	219	73	194	170	146	97	1008	158	121	461	959
RTOR Reduction (vph)	0	0	42	0	0	63	0	0	77	0	0	C
Lane Group Flow (vph)	1214	219	31	194	170	83	97	1008	81	121	461	959
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4	see and the	3	8		1	6		5	2	
Permitted Phases	MODELSMAN HAVING CARLON		4	: \$12 14 Tax 11 T 1	-:	8			6			Free
Actuated Green, G (s)	46.8	52.3	52.3	11.0	16.5	16.5	7.2	37.5	37.5	5.1	34.9	125.9
Effective Green, g (s)	47.3	53.8	53.8	11.5	18.0	18.0	7.7	39.0	39.0	5.6	36.9	125.9
Actuated g/C Ratio	0.38	0.43	0.43	0.09	0.14	0.14	0.06	0.31	0.31	0.04	0.29	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0	
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4,5	4.5	2.0	4.5	4.5	2.0	3.7	
Lane Grp Cap (vph)	1290	1512	676	314	506	226	210	1096	863	153	1037	1583
v/s Ratio Prot	c0.35	0.06		0.06	0.05		. 0.03	c0.28		0.04	0.13	
v/s Ratio Perm	-u tim i tim makembak		0.02			0.05	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0.03			c0.61
v/c Ratio	0.94	0,14	0.05	0.62	0.34	0.37	0.46	0.92	0.09	0.79	0.44	0.61
Uniform Delay, d1	38.0	22.0	21.1	55.1	48.6	48.8	57.1	41.9	30.9	59.6	36.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.3	0.1	0.0	2.5	0.7	1.7	0.6	12.5	0.1	22.3	0.4	1.7
Delay (s)	51.2	22.1	21.1	57.6	49.3	50.5	57.7	54.4	31.0	81.9	36.6	1.7
Level of Service	D	Ç	С	E	D	D	Ε	D	С	F	D	Д
Approach Delay (s)		45.5			52.8		ikos ir	51.7			18.4	
Approach LOS		D			D			D			В	
Intersection Summary	1								177	10000		
HCM Average Control Delay	/		39.3	. Н	CM Level	of Servic	е		D	**************	radional reservoir	on zapaži niš
HCM Volume to Capacity ra			0.83				s susumini					A S
Actuated Cycle Length (s)	, a, a section and a construction	covered anewsy AGAII (Servi)	125.9	Sı	ım of lost	time (s)			4.0			
Intersection Capacity Utiliza	tion		78.8%			of Service			D			
Analysis Period (min)	autoritation and the second and the second		15	and the second section of the section of the second section of the								
c Critical Lane Group				5/46/8/25/27/20/20/20 			2519811111		31.00			

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Movement	ÆBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ቀ ት	7	ነኝ	↑ ↑		<u> </u>	4	ř		4	
Volume (vph)	11	2054	66	76	1322	11	55	11	76	111	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util, Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	autoria de troposarios en	1.00	e seesaa
Frit	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3535		1681	1712	1583		1750	
FIt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	vanesano.	0.98	s a caracteristics
Satd. Flow (perm)	1770	3539	1583	1770	3535		1681	1712	1583		1750	第二十四
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)	411	2118	68	78	1363	11	57	11	78			11
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	72	0	11	0
Lane Group Flow (vph)	331 1	2118	55	78	1374	0	34	34	6	0	22	0
Turn Type	Prot		Perm	Prot			Split		Perm	Split		mana a anasanta
Protected Phases	5	2		1	6		8	8		7.	7	
Permitted Phases	27 to 1, 1 15 to 12 to 22 to 22 to 20 to 2	200000 000 0000000	2		interest to the second				8		National and Control Works	KANDONIA. T
Actuated Green, G (s)	0.6	75.5	75.5	7.1	82.0		8.5	8.5	8.5		2.6	
Effective Green, g (s)	0.2	77.2	75.5	6.7	83.7		8.3	8.3	8.3		2.4	POTENSIA SE LEVO LE
Actuated g/C Ratio	0.00	0.70	0.68	0.06	0.76		0.08	0.08	80.0		0.02	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7		3.8	3.8	3.8	randores construir d	3.8	10.7 (0.000)
Vehicle Extension (s)	2.2	3.2	3,2	2.2	3.2	ign na	3.1	3.1	3.1	alina piete	3.1	
Lane Grp Cap (vph)	3	2470	1081	107	2675		126	128	119		38	0.15.67707337833
y/s Ratio Prot	0.01	c0.60		c0.04	0.39		c0.02	0.02			c0.01	
v/s Ratio Perm			0.03						0.00		THE THE THE THE	Constant the state
v/c Ratio	3.67	0.86	0.05	0.73	0.51		0.27	0.27	0,05		0.59	
Uniform Delay, d1	55.2	12.6	5.8	51.1	5.4		48.3	48.3	47.5	MERS II MASSING	53.6	ordennose v
Progression Factor	1.00	1.00	1.00	1.00	1.00⊩		1.00	1.00	1.00		1.00	
Incremental Delay, d2	1761.9	3.2	0.0	19.5	0.2		1.2	1.2	0.2	navni i vonata	21.2	NUMBER OF THE
Delay (s)	1817.1	15.8	5.8	70.6	5.5		49.5	49.4	47,7		74.8	
Level of Service	F	В	Α	Ε	Α		D	D	D	personal contracts	E	
Approach Delay (s)		24.5			9.0	Midsix		48.5			74.8	
Approach LOS		С			Α			D			E	
Intersection Summary										100		
HCM Average Control Dela	у		20.0	H	CM Level	of Service	: e	ATTOTALIS A EPISTONENIS POR	В	enice entremen	Parkaga da Palanda Palanda	seestamane
HCM Volume to Capacity ra			0.79				ilmban,					
Actuated Cycle Length (s)			110.6		ım of lost	MARKETTA NA SERVANI AND THE STATE OF THE STA	**************************************	STAN ACTUANTAMENTAMENTAMENTAMENTAMENTAMENTAMENTAM	16.0	agrando de ante establecer	ISBOSESSESSESSESSESSESSES	
Intersection Capacity Utiliza	ation		78.4%	IC	:U Level	of Service			D			
Analysis Period (min)			15					aloga inginerator	ayers of a first stress encountry	secreture encountries y confi	230031262 GLEAT TS 45 TO THE	-citiç de partissones
c Critical Lane Group												

INTERSECTION SYNCHRO ANALYSIS YR-2016 NO-BUILD AM PEAK

	<u>*</u>		•	•	←	•	•	Ť	1	\	ļ	4
Movement	ÉBL	EBT	EBR	.WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	***************************************	十十	7	¥	↑↑	7	ď	414	7		^	aren Lygar
Volume (vph)	197	197	726	135	443	123	1329	382	₩50 ₩	98	664	517
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0,98	1:00	1.00	0.98	1.00	1,00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 0.85
Frt	1.00	1.00	0,85	1.00	1.00	0.85	1.00	1,00	0.85	1,00	⊪ 1.00 1.00	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95 1770	3539	1563
Satd. Flow (prot)	1770	3539	1554	1770	3539	1554	1610	3286	1548 1.00	0.95	1.00	1.00
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97 3286	1548	1770	3539	1563
Satd. Flow (perm)	1770	3539	1554	1770	3539	1554	1610		0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 424	0.90 56	109	738	574
Adj. Flow (vph)	219	219	807	150	492	137	1477	424 0	35	0	, 50 0	120
RTOR Reduction (vph)	0	0	490	0 - 250	0 **********	112 25	0 738	1163	21	109	738	454
Lane Group Flow (vph)	219	219	317	150	492	TO STATE OF STATE OF THE STATE	/30	, i i u	5			(***) *** * ***
Confl. Peds. (#/hr)	re disesses quitati S	erament et elle	8.40	ratio desimanti	0.0888680014	2 2						
Confl. Bikes (#/hr)			6	D4		. 17,79	Split	ordania v rom	Perm	Split	ilidaars, silvai	Perm
Turn Type	Prot	Kesser a en	Perm	Prot	- 16	Perm	Spill 8	8 .	i Giiii	7	7	
Protected Phases	5	2	0		U	6			8		12781100 (C. 1.744)	7
Permitted Phases	15.0	28.4	2 28.4	11.0	25.2	25.2	53.7	53.7	53.7	31.7	31.7	31.7
Actuated Green; G (s)	14.0	30.1	30.1	10.0	26.1	26.1	55.0	55.0	55.0	33.0	33.0	33.0
Effective Green, g (s)	0,10	0.21	0.21	0.07	0.18	0.18	0.38	0.38	0.38	0.23	0.23	0.23
Actuated g/C Ratio	3.0	5.7	5.7	3.0	4.9	4.9	5.3	5.3	5.3	5.3	5.3	5.3
Clearance Time (s) Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1,0	1.0	1.0	1.0	1.0	1.0	1.0
	172	739	325	123	641	281	615	1254	591	405	810	358
Lane Grp Cap (vph) v/s Ratio Prot	c0.12	0.06		0.08	0,14		c0.46	0.35		0.06	0.21	
v/s Ratio Perm	iika YY 4K A da		c0.20	graditation	: ::::::::::::::::::::::::::::::::::::	0.02	Bassair, et et estabassair	** -0.5688888888	0.01			c0.29
V/c Ratio	1.27	0.30	0.98	1.22	0.77	0.09	1.20	1.15dl	0.04	0.27	0.91	1,27
Uniform Delay, d1	65.0	48.1	56.6	67.0	56.1	49.1	44.6	42.6	27.9	45.6	54.1	55.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1,00
Incremental Delay, d2	160.4	0.1	42.9	151.7	5.0	0.0	105.0	11.6	0.0	0.1	14.1	141.6
Delay (s)	225,4	48.2	99.6	218.8	61.1	49.1	149.6	54.2	27.9	45.8		197.1
Level of Service	. F	D	F	F	E	D	F	D	C	D	E	F weaking
Approach Delay (s)		112.7			89.3			89.4 _	1112		118.6	
Approach LOS		F			F			F			F	
Intersection Summary												
	Marie Personal Particular	e Parini	102.4	Н	CM Leve	l of Servi	ce	1)2-2011	F			
HCM Average Control Delay HCM Volume to Capacity rat			1.19			450000000000000000000000000000000000000						
Actuated Cycle Length (s)			144.1	S	um of los	t time (s)		\$\$\$\$\:\\\:\-4\??#\#\$\$\$\\\	16.0	THE PROPERTY OF THE PARTY	24 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	
Intersection Capacity Utilizat	ion		92.1%			of Service	elle i dille		. M≗F			
Analysis Period (min)		adiotal (No. P.)	15	a kend did kelikal	ander July 1988	eser consulta	8 (42.7); V = 10, (C)\$\$ #\$ \$\$\$,,,,				EXAMPLE TO A CO
di Defacto Left Lane. Reco	ode with 1	though la		eft lane.			AND DESCRIPTION OF THE PARTY OF					
c Critical Lane Group		a a da a radio e de 1836	veresetet er (1.15 f. n. 1.76).		/ /							

	۶		*	1	4-	•	1	†	1	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		44	and the second second	*	þ	energymen i och	T	<u>†</u>	7
Volume (vph)	197	0	148	0	0	0	185	1514	0	0	1476	148
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			4.0	4.0
Lane Util. Factor	er in enter his payer away	1.00	1.00	anakon er ertahantat	100000000000000000000000000000000000000	19019168888888	1.00	1.00	gypago kebisasseb)	HERRIGINALIA (1.00	1.00
Frpb, ped/bikes		1.00	0.98				1.00	1.00			1.00	0.98
Flpb, ped/bikes	and a state of the property of	1.00	1.00	ostrano i contro	(010/00/00/00/00/00/	1000000000000000	1.00	1.00	Homosta, Valid	G972283850477	1.00	1.00
Fit is a second of the second		1.00	0.85	Alexan			1.00	1.00			1.00	0.85
Flt Protected	entro	0.95	1.00	160621 10710 VISTOR	Warther California	: 1578 158 158 158 158 158 158 158 158 158 15	0.95	1.00		araena:	1.00 1863	1.00 1551
Satd. Flow (prot)		1770	1547				1770	1863 1.00			1.00	1.00
FIt Permitted		0.76	1.00				0.95 1770	1863			1863	1551
Satd, Flow (perm)		1410	1547	0.00	2.00	0.00	******		0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 1682	0.90	0.90	1640	164
Adj. Flow (vph)	219	0	164	0	0	0	206	1002	0	0	0	22
RTOR Reduction (vph)	0	0	128	0 0	0	0	0 206	1682	ő	0	1640	142
Lane Group Flow (vph)	0	219	36	U, ii		0 1	ZUO	1002	anak zadib	While and	1017	कार प्रा र 1
Confl. Bikes (#/hr)	grama assertitiga	hennenos.s	i Takanan	markasan est	Server en	e Singran	10 n-200			Prot		Perm
Turn Type	Perm		Perm	Perm			Prot 5	2		- FIME 1	6	ÇIII
Protected Phases	Spencessa (1950	4		e resuestante	4		J Minis					6 %
Permitted Phases	3136 S 4	400	19.0	4			14.0	121.5			103.5	103.5
Actuated Green, G (s)		19.0 19.0	ever come access to the access				14.0	123.0			105.0	105.0
Effective Green, g (s)		0.13	19.0 0.13	119 (1995)			0.09	0.82		RECEASION S	0.70	0.70
Actuated g/C Ratio		4.0	4.0	Ranker (*)	9016881889	1100	4.0	5.5			5.5	5.5
Clearance Time (s)	Well-remain	3.0	3.0				1.0	2.5	5938 51119 6955)	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	2.5	2.5
Vehicle Extension (s)	gright had to	179	196		State State Co.	and a property	165	1528		N. WITH PROS	1304	1086
Lane Grp Cap (vph) v/s Ratio Prot		1/9	130			AND THE	c0.12	0.90	AMBBBBBBBB	or stroubled	c0.88	inad SSY.
v/s Ratio Prot v/s Ratio Perm		c0.16	0.02				00.12					0.09
v/s Ratio reini		1.22	0.18	gat in salah kelebi	WWW.		1.25	1.10	SHERRAN	AT ATTEMEN	1.26	0.13
Uniform Delay, d1		65.5	58,6			1000	68.0	13.5			22.5	7.4
Progression Factor		1.00	1.00			0.75.2253783088	1.00	1.00)()	1.00	1.00
Incremental Delay, d2		140.1	0.4		STORING TO STORY		152.1	55.8			122.3	0.0
Delay (s)	HEMERICAN CONTRACT	205.6	59.0	98547E2876BM		er dedomenter	220.1	69.3	0.714 (0.818 (0.8824) (0.8824)	NCC AND AND AND AND A	144.8	7.5
Level of Service		STRONGSTREET	Ē					E			F	A
Approach Delay (s)	(BBB SCPGCA)	142.8	UNREGISTERET SCA	A 93000 S S S S S S S S S S S S S S S S S S	0.0	(KESTO BARSETTAMAS CONS. 1)	irgus posteroriamistrati	85.8	4210 HBHB (0 CHC) (1 - 12 - 1	. * - *	132.3	PACIFICATION OF
Approach LOS		F			A		daige.	964 F W	and or co	Subulive	F.	
A SECTION OF THE PROPERTY OF T				ministrations			1027¥8				entripe (C	
Intersection Summary								a de la companion de la compan	-			
HCM Average Control Delay			111.7	H)	M Level!	of Servic		nie dan da	F		menancal	
HCM Volume to Capacity ratio) Separational cases	en a maria de la composita de	1.25	CHESCHARICAN	ijuwaya sabaw	William Company		HINEONADSUS O	ann.		MERIO PARENTA	57555459000
Actuated Cycle Length (s)	aid is	A THE STATE OF THE	150.0		im of lost				12.0			
Intersection Capacity Utilization	n Marian	SS SAPINSAN	108.8%	IC Bergeningskaber	U Level C	of Service			G			
Analysis Period (min)			15									
c Critical Lane Group	N.S. P. S. P. S	arnansi manana	ictio scottoras por o	941944944445447547	1:43.01.02:45184:18851 2	EGSSESSESSES AND NO.	245 - 1010116040188888	#8####################################	17-19-01-13-14-43-05-06-0-4-C-4-	P(2)-(*) - (-) + (>	

	۶	-	7	1	+	*	_	†	<i>></i>	1	ļ	4
Movement	EBL	EBT	EBR'	WBL	Wet	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Control to missings	4	7	aggregge, through the girth of	4		ሻ	**	T.	*	^	7
Volume (vph)	25	12	529	12	12	12	430	1612	12	12	1576	1000
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900 5.7	1900 4.0	1900 4.0	1900 4.0
Total Lost time (s)		4.0 1.00	4.0 1.00		4.0 1.00		4.0 1.00	0.95	1.00	1.00	0.95	1.00
Lane Util. Factor Frpb, ped/bikes		1.00	0.98		0.99		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	KERNEDAUGUSSI	1.00	1.00	1.00	1.00	1.00	1.00
Fit		1.00	0.85		0.96		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	C. 1131.771.174; +13C3.494C943CX	0.97	1.00	C 1979E114491#C5 (@511454E77	0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1802	1545		1735		1770	3539	1549	1770	3539	1583
FIt Permitted	SORPUTO SHORPAGES	0.97	1.00	endaawanasawa	0.98	1150 TO BE RESERVED.	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1802	1545		1735		1770	3539	1549	1770	3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94 13	0.94 1677	0.94 39
Adj. Flow (vph)	27	13	563 374	13	13 13	13	457 0	1715 0	13 3	13 0	1077	9 9
RTOR Reduction (vph) Lane Group Flow (vph)	0 0	0 40	374 189	0 0	13 26	0 0	457	1715	10	13	1677	30
Confl. Peds. (#/hr)	ane syes		3			2				eres (M.).	CIDAN MASSILIS	and design
Confl. Bikes (#/hr)			3			i i			3			
Turn Type	Split	zenthammar/ese	Perm	Split	sirijikir saip	- COMPANIE	Prot		Perm	Prot		Perm
Protected Phases	4	4	MENSON STATE	3	3		95	2		1	6	
Permitted Phases	***************************************		4				*****************************		2	Dalliantia, U. I. T	18 1 - 17 1 12 - 12 12 12	6
Actuated Green, G (s)		19.4	19.4		95.5	to redigi	36.1	97.0	97.0	4.6	65.5	65.5
Effective Green, g (s)	verdisovi slavatet	18.8	18.8	CARRAGE VARIOUS	4.9	5509020288905597	35.1	98.7	97.0	3.6	67.2	67.2
Actuated g/C Ratio		0.13	0.13		0.03		0.25	0.70 5.7	0.68 5.7	0.03 3.0	0.47 5.7	0.47 5.7
Clearance Time (s) Vehicle Extension (s)	SELECTION OF THE SEC	3.4 1.0	3.4 1.0	seerteelijbis	3.4 0.5		3.0 1.0	5.7 1.0	1.0	3.0 1.0	1.0	1.0
Lane Grp Cap (vph)	Maria da Cara	239	205	patifical acti	60		438	2460	1058	45	1675	749
v/s Ratio Prot	4 15 2 2 3 3 1	0.02	200		c0.02		c0.26	0.48		0.01	c0.47	
v/s Ratio Perm	aciel regatio	indentaria.	c0.12	ananzenosa es	Sacrate Crist		dinidizacini		0.01	inicanal a		0.02
v/c Ratio		0.17	0.92		0.44		1.04	0.70	0.01	0.29	1.00	0.04
Uniform Delay, d1		54.7	60.9		67.2		53.4	12.8	7.2	67.9	37.4	20.1
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1,00	1.00	1.00
Incremental Delay, d2	ous areas an arcaideas sain	0.1	41.0	555555757555577555755555555555	1.9	ense creso Depo Neste	54.8	0.7	0.0	1.3	22.3	0.0
Delay (s)		54.8	101.9		69.1		108.2	13.5	7.2	_		20.1
Level of Service	inase osadio	D no o	F	ilesisisesei	E 69.1	islam visita	r 1888-1888	B 33.3	A	E	E 58.9	C
Approach Delay (s) Approach LOS		98.8 F			E						50.5 E	
Intersection Summary												
HCM Average Control Delay	egegti o etga teta a eta alektetet.	San Jana Visa San Cina (1970)	52.0	HC	M Level	of Service) Service services	\$242577W\$55Y405R42355067W4	D	san Gapagsan noma	904121919191919191919191919191	PATRA PROGRAMA
HCM Volume to Capacity ratio	7		0.98				oganiliäivi Tariokisiavi		program Silveria Robertal Branco			
Actuated Cycle Length (s)		971843450169	142.0			time (s)	(60/69/2008	(8.5) (8.5) (8.5) (8.5)	16.0			
Intersection Capacity Utilization Analysis Period (min)	Mariana		90.5%	JUU	Level C	of Service						
c Critical Lane Group			15									Albert Will albert Sant
o chioarcaile group	and Parket	es valente i da	promiser (A)	4724-1020年1月1日		destra salidad sali		and the second		BANGKARESTE	merayan (Mikropa) is	18-4-10H9141

	<u> </u>	→	7	1	4	1	1	1	*	>	ļ	4
Movement ***	EBL	EBT	EBR	WBE:	WBĪ	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations			77		舟	**************************************	ኻ	ተተ		TEEREN - COLUMN	††† †	sete 49
Volume (vph)	0	0	123	0	0	0	25	2018	0	0	2018	74
ldeal 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	***************************************		0.88		and the second s	Ynegel exposors in all lend	1.00	0.95	saccontradegrapes	Li i charrananan	0.86	QDISENSIA
Frt			0.85				1.00	1.00		. Some	0.99	
FIt Protected			1.00		2000000000	estaniantes ()	0.95	1.00	West of (\$62800)	es 1 ventagas	1.00	1 (0.8889)
Satd. Flow (prot)			2787				1770	3539			6374	
Flt Permitted			1.00			Aparement Livery	0.06	1.00	DO 115, USBENISOS	and asses sa	1.00	1. 11481681
Satd. Flow (perm)			2787				118	3539			6374	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.8
Adj. Flow (vph)	0	0	145	0	0	0	(1) 1,	2374	0.	0	2374	8
RTOR Reduction (vph)	0	0	16	0	0	0	0	0 	0 #550000000000000000000000000000000000	0	4 ************************************	
Lane Group Flow (vph)	0	0	129	0	0	0	29	2374	0	0	2457	(
Turn Type			custom	Perm			Perm	. Marketter	Perm	annerment von 1906	presidentation (_ 100)	gausuro.
Protected Phases					8			2			6	
Permitted Phases			4	8			2	se so the deservations	2	1 - 200 666935602200 - 5		1 4460075983
Actuated Green, G (s)			9.0				63.0	63.0			63.0	
Effective Green, g (s)			9.0				63.0	63.0	gemenentet, inn bedigenskoppis	communicative	63.0	9974 (N.C. 1176)3
Actuated g/C Ratio			0.11				0,79	0.79			0.79	
Clearance Time (s)	MARIA MARIA		4.0				4.0	4.0	umuren (176799)	Kernonii Huddaya	4.0	SPUSPECSULVEN
Vehicle Extension (s)			3.0				3.0	3.0		dika jidi	3.0	
Lane Grp Cap (vph)			314				93	2787	I BY POLICE TO THE STREET OF THE STREET OF	TRECEDENCE VIOLENCE CONTRACTOR	5020	F78.0 (1 × - 1 × 18.30)
v/s Ratio Prot								c0.67			0.39	
v/s Ratio Perm	a transportation and the second	., extress sureyets	c0.05				0.25	DARAGE TO THE RESIDENCE	mewerstor - Continuorates	and the compared	mich to the chargest	ngawa sanga
v/c Ratio		A STREET	0.41				0,31	0.85			0.49	
Uniform Delay, d1		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	33.0				2.4	5.5	rosanvenace volt i in consc	samarano numbase	2.9	44000000000000
Progression Factor			1.00				1.00	1.00			1.00	
Incremental Delay, d2			0.9				8.5	3.5	successing process (%)	urserennens 5 0	0.3	communicated
Delay (s)		4.006	33.9	erigabus.		3.300	10.9	9.0	7.000		3.3	
Level of Service			С				В	. A		THE CHARGE HAVE AND A TO	A	er 1127/1988
Approach Delay (s)		33.9			0.0			9.0			3.3	
Approach LOS		С			Α			Α			Α	
Intersection Summary	10 PE		210 Gall		160							
HCM Average Control Delay			6.9	H	ICM Leve	l of Servic	: e	nnogos-venera	A	anauroureers	eranganisan	SGREET STATE
HCM Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			80.0		ium of los		gggradentic on the transfer	egye, man treads september	8.0		RESSULLICUS SESSION	B4685084418
Intersection Capacity Utilization	n 🎉		59.1%	10	CU Level	of Service			В			
Analysis Period (min)			15			VIVINGANIAN	averagereen chicken = -1.511	nera ka merupika aka 1942 PPP	manuforture Street	REPORTED FOR STORE	nompressure ACC	a inggeger isen i
c Critical Lane Group							Militaria.					F1 0152365

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT -	NBR	SBL		SBR
Lane Configurations	ሻ	ነ		7	414	7	ካ	^	ransansa <u>1</u>	ነነ ካ	ተ ች	or
Volume (vph)	37	25	37	197	25	1157	25	849	357	972	1083	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	5.5 1.00	4.0 0.97	0.95	
Lane Util. Factor	1.00	1.00	B880 NACHERER	0.91	0.86	0.91	1.00 1.00	0.95 1.00	0.85	1.00	1,00	
Frt	1.00	0.91	uhi da ipan	1.00	0.86	0.85 1.00	0.95	1.00	1.00	0.95	1.00	
FIt Protected	0.95	1.00	ugggeren in der	0.95	1.00 2754	1441	1770	3539	1583	3433	3527	
Satd. Flow (prot)	1770	1697	king talah sa	1610 0.95	4/34 1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Flt Permitted	0.95 1770	1.00 1697	arana da V	0.95 1610	2754	1441	1770	3539	1583	3433	3527	
Satd. Flow (perm)	111 114 11111111111		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90 41	0.90 28	0.90 41	219	28	1286	28	943	397	1080	1203	28
Adj. Flow (vph)	1989-1990-1994-1991	20 38	41 0	213	559	559	- <u>-</u> 0	0	295	0	1	0
RTOR Reduction (vph)	0 41	აი - 31	0	197	134	84	28	943	102	1080	1230	Ő
Lane Group Flow (vph)			jioja ka u ligi		104	Perm	Prot	Sin Concession	Perm	Prot		
Turn Type	Split 4	4		Split 3	3	r Giiii	1100	6		5	2	MESSA
Protected Phases Permitted Phases						3			6		MED DO GOVERNA	DIRECTOR D
Actuated Green, G (s)	8.4	8.4		11.0	11.0	11.0	3.3	28.2	28.2	44.9	69.8	
Effective Green, g (s)	8.4	8.4	PENERINE	11.0	11.0	11.0	3.3	29.7	28.2	44.9	71.3	A PERSONAL PROPERTY OF THE PERSONS ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT
Actuated g/C Ratio	0.08	0.08	778500078	0.10	0.10	0.10	0.03	0.27	0.26	0.41	0.65	
Clearance Time (s)	4.0	4.0	l-challolidad	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1.0	4.7	4.7	1.5	5.4	
Lane Grp Cap (vph)	135	130		161	275	144	53	956	406	1401	2286	
v/s Ratio Prot	c0.02	0.02		c0.12	0.05	1976	0.02	c0.27		c0.31	0.35	
v/s Ratio Perm	ंत्यम् 'स्यवस्था	erkere (Green)	· Salita-Atla-Atla-Atla-Atla-Atla-Atla-Atla-At	Magagara Trasa	erantentaliere	0.06	-SINGLIMEN STREET	999125000 - 1115 - 111	0.06			
v/c Ratio	0.30	0.24		1.22	0.91dr	0,58	0.53	0.99	0.25	0.77	0.54	
Uniform Delay, d1	48.0	47.8	** 3*-10*1657343434540401	49.5	46.8	47.3	52.6	39.9	32.5	28.1	10.5	
Progression Factor	1.00	1.00	4.48041	1.00	1.00	1,00	1.00	1.00	1,00	1.00	1.00	
Incremental Delay, d2	0.5	0.3		143.5	0.5	3.9	4.3	26.0	1.5	2.4	0.9	
Delay (s)	48.5	48.1		193.0	47.3	51.2	56.9	66.0	34.0	30.6	11.4	
Level of Service	D	D		F	D	D	E	E .	C	C	В	strosynograwa
Approach Delay (s)		48.3			67.7			56.5	. Oddi	dhe 😳	20.3	
Approach LOS		D			Е			Ε			С	
Intersection Summary												
HCM Average Control Delay		· ·	43.8	H	CM Level	of Service	l		D	speen augustes in dit till to 2000	rerangapanasasanulmi	14115967101007101
HCM Volume to Capacity ratio)	fine au	0.85								a Carle and the	
Actuated Cycle Length (s)		navina nome etc	110.0		ım of losi		grag og prejskin erver, sam en en fr	: 14 A THE ESTA OF ELECTROPICS OF E	16.0	sometrestatue a		progress/AWI
Intersection Capacity Utilization	in		84.8%	in ic	U Level	of Service	mosai s		E	idilida (
Analysis Period (min)			15		. 2 10 - 2012 19 2 - 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	awana niya da ayayan nana manari	pagagapayyaksi isa di S	Product State Grant Parkets (1977)	1,000 no 10 nt (Nove 10 de	HENTER TO SEC.		o progravitación in
dr Defacto Right Lane. Rec c Critical Lane Group	ode with	1 though	lane as a	right lane).	90 (1984) 161		Ostolija Postolija				

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			Wienstein	WBL	WBT *	WBR	NBE	NBT	NBR	SBL	- SBT	SBR
Movement Market	EBL	EBI	EBR	VV DL	**************************	SAMPLY SE	**************************************	ት ጉ	iale) (`	^ ^	
Lane Configurations		ф 12	972	50	ф 12	12	234	1034	12	12	1206	135
Volume (vph)	209		97 <u>2</u> 1900	າງ0 1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	4.0	1300	4.0	4.0		4.0	4.0	
Total Lost time (s)		4.0			1.00		1.00	0.95		1.00	0.95	10000000000000000000000000000000000000
Lane Util. Factor		1.00 1.00			1.00		1.00	1.00	HIGH MHICE	1.00	1.00	
Frpb, ped/bikes		1.00			1.00	SA SK EWI II	1.00	1.00	elektrikan er	1.00	1.00	ACHEROSTHICA C
Flpb, ped/bikes		0.89		2188 - THE STEE	0.98		1.00	1.00		1.00	0.98	15065
Fit		0.99	Allogous As		0.97	leada a ceunidad	0.95	1.00	, to ensumer	0.95	1.00	1 5-5 \$11911
Flt Protected	atopera a Jave	1644		000 - 1030B	1759		1770	3532		1770	3478	
Satd. Flow (prot) FIt Permitted		0.99			0.40	390 7 99 908 86	0.95	1.00	or Astronomics	0.95	1.00	-11118692961
and the second s		1644			727		1770	3532	9-51 (19) (17) 24 (18)	1770	3478	
Satd. Flow (perm)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak-hour factor, PHF	0.93 220	13	1023	53	13	13	246	1088	13	13	1269	142
Adj. Flow (vph) RTOR Reduction (vph)	220 0	99	0	0	5	0	0	ംബക്കെടെ 1	0	0	5	0
A STATE OF THE STA	0	1157	Ö	Ö	74	Ö	246	1100	0	13	1406	0 #
Lane Group Flow (vph) Confl. Peds. (#/hr)		THOU IS	(CEO YEVERMAR)	Record State Market	90 1-11:0000000000	. Company	A CONTRACTOR	in Africavasica			. 1 . 101101010-11-1	
Confl. Bikes (#/hr)						11/1						2
Turn Type	Split	ne reiniadolgo	3-1 - 1445544	Perm	201 101 101 101 101 101 101 101 101 101		Prot			Prot		
Protected Phases		4			8!		5			1.81	6	
Permitted Phases		- Harriston		8	i - Sandenika in	1[h.156].888986511741	. Consideration of	Tatos is define country of the	1,400,030334471			
Actuated Green, G (s)		74.3			74.3		14.3	60.8		1.1	47.6	
Effective Green, g (s)	erigi (d. a. erindere	76.0	109125416	CHARMEN PORT	76.0	***************************************	15.0	63.0		1.8	49.8	
Actuated g/C Ratio		0.50			0.50		0.10	0.41		0.01	0.33	
Clearance Time (s)	A CONTRACTOR OF STREET	5.7	renessaurs,	17.722.21.222.24.17.17.17	5.7		4.7	6.2		4.7	6.2	
Vehicle Extension (s)		3.0			3.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)		818			362		174	1456		21	1134	enamina i na Mana
v/s Ratio Prot		c0.70					c0.14	0.31	jes saniju	0.01	c0.40	
v/s Ratio Perm	gargest, to the treatment	016204734844447447447			0.10				marama, in all of Whiteles	sanawa malamatan	samesi zamini in indialile.	18996403567-0
v/c Ratio		1.42	A CONTRACTOR OF THE PARTY OF TH		0.20		1.41	0.76		0.62	1.24	
Uniform Delay, d1	261887270000000000000000000000000000000000	38.4			21.5	and the state of t	68.9	38.3	aangosanon onto onto 2008	75.2	51.5	::0::52700000000000000000000000000000000
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		194.0			0.3		216.6	2.4	ngeragn - vira (ASSAS)	32.5	115.4	LOSSONERES CAL
Delay (s)		232.4			21.8		285.5			107.7	166.9	
Level of Service	A	F	ISSECTION OF THE PROPERTY OF T	······································	C	.comeramentosco	F	D	eran ingangga	+ ************************************	F	
Approach Delay (s)		232.4			21.8			85.4			166.4	
Approach LOS		F			С			F			۲	
Intersection Summary	le la									4	144	1
HCM Average Control Dela	٧		157.2	H	CM Level	of Service	3	-	F			en szaman amus szánya
HCM Volume to Capacity ra	THE PERSON NAMED TOWNS ASSESSED.		1.35									
Actuated Cycle Length (s)	and the second section of the section of the second section of the second second section of the second section of the second sec		152.8		ım of lost		Note the state of	·(\$90094085083107375	12.0	og nga sa sa sa sa ga	ragrae-roop Frantistation	REPORTED TO BURE
Intersection Capacity Utiliza	ation		131.3%	10	U Level c	f Service	Studius :		#H			
Analysis Period (min)			15	20.00.00.000.00	~ > 4 8 7 % 1 9 1 1 9 9 1 1 4 4 1 9 1 - 1 * 1	C-12 42706208525748810404141	net the end of the end of the end of the	garego, rego e codestem	generalistica (com	annasanees (1)	1001914894441141000	
! Phase conflict between	lane groups				i i je je se						esuldine.	
c Critical Lane Group												

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Movement	EBL	EBT	EBR	, WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14	ተት	7	75	^	7	ሻሻ	44	7	*	个个	7
Volume (vph)	258	947	1021	25	911	579	369	394	12	357	1858	197
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1,00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1,00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	287	1052	1134	28	1012	643	410	438	13	397	2064	219
RTOR Reduction (vph)	0	0	101	0	0	339	0	0	9	0	0	55
Lane Group Flow (vph)	287	1052	1033	28	1012	304	410	438	4	397	2064	164
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	100 us s 12 7	4		3	8		5	2			6	
Permitted Phases	heesaa (et e	PC112200406	4	91110000000000000000000000000000000000	-10:700145800286509000	8	990787 ₆ - 1 -5247412820160	Zatiraci, o forcheribo	2			6
Actuated Green, G (s)	21.3	57.5	57.5	2.0	38.2	38.2	9.5	37.8	37,8	28.7	57.0	57.0
Effective Green, g (s)	21.8	58.0	58.0	2.5	38.7	38.7	10.0	39.3	39.3	29.2	58.5	58.5
Actuated g/C Ratio	0.15	0.40	0.40	0.02	0.27	0.27	0.07	0.27	0.27	0.20	0.40	0.40
Clearance Time (s)	т. четопаколегания: 4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2,0	2.0	2.0	2.0	5.1	5.1	2.0	5.1	5.1
Lane Grp Cap (vph)	266	1416	633	31	945	422	237	959	429	356	1428	639
v/s Ratio Prot	c0.16	0.30		0.02	0.29		c0.12	0.12		0.22	c0.58	
v/s Ratio Perm	ROS TALBAND		c0.65		to Health and the Street Health	0.19	KACCAS AMAG	TRANSCOTTON CO.	0.00		***************************************	0.10
v/c Ratio	1,08	0.74	1.63	0.90	1.07	0.72	1.73	0.46	0.01	1.12	1.45	0.26
Uniform Delay, d1	61.6	37.1	43.5	71.1	53.2	48.3	67.5	44.0	38.6	57.9	43.2	28.8
Progression Factor	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	77.8	1.9	291.2	119.0	50.2	5.1	345.6	1.6	0.0	82.6	204.4	1.0
Delay (s)	139.4	39.0	334.7	190.2	103.3	53.3	413.1	45.5	38.6	140.5	247.7	29.8
Level of Service	F	D	F	F	F	D	F	D	D	F	F	С
Approach Delay (s)		186.3			85.7			220.5			214.0	
Approach LOS		F		3160618110111111111111111111111111111111	F	1471 14554979597	14194-15-11	F			F	
, ,	BOTH STATE HERBEN	Market Comment	7.5	yar a karanta	TO SHE							
Intersection Summary	454		4			. (0				ig i		
HCM Average Control Dela		58/20/10/03/20/20	177.8	H J	CM Level	ot Servic) . 		F			
HCM Volume to Capacity ra	itio		1.56						400			
Actuated Cycle Length (s)	energen in die State (1889).	GENEGONARA	145.0		um of lost		edevelerene		16.0		messiestest	COESTES
Intersection Capacity Utiliza	ition		127.9%		U Level o	ot Service			Н			strational
Analysis Period (min)	an an ann an	ervenderteren	15	. SEE EN STE PER CONTRACTOR	ana jaona araba ara	VERSIANA MERUPA	aranastatanin	uniung das d		arases sasses	ILONGILIADA SENSOR I	
c Critical Lane Group		A GROSS					i de la como	S Alle Sound of				

	>	-	*	V	4	*	4	†	<i>></i>	>	ţ	4
Movement	EBL	EBT	L EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	ካ	4	7	ሻ	ተተኍ		``	^	*
Volume (vph)	12	25	25	247	0	197	12	566	247	135	2782	12
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	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.1 - 0.4 (0.4 (0.4 (0.4 (0.4 (0.4 (0.4 (0.4	1.00	1.00	0.95	0.95	1.00	1.00	0.91		1.00 1.00	0.95 1.00	1.00 0.98
Frpb, ped/bikes		1.00	0.97	1.00	1.00	0.99	1.00	1,00	, essidinate	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00 0.95		1.00	1.00	0.85
Ert		1.00	0.85	1,00	1,00 0.95	0.85 1.00	0.95	1.00		0.95	1.00	1.00
Fit Protected		0.98 1834	1.00 1529	0.95 1681	1681	1.00	1770	4854		1770	3539	1550
Satd Flow (prot)		0.98	1.00	0.95	0.95	1.00	0.95	1.00		0.95	1.00	1.00
Fit Permitted		1834	1529	1681	1681	1561	1770	4854		1770	3539	1550
Satd. Flow (perm)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90 13	0.90 28	28	274	0.50	219	13	629	274	150	3091	13
Adj. Flow (vph) RTOR Reduction (vph)	0	20 0	27	0	0	126	0	41	0	0	0	2
Lane Group Flow (vph)	0	41	1	137	137	93	13	862	i o	150	3091	11
Confl. Bikes (#/hr)	Mayayan Meri		2	iadhadhadha	par 20.598888	1			Militer 5-1-1	0.2460000000	D. D. THOMASSES	2
Turn Type	Split		Perm	Split	6 1 6 6 5 (6)	Perm	Prot	3.5844	policies.	Prot		Perm
Protected Phases	Ծրու 4	4	J. Cim	8	8		5	2	(Barakasa) (1111)	1	6	.838863777
Permitted Phases			4			8	William .					6
Actuated Green, G (s)		2.5	2.5	18.0	18.0	18.0	1.7	93.3	essendin, i i i i	16.2	107.8	107.8
Effective Green, g (s)		3.0	3.0	18.5	18.5	18.5	2.2	95.8		16.7	110.3	110.3
Actuated g/C Ratio	anar saa maarka	0.02	0.02	0.12	0.12	0.12	0.01	0.64	ga, 1 m 16.0	0.11	0.74	0.74
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	6.5		4.5	6.5	6.5
Vehicle Extension (s)	NAME OF TAXABLE PARTY.	2.0	2.0	2.0	2.0	2.0	2.0	4.6		2.0	5.1	5.1
Lane Grp Cap (vph)		37	31	207	207	193	26	3100		197	2602	1140
v/s Ratio Prot	200020000000000000000000000000000000000	c0.02	strumptingigings.	c0.08	0.08		0.01	0.18		c0.08	c0.87	
Vs Ratio Perm	Andri Chist		0.00			0.06		(35013)				0.01
v/c Ratio		1.11	0.02	0.66	0.66	0.48	0.50	0.28	REVINEAR ATTAINING	0.76	1.19	0.01
Uniform Delay, d1		73.5	72.1	62.8	62.8	61.3	73.4	11.9		64.7	19.9	5.3
Progression Factor	PHOTOLOGY 1 (POTA SALETY)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	TO CONTENTE MENTE PARTIES FOR THE	1.00	1.00	1.00
Incremental Delay, d2		182.0	0,1	6.0	6.0	0.7	5.4	0.2		14.4	88.7	0.0
Delay (s)	ONIOSER COMPRES	255.5	72.1	68.8	68.8	62.0	78.8	12.1	9/89/2000/0000	79.1	108.6	5.3
Level of Service		F	E	E		₿ E		В		E	40C 0	A
Approach Delay (s)	restation de la secono	181.1 _	li ettakan (Sailing	HERMANIA (SEAS)	65.8			13.1	::::::::::::::::::::::::::::::::::::::	reconsta	106.8	lovalygens
Approach LOS		∌ ⊕ F			E			В			F	
Intersection Summary			114									
HCM Average Control Delay			85.5	H	CM Level	of Servic	e	88860033.69 S	F	114 (6) (5) (4) (6) (8)		
HCM Volume to Capacity rati	0	TO SERVICE STREET, STR	1.11	Processor Contraction (Co.)	221 F 12 C + 1 C +	STREET, STREET, STREET,						
Actuated Cycle Length (s)			150.0	ાં ડા	ım of losi	time (s)			16:0			
Intersection Capacity Utilization	nc		103.7%	IC	U Level o	of Service	200223332333333333333	NAMES OF THE PARTY	G	rgawy reasons (see Suit received	ntireti toltanas entre e.	acousti vercest
Analysis Period (min)			15									
c Critical Lane Group												

	•	4	†	~	>	↓			
Movement	WBL	WBR	NBT	NBR.	SBL	SBT			19 F.
Lane Configurations	k /		<u>ት</u> ጮ		75	†			**************************************
Volume (vph)	12	12	1501	12	12	1304			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		2.004-0034-23400030-0-1-0-1-00008	wreteann - sistematic
Total Lost time (s)	4.0		4.0	ris is in a constant	4.0	4.0			
Lane Util. Factor	1.00		0.95		1.00	1.00		con mentering according	na programme specie (na 1821)
Frt	0.93		1.00		1.00	1.00			
Flt Protected	0.98	re e Archive	1.00	. commentation	0.95	1.00	nanapaperranin nationalisis	model a successioned	:
Satd. Flow (prot)	1695		3535		1770	1863			
Flt Permitted	0.98	Witness to 1 co.	1.00	HANDENSKO U 140	0.95	1.00	Serosova i describivi		
Satd. Flow (perm)	1695		3535		1770	1863			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		20 380 (201 2)	
Adj. Flow (vph)	13	113	1668	13	TAMBLE OF STREET	1449	OB A STREET		
RTOR Reduction (vph)	12	0	0	0 0	0 13	0 1449	Secure de la Carlo	arvernes de l'Assert	NETTE CONTRACT
Lane Group Flow (vph)	14	10	1681	Unin		1449			leeking Synner
Turn Type	Hadabaran	erenamente.		ang en ekstering	Prot			4095 44378 9903455742	
Protected Phases	8		6		5	2			
Permitted Phases		esaaren errokses	2860A F E	70 000000 00000000000000000000000000000	7.2	95.7	705055		
Actuated Green, G (s)	6.3		84.5	Balak (1)	7.2	95.7 95.7			
Effective Green, g (s)	6.3	18000.0000	84.5 0.77	KAMILAN S	0.07	0.87			
Actuated g/C Ratio	0.06 4.0		4.0		4.0	4.0			(\$4), 5072 5388 88825
Clearance Time (s) Vehicle Extension (s)	4.0		2.8	Allenda S	2.4	2.8			TO THE STATE OF TH
	97		2716		116	1621	Society and the second section of the second	HEROTAL TO THE TOTAL PROPERTY.	awaca - Ogjestianianies
Lane Grp Cap (vph) v/s Ratio Prot	c0.01		0.48		0.01	c0.78		221099123	
v/s Ratio Perm	.ses CO.O I		· • • • • • • • • • • • • • • • • • • •			99,19	Hangler English	(800-1 71X169/4684 X 46)	S.E.S. S. SERSEWARDSEL
v/c Ratio	0.14		0.62		0.11	0.89		ere i tradu	
Uniform Delay, d1	49.3		5.6	eserowski u med	48.4	4.2	- Contractivation of the late of the Telesco	and section of the section	(64.00.00157577777
Progression Factor	1,00		1.00		1.00	1.00			
Incremental Delay, d2	0.7	s. Presentations	1.1	alemanian i	0.3	8.0	. The Control of the	ALTEROPORTAL ACTION AND A TOTAL CO.	- Law Assertation of the Control of the Control
Delay (s)	50.0		6.7		48.7	12.2			
Level of Service	D	n en akansinisi	Α	an and was visual and the individual and the indivi	D	В			TATANGA MANANGA TATANGA TANANGA TANANG
Approach Delay (s)	50.0		6.7	unguen Hellude		12.5			
Approach LOS	D		Α			В			
Intersection Summary					N. C.	1000			
HCM Average Control Dela	V	and the same of th	9.7	НС	M Level	of Service		Α	
HCM Volume to Capacity ra			0,85			jedi i	66 5 66		
Actuated Cycle Length (s)	- 6. G.		110.0	Su	m of lost	time (s)		8.0	IMAGE II . IV. DOWN ASSESSED TO THE
Intersection Capacity Utiliza	ation		78.6%			of Service		D	
Analysis Period (min)	nesesesses estat en medicina.		15	**	************				
c Critical Lane Group							0000		

	•	•	•	†	1	4				
Movement	EBL	EBR	NBL	NBT	SBT	SBR				enne po
Lane Configurations	ችች ⁷			ተተ	<u></u>	7	NAMES OF THE OWNERS OF THE OWNER, WHEN	41,011,725584,00181013470		CLASS SÁCANA
Volume (vph)	37	12	0	1476	1219	98	35 (1800) (10	50,480		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	5514120200000000000000000000000000000000		STANDARDY TO THE TO STANDARD THE TOTAL	CLINATO.
Total Lost time (s)	4.0		nika e	4.0	4.0	4.0		中地區		
Lane Util. Factor	0.97	STONE		0.95	1.00	1.00			TO A DATE OF THE TAXABLE STATES OF TAXABLE STATE	B 5 8 4 74 5 15 4 5
Frt.	0.96	William S	diaming :	1.00	1.00	0.85	in in the second			
Flt Protected	0.96	news server for a first	a subsequent marrons see	1.00	1.00	1.00	KONET ES EZTOTO TELENOSTRA ESPERANTO.	on a company service of		ecentros.
Satd. Flow (prot)	3356	indiction.		3539	1863	1583			indinalisida.	
Flt Permitted	0.96	gga gwyddiad a chwyr cyflol y	15GRESSPIRRSSER	1.00	1.00	1.00	00000000000000000000000000000000000000	andre de la respectación de la composition della	STERNATION DISPASSIVITY (CA. C. C. C.	145 MAS
Satd. Flow (perm)	3356			3539	1863	1583				0130
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	::::::::::::::::::::::::::::::::::::::			2021/265 2021/265
Adj. Flow (vph)	41	13	0	1640	1354	109				1975E
RTOR Reduction (vph)	12	0	0	0	0 1354	18 91		ROMENT HEARING		41114434 1144-424
Lane Group Flow (vph)	42	U	We will U	1640	1094					13.196.53
Turn Type				(08/90/60/4)	2	Perm	erverantinggravite			
Protected Phases Permitted Phases	4			, 2	Z	2				
Actuated Green, G (s)	7.2	Serrence Co	CARSTIN	74.8	74.8	74.8				
Effective Green, g (s)	7.2		PERSONAL PARTIES	74.8	74.8	74.8			SEAN THE ST ADMINISTRA	Makaa
Actuated g/C Ratio	0.08	S/98/98/98		0.83	0.83	0.83				
Clearance Time (s)	4.0	indalshoh He	Alabarya da	4.0	4.0	4.0		TENISHARARA	salasta salata di Salata di Salata Salata	200000
Vehicle Extension (s)	2.8			2.8	2.8	2.8				
Lane Grp Cap (vph)	268			2941	1548	1316				
v/s Ratio Prot	c0.01	was s		0.46	c0.73					erion Kara
v/s Ratio Perm	2-31.25% *12-5-4.5 *12-500a,23:0	*151J119****J151J151X	10.000	1 1		0.06				
v/c Ratio	0.16			0.56	0.87	0.07				
Uniform Delay, d1	38.6			2.4	4.7	1.4	134344990911347134174144444444111777	enveronisti vite i Nisiti Nit	**************************************	: 33
Progression Factor	1.00			1.00	1.00	1.00				
Incremental Delay, d2	0.2	one Nobelogica e Honelowich im		0.8	7.2	0.1	2 9 022404555555555555	serence de la companya	ete ett opretskirk at militarisk met hem et	
Delay (s)	38.8			3.2	11.9	1.5				
Level of Service	D		erenantor (+4	A	В	A	est consideration			
Approach Delay (s)	38.8			3.2	11.1		and Calvering		ienio di Carantina	
Approach LOS	D			Α	В					
Intersection Summary		and the Social			ntangeren					
HCM Average Control Dela			7.5	HC	M Level	of Service		Α		
HCM Volume to Capacity ra	atio		0.81						ekun eterik	
Actuated Cycle Length (s)	II IMPERATO INC. NATIONAL TANK		90.0		n of lost		ka a karangan ya kampa ka saka kwa mwaka	8.0	propaga pagabaga para kan kan ya kamika da kabadada ka Maka-	10000001
Intersection Capacity Utiliza	ation		75.0%	ICL	J Level o	Service		D	organica de la composição	
Analysis Period (min)	anno visto visto de la compansión de la co	estrentantise	15	ANGER HANGE GOVERNMENT	aouthanachtac	permensionellocoloro	ractional transfer and commission of the decision		TREST DOUBLES OF STATE	asaraan.
c Critical Lane Group										

•	*	>	*	•	←	*	1	†	/	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		414	and a second	NUMBER OF STREET	4	cossesses entitle cons	enerronarikko-7,000ko	4	- 14.000000000000000000000000000000000000
Volume (vph)	12	1206	12	12	1452	12	12	25	12	12	- 112	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1710	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%	3000		-5%	dun		0%			0%	
Total Lost time (s)		4.0	4.0	AND THE PROPERTY OF THE PARTY OF THE	4.0	en concerne a remainistrative de câ	Contraction and the Contraction of the Contraction	4.0	at analysisming a	5.0.005 05586668	4.0	ervor etstad
Lane Util. Factor	3 19	1.00	1.00		0.95			1.00			1.00	kita ila
Frpb, ped/bikes		1.00	0.95	ser consequences	1.00	v volen verträggerterskiel	ner in incompressors	0.99	unica de Promonios	esta Uzaraki	1.00	18012 I JUA
Flpb; ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85	en ingenerationen en inte	1.00			0.97		narentelekki	0.96 0.98	enegra di s
Flt Protected		1.00	1.00		1.00			0.99			1741	
Satd. Flow (prot)	sagava — Asega	1815	1471		3096			1768	o constituent		0.93	\$1000 Co.
Flt Permitted		0.98	1.00		0.94			0.92 1645		24.7.559(8)	1638	
Satd. Flow (perm)	or or one no 2003 dece	1771	1471		2911	8 00	88.00		0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	13	0.50 13	0.90 13	13
Adj. Flow (vph)	13	1340	13	13	1613	13	13	28 12	13 0	0	# 12	0
RTOR Reduction (vph)	0	0	2	0	4020	0	0	42	0	0	27	0
Lane Group Flow (vph)	0	1353	11	0	1639	0 2		42			21 \$8.5.11	
Confl. Peds. (#/hr)			9			2 1			2			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Confl. Bikes (#/hr)				isso O	0	0	TERRET S			14-11-12-13-13-13-13-13-13-13-13-13-13-13-13-13-		XII.VIIIII (
Parking (#/hr)		的 是100000数		. 33032038319-01			Perm	, es gamene	ing or green and	Perm	MMR. 1957.21 110	SHIRSHIPS C
Turn Type	Perm	2	Perm	Perm	6		reiiii	8	a constitution	1 CHIII	Δ	HILLIAN SOLVE
Protected Phases		Z	STATE THE CONTRACTOR		ling O						HINESE TA	PERSONAL CO
D 10 1 D1												
Permitted Phases	2	no E	2	6	02.5		8	8.5	s. 34000	4 #	8.5	
Actuated Green, G (s)	2	93.5	93.5	b	93.5	600000 60048	0	8.5 8.5		4 	8.5 8.5	
Actuated Green, G (s) Effective Green, g (s)	2 (1)	93.5	93.5 93.5	6	93.5		0	8.5		4	8.5	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio		93.5 0.85	93.5 93.5 0.85	6	93.5 0.85		0	8.5 0.08			8.5 0.08	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s)	2	93.5 0.85 4.0	93.5 93.5 0.85 4.0	o Name of the second se	93.5 0.85 4.0			8.5 0.08 4.0			8.5 0.08 4.0	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s)	2	93.5 0.85 4.0 2.8	93.5 93.5 0.85 4.0 2.8	O	93.5 0.85 4.0 2.8			8.5 0.08 4.0 2.0			8.5 0.08 4.0 2.0	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph)	2	93.5 0.85 4.0	93.5 93.5 0.85 4.0		93.5 0.85 4.0			8.5 0.08 4.0		4	8.5 0.08 4.0	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot	2	93.5 0.85 4.0 2.8 1505	93.5 93.5 0.85 4.0 2.8 1250	0	93.5 0.85 4.0 2.8 2474			8.5 0.08 4.0 2.0 127		4	8.5 0.08 4.0 2.0	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm	2	93.5 0.85 4.0 2.8 1505 c0.76	93.5 93.5 0.85 4.0 2.8 1250		93.5 0.85 4.0 2.8 2474 0.56			8.5 0.08 4.0 2.0 127			8.5 0.08 4.0 2.0 127	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio	2	93.5 0.85 4.0 2.8 1505 c0.76 0.90	93.5 93.5 0.85 4.0 2.8 1250 0.01		93.5 0.85 4.0 2.8 2474 0.56 0.66			8.5 0.08 4.0 2.0 127			8.5 0.08 4.0 2.0 127	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prof v/s Ratio Perm v/c Ratio Uniform Delay, d1	2	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01		93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8			8.5 0.08 4.0 2.0 127 c0.03 0.33			8.5 0.08 4.0 2.0 127 0.02 0.21 47.6	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor	2	93.5 0.85 4.0 2.8 1505 c0.76 0.90	93.5 93.5 0.85 4.0 2.8 1250 0.01		93.5 0.85 4.0 2.8 2474 0.56 0.66			8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1			8.5 0.08 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2	2	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01 1.2 1.00		93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8			8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 11.00			8.5 0.08 4.0 2.0 127 0.02 0.21 47.6 1.00	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor	2	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01 1.2 1.00 0.0		93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A			8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D			8.5 0.08 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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)	2	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01 1.2 1.00 0.0 1.3		93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4			8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6			8.5 0.08 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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	2	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1 B	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01 1.2 1.00 0.0 1.3		93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A			8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D			8.5 0.08 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS	2	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1 B	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01 1.2 1.00 0.0 1.3		93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A			8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D			8.5 0108 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9 D	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summany		93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1 B	93.5 93.5 0.85 4.0 2.8 1250 0.01 1.2 1.00 0.0 1.3 A		93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A	of Service		8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D			8.5 0108 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9 D	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay		93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1 B	93.5 93.5 0.85 4.0 2.8 1250 0.01 1.2 1.00 0.0 1.3 A		93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A	l of Service		8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D			8.5 0108 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9 D	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prof 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 Summany HCM Average Control Delay HCM Volume to Capacity rat		93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1 B	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01 1.2 1.00 0.0 1.3 A	HC	93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A 4.2 A	riginalisaji) s		8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D	A 8.0		8.5 0108 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9 D	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summany HCM Average Control Delay HCM Volume to Capacity rat Actuated Cycle Length (s)	iio	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1 B	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01 1.2 1.00 0.0 1.3 A	HC Su	93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A 4.2 A	t time (s)	ee e	8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D	lika kadibi		8.5 0108 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9 D	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Delay HCM Volume to Capacity rat Actuated Cycle Length (s) Intersection Capacity Utilizat	iio	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1 B	93.5 93.5 0.85 4.0 2.8 1250 0.01 0.01 1.2 1.00 0.0 1.3 A	HC Su	93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A 4.2 A	riginalisaji) s	ee e	8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D	8.0		8.5 0108 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9 D	
Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summany HCM Average Control Delay HCM Volume to Capacity rat Actuated Cycle Length (s)	iio	93.5 0.85 4.0 2.8 1505 c0.76 0.90 5.2 1.00 8.9 14.1 B	93.5 93.5 0.85 4.0 2.8 1250 0.01 1.2 1.00 0.0 1.3 A	HC Su	93.5 0.85 4.0 2.8 2474 0.56 0.66 2.8 1.00 1.4 4.2 A 4.2 A	t time (s)	ee e	8.5 0.08 4.0 2.0 127 c0.03 0.33 48.1 1.00 0.6 48.6 D	8.0		8.5 0108 4.0 2.0 127 0.02 0.21 47.6 1.00 0.3 47.9 D	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1≯		ሻ	∱-		ሻ	þ	outrest are a ful	ች	†	7
Volume (vph)	394	824	12	25	467	25	25	455	98	62	407	984
ldeal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4:0	4.0	4.0
Lane Util. Factor	1.00	1.00	and the second s	1.00	1.00	To a contract programme to the	1.00	1.00	TERROTENINI SANANANANANA	1.00	1.00	1.00
Frt	1.00	1.00	ni die	1.00	0.99		1.00	0.97	ka a	1.00	1.00	0.85
Flt Protected	0.95	1.00	A CONTROL OF THE STATE OF	0.95	1.00	-21.034600000000	0.95	1.00	anasavanico do	0.95	1.00	1.00
Satd. Flow (prot)	1770	1859		1770	1553		1770	1813	il basilia de l	1770	1863	1583
Flt Permitted	0.95	1.00	skyanykna, usak	0.95	1.00	DENUMBIRATION OF	0.95	1.00	Berlynnik oos	0.95	1.00	1.00
Satd. Flow (perm)	1770	1859		1770	1553		1770	1813		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	438	916	13	28	519	28	28	506	109	69	452	1093
RTOR Reduction (vph)	0	0	0	0	1	0	0	5	0	0	0 750	44
Lane Group Flow (vph)	438	929	0	28	546	0	28	610	U	69	452	1049
Turn Type	Prot	SANSTERNING UNIO	gaszente Kitteliki	Prot	nest viskararara	generation (CC)	Prot	mararara	49894885550000	Prot	6	pm+ov
Protected Phases	7 .	4			8		5	2	Side de la constante de la cons		, b	7
Permitted Phases	eservananas ()		0156846646464		PERMITANA (III			SERVICE SERVICES	344044156155	seessa ta ee	46.4	6 82.4
Actuated Green, G (s)	36.0	74,4		2.4	40.8	a a describi	2.4	44.8		4.0	46.4 46.4	82.4
Effective Green, g (s)	36.0	74.4	norganisas.	2.4	40.8		2.4	44.8 0.32		4.0 0.03	0.33	02.4 0.58
Actuated g/C Ratio	0.25	0.53		0.02	0.29		0.02 4.0	0.32 4.0		u.us 4.0	4.0	4.0
Clearance Time (s)	4.0	4.0		4.0 2.0	4.0 4.1		4.0 2.0	4.0 4.1		2.0	4.0	2.0
Vehicle Extension (s)	2.0	411			447	an in an ang graph	30	574		50	610	966
Lane Grp Cap (vph)	450	977		30	447 c0.35		0.02	0.34	ergrangi nggi	c0.04	0.24	c0.28
v/s Ratio Prot	0.25	0.50		0.02	ะ เบ.งจ		##U.UZ	0.04		::CU.U4	0.24	0.39
v/s Ratio Perm v/c Ratio	0.97	0.95		0.93	1.22		0.93	1.06	9448967673	1.38	0.74	1.09
Uniform Delay, d1	52.3	31.9		69.5	50.4	SOME CLEANS	69.5	48.4	achiralistich	68.8	42.3	29.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	44040H485	1.00	1.00	1.00
Incremental Delay, d2	35.2	18.1	Jesalis Skal	134.2	118.0		134.2	55.1		257.7	5.2	55.2
Delay (s)	87.5	50.0		203.7	168.4		203.7	103.5	as contra	326.5	47.5	84.8
Level of Service	67.6 F	D.D		F	700.T F		F	F		F	D	F
Approach Delay (s)		62.0			170.1			107.8			84.7	
Approach LOS	rent to engage	E		antana (ana an	· Westagg		MANUSEY CHART	F		HATEMAN PROPERTY P.	F	54072911003
		_	e e e e e e e e e e e e e e e e e e e				70°150020000000	-		STARTING START		
Intersection Summary		Harding by		a, all of								
HCM Average Control Delay	ngogooberenee	NECESTRATION OF THE PROPERTY O	92.5)H 2000-200	CM Level	of Service) Constitution	gregovjenicopie	F		1077((311 0234)311 003	#628888################################
HCM Volume to Capacity ratio)		1.12									
Actuated Cycle Length (s)	SEESTE STATE	PER	141.6	NATIONAL CONTRACTOR OF STREET	ım of lost	*************************	TOMESHEET HEREIGE	TOO DO GOOT COME	8.0	margamentale	/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/10/03/	
Intersection Capacity Utilization	ואַ ייי פּוּעני		105.3%	10	U Level o	t Service	addie Silva		G			
Analysis Period (min)	HETSGRANDES COAT	Secretary Dates	15		HUSTANA DEL PATENT	nace services	uannansan		acaranyerin	thire in the		yveles est
c Critical Lane Group			economici di	kaaksiki d	ihanizis ion					libalkalbuk	athaile i a	k Kabilan

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Movement **	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	75	<u> </u>	ተተ	ī.	ሻ	7	
Volume (vph)	480	492	222	172	369	295	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	NACO POLICIO (1992 1997 1993 1993 1993 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Total Lost time (s)	4.0	4:0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1,00	0.99	1,00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	1,00	0.85	
Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00 1545	
Satd. Flow (prot)	1770	1863	3539	1571	1770 0.95	1.00	
Flt Permitted	0.95	1.00	1.00	1.00 1571	0.95 1770	1545	
Satd. Flow (perm)	1770	1863	3539		0.90	0.90	2012年1月1日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日
Peak-hour factor, PHF	0.90	0.90	0.90 247	0.90 191	410	328	
Adj. Flow (vph)	533	547	and a firm of the strain	191	0	236	· · · · · · · · · · · · · · · · · · ·
RTOR Reduction (vph)	0 533	0 547	0 247	125	410	230 92	
Lane Group Flow (vph)		- 347 ₈₈	241	123 8	GENETIY.	7	
Confl. Peds. (#/hr) Confl. Bikes (#/hr)				8		8	
Turn Type	Prot	11 11 10 10 10 10 10 10 10 10 10 10 10 1	<u> </u>	pm+ov	Herri District	Perm	т подавирувания поточниция в настрой прицуский подавить подавить подавить подавить подавить подавить подавить п
Protected Phases	F101	6	2	4	4		
Permitted Phases				2		4	A CONTROL OF THE SECOND CONTROL OF THE SECON
Actuated Green, G (s)	21.5	34.1	8.6	25.0	16.4	16.4	
Effective Green, g (s)	21.5	34.1	8.6	25.0	16.4	16.4	を記載的は実践に対象が、「COTTEX (MARKER)は終められています。 COTTEX (MARKER) についていている (MARKER) (MA
Actuated g/C Ratio	0.37	0.58	0.15	0.43	0.28	0.28	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	SAME CONTRACTOR OF THE CONTRAC
Vehicle Extension (s)	3.1	3.1	1.0	1.0	1.0	1.0	
Lane Grp Cap (vph)	651	1086	520	779	496	433	
v/s Ratio Prot	c0.30	c0.29	0.07	0.04	©0.23	Sulli, ac	
v/s Ratio Perm		description reads. The		0.03		0.06	C. CAN HERMING CHECK I TO PARTITION OF THE CONTRACT OF THE CON
v/c Ratio	0.82	0.50	0.48	0.16	0.83	0.21	
Uniform Delay, d1	16.7	7.2	22.9	10.3	19.7	16.1	eren i de distante de espatata de la delanizació esta el el de de de de de deserviració de la composició de la
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.0	0.4	0.3	0.0	10.3	0.1	
Delay (s)	24.7	7.6	23.1	10.3	30.0	16,2	
Level of Service	C	A	C	B	C	В	
Approach Delay (s)		16.0	17.5		23.9		
Approach LOS		В	В		С		
Intersection Summary							
HCM Average Control Delay	I		18.9	Н	ICM Leve	l of Service	В
HCM Volume to Capacity ra			0.73	VIII ORBI			
Actuated Cycle Length (s)			58.5		um of los		8.0
Intersection Capacity Utiliza	tion		64.9%	1915 A (CU Level	of Service	C
Analysis Period (min)	LONDOLOGIA II INC.		15	TOTAL SERVEY ENDING TO THE OWNER.	month years to receive the con-	· TO ESPECIAL SEGMENT CHARACTER STATES	inner grende om transparing franker og for en
c Critical Lane Group				kkās			

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A CONTROL OF A SAME OF THE SAM				f	WOTE	E WED	\ NEWENTERS	I NBT	NBR	SBL	▼ SBT	SBR
Movement 6	- EBL	EBT	EBR	WBL	WBT	WBR	NBL -	Second Substitution Section 1	אסעו	Jeografia F	। वट भै	יוחס.
Lane Configurations	'')	HIBANA AN	ች	}	an com	ካ	}	50	1 62	1354	25
Volume (vph)	25	62	12	110	37	168 MARCH TOTOGS	1000	800	1900	02 1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900	4.0	4.0	1000
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0			1.00	1.00	
Lane Util. Factor	1.00	1.00	armente en	1.00	1.00	mensyativati	1.00	1.00 0.99	geereteede	1.00	1.00	
Frt	1.00	0.98		1.00	0.91		1.00	, 'i. ' : I-cu radaticate	Makan Su	COMMISSION OF THE CONTRACTOR OF THE	1.00	SO CHINE
Flt Protected	0.95	1.00	10.54088899	0.95	1.00	esterate di selica	0.95	1.00	REFELO MOSE	0.95 1770	1858	
Satd. Flow (prot)	1770	1817		1770	1688		1770	1846		Carations in the contract of t	1.00	
FIt Permitted	0.95	1.00	mumana saata a	0.95	1.00	een, ensigsør	0.95	1.00		0.95	1858	
Satd. Flow (perm)	1770	1817		1770	1688		1770	1846	0.00	1770		0.00
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)	27	67	13	118	40	67	13	860	54	67	1456	27
RTOR Reduction (vph)	0	5	0	0	41	0	0	1		0	0	0 0
Lane Group Flow (vph)	27	75	. 0	118	66	0	13	913	0	67	1483	iida I
Turn Type	Prot	La La Pierra de Presidente de la Company de	to a contract the contract of	Prot	presidentes vol.	: Zeconobary Bosoway Croso	Prot	napsanowyczki s	onomententi	Prot	DENOVEGO: CLUTT	omericano.
Protected Phases	7	4		3	8.,		5	2		1.	6	
Permitted Phases				nan annan ann ann ann an ann an		mari isma vitta (P. 1981)	GRANDERSKANSTONS (* 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	hardan kan kan kan kan kan kan kan kan kan k	some consider	oksanios:mitimiti	::::::::::::::::::::::::::::::::::::::	o merokasika
Actuated Green, G (s)	3.6	12.1		10.4	18.9		0.9	98.6		7.3	105.0	
Effective Green, g (s)	3.4	11.9		10.2	18.7	onewayer to surre	0.7	98.4	15 (08 00 1 of 10 10 10 10 10 10 10 10 10 10 10 10 10	7.1	104.8	enates a socialiste
Actuated g/C Ratio	0.02	0.08		0.07	0.13		0.00	0,69		0.05	0.73	
Clearance Time (s)	3.8	3.8	*******************************	3.8	3.8	gaganes in contracting	3.8	3.8	parente de la comp	3.8	3.8	eerosanta 170
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1,0	3,1		1.0	3.1	ali si k
Lane Grp Cap (vph)	42	151		126	220		9	1265	114 A 115	88	1356	cores or uniterated
v/s Ratio Prot	0.02	c0.04		c0.07	0.04		0.01	0.49		c0.04	c0.80	
v/s Ratio Perm							OTHER DESIGNATION OF THE	······	serence convento (forfice)	nacessarian actions.	i vationet en energeise	ematicae en el 170
v/c Ratio	0.64	0.50		0.94	0.30		1.44	0.72		0.76	1.09	
Uniform Delay, d1	69.5	63.0		66.4	56.5		71.4	14.1	wakantaniwani wa 👑	67.4	19.4	engaggeren
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	22.5	0.9		59.6	0.3	NAMES OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OWNER.	474.2	2.1	managariyaka eleberi	28.8	54.1	-000000100100100100100
Delay (s)	92.0	63.9		126.0	56.8	Britis S	545,6	16.1		96,2	73.5	
Level of Service	F	Е		F	E	en roungs, and doct cover	F	B	areasto por cultura	F	E ************************************	1881 1882 60 63 52 62 63
Approach Delay (s)		71.0			93.1			23.6			74.5	
Approach LOS		Ε			F			С			E	
Intersection Summary			200			100000			10			
HCM Average Control Delay			59.1	HC	CM Level	of Servic	e	HARLING DATE OF THE PARTY OF TH	E	engolaya erri kuyodii .co° i	CONTRACTOR REPORTS AND	acappe nameroco
HCM Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)	and explain at a section of the first		143.6	Su	ım of lost	time (s)			16.0			FE 43/3E 80/23 F FF FF F
Intersection Capacity Utilization	n		92.2%			f Service			F			
Analysis Period (min)			15	and the second s								
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	†	Maria de Contracto	ሻ	î>		ኻ	ት ጐ		`	† }	
Volume (vph)	12	12	12	98	12	123	112	862	37	110	1329	12
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	-2/24/64/62/27	1.00	1.00		1.00	0.95	en italianarian	1.00	0.95	ave through
Frpb; ped/bikes	1.00	0.99		1.00	0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	- 1-11-1-15-0-49-0-16-4-1	1.00	1.00	BACCA CANDERS	1.00	1.00	989655-11-
Frt	1.00	0.92		1.00	0.86		1.00	0.99		1.00	1.00	
Fit Protected	0.95	1.00	141.000000000000000000000000000000000	0.95	1.00	- 11.01 (151 0) (1510)	0.95	1.00	arrigues de 1900	0.95	1.00	192011655105
Satd. Flow (prot)	1770	1704		1770	1567		1770	3514		1770	3534	
FIt Permitted	0.95	1.00	Opposite the contract of the c	0.95	1.00		0.95	1.00	iringanga asah	0.95	1.00	- Winders
Satd. Flow (perm)	1770	1704		1770	1567	rodbilibile.	1770	3514		1770	3534	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	13	13	13	108	13	135	13	947	41	121	1460	13
RTOR Reduction (vph)	0	12	0	0	112	O	0	3	0 ************************************	0	0 1473	0
Lane Group Flow (vph)	13	14	0	108	36	0	13	985	0	121	14/3	4
Confl. Peds. (#/hr)	T Wednesternova	a conscionations	1 	rous - Vosner	sgavitti Mistrator	1 - 3	SEED NO. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(860a) - 175	2			
Confl. Bikes (#/hr)			3			3			Z.		O.S. CENTRONIE	ggar-em <u>l</u>
Turn Type	Prot	erice de l'espainant	nost i verserr	Prot	gransen (ASPII)	manga sa sa	Prot		0143448888888	Prot	6	
Protected Phases	7	4		3	8		5	2			0	
Permitted Phases	egyeregity'i vi	HUSSING CARROLL			Savia General	1870 (1918 181	0.7	29.7	100800000	6.7	35.7	MER VOLE
Actuated Green, G (s)	0.4	4.5		7.0	11.1		0.7 0.7	29.7 30.7		6.7	36.7	254 154000
Effective Green, g (s)	0.4	4.5	MENTANCO COLOR	7.0	11.1 0.17		0.01	0.47	MISSELSS	0.10	0.57	
Actuated g/C Ratio	0.01	0.07	asi er erez	0.11 4.0	4.0	tribula (i	4.0	5.0	ment co	4.0	5.0	- SERBANG
Clearance Time (s)	4.0	4.0 2.0	ZHIVEDBAMA	4.0	2.0		1.0	3.1	ua Coss	1.0	3.1	
Vehicle Extension (s)	1.0		SEACH STREET	3.0.00	268	SOUR BESTER	19	1662	\$8 <u>8</u> 55406 - 7300	183	1998	
Lane Grp Cap (vph)	11	118	(850) W.S.B.S.	191 c0.06	200 c0.02		0.01	0.28		c0.07	c0.42	
v/s Ratio Prot	0.01	0.01		- CU:UG	60.02		U.U.	U.ZU		YYYY	YYath.	5 4 2 9 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
v/s Ratio Perm	1.18	0.12		0.57	0.13		0.68	0.59		0.66	0.74	
v/c Ratio	32.2	28.3		27.5	22.8		32.0	12.5		28.0	10.5	EDSGLAG OS
Uniform Delay, d1 Progression Factor	1.00	1.00		1,00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	338.7	0.2	EMINENES :	2.3	0.1	Balay desi uu	58.7	0.6	er en seusend	6.8	1.5	RWHRASSII.
PROMOTOR CONTROL TO A CONTROL OF STREET AND A STREET AND	371.0	28.5		29.8	22.9		90.7	13.1		34.8	120	
Delay (s) Level of Service	S Malleniu F	20,0 C		C	C	Buyayayanina)	F	B	LANGE DE LE STERRE	С	В	ATTACK STORY AND A
Approach Delay (s)		142.7			25.8			14.1	. 25 (0.35)		13.7	
Approach LOS		F		a de la companya de La companya de la co	C	hen 200 (50 41 18 18		В		s.\;;<0.1156000	В	X 0.3593 (7-11-1, 11-1
Intersection Summary											T PAR	
HCM Average Control Delay			16.7	H	CM Level	of Servic	е		В		omany visual transport of the	111/194648887NIF
HCM Volume to Capacity rati	0		0.59		191115-1111							
Actuated Cycle Length (s)			64.9	S	um of lost	time (s)	permits that she first	tivisti asparatenzioni	8.0	NONARGARDES (N. N. C.	rragamonoportor:	E TOURSMAN
Intersection Capacity Utilizati	on	iteglilli s (i)	62.7%	in partic	SU Level o	f Service			В			
Analysis Period (min)		. een verse verse een en oe	15	114411140000000000000000000000000000000	Consessions and Consession	rang panggalakawan	COMMISSION CONTRACTOR IN CO.	posenja, v va njavske	Salvata Para Carlo	. En estan contreto	revens costation	858838642 701
c Critical Lane Group											in content	

		\rightarrow	1	←	1	<i>></i>
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	***************************************	7	eesselsta-1745377.1451	ተተ	* }*	NAME OF THE PROPERTY OF THE PR
Volume (veh/h)	824	123	0	1588	0	247
Sign Control	Free	ere er ver en en en er er er er er	opposition and the first	Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	
Hourly flow rate (vph)	969	145	0	1868	0	291
Pedestrians Lane Width (ft)				80000000000000000000000000000000000000		
Walking Speed (ft/s)			1889 (1988)	MPS MANAGEMENT		
Percent Blockage	a de de de la composição					
Right turn flare (veh)	·CHSCHS2MMM	NSSS ITS In the contract of th	nada allandin	KOSOS SECTION SECURI	-0054464646	politica () in the ambienta and a proposition of the contract
Median type	None			None		
Median storage veh)	***************************************				I SI WANDA I AND DO	
Upstream signal (ft)				1283		
pX, platoon unblocked	aller med der med betrettetet	547950 (FeDD)	0.0011002202000	enegation (s.)		
vC, conflicting volume			1114		1904	969
vC1, stage 1 conf vol			ARIN ETERT		664070399	
vC2, stage 2 conf vol vCu, unblocked vol			1114		1904	
tC; single (s)		o da da c	4.1		6.8	69
tC, 3 stage (s)				HUMBEREE.		NEW HINTERS CONTRACTOR OF CONTRACT OF CONTRACT CONTRACTOR C
tF (s)	Control of the Contro		2.2		3.5	3.3
p0 queue free %	programs visiting a con-	The section of the se	100	Marine of the same of	100	0
cM capacity (veh/h)		e menghiker A mengalah	623		61	253
Direction, Lane #	EB 1	EB 2	WB1	WB 2	NB 1	
Volume Total	969	145	934	934	291	
Volume Left	0	0	0	0	0	entendendandendandendenden in der er e
Volume Right	0	145	0	0	291	
cSH	1700	1700	1700	1700	253	ANNO AND
Volume to Capacity	0.57	0.09	0.55	0.55	1.15	
Queue Length 95th (ft)	0	0	0	0	326	
Control Delay (s)	0.0	0.0	0.0	0.0	144.5	
Lane LOS	^^		n n		F	
Approach Delay (s) Approach LOS	0.0		0.0		144.5 F	
communication of the control of the	A NEW CONTRACTOR AND A CONTRACTOR OF CONTRAC	V. 1		11 TO THE PERSON NAMED IN	I	
ntersection Summary						
Average Delay	recorsalas com	301983088788	12.8	amana wa 41	Talansanak	
Intersection Capacity Utilizati	on		65.9%	iC	U Level o	of Service C
Analysis Period (min)			15			

	Į,	لير	-	*	*	△			
Movement	SBL	SBR	NWL	NWR	NEL	NER III			
Lane Configurations	14/4	Ť	1/4	717	76	7	mayorman, a control of the state of the stat	TOTAK PROGRESS KINGS TO A VIEW CO.	
Volume (vph)	1009	345	1243	959	419	652			
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900			repu ernen en hasserenen
Total Lost time (s)	4.0	4.5	4.0	4.0	4.0	4.0		illiaar säikilines	
Lane Util. Factor	0.97	1.00	0.97	0.88	0.97	1.00	errendorster i decembr		SCHOOLSE STATE
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1.00		anings of their	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		Harris - Fran	
Ent	1.00	0.85	1.00	0.85	1.00	0.85			
Flt Protected	0.95	1.00	0.95	1.00	0.95	1,00 1583			
Satd: Flow (prot)	3433	1562	3433	2724	3433 0.95	1.00			
Flt Permitted	0.95	1.00	0.95	1.00 2724	3433	1583			
Satd. Flow (perm)	3433	1562	3433		_	0.94	HARINETON SEMIN	#Street Street Street	- 1 - Settlestering - Settlest
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94 446	0.94 694		CONTRACTOR OF THE PROPERTY OF	
Adj. Flow (yph)	1073	367	1322	1020	-1004018088000898981-1	5		ing a constitution	
RTOR Reduction (vph)	0 40 7 0	195	0	602 418	0 446	689			
Lane Group Flow (vph)	1073	172 1	1322	410 2		003		Amerika da	
Confl. Peds. (#/hr)	avage the 1988		Norway de la company	Perm	- 19028 181	custom			
Turn Type		Perm	2	Eem	1	6		25641 (* 1466 16 054)	
Protected Phases	4	ON COLA	Z Jillenin in in	4 4 2					
Permitted Phases	28.6	4 28.6	35.4	35.4	12.0	51.4			2011年2月2日 - 11月 -
Actuated Green, G (s)	29.1	28.6	36.9	36.9	12.0	52,9			
Effective Green, g (s) Actuated g/C Ratio	0.32	0.32	0.41	0.41	0.13	0.59	DANIMAN PER SECURIOR	Merson communer	für der Statistik kölükület (1980)
Clearance Time (s)	4.5	4.5	5.5	5.5	4.0	5.5			
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	3.0	essannania (comental)	and various of versions of	985641342.77 - 4.7m (1 - 5476435474 14344
Lane Grp Cap (vph)	1110	496	1408	1117	458	930			
v/s Ratio Prot	c0.31	(TYYE	c0.39	HIRWAGIALII	c0.13	0.44	a, i, to valen iiliikkiikki isitood	: EMERICA STATE	SSERGERAND COST. 1- Uniterestablished
v/s Ratio Perm		0.11	48M867a.c.	0.15					
v/c Ratio	0.97	0.35	0.94	0.37	0.97	0.74	SELECTION OF CONTRACTORISM	ELT ()	
Uniform Delay, d1	30.0	23.5	25.5	18.5	38.8	13.6			
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	and of the second second	ALLEY A PROPERTY CASE TO ASSESSED.	
Incremental Delay, d2	19.2	0.2	12.1	0.2	34.9	3.2			STEPS STEEL
Delay (s)	49.1	23.7	37.6	18.7	73.7	16.8			
Level of Service	D	C	D	В	E	В	Signification	3 (18 Mb) 85	
Approach Delay (s)	42.6		29.4		39.1				**************************************
Approach LOS	D		ille C		D				
Intersection Summary									
HCM Average Control Delay		(-1) (-1) (-1) (-1) (-1)	35.5	HO	M Level	of Service		D	
HCM Volume to Capacity ratio	_{de} a sa na construidad. N	sacusalata (0.95	erasanske stele	ากระหาสัตยหลังไ	nico de a compressión de la compressión dela compressión de la com	s (13, 3) Priorisana Bidditiber (Cissi)	resources even and select 1974 (1969)	e un expression executados de esta esta esta esta esta esta esta est
Actuated Cycle Length (s)			90.0	Su	ım of lost	time (s)	1	2.0	
Intersection Capacity Utilizatio		motematicalite	86.2%			of Service	ing a management of the second	E	
Analysis Period (min)			15					Gullaria	
c Critical Lane Group	ARABIS SABAR SASAR POR PROPERTY		e.e.e.e.exprechalàtà		, , - 5.eti61/1/				

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Movement !!	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካ ካ	ተተ	7	ሻሻ	^ ^	7	ሻሻ	ተተ	77	ሻሻ	^	7
Volume (vph)	988	135	62	197	270	74	110	234	160	123	997	1256
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1098	150	69	··· 219	300	82	122	260	178	137	1108	1396
RTOR Reduction (vph)	0	0	41	0	0	68	0	0	124	0	0	0
Lane Group Flow (vph)	1098	150	28	219	300	14	122	260	54	137	1108	1396
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7.	4		3	8		1	6		5	2	
Permitted Phases	T. C. H. H. H. P. G. W. LARREST	D444701000000000000000000000000000000000	4			8			6			Free
Actuated Green, G (s)	42.7	50.4	50.4	12.1	19.8	19.8	5.1	37.8	37.8	8.9	41.1	129.2
Effective Green, g (s)	43.2	51.9	51.9	12.6	21.3	21.3	5.6	39.3	39.3	9.4	43.1	129.2
Actuated g/C Ratio	0.33	0.40	0.40	0.10	0.16	0.16	0.04	0.30	0.30	0.07	0.33	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0	-Mari-Mari
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.5	4.5	2.0	4.5	4,5	2.0	3,7	
Lane Grp Cap (vph)	1148	1422	636	335	583	261	149	1076	848	250	1181	1583
v/s Ratio Prot	c0.32	0.04		0.06	80.0		0.04	0.07		0.04	c0.31	
v/s Ratio Perm			0.02			0.01		-11 1-25-1 7-5-21 99204944	0.02	te kur ay otektustmisses	ANTERNATIVE CO. C. C.	c0.88
v/c Ratio	0.96	0.11	0.04	0.65	0.51	0.05	0.82	0.24	0.06	0.55	0.94	0.88
Uniform Delay, d1	42.1	24.1	23.5	56.2	49.2	45.4	61.3	33.8	31.9	57.8	41.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.8	0.0	0.0	3.5	1.3	0.1	27.0	0.2	0.1	1.3	13.9	7.4
Delay (s)	58.9	24.2	23.6	59.7	50.5	45.6	88,3	34.0	32.0	59.2	55.7	7.4
Level of Service	E	С	C	E sustante activis	D.	D	F	C	C	E	E	A
Approach Delay (s)	ksi di dina	53.1		lanki.	53.2		NUMBER OF STREET	45.2			30.4	
Approach LOS		D			D			D			С	
Intersection Summary												
HCM Average Control Delay	/		40.5	H	CM Level	of Service	e		D		Danced by Petro - more	
HCM Volume to Capacity ra			0.90	ANGLES TO			and in the co	1 (1) (4)				
Actuated Cycle Length (s)	rain with state of the III of II fill	2.2.15.15.1 · (\$ 50.1.16)2	129.2	Su	ım of lost	time (s)			0.0			
Intersection Capacity Utiliza	tion		79.9%			f Service			D			
Analysis Period (min)			15									
c Critical Lane Group									a applicable			

	•		_		+	4	*	†	<i>></i>	<u></u>	Ţ	1
	EBL	e o ii	¥ # EBR	WBL.	WBT	War	NBL	NBT	NBR	SBL	▼ SBT	SBF
Movement Lane Configurations	<u> </u>	EBTM ↑↑	7 EDN	YVDL:	<u>ተ</u> ጉ	VVUI	140E	ਜ਼ ਜ਼	# #	JUL	4	וטט
Volume (vph)	12 12	TT 1096	15 86	37	2265	12	98	ল 12	62	12	12	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	Salver of Especials	1.00	Negotarda.
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.96	
Fit Protected	0.95	1.00	1.00	0.95	1.00	ndeur Markes (40)	0.95	0.96	1.00	BDBIRDOPHO':	0.98	BRRESHER.
Satd. Flow (prot)	1770	3539	1583	1770	3537		1681	1703	1583		1750	
FIt Permitted	0.95	1.00	1.00	0.95	1.00	HBNRRRRRRRRR	0.95	0.96	1.00	reconstitution of the	0.98	ausstraffartera.
Satd: Flow (perm)	1770	3539	1583	1770	3537		1681	1703	1583	ikalikis or	1750	
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)	12	1130	89	38	2335	12	101	12	64	12	12	4 412
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	58	0	12	(
Lane Group Flow (vph)	12	1130	64	38	2347	0	57	56	6	0	24	
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	5	2		14	6		8	8		7	7	
Permitted Phases	W. W. Ch., I SATURED	an now with the services	2	7 - 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 is 1 110 110 july 15 17 17 17 18 19 1	0152033414315014n726+0	57 8565 4765471545471.AT	December 1981 in the Section of	8	12:2:2:2:4:4:0:2:184021	Marie Marie and	
Actuated Green, G (s)	1.5	89.9	89.9	4.3	92.7		11.3	11.3	11.3		3.0	
Effective Green, g (s)	1.1	91.6	89.9	3.9	94.4	. 104 - 0.274043 (14444 (17417)	11.1	11.1	11.1		2.8	
Actuated g/C Ratio	0.01	0.73	0.72	0.03	0.75		0.09	0.09	0.09		0.02	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7		3.8	3.8	3.8		3.8	
Vehicle Extension (s)	2.2	3.2	3.2	2.2	3.2	ia koje po kr	3.1	3.1	3.1		3.1	
Lane Grp Cap (vph)	16	2585	1135	55	2663		149	151	140		39	
v/s Ratio Prot	0.01	0.32		c0.02	c0.66		c0.03	0.03			c0.01	
v/s Ratio Perm			0.04				and the second second second second		0.00		erreneren en e	
v/c Ratio	0.75	0.44	0.06	0.69	0.88		0.38	0.37	0.04	emproses de Desember	0.62	
Uniform Delay, d1	62.0	6.7	5.2	60.2	11.4		53.9	53.9	52.3		60.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	99.6	0.1	0.0	27.3	3.8		1.7	1.6	0.1	nem ethologistiksees	27.3	NEGITEURES -
Delay (s)	161.6	6.8	5.3	87.4	15.2		55.6	55,5	52.4		88.0	
Level of Service	F	A	A		В	******************	. E	E	D	ata kan munah merakatan	F	merseriment
Approach Delay (s)		8.2			16.4		usuusia hi	54.4		pictory -	88.0	
Approach LOS		Α			В			D			F	
Intersection Summary						100						
HCM Average Control Delay			16.2	Н	CM Level	of Servic	9		В			
HCM Volume to Capacity rati	io		0.83				The win y					
Actuated Cycle Length (s)			125.4		um of lost				16.0			
Intersection Capacity Utilizati	ion		78.4%	IC	U Level c	of Service			D			
Analysis Period (min)			15		VATA AL ANTA / A	100 204 1000 44	· · · · · · · · · · · · · · · · · · ·				No real country and the state of the	***************
c Critical Lane Group												

INTERSECTION SYNCHRO ANALYSIS YR-2016 NO-BUILD PM PEAK

	•	→	•	V	+	4	4	†	*	/	ļ	4
Movement ***	. EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBI	SBT	SBR
Lane Configurations	ኻ	朴	74	ሻ	个 个	7	ሻ	414	7	¥	ተት	f
Volume (vph)	480	492	1119	148	382	98	984	615	123	197	542	345
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	4.0	4:0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	1.00	1.00	0.85	1,00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1559	1770	3539	1555	1610	3319	1548	1770	3539	1562
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1559	1770	3539	1555	1610	3319	1548	1770	3539	1562
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	533	547	1243	164	424	109	1093	683	137	219	602	383
RTOR Reduction (vph)	0	0	376	0	0	83	0	0	98	0	0	270
Lane Group Flow (vph)	533	547	867	164	424	26	579	1197	39	219	602	113
Confl. Peds. (#/hr)	times as are an initiative	segresagamos o s. C. C.	A 1 10 1 10 11 11 11 11 11 11 11 11 11 11	res armone a spaga	raasperentiitii (. ci	2 2	green an all and	o e a menero en c	5	erasera (j. 15.		5 A. T. SUPERSES.
Confl. Bikes (#/hr)			6						10 9 1 6			
Turn Type	Prot		Perm	Prot		Perm	Split	ESPASSES NI SESSON S	Perm	Split	ongsaggeren ur	Perm
Protected Phases	5	2		1	6		- 18	8 - 100		1 7 1	4 min 7	0.000
Permitted Phases		and the State of Stat	2	POTENTIAL CONTRACTOR PROCESSION OF	e ivezionasangan	6	1155525551118841488181	alaberrateria (1)	8 ::::::::::::::::::::::::::::::::::::	08932223888	nigromento e	7
Actuated Green, G (s)	31,0	54.0	54.0	10.0	33.8	33.8	39.7	39.7	39.7	22.0	22.0	22.0
Effective Green, g (s)	30.0	55.7	55.7	9.0	34.7	34.7	41.0	41.0	41.0	23.3	23.3	23.3
Actuated g/C Ratio	0.21	0.38	0,38	0.06	0.24	0,24	0.28	0.28	0.28	0.16	0.16	0.16
Clearance Time (s)	3.0	5.7	5.7	3.0	4.9	4.9	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1,0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	366	1359	599	110	847	372	455	938	438	284	569	251
v/s Ratio Prot	c0.30	0.15		0.09	0.12		0.36	c0.36		0.12	c0.17	207
v/s Ratio Perm	10.550,015-1050000000	50552449964555555555	c0.56	nggypervolog vijaliki	0550	0.02	socuseums	mercharine	0.03	escological	REGEREN	0.07
v/c Ratio	1.46	0.40	1.45	1.49	0.50	0.07	1.27	1.28	0.09	0.77	1.06	0.45
Uniform Delay, d1	57.5	32.5	44.6	68.0	47.7	42.7	52.0	52.0	38.3	58.3	60.8	55.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	220.0	0.1	210.9	262.7	0.2	0.0	138.9	132.6	0.0	11.2	54.0	0.5
Delay (s)	277.5	32.6	255.5	330.7	47.8		190.9	184.6	38.3	69.5	114.8	55.5
Level of Service	F	С	F suggresations	F	D	D	F	F	D	E	Г 07.7	E
Approach Delay (s)		208.1			113.6			176.0			87.7	
Approach LOS		F			F			F			г	
Intersection Summary												
HCM Average Control Delay			163.7	Н	CM Leve	l of Servic	е		F			
HCM Volume to Capacity rati			131								NE STATE	
Actuated Cycle Length (s)	ione il composito de la com-		145.0	Sı	ım of los	t time (s)	**************************************	- 1	12.0		marketin in the Contra	
Intersection Capacity Utilizati	on was		102.5%			of Service			G			
Analysis Period (min)	acamere esta el Pella Colonidad II	grapet was Southable	15			urumanterikkili Pribri	yayay, agadere berilderi. Ela					
c Critical Lane Group												

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Movement	EBL	EBT	EBR	, WBL	WBT	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations		4	7	re easing a very rise. In the	Ф	SPERIOR SPOTE TO	\	[}	14.4 - 1 01778 248 858	K	†	
Volume (vph)	123	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	247	0	0	0	160	1661	4000	4000	1489	123
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 1.00	4.0 1.00			4.0 1.00	4.0 1.00
Lane Util. Factor	983 (1 %, MOS	1.00 1.00	1.00 0.98				1.00	1,00			1.00	0.98
Frpb, ped/bikes		1.00	1.00	S Albandosa	Machael Sau		1.00	1.00	idustrial de la companya de la comp		1.00	1.00
Flpb, ped/bikes Frt		1.00	0.85	BESMEAS :			1.00	1,00			1.00	0.85
Fit Protected	GARLES DE PRES	0.95	1.00	undkassas-va	i i a a basishin	annonienzoto	0.95	1.00	BKB4B4-40 (CA)	:SaitHiddinaist	1.00	1.00
Satd. Flow (prot)		1770	1547		logio (a logica de la constante		1770	1863			1863	1551
FIt Permitted	ari kiranthula , a ki s	0.76	1.00	vecrystophismstee	GANAGEM PERENTAL CONT.	Complete Services	0.95	1.00	*		1.00	1.00
Satd. Flow (perm)		1410	1547				1770	1863			1863	1551
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj Flow (vph)	137	0	274	0	0	0	178	1846	0	0	1654	137
RTOR Reduction (vph)	0	0	115	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	137	159	0	0	0	178	1846	0	0	1654	120
Confl. Bikes (#/hr)	name vestilaki	asentanto a care	1	unakaan esta	Water Carlo	1	000025028888	BENEFADAD NASSO	.5.00-10581988		00-1-7-14-052-058	1
Turn Type_	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases		4	11111111111111111		4		5	2		1 38:00:59055	6	6
Permitted Phases	4	17.6	4 17.6	4			12.0	121.5			105.5	105.5
Actuated Green, G (s) Effective Green, g (s)		17.6	17.6	SHEEDS (1781 YES)		ay sayagama	12.0	121.0		nemores (S)	103.3	107.0
Actuated g/C Ratio		0.12	0.12		ence in News	STEENSER SEE	0.08	0.83		aismishesa:	0.72	0.72
Clearance Time (s)		4.0	4.0	905)(Un 56.1)			4.0	5.5		\$0.9800\$126	5.5	5.5
Vehicle Extension (s)	Silver of Fire Silver	3.0	3.0	10.0011114510H1001110	\$	Chiphord (1::Tex195:191	1.0	2.5	aray — ray ay ray ray a	ores Challes Constitution	2.5	2.5
Lane Grp Cap (vph)		167	183			u Salahi	143	1542			1341	1117
v/s Ratio Prot	and the section	i agrici reguladiga e resir	, p. S. Statistics	42156624774444184113421113	NOT THE PERSON NAMED IN	Noncolvino April 1 milio.	0.10	c0.99	rentyty eta it väitaessa	1125-14-961-9411-1	c0.89	
v/s Ratio Perm		0.10	c0.10	di de s			4016					0.08
v/c Ratio		0.82	0.87	*************************	*********************	>+T>P4EET+FE 797TE F74 E FE	1.24	1.20	100 - 150 - 210 (100 - 150 (100 (100 (100 (100 (100 (100 (100	D STATE OF THE PROPERTY OF THE	1.23	0.11
Uniform Delay, d1		64.0	64.4		0.000		68.3	12.8			20.8	6.3
Progression Factor		1.00	1.00	sussus General		AN HARRAGAN AN A	1.00	1.00		annervosors.	1.00	1.00
Incremental Delay, d2		26.4	33.4			diamentation:19:	155.5	95.3		and the second	111.7 132.5	0.0 6.3
Delay (s)	erenasi ana	90.4	97.8	raes en es		71.565.465.11N	223.8	108.1	A-75.NA 2550		132.0 F	0.3
		95.3	Г		0.0		F	118.3			122.9	
Approach Delay (s) Approach LOS		30.3 E			O.U	Salah Anda		110.5	in the state of th		I I I	
ALL CAN PROLITY OF A CONTROL OF STATE OF THE												
Intersection Summary	enosareansen			Block Hills (1940)					SHSHIRIP MEDI		No.	
HCM Average Control Delay		60 (00 L 30: 66)	118.0	НС	M Level	of Service	9		F			
HCM Volume to Capacity ratio	1223512635000		1.20				5595711515		ിഷ്കിര			nguadha.
Actuated Cycle Length (s) Intersection Capacity Utilization	rikus (148.6 107.6%		m of lost U Level o				12.0 G		KULTAYARKI	HIRINIE
Analysis Period (min)	u Santa		.07.0% 	IUI	o levei o	i oei vice			J	DE LEGACION		
c Critical Lane Group			**************************************				esakereendi			Editoria (Cit		united filter

	→		7	√ •	- 🔍	•	†	<i>></i>	\	↓	\mathcal{A}
Movement	EBL	EBT	EBR	WBL W	BT WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4	ነ ሻ	ተተ	7	75	个 个	7
Volume (vph)	25	12	430	25	12 25	: F	1698	12	12	1551	25
Ideal Flow (vphpl)	1900	1900	1900		00 1900		1900	1900	1900	1900	1900
Total Lost time (s)	(Minappa)	4.0	4.0		40	4.0	4.0	5,7	4.0	4.0	4.0
Lane Util. Factor	9856660600000000000000000000000000000000	1.00	1.00		00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	Kindareta a sar	1.00	0.97 1.00	Perchanter in the Control of the Con	99 00	1.00 1.00	1.00 1.00	0.98 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Flpb, ped/bikes Frt		1.00 1.00	0.85		95	1.00	1.00	0.85	1.00	1.00	0.85
FIt Protected		0.97	1.00		98	0.95	1.00	1.00	0.95	1.00	1.00
Satd Flow (prot)	Najvinies o	1802	1535		10	1770	3539	1549	1770	3539	1583
Flt Permitted	inera baise c	0.97	1.00	89.83 8 45.5808259 36 8245 4545 CF1.541 4511 FA	98	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1802	1535	17	10	1770	3539	1549	1770	3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94		94 0.94		0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	27	13	457	27	13 27	577	1806	13	13	1650	27
RTOR Reduction (vph)	0	0	431	0	17 0		0	2	0	0	6
Lane Group Flow (vph)	0	40	26	0	50 0		1806	11	13	1650	21
Confl. Peds. (#/hr)	angeraeurika	energen in	3		2	A STATE OF THE STA	usidosentois	3		navanija.	Right Nis
Confl. Bikes (#/hr)	Calit	お接続を行って	Dorm	Colle		Prot		Perm	Prot	istorija secto	Perm
Turn Type Protected Phases	Split 4	4	Perm	Split 3	3	F101	2	reiii	710t	6	r ciiii
Permitted Phases			4	.			(4) May 4	2		Wasaga .	6
Actuated Green, G (s)		8.4	8,4		3.4	43,2	100.5	100.5	4.5	61.8	61.8
Effective Green, g (s)	ti nisara 2000 ta	7.8	7.8		5.8	42.2	102.2	100.5	3.5	63.5	63.5
Actuated g/C Ratio		0.06	0.06	0.	04	0.31	0.76	0.74	0.03	0.47	0.47
Clearance Time (s)		3.4	3.4		3.4	3.0	5.7	5.7	3.0	5.7	5.7
Vehicle Extension (s)		1.0	1.0).5	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		104	88		73	552	2673	1151	46	1661	743
v/s Ratio Prot		c0.02	200	c0.	03	c0.33	0.51	0.04	0.01	c0.47	0.04
v/s Ratio Perm	erenamies.	കര	0.02	n e	co	1.05	0.68	0.01 0.01	0.28	0.99	0.01 0.03
v/c Ratio Uniform Delay, d1		0.38 61.4	0.30 61.1		68 3.8	46.6	8.3	4.5	64.7	35.7	19.3
Progression Factor		1.00	1.00		,.0 00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	attensessesses es	0.9	0.7		7.5000000000000000000000000000000000000	50.7	0.5	0.0	1.2	20.4	0.0
Delay (s)	tatis stations	62,3	61.8			97.2	8.8	4.5	65.9	56.1	19.3
Level of Service	TOTAL THE PERSON ASSESSED.	E	E	ti enti interiore contrata escentita	F	F	Α	Α	Ē	Ε	В
Approach Delay (s)	is a legalitati	61.9	nin gode	82	27		30,1			55.6	
Approach LOS		Е			F		С			E	
Intersection: Summary						and the second second					
HCM Average Control Delay			43.5	HCM L	evel of Serv	ice		D			
HCM Volume to Capacity ratio			0.96								
Actuated Cycle Length (s)	MODEL WEIGHT	ROACION (SERIES RAPES	135.3		lost time (s		[:::U\$324[::4]4X\$3324**	16.0	and the first of the second	Establishes and	1199954 087654
Intersection Capacity Utilizatio	n		93.2%	ICU Le	vel of Servic	:е		PF F			
Analysis Period (min)	S065738705906		15	CA DOSTOCTURA CHEMINAREM	ed resikteronerining	TRISCOSTITE CHECKEN	HELDESTEINE SAN	gananasan gananasan		150 SENSON	657-401-401-608
c Critical Lane Group									iadadisak	SENENIES V	

T. LAIST. T GIGGITI Dai					_						1)
	•	\rightarrow	7	1	4-	_	1	Ţ		*	¥	*
Movement	EBL	ËBT	EBR	WBL	WBT	WBR !	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	IN THE PARTY OF TH	College College As and Services	77	minute in the second	44	-	ሻ	* *	7		tttt	. 19081410011111111
 Company of the property of the pr	Ö	0	135	0	0	0	74	2153	0	0	1908	74
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900		4.0				4.0	4.0			4.0	
Total Lost time (s)			0.88	9KKI MANUBAT	LHERBSTV-1 Life.	IONAL THOMBUST	1.00	0.95			0.86	
Lane Util. Factor			0.85				1.00	1.00			0.99	
Frt Flt Protected			1.00	enter ekonemier	le contente la	Med communica	0.95	1.00	19/1/06/2015		1.00	
Satd: Flow (prot)			2787				1770	3539			6372	
Fit Permitted	Net design la	ABBEEL CHAN	1.00	s avindenda og tundsk	ssam magaras.	or mademakan or ka	0.06	1.00			1.00	
Satd. Flow (perm)		Haddigery.	2787				119	3539			6372	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
and the second s	0.00	0.00	159	90	0	0	87	2533	0	0	2245	87
Adj. Flow (vph) RTOR Reduction (vph)	0	0	21	0	0	0	0	0	0	0	5	0
	0	0.	138	Ď.	. 0	0	87	2533	0	0	2327	0
Lane Group Flow (vph)	(二、以降資金 V 以降)	G 25 3 1 1 2 4 5 5 7 5 5 7 5 5 7 5 5 7 5 5 7 5 7 5 7	custom	Perm	Stron transferen		Perm		Perm			
Turn Type		10022.238	Custom		8			2	GP4046. 31		6	
Protected Phases Permitted Phases			4	8		Manana Mari	2	555 E5355 75 15 52 4 16 59 3	2	Challed St. S. C. Control of St. Con	11,117,000	
			9.2				62.8	62.8			62.8	
Actuated Green, G (s) Effective Green, g (s)			9.2		HOLINES CONTROL	NASSES DE CALADAMATRICADA	62.8	62.8	appl Colorestation Co	XII 1124-11-11-11-11-11-11-11-11-11-11-11-11-11	62.8	
Actuated g/C Ratio	NET LOSOMEN AS		0.12				0.78	0.78		dir. Sil	0.78	
Clearance Time (s)	Ber i Sindke A	signari vilida	4.0	*(0):00 12838 (00):01:00)	HING COMM	51)	4.0	4.0			4.0	manager a military
Vehicle Extension (s)			3.0				3.0	3.0	1930 P		3.0	
Lane Grp Cap (vph)	Section Statement		321				93	2778			5002	
v/s Ratio Prot				CONTRACTOR				0.72			0.37	
v/s Ratio Perm			c0.05	QR1050 4886 464		MERCEN, INC. AND DESCRIPTION	c0.73		,,,,,			autories and an
v/c Ratio			0.43				0.94	0.91			0.47	
Uniform Delay, d1	Still - Franklings	MANAGEMENT AS	33.0	EDECTOR PROGRAMMENT	7.5 - 11464020402011 - 1.00	Control of the Contro	7.0	6.5			2.9	L. A. S. BANGERS
Progression Factor	区"克斯斯"	411 8 1	1.00	PSW			1.00	1.00			1.00	
Incremental Delay, d2	New Properties	193594 heft (1734) hills (1	0.9	C.L D. VIRRALINA		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	76.9	5.8	MILLER TOWNS IN INCIDENCE.	on a service service of the Life	0.3	a - 100000000000000000000000000000000000
Delay (s)			33.9				83.9	12.3			3,2	
Level of Service	WHEEL A. WHEEL	gia Nanktoon	C				F	В	ana svaterperskylling	vanuaren (kolon 1816)	Α	L Person
Approach Delay (s)		33.9			0.0			14.7			3,2	
Approach LOS	Constitution of the Consti	С	A. In 19 Janes 43 A		Α			В			Α	
Intersection:Summary			40.1	L	ICM Leve	Lof Servi	ce		В	American Commission of the Com		
HCM Average Control Delay			10.1 0.87	T Oliveria	IOM FOAC	. 0. 00. 4						
HCM Volume to Capacity ra	(IO			C	Sum of los	t time (e)		onemants of the	8.0	erro (Maridalla (16)	northerpress (400)	an and Children
Actuated Cycle Length (s)		OMPN	80.0 62.8%		CU Level		a in the second	::::::::::::::::::::::::::::::::::::::	B			
Intersection Capacity Utilizat	uUII : 35455		, oz.o. 15		COLECTE	ATTAC TITLE	Malera de Santago II	ess templification	menner and	megaritation (maile)	Company of the Compan	envotantiill
Analysis Period (min)				laneanis et	upres es es							
c Critical Lane Group					MANAGER SE	nence den	markeranari	o someniji	CHAMMAN COM	dagus singgili	codesimistica (di	iesessoccionida

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Movement	ËBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR∈	SBL	SBT	SBR
Lane Configurations	75	^		ሻ	4T)	7	ሻ	ተተ	7	ሻሻ	ተኑ	86% (N. 1112)
Volume (vph)	62	25	50	455	25	1096	37	1071	283	1181	751	50
ldeal 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	4.0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00	anteres richieses	0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	1415115115
Fift	ա1.00	0.90		1.00	0.88	0.85	1.00	1.00	0.85	1.00	0,99	ASPERIOR
FIt Protected	0.95	1.00	na ni la piaksan	0.95	0.99	1.00	0.95	1.00	1.00	0.95 3433	1.00 3506	
Satd. Flow (prot)	1770	1676		1610	2788	1441	1770	3539	1583 1.00	ა <u>4</u> აა 0.95	1.00	
Fit Permitted	0.95	1.00		0.95	0.99 2788	1.00	0.95 1770	1.00 3539	1.00	3433	3506	
Satd. Flow (perm)	1770	1676		1610		1441			0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 1190	0.90 314	1312	834	56
Adj. Flow (vph)	69	28	56	506	28	1218	41	1 190 0	229	1312 0	2	0
RTOR Reduction (vph)	0	52	0 0	0	441 297	441 168	0 41	1190	229 85	1312	888	0
Lane Group Flow (vph)	69	32	in Unit	405	297	M		(6) 1 90 (6)			000	geographi. U
Turn Type	Split	receserates.	1.5.1974B888	Split	3	Perm	Prot 1	6	Perm	Prot 5	2	
Protected Phases	4	4		3	J			J. 0			sano fila	
Permitted Phases	89898445 4 5 (1 999	esta a sa narini	.(.uu.).cv#883		000	3 28.0	6.0	40.5	6 40.5	52.6	87.1	PANES C
Actuated Green, G (s)	11.4	11.4	Pede Demi	28.0 28.0	28.0 28.0	28.0	6.0	40.5 42.0	40.5 40.5	52.6	88.6	
Effective Green, g (s)	11.4	11.4	Mario Rossia	26.0 0.19	20.0 0.19	20.0 0.19	0.04	0.28	0.27	0.35	0.59	Managara :
Actuated g/C Ratio	0.08 4.0	0.08 4.0	OMESSASSICAL A	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	HIEROXXII.
Clearance Time (s)	4.0	4.0 1.0		1.0	4.0 1.0	1.0	4.0	4.7	4.7	1.5	5.4	USTO OF STA
Vehicle Extension (s)	135	127	HIDHIGHS	301	520	269	71	991	427	1204	2071	REMERCE
Lane Grp Cap (vph)	c0.04	0.02		c0.25	0.11	209	0.02	c0.34	421 1980 - 11	c0,38	0.25	
v/s Ratio Prot v/s Ratio Perm	60.04	0.02		UU.ZU	i iyal la	0.12	iniune:	VV.9TIII	0.05	Circumbin III		MMASSA
v/s Ratio Ferm	0.51	0.25		1.35	0.86dr	0.63	0.58	1.20	0.20	1.09	0.43	
Uniform Delay, d1	66.6	65.3	NUBERIATVERSE	61.0	55.5	56.2	70.8	54.0	42.2	48.7	16.8	angeon
Progression Factor	1.00	1.00	energi (S. S.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.4	lebrall deci	176.0	0.9	3.2	6.9	100.2	1.0	54.0	0.7	HIMINITAN.
Delay (s)	68.0	65.7		237.0	56.5	59.4	77.6	154.2	43.3	102.7	17.5	
Level of Service	E	E		F	E	E	E	F	D	F	В	-11222120888484
Approach Delay (s)	98455-00-1	66,7			99.2		1100	129.6			68.2	1121270112
Approach LOS	HINGS IN CO.	E	lmistristickies (ic	(Charles of the Constant)	F	BB B G REST, CV V. 100	11171207553138888497.5981	F		CONTRACTOR OF THE STREET	E	
		TO THE PERSON NAMED OF THE		and the second	5411.0					98.52		
Intersection Summary		U. B. S.				- 100410	Mark St.			46.440		
HCM Average Control Dela	The fact of the second section is a second section of the second section of the second section is a second section of the section o	en astroppopski	94.6	H(CM Level	of Servic	e		F		os kanagang	BERTHUNING
HCM Volume to Capacity ra	itio		1.13									
Actuated Cycle Length (s)	aganting of a constitution	ray hadrowyen	150.0		ım of lost			AND MEDICAL	16.0	MANUFACTURES	43.54.114.114.114.114.114.114.114.114.114.	
Intersection Capacity Utiliza	ition		98.1%	personal C	U Level C	of Service			Fair	diametri.		High days
Analysis Period (min)	<u>8000898</u> 44897783		15		en in designation de la compa					15 552 3 5245343745		885046W
dr Defacto Right Lane. Ri	ecode with	ı inougn	ane as a	rightiane	ansiria di			aaaaaaaaa				nest/Vebas
c Critical Lane Group	•											

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Movement	(EBL)	EBT	EBR	WBL	WBT	WBR.	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Helpful arrange des constant	4			43-		ሻ	† }		\	ተቡ	tagaspanto - 1708
Volume (vph)	172	12	689	37	25	12	935	1231	50	12	874	307
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		4.0	4.0	
Lane Util. Factor	State City - 1, 1960 Anter 17	1.00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1.00	an an accompany of the DD 201	1.00	0.95	economismo	1.00	0.95	e salama i
Frpb, ped/bikes		1.00			1.00		1.00	1,00		1.00	0.99 1.00	
Flpb, ped/bikes	.,	1.00		. 1 . 10 20 62 64 7 1 1 1 1 1 7 1 7 1	1.00	rozmozery asserta	1.00	1.00	en a ng an asil	1.00	0.96	
Frt		0.89		19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.98		1.00	0.99		1.00 0.95	1.00	
Flt Protected		0.99	onn, europeankon ilisat	104001 - 1248001 1	0.98	78501-3 020 031	0.95	1.00 3515		1770	3381	
Satd. Flow (prot)		1648			1773		1770 0.95	1.00		0.95	1.00	essantan 1.1.
FIt Permitted	116/915 1 106 86 5	0.99	anger viloses	10 - 19 21 0 - 1	0.49		0.95 1770	3515		1770	3381	
Satd. Flow (perm)		1648	0.05	0.05	895	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95 26	0.93	984	1296	53	13	920	323
Adj. Flow (vph)	181	13	725	39 0	20 5	0	0	2	0 (1988) 10 (1988)	0	24	0
RTOR Reduction (vph)	.0	97 822	0	0	73	0	984	1347	Ö	13	1219	0
Lane Group Flow (vph)	0	022	. Millio V M	aleka Milia	A, ABAMAYON	9888115M86	essentado esta	omo some		(421. / 121. r43251417 - 1411.)	30000341	
Confl. Peds. (#/hr)		FOR BUILDING				il Mi						2
Confl. Bikes (#/hr)	Split			Perm		INDA THANKS	Prot	200		Prot		
Turn Type Protected Phases	39 4!	3004			· 8!						6	
Permitted Phases	ANDERS ARTHUR	i Fallide d		8	-A-MENNAN	ter, Sinain.	10000000000000	24:1		u mareasaroum 1953	asuguar . Padayyaasaan	CANADARATA. N
Actuated Green, G (s)		46.3			46.3		45.3	78,1		1.8	34.6	
Effective Green, g (s)		48.0	-: 138451486-1 1-1-1-188	83001-1. "JONE (2000-1-	48.0	***************************************	46.0	80.3	un inggemeerment 1005	2.5	36.8	
Actuated g/C Ratio		0.34	TOTAL CONTRACT		0.34		0.32	0.56		0.02	0.26	
Clearance Time (s)		5.7			5.7	· conservation (CASSES)	4.7	6.2	esta vansana a iv	4.7	6.2	98835-C-SE
Vehicle Extension (s)		3.0			3.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)		554			301	- k coupeageogrammon sond	570	1977	200200710788888-	31	871 c0.36	54464647A
v/s Ratio Prot		c0.50					c0.56	0.38		0.01	CU.SO	HWINA) FE
v/s Ratio Perm	INCOME. TO CAMPER	anne o messessioner an	mitaakseene 2009	566551, 7 (-5 9 865)	0.08	(50000000000000000000000000000000000000	1875 J. 1875	0.00	BATE COMPANY	0.42	1,40	
v/c Ratio		1.48			0.24		1.73	0.68 22.2		69.4	53.0	SAIDEN STATE
Uniform Delay, d1	Mariti 43505 11	47.4	canta - Tagar	515 74 8960 BSS	34.2 1.00		48.4 1.00	1.00		1.00	1.00	
Progression Factor		1.00			0.4		334.2	1.0		3.3	186.5	Astronom Public
Incremental Delay, d2	West Probablish	227.3	35865-5-500H		34.7		382.6	23.2		72.7	239.5	
Delay (s)	via i i via	274.7 F		en de la companya de La companya de la companya dela companya dela companya dela companya de la companya de la companya de la companya dela	≘ाश्यक्तारा C		F	C	SE PRINCIPAL PROPERTY V	E	F	-contraction and the
Level of Service		274.7			34.7			174.8			237.8	
Approach Delay (s) Approach LOS		F	asimishoots		C	COMPRESSION	(Kirla Finishio)	F	\$\$\$\$\$Z555114 #4\$\$\$\$\$\$\$\$55511		F	
	14 6 77 2 22 20 10 10 10 10 10 10 10 10 10 10 10 10 10	MOTOR OF A VANDAGE	107 http://doi.org/10.00	engrennen um en de e					100			0.0
Intersection Summary			and the second				Esser		F	100	in the same	200
HCM Average Control Delay		MINISTER OF THE	209.7	H	CM Leve	l of Service	ce		r Sasanisa		i Mare	
HCM Volume to Capacity ra	tio .		1.54						12.0			
Actuated Cycle Length (s)	ANOVERSE SECTION	S HURS HARRÁ	142.8			st time (s)			12.0 H			
Intersection Capacity Utiliza	uon		150.4% 15	10	ריי Eevel	of Service		EP-VERIEN		gara anuu kkai	andregos CACA	H67/31 Ch H888279 (F)
Analysis Period (min)	Sporter		ເວ			52444 S 142 S 144				Truggers - 55		
! Phase conflict between la	ane groups				na (September 19	eenmudeed		alenger in the second	entro o statifico di	aan cest ee (40149)	and the constant fill	LA STREET PROPERTY OF THE
 c Critical Lane Group 												

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Movement	EBL	EBT!	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	F-8-140 (83-440)
Lane Configurations	ħ	^	7	ሻ	↑↑	7	77	ተተ	7	¥	*	7
Volume (vph)	407	787	677	12	1083	923	1181	1231	12	579	751	369
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1,00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	452	874	752	13	1203	1026	1312	1368	13	643	834	410
RTOR Reduction (vph)	0	0	272	0	0	240	0	0	6	0	0	129
Lane Group Flow (vph)	452	874	480	13	1203	786	1312	1368	i 17	643	834	281
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	cometions resources and a	Perm
Protected Phases	7	4		3	8		. ii. 5	2			6	
Permitted Phases	ra i i mante de la como	0.10110010174284	4	PAYAZIR*****************************	er oraș î li ca î	8	MATERIAL PARTICIPAL DE LA COMPONIONE DE LA		2	. 1 2	verenteerneren (m. 1.1.)	6
Actuated Green, G (s)	17.5	61.5	61.5	1.2	45.2	45.2	25.5	38.8	38.8	24.5	37.8	37.8
Effective Green, g (s)	18.0	62.0	62.0	1.7	45.7	45.7	26.0	40.3	40.3	25.0	39.3	39.3
Actuated g/C Ratio	0.12	0.43	0.43	0.01	0.32	0.32	0.18	0.28	0.28	0.17	0.27	0.27
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.1	5.1	2.0	5.1	5.1
Lane Grp Cap (vph)	220	1513	677	21	1115	499	616	984	440	305	959	429
v/s Ratio Prot	c0.26	0.25		0.01	0.34		c0.38	c0.39		c0.36	0.24	
v/s Ratio Perm			0.30	to a control and considerated the	zunnametenver	c0.50		SUSSEL ATTACHMENT OF THE	0.00	. e sen el contratta da casa	arangeennemen oo oo	0.18
v/c Ratio	2.05	0.58	0.71	0.62	1.08	1,57	2.13	1.39	0.02	2.11	0.87	0.65
Uniform Delay, d1	63.5	31.5	34.1	71.3	49.6	49.6	59.5	52.4	38.0	60.0	50.4	46.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	490.0	0.3	2.8	32.5	50.9	268.0	513.9	181.9	0.1	509.7	10.6	7.6
Delay (s)	553.5	31.9	36.9	103.9	100.6	317.7	573.4	234.3	38.0	569.7	61.0	54.4
Level of Service	F	C	D	F.	F	F	F	F	D	F	E	D
Approach Delay (s)		147.2			199.9			398.5		31351	232.9	
Approach LOS		F			F			F			F	
Intersection Summary				Selfall to a Common				78) Yellon (1)				
HCM Average Control Delay			254.7	НС	CM Level	of Servic	е	and the second seco	F	erogazorden mass mas-to		65.500,000.58.60,000.00.61.0
HCM Volume to Capacity ra	itio 💮 💮		1.82									
Actuated Cycle Length (s)	paranta (**, industria in inc. i o i i i	JOS IJENA - BOARNON	145.0		ım of lost		#449##620##################################	egy galanna ar retesta	16.0	renta proportiones es cas	. remote the transfer of the	0910924494494
Intersection Capacity Utiliza	ition		131.9%	IC	U Level	of Service			Н			
Analysis Period (min)	enganga ang atau ang atau	end (active) travarence	15	HAN STEAM OF STREET STREET STREET	EECL/14275-0734170-0-0	12.538273341 (24.55.7487.55.77.74.7	BOOK DE SATSEN EK DAMA	on articles and beautiful to	50508 5808 0855 655 52 60 60	raming tomation testinos in	unestane restatem kutamis win	CO2194051 GESTERATE
c Critical Lane Group										162 15 17 15 18 16 16 16 16 16		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR.	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	*	4	7	7	ተተጉ	الآب مدالات	ኻ	^	7 2000
Volume (vph)	12	25	12	185	25	517	25	1895	234	529	923 1900	25 1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900	1900 4.0	4.0	4.0
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0 1.00	4.0 1.00	4.0 0.91		1.00	0.95	1.00
Lane Util. Factor		1.00	1.00 0.97	0.95 1.00	0.95 1.00	0.99	1.00	1.00		1.00	1.00	0.98
Frpb, ped/bikes		1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes		1.00	0.85	1.00	1.00	0.85	1.00	0,98		1.00	1.00	0.85
Frt Flt Protected	HORMON HILLEN	0.98	1.00	0.95	0.96	1.00	0.95	1.00	5.175559194891U-9-1-1-1-	0.95	1.00	1.00
Satd. Flow (prot)		1834	1529	1681	1704	1562	1770	5001		1770	3539	1550
Flt Permitted	::::::::::::::::::::::::::::::::::::::	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1834	1529	1681	1704	1562	1770	5001		1770	3539	1550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	28	13	206	28	574	28	2106	260	588	1026	28
RTOR Reduction (vph)	0	0	13	0	0	347	0	10	0	0	0	9
Lane Group Flow (vph)	0	41	0	115	119	227	28	2356	0	588	1026	19 2
Confl. Bikes (#/hr)	A Constant of the Constant of	Teammeronae	2	vountreespron	Vémberoses	1 	redozennes e	enisti marketa e	POUR SEED AND			Perm
Turn Type	Split		Perm	Split	. Janie 1	Perm	Prot	2		Prot 1	6	reiiii
Protected Phases	4 Januaren eta	4	TRESPONDATION	8	8	diasio o	5	2				6
Permitted Phases		26	2.5	23.4	23.4	8 23.4	3.8	58.0		46.1	100.3	100.3
Actuated Green, G (s)	Santana a ana	2.5 3.0	2.5 4 3.0	23.4	23,9	23.4	4.3	60.5		46.6	102.8	102.8
Effective Green, g (s) Actuated g/C Ratio		0.02	0.02	0.16	0.16	0.16	0.03	0.40	CUSHIBSA-	0.31	0.69	0.69
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	6.5		4.5	6.5	6.5
Vehicle Extension (s)	AVENUESCOS A CAL	2.0	2.0	2.0	2.0	2.0	2.0	4.6	TIND TO THE SERVER	2.0	5.1	5.1
Lane Grp Cap (vph)		37	31	268	272	249	51	2017		550	2425	1062
v/s Ratio Prot	. Contention the end of	c0.02		0.07	0.07	30,117 50011111111111	0.02	c0.47		c0.33	0.29	Six on Chip (Office)
v/s Ratio Perm			0.00			c0.15				di a madi		0.01
v/c Ratio		1.11	0.01	0.43	0.44	0.91	0.55	1.17	economissione	1.07	0.42	0.02
Uniform Delay, d1		73.5	72.0	56.9	57.0	62.0	71.9	44.8		51.7	10.5	7.5
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	erios lenand	1.00 58.2	1.00 0.5	1.00 0.0
Incremental Delay, d2		182.0	0.0	0.4	0.4	33.7	6.3 78.2	81.4 126.1		00.Z 109.9	11.0	7.6
Delay (s)	Roysesterica, 7505	255.5	72.1	57.3	57.4	95.7	/0.2	120.1	ener de la compa	109.9 F		
Level of Service		211.3	. e de E se	E	84.6	ibbila is réi	Billion 🖰 vi	125.6	inidik (Carab)		46.3	SWHOOL C
Approach Delay (s) Approach LOS	0.0514564514010	Z11.3 F			04.0	10000 4000		120.0 F		\$144 S. S.	D	
247-24	AND STREET		orden en e						TALES OF THE STATE			
Intersection Summary					leaker.		1 (A) (A)					S INC
HCM Average Control Dela			93.2	H(CM Level	of Servic		kiji selin	F		Miles et A	MANAGER
HCM Volume to Capacity ra	atio	iekusa kais	1.09	60	af I.a.	imo 7a\	08468910048		16.0			
Actuated Cycle Length (s)	ation		150.0 93.6%		im of lost	of Service		a alluminasi.	F			S. FURNIS
Intersection Capacity Utiliza Analysis Period (min)	auUII		93.0%		O LOVOI (JI GGI VIGE				ii) piinge		
c Critical Lane Group		merskillindil	usiinista lanusii	nederal ice.		endustri di Kili	usesiiniiniinii	eresensen beine	warden (1900)	,,esessassassibnine i fini	-KLISED MESTELLER - 1.75	e couperbooksees
O Dillious monto Oroup												

	~	4	†	/	\	Ţ		
Movement	WBL	WBR	NBT	NBR	SBL	· SBT		
Lane Configurations	ka	21.10.01114010191111111	↑ }		ሻ	†		
Volume (vph)	25		1993	25	12	1366		
Ideal Flow (vphpl)	1900	1900 1	1900	1900	1900	1900	H. DANSON, C. C.	ALERTH CENTRAL CONT.
Total Lost time (s)	4.0		4.0		4.0	4.0		
Lane Util. Factor	1.00		0.95	and supplies and supplies and	1.00	1.00		KRAWARENTO VILLE
Frt 2/15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.93		1.00		1.00	1.00		
Fit Protected	0.98		1.00	estantes i viltages	0.95	1.00	・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・ ・	aren e u elektrik
Satd. Flow (prot)	1695		3533		1770	1863		
Fit Permitted	0.98		1.00		0.95	1.00		. S. WENBIAKE
Satd. Flow (perm)	1695		3533	0.00	1770	1863	· 2018年1月1日 - 1918年1月1日 - 1918年1日 -	
Peak-hour factor, PHF	0.90		0.90	0.90	0.90	0.90		
Adj. Flow (vph)	28	200700-11 ST-858280200	2214	28	13	1518		
RTOR Reduction (vph)	26	0	0 2242	0	0 13	0 1518		
Lane Group Flow (vph)	30	0 2	2242	0		1910	情情的自己。	(ORBRIGHT)
Turn Type	yangkana a matakan				Prot	1		059200400150
Protected Phases	8 .		6		10 H	2		SERVICE CONTROL
Permitted Phases	50/50 G G 60 S	BONNESS SA	02.6	180208502525	7,2	113.8		
Actuated Green, G (s)	8,2 8,2	[[]OLD []OLD	02.6 02.6	Mila Sussi	7.2 7.2	113.8	加州的 的名词形式 为特别规则指统规定的 医多类基础 建筑度 化多位元素	
Effective Green, g (s)	0.2 0.06		02.6 0.79	888 NV 5 155	0.06	0.88		
Actuated g/C Ratio Clearance Time (s)	4.0		4.0		4.0	4.0		Pehanstobures
Vehicle Extension (s)	3.0	Balaka (Alba	2.8		2.4	2.8		
Lane Grp Cap (vph)	107	STREET CONTRACTOR	2788	ORIGINA SOCIETY	98	1631	ARRAMENTAL CONTROL OF THE CONTROL OF	
v/s Ratio Prot	c0.02		0.63		0.01	ac0.81		
v/s Ratio Perm	00.02		0.00	PESTERI ELLE	.Y.Y.ISS			4.5 10 14 PS1076BB
v/c Ratio	0.28		0.80	MTTANET CONTRACT	0.13	0.93		
Uniform Delay, d1	58.1	BUSSELE ENGINEE	7.9	1009909809000	58.4	5.4	etikingiseninen (1805-1900) omborisennen politiko (1900-1906) omborisen konton. O	21.0
Progression Factor	1.00		1.00		1.00	1.00		
Incremental Delay, d2	1.4	record at his Date to Anderson	2.6		0.4	11.0	MANAGER CONTRACTOR CON	
Delay (s)	59.5	higalasti i ist	10.5		58.8	16.4		
Level of Service	E		В		Ε	В	THE RESIDENCE AND	ARTENIA DEL CONTO DE LOS VIVOS (IL
Approach Delay (s)	59.5		10.5			16.8		
Approach LOS	E		В			В		
Intersection Summary			F 114	Pak a		PHOTOS STATE		e se en en
HCM Average Control Dela			13.7	HCM	VI Level	of Service	B	SPERIOR OF THE
HCM Volume to Capacity ra	atio	en e	0.89					
Actuated Cycle Length (s)	washing against a new are the sta		30.0			time (s)	8.0	goggeria poksybni w którok
Intersection Capacity Utiliza	ation	81	1.9%	ICU	Level	of Service	D	
Analysis Period (min)	wyswarzeniego nordanación ac	- NASSARI HI PERSON SASSAN SILANOS	15	0.11002312131313770422237	OBSTRUCTIONS	n ning ngapanggan kanalanggan k		Cavegaria
c Critical Lane Group								

	*	•	4	†	ļ	1	
Movement	EBE	EBR	NBL.	NBT	SBT	· SBR	
Lane Configurations	ካ ነተ	N & FOW POSTED AND THE POSTED AND TH		ተተ	†	7	
Volume (vph)	234	25	0	1784	1304	86	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	AND THE PROPERTY OF THE PROPER
Total Lost time (s)	4.0		M. Wei	4.0	4.0	4.0	
Lane Util. Factor	0.97		anne en a reedt dwyr en ry''	0.95	1.00	1.00	CONTRACTOR OF THE PROPERTY OF
Frt	0.99			1.00	1.00	0.85	
Flt Protected	0.96	roine a transition	en sammennes sal	1.00	1.00	1.00	
Satd. Flow (prot)	3407		outer s	3539	1863	1583	
Flt Permitted	0.96	410000000000000000000000000000000000000	energenengen (v. 1915) Energenengen (v. 1915)	1.00	1.00	1.00	
Satd. Flow (perm)	3407			3539	1863	1583	[1] [1] [1] [1] [1] [1] [1] [1] [1] [1]
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90 96	
Adj. Flow (vph)	260	28	0	1982	1449	96 20	
RTOR Reduction (vph)	9	0 	0	0	0 1449	76	
Lane Group Flow (vph)	279	0	- 0	1982	1449	ALTERNATION OF THE PARTY OF	ELITERAÇÃO DE CONTRACTOR D
Turn Type	ana - normani	19.000000	remensuser :	2	2	Perm	
Protected Phases	4			- William Z		2	整治。2世的1122年的特别的 A. Charles C. Ch
Permitted Phases	ം അമ്മഹം		BOFFETT SON	78.8	78.8	78.8	
Actuated Green, G (s)	13.2 13.2			78.8	78.8	78.8	以各种的现在分词 (1995年) (1995年) (1995年) (1995年) (1995年) (1996年) (199
Effective Green, g (s)	0.13		KS CHEEK	0.79	0.79	0.79	
Actuated g/C Ratio Clearance Time (s)	4.0			4.0	4.0	4.0	。2015年1日 1915年 - 1915
Vehicle Extension (s)	2.8			2.8	2.8	2.8	
Lane Grp Cap (vph)	450	Phillippe constitut	arcen - General	2789	1468	1247	
v/s Ratio Prot	c0.08			0.56	c0.78		
v/s Ratio Perm			8924) , TACERS		en en en en en en en	0.05	4. Distributor - Formation of Billion of Boson o
v/c Ratio	0.62			0.71	0.99	0.06	
Uniform Delay, d1	41.0	HE THEN STRUCTS	ekti turk kitiber Mon	5.1	10.1	2.4	CONTRACTOR OF THE CONTRACTOR O
Progression Factor	1.00		57.889	1.00	1.00	1.00	
Incremental Delay, d2	2.5	ACTAL HIMBORASTINI COLO	A. A. L. CONTRACTOR	1.6	20.6	0.1	TO STATE OF THE ST
Delay (s)	43.5		1000	6.7	30.7	2.5	
Level of Service	D			Α	C	A message of the second and the second	TO THE APPENDING TO SEE THE PROPERTY OF THE PR
Approach Delay (s)	43.5			6.7	29.0		
Approach LOS	D			Α	С		
Intersection Summary						10,700	
HCM Average Control Dela		over the following of the Salah	18.5	Н	CM Leve	of Service	B
HCM Volume to Capacity ra			0.93				
Actuated Cycle Length (s)	Totalista - 1 (1999)	garacean (- 605 bb)	100.0			st time (s)	8.0
Intersection Capacity Utiliza	ation		82.8%			of Service	Ë
Analysis Period (min)	www.sautourna.com error (1900)	makenerity co. se.	15				
c Critical Lane Group				ACCEPTURA (ST.)			

Tr. Talloy of a dution		***								•	-	,
	•	-	*	*	◄	~	1	Ţ		-	¥	*
· ·	EBL	EBT.	EBR	WBL	i WBT	-WBR	NBL	NBT	NBR .	SBL	SBT	SBR
Movement	EDL	4		NUC	ብጉ	NAME OF THE OWNER OF THE OWNER,	HE LANGE	4	G)2414-W	94-89-8-11-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	4	************
Lane Configurations	12	역 1279	37	12	1698	25	37	123	62	50	50	50
Volume (vph) Ideal Flow (vphpl)	1900	1900	1900	1900	1710	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-5%		distribution of the second	0%			0%	
Total Lost time (s)	HOMP, Princelli	4.0	4.0	Allie Indian	4.0	ARCHAEL OF A VALLED CARRESSES	rosserito -, Sautovanne	4.0			4.0	
Lane Util. Factor		1.00	1,00		0.95			1.00	200		1,00	
Frpb, ped/bikes	1	1.00	0.95	a. ristolacrististico	1.00			0.99		anderermenteners .	1.00	-1015298882783
Flpb, ped/bikes		1.00	1.00		1.00			1.00	Chabants		1.00	
Frt		1.00	0.85		1.00			0.96	nCostspmannic		0.96	ti nessanas
Flt Protected		1.00	1.00		1.00			0.99			0.98	
Satd. Flow (prot)		1815	1460	DESSENDENCE : LE'V'SO	3093			1765		ATTENDENIES DES	1742	
Fit Permitted		0.97	1.00		0.73			0.86			0.52	
Satd. Flow (perm)	· · · · · · · · · · · · · · · · · · ·	1753	1460	aniilinaanna 1980	2252	companies construction		1535	a receptions		925	0.00
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0,90 56	0.90
Adj. Flow (vph)	13	1421	41	13	1887	28	41	137	69 0	56 0	13	56 0
RTOR Reduction (vph)	0	0	8	0	1007	0	0	10 237	0		155	
Lane Group Flow (vph)	O NANCEDIA PROGRAMMA	1434	33	0	1927	0 2	0	231 3040000				
Confl. Peds. (#/hr)			9	SAR GARAGA	isable and	a a company action a			2			884 1788 1
Confl. Bikes (#/hr)			Maria Co	0	0	1 00						
Parking (#/hr)	D		Down	Perm	S S S S C S S		Perm	KEP TITESHIR	Kelen e jaran	Perm	8826/21/A	AMBABHHH T T
Turn Type	Perm	0 i 2	Perm	Pelili	6		FCIIII	8			4	
Protected Phases Permitted Phases	2	Z	2	6	i e u		8			4		
Actuated Green, G (s)		110.0	110.0		110.0			22.0	Period		22.0	
Effective Green, g (s)		110.0	110.0	pinarangungun pinarangungun	110.0	111100000000000000000000000000000000000	Mariana de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición dela composición de la composición de la composición de la composición dela composición	22.0	MINIMARIANA	.250026000000000000000000000000000000000	22.0	
Actuated g/C Ratio		0.79	0.79		0.79			0,16			0.16	
Clearance Time (s)	espelos (esc.) 4. 15-	4.0	4.0	14169918110.1-11	4.0	(25) 10 (12 (127)) (127)	Drifteren, " commen	4.0	artinos/incl		4.0	
Vehicle Extension (s)		2.8	2.8		2.8			2.0			2.0	
Lane Grp Cap (vph)		1377	1147		1769			241			145	existent branch in
v/s Ratio Prot												
v/s Ratio Perm	C. 1	0.82	0.02		c0.86			0.15	reservice of PRINCIPAL	Maria Association de Califordia	c0.17	01910035001250
v/c Ratio		1.04	0.03		1.09	31,000		0.98		inas is	1.07	
Uniform Delay, d1		15.0	3.3	marmeary Let. Jean	15.0	na in boure or menerged pressor	ercurry out to be treeter	58.8	emano o costalo	ageneres como com	59.0	**************************************
Progression Factor		1.00	1.00		1.00	3.00		1.00			1.00	
Incremental Delay, d2	estrumento de la compansión de la compan	35.8	0.0	eposar van Palezei	50.2		masovania BSSSS	52.7	Kendo i Siskigi		95.1	246473666
Delay (s)		50.8	3.3		65.2			111.5			/154.1 F	
Level of Service	SAGONKANIMASSY:	D	A	oncassine s pens	E	escentere du		F 111.5			154.1	
Approach Delay (s)		49.4			65.2			F			F	
Approach LOS		D			E			Г		ens describing control source		***************************************
Intersection Summary												
HCM Average Control Delay			66.0	H	CM Level	of Servic	e	***************************************	E	gengaasida coolecessa	ppppppppppppppp	::14020438035F
HCM Volume to Capacity ratio	9	ts::::::::::::::::::::::::::::::::::::	1.09	res estilla				idin - Sali				
Actuated Cycle Length (s)			140.0		um of lost		. N. E. 19.13 PHILA CO. 100 00 00 00 00 00 00	>Silicines i i migra in consider parece	8.0	ngara i di wasanan	1886565815510110110110110	Misifelsedatum -
Intersection Capacity Utilization	on		99.0%	IC	U Level o	of Service			us Fig			
Analysis Period (min)	tipo engle y nuit d'ibulió bei	STUTE OF STREET	15	erine de la companya	treneste is 19000	FILE OF THE RESERVE AND A STATE OF THE STATE	enter (Viewski Prince)	novice of the designation is	recessore	repetations	Balinera del con	escoppassure
c Critical Lane Group							a crainin					

	•	→	*	•	4	*	1	†	-	-	ţ	1
Movement - This	EBL	EBJ	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ			~		tone, remodele susualization	"	resentenzazione		*	†	* ***********************************
Volume (vph)	615	751	25	50	886	12	25	542	135	123	419	824
Ideal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4,0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	*1************************************	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	sallatus.	1,00	1.00		1.00	0.97	hip Block	1.00	1.00	0.85
Fit Protected	0.95	1.00	Print and No. 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1	0.95	1.00	PERCONAMINATION TO A TABLE	0.95	1.00	manasaren kii o	0.95	1.00	1.00
Satd. Flow (prot)	1770	1854		1770	1562		1770	1807		1770	1863	1583
FIt Permitted	0.95	1.00	***************************************	0.95	1.00	V-775-1525-2525-255-25-25-25-25-25-25-25-25-25-	0.95	1.00	PEGENGAGAN PERSENTA	0.95	1.00	1.00
Satd. Flow (perm)	1770	1854		1770	1562		1770	1807		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	683	834	28	56	984	13	28	602	150	137	466	916
RTOR Reduction (vph)	0	1	. 0	0	1	0	0	6	0	0	0	19
Lane Group Flow (vph)	683	861	0	56	996	0	28	746	9 88	137	466	897
Turn Type	Prot			Prot			Prot			Prot		pm+ov
Protected Phases	7	4		3	8		5	2		1 1	6	7
Permitted Phases	2 TO 2015-101 J. ROBERTS	DECEMBER OF A PASSE	Sell Messessess	Saliteria, altaribi	- Neldeskeldstall (Lastic)	1920 to 6, 10 1 Miles 21 1 42 1 1 44	THE THE PERSON OF THE PERSON O					6
Actuated Green, G (s)	30.0	81.2		5.6	56.8		2.4	41.8		7.0	46,4	76.4
Effective Green, g (s)	30.0	81.2	ararastraastraa	5.6	56.8	, 19	2.4	41.8	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7.0	46.4	76.4
Actuated g/C Ratio	0.20	0.54		0.04	0.37		0.02	0.28		0.05	0.31	0.50
Clearance Time (s)	4.0	4.0	FROMEWUREP CHIEFLAND	4.0	4.0	(1 - 1 · · · · · · · · · · · · · · · · ·	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1	in Harry	2.0	4.1		2.0	4.1	yas asalii	2.0	4.1	2.0
Lane Grp Cap (vph)	350	993	,	65	585		28	498		82	570	840
v/s Ratio Prot	c0.39	0.46		0.03	c0.64		0.02	c0.41	uica di la	c0.08	0.25	0.21
v/s Ratio Perm		-CKBCOLARESK	NENGEN (DATE	ody in Professional		Rependentia	MSSRABRAGGA	er. And controller seems	SB 2010 VIETE VIETE V	SAN SPIESPINGETAVIS AV	· · · · · · · · · · · · · · · · · · ·	0.36
v/c Ratio	1,95	0.87		0.86	1.70		1.00	1.50		1.67	0.82	1.07
Uniform Delay, d1	60.8	30.5	. To themanistable	72.6	47.4	TOPICHICALLINESSAMENT	74.6	54.9	9,5,, 5 1, 16, 21 115633	72.3	48.7	37.6
Progression Factor	1.00	1.00		1,00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	438.4	8.4	: 514697474147494494	63.7	323.7	102825051941115147477)	170.1	234.7	·-,:	349.1	9.4	50.9
Delay (s) di	499.2	38.9		136.3	371,1		244.7	289.6		421.4	58.4	88.5
Level of Service	F	D	anneninine e	F	F	resortessapianion	F	F	Militar Hasa Padiki	F	E	F
Approach Delay (s)		242.4			358.6			288.0			109.2	
Approach LOS	ty 10 / 10/14/25 (82/16	F	Set-Arakista		F	reservación as su presenta de especia de esp	AND THE PROPERTY OF	F	mannante (1177		F	112010000000000000000000000000000000000
' '	THE STATE OF THE S	•		SHITTHYDESERVE				entantistissis		eren er	· · · · · · · · · · · · · · · · · · ·	
Intersection Summary						100			_			
HCM Average Control Dela		GOOGRAFICAGOSSIN	233.3	Н	CM Level	of Servic	e	egysylokatkidis	F			evasiones
HCM Volume to Capacity ra	ıtio		1.69	entichterselle Line								
Actuated Cycle Length (s)	esponisto esponenti commo	gagesystesick chemics with in	151.6		ım of lost		rkalliketsiarinalisees	Paragraphy (1980)	16.0	ani kana kana kana kana kana kana kana k	annanananan	09.439908869
Intersection Capacity Utiliza	ition		147.3%		U Level o	of Service	SW900		ndaH.			
Analysis Period (min)	Anagrafelyings solonomia men	fasik felnistikineksacessa	15	STOTEMAN STREET CHESTORIS	Transcorpa Lema Inc. Score et l	LOTTER TOWNS THE SAME SAME SAME SAME	ostrojepionasen/ins	nastie esperantana	ERRORETENIA SONO SONO	onnenene	annontures ()	:450000 000000
c Critical Lane Group					acement							

	•	-	-	*	\	1				
Movement	EBL	* EBT	WBT	WBR	SBL	SBR	i i i i i i i i i i i i i i i i i i i			
Lane Configurations	7	*	^	7	ሻ		TO A CONTRACTOR AND TO CONTRACTOR	over-commencer to 286		i sa kansa
Volume (vph)	394	591	505	283	209	419	191406			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	orrezeesch, mätte	promiserran	000gs,:::2250855;:::9300855;.	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0				
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00				85558374
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97				
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00 0.85	o e primingo y especies		4945	
Frit	1.00	1.00	1.00	0.85	1.00 0.95	ບ.oວ 1.00	ar reministration in the			eter tidada
Fit Protected	0.95	1.00	1.00 3539	1.00 1565	1770	1543				
Satd. Flow (prot)	1770	1863 1.00	1.00	1.00	0.95	1.00			HERRICAL STORMERS TO FIRST	Managa
Flt Permitted	0.95 1770	1863	3539	1565	1770	1543				
Satd Flow (perm)	0.90	0.90	0.90	0.90	0.90	0.90	55:01 PROBENTO 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2174 - 11421A1800A11A	1990000	
Peak-hour factor, PHF	438	657	561	314	232	466				
Adj. Flow (vph) RTOR Reduction (vph)	430	001	0	67	0	366	gra gasannaara saanna	SPATINGHERES A. P.	RHEEDS Christicher Christianica	(1)
Lane Group Flow (vph)	438	657	561	247	232	100		13.4860		
Confl. Peds. (#/hr)	CONTRACTOR	HE A.YMARK	ushi Man as	98554.T.4869 8	068000:	инесентальных г 7	CONTRIBUTION CONTRACTOR	I, Treatment of the control of the c	ELECTRON CONTRACTOR CO	
Confl. Bikes (#/hr)				8		- 8		30000		
Turn Type	Prot	and - manyage	10 s - 0 (000)	pm+ov	31.32. 1	Perm				
Protected Phases		6	2		4%	iji — Halifi		900		
Permitted Phases		Barrer (1995) of the season	IMMARACH STATE	2	000000000000000000000000000000000000000	4	TID DIVERSIBLE CONTRACTOR	434(1:1)	The second secon	PENDERPONES S.
Actuated Green, G (s)	16.8	32.4	11.6	22.6	111.0	11.0	(5)			
Effective Green, g (s)	16.8	32.4	11.6	22.6	11.0	11.0		waveness, et al. (1.00) etti ministrati	on of the property of the control of	1102200000000000
Actuated g/C Ratio	0.33	0.63	0.23	0.44	0.21	0.21			and the second	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	walkan water respective control of the CCC	raksamura ir is o modski doba oso	a Contractor de Contractor	1538080836
Vehicle Extension (s)	3.1	3.1	1.0	1.0	1.0	1.0				
Lane Grp Cap (vph)	579	1174	799	810	379	330	r vertiranapportent sissippa	entest 200 extests	onakereso isokeresii (170	organiske.
v/s Ratio Prot	€0.25	0.35	c0,16	0.07	c0.13					
v/s Ratio Perm	a	STREET SERVERSE STREET		0.09	restaent om til 1886 en stelle	0.06		HEN. 100886681.0		
v/c Ratio	0.76	0.56	0.70	0.31	0.61	49 0.30 Miles				
Uniform Delay, d1	15.5	5.4	18.3	9.3	18.3	17.0	ggerenteringen bi	SPRINGS ASSESSED		CHEST NO.
Progression Factor	1.00	1.00	1.00	1.00	1.00	1,00				
Incremental Delay, d2	5.6	0.6	2.3	0.1	2.1	0.2	nas rebundado			
Delay (s)	21,1	6.0		9.4	20.3 C	17,2 B	in Indo	silanicon film		0.5443336
Level of Service	C	A 12.1	C 16.6	A	18.2		igic oralledo à d		6.00	
Approach Delay (s)		desiranta managana	10.0 B		10.2 B					Partition of the Control of the Cont
Approach LOS		В		en e				**************************************		TELEFORM ST
Intersection Summary									and the second	***
HCM Average Control Del		9888422463 PT-55-49-70-0	15.2	1	ICM Leve	l of Service	DEBUGGES CONTRACTOR	B		
HCM Volume to Capacity	atio	hapidele (0.70			5.000				
Actuated Cycle Length (s)	4505 200-00000000000000000000000000000000	EMPRICONSCIONAR	51.4		Sum of los			12.0 III IIB		
Intersection Capacity Utiliz	ation	ungstele Villade George Lauren	58.4%		CU Level	of Service		D		
Analysis Period (min)	(1965) SELOSES (451)		15	5160505151515						
c Critical Lane Group										Marie (19

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	4		7	1>		J.	1>		¥	₽	
Volume (vph)	37	62	12	295	123	160	112	1119	u 4 37	74	1059	74
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		4.0	4.0	ining t	4.0	4.0	o asigua
Lane Util. Factor	1.00	1.00		1.00	1.00	eres aksimpu wartuurui sani	1.00	1.00	verso versoredadi	1.00	1.00	CONTROVERNY
Frt	1.00	0.98		1,00	0.92		1.00	1.00		1.00	0.99	
FIt Protected	0.95	1.00	paragraphic filtragistics	0.95	1.00	erman digikilikk	0.95	1.00	-14-1633254396475447	0.95	1.00	ESSERBICULES
Satd. Flow (prot)	1770	1817		1770	1705		1770	1854		1770	1844	
FIt Permitted	0.95	1.00	anagyeri (ni ki	0.95	1.00		0.95	1.00	-2050[05][05]	0.95	1.00	(CONTROL CONTROL
Satd. Flow (perm)	1770	1817		1770	1705		1770	1854		1770	1844	
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)	40	67	13	317	132	172	13	1203	40	80	1139	80
RTOR Reduction (vph)	0 17. 3. 44433334	5	0	0 ••••======	32	0	0	1	0	0 80	1 1218	0
Lane Group Flow (vph)	40	75	0	317	272	0	13	1242	U		1210	Sillie V
Turn Type	Prot		351894594599459	Prot			Prot	2		Prot	6	9888888E
Protected Phases	7	4.1		3	8		5	Ł.,			0	
Permitted Phases	4.0	12.0	Wasania A	23.2	30.3	Grienista.	1.0	90.0		6.2	95.2	
Actuated Green, G (s)	4.9 4.7	12.0 11.8		23.2 23.0	30.3 30.1		0.8	89.8		6.0	95.0	
Effective Green, g (s)	0.03	0.08		23.0 0.16	0.21		0.01	0.61		0.04	0.65	PROTESTICATION OF
Actuated g/C Ratio Clearance Time (s)	3.8	3.8		3.8	3.8		3.8	3.8		3.8	3.8	igeshigher 1
Vehicle Extension (s)	1.0	2.0	egsesopoupry	1.0	2.0		1.0	3.1		1.0	3.1) and the second
Lane Grp Cap (vph)	57	146	gers-Avarrig	278	350	ARTHURA SUPERIOR	10	1136	and series and series of the	72	1195	SHINSHINSKIN
v/s Ratio Prot	0.02	0.04		c0.18	c0.16		0.01	c0.67		c0.05	0.66	
v/s Ratio Perm			restrations has	Bransk varie		-00 KONSERIERI	usparensser.			Maria de la composición del composición de la composición de la composición del composición de la comp	ed surdainassis	ENGERGE STATE
v/c Ratio	0.70	0.52		1.14	0.78		1.30	1.09		1.11	1.02	
Uniform Delay, d1	70.3	64.7	\$1,600 to\$20000.00	61.8	55.1	SSESSEGSEC:	72.9	28.4	ACHA COMPANI	70.3	25.8	action decre
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	27.2	1.3	en no necession	97.3	9.5	pana respessive spessive com	398.9	56.0	2000-200	139.6	30.9	
Delay (s)	97.4	65.9		159.1	64.6		471,8	84.4		209.9	56.7	
Level of Service	F	E		. F	Ε		F	F		F	E	
Approach Delay (s)		76.4			112.8			88.4			66.1	
Approach LOS		Е			F			F			Ε	
Intersection Summary						idada ar			ul.			
HCM Average Control Delay		***************************************	83.8	НС	M Level	of Service	9		F		201011111111111111111111111111111111111	
HCM Volume to Capacity ratio	er ugas sepuerri Galago (Salago		1.06					evny na tivo (c)				THE REPORT OF THE PERSON NAMED IN
Actuated Cycle Length (s)	ренанди <i>циясы</i> м	************************	146.6	Su	m of lost	time (s)		saevas sem eiskön tilbe itös	12.0		era	
Intersection Capacity Utilizatio	n .	California (California) Shii ini ina Salam	91.8%		J Level o				WWF F			
Analysis Period (min)			15			/ 0 \$00.000 \$ \$0.00 \$ \$0.00						
c Critical Lane Group						ni Pangoni	gu Shisin					

	<i>)</i>				+	4	•	†	<i>></i>	\	↓	4
			T Genevos	Sign of the second	VACOTA	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT:	WDB		<u></u> ተጉ	(110)	ች	^ }	**************************************
Lane Configurations	Tr	1 }	10	ች 222	f> 12	222	ኘ 12	1194	74	110	947	12
Volume (vph)	25	37	12	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	4.0	4.0	1300	4.0	4.0		4.0	4.0	
Total Lost time (s)	4.0	4.0		4.0 1.00	1.00		1.00	0.95	estamones taken	1.00	0.95	andring and a second
Lane Util, Factor	1.00	1.00		1.00	0.97		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	4.00	0.99		1.00	1.00		1.00	1.00	Managara (1.00	1.00	2010/18400 Av. 13
Flpb, ped/bikes	1.00	1.00 0.96		1.00	0.86		1.00	0.99	344 F	1.00	1.00	
Frt	1.00	1.00	Listinate di	0.95	1.00		0.95	1.00	ada miya da kad	0.95	1.00	, in the state of
Fit Protected	0.95 1770	1786	358481957C.7784	1770	1556		M770	3503		1770	3532	
Satd. Flow (prot)	 A 1 (2) (2) (1) (2) (2) (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	1.00		0.95	1.00	: Ne sman	0.95	1.00	0,798888600.50	0.95	1.00	
FIt Permitted	0.95 1 770	1786		1770	1556		1770	3503		1770	3532	
Satd. Flow (perm)			0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Peak-hour factor, PHF	0.91	0.91 41	0.91	244	13	244	13	1312	81	121	1041	13
Adj. Flow (vph)	27	41 12	10 0	244 0	122	ਾ ਵ ਜਾ 0	0	4	0	0	11:00:00:00:00:00:00:00:00:00:00:00:00:0	0
RTOR Reduction (vph)	0 27	42	0	244	135	0	13	1389	Ō	121	1053	0
Lane Group Flow (vph)	27	441	4			(36664479) 1	Market Control	an Kore	.9431665.7556 1	BIRD - TRAVAR	AL O TOWNSHIE	1
Confl. Peds. (#/hr)	65-10 54398890		ا 3			3			2		15.40	1
Confl Bikes (#/hr)	D1		· · · · ·	Prot	11368335545-411	2,461 - 420	Prot	- managed a sec	96819919-1-1-2698	Prot		
Turn Type	Prot	ha Carranyan Kal	is obaces.	7101	8		1100			i i	6	
Protected Phases									SERVICE SERVICE	IASO - ARBINE	og - dennista	41 a 214 / 10225101 031
Permitted Phases	1.8	6.8		12.2	17.2		0.5	37,9	311111	6.1	43.5	
Actuated Green, G (s)	All the contract of the contra	6.8		12.2	17.2		0.5	38.9	SEMBLE SEE	6.1	44.5	SEL CONTINUESE
Effective Green, g (s)	1.8	0.08 0.08		0.15	0.22	Summer (1)	0.01	0.49		0.08	0.56	
Actuated g/C Ratio	0,02 4.0	4.0		4.0	4.0	Syphine Sa	4.0	5.0	gga ebann ada y	4.0	5.0	Epatricina d'utilitàries.
Clearance Time (s)	4.0 1.0	2.0		1.0	2.0		1.0	3.1		1.0	3.1	
Vehicle Extension (s)				270	335	<u> Hajinan en</u>	11	1703	ga mangagana a	135	1965	
Lane Grp Cap (vph)	40	152 0.02	28 526800241441	c0.14	60.09		0.01	c0.40		c0.07	0.30	
v/s Ratio Prot	0.02	0.02		CUNA	ເບເບອ		U.U.	ECO.TO		111 45 17 1 18	89007.1 7 -544	P. 1100 1 414 GPL
v/s Ratio Perm	- A 60	0.28		0.90 =	0.40		1.18	0.82		0.90	0.54	
v/c Ratio	0,68	⊍.∠o 34.3		33.3	27.0		39.8	17.5	Major desirings	36.6	11.2	RAMINGCO S
Uniform Delay, d1	38.8 1.00	34.3 1.00		1.00	1.00		1,00	1.00		1.00	1.00	
Progression Factor	1.00 29.9	0.4		30.2	0.3	at thanking	338.7	3.2	Ministra Despuiss	46.4	0.3	. PVISIANESCHICE
Incremental Delay, d2	and the second second second	34.7		63.5	27.3		378.5	20.6		83.0	11.5	
Delay (s)	68.8 E	94./ C		03.3 E	C		o, o.o F	C	ilmata asamini	er rasser F	В	r-midfeithiblioch
Level of Service	E (1008)	46.0	5) VASAIAS		44.9			24.0			18.9	
Approach Delay (s)		40.0 D			тэ.э D	AMERICA CO		C	SERVE CONSTRUCTOR		В	enggastas turcin
Approach LOS		U					MATERIAL STREET	marana sa sa	18 TO SECURE		11.53	
Intersection Summary							144				44	
HCM Average Control Delay			26.0	H	CM Level	of Service	:e	18-016-02046888888713-1	C	merene os Põõi	amenazat tekan	Sansta de Charas
HCM Volume to Capacity rai	engrale color of the indicate grades		0,76									
Actuated Cycle Length (s)			80.0		um of lost		eiga (1) gapanamanan	ondergmeners	12.0		mps://2555.17129	1031450 10314 5 5
Intersection Capacity Utilizat	tion		72.2%	lo	U Level o	of Service		o dinik	in his C			
Analysis Period (min)			15	Margagay a s consensation of the	200200000000000000000000000000000000000	repringer grown are over the file	constraint and the constraint of the constraint	5867ETTERP74 NO 5550	2562334494415545-018345	erren arti vivis hofane	masy vocalest	nder (den men
c Critical Lane Group	And the								anika E			lks šilik

		•		•	<i>></i>				
Movement	EBT	EBR ^E WBL	WBT	NBL	NBR			764	
Lane Configurations	<u>†</u>	7	^ ^	*		ALC:	74)	HATCH COLOR	5100-397-490-190-190-
Volume (veh/h)	1292	123 0	1268	0	443				
Sign Control	Free	no 199 5 (1945)	Free	Stop					
Grade Peak Hour Factor	0% 0.85	0.85 0.85	0% 0.85	0% 0.85	0.85				
Hourly flow rate (vph)	0.65 1520	0.65 0.65 145 0	1492	0.00	521				
Pedestrians	SESSIME YANGU		rom entari one	ages and Todde	::::::::::::::::::::::::::::::::::::::	andrender de la company	As The Distribusion	westing	ottosko/2000-co
Lane Width (ft)		er sprægere Skalingerie						il detail aleman estad	
Walking Speed (ft/s)	at term treatmoses	edisakenan ilikai.	12050560650250255	Nessenia respi					INTENSE DE C
Percent Blockage		Bulle had							
Right turn flare (veh) Median type	None		None		ellandings of		E PRINCE		
Median storage veh)		United that year blood at		46,590m, 100366		· FITTURE MERGEREE	application of the monopolitical	segration in the contraction	
Upstream signal (ft)			1283						
pX, platoon unblocked	ATTENDED THE FORESTERNING	**************************************	nesaursuscieni	2000	4E00				20189000000
vC, conflicting volume vC1, stage 1 conf vol		1665		2266	IOZU Billiozu				
vC1, stage 1 conf vol							il disalinis		(injestivi)
vCu, unblocked vol	oli il il il Perestre d'Arribbe	1665	(Augusta - 100 month	2266	1520	Parameter and Control of the Control			
tC, single (s)		4.1		6.8	6.9				
tC, 2 stage (s)	ogapagasa yadasas	2.2	n regularity (Section)	3.5	3.3		To constitute		
tF (s) p0 queue free %		4.4 100		3.3 100	0		ton yang an Asianin	Alianti kara da	Susual Parint
cM capacity (veh/h)		382		34	108				
Direction, Lane:#	EB1 E	EB 2 WB 1	WB 2	NR 1					
Volume Total	1520	145 746	746	521	i de la colonia			great Co	
Volume Left	0	0 0	0	0	40000000000000000000000000000000000000		ALABARITA - NITE -		
Volume Right		145 0	0	521			and the		
cSH		1700 1700 0.09 0.44	1700 0.44	108 4.84			HARLES (1997)	6150 48508 00545	
Volume to Capacity Queue Length 95th (ft)	0.09 0	0.44 0 0	0 Y	4.04 Err				ing a star and a sales a	and and the second
Control Delay (s)	0,0	0.0 0.0	0.0	Err			Mark de la company		
Lane LOS			ELY 8 2994 (1720 ET 1720 ET 8 79 CT) (1	F	OF A CONTRACT WAS A STREET OF THE CONTRACT OF		PRINCIPALITY PROPERTY OF THE PARTY OF THE PA	CONTROL SERVICE SERVIC	ossumentes de la compa
Approach Delay (s)	0.0	0.0		Err				35 (P.46) (B.46)	
Approach LOS		and the second section of the	200000000000000000000000000000000000000	F			25174-211477-41178-2200	and the second s	
Intersection Summary									
Average Delay		1417.0 102.1%	a a la compania de l La compania de la compania de	المرتمان ا	Canina		Gira		
Intersection Capacity Utilizati Analysis Period (min)	UII	102.1% 15	S S S S S S S S S S S S S S S S S S S	Level of	oei vice		ש		
, maryaid i dirida (min)				6165 610	a do a la compa	151-51-661-6		MolPa G	-2 (24.7 14.017)

Movement		لإيا			1	•	△
Lane Configurations Volume (yph) 1132 357 911 911 664 1071 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 Total Lost time (s) 4.0 4.5 40 4.0 4.0 4.0 Lane Util. Factor 0.97 1.00 0.97 0.88 0.97 1.00 Frpb, ped/bikes 1.00 0.99 1.00 0.98 1.00 1.00 Flpb, ped/bikes 1.00 1.00 1.00 1.00 1.00 1.00 Frt 1.00 0.85 1.00 0.85 1.00 0.85 Flt Protected 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (prot) 3433 1562 3433 2723 3433 1583 Flt Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 2723 3433 1583	ovement	SBL SBI	ent	ir. NWL	NWR	NEL	NER.
Volume (yph) 1132 357 911 911 664 1071 Ideal Flow (yphpl) 1900 1900 1900 1900 1900 1900 Total Lost time (s) 4.0 4.5 4.0 4.0 4.0 4.0 Lane Util. Factor 0.97 1.00 0.97 0.88 0.97 1.00 Frpb, ped/bikes 1.00 0.99 1.00 0.98 1.00 1.00 Flpb, ped/bikes 1.00 1.00 1.00 1.00 1.00 1.00 Flpb, ped/bikes 1.00 0.85 1.00 0.98 1.00 1.00 Flpb, ped/bikes 1.00 0.85 1.00 0.85 1.00 0.00 Fir 1.00 0.85 1.00 0.85 1.00 0.95 Satu. Flow (prot) 3433 1562 3433 2723 3433 1583 Flt Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd, Flow (per				- X	77-347-141-17-17-1	ሻሻ	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 Total Lost time (s) 4.0 4.5 4.0 4.0 4.0 4.0 Lane Util. Factor 0.97 1.00 0.97 0.88 0.97 1.00 Frpb, ped/bikes 1.00 0.99 1.00 0.98 1.00 1.00 Flpb, ped/bikes 1.00 1.00 1.00 1.00 1.00 Frt 1.00 0.85 1.00 0.85 1.00 0.85 Flt Protected 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (prot) 3433 1562 3433 2723 3433 1583 Flt Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204	and the same of the contract o		en men regere environmental en la company de	57 911		664	1071
Lane Util. Factor 0.97 1.00 0.97 0.88 0.97 1.00 Frpb, ped/bikes 1.00 0.99 1.00 0.98 1.00 1.00 Flpb, ped/bikes 1.00 1.00 1.00 1.00 1.00 1.00 Frt 1.00 0.85 1.00 0.85 1.00 0.85 Flt Protected 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (prot) 3433 1562 3433 2723 3433 1583 Flt Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 Adj. Flow (yph) 1204 380 969 969 706 1139 RTOR Reduction (yph) 0 260 0 620 0 2 Lane Group Flow (yph) <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>The second secon</td></td<>							The second secon
Frpb, ped/bikes 1.00 0.99 1.00 0.98 1.00 1.00 Flpb, ped/bikes 1.00 1.00 1.00 1.00 1.00 Frt 1.00 0.85 1.00 0.85 1.00 0.85 Flt Protected 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (prot) 3433 1562 3433 2723 3433 1583 Flt Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204 380 969 969 706 1139 RTOR Reduction (vph) 0 260 0 620 0 2 Lane Group Flow (vph) 1204 120 969 349 706 1137 Confl. Peds. (#/hr) 1	ital Lost time (s)	· · ·	ost time (s)		张克斯直接 医甲酰氯化 建二十二十二十二二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二	Today State	The contract of the contract o
Flpb, ped/bikes 1.00 1.00 1.00 1.00 1.00 1.00 Frt 1.00 0.85 1.00 0.85 1.00 0.95 1.00 Satd. Flow (prot) 3433 1562 3433 2723 3433 1583 Flt Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204 380 969 969 706 1139 RTOR Reduction (vph) 0 260 0 620 0 2 Lane Group Flow (vph) 1204 120 969 349 706 1137 Confl. Peds. (#/hr) 1 2 2	and the control of th	and the second s	the second of th	NAMES AND ADDRESS OF THE PARTY		management of the second	The second secon
Frt 1.00 0.85 1.00 0.85 1.00 0.85 Flt Protected 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (prot) 3433 1562 3433 2723 3433 1583 Flt Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204 380 969 969 706 1139 RTOR Reduction (vph) 0 260 0 620 0 2 Lane Group Flow (vph) 1204 120 969 349 706 1137 Confl. Peds. (#/hr) 1 2 2		THE PROPERTY OF THE PROPERTY O		e volume to a consideration of the construction of the constructio		23 500 1 54 51 1 1 1 1	2.15.27/2009/2008/9008/9008/9008/9009/9009/9009
Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (prot) 3433 1562 3433 2723 3433 1583 Fit Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204 380 969 969 706 1139 RTOR Reduction (vph) 0 260 0 620 0 2 Lane Group Flow (vph) 1204 120 969 349 706 1137 Confl. Peds. (#/hr) 1 2 2 1137 137			ed/bikes			****	The second secon
Satd. Flow (prot) 3433 1562 3433 2723 3433 1583 Flt Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204 380 969 969 706 1139 RTOR Reduction (vph) 0 260 0 620 0 2 Lane Group Flow (vph) 1204 120 969 349 706 1137 Confl. Peds. (#/hr) 1 2	19 · · · · · · · · · · · · · · · · · · ·	Jacobs Adelagraphy and the marketing			and the second of the second second of	are the Miller of	
Fit Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd_Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204 380 969 969 706 1139 RTOR Reduction (vph) 0 260 0 620 0 2 Lane Group Flow (vph) 1204 120 969 349 706 1137 Confl. Peds. (#/hr) 1 2 2	a major recoverage programment of the control of th		energypepropertyments on a contract of the con				THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF TH
Satd, Flow (perm) 3433 1562 3433 2723 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204 380 969 969 706 1139 RTOR Reduction (vph) 0 260 0 620 0 2 Lane Group Flow (vph) 1204 120 969 349 706 1137 Confl. Peds. (#/hr) 1 2 2							- 1 1000 CONTROL OF THE PROPERTY OF THE PROPER
Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1204 380 969 969 706 1139 RTOR Reduction (vph) 0 260 0 620 0 2 Lane Group Flow (vph) 1204 120 969 349 706 1137 Confl. Peds. (#/hr) 1 2	and an experiment and the contract of the cont		mention of the control of the contro	CALLED A SECURIT AND AND AND ADDRESS OF A PARTY OF A PA			
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Confl. Peds. (#/hr) 1 2						145 54	
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rum type	ırn Type	Perr		ı m	Perm	Glorial III	custom
Protected Phases 4 2 1 6		4		2		1	6
Permitted Phases 4 2	rmitted Phases		ed Phases	4	ST15223514050 (144217-1-1-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-		
Actuated Green, G (s) 33.5 33.5 38.1 38.1 24.4 66.5		THE RESERVE AND ADDRESS OF THE RESERVE AND ADDRESS OF THE PARTY OF THE	ed Green, G (s)	CONTRACTOR OF THE REAL PROPERTY.			
Effective Green, g (s) 34:0 33.5 39.6 39.6 24:4 68.0		* * 1 * 1 * 1 * * 1 * 1 * 1 * 1 * 1 * 1		医乙酰磺胺基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲	SANCE CONTRACTOR CONTRACTOR	angelon dibition	SASSINADDIANIDA - CARACTERISTINA CAR
Actuated g/C Ratio 0.31 0.30 0.36 0.36 0.22 0.62				and the second s			The second secon
Clearance Time (s) 4.5 4.5 5.5 4.0 5.5		ASSESSMENTAL CONTRACTOR OF STATES		ALTERIAL PARTICION OF STREET STREET	COMBANTACHUS UN SECULENCE CASSES		1901819 C.C. College C
Vehicle Extension (s) 2.0 2.0 3.0 2.0 3.0							LANCE CONTRACTOR OF THE PROPERTY OF THE PROPER
Lane Grp Cap (vph) 1061 476 1236 980 762 979					. 111. 1-0.0-0.0-0434-0820-849	Actor Control	[. v
v/s Ratio Prot c0.35 0.28 0.21 c0.72 v/s Ratio Perm 0.08 0.13	the production of the contract		electrical and the second of the second	and the second s		U.Z1	
- 最近に記載する。AMA - A - A - A - A - A - A - A - A - A	the first property and the property of the first property of the f	* umung hitu da at pemanantan panah menanah men	Control of the State of the Control	the Grand Control of the Control of Control		u os	
v/c Ratio 1.13 0.25 0.78 0.36 0.93 1.16 Uniform Delay, d1 38:0 28:8 31:4 25:8 41:9 21:0	and the same and t		AND THE RESERVE AND THE PARTY OF THE PARTY O	care a la servicio de la composition della compo		Contraction (CAS)	
Progression Factor 1.00 1.00 1.00 1.00 1.00				igaterral readings in a new partner of the contraction of the contract	COLUMN TO A SECURE A	SERVICE PROPERTY	5 1. CANAL MASSAGE SERVICE CONTROL OF A STATE OF A STAT
Incremental Delay, d2 72:6 0.1 3:3 0.2 16:9 84:1							
Delay (s) 110.6 28.9 34.7 26.1 58.8 105.1	11.10.00.00.00.00.00.00.00.00.00.00.00.0	*	Charles about the contract of	88P33Ch(P212P8P812B18P4C617b1+66*****		\$44,010/19/10/20	
Level of Service F C C C F							
Approach Delay (s) 91.0 30.4 87.4	16-514 (13:5-65:66)44 (4:5-65:66)	3-42-31, 236-34-30600 (6206) (4806)	Kalendoussellanderstanders (CONTRACTOR COLORS	*****	
Approach LOS F C F		F		C	12 (2 (19)) 12 (2 (19))	ii F	
Intersection Summary	ersection Summary	1000	otion Summary				
HCM Average Control Delay 67:9 HCM Level of Service E				67.9	HCM	Level	l of Service
HCM Volume to Capacity ratio 1.15		nergenoed/testable		442 200 11 12 12 14 4 4 4 5 5 5 6 5 6 5 6 6 6 6 6 6 6 6 6	en autorité de la constant de la con	ili. 1925 i dele	gagungaannaa minaminin doo sa ay oo sa ah
Actuated Cycle Length (s) 110.0 Sum of lost time (s) 8.0					Sum	of lost	t time (s) 8.0
Intersection Capacity Utilization 87.2% ICU Level of Service E		parameter services and the services are the services and the services and the services are					
Analysis Period (min) 15		COLUMN TO LOSS TO HARVE A LIMBORATION	olion Capacity Gui	LERCOSO ESTA ESSE AST PRETECTO BYRCH EFFECT	DEFERROR REPORTED SONT STATE	SECURE PROPERTY.	
c Critical Lane Group			s Period (min)		MASSIUS SE		

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Movement	ĔBL	EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT 4	SBR
Lane Configurations	14,34	^	7	77	^	7	P	^	77	KK	*	NEW COLUMN TO THE COLUMN TO TH
Volume (vph)	1231	222	74	197	172	148	98	1021	⊪160⊩	123	467	972
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0,85	1.00	1.00	0.85	1.00	1.00	0.85
FIt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1368	247	82	219	191	164	109	1134	178	137	519	1080
RTOR Reduction (vph)	0	0	47	0	0	60	0	0	77	0	0	0
Lane Group Flow (vph)	1368	247	35	219	191	104	109	1134	101 _	137	519	1080
Turn Type	Prot	n service entreprinte	Perm	Prot	con material transport	Perm	Prot	STORESTHER ERROR	Perm	Prot	See See See See	Free
Protected Phases	7	4		3	8		1	[©] 6		5	2	
Permitted Phases	HILL CLASSES	ERROSES AND LOS	4	wanerijeli 189	6147696 <u>82739_1</u> 66.	8	888 - 118		6		646	Free
Actuated Green, G (s)	46.8	52.7	52.7	11.6	17.5	17.5	7.4	37.5	37.5	5.1	34.7	126.9
Effective Green, g (s)	47.3	54.2	54.2	12.1	19.0	19.0	7.9	39.0	39.0	5.6	36.7	126.9 1.00
Actuated g/C Ratio	0.37	0.43	0.43	0.10	0.15	0.15	0.06	0.31	0.31	0.04	0.29 6.0	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5 4.5	5.5 4.5	4.5 2.0	3.7	2003年6月
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.5	4.5	2.0	THE PERSON NAMED OF THE PE		1751 1171 171 171 1		4500
Lane Grp Cap (vph)	1280	1512	676	327	530	237	214	1088	857	151	1023	1583
v/s Ratio Prot	c0.40	0.07		0.06	0.05	0.07	0.03	c0.32	0.04	0.04	0.15	c0.68
v/s Ratio Perm	swasaka	100402498	0.02	0.07	80000	0.07	0.54	1.04	0.04 0.12	0.91	0.51	0.68
v/c Ratio	1.07	0.16	0.05	0.67	0.36	0.44	0.51	44.0	0.12 31.6	60.4	37.6	0.0
Uniform Delay, d1	39.8	22.4	21.3	55.5	48.5	49.1	57.6 1.00	44.0 1.00	1.00	1.00	1.00	1.00
Progression Factor	1.00	1.00	1.00	1.00	1.00 0.7	1.00 2.2	0.7	38.9	0.1	45.7	0.5	2.4
Incremental Delay, d2	45.7	0.1	0.0 21.3	4.0 59.5	49.2	51,3	58.3	82.9	31.7	106.1	38.1	2.4
Delay (s)	85.5	22.5	CANADA CHARACTER CONTRACTOR	PRODREGUES SOUNT FOR THE	нэ.2 D	ono D	Jo.5 E	F	C	F	D	T:-2
Level of Service	F	C 73,2	C	E	53.7			74.6			21.2	
Approach Delay (s)		CONTRACTOR STREET		esta irinera	ر D			E	i in the second		C	
Approach LOS		E					-	L.	**************************************	restruction of the second		P 2 CPTO-CHETTE OF LIGHTED LETTER.
Intersection Summary				e de la companya de			A STATE OF					
HCM Average Control Delay			54.9	H	CM Level	of Servic	e	CONTRIBUTE OF THE CONTRIBUTE OF	D.	appertung, schrungsgraus	CONTROL ENGLERATION CONT	rg ry och v 324904405
HCM Volume to Capacity ratio	0		0.94									
Actuated Cycle Length (s)			126.9		ım of los		. X	nyre e. n. v todensoren	4.0	erro (k. gr. j. t.). Porez goesteres	2750260312734544-10.75-5	nvistamenson
Intersection Capacity Utilization	on		86.0%	il (ic	U Level o	of Service					uggrups silve udduska se ses	
Analysis Period (min)	MENTAL TAXABLE		15	-/:45:5:::::::::::::::::::::::::::::::::	424455276474474747	na gun ayya away i Millianda Swiker	distribuistis protectus com	ma, olo silatoma kandata	eresmens out of the	ATTAC DESPENDANCES	aparento octo	10002000000
c Critical Lane Group						ies er isolij						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኣ	ተተ	7	ħ	^ }) F	4	7		4	
Volume (vph)	12	2313	74	86	1489	12	62	12	86	. 12	12	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1:00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00		0.98	
Satd. Flow (prot)	1770	3539	1583	1770	3535		1681	1711	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	and the statement of	0.98	u tribible
Satd. Flow (perm)	1770	3539	1583	1770	3535		1681	1711	1583		1750	
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)	12	2385	76	89	1535	12	64	12	89	12	12	12
RTOR Reduction (vph)	0	0	12	0	0	0	0	0	82	0	12	0
Lane Group Flow (vph)	12	2385	64	89	1547	0	38	38	7	0	24	0
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		2						8		contract to the contract of th	
Actuated Green, G (s)	2.1	98.1	98.1	8.6	104.6		10.7	10.7	10.7	1984	3.9	13 130
Effective Green, g (s)	1.7	99.8	98.1	8.2	106.3		10.5	10.5	10.5	same no terral	3.7	20.10079211 201.4 1
Actuated g/C Ratio	0.01	0.72	0.71	0.06	0.77		0.08	0.08	0.08		0.03	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7	avanavinas as asv~	3.8	3.8	3.8		3.8	antsectionescores
Vehicle Extension (s)	2.2	3.2	3.2	2.2	3.2		3.1	3.1	3.1		3.1	
Lane Grp Cap (vph)	22	2556	1124	105	2719		128	130	120	Magazia de de la compositione de	47	WARREN TO STATE OF THE STATE OF
v/s Ratio Prot	0.01	c0.67		c0.05	0.44		c0.02	0.02			c0.01	
v/s Ratio Perm			0.04					sansyan washiyi in hili is	0.00	ppenyanna ikaesiissi i		nosenstrion
v/c Ratio	0.55	0.93	0.06	0.85	0.57		0.30	0.29	0.06		0.52	
Uniform Delay, d1	67.9	16.4	6.1	64.4	6.5		60.4	60.3	59.3	NUMBER OF STREET	66.4	n Econol vigano ore
Progression Factor	1.00	1.00	1.00	1.00	1.00	# Bet	1.00	1.00	1.00		1.00	
Incremental Delay, d2	16.4	7,1	0.0	42.4	0.3	ANGERS AND REPAIR OF THE SECTION	1.3	1.3	0.2	251 0255007747899344593	9.6	A SUBSECULAR SE
Delay (s)	84.3	23.5	6.1	106.8	6.8		61.7	61.6	59. <u>5</u>		76.0	
Level of Service	F	C	A	F	A	ASSISTANCE CONTRACTOR	E	E	E	carenage a service	E	NACE LA FINANCE
Approach Delay (s)		23.2			12.3	ilia Secular		60.5			76.0 _	
Approach LOS		С			В			Е			Ε	
Intersection Summary												
HCM Average Control Delay		***************************************	20.9	Н	CM Level	of Service	•	a say were you as an arrest service	C	DERENGENTS SOUTH AND A	. NA HODICIROZOSTIEZACES	RECORDED AND AND AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON
HCM Volume to Capacity rati	0		0.86	200								
Actuated Cycle Length (s)		CONTRACTOR IN MARKE	138.2		ım of lost		Marie (Marie	North Charles	16.0	ngaga agaganan	: CS154X2947533538383753	supposition of the
Intersection Capacity Utilization	on		86.8%	IC	U Level c	of Service			E			
Analysis Period (min)	YERSER BEFORE THE SERVICES	ngnergsowen	15	BESTSTERVISOR OVERT CO.	ten okonovetke stata	(45)((5)((4)(4)(4)(4)(4)(4)(4)	1981 PART 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	e negy objektednika		secretaris de l'Arche		SISSIBUTO:
c Critical Lane Group									T Olle Helling			

INTERSECTION SYNCHRO ANALYSIS YR-2010 BUILD AM PEAK

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Movement	EBL	EBT	EBR	. WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	十 个	7	T	^	7	7	44	 7	II	44	eriennen er
Volume (vph)	175	175	667	120	393	109	1180	339	44	87	592	459
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fd	1.00	1 00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1553	1770	3539	1554	1610	3286	1548	1770	3539	1563
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd: Flow (perm)	1770	3539	1553	1770	3539	1554	1610	3286	1548	1770	3539	1563
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	194	194	741	133	437	121	1311	377	49	97	658	510
RTOR Reduction (vph)	.0	0	524	0	0	103	0	0	29	0	0	139
Lane Group Flow (vph)	194	194	217	133	437	18	655	1033	20	97	658	371
Confl. Peds. (#/hr)	The second second second	Lis Edwinderen	ning a talong sangge	4549 - TUI TO 199080	gauer i se uag	2	20150851.HTHE	andanasana 1	5	2×1000000000000000000000000000000000000	aela Haday	9995 - Trov a r
Confl. Bikes (#/hr)			6			2						<u> </u>
Turn Type	Prot	ATTENTION THE RATE OF THE TOTAL OF	Perm	Prot	ous ougusts	Perm	Split	erroenska (* 1	Perm	Split	7	Perm
Protected Phases	5	2			6		Maria 8	8 11.0			sin da	
Permitted Phases	SWITCH CONTRACTOR	remsea bean kultura - 1 (11) (1	2 ::::::::::::::::::::::::::::::::::::	55111541 02933293 33	s v dazenno	6		AUS-20-0	8		20 4	\
Actuated Green, G (s)	17.0	24.3	24,3	12.0	20.1	20.1	56.2	56.2	56,2	30.1	30.1	30.1
Effective Green, g (s)	16.0	26.0	26.0	11.0	21.0	21.0	57.5	57.5	57.5	31.4	31.4	31.4
Actuated g/C Ratio	0.11	0.18	0.18	0.08	0.15	0.15	0.41	0,41	0.41	0.22	0.22	0.22
Clearance Time (s)	3.0	5.7	5.7	3.0	4.9	4.9	5.3	5.3	5.3	5.3 1.0	5.3 1.0	5.3 1.0
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
Lane Grp Cap (vph)	200	648	285	137	524	230	652	1332	627	392	783	346
v/s Ratio Prot	c0.11	0.05		0,08	0.12		c0.41	0.31	0.04	0.05	0.19	c0.24
v/s Ratio Perm	. vezero <u>zo zow</u> spa		c0.14	omeigegaise	THERESANDS	0.01		00 00 J	0.01	ກ່າວເ	0.84	1.07
v/c Ratio	0.97	0.30	0.76	0.97	0.83	0.08	1.00	0.96dl	0.03	0.25 45.5	52.9	55.2
Uniform Delay, d1	62.7	50.1	55.0	65.3	58.8	52.1	42.2	36.6 1.00	25.4 1.00	45.5	1.00	1.00
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00 36.4	2.6	0.0	0.1	7.8	68.6
Incremental Delay, d2	54.6	0.1	10.2	67.4	10.5	0.1	78.6	39.2	25.4	45.6	60.6	123.8
Delay (s)	117.3	50.2	65.2	132.7	69.3	52.2 D	70.0 E	D	20.5 C	TO.O D	- 00.0 E	۰۰.۰.۶ F
Level of Service	F 2000, 000, 000, 000, 000, 000, 000, 000	D 740	E		E 70 E			53.7			85.0	
Approach Delay (s)		71.6			78.5 E		BEST SASSE	D				#1000mmmm.
Approach LOS		E			<u></u>			U	HIGH STOREST CONTRACTOR CONTRACTOR	MODEL WASSESTAT TORRAST PAGES	***************************************	200 SEPONG 64 200 SEP
Intersection Summary	193											
HCM Average Control Delay	to the acceptance of the commence of the commence of	Personal Company	69.6	H۱ در المحدد المحدد	UM Leve	l of Servic	: e 		E		333000	USECHIER
HCM Volume to Capacity rat	10		0.96						400			
Actuated Cycle Length (s)	10.00000000000000000000000000000000000	MINISTER CHICK	141.9		um of los			O POSTANTINI NO PRO	12.0		ungang ma	
Intersection Capacity Utilizat	ion : a file		83.4%		U Level	of Service			s Ein			eși anii
Analysis Period (min)	<u> </u>	15 15 2 12 12 13 13 13 13 13 13 13 13 13 13 13 13 13	15	eary and entry	nergeografie			nagagagaga		50 - 50 - 55 - 156		
dl Defacto Left Lane. Reco	oge with 1 1	mougn la	me as a le	autane.				udense (27)	e sedelák.	16.44 14.60	identification (ndesida
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4	14, 4744411 \1791447 741	ሻ	4	SILVERNITES ATES	*	†	7
Volume (vph)	175	0	132	0	0	0	164	1344	0	0	1335	131
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			4.0	4.0
Lane Util. Factor	raka menguakan bibaw	1.00	1.00	7 GeVade 886188	K DESTRIBUTED A RESE		1.00	1.00	STATE OF THE STATE	istragramatio	1.00	1.00
Frpb, ped/bikes		1.00	0.98			dining a	1.00	1.00			1.00	0.98
Flpb, ped/bikes	REMERSER OF SER	1.00	1.00 0.85		- 	37(Cavillania)	1.00 1.00	1.00 1.00	Bassanasa s	REMORNAL V.C.S.	1.00 1.00	1.00 0,85
Frt Flt Protected		1.00 0.95	ປ.ດວ 1.00			The sevent	0.95	1.00			1.00	1.00
Satd. Flow (prot)		1770	1.00				1770	1863	2000 (A.C.)		1863	1551
Flt Permitted		0.76	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)		1410	1547		in in the symbological state of the symbolog		1770	1863		ieres de la Section	1863	1551
	0.90			0 90	0.90	0.90			0.90	0.90		0.90
		ner and a series of the series				AND DESCRIPTION OF THE PARTY OF						146
	ektivitsis ettertilist ekirja dirar	0	and the second second	0	0	RETIRES DESPESSOR	A Property Constitution of the	0	312/05/05/05/05/05/05/	0	0	21
The state of the s		.		0				1493	0	0	1483	125
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	Perm		Perm	Perm			Prot			Prot		Perm
Protected Phases		4			4	DINATURA DI MANTE	5	2		1	6	
Permitted Phases	4		4	4								6
Actuated Green, G (s)		19.0	19.0	T-4178/4/4015-14/4011-1-10	9896 a w 8000 a 111		13.0		DE . 15 AUGUS AS ASSAULTS MART PAULES			104.5
											Contract to the second	106.0
	anska-more company			KONTERNIONIA ORGANI	CONTENSION OF THE CONTENSION O	etemberentareko			eta in eta etxen este	40 + 5 /0 /00 × 20 40		0.71
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Approach LOS		F		This was	A		Maria Bu	i i i D			A F	
Intersection Summany												
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				Sii	m of lost	lime (s)			12 N			¥05668
	ation						nadiodistiki		11,000,000,000,000,000,000,000	an etrotaria	sensieben of	sate inflict
		800										
c Critical Lane Group				e iliyarinin darimkarida	were personal and a services of the services o	salesta Gr	Access of the Control	etas eta oli Standon kast	eservate e la trapación de Card	ra ya fariya 14 (2)	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	e realization
Peak-hour factor, PHF Adj. Flow (vph) RTOR Reduction (vph) Lane Group Flow (vph) Confl. Bikes (#/hr) Turn Type Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 LOS Intersection Summary HCM Average Control Dela HCM Volume to Capacity ra Actuated Cycle Length (s) Intersection Capacity Utiliza Analysis Period (min)	4 Y	0.90 0 194 4 19.0 19.0 0.13 4.0 3.0 179 c0.14 1.08 65.5 1.00 91.4 156.9	0.90 147 128 19 1 Perm 4 19.0 19.0 0.13 4.0 3.0 196 0.01 0.10 57.9 1.00 0.2 58.1	Perm 4 HG	4	of Service	5 13.0 13.0 0.09 4.0 1.0 153 c0.10 1.19 68.5 1.00 132.7 201.2 F	1493 2 121.5 123.0 0.82 5.5 2.5 1528 0.80 0.98 12.2 1.00 17.6 29.9 6 48.5	0.90 0 0 10 12.00 F	0	6 104.5 106.0 0.71 5.5 2.5 1317 c0.80 1.13 22.0 1.00 67.0 89.0	104 106 0. £ 2 100 0. 7

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Movement	EBL	EBT.	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	and the entire programme and the second	4	7	ersusus reprovensi	4	CONTRACTOR OF THE STATE OF THE	\	**	entermonaries	nssuzec 2000es	^	7
Volume (vph)	22	11	470	11	***** 11 1	14	382	1431	11	111	1424	33 4000
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900 5.7	1900 4.0	1900 4.0	1900 4.0
Total Lost time (s)		4.0	4.0		4.0 1.00		4.0 1.00	4,0 0.95	1.00	1.00	0.95	1.00
Lane Util. Factor	ENERGHANDER (CL. S. 19	1.00 1.00	1.00 0.98	OGOMETICE)	0.99		1.00	1,00	0.98	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes Frt	samet elangii	1.00	0.85		0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	siidaki - Eakidaseliili	0.97	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1803	1544		1736		1770	3539	1549	1770	3539	1583
FIt Permitted		0.97	1.00	595featout (1, 5- 1, 1, 1-)	0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1803	1544		1736		1770	3539	1549	1770	3539	1583
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)	23	12	500	12	12.	12	406	1522	12	12	1515	35
RTOR Reduction (vph)	0	0	392	0	12	0	0	0 % 500	3 9	0 12	0 1515	10 25
Lane Group Flow (vph)	0	35	108	0	24	0	406	1522	9	12	າວາວ	20
Confl. Peds. (#/hr)	Varagasastusti (11. h.)		3 3			2		marsh-19	3			
Confl Bikes (#/hr) Turn Type	Split		Perm	Split		on the property of the	Prot	grassia or con	Perm	Prot	\$55 February 1 (1274 1524) 8	Perm
Protected Phases	opiii 4	4	FEIIII	Spint 3	3 3 3		5	2.			6	
Permitted Phases		Maria C.	4	egres Ciril Mill			:::scammana:)+:	2	COURTERNACY:		6
Actuated Green, G (s)	1 SHARE	11.3	11.3	e i dentina	4.1		29.8	75.9	75.9	3.9	50.0	50.0
Effective Green, g (s)	The second secon	10.7	10.7	.;, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	3.5		28.8	77.6	75.9	2.9	51.7	51.7
Actuated g/C Ratio		0.10	0,10		0.03		0.26	0.70	0.69	0.03	0.47	0.47
Clearance Time (s)		3.4	3.4	essan on teatr	3.4	0.712101000046008874677777	3.0	5.7	5.7	3.0	5.7	5.7
Vehicle Extension (s)		1.0	1.0		0.5		1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		174	149	masanteren (co	55		460	2481	1062	46	1653	739
v/s Ratio Prot		0.02	-0.07		c0.01		c0.23	0.43	0.01	0.01	c0.43	0.02
v/s Ratio Perm v/c Ratio		0.20	c0.07 0.72		0.44		0.88	0.61	0.01	0.26	0.92	0.02
Uniform Delay, d1		46.1	48.6		52.6		39.3	8.7	5.5	52.8	27.5	16.0
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	· The first statement	0.2	13.7	menerala.	2.1	rigor a finitizada (1930)	17.4	0.3	0.0	1.1	8.2	0.0
Delay (s)		46.3	62.3		54.7		56.7	9.0	5.5	54.0	35.7	16.0
Level of Service		D	E		D	wisering as 15 th the leading	E	A	A mention republished	D merchini encoloni	D	B
Approach Delay (s)		61.2	\$1998.2.5 s		54.7			19.0	ka si		35.4	
Approach LOS		Ε			D			В			D	
Intersection:Summary												
HCM Average Control De	elay		31.1	Н	CM Level	of Service	3	property and the second se	С	or the property of the property of	\$\$45,450,450,450,440,144	NE NATURALIZAÇÃO
HCM Volume to Capacity	englist (Belling to see that the second of t		0.87		Va sessensii		្រុំ ម៉ូស៊ី					i vališ
Actuated Cycle Length (s		ggsvychogene	110.7		um of lost			engerkesbarere	16.0		MSS/OSCOPED	AND LONG BEREIK
Intersection Capacity Util	ızatıon		82.6%		U Level o	of Service			ii ii ii ja			
Analysis Period (min)			15			HENERIS SECTION		ergerotere	(gerenageau			
c Critical Lane Group		s samielio	e eta Esta Esta A		(Company)	resneales ()	STANDA	austreški klei	anti Calin			ueltelists.

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	•	→	7	•	4	•	1	Ī	~	*	¥	*
Movement	EBL	EBT	EBR	WBL	WBT	.WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Maria Cara Cara Cara Cara Cara Cara Cara	4.00	77		4			^	7		tttt	
The state of the second contract to the secon	0	0	109	#10	0	0	22	1792	0	0	1817	66
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1000	7,000	4.0			ronn grupnasi Sistemati	4.0	4.0	ipis i		4.0	
Total Lost time (s)			0.88	ALEBONARD		HHD-COREHROOM	1.00	0.95	3E3155 - 14.115 - 8430 4614.551		0.86	
Lane Util. Factor			0.85				1.00	1.00			0.99	
Frt Flt Protected	hillion i sand	phonenal (1.00	t unskerther	S/SMEDIA PERSON	Mary.commoc.	0.95	1.00	USSESSED TO CONTRACTOR OF THE	. 5.1.1669878159,51.	1.00	
Satd. Flow (prot)			2787				1770	3539			6374	
Flt Permitted	+ 35454 (11/11/11/368)	jskoje i Doblaki	1.00	P1000000 - 120000	gaft for at Albadheren.	*Configuration (1994)	0.08	1.00			1.00	
Satd. Flow (perm)			2787				148	3539			6374	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0.00	0.00	128	0.00	0	0	26	2108	0	0	2138	78
RTOR Reduction (vph)	0	0	16	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	0	112	Ö	Ō	0	26	2108	0	0	2211	- 10
	govern Toblegg Magazi	- 127-112 PRINTED	custom	Perm	SCH DESIGNATION		Perm		Perm			
Turn Type Protected Phases		i: :::2/11880181	Custom		8	anns .		2			6	
Permitted Phases			4	8		State Control Manager (1915)	2	onesses and a contraction	2	ari, Transia Departura i		
and the control of th			6.8				50.2	50.2			50.2	
Actuated Green, G (s) Effective Green, g (s)			6.8			lp-Ind Shie nse.	50.2	50.2	gents sumomen	(-: . · . occsesseses. · · · ·	50.2	
and the second s			0.10				0.77	0.77			0.77	
Actuated g/C Ratio Clearance Time (s)			4.0	PORTON CARD	Berto Assistes	n-vicament-i	4.0	4.0	BREAD LOCATION CONTRACTOR	21.4. (022130000014	4.0	
 In the contract of the contract o			3.0	1112070-1-1201		33000	3,0	3.0	Maria di Mili		3.0	
Vehicle Extension (s)		es esternisse	292	- Canada - Ca	S186214182: · · · · · · · · · · · · · · · · · · ·	tpress sometimes	114	2733			4923	
Lane Grp Cap (vph)	ne sagradie							c0.60	Maria de Cara		0.35	
v/s Ratio Prot			c0.04	000000000000000000000000000000000000000	nintelesia ada		0.18	erichaddiae:	tižilėsisi(vietorominia	Manaly (1-486)	RIDALI - 1 MRKANT	
v/s Ratio Perm			0.38		antine (a)		0.23	0.77			0.45	
v/c Ratio Uniform Delay, d1		A SOLVENIE	27.1	ECSESSATES:			2.0	4.2	Demakasas III n	total Water of Their	2.6	
Progression Factor	Hassing Serie		1.00			SHARAR	1.00	1.00		POMBO (CON MOSS CONS	1.00	
Incremental Delay, d2			8.0		Minagen - Came	(Gr. 1) - 949 HG6 -	4.6	2.2	CONTRACTOR	49,400 He 1 11,1742	0.3	
Delay (s)			28.0				6.6	6.3			2.9	
Level of Service	Marin Comment	001-001-001-001	C	SEVER CLESSER	30. 17v41888884V	t weekstaken in i	A	A	Balterior, moneys	Balleria medadeseras	Α	
Approach Delay (s)		28.0			0.0			6.3			2.9	
Approach LOS		C	sentar, comput	renter i salateante	**************************************	Thirth (1988)	196303330000	Α	respersion - results		Α	
	ACCOMPANIES AND	***************************************	· merenana anakana	nterior de la compa	odania kananan	no tronscention		. TO STATE OF THE	THE STREET		on Hills	
Intersection Summary								(A)	an Hilling	No.	State Co.	
HCM Average Control Delay	はいがくしょかくしゃくいんか しょうしんかくかん まるりょう	ganacinėsi sur-sidisteri	5.2	H	ICM Leve	of Servic	energia		A Korana a a a a a			
HCM Volume to Capacity ra	tio		0.73					il dile 2				
Actuated Cycle Length (s)		Ca - 1 L/4 . 22Ned3E3Y/24W/	65.0		ium of los		-connectation	:0 0:00:00: 00:00:00	8.0	(DECE: 2948		rarang
Intersection Capacity Utiliza	tion		52.9%		SU Level	of Service			Α			
Analysis Period (min)	vi v. Jagove metroeno		15	rescherententen 2 - 12 -	a varanan gara (a sa	SERVER SERVE	9888988895800000000	ungaga san abang	08765/5519766			Vereingener
c Critical Lane Group												

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Movement	EBL	EBT	4EBR	WBL	WBT	-WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	7		ሻ	474	7	ካ	个 个	7	ችኝ	^ }	5. (15.0) (1100)
Volume (vph)	33	22	33	175	22	1027	22	754	340	888	962	22
ldeal 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	4.0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00	BANKARIA SA	0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	n Berland Disc
Frt	1.00	0.91		1.00	0.86	0.85	1.00	1.00	0.85	1.00	1.00	PARKS.
Fit Protected	0.95	1.00	STATE OF CHILD	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1693		1610	2753	1441	1770	3539	1583	3433	3528 1.00	
Flt Permitted	0.95 1770	1.00		0.95 1610	1.00 2753	1.00 1441	0.95 1770	1.00 3539	1.00 1583	0.95 3433	3528	
Satd. Flow (perm)		1693	0.00									0.00
Peak-hour factor, PHF	0.90	0.90	0.90 37	0.90 194	0.90 24	0.90 1141	0.90 24	0.90 838	0.90 378	0.90 987	0.90 1069	0.90 24
Adj. Flow (vph)	37	24	and and the second	11 - 14 17 - 1541 75 17 4 18 18 18 18 18 18 18 18 18 18 18 18 18	509	508	Basing Althory (Anthory	့ ၀၁၀ 0	260	15-0415344953785369735267	1009	24 0
RTOR Reduction (vph)	0 37	34 27	0	0 175	105	62	0 24	838	200 118	0 987	1092	0
Lane Group Flow (vph)		2/	us si U		1.005			030			LUJZ	Mildel Havid
Turn Type Protected Phases	Split	N N	NEAREARES	Split	3	Perm	Prot	6	Perm	Prot 5	2	1916/24/1916
Protected Phases Permitted Phases	4			3	3.0	1	1	9.	6	보다는 살았다.	Z	
Actuated Green, G (s)	8.2	8.2	a jaka jaka ja	12.0	12.0	3 12.0	3.2	34.2	34,2	38.1	69.1	
Effective Green, g (s)	8.2	8.2		12.0	12.0	12.0	3.2	35.7	34.2	38.1	70.6	
Actuated g/C Ratio	0.07	0.07		0:11	0.11	0.11	0.03	0.32	0.31	0.35	0.64	esticos tema. Conservados
Clearance Time (s)	4.0	4.0	viki strating	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	AVENT I
Vehicle Extension (s)	1.0	1.0	Aleks Addis (Bel'a)	1.0	1.0	1.0	1.0	4.7	4.7	1.5	5,4	
Lane Grp Cap (vph)	132	126	10 E10 E80 VESTORS	176	300	157	51	1149	492	1189	2264	ar 1 - 22 - 22 - 1
v/s Ratio Prot	c0.02	0.02	TO THE	c0.11	0.04		0.01	c0.24		c0.29	0.31	
v/s Ratio Perm	5 - OV VE	V.V.			EHEDONISEE	0.04	HANYAY LAVE	: YY ISIN	0.07		eningasibbs.	gand, to explor
v/c Ratio	0.28	0.21		0.99	0.86dr	0.40	0.47	0.73	0.24	0.83	0.48	
Uniform Delay, d1	48.1	47.9	Autori Aterra di Dari	49.0	45.4	45.6	52.6	32.9	28.2	33.0	10.2	10 4098 US 4014 401 1 4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.3	SHEATE LEEK LEE HEVE	65.8	0.3	0.6	2.5	4.1	1.1	4.8	0.7	ta tri wasa tirana a
Delay (s)	48.5	48.2		114.7	45.7	46.2	55.1	37.0	29.4	37.8	11.0	
Level of Service	D	D	0.000 0.000	F	D	D	E	D	C	D	В	
Approach Delay (s)		48.3			54.8			35.0			23.7	
Approach LOS		D			D			Ç			С	
Intersection Summary				e e								
HCM Average Control Dela	ay		36.0	НС	M Level	of Service	3		D			
HCM Volume to Capacity r	atio		0.77									
Actuated Cycle Length (s)			110.0	Su	m of lost	time (s)			16.0			
Intersection Capacity Utiliza	ation		76.6%	(CI	J Level c	of Service			D			
Analysis Period (min)	AND MEDICAL PROPERTY OF THE PROPERTY OF	ware water words in an	15	er in consistence of the second		Control of the Market Control			raconstruit de la company	The second second second	sanggewallewall einer	GUARRIN WALKE
dr Defacto Right Lane. R	Recode with 1	though	ane as a	right lane								
c Critical Lane Group										•		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR 1	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	† }		14	ት ጉ	
Volume (vph)	186	11	863	44		11	208	941	11	0.10 18	1071	120
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		4.0	4.0	
Lane Util. Factor	ASSESSION OF	1.00		Mark of the All	1.00		1.00	0.95	24.5.500 UKB (81961)	1.00	0.95	(CANAD TR. 1, 3)
Frpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	SEEDELY CALLA	1.00	Mile Design	BRESSAVIOTA (C. V	1.00	HIRLING HER HELD	1.00	1.00	. 200.007838418841	1.00	1.00	nominalities
Frt		0.89			0.98		1.00	1.00		1.00	0,98	
Fit Protected	trisdukan Amerikat	0.99	(1996) 14 VESS 1809 AGA (127	NEW, TO A PAYING OR	0.97	nik in flyddigdigddi	0.95	1.00		0.95	1.00	
Satd: Flow (prot)		1644		- 18 M	1758		1770	3532		1770	3478	
Flt Permitted	Turk I tak	0.99	Mostria (N. 1991)	AL ACTORESION SERVICES	0.45	- Faret extrateur (Breanet)	0.95	1.00	STORIGHTAN CONTRACTOR	0.95	1.00	
Satd: Flow (perm)	CONTRACTOR	1644			809		1770	3532		1770	3478	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	196	12	908	46	12	12	219	991	12	12	1127	126
RTOR Reduction (vph)	0	107	0	0	5	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	1009	0	0	65	0	219	1002	0	12	1248	0
Confl. Peds. (#/hr)	10.1 1.1 T. (m.)		MAGRICANIOS CAR 1999	eur - Cas Couldes Seriffeet no	AND DESCRIPTION OF	. 71012/02/01/04/04	122123012334541842551724	Heraghardson, 20 x 10	1			· · · · · · · · · · · · · · · · · · ·
Confl. Bikes (#/hr)						10					- 45.7694	2
Turn Type	Split			Perm			Prot			Prot		
Protected Phases	4!	4		ums e	8!;;		5	2			6	
Permitted Phases	ofress 17.34614-986	CONTROL CONTRO	Free to the characteristic	8		***************************************	receive and the control of the					
Actuated Green, G (s)		73,3			73.3		15.3	61.4		1.6	47.7	
Effective Green, g (s)		75.0			75.0		16.0	63.6		2.3	49.9	
Actuated g/C Ratio		0.49			0.49		0.10	0.42		0.02	0.33	
Clearance Time (s)		5.7			5.7		4.7	6.2		4.7	6.2	
Vehicle Extension (s)		3.0			3.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)		806			397		185	1469		27	1135	
v/s Ratio Prot		c0.61					c0.12	0.28		0.01	c0.36	
v/s Ratio Perm					0.08		15 4 1911 45 - 5 - 4 4 4 9 9 5 4 7 1		re con e por dos Mario	THE STAND POSTUMENT ASSURED TO A SECTION ASSURED.	acontrol Memorania I	or a recent
v/c Ratio		1.25			0.16		1,18	0.68		0.44	1.10	
Uniform Delay, d1		38.9			21.6	THE STATE OF THE PERSONNEL	68.4	36.4	-0 -1 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2 -2	74.7	51.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	na e e e e e a mesa e	123.5	aut vera Produktioner	angigiserynyn	0.2	CONTRACTOR	124.4	1.4	e er offisione No	4.2	58.1	4
Delay (s)		162.5			21.8		192.8	37.8		78.9	109.6	
Level of Service	a sa prepaga sebagai	F	enscontragger og som	5307547587983688996689	C	100000000000000000000000000000000000000	F	D	necalencial	E	F	este Artoria
Approach Delay (s)		162.5			21.8			65.6 _			109.3	
Approach LOS		F			С			Ε			F	
Intersection Summary												
HCM Average Control Delay			109.3	HC	M Level	of Service)		F			
HCM Volume to Capacity ration	0		1,19						iligidilə (dili			
Actuated Cycle Length (s)		commence and the commence of t	152.9		m <mark>of l</mark> ost			edents or fall like as equally non-	12.0	Sametra Same version of the Control	andrea of the second colors	-> Ivesty Insummer
Intersection Capacity Utilization	on 🦂		117.9%	ici	J Level c	f Service			H			
Analysis Period (min)	ri nagyyy pyrny ry dianasy na sa	(1012114211(5xx)+4961x+xx	15	INNERSO PLOGRADOS POLICIS PE	parentary respectively with	110001020000000000000000000000000000000	CA Y STO YA YA YA SHI WA LIYANI WA HIYA	Jangada soyal chimpercapas	TAMANTHANANAN AND AND AND AND AND AND AND AND A	ra ndesa akaya di kalenda da k	Jacobs Charles (1921)	Sagarast et consti
! Phase conflict between lar	ne groups.								nere en e Hennel et			
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	.WBR	NBL	NBT	- NBR	SBL		
Lane Configurations)F	ተ ተ	7	*	^ ^	゙゙゙゙゙゙゙゙゙゙゙	##	44			^	. Handadaya
Volume (vph)	236	841	907	22	809	514	328	366	11	317	1650	175
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	4,0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0,85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1,00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Safd: Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	262	934	1008	24	899	571	364	407	12	352	1833	194
RTOR Reduction (vph)	0	0	102	0	0	355	0	0	9	0	0 	55 139
Lane Group Flow (vph)	262	934	906	24	899	216	364	407	3	352	1833	
Turn Type	Prot		Perm	Prot	**************************************	Perm	Prot	8090 H (1004 2088	Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4	***** ** / **************	ann - Mhobbers	8	003-4-12482988	58-54 IABS	2	erena a mes	1856A.415	6
Actuated Green, G (s)	20.9	58.8	58.8	1.6	39.5	39.5	9.5	35.5	35.5	30.1	56.1	56.1
Effective Green, g (s)	21.4	59.3	59.3	2.1	40.0	40.0	10.0	37.0	37.0	30.6	57.6	57.6
Actuated g/C Ratio	0.15	0.41	0.41	0.01	0.28	0.28	0.07	0,26	0.26	0.21	0.40	0.40
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2,0	2.0	2.0	2,0	2.0	5.1	5.1	2.0	5.1	5.1
Lane Grp Cap (vph)	261	1447	647	26	976	437	237	903	404	374	1406	629
v/s Ratio Prot	c0.15	0.26		0.01	0.25		c0.11	0.11		0.20	c0.52	
v/s Ratio Perm		energement of these	c0.57	- Thrus was regens that it	THE SHAREST STREET	0.14	entrajazana	007:175FEBR	0.00	SE & A 449	SEE SE NO.	0.09
v/c Ratio	1.00	0.65	1.40	0.92	0,92	0.49	1,54	0.45	0.01	0.94	1.30	0.22
Uniform Delay, d1	61.8	34.4	42.8	71.4	51.0	44.0	67.5	45.4	40.3	56.3	43.7	28.9
Progression Factor	1.00	1.00	1.00	1:00	1.00	1,00	1.00	1.00	1.00	1.00	1.00 142.0	1.00 0.8
Incremental Delay, d2	56.7	0.7	189.6	140.5	13.4	0.3	261.2	1.6	0.0	31.4	CONTRACTOR AND ADMINISTRACTOR	
Delay (s)	118.5	35.2	232.5	211. <u>9</u>	64.4	44.3	328.7	47.1	40,3	87.7	185.7 F	29.7 C
Level of Service	F 808098038 - 19980	D	F	F	E	D	F	D Notes	D	F	158.4	
Approach Delay (s)		135.3	Se Naid		59.1			177,9			100.4	
Approach LOS		F			E			F			F	
Intersection Summary	i jagara	1	100		Mari			a de la companya de				
HCM Average Control Delay			131.6	H	CM Level	of Service	e Hermania	2007/02/02/02/04/17	F	essilentingenessissis	00339263246666666	
HCM Volume to Capacity rat			1,37									
Actuated Cycle Length (s)			145.0		ım of los		gaesarropeco.o. Abbirto	1555515640151111111111111111111111111111	16.0	- og oggennere	::::::::::::::::::::::::::::::::::::::	6875 J. A-13676
Intersection Capacity Utilizat	ion		115.1%	iC	U Level	of Service			H			
Analysis Period (min)			15	way yan ya marana a 197	******************************	: continues	n i hayasansan	geograpia do la Colonia de Colonia	segrapaparan (m.)	HERESERVEN CO	:050005880594:	स्टाराजस्थास्य ा
c Critical Lane Group			44,460			a graphic						

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Movement	EBU	EBT	"EBR "	WBL	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	ř	K	4	<u>f</u>	ች	^^		ሻ 504 በሽመል	ተ ተ ኅ476	7
Volume (vph)	11	22	1422	219	011	175	11	519	219	120 1900	2470 1900	11 1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900	4,0	4.0	4.0
Total Lost time (s)		4.0	4.0	4.0	4.0	4,0 1.00	4.0 1.00	4.0 0.91		1.00	0.95	1.00
Lane Util. Factor	#8 GP 1 T 28 FARENCE	1.00	1.00 0.97	0.95 1.00	0.95 1.00	0.99	1,00	1.00		1.00	1.00	0.98
Frpb, ped/bikes		1.00 1.00	u.97 1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes		1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Frt Flt Protected		0.98	1.00	0.95	0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1832	1529	1681	1681	1561	1770	4859		1770	3539	1550
Fit Permitted	Beath Trivier	0.98	1.00	0.95	0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd Flow (perm)		1832	1529	1681	1681	1561	1770	4859		1770	3539	1550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	12	24	24	243	0	194	12	577	243	133	2744	12
RTOR Reduction (vph)	0	0	24	0	0	127	0	38	0	0	0	2 10
Lane Group Flow (vph)	0	36	0	121	122	67	12	782	0	133	2744	10
Confl. Bikes (#/hr)			2	scene cuides	ary ned Starte	1 10aan		ger - Time		Prot	0814851	Perm
Turn Type	Split		Perm	Split		Perm	Prot	2		7 FIOL	6	reini
Protected Phases	4	4	88986 - S2M28	8	8	8	5		501 2 20020 - 4811			6
Permitted Phases	生間關於	0.5	4 2.5	17.0	17.0	17.0	1.7	95.3	overnosta de la composição	15.2	108.8	108.8
Actuated Green, G (s)	-respanse 14	2.5 3.0	2.5 3.0	17.0	17.5	17.5	2.2	97,8		15.7	111.3	111.3
Effective Green, g (s)		0.02	0.02	0.12	0.12	0.12	0.01	0.65	CANSSINESS, CARR	0.10	0.74	0.74
Actuated g/C Ratio Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	6.5		4.5	6.5	6.5
Vehicle Extension (s)	ni vaattiisev	2.0	2.0	2.0	2.0	2.0	2.0	4.6	NI, - COMMAND	2.0	5.1	5.1
Lane Grp Cap (vph)		37	31	196	196	182	26	3168		185	2626	1150
v/s Ratio Prot		c0.02	SENERAL COL	0.07	c0.07	(g, t, extremeled section)	0.01	0.16		c0.08	c0.78	encontretacut (**
v/s Ratio Perm		o dipoli.	0.00		i su	0.04						0.01
v/c Ratio	. Management	0.97	0.02	0.62	0.62	0.37	0.46	0.25	rombo acoupered	0.72	1.04	0.01
Uniform Delay, d1		73.5	72.1	63.1	63.1	61.1	73.3	10.8		65.0	19.4	5.0
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00 30.7	1.00 0.0
Incremental Delay, d2		136.0	0.1	4.0	4.4	0.5	4.7	0.2 11.0		10.6 75.6	50.7 50.1	5.0
Delay (s)	- codewarder o	209.5	72.1	67.1	67.5	61.6	78.0					
Level of Service		4545	E	14 E	64.8	E	φE	12.0			51.1	Α
Approach Delay (s) Approach LOS		154.5 F			04.0 E			12.0 B			Ď	
Intersection Summary				44								
HCM Average Control Delay			46.2	H	CM Leve	l of Servic	e		D			
HCM Volume to Capacity rati	0	mmasso, =:15k9	0.99	KASARONEO ZONILI	sesses callinda			BEDSVICESORSE	460	ANDRINENSS		
Actuated Cycle Length (s)			150.0		um of los				16.0 F			
Intersection Capacity Utilizati	on		94.3%		ı Level ںر	of Service				elimas samu		
Analysis Period (min)		翻翻整套	15								niene een een een een een een een een ee	unterstation:
c Critical Lane Group												

		*	†	· /*	\	Ţ				
Movement	WBL	" WBR	NBT	NBR	SBL	SBT	an and	***		e e e e e e e e e e e e e e e e e e e
Lane Configurations	¥yf	isen en e	ት ֆ		ኣ	†				e i Alemania de la composición del composición de la composición d
Volume (vph)	11	11	1333	14	11	1158				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		DOS CONTRACTOR FOR CO.	CONTROLS - STEELD	es a cesta constitución de
Total Lost time (s)	4.0	Segle b	4.0		4.0	4.0			- 10 ju	Rice Fall Base
Lane Util. Factor	1.00		0.95	STREETSTANDON - TO 11/05	1.00	1.00	agyerekenergy in vedering	cot-usaeseenen oo	STANDARD SECTION STANDARD	ana dunaksod
Frt −	0.93		1.00		1.00	1.00				
Fit Protected	0.98	ner in companyació	1.00	389a (1-1998SDE	0.95	1.00	16742001 : - 1.2721162.633			
Satd. Flow (prot)	1695		3535		1770	1863				· 持續的關係人
FIt Permitted	0.98	asimoni ilikon	1.00		0.95	1.00 1863				THUSBURY NO.
Satd. Flow (perm)	1695		3535	0.00	1770	444		- Bridge (Co. 1916)		- Santa -
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90 12	0.90 1287				
Adj. Flow (vph)	12	12	1481	12 0	0	120 <i>1</i> 0	HENDER OF STREET		DNESS A PORMANIA	SV-SBBBBBBB
RTOR Reduction (vph)	11 13	0	0 1493	0	12	1287	PER	SAMPLE OF S	and a second	
Lane Group Flow (vph)	10013	THE CANADA	1493	Signal Usaga	Prot	120/	CONTRACTOR OF STREET		THERETON - TOTAL	Bellief 11, 11, 121, 40e, 17.
Turn Type		1709KIRIKUMAN (20		HANDER FERRING	PIUL	2	compa 950g			
Protected Phases	8		6		General Colo			ies de eliment	0.0567 886 530 0 0 0 0	anulis: isus
Permitted Phases	5.0		59.4		3.6	67.0				
Actuated Green, G (s)	5.0		59.4		3.6	67.0		59:00 ENNINGER	y/1.000000000000000000000000000000000000	290000 Money
Effective Green, g (s) Actuated g/C Ratio	0.06		0.74		0.04	0.84				green Send Militar
Actuated g/C/Natio Clearance Time (s)	4.0		4.0		4.0	4.0	I-IAGEBBBBRANITY ATRICEBB	EDAS - PROMERNISMA		104200 1 1270
Vehicle Extension (s)	3.0		2.8		2.4	2.8				
Lane Grp Cap (vph)	106	200000000000000000000000000000000	2625	Signed and the second	80	1560				
v/s Ratio Prot	c0.01		0.42	ovenico della	0.01	c0.69		War in the		
v/s Ratio Perm		120000000000000000000000000000000000000	uualaanaa	norganistics con-	HINGERSON A. A.	HARDER STATE OF THE BAR	pstocu-to-co-secure constitution	Villandia Con. 1 or con.	APPARATURE TO THE STREET TO TH	
v/c Ratio	0.12		0.57		0.15	0.82				
Uniform Delay, d1	35.4	, e40 (C. 10 (C. 10)	4.6	. 15 15. 14. 15	36.7	3.4				ay ayawa sana mara A
Progression Factor	1.00	第二重键	0.77		1.00	1.00				
Incremental Delay, d2	0.5		8.0		0.6	5.1	o opusyantos promo a conferentititis	karen era alak aran se riak e	ELENGERRADIO CAR	asserves, edo
Delay (s)	35.9		4.3		37.3	8.5				
Level of Service	D		A	- N. C. CORRECTOR CO. CO. C.	D	A		ere constantante est	AURORININO AL ALA	SHEET OF THE
Approach Delay (s)	35.9		4.3			8.8				
Approach LOS	D		Α			Α				
Intersection Summary							E.			
HCM Average Control Delay			6.7	H	CM Leve	of Service	A contracted and a party of the A2 WASE	A NEWSON AND ADDRESS OF	and controverse recently the con-	sensannegi (+ 0.6)
HCM Volume to Capacity ratio		6 6 6	0.78							130020
Actuated Cycle Length (s)		,	80.0	Sı	ım of los	t time (s)	NAN IN GREEKENSKERINGESTANDEN DE VETENSKERINGE	8.0	10000000000000000000000000000000000000	
Intersection Capacity Utilizatio	n		70.9%	ΙC	U Level	of Service	057990053 (5 05 05) 33.68628 (5 05 05 05)	C		
Analysis Period (min)			15	APREMENTATION AND THE COLUMN	TALEFORMER STREET	on Appendiculation (CO)	enogene-100-108941810	ranco de la companione de	orsonniseser 18	MODERNIES IN
c Critical Lane Group		1948								

	<i>></i>	•	4	†	↓	4				
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	¥¥	**************************************		ተተ	†	f				
Volume (vph)	[©] 783	111	0 4	1311	1082	87				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	***************************************			was the control of th
Total Lost time (s)	4.0			4.0	4.0	4.0				
Lane Util. Factor	0.97	Dega tatti (Beleista	on and the contract of the con	0.95	1.00	1.00		e constituent paragraph of 100	naminas es cinam	seen a seeks eest of the
Frt	0.96		en da isto.	1.00	1.00	0.85		3 (100 MG)		
Flt Protected	0.96			1.00	1.00	1.00	monospanancia in	raansense steel	areauch-oassasis	and et department of the
Satd. Flow (prot)	3354			3539	1863	1583				
FIt Permitted	0.96	y:***** * ****;;;;;;;;	angare a samm	1.00	1.00	1.00	General Bridge (1977)	SOMORHOUS DESCRIPTION	neres - Sarriges	
Satd. Flow (perm)	3354			3539	1863	1583				ina singua
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	ASSINISATEMBEREESSI	recognisment delicari	SASSEMBRESS STATE OF SEC	umasa - Statetos
Adj. Flow (vph)	37	12	May 0	1457	1202	97		Mana.	Saman -	Sans Sing
RTOR Reduction (vph)	11	0	0	0	0	17	OBDANSOS OCESIONA	BODY ESPAINS		
Lane Group Flow (vph)	38	0	0	1457	1202	80				
Turn Type	number of the state of the	. 480444880000		· HORAGONELICA.	resessionar <u>a</u> ko	Perm	STRUGGE - EFFETS	ano - Sanaina	varianismistra i	
Protected Phases	4			2	2					
Permitted Phases	: H1988A68B4SA215.:	auroportico est	ROSESSEELS, F.	1000 o		2	grise elektrik			50 5 1650 - C48
Actuated Green, G (s)	6.0			66.0	66.0	66.0				
Effective Green, g (s)	6.0	800,00009888	KC1 - NORSKS	66.0	66.0	66.0 0.82		HENORUSE : E		
Actuated g/C Ratio	0.08			0.82	0.82 4.0	4.0				BREAT PROPERTY
Clearance Time (s)	4.0	A STEELEN		4.0 2.8	4.0 2.8	4.0 2.8	eranons.	(Spanangall)		
Vehicle Extension (s)	2.8	450000	o Creaming	1111	2.0 1537	1306		333510811		augusto i i i i i i i i i i i i i i i i i i i
Lane Grp Cap (vph)	252	ERENGEN OFFICER		2920 0.41		1300				
v/s Ratio Prot	c0.01			0.41	c0.65	0.05		nia Radiosian	A (1 - DESINGRADA)	
v/s Ratio Perm	045		A. Vedenik	0.50	0.78	0.03				
v/c Ratio	0.15 34.6			2.1	3.5	1.3				194 988 555
Uniform Delay, d1	1.00			0.23	1.13	2.15			020000	
Progression Factor Incremental Delay, d2	0.2			0.25	2.6	0.1	SSECTE OF BUILDING	Ayar madidadadada	200 P.08200668701.0 +	ESSENDENTAL TOTAL
Delay (s)	34.9		ncengrees!	1.0	6.5	2.8		1000000		
Level of Service	C	ing same a		A	SUCHARARAS A	A	AP DESCRIPTION OF THE PROPERTY	CONSISTEMBRICATION	. A COMPRESSION OF SE	TENERS OF THE STATE OF THE STAT
Approach Delay (s)	34.9		angrasa.	1.0	6.2	n dingleigi		0.000min.		1916
Approach LOS	C	similinese.		A	A	MENTE VENERALE	ALBANI A TONIN-PHILIPPENSING	ALGO THE STATE ACCUSES BASED OF	grynn i rekkammannan.	
	ALL MANUEL CONTROL OF THE PROPERTY OF THE PROP		ariandon karan			STATE OF THE PARTY	THE RESIDENCE OF THE PERSON OF	OF THE STATE OF TH	WINESPER DE L'ANDRE DE	PER CHARLES AND EX
Intersection Summary									19 19 19 19 19 19 19 19 19 19 19 19 19 1	
HCM Average Control Dela		an dayan karan karan karan	4.0	H Yesensan	CM Leve	of Service			1915 - 124 - 144 ANDAS	
HCM Volume to Capacity r	atio		0.73			41.24 (1.24) • 4 1-1				are constituti
Actuated Cycle Length (s)		- 	80.08		um of los			8.0	80748 Sept. 15 SEAR	BARTS CONTRACT
Intersection Capacity Utiliza	ation		67.8%	J.	Level	of Service		C		
Analysis Period (min)	9295888888888		15	a usus sia			9847844378 33784			
c Critical Lane Group										COMMINSTON

	۶		*	•	←	•	•	†	~	-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	NAME OF TAXABLE PARTY.	4	7		4 4			4		renementario e de 1878 (18	4	Agred Persons 1475
Volume (vph)	11	1071	11	11	1289	11	- 11	22	494gr 11	11	1 1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1710	1900	1900	1900	1900	1900	1900	1900
Grade (%)	e Subject	5%	NAME OF		-5%	line i	anni c	0%			0%	
Total Lost time (s)		4.0	4.0	nwasaanson orem is di	4.0	Panishing of the	Consission (Consission Consission Consistence C	4.0	.ademagenac	olugaasaa	4.0	0.1000208885
Lane Util. Factor		1.00	1,00	agir (f. 1935)	0.95			1.00		. William	1.00	
Frpb, ped/bikes	The street, and the first facilities	1.00	0.96	rement -disalesse	1.00	gaografikeSo	ANGENSES (198	0.99	20686668885		1.00 1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			0.96	
Frt	esem - I., kaskininger	1.00	0.85		1.00			0.97 0.99			0.98	
Flt Protected		1.00	1.00		1.00			1765			1741	TERMANA.
Satd. Flow (prot)		1815	1483	1-380883	3096 0.94			0.91	994697333 110	grate see	0,88	
Fit Permitted		0.98 1783	1.00 1483		2924			1633			1565	-Parinees
Satd. Flow (perm)	0.00		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90 1190	0.90 12		1432	12	12	24	0.30 12	12	12	12
Adj. Flow (vph)	12	1190	12 2	0	0	0	0	11	0	0	1011	0 10 10
RTOR Reduction (vph)	0 0	1202	10	A THE TAX PROPERTY OF THE PARTY	1456	0	0	37	0	0	25	0
Lane Group Flow (vph) Confl. Peds. (#/hr)		1202	10			2						
Confl. Bikes (#/hr)		Callata				1	BECT-COSEURS	NEGER I FIFE FARE	2	1,11366666666	(Albertesorie)	1
Parking (#/hr)				0	0	0						
Turn Type	Perm	"NERGERAL	Perm	Perm	a service process		Perm			Perm		
Protected Phases		2			6			8	Elinenis.		4	
TIOCOCOLOGISTICOCO		O. I. S. S. B. B. S. B.		DEFENDE PROPERTY OF	X-03/2020	medical populations	REMINERACE OF THE PARTY OF THE	SERIARRAMENTALISES AND I		4	CL'S CT. THE STREET	DATE: - I TIMINETED
The second second control of the con	2		2	6			8			4		
Permitted Phases	2	65.1	2 65.1	6	65.1		8	6.9		4	6.9	
Permitted Phases Actuated Green, G (s)	2	65.1 65.1	2 65.1 65.1	6	65.1 65.1		8	6.9		4	6.9	
Permitted Phases Actuated Green, G (s) Effective Green, g (s)	2		65.1	6	65.1 0.81		8	6.9 0.09		4	6.9 0.09	
Permitted Phases Actuated Green, G (s)	2	65.1	65.1 65.1 0.81 4.0	6	65.1 0.81 4.0		8	6.9 0.09 4.0		4	6.9 0.09 4.0	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio	2	65.1 0.81	65.1 65.1 0.81	6	65.1 0.81 4.0 2.8		8	6.9 0.09 4.0 2.0		4	6.9 0.09 4.0 2.0	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s)	2	65.1 0.81 4.0	65.1 65.1 0.81 4.0	6	65.1 0.81 4.0		8	6.9 0.09 4.0		4	6.9 0.09 4.0	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s)		65.1 0.81 4.0 2.8 1451	65.1 65.1 0.81 4.0 2.8 1207	6	65.1 0.81 4.0 2.8 2379		8	6.9 0.09 4.0 2.0 141		4	6.9 0.09 4.0 2.0 135	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph)		65.1 0.81 4.0 2.8 1451 c0.67	65.1 65.1 0.81 4.0 2.8 1207	6	65.1 0.81 4.0 2.8 2379 0.50		8	6.9 0.09 4.0 2.0 141 c0.02	опривидент от том о	4	6.9 0.09 4.0 2.0 135	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio		65.1 0.81 4.0 2.8 1451 c0.67 0.83	65.1 65.1 0.81 4.0 2.8 1207 0.01	6	65.1 0.81 4.0 2.8 2379 0.50 0.61		8	6.9 0.09 4.0 2.0 141 c0.02		4	6.9 0.09 4.0 2.0 135 0.02 0.19	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3	65.1 65.1 0.81 4,0 2.8 1207 0.01 0.01 1.4	6	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8		8	6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28	65.1 65.1 0.81 4.0 2/8 1207 0.01 0.01 1.4	6	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00		8	6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7	65.1 65.1 0.81 4.0 2/8 1207 0.01 0.01 1.4 0/21 0.0	6	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2		8	6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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)		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3	6	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9		8	6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4 34.5		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34/2	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2/8 1207 0.01 0.01 1.4 0/21 0.0	6	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A		8	6.9 0.09 4.0 2.00 141 c0.02 0.26 34.2 1.00 0.4 34.5 C		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34/2 C	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s)		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3	6	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A		8	6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4 34.5 C		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34.2 C	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3	6	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A		8	6.9 0.09 4.0 2.00 141 c0.02 0.26 34.2 1.00 0.4 34.5 C		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34/2 C	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s)		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3		65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A 3.9 A			6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4 34.5 C		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34.2 C	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3 A		65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A 3.9 A	of Service		6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4 34.5 C	A	4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34.2 C	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity ra		65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3 A	HC	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A 3.9 A	luluba:		6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4 34.5 C		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34.2 C	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity ra Actuated Cycle Length (s)	, tio	65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3 A	HCl Sun	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A 3.9 A	time (s)		6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4 34.5 C	8.0		6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34.2 C	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity ra Actuated Cycle Length (s) Intersection Capacity Utilizat	, tio	65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3 A	HCl Sun	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A 3.9 A	luluba:		6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4 34.5 C		4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34.2 C	
Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated g/C Ratio Clearance Time (s) Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity ra Actuated Cycle Length (s)	, tio	65.1 0.81 4.0 2.8 1451 c0.67 0.83 4.3 0.28 3.7 4.9 A	65.1 65.1 0.81 4.0 2.8 1207 0.01 0.01 1.4 0.21 0.0 0.3 A	HCl Sun	65.1 0.81 4.0 2.8 2379 0.50 0.61 2.8 1.00 1.2 3.9 A 3.9 A	time (s)		6.9 0.09 4.0 2.0 141 c0.02 0.26 34.2 1.00 0.4 34.5 C	8.0	4	6.9 0.09 4.0 2.0 135 0.02 0.19 33.9 1.00 0.2 34.2 C	

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Movement	EBĽ	EBT	EBR	WBL	WBT	WBR	NBL	-NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	<u></u> Ъ	aus marins	ሻ	}	***************************************	`	ኈ		ነና	†	7
Volume (vph)	350	732	111	22	415	24	22	404	87	55	361	874
Ideal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	us e californi	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	815K- +1012 6 96	1.00	1.00	Cassessor.	1.00	1.00	831141	1.00	1.00	1.00
Fift	1.00	1.00		1.00	0.99		1.00	0.97		1.00	1.00	0.85
Fit Protected	0.95	1.00	**	0.95	1.00	\$112512181211.12.12.14.14	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1859		1770	1552	SHIR	1770	1813		1770	1863	1583
Flt Permitted	0.95	1.00	BUILDING STATES	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1859		1770	1552		1770	1813	รางรักษณีย	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	389	813	12	24	461	27	24	449	97	61	401	971
RTOR Reduction (vph)	0	0	0	0	2	0	0	7	0	0	0	53
Lane Group Flow (vph)	389	825	0	24	486	0	24	539	0	61	401	918
Turn Type	Prot			Prot			Prot			Prot		pm+ov
Protected Phases	7	4		3	8		5	2			6	7
Permitted Phases	RECOUNTED TO	.FriedsiMMNSE	N. J. D. WARRESTE	(\$2000)	PARTICIONE PARTICIONAL PROPERTY.		4452511 - C or C. (1494)					6
Actuated Green, G (s)	27.2	57.0		1.8	31.6	AND A	1.2	33.6		4.0	36.4	63.6
Effective Green, g (s)	27.2	57.0	. 5. 121152951255555555	1.8	31.6		1.2	33.6		4.0	36.4	63.6
Actuated g/C Ratio	0.24	0.51	egasia i	0.02	0.28		0.01	0.30	Šive 🔆	0.04	0.32	0.57
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1		2.0	4.1	Galland.	2.0	4.1	eranie Praktorie	2.0	4.1	2.0
Lane Grp Cap (vph)	428	943		28	436		19	542		63	603	952
v/s Ratio Prot	0.22	0.44		0.01	c0.31		0.01	0.30		c0.03	0.22	c0.23
v/s Ratio Perm		and the control	100-200-2014 (10-14)		Carathanna (1777)	17-241-072-248-493-0717-						0.35
v/c Ratio	0.91	0.87		0.86	1.11		1.26	0.99		0.97	0.67	0.96
Uniform Delay, d1	41.4	24.5	31323461134.33	55.2	40.4	***************************************	55.6	39.3		54.1	32.7	23.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	22.3	9.4		106.2	78.0		298.7	37.1	41 74 11 11 11 11 11 11 11	100.6	3.1	20.8
Delay (s)	63.7	33.9		161.4	118.4	11101111	354.3	76.4	- 5,30	154.7	35.8	44.1
Level of Service	Ε	С		F	F		F	E	mesos era ir suerinista	F	D	Digital and the
Approach Delay (s)		43.4		Pariting and	120.4	ideacaile ann an Aireanna	lienius Hinalianisiani	88.1			46.5	
Approach LOS		D			F			F			D	
Intersection Summary				die Diesign			i i		1000			
HCM Average Control Delay			62.0	H	CM Level	of Service	:e		Ε			
HCM Volume to Capacity ratio			1.03			Superior						
Actuated Cycle Length (s)	101103171028312010	ranta-a-a-bellion	112.4	Sı	um of los	t time (s)			12.0			
Intersection Capacity Utilization) 		95.2%			of Service			F			
Analysis Period (min)	igani kamindak		15 ·									
c Critical Lane Group		arts (Gob)	36(0)			65454						

	۶		₩	*	\	1				
Movement	EBL	EBT	WBT	WBR "	SBL	SBR	jii. Zin		6014	Elizabeth (
	*	<u></u>	十 十	7	*	7				
Lane Configurations	426	437	197	153	328	264	aliano del			
Volume (vph)	1900	1900	1900	1900	1900	1900		BBSSSCC COACBAS	BIRS - SUBBRAS	ich NARINEESSAA (*
Ideal Flow (vphpl)	4.0	4.0	4.0	4,0	4.0	4.0			1000	
Total Lost time (s)	1.00	1.00	0.95	1.00	1.00	1.00	/*:2490MBBBBB.Ch.C	SERRING CORRESPOND	HERREL CARRE	RESERVE TO LOCATERISMENTS C
Lane Util. Factor	1.00	1.00	1.00	0.99	1.00	0.98				
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	NAMES AND ASSOCIATION OF THE PARTY OF THE PA	BORGORO STRAT	BANTSADE (1911-1915) BERNING	AGSS (ASTRO-OSTATIONS)
Flpb, ped/bikes	1,00	1.00	1:00	0.85	1.00	0.85				
Fit Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00	andrianista i andri	gayari ta a dherada	(5.17 g = 1,47 s = 1,17 + 155,48 + 574,54 s)	11 - 1200 GOLDON - 1
	1770	1863	3539	1570	1770	1546				
Satd. Flow (prot) Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00	A. 1999 (1999) (1999) (1999)	DEPRIT : - (-ressell	AND FILL OF A PERSONS	Section of the Section of the Control
The second of th	1770	1863	3539	1570	1770	1546	HERETE STATE			
Satd. Flow (perm)		0.90	0.90	0.90	0.90	0.90	SWEATHERN ST.	annum	114-21.	Transition of the last of the
Peak-hour factor, PHF	0.90 473	486	219	170	364	293			44 1240: 223 0	
Adj. Flow (vph)		400	213 0	58		216	17518896966 15	TOMES - TO	SECULOS - CONT	Siggraphy - Tradenson
RTOR Reduction (vph)	0		219	112	364	77	1990884.19	98085AF5		
Lane Group Flow (vph)	473	486	213	112 8	JU4	7		SIMMANUM - TIPS		
Confl. Peds. (#/hr)				8		8				
Confl. Bikes (#/hr)		SPASS VS			HERRIGE CLE	Perm	2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2	Error - codimination	0.00	Area Disputerion
Turn Type	Prot	c	2	pm+ov 4	4	renn				
Protected Phases		6	Z	2		4		1 (1530)	or resummenced	**************************************
Permitted Phases	7.5 K	20.0	7.8	21.1	13.3	13.3			THE MELLIN	
Actuated Green, G (s)	17.4	29.2	7.6 7.8	21.1	13.3	13.3			an Parindra	ALL COMMISSION
Effective Green, g (s)	17.4	29.2		0.42	0.26	0.26		links State		idas Shibira
Actuated g/C Ratio	0.34	0.58	0.15		4.0	4.0	n akua ase, 1919			isibalea (Fasabus)
Clearance Time (s)	4.0	4.0	4.0	4.0 1!0	4.0 1.0	1.0				
Vehicle Extension (s)	3.1	3.1	1.0		466	407		: HORSENSENSE	School Basher	CONTRACTOR OF THE SECOND
Lane Grp Cap (vph)	610	1077	547	780		407				
v/s Ratio Prot	c0.27	c0.26	0.06	0.04	c0.21	0 0E			· 18	
v/s Ratio Perm			1881 A.H. AAR	0.03	8 70	0.05	uggigure - Car		B009/2012/15/15/15	
v/c Ratio	0.78	0.45	0.40	0.14	0.78	0,19 14.4				Billion Colle
Uniform Delay, d1	14.8	6.1	19.2	9.1	17.3		Mighings as a second	Haliston 2	NEWS COLD	
Progression Factor	1.00	1.00	1.00	1.00	1,00	1.00		indesen - : '		2823811
Incremental Delay, d2	6.2	0.3	0.2	0.0	7.7	0.1 14.5	GERRENGE SELS			
Delay (s)	21.0	6.4	19.4	9.1	24.9	NSCHOLD IN THE STATE OF THE PROPERTY OF THE PR				
Level of Service	C	Α	В	Α	C	В				
Approach Delay (s)		13.6	14.9		20.3					
Approach LOS		В	В		С					
Intersection Summary.		7.5			1000					
HCM Average Control Delay			16.0	Н	CM Leve	of Service		В		
HCM Volume to Capacity rati	o la ini		0.67							
Actuated Cycle Length (s)	:	org) esternation (1884	50.5	Sı	ım of los	t time (s)	peveri v virusistekt	8.0		
Intersection Capacity Utilizati	on		59.1%			of Service		В		
Analysis Period (min)	asedo o lo conformi	ussenerente	15	eccenteristes (Editorio e e e e e e e e e e e e e e e e e e e	esesta esta tribició (1965)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	y gurescratetts##################################			
c Critical Lane Group										ENDER OF
TOTAL TEMPORAL TEMPORAL	asirksi ti - Vitaliiti	Maria and Maria Cares	161241111111111111111111111111111111111	o do como destropada de la como d	uvu2998054650 +69-3	victora esperante establista (Section VIII)	Service and the end of the control of the	o o central surpetion in the surpetion of the surpetion o	- 1. Transcript Manuary Sant	The second secon

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL -	NBT	nbr	SBL	SBT	SBR
Lane Configurations	ኻ	ڼ		*	f _i		ሻ	7>	•	<u>L</u>	1>	
Volume (vph)	22	55	11	98	33	55	411	712	44	55	1202	22
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	est : modernieren	1.00	1.00	· . · · · · · · · · · · · · · · · · · ·
Frt	1.00	0.97		1.00	0,91		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	en-ekiterraneszakokokokok	0.95	1.00	Thingsagesee	0.95	1.00	. Chilektiin
Satd. Flow (prot)	1770	1816		1770	1687		1770	1847		1770	1858	
FIt Permitted	0.95	1.00	nekarri simaktial iturun im	0.95	1.00	neurosanouscous	0.95	1.00	andomasions.	0.95	1.00	on a service s
Satd: Flow (perm)	1770	1816		1770	1687		1770	1847	- 53 011 (65	1770	1858	
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)	24	59	12	105	35	59	12	766	47	59	1292	24
RTOR Reduction (vph)	0	6	0	0	42	0	0	1 ***********	0	0	0	0
Lane Group Flow (vph)	24	65	0	105	52	0	12	812	0	59	1316	0
Turn Type	Prot	mana a sa sa sa sa mana mana sa		Prot	NAMES OF THE PARTY	· -, · · · · · · · · · · · · · · · · · ·	Prot	*C000000000000000000000000000000000000		Prot	ous were broken	• 98855 (1078-88)
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	vice in the engineering control of the control of t	BRONDER CO	YORKIN BAROTESIS	ocora secunio	909990E912555	ana ang mangang mangan Mangang mangang mangan			BERKER NEDROSES			19 855111111111
Actuated Green, G (s)	3,5	9.5		9.9	15.9		0.9	99.5		6.8	105.4	
Effective Green, g (s)	3.3	9.3	18898888988888881111111111111111111111	9.7	15.7	-1014362989468	0.7	99.3	6 8000000000000000000000000000000000000	6.6	105.2	pangaya a
Actuated g/C Ratio	0.02	0.07		0.07	0.11		0.00	0.70	1 08 (5.3%)	0.05	0.75 3.8	
Clearance Time (s)	3.8	3.8	vaspagagaas	3.8	3.8	FICE OF STREET	3.8	3.8		3.8 1.0	Commercial	GREATENERS C
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	3.1			3.1	
Lane Grp Cap (vph)	41	120	elsonosingum	122	188	85576 3753 5 38	9	1302	nenevere e e e	83	1387	07280384450
v/s Ratio Prot	0.01	c0.04		c0.06	0.03		0.01	0.44		c0.03	c0.71	
v/s Ratio Perm	oner exerc		energanos.				4 00	0.00	944 0000.000	0.71	0.95	
v/c Ratio	0.59	0.54		0.86	0.28		1,33	0.62 11.0		66.2	15.5	
Uniform Delay, d1	68.1	63.8		64.9	57.4		70.1 1.00	1,00		1.00	1.00	
Progression Factor	1.00	1.00 2.7		1,00 41.2	1.00 0.3		429.4	0.9		21.1	13.7	BRIGGER T
Incremental Delay, d2	13.0 81.1	66.4		106.1	57.7		499.5	11.9	31474 - 1145 19 0	87.3	29.2	
Delay (s) Level of Service	91.18 F	00.4 E		F	57.7 E		+33.5 F	В	Reshiration	F	C	nero (s
Approach Delay (s)		70.1			83.2			19.0	8 - 10 E NY	Major.	31.7	
Approach LOS		is water E	Victoria de Maria		, 05, <u>2</u> F			В		Signarica.	C	isanahubububu
The second secon	was a second and the		scorechescrite#WWW	NIGHT OLD THE COLUMN TO THE UNITED BY	rustano non ministra		venera propositi de del	es annous	essanters en et e	an our savenessmen	retrechienien in	
Intersection Summary				Application of	100	m	a de la companya de	da se se	of all the			
HCM Average Control Delay		energiannario	33.0	H	CM Level	of Service	6 amangoonsys	C. COURTERED HERSTA	C		SINTRACHICAGO	
HCM Volume to Capacity rat	io		0.92					. Signalia	hadiness.			
Actuated Cycle Length (s)		egagaagaanteetee te	140.9		ım of lost			C1 SESSIONERS	16.0		Herusikan (1907)	::::::::::::::::::::::::::::::::::::::
Intersection Capacity Utilizat	ion		83.4%	IC	U Level c	f Service			E			
Analysis Period (min)	hologia bil produktere	S) 55 (45 (45 (45 (45 (45 (45 (45 (45 (45	15	estence on the contract of			85 86888888475		errecessors		SEES SEED OF SEED	55500669
c Critical Lane Group											Minery.	

Movement Mathematics Mathema		١		*	1		4	4	†	<i>></i>	\	ļ	1
Lane Configurations	Movement	EBL	EBT	EBR	WBL	WBT	WBR	· NBL	NBT	NBR	*100	200.6000424-745-7404050	SBR
Ideal Flow (yrhph)		Ì	1}				- 1/1/2			er em ter vilminesses			tessoszwiele
Ideal Flow (yphp)	and the second s			11	87	111		4,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2520335-31 3	\$2020000000000000000		
Total Lost lime (s)		1900	1900	1900	1900		1900			1900			COLD COMPANIE DE MINISTERIOR
Earle Williams		4.0	4.0					5500 5363 550 200 100 100 100 100 100			1:0020202020202020		
Fipb, pedribles	Lane Util. Factor	1.00	1.00		THE RESIDENCE OF THE RESIDENCE OF THE PARTY		commencer commencer	CAMPBELL ALLERS OF STREET		energines arrest (CLCS)			
Fire 1.00	Frpb, ped/bikes							Stilledin i eriteraketakei			#21#1035#22007#1#11 =		
Fit Protected	Flpb, ped/bikes			n magagan ka man ya sa 1973a			SA CORRESPONDE			samusio os 4/60			119888NN 888
Said Flow (prot) 1770 1703 1770 1587 1770 3514 1770 3534 FIR Permitted 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 Peak-hour factor, PHF 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91	Frt										Constantiate Contract		
Fit Permitted 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 Salut. Flow (perm) 1770 1703 1770 1567 1770 3514 1770 3534 Peak-hour factor, PHF 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91				month of Tay, Thanks			aeuregearent:			ageleren i indaks			
Salar, Flow (perm) 1770 1703 1770 1567 1770 3514 1770 3534 Peak-hour factor, PHF 0.91 0.92 0.02 0 3 3 3 3 3 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1													
Peak-hour factor, PHF	 International contract of the con			rosent second	and the second second second second			ALCOHOL: A CONTROL STREET, CARROLL STREET, CO., Co., Co., Co., Co., Co., Co., Co., Co		erencesco. In h			20. 123 43HB
Adj. Flow (yph) 12 12 12 12 96 12 120 12 843 36 108 1297 12 RTOR Reduction (vph) 0 11 0 0 102 0 0 3 0 0 0 0 0 Lane Group Flow (vph) 12 13 0 96 30 0 12 876 0 108 1309 0 Confl. Pleks (#hr) 1 1 1 1 1 Confl. Bikes (#hr) 3 3 3 2 5 1 Turn Type Prot Prot Prot Prot Prot Prot Protected Phases 7 4 3 8 5 2 1 6 Permitted Phases Actualed Green, G (s) 0.4 3.7 5.4 8.7 0.7 26.1 5.8 31.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Actualed grC Ratio 0.01 0.06 0.09 0.15 0.01 0.47 0.10 0.56 Clearance Time (s) 4.0 4.0 4.0 4.0 5.0 4.0 5.0 Vehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 Lane Grp Cap (vph) 12 109 165 235 21 1642 177 1962 Vis Ratio Prot 0.01 0.01 0.01 0.01 0.05 0.05 0.02 0.01 0.25 0.06 0.37 Vis Ratio Perm Vic Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Unifrom Delay, d1 28.8 25.6 25.2 21.4 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Satd. Flow (perm)	4							***	Soldinises.			
RTOR Reduction (vph)	Peak-hour factor, PHF						and the second second	AND DESCRIPTION OF THE PROPERTY OF THE PROPERT		- I BUILD TANK THE CONTRACT OF			
Lane Group Flow (yph) 12 13 0 96 30 0 12 876 0 108 1309 0 Confl. Peds. (#/hr) 1 1 1 1 1 1 1 Confl. Bikes (#/hr) 3 3 3 2 1 Turn Type Prot Prote Prot Prot Prot Protected Phases 7 4 3 8 5 2 1 6 Permitted Phases 7 4 3 8 5 2 1 6 Permitted Phases 8 7 4 3 8 5 2 1 6 Permitted Phases 9 7 4 8 7 0,7 26.1 5.8 31.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 26.1 5.8 31.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 27.1 5.8 31.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 0.7 0.7 26.1 1.0 0.50 Effective Green, g (s) 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Adj. Flow (vph)	12	Seattle Seattle 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	12	CHANGE BURGAR PROPERTY.		SSEASON OF THE PERSON	202028281824041814 . T.	Contract Company and Hall Contract	C C CONTURS MURS 111	10.0 1 1 10 No. (190a)	14.5 M Table 10.0 (1.0 m)	10-2012/12-1
Confi. Pets. (#hr) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	RTOR Reduction (vph)			Medical Company of the								-	
Confi. Bikes (#/hr) 3 3 2 1 Turn Type Prot Prot Prot Prot Protected Phases 7 4 3 8 5 2 1 6 Permitted Phases Actualed Green, G (s) 0.4 3.7 5.4 8.7 0.7 26.1 5.8 31.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Actualed G/C Ratio 0.01 0.06 0.09 0.15 0.01 0.47 0.10 0.56 Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 5.0 4.0 5.0 Vehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 Lane Grp Cap (vph) 12 109 165 235 21 1642 177 1962 v/s Ratio Prot 0.01 0.01 0.058 0.13 0.57 0.53	Lane Group Flow (vph)	12	13	0	96	30	0	12	876		108	1309	対象をプ
Prot	Confl. Peds. (#/hr)		1.60022-20121	1	SENSORATE E E E E	androgeneums no	1	verena a com	aasaasees oo oolos	1	- 4a44039835	5-15 PH 100125786	
Protected Phases 7 4 3 8 5 2 1 6 Permitted Phases Actuated Green, G (s) 0.4 3.7 5.4 8.7 0.7 26.1 5.8 31.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Actuated g/C Ratio 0.01 0.06 0.09 0.15 0.01 0.47 0.10 0.56 Clearance Time (s) 4.0 4.0 4.0 4.0 5.0 4.0 5.0 Vehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 Lane Grp Cap (vph) 12 109 165 235 21 1642 177 1962 v/s Ratio Prot 0.01 0.01 0.01 0.05 0.02 0.01 0.25 0.006 0.37 v/s Ratio Perm v/c Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.4 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Confl. Bikes (#/hr)			3			3			2			GASE CHAR
Permitted Phases Actuated Green, G (s)	Turn Type	Prot				participants to the company of the company	ACHTHANA MININTALT	* * * 0 + 0 7 + 0 02 8 6 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	sama kalandersi	nagota, sukiga	Prot	- (10)888988421	1994) (SW SSER)
Actuated Green, G (s)	Protected Phases	7	4		3	8		5	2			b	
Effective Green, g (s) 0.4 3.7 5.4 8.7 0.7 27.1 5.8 32.2 Actualed g/C Ratio 0.01 0.06 0.09 0.15 0.01 0.47 0.10 0.56 Clearance Time (s) 4.0 4.0 4.0 4.0 5.0 4.0 5.0 Vehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 Lane Grp Cap (vph) 12 109 165 235 21 1642 177 1962 v/s Ratio Prot 0.01 0.01 0.01 0.05 0.02 0.01 0.25 0.09 0.37 v/s Ratio Perm v/c Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.4 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Permitted Phases		against the Contract of	erca-eer (1845 v.) (1841 (1841	··· / *********************************	roman da indonesia de espe	ererse linear description of the	C-15-4-15-1-19-1-19-1-15-15-15-15-15-15-15-15-15-15-15-15-1	on in the second man	sabana akkas	ranemena kan .	~(0:0:0:0:0:0:0:0:0:0:0:0:0:0:0:0:0:0:0:	anali ooknaatiis
Actuated g/C Ratio 0.01 0.06 0.09 0.15 0.01 0.47 0.10 0.56 Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 5.0 4.0 5.0 Vehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 Lane Grp Cap (vph) 12 109 165 235 21 1642 177 1962 V/s Ratio Prot 0.01 0.01 0.01 0.05 0.02 0.01 0.25 0.06 0.37 V/s Ratio Perm V/c Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.4 28.5 11.0 25.0 9.1 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			CTCCOSCERSORS IN NOT A		, h., 2 112245708886	MISSICULOS (** 11 ** 17*)	Softman.	())	STREET, COLORS CONTRACTOR	Managa .			
Clearance Time (s)	Effective Green, g (s)						els a secretar despetation as						MARKO, NAPOR
Vehicle Extension (s) 1.0 2.0 1.0 2.0 1.0 3.1 1.0 3.1 Lane Grp Cap (vph) 12 109 165 235 21 1642 177 1962 v/s Ratio Prot 0.01 0.01 c0.05 c0.02 0.01 0.25 c0.06 c0.37 v/s Ratio Perm v/c Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.4 28.5 11.0 25.0 9.1 Progression Factor 1.00	Actuated g/C Ratio	Della 1 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CONTRACTOR AND A CONTRA		giska abus in van principista (se	CONTRACTOR AND A PROPERTY OF THE PARTY OF THE		\$455441×. ×2544					
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v/s Ratio Perm v/c Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.4 28.5 11.0 25.0 9.1 Progression Factor 1.00 <td>Lane Grp Cap (vph)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0,2448742027478732745177.</td> <td></td> <td></td> <td>companions.</td> <td></td> <td></td> <td>Berekennin (v.)</td>	Lane Grp Cap (vph)						0,2448742027478732745177.			companions.			Berekennin (v.)
V/c Ratio 1.00 0.12 0.58 0.13 0.57 0.53 0.61 0.67 Uniform Delay, d1 28.8 25.6 25.2 21.4 28.5 11.0 25.0 9.1 Progression Factor 1.00		0.01	0.01		c0.05	c0.02		0.01	0.25		c0.06	c0.37	
Uniform Delay, d1 28.8 25.6 25.2 21.4 28.5 11.0 25.0 9.1 Progression Factor 1 00 1 00 1.00 1.00 1.00 1.00 1.00 1.0		me magazina () () () () () () () ()		name and topos while	*:0000000000000000000000000000000000000	en turneconstreessy	necosaro com est	AS A SA SA SA SA SER ESSENCIAL ESTA A SE	muse server extraoris	ebibenistiko:	- CONTRETED	ner Pressen	mence de 2568
Progression Factor 1 00 1 100 1 100 1 100 1 100 1 100 1		ARREST COLORS CO.	-e.e. /Stcls#Reas#302ff.		PRINCIPAL SERVICE SERV	::::::::::::::::::::::::::::::::		NIETISIYEDIR BURRERARI	Eddielieus Van de Nederlande be		. 5 - (3)33##\$E\$C#1\$*1:-		
Incremental Delay, d2 259.8 0.2 3.3 0.1 21.2 0.3 4.3 0.9	The state of the s			rewegation has been a file			PRINCIPLE STATE STATE (1971)						MERSON - Dec
Delay (s)	Progression Factor	CALCULATIVE CARGONIA		MP III				- STATES AND	(B4) (were by providing the providing the provider of the providing the			distriction of a section	
Level of Service F C C C C D B C A Approach Delay (s) 113.4 24.4 11.8 11.5 Approach LOS F C B B Intersection Summary B B B HCM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio 0.54 Sum of lost time (s) 8.0 Actuated Cycle Length (s) 58.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.0% ICU Level of Service B Analysis Period (min) 15	Incremental Delay, d2					еменения выполния стаков	ATHUMENUM PROCE	appearance of the burning page	THE CARREST STREET STREET				14214 8458 28111
Approach Delay (s) 113.4 24.4 11.8 11.5 Approach LOS F C B B Intersection Summary HCM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio Actuated Cycle Length (s) 58.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.0% ICU Level of Service B Analysis Period (min) 15	Delay (s)	288.6	25.8		***************************************	21.5		49.7					
Approach LOS F C B B Intersection Summary HCM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio Actuated Cycle Length (s) 58.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.0% ICU Level of Service B Analysis Period (min) 15	Level of Service	F		montes en en comp	C	_	agent matural de tradación.	D		enga - projektado	C		anero orașena
HCM Average Control Delay 14.2 HCM Level of Service B HCM Volume to Capacity ratio 0.54 Actuated Cycle Length (s) 58.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.0% ICU Level of Service B Analysis Period (min) 15			113.4			or opening and property			The Thirt was proceeded	North Con-			
HCM Average Control Delay HCM Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilization Analysis Period (min) 14.2 HCM Level of Service B 8.0 Sum of lost time (s) 8.0 B B B B B B B B B B B B B	-Approach LOS		F			С			В			В	
HCM Average Control Delay HCM Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilization Analysis Period (min) 14.2 HCM Level of Service B 8.0 Sum of lost time (s) 8.0 B B B B B B B B B B B B B	Intersection Summary		2000000000000										
HCM Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilization Analysis Period (min) 0.54 Sum of lost time (s) 8.0 B B B		- Control of the Control of Contr		14.2	H(CM Level	of Servic	е		В	Nº All I		
Actuated Cycle Length (s) 58.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.0% ICU Level of Service B Analysis Period (min) 15			i disant										
Intersection Capacity Utilization 58:0% ICU Level of Service B Analysis Period (min) 15		tra overtrasimiši.	seggeografikani.	A 150 MARCH A 102-110.	Sı	ım of lost	time (s)	andrienisies (fi	ap is a salabelel	8.0		existent into the text	
Analysis Period (min) 15		m							5.00	paragraph of the contract of			
TO STATE OF THE PROPERTY OF TH		9649865-7503908f			no constant for 19 Sidd Fil	and the second	······································	cautieroscillososos D	- 51 1.34,29766134648388	eaceastrate cultivatives of CH	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	and the second	
AUGUST AND THE CONTRACTOR OF T	c Critical Lane Group		er er grenn Bull Gren					STATE OF THE STATE					

		•	€	←	4	<i>></i>
Movement	EBT	EBR	WBL	WET	NBL	NBR
Lane Configurations	†	7	988955 11165	^	¥	
Volume (veh/h) Sign Control	734 Free	109	1000 0	1410 Free	0 Stop	219
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85 0	0.85 258
Hourly flow rate (vph) Pedestrians	864	128	0	1659	ida kysti	
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)		Service Constitution				CHERRICAL CONTROL OF STREET CONTROL CO
Median type	None			None	White is	
Median storage veh) Upstream signal (ft)	: ::::::::::::::::::::::::::::::::::::			1283		
pX, platoon unblocked				200000000000000000000000000000000000000	Kiraaa .	
vC, conflicting volume vC1, stage 1 conf vol			992		1693	864
vC2, stage 2 conf vol						
vCu, unblocked vol tC, single (s)	KANGA BIJI		992 4.1		1693 6.8	864 6:9
tC, Single (s)				Marcha (A. A.P.)		TOST A CHEMINISTING TO A PARTICULAR TO THE RESIDENCE TO A CONTROL OF THE PARTICULAR TO THE PARTICULAR
tF (s)		Uadisas.	2.2		3.5 100	33 13
p0 queue free % cM capacity (veh/h)		i distributor	100 693	GA.	84	298
Direction, Lane:#	EB1	EB 2	WB1	WB 2	NB 1	
Volume Total	864	128	829	829	258	
Volume Left	0	0 128	0 0 1	0	0 258	
Volume Right cSH	1700	1700	1700	1700	298	
Volume to Capacity	0.51	0.08	0.49	0.49	0.87	
Queue Length 95th (ft) Control Delay (s)	0 0.0	0 0.0	0 0.0	0.0	191 61.9	
Lane LOS	 II. I TATESCHEET VOOL VII DE PROTUGERY 	erikeren berilden. Desemberteren			F	PRINCHER BEREICH STONE STONE STONE BEREICH BEREICH STONE STONE STONE BEREICH BEREICH STONE BEREICH B
Approach Delay (s) Approach LOS	0.0		0.0		61.9 F	
Intersection Summary				eranar era		
	. 1900a N	and the second	图 10 图 20 图	A SHARE THE RESERVE OF THE SHARE THE	THE RESERVE OF THE PARTY OF THE	
Average Delay		helojalkijtia	5.5			
Intersection Capacity Utilization Analysis Period (min)		Property St.	5.5 59.2% 15	ICL	J Level o	of Service B

	Į,	لو	F	*	•	△	
Movement	SBL	SBR	NWL	NWR	NEL	CL:NER	
Lane Configurations	74.74	ř	أيزايز	77	14.34	The state of the s	van e
Volume (vph)	896	306	1104	859	374	(35,000) (10	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900		(15451120)
Total Lost time (s)	4.0	4.5	4.0	4.0	4.0	D20038889188589100 D2	
Lane Util. Factor	0.97	1.00	0.97	0.88	0.97	and an annual control of the control	V 10145935
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1,00	THE CONTROL OF A CONTROL OF A TAXABLE CONTROL OF THE CONTROL OF TH	GUINE WEDGE
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	The second contract of	over:
Frt	1.00	0.85	1.00	0.85	1.00	The control of the co	
FIt Protected	0.95	1.00	0.95	1.00	0.95	THE REPORT OF THE PROPERTY OF	2555
Satd. Flow (prot)	3433	1563	3433	2724	3433	2. INTERIORISED STREET, 100 CO. 100 CO	Mile
Flt Permitted	0.95	1.00	0.95	1.00	0.95	AND SELECTION OF THE PROPERTY	
Satd. Flow (perm)	3433	1563	3433	2724	3433		HIELE
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94		AGEN!
Adj. Flow (vph)	953	326	1174	914	398	Control of the Contro	
RTOR Reduction (vph)	0 	207	0	559	0	The state of the s	
Lane Group Flow (vph)	953	119 1	1174	355	398		STERNAL STERNA
Confl. Peds. (#/hr)	N	•	-000000000	2	SPREET SANA		
Turn Type		Perm	•	Perm		custom	
Protected Phases	4	FESCHISHEN A	2		1 300-03550		
Permitted Phases	24.0	21.0	25.5	25.5	9.0	38.5	SHIP
Actuated Green, G (s) Effective Green, g (s)	21.0 21.5	21.0	25.5 27.0	23.3 27.0	9.0 9.0		
Actuated g/C Ratio	0.31	0.30	0.39	0.39	0.13	NEED CONTRACTOR AND ADDRESS OF THE C	\$0000
Clearance Time (s)	4.5	4.5	5.5	5.5	4.0		
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	CHESCO COUNTY AND A PROPERTY OF THE PROPERTY O	30-5 n
Lane Grp Cap (vph)	1062	472	1334	1058	445		
v/s Ratio Prot	c0.28	::: ::::::::::::::::::::::::::::::::::	c0.34	1000	c0.12		al Sealer
v/s Ratio Perm	60.20	0.08	00.04	0.13	W.12		
v/c Ratio	0.90	0.25	0.88	0.34	0.89	0.67	ASSESSE!
Uniform Delay, d1	22.9	18.3	19.7	14.9	29.8	CONTRACTOR OF THE PROPERTY OF	
Progression Factor	1.00	1.00	1.00	1.00	1.00		V98031491
Incremental Delay, d2	9.8	0.1	7.1	0.2	19.5		
Delay (s)	32.7	18.4	26.8	15.1	49.3		necess.
Level of Service	C	В	C	В	D)	4.00.00.00.00.00.00.00.00.00.00.00.00.00	
Approach Delay (s)	29.1	aller og det elektriket.	21.7		26.7	1,111,1-1-1,112,000,000,000,000,000,000,000,000,00	18500-149
Approach LOS	inis C		C		C	10.000 A AND STREET STREET STREET STREET	
Intersection Summary							
HCM Average Control Delay	1		25.0	H	CM Leve	rel of Service C	
HCM Volume to Capacity ra	tio	***************************************	0.89			PROPERTY AND A SECTION OF THE PROPERTY AND A SECTION ASSOCIATION AS A SECTION AS A SECTION ASSOCIATION AS A SECTION ASSOCIATION AS A SECTION AS A SECTION AS A SECTION ASSOCIATION AS A SECTION AS A SECTION AS A SECTION ASSOCIATION AS A SECTION ASSOCIATION AS A SECTION AS A SEC	SPSTLEPS.
Actuated Cycle Length (s)		iliuiy isya	69.5			stitime (s) 12.0	
Intersection Capacity Utilizat	tion	tus s tentaguna neta denni	77.7%	IC	U Level	of Service D	orașn tri
Analysis Period (min)		19.19219514	15				
c Critical Lane Group							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR"	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.14	^	7	ሻሻ	ተተ	7	أبرايز	ተተ	77	ት ች	^	*
Volume (vph)	787	120	55	175	240	66	104	208	142	109	885	1116
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1,00	0.85	1.00	1.00	0,85
FIt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	874	133	61	194	267	73	116	231	158	121	983	1240
RTOR Reduction (vph)	0	0	38	0	0	60	0	0	106	0	0	0
Lane Group Flow (vph)	874	133	23	194	267	13	116	231	52	121	983	1240
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Free
Protected Phases	7	4		3	8		. 1	6		5	2	
Permitted Phases			4			8			6		N - 1 11 2 11 2 1 2 1 2 1 2 1 2 1 2 1 2 1	Free
Actuated Green, G (s)	30.9	38.5	38.5	9.9	17.5	17.5	4.5	33.6	33.6	4.7	33.3	106.7
Effective Green, g (s)	31.4	40.0	40.0	10.4	19.0	19.0	5.0	35.1	35.1	5.2	35.3	106.7
Actuated g/C Ratio	0.29	0.37	0.37	0.10	0.18	0.18	0.05	0.33	0.33	0.05	0.33	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0	\$275 CO. (CO. C.
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.5	4.5	2.0	4.5	4.5	2.0	3.7	
Lane Grp Cap (vph)	1010	1327	593	335	630	282	161	1164	917	167	1171	1583
v/s Ratio Prot	c0.25	0.04		0.06	0.08		0.03	0.07		0.04	0.28	
v/s Ratio Perm			0.01			0.01			0.02			c0.78
v/c Ratio	0.87	0.10	0.04	0.58	0.42	0.05	0.72	0.20	0.06	0.72	0,84	0.78
Uniform Delay, d1	35.6	21.7	21.2	46.1	39.0	36.3	50.2	25.7	24.5	50.0	33.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.6	0.0	0.0	1.5	8.0	0.1	12.6	0.1	0.0	12.4	5.6	4.0
Delay (s)	43.3	21.7	21.2	47.6	39.8	36.5	62.7	25.8	24.5	62.4	38.7	4.0
Level of Service	D	C	C	D	D PREVENIENCE IN THE IN-		E	C	C	E	D	A
Approach Delay (s)		39.3			42.2			33.9		danik ka	21.5	ania da
Approach LOS		D			D			С			С	
Intersection Summary		1900		1111111111	A Company							
HCM Average Control Dela	contract to the second section of the section of th	COSTRUKSHU SIKUAN	29.7	Н	M Level	of Service		messania aritr	С		recherences (c	varguawota
HCM Volume to Capacity ra	itio		0.79				AND A	bestein be				
Actuated Cycle Length (s)	EUNGSER EUNSTERSTERSE	EMBRE ELICOCOCIO CONTRACTORIO	106.7		m of lost		#EREST FREE THE FREE FREE FREE FREE FREE FREE FREE FR	gang pengganagan di sebag	0.0	Articless statement and	entragent (* 1907)	10. vine 11940an
Intersection Capacity Utiliza	ition		70.2%	IC	J Level c	of Service			C.		163-125	
Analysis Period (min)	emining programs	SERVICE CONTROLS	15	11225021250212502	arregio percessores		SOLOWIZ OVER COM	HI V I DUKUMBANTATAN	GURLIDGERERH	SASSEMENTAL COLUMN	gokomo er sörnösfére ef	58044(GMBB
c Critical Lane Group		en e										

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Movement .	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBR
Lane Configurations	ሻ	个 个	ř	74	↑ ጉ		7	લ	7			:::::::::::::::::::::::::::::::::::::
Volume (vph)	111	973	76	33	2012	11	87	11	55	11		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	ii 4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95	1.00	e amenicament to electric state (1755)	1.00	8684/000101011.04T
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1:00	0.85		0.96	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	and the second sections	0.98	eri, isa
Satd. Flow (prot)	1770	3539	1583	1770	3536		1681	1703	1583	第二日體	1750	
FIt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00	· · · · · · · · · · · · · · · · · · ·	0.98	J - 105005
Satd. Flow (perm)	1770	3539	1583	1770	3536		1681	1703	1583		1750	
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)	11	1003	78	34	2074	11	90	11	57	11	\$2.65C467	11
RTOR Reduction (vph)	0	0	28	0	0	0	0	0	52	0	11	0.0000000000000000000000000000000000000
Lane Group Flow (vph)	11	1003	50	34	2085	0	50	51	5	0	22	0
Turn Type	Prot		Perm	Prot			Split		Perm	Split		especialistic ()
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases	1,50000000	1800000 127 120000000	2	2004, 170, 171, 171, 171, 171, 171, 171, 171	L.I.I.Peorloon,				8			
Actuated Green, G (s)	0.7	57.5	57.5	3.8	60.6		8.8	8.8	8.8		2.9	
Effective Green, g (s)	0.3	59.2	57.5	3.4	62.3		8.6	8.6	8.6		2.7	
Actuated g/C Ratio	0.00	0.66	0.64	0.04	0,69	s kindlin	0.10	0.10	0.10		0.03	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7		3.8	3.8	3.8	o contractor	3.8	64. 141 - WOSERS
Vehicle Extension (s)	2.2	3.2	3,2	2.2	3.2		3.1	3.1	3.1		3.1	
Lane Grp Cap (vph)	6	2330	1012	67	2450		161	163	151		53	
v/s Ratio Prot	0.01	0.28		c0.02	c0.59		0.03	c0.03			c0.01	
v/s Ratio Perm	Transaction		0.03	***************************************					0.00			
v/c Ratio	1.83	0.43	0.05	0.51	0.85		0.31	0.31	0.04		0,42	
Uniform Delay, d1	44.8	7.3	6.0	42.4	10.3	,	37.9	37.9	36.9		42.8	
Progression Factor	1.00	1.00	1.00	1.00	1:00		1,00	1.00	1.00		1.00	
Incremental Delay, d2	719.2	0.1	0.0	3.1	3.1		1.1	1.1	0.1	Market and the state of the sta	5.5	6646997777563
Delay (s)	764.0	7.5	6.1	45.5	13.4		39.0	39.0	37.0		48.4	
Level of Service	F	Α	Α	D	В		D	D	D	nonomina e e ast	D	s nansenskaal oo
Approach Delay (s)		15.0			13.9			38.3			48.4	
Approach LOS	20110-06	В			В			D			Đ	
Intersection Summary	128						71.	THE STATE OF				
HCM Average Control Delay			15.7	H	CM Leve	of Service) ngranagamatan	manus de persona de persona	B panadarona	SUSCENSIONESSES	o. Somostive general	e-5003508688
HCM Volume to Capacity ratio)		0.78									
Actuated Cycle Length (s)			89.9		um of los		0.0000000000000000000000000000000000000	essans, yara dalente	16.0	Changagheran C	WASHINGS BETTER IN	5. HV180478841
Intersection Capacity Utilizatio	n		71.2%	lC	CU Level	of Service			С			
Analysis Period (min)			15	negenerary gar nave at 11	: or interest navitari.	· · · · · · · · · · · · · · · · · · ·	postmore in Court of Co	er en en managerangen	nga anggeressissere		Maria de la 1900	erresent.
c Critical Lane Group		300										

INTERSECTION SYNCHRO ANALYSIS YR-2010 BUILD PM PEAK

1: Douglas Blvd & Fo	Isom-	<u> Auburi</u>	n Rd									1212010
	<u>*</u>		**		←	•	•	†	<i>></i>	\ <u></u>	1	1
		-	*	₩		_	7	ı	- 1	-	Y	
Movement	EBL	EBT	EBR	WBÜ	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7	ሻ	ተተ	7	*	47	ť	*	**	₹ 886
Volume (vph)	426	437	994	131	339	87	896	548	109	175	481	306
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	4.0	4.0	4.0 ji	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	0.95	1.00 0.99
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	0.85
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00	0.95 1770	3539	1562
Satd. Flow (prot)	1770	3539	1559	1770	3539	1555	1610	3318	1548	0.95	1.00	1.00
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00 1548	1770	3539	1562
Satd. Flow (perm)	1770	3539	1559	1770	3539	1555	1610	3318			0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90 194	534	340
Adj. Flow (vph)	473	486	1104	146	377	97	996	609	121	December of the Control of the Contr	. ეაფ 0	271
RTOR Reduction (vph)	0	0	369	0	0	78	0	0	88 33	0 194	534	69
Lane Group Flow (vph)	473	486	735	146	377	19	528	1077	\$\$£\$15 11, 44-125 AF1531	194	UUT	
Confl. Peds. (#/hr)	e s consequinações o	rammananan, vieta	CONTRACT TO ANTE	mase stockinedada	10.2 20 25/202 5	2 2	170 8618 26561588		5			
Confl. Bikes (#/hr)			6						D	Calit		Perm
Turn Type	Prot	No. (1880)09421077	Perm	Prot	1200 J 1 29 00	Perm	Split		Perm	Split 7	7	
Protected Phases	5	2		1	6		8	8	8			85 - 53888 7
Permitted Phases	oko Penergagan		2		00.0	6	38.7	38.7	38.7	21.8	21.8	21.8
Actuated Green, G (s)	39.0	55.0	55.0	10.0	26.8	26.8	30.1 40.0	40.0	40.0	23.1	23.1	23.1
Effective Green, g (s)	38.0	56.7	56.7	9.0	27.7	27.7 0.19	0.28	0.28	0.28	0.16	0.16	0.16
Actuated g/C Ratio	0.26	0.39	0.39	0.06	0,19 4.9	4.9	0.20 5.3	5.3	5.3	5.3	5.3	5.3
Clearance Time (s)	3.0	5.7	5.7 1.0	3.0 1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Vehicle Extension (s)	1.0	1.0		110	677	297	445	917	428	282	565	249
Lane Grp Cap (vph)	465	1386	610	c0.08	0.11	231 31 - 31	c0.33	0.32		0.11	c0,15	
v/s Ratio Prot	0.27	0.14	c0.47	60.00	V. I I	0.01	UU.UU	V.YE	0.02		- 11660	0.04
v/s Ratio Perm	1.02	0.35	1,20	1,33	0.56	0.06	1,19	1.17	0.08	0.69	0,95	0.28
V/c Ratio	53.4	31.1	44.0	67.9	53.0	47.9	52.4	52.4	38.8	57.4	60.2	53.5
Uniform Delay, d1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	STREET, THE PROPERTY OF THE PARTY OF THE PAR	1.00	1.00	1,00
Progression Factor Incremental Delay, d2	46.1	0.1	106.9	196.9	0.6	0.0	104.6	90.0	0.0	5.5	24.5	0.2
Delay (s)	99.5	31.1	151.0	264.8	53.6	48.0	157.0	142.4	38.8	62.9	84.8	53.7
Level of Service	⊪∴Y⊌Y## F	C	F	F	BARRAGE D	D	F	F	D	E	F	D
Approach Delay (s)		111.0			102.4			139.6			70.9	
Approach LOS		F	Telturdhomblan	2012/12886660	F	V-17. CG5444 18184 18164	area la la confessione de la c	F	,		Ε	
	n santgaray na		STATE OF THE STATE					Ē.	TO VEHICLE			
Intersection Summary	auditely-	a disease.	444.5		OM 1 '	of C		e de la companya de	F		EMAIN .	1.8819(*)
HCM Average Control Delay	KCCOANTERERE	(1000) (1000) (1000) (1000) (1000)	111.2	H	CM Level	UI SEIVI						
HCM Volume to Capacity ratio)		1.16		un of local	t fime (e)			16.0			
Actuated Cycle Length (s)		S1(SNIJ\$\$129)	144.8		um of los: U Level	 १८०० वर्षः १८०४ १४ १४ १४ १४ १४ १४ १४ १४ १४ १४ १४ १४ १४			10.0			
Intersection Capacity Utilization			92.1% 15		o revel	JI OCIVICE			epiliosoma kõi		e segunges (fe)	uerennisch (S

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Analysis Period (min) c Critical Lane Group

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL		
	SBT	SBR
Lane Configurations 4 4	↑	7
Volume (vph) 109 0 219 0 0 143 1499 0 0 0 1463 1509 (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	1322 1900	109 1900
Ideal Flow (VPHH)	4.0	4.0
TOTAL CONTINUE AND SET OF THE PROPERTY OF THE	1.00	1.00
Lane out. 1 actor	1.00	0.98
ELACIFICATION ASSESSED ASSESSE	1.00	1.00
Tipo, peutoineo	1.00	0.85
Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00	1.00	1.00
Satd. Flow (prot) 1770 1863	1863	1551
Fit Permitted 0.76 1.00 0.95 1.00	1.00	1.00
Satd. Flow (perm) 1410 1546 1770 1863	1863	1551
Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.9	0.90	0.90
Adj. Flow (vph) 121 0 243 0 0 0 159 1666 0 0	1469	121
RTOR Reduction (vph) 0 0 127 0 0 0 0 0 0	0	17
Lane Group Flow (vph) 0 121 116 0 0 159 1666 0 0	1469	104
Confl. Bikes (#/hr) 1 1	Seesony to 1774	1
Turn Type Perm Perm Perm Prot Prot		Perm
Protected Phases 4 4 5 2 1	6	superior.
Permitted Phases 4 4 4	400.0	400.0
Actuated Green, G (s) 16.4 16.4 11.0 121.6	106.6	106.6 108.1
Effective Green, g (s) 16.4 16.4 11.0 123.1	108.1 0.73	0.73
Actuated g/C Ratio 0.11 0.11 0.07 0.83 Clearance Time (s) 4.0 4.0 4.0 4.0 5.5	0.73 5.5	0.73 5.5
Complexity (A. T. Elegistic C. Elegistics Compression of Ambients of Complexity Complexi	2.5	2.5
VOINGE LACORDING TO THE TOTAL PROPERTY OF TH	1365	1137
TO THE PART OF THE	0.79	
A CONTROL OF THE PROPERTY OF T		0.07
To a blanta base of the contraction of the contract	1.08	0.09
v/c Ratio 0.77 0.67 1.20 1.07 Uniform Delay, d1 63.7 63.0 68.2 12.2	19.7	5.6
Progression Factor 1.00 1.00 1.00 1.00	1.00	1.00
Incremental Delay, d2 20.5 (0.0 143.5 44.6	47.7	0.0
Delay (s) 84.2 72.9 211.8 56.8	67.4	5.7
Level of Service F E E	- E	10 M A
Approach Delay (s) 76.7 0.0 70.3	62.7	
Approach LOS E A	## E	
Intersection Summary		
HCM Average Control Delay 67,7 HCM Level of Service E		
HCM Volume to Capacity ratio 1.04	acustos (n. n. strikes) (AS)	exissions (Feb.
Actuated Cycle Length (s) 147.5 Sum of lost time (s) 8.0		
Intersection Capacity Utilization 98.3% ICU Level of Service F		10 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m
Analysis Period (min) 15		
c Critical Lane Group		

	J	-	•	•	-	*	•	†	1	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	411000	4	7	***	4	was a constraint	\	*	7	erous erecons	**	7
Volume (vph)	22	11	382	22	® 11 5	₩ 22 ₩	481	1533	11	11	1377	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	s e galair.	4.0		4.0	4.0	5.7	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	versamenen en	1.00	roene (colorenesso).	1.00	0.95	1.00	1.00	0.95 1.00	1.00 1.00
Frpb, ped/bikes		1.00	0.97		0.99		1.00	1.00	0.98 1.00	1.00 1.00	1.00	1.00
Flpb, ped/bikes	al el service de roca es	1.00	1.00	to NASSENSEDANO	1.00		1.00 1.00	1.00 1.00	0.85	1.00	1.00	0.85
Frt		1.00	0.85		0.95		0.95	1.00	1.00	0.95	1.00	1.00
Flt Protected	4855 FN 10986	0.97	1.00 1535		0.98 1713		1770	3539	1549	1770	3539	1583
Satd. Flow (prot)		1803 0.97	1.00	and the first control of the control	0.98		0.95	1.00	1.00	0.95	1.00	1.00
Flt Permitted	in a Algress F	1803	1535		0.30 1713		1770	3539	1549	1770	3539	1583
Satd. Flow (perm)	0.04	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak-hour factor, PHF	0.94	0.94 12	0.94 406	0.94 23	12	23	512	1631	12		1465	23
Adj. Flow (vph)	23	12 0	383	23 0	16	0	0	0	2	0	0	6
RTOR Reduction (vph)	0	35	23	0	42	0	512	1631	10	12	1465	17
Lane Group Flow (vph)	0		3		iii.Thi	2	ARIMIGS -	in in the second	Subschiens	basa Taraba	territors regione	Comment of the Commen
Confl. Peds. (#/hr)			3			2 1	Saline		3			
Confl. Bikes (#/hr)	Split		Perm	Split		1965:12:0:1623;14037	Prot	s- sesages	Perm	Prot		Perm
Turn Type Protected Phases	Spiit 4	A.	, Giii	Opiit 3	3	iliani. Si	5	2		11	6	
Permitted Phases			4	· ·	gada, Yas			Hanna (C.C.) A Tobacc	2	900 The Free College C	11 17772888555	6
Actuated Green, G (s)		7.8	7.8		5.8		42.8	95.0	95.0	4.5	56.7	56.7
Effective Green, g (s)	MANAGEMENT PROJECTED	7.2	7.2	arogator orsassaw	5.2	JESSE BACRESCO I (D. N. D. INST	41.8	96.7	95.0	3.5	58.4	58.4
Actuated g/C Ratio		0.06	0.06		0.04		0.33	0.75	0.74	0.03	0.45	0.45
Clearance Time (s)	+ 1 (A/104616)36(0)	3.4	3.4	ZIVIN UMMERKARISANSKINI	3.4	Charles of the contributor	3.0	5.7	5.7	3.0	5.7	5.7
Vehicle Extension (s)		1.0	1.0		0.5		1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		101	86		69		575	2661	1144	48	1607	719
v/s Ratio Prot		c0.02			c0.02		c0.29	0.46		0.01	c0.41	
v/s Ratio Perm		gent til glets - til tre.	0.01					NATIONAL TO A PARTICIPATION	0.01	es i i nessentamentos s	170703492922977771	0.01
v/c Ratio		0.35	0,26		0.60		0.89	0.61	0.01	0.25	0.91	0.02
Uniform Delay, d1		58.4	58.2		60.7	was a management	41.2	7.3	4.4	61.3	32.7	19.4
Progression Factor		1.00	1,00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.8	0.6	ing with the second section of the Co	9.8	one inconsisting	15.5	0.3	0.0	1.0	8.1	0.0
Delay (s)		59.2	58.8		70.5		56.7		4.4	62.3	40.7	19.4
Level of Service	com to cranton assessment	E	E presentation	eargeaggasch-beide	E	resussinamentest.	E	A	A Englishmen	E	D	B
Approach Delay (s)		58.8			70.5 E	is (\$100 in)		19.3 B			40.6 D	
Approach LOS		E			_					1436		11.6
Intersection Summary			04.0		M 1	Lef C:	Million .	W. Sant	C	NEEDER OF THE		Hill day
HCM Average Control Delay	Status (1681) (1691)		31.9	HCI	VI LEVE	l of Servic	s Sagara	makasa Son				
HCM Volume to Capacity ratio)		0.85			t time (a)			16.0			
Actuated Cycle Length (s)			128.6			t time (s)			10.U			
Intersection Capacity Utilization	n		84.7%		Level	of Service						- South
Analysis Period (min)			15		18212/EUX	Secretarian de la composición de la co		ringy see 1988	gungara (58)		SMEHINE	
c Critical Lane Group			ambiros es e		Big is	siduhuki.	Maca Balani	Marka desi	and the second	usedonio (C	ortunisti ilini	o Partille

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			77		4		*	^	.	Court of Windshift State	###	SHEETHER OF W.
Volume (vph)	0	10 W	120	0.0	0	0	.66	1937	0	0		66
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	Bidid Sur.
Lane Util. Factor		areastrictor catholica	0.88			annage ang a da	1.00	0.95			0.86 0.99	
Frt			0.85	Alforation a			1.00	1,00 1.00			1.00	
Fit Protected	or en en en en en en en en	Washington /	1.00		highest 178	12000 2800	0.95 -1770	3539			6372	
Satd. Flow (prot)			2787 1.00				0.07	1.00			1.00	
FIt Permitted Satd. Flow (perm)			2787				135	3539			6372	TOTAL CONTRACT
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0.00	0.00	141	0.00	0	0.00	78	2279	0	0	1993	78
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	Ō	Ò	98	Ō	0	0	78	2279	0	0	2067	0
Turn Type			custom	Perm			Perm		Perm	••		
Protected Phases					8			2			6	
Permitted Phases			4	8		-1.7 WARRINGTON	2		2	respondent 1	SCHOOLING SARA	gurgerie in niet
Actuated Green, G (s)			8.5				73.5	73.5			73.5	
Effective Green, g (s)	empsionalistics; this is	un de prosogrégaes socé po	8.5		eroganistra (c. 10.)	: existence are supposed to the control of the cont	73.5	73.5	saaran ee daalah	esamberes.	73.5	parsegregativ
Actuated g/C Ratio	this operation	- Maria	0.09				0.82	0.82			0.82	
Clearance Time (s)	SINCE PERSONS CO		4.0		ementaria (CC)		4.0	4.0 3.0	RENSER DE L'ARRE		4.0 3.0	MUNICALUM.
Vehicle Extension (s)		iojalka č ikali	3.0		honelitesi (142)		3.0			33,061,016	5204	
Lane Grp Cap (vph)	a de la consensione	RANGE ACTION SE	263			191289660666	110	2890 c0.64	muves assissi		0.32	
v/s Ratio Prot v/s Ratio Perm	se de bisado		c0.04	kihintsi.			0.58	U.04		Secretaria de la composição de la compos	i V.SE	Bakicala :
v/s Ratio Perm v/c Ratio			0.37		ordelen in		0.71	0.79			0.40	
Uniform Delay, d1			38.2		HIRRIGERIA		3.6	4.2		arrier (2.2	enter de la companya
Progression Factor			1.00	Halian S.S.		is albahtak	1.00	1.00			1.00	6:515(10-11) 68866(62)
Incremental Delay, d2	BBABBET VANCAN	. H. CANALTALINE	0.9	establicipalists - c	1.1125e: 924626		32.0	2.3	\$315425117111 1117 No 1607	rations and a second and a second	0.2	100,7 (2000, 10-70)
Delay (s)		er i da caringy	39.1				35.6	6.5			2.5	
Level of Service			D				D	Α	entrementer vellogen v. o	· · · · · · · · · · · · · · · · · · ·	Α	1 - 77 02 02 07 07 07 07 07 07 07 07 07 07 07 07 07
Approach Delay (s)		39.1			0.0			7.5	The same		2.5	
Approach LOS		D			Α			Α			Α	
Intersection Summary				dia n								
HCM Average Control Delay			6.2	HC	M Level	of Service)	en nananan at tit til satta	Α	our access to the many of the control of the contro	MONROUNIES CALACOCATO AT	
HCM Volume to Capacity ratio)		0.75									
Actuated Cycle Length (s)	passes a communicad	100000000000000000000000000000000000000	90.0		m <mark>of l</mark> ost		NED SERVICE OF CONTROL	entre all estuden	8.0	7.504+656N888	NSMS9488888888888888888888888888888888888	nume anteress
Intersection Capacity Utilization	n	STATES	56.9%	ICU	J Level c	f Service			В		yuga gagilasi da Osan delakara	er i Sant I Sant Er i Sant I Sant
Analysis Period (min)	6003435990	enderen en	15	10/30/2017/1955		25/2000000000		Marin Errika	(1)		R\$\$ (465)5100	
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	- NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	B		ሻ	414	7	ሻ	^	7	ሻሻ	^ }	engastornes e
Volume (vph)	55	22	44	427	22	998	33	951	251	1049	667	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	olec S B	4.0	4.0	4.0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	4400000000000
Fri	1.00	0.90		1.00	0.88	0.85	1.00	1.00	0.85	1.00	0.99	
FIt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	Microsoft sour
Satd. Flow (prot)	1770	1675		1610	2791	1441	1770	3539	1583	3433	3506	
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	enessianus.
Satd. Flow (perm)	1770	1675		1610	2791	1441	1770	3539	1583	3433	3506	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	61	24	49	474	24	1109	37	1057	279	1166	741	49
RTOR Reduction (vph)	0	45	0	0	455	454	0	0	204	0	2	
Lane Group Flow (vph)	61	28	. 0	374	224	100	37	1057	75	1166	788	0
Turn Type	Split			Split		Perm	Prot		Perm	Prot	1744-1148-852474-1411-1753-1-7-1	v 1 2000.00%****
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases						3			6	NAME OF THE PARTY	···. TALTEN SER ER EPTEM NET	otate on the State
Actuated Green, G (s)	10.9	10.9		27.0	27.0	27.0	5.5	40.5	40.5	54.1	89.1	
Effective Green, g (s)	10.9	10.9		27.0	27.0	27.0	5.5	42.0	40.5	54.1	90.6	11 0 2 0 2 5 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2 5 1 2
Actuated g/C Ratio	0.07	0.07		0.18	0.18	0.18	0.04	0.28	0.27	0.36	0.60	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	ONSTRUME
Vehicle Extension (s)	1.0	1.0	a section	1.0	1.0	1.0	1.0	4.7	4.7	1.5	5.4	
Lane Grp Cap (vph)	129	122		290	502	259	65	991	427	1238	2118	THE CONTRACTOR OF THE CONTRACTOR
v/s Ratio Prot	c0.03	0.02		c0.23	0.08		0.02	c0.30	Skining (c0.34	0.22	
v/s Ratio Perm	***************************************					0.07			0.05			rakementanaan
v/c Ratio	0.47	0.23		1.29	0.45	0.39	0.57	1.07	0.18	0.94	0.37	
Uniform Delay, d1	66.8	65.6		61.5	54.8	54.2	71.1	54.0	42.0	46.4	15.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	0.3		153.8	0.2	0.3	6.7	48.1	0.9	13.8	0.5	L 1.141.00000000
Delay (s)	67.8	65.9	dingaper	215.3	55.1	54,5	77.7	102.1	42.9	60.2	15.7	
Level of Service	E	E	MANAGEMENT OF T	F	E	D	E	F	D	E	В	1 1000000000000000000000000000000000000
Approach Delay (s)		66.8			92.2			89.4	U MOSNA		42.2	100
Approach LOS		Ε			F			F			D	
Intersection Summary						100						
HCM Average Control Dela	y		71.5	HO	CM Level	of Servic	е		E	7413974Y7PDN4737Y69FFF-A	. Service contracts in the	020254 000250 04
HCM Volume to Capacity ra			1.01									
Actuated Cycle Length (s)			150.0	Su	ım of lost	time (s)			16.0	NICTORNAL MARKET CONTRACTOR CO. T.		DANISHEDIA COLONIA
Intersection Capacity Utiliza	ition		89.2%	IC	U Level d	of Service			E			
Analysis Period (min)			15						garannasa era era et e e e e		. program and described from	(020098394490151-
c Critical Lane Group												

	≯		•	1	←	*	4	†	/	/	↓	4
Movement	ĔBL -	EBT	EBR	WBL	-WBT-	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	18.015.0 _{10.} 1 _{0.0} 177.09111	ф	N. C.		44-		ሻ	<u>ተ</u> ጉ		ሻ	† }	
Volume (vph)	153	11	612	33	22	11	830	1093	44	111	799	273
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		4.0	4.0	
Lane Util. Factor		1.00	viturosses estactos	E 40 NOT TWO TURES	1.00	0.0000000000000000000000000000000000000	1.00	0.95	eriene (tos esperal	1.00	0.95	WASSING -
Frpb, ped/bikes		1.00			1.00		1.00	1.00	ingus sa	1.00	0.99	ing in the contract of the con
Flpb, ped/bikes	- 1000 000 000 000 000 000 000 000 000 0	1.00	echanosaauuust	aansa khekse s a	1.00	saat saadaadaa	1.00	1.00		1.00 1.00	1.00 0.96	Sideral
En		0.89			0.98 0.98		1.00 0.95	0.99 1.00		0.95	1.00	SHEKER
Fit Protected		0.99 1648			1771		1770	3516	i in	1770	3384	
Satd. Flow (prot) Fit Permitted		0.99			0.52	MORPH CO.	0.95	1.00		0.95	1.00	-:::::::::::::::::::::::::::::::::::::
Satd. Flow (perm)		1648			947		1770	3516		1770	3384	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	161	12	644	35	23	12	874	1151	46	12	841	287
RTOR Reduction (vph)	0	113	0	0	6	0	0	2	0	0	27	0
Lane Group Flow (vph)	0	704	0	0	64	0	874	1195	0	12	1101	0
Confl. Peds. (#/hr)	or Kinen.	-3 (150)		3, 12, 03, 04, 04	Sall Maria Company and Tip 17.17				1		*	Unit interpretate
Confl. Bikes (#/hr)			ana gar		ં જો તેઓમાં	1						2
Turn Type	Split			Perm		erere were week to co	Prot	**************************************		Prot	1 000000000000000000000000000000000000	energous section
Protected Phases	41	4			8!		5	2		1411	6	
Permitted Phases	igagngganngargarth	<u></u>	LESSON CONTRACTOR	8						MANAGEMENT (STATE OF STATE OF	200	DEMENDAÇÃOS
Actuated Green, G (s)		37.3			37.3		39.3	67.8		1.1 1.8	29.6 31.8	linkik k
Effective Green, g (s)	3 1.75-19 08686	39.0 0.32	eservetsuk ()		39.0 0.32		40.0 0.33	70.0 0.57		0.01	0.26	
Actuated g/C Ratio Clearance Time (s)		0.32 5.7	BS.EWOKB		5.7	3044.50443	4.7	6.2	· Feelinetiti	4.7	6.2	Base O - H
Vehicle Extension (s)		3.0			3.0		1.0 2.0	3.8		2.0	3.8	4.5.438
Lane Grp Cap (vph)	21940 Y 15 10 10 10 10 10 10 10 10 10 10 10 10 10	523	CONTRACTOR SPECIAL	9194:1916:5510381551: 11	301	***************************************	577	2004	ti-dinasteri.e.i	26	876	
v/s Ratio Prot		c0.43	tra da parm				c0.49	0.34		0.01	c0.33	
v/s Ratio Perm	e a st. Store is it, lueer		addan hadda	economa (Constituto de	0.07	Berfifostafilis		7 (5 N/2004	strafatheuns (1.)	_ 1. ~	rtots-sionis-viris-	a j no nendalagen
v/c Ratio		1.35		lidus ince	0.21		1.51	0.60	Su alias	0.46	1.26	
Uniform Delay, d1		41.9	N. (12.112.444.384.2812.744)		30.7		41.4	17.2		60.0	45.5	#55555EE555 175,055 1.1
Progression Factor		1.00			1.00		1.00	1,00		1.00	1.00	
Incremental Delay, d2	namananan atau	168.5		LT(\$62) K(T*16888 FF8*48	0.4	rangeren (un sub-decemb	240.5	0.5	×/	4.7	124.7	OKATODIIINSC
Delay (s)		210.4			31.0		281.9	***************************************		64.7	170.2	
Level of Service	nerioriorich)	F			C			B		E	F	81397655E
Approach Delay (s)		210.4			31,0			129.2			169.1 F	
Approach LOS		Г			С			Г			***************************************	e-ebos managery dutilities by the
Intersection Summary					100	ulain a						
HCM Average Control Delay	rsone verto recento en oco	enmanningen av en værne	154.8	H	CM Level	of Service	e	nananan maranan (1946)	F	BRISTON COLUMN	neron orași fosfină	THE METERS OF STREET
HCM Volume to Capacity ration	o O		1.38						S I STORY MINI			
Actuated Cycle Length (s)		erenakan	122.8		ım of lost		patrogrammas		12.0			
Intersection Capacity Utilization	ON COMMITTEE		35.4%	IC	U Level o	Service			Н		16(Feb) (15)	
Analysis Period (min) Phase conflict between lar	a drouge		15		ser derenor cocke							
c Critical Lane Group	is groups.	recentation)	446466661V			energirishes		NATO LO LA REPORTADA DE LA REP	omuzieleski	papa wakita d	uestateksérélé	in real mater
O Offical Lane Group												

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Movement	"EBL	↓ EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, J.	^	7	ሻ	^ ^	7	77	^		T	**	T
Volume (vph)	361	699	601		962	820	1049	1093	11	514	683	335
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	. 1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1,00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	401	777	668	12	1069	911	1166	1214	12	571	759	372
RTOR Reduction (vph)	0	0	291	0	0	261	0	0	7 ::::::::::::::::::::::::::::::::::::	0	0	139
Lane Group Flow (vph)	401	777	377	12	1069	650	1166	1214	5	571	759	233
Turn Type	Prot	termonia na 1970	Perm	Prot	NEWS 417872970	Perm	Prot	ransatroa⊈osa	Perm	Prot	esentata.	Perm
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	er en de de la compansión	generalisti (* -	4	ego ekonga agoka	8808812181488	8			2	. Toolers		6
Actuated Green, G (s)	18.5	60.7	60.7	1.0	43.2	43.2	27.5	37.8	37.8	26.5	36.8	36.8
Effective Green, g (s)	19.0	61.2	61.2	1.5	43.7	43.7	28.0	39.3	39.3	27.0	38.3	38.3
Actuated g/C Ratio	0.13	0.42	0.42	0.01	0.30	0.30	0.19	0.27	0.27	0.19 4.5	0,26 5.5	0.26 5.5
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5 2.0	5.5 5.1	5.5 5.1	4.5 2.0	5.5 5.1	5.5 5.1
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0						
Lane Grp Cap (vph)	232	1494	668	18	1067	477	663	959	429	330	935 0,21	418
v/s Ratio Prot	c0.23	0.22		0.01	0.30	-0.44	c0.34	c0.34	0.00	©0.32	U,ZI	0.15
v/s Ratio Perm		۰ ۲۵	0.24	0.60	4 00	c0.41	4 7C	4 07	0.00 0.01	1.73	0.81	0.13
v/c Ratio	1.73	0.52	0.56	0.67	1.00	1.36	1.76	1,27 52.8	38.7	59.0	50.0	46.0
Uniform Delay, d1	63.0	31.0	31.8	71.5	50.6	50.6 1.00	58.5 1.00	52.6 1.00	36.7 1.00	1.00	1.00	1.00
Progression Factor	1.00	1.00	1.00	1.00	1.00 28.0	176.7	347.6	128.0	0.1	341.1	7.6	5.3
Incremental Delay, d2	345.3	0.2 31.2	0.7 32.4	54.1 125.6	26.0 78.7	227.4	347.0 406.1	180.9	38.7	400.1	57.6	51.3
Delay (s)	408.3	SENSON OF THE PROPERTY.	ગ <u>ટ.4</u> C	111111111111111111111111111111111111111	,, ,, <u>0, r</u> E		F	100.5 F	ار.50. D	F	51.5 E	D
Level of Service	F	C 113.5		F	146.9			289.9			171.1	
Approach LOS		1133 F			F			209.9 F			F	
Approach LOS		F	na namakanga di Makkiring di dikinda)		NO POSEDIO NASPETTATOS		nin Zena oza nazareka k		romeromitkanini	THE RESIDENCE OF THE PROPERTY
Intersection Summary							- 建排槽					
HCM Average Control Delay	September 1996 September 1997 Septem	sa ilianaterrina	187.5	H Secondaria	CM Level	l of Servic	ie Stotom (spanialis		F	CARATERIA MAGNASAN	ravitata Georg	15500575050
HCM Volume to Capacity ra	itio		1.56									
Actuated Cycle Length (s)		CONTRACTOR	145.0	named and appropriate the Section 2.	ım of los	Leveroreverer street even by	rigao (Seuseise	ETATELSON USES A	16.0	1968/03/25/25/25	::::::::::::::::::::::::::::::::::::::	
Intersection Capacity Utiliza	ition		118.6%	J. J.C	u Level	of Service			H			
Analysis Period (min)	EROSESSI OTERAS	Januari (1900)	15	99889888888	STEPRETTER LOC	ngangan-oro	MERICAN SERVICE					III KINGSON
c Critical Lane Group						Marije de						

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL Lane Configurations 4 4 4 11 11 11 12 11 164 22 459 22 1683 208 470 Volume (vph) 11 22 11 164 22 459 22 1683 208 470	SBT SBR ↑↑
Lane Configurations 4	836 22
Volume (yoh) 11 22 11 164 22 459 22 1683 208 470	\$68\$24(0.5)
\$200 4000 4000 4000 4000 4000 4000 4000	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	4.0 4.0
ROIGH LOSE WHO (9) THE REPORT OF THE ROIGH AND A THE ROIGH AND	0.95 1.00
CALLE Out. 1 ACIO	1.00 0.98
LIM heavy was the second secon	1.00 1.00
Fibb. Describines	1.00 0.85
TOTAL CONTROL OF THE PROPERTY	1.00 1.00
TRIFTOGECIEU	3539 1550
Satd. Flow (prot) 1832 1530 1681 1704 1561 1770 5001 1770 Flt Permitted 0.98 1.00 0.95 0.96 1.00 0.95 1.00 0.95	1.00 1.00
Satd. Flow (perm) 1832 1530 1681 1704 1561 1770 5001 1770	3539 1550
Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.9	0.90 0.90
Adj. Flow (yph) 12 24 12 182 24 510 24 1870 231 522	929 24
RTOR Reduction (vph) 0 0 12 0 0 393 0 10 0 0	0 7
Lane Group Flow (vph) 0 36 0 102 104 1117 24 2091 0 522	929 17
Confl. Bikes (#/hr) 2	2
Turn Type Split Perm Split Perm Prot Prot	Perm
Protected Phases 4 4 8 8 5 2 1	6
Permitted Phases 4 8	6
Actuated Green, G (s) 2.6 2.6 16.8 16.8 16.8 4.0 59.6 51.0	106.6 106.6
Effective Green, g (s) 3.1 3.1 17.3 17.3 17.3 4.5 62.1 51.5	109,1 109.1
Actuated g/C Ratio 0.02 0.02 0.12 0.12 0.12 0.03 0.41 0.34	0.73 0.73
Clearance Time (s) 4.5 4.5 4.5 4.5 4.5 6.5 4.5	6.5 6.5
Vehicle Extension (s) 2.0 2.0 2.0 2.0 2.0 2.0 4.6 2.0	5.1 5.1
Lane Grp Cap (vph) 38 32 194 197 180 53 2070 608	2574 1127
v/s Ratio Prot c0.02 0.06 0.06 0.01 c0.42 c0.29	0.26
v/s Ratio Perm 0.00 c0.08	0.01
v/c Ratio 0.95 0.01 0.53 0.53 0.65 0.45 1.01 0.86	0.36 0.02
Uniform Delay, d1 73.4 71.9 62.5 62.5 63.5 71.5 43.9 45.9	7,6 5,6 1.00 1.00
Progression Factor 1.00 <td>0.4 0.0</td>	0.4 0.0
English Tutter and Tut	8.0 5.7
THE CONTROL OF THE CO	A A
Security of the security of th	25.3
Approach Delay (s) 165.2 68.0 66.3 Approach LOS F: E	Č
Intersection Summary	
HCM Average Control Delay 53:8 HCM Level of Service D	
HCM Volume to Capacity ratio 0.90	
Actuated Cycle Length (s) 150.0 Sum of lost time (s) 16.0	
Intersection Capacity Utilization 85.0% ICU Level of Service E	- UI - (1079-) (1078-) (1078-) (1078-) (1078-) (1078-) (1078-) (1078-) (1078-) (1078-) (1078-) (1078-) (1078-)
Analysis Period (min) 15	
c Critical Lane Group	

	•	•	1	~	1	ļ		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		e Sistem
Lane Configurations	¥		† ‡		¥	*	TO AND SERVICE DESIGNATION OF THE SERVICE OF THE SE	sesonari, romas
Volume (vph)	22	22	1770	22	111	1213		
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	THE REPORT OF THE PROPERTY OF	napet of the Social nati
Total Lost time (s)	4.0	Agricus (Cit	4.0	lini San	4.0	4.0		
Lane Util. Factor	1.00	epopologo de la 1950 e 1940 e	0.95	seesen tinggen	1.00	1.00		nario de Sala
Frt	0.93		1.00		1.00	1.00		ielen in der
FIt Protected	0.98	KRIGER BEREITE	1.00	es mereses	0.95	1.00		154/01/04/05
Satd. Flow (prot)	1695		3533		1770	1863		
FIt Permitted	0.98	SEASTE CO	1.00	ars.cv,70008888	0.95	1.00		
Satd. Flow (perm)	1695		3533		1770	1863	2. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	\$10 mm m303
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	24	24	1967	24	12	1348 0		Maria Fill
RTOR Reduction (vph)	22 26	0	0 1991	0	0 12	1348		
_ane Group Flow (vph)	∠0	U	1991	i i i i i i i i i i i i i i i i i i i	Prot	1940	HERRING CONTRACTOR OF THE PROPERTY OF THE PROP	(***) *********************************
Turn Type	SECRETARIA PARA		6	WINESERS OF A P	F101	2		STEEL STATE
Protected Phases	8	Service (0		: Cepilonia			RALETTERE
Permitted Phases	6.6	15 15 15 15 15 15 15 15 15 15 15 15 15 1	77.8	4648489999635A	3.6	85.4		
Actuated Green, G (s) Effective Green, g (s)	6.6		77.8	AMERICANICA SERVICE SE	3.6	85.4	ATKABETT (1) (1) 19 19 18 18 18 18 18 18 18 18 18 18 18 18 18	splation toks
Actuated g/C Ratio	0.07		0.78		0.04	0.85		
Clearance Time (s)	4.0	ASSESSE	4.0	terning besteen	4.0	4.0	HEREENSCHILLE CHRISTERENSCHILLENGER GEREREREN GEROOF GERALEN.	300000000000000000000000000000000000000
Vehicle Extension (s)	3.0		2.8	errerene	2.4	2.8		
Lane Grp Cap (vph)	112	COLUMN CO	2749		64	1591		
v/s Ratio Prot	c0.02		0.56		0.01	c0.72		
v/s Ratio Perm	Prodrykani (ISPresiękani)) (\$\$\$\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	C143E36445C1E445C114		(17 d 1 · · · · · · · · · · · · · · · · · ·	
//c Ratio	0.23		0.72		0.19	0.85		
Jniform Delay, d1	44.3		5.6		46.8	3.9	ANNA MININE TO THE REPORT OF THE PROPERTY OF T	1003-1-1040/0498
Progression Factor	1.00		1.00		1.00	1.00		
ncremental Delay, d2	1.0	an a	1.7	eroneau eros populos metalos	0.9	5.8		BSKRed Grand AND
Delay (s)	45.3		7.3		47.7	9.6		Jews.
Level of Service	D Representative Control	STEERING CONTROL OF THE STEERI	A	:*!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	D	A A	DESTRUCTION OF THE STATE OF THE	OTTAKUSES
Approach Delay (s)	45 <u>.</u> 3	diametri.	7.3	asum day		10.0		
Approach LOS	D		Α			Α	•	
ntersection Summary								
HCM Average Control Dela		ographical in 1971 St.	8.9	Н	M Level	of Service		
HCM Volume to Capacity ra	atio		0.80					
Actuated Cycle Length (s)	namenta alba e mener	mil Aldertikrennikanik	100.0			t time (s)	8.0	HURTHSTOR
Intersection Capacity Utiliza	ation		73.8%	lC	U Level (of Service	D	
Analysis Period (min)	AU-UP-MUSAKKAKA	ngeresegneralen	15	HANGSHON TENNO	Karanjan	and in the contract of the con		
Critical Lane Group								學學學學

	•	•	•	Ť	ļ	1	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ሻ የ⁄		(0)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)	个 个	ተ	7	SDEPARTS COMMENTS TO STREET TO STREET ST
Volume (vph)	208	22	0	1584	1158	76	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0			4.0	4.0	4.0	
Lane Util. Factor	0.97	i e na estratega e e e	sagging of the sagging	0.95	1.00	1.00 0.85	
Ent	0.99			1.00 1.00	1.00 1.00	0.65 1.00	
Fit Protected	0.96 3408	-A0888888000	YERREZ FARRE	3539	1863	1583	
Satd, Flow (prot) Flt Permitted	0.96		esasya i suh	1.00	1.00	1.00	indings - Angrins in angripa, angripakan in angripana in angripa. Tanggaran
Satd. Flow (perm)	3408			3539	1863	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	231	24	0	1760	1287	84	
RTOR Reduction (vph)	10	0	0	0	0	19	AND THE PROPERTY OF THE PROPER
Lane Group Flow (vph)	245	0	0	1760	1287	65	
Turn Type				INCHES OF THE STATE OF THE STAT	TITLE ON A TAX OF THE NAME	Perm	- commence commence dessexual compresso commence commence de la commencia de la compensión de la compensión de
Protected Phases	4	SIGN 1		2	2		
Permitted Phases	eles a reprosentation	concentrations (FDC) 1-111	ASSERBES ENDANCE CONTRA	assament en	*************	2	
Actuated Green, G (s)	12.0			70.0	70.0	70.0	
Effective Green, g (s)	12.0		400/9 1818 0/6	70.0 0. 78	70.0 0.78	70.0 0.78	
Actuated g/C Ratio	0.13 4.0			0.70 4.0	4.0	4.0	
Clearance Time (s)	4.0 2.8			2.8	2.8		
Vehicle Extension (s)	<u>2.0</u> 454		at a constitution	2753	1449	1231	SAREBON DANBERS OF SARBAROS OF SARBAROS
Lane Grp Cap (vph) v/s Ratio Prot	c0.07		CONTROL CONTROL	0.50	c0.69	ostora Sta	
v/s Ratio Perm		(1981) (1982) (1981) (1982)	SHIMINDO - S			0.04	SERIECH 20 SERVERED CARSERIAN CONSTRUCTOR CONTROL
v/c Ratio	0.54			0.64	0.89	0.05	
Uniform Delay, d1	36.4	thorner is conser-	assettes, recen	4.4	7.2	2.3	SECOND CONTRACTOR CONT
Progression Factor	1.00			1.00	100000000000000000000000000000000000000	*	
Incremental Delay, d2		eg projektiv i November (1878)	spapeventonio un 180				
Delay (s)	A STANDARD CONTRACTOR CONTRACTOR			. 1000000000000000000000000000000000000	· . · (·	2-1-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2	
The first control of the control of	1.41 man 1 2.5.11	senor de nes	oggeneration () ()			A	
		dans - ve		21 (100) 22 (10)	*************		
Approach LOS	ט			A			
Intersection Summary					9009-3403-1241-441-44-45-45-45-45-45-45-45-45-45-45-45-45-		
HCM Average Control De		-1-00% (\$55% (\$45% 145% 14		H ####################################	CM Leve	el of Service	
					g		80
		SINGNASIA KATA					
	zation				,u Level	OF SELVICE	等的方式是MIII工程,然后的AIATE的方式是由AIATE的方式是由AIATE的方式是由AIATE的方式是由于是由
	2055 S. S. S. O. S. S. W. W. W.	a de la compa					
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary	1.2 37.6 D 37.6 D		11.7 0.84 90.0 74.2% 15	1.2 5.6 A 5.6 A	CM Leve um of lo	1.00 0.1 2.4 A el of Service st time (s) of Service	B 8.0 D

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Movement :	EBL	EBT	ËBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Arriver Same and Arriver Same	4	75		414			4		energen om m. Di	4	
Volume (vph)	11	1136	33	111	1508	22	33	109	55	44	44	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1710	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-5%			0%			0%	
Total Lost time (s)	- 000000000000000000000000000000000000	4.0	4.0	acaronescentico	4.0	sacogesengeen	enterantori (18	4.0		eneral de la compa	4.0	4.745 454 446
Lane Util. Factor		1.00	1.00		0.95		dinisa m	1.00			1.00	
Frpb, ped/bikes	Garantestation	1.00	0.96	HERSEN BEGONELL	1.00	ansko obstate	XXXXXXXX	0.99		anamanisti (1.00 1.00	
Flpb, ped/bikes		1.00	1.00		1.00	Hillian II.		1.00 0.96			0.96	
Frt	INDERROSSICO	1.00	0.85	markon eta 1	1.00			0.99			0.98	
Fit Protected		1.00	1.00 1475		1.00 3093			1765			1742	1888625804
Satd. Flow (prot)		1815 0.98	1.00		0.90			0.91			0.64	
Fit Permitted		1771	1475		2781			1613			1132	HIIMREUSES
Satd. Flow (perm)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90 12	1262	0.90 37	12	1676	24	37	121	61	49	49	49
Adj. Flow (vph) RTOR Reduction (vph)	0	1202	9	0	1010	24	0	15	0	0	19	0
Lane Group Flow (vph)	0	1274	28	0	1711	0	0	204	0	0	128	0
Confl. Peds. (#/hr)						2					Main.	
Confl. Bikes (#/hr)			KBULLAN AV			1	enalia espete	BRANCESS (1.4.)	2	88885555	99998888912451.744	1
Parking (#/hr)				Ó	0	0.0				Market en		
Turn Type	Perm	or ordered and	Perm	Perm	CONTRACTOR OF THE PROPERTY OF	icsories series	Perm	Name of the last o		Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6	AND THE STREET	ANNOUS BEST OF G	8	ntteanista.	- 1.71.713000081833888738	4	.65550000000000000000000000000000000000	san agains and
Actuated Green, G (s)		76.0	76.0		76.0			16.0			16.0	
Effective Green, g (s)	usasiento il Galtico co-	76.0	76.0	igativa na na natambenya	76.0	1112, 9 12 14	CIRCLES CONTRACTOR CONTRACTOR	16.0	AND THE PROPERTY OF THE PARTY O		16.0	
Actuated g/C Ratio		0.76	0.76	3.3601001	0.76			0.16			0.16	
Clearance Time (s)		4.0	4.0		4.0			4.0	and the state of t	Detacharate forms	4.0	payment had
Vehicle Extension (s)		2.8	2.8		2.8	and the	44,46	2.0	na s	Shannan S	2.0	
Lane Grp Cap (vph)		1346	1121		2114			258		Lanacida especial examples a super-	181	erengenarararara
v/s Ratio Prot		465 (ju) 199					toning d		ili ances			
v/s Ratio Perm		c0.72	0.02	en norman a la como de	0.62	enanci in ancidentali ne cana	ARGE CROSS TRACKRETER CROSS	c0.13		zerturn och strattigens	0.11	gere i seulandoki
v/c Ratio		0.95	0.03		0.81	niamin.		0.79		isania:	0.71	
Uniform Delay, d1	eres de Regional de la construcción	10.3	2.9	NEW STEEL PROPERTY CONTROL	7.5	ITHNIHHEESIGHI XXII.	was dissipation	40.4	Glerologada		39.8	museachd.
Progression Factor		1.00	1.00		1.00			1:00			1.00	
Incremental Delay, d2	Sandanos vist uppas	14.7	0.0	eografiorosi	3.5	geralogeasta	SSECTION OF THE	14.2	155K45550844085		9.8	BSECRETARIOS AND A SECOND AND A SECOND ASSECTION ASSECTION ASSECTION ASSECTION ASSECTION ASSECTION ASSECTION A
Delay (s)		25.0	3.0		11.0			54.6			49.5	
Level of Service	GNEST FOR SOMETHING	C	A		В	aranagaagaaga	opposite a constante de la cons	D Factor	940800085355	usua Parasien	D 49,5	100000000
Approach Delay (s)		24.3			11.0			54.6			H9.3 D	
Approach LOS		С			В			D			U	
Intersection Summary							lide i		Bandii I			
HCM Average Control Delay	1		20.6	H	CM Level	of Service)		С			
HCM Volume to Capacity ra	tio		0.92		iji dinguna					Partie de la company		
Actuated Cycle Length (s)	pp. popularies to a constant		100.0		um of lost		Y1793419837553		8.0	appealment appearance Council Com-	restinations moreon	98898234
Intersection Capacity Utiliza	tion		88.8%	IC	CU Level o	f Service			ΙĒ			
Analysis Period (min)	ar saga a a a saga saga	er gerter e ver	15	TA LASSE ESSA PUESTO DA CONTRACTO	ses sessioned states in the co	rayr yyydda a daellau a chab y	nere e en		essayossya rensos his one i	A Discondinations	omesentere e	-444000000
c Critical Lane Group				eraturi di Kilalin Sianan								

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Movement:	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ን		ሻ	1}		7	1>		ሻ	†	7
Volume (vph)	546	667	22	44	787	11	22	481	120	111	372	732
Ideal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	A CO. CONTRACTOR	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Fa	1.00	1.00		1.00	1.00		1.00	0.97		1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prof)	1770	1854		1770	1562		1770	1807		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1854		1770	1562		1770	1807	Ábilional (a	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	607	741	24	49	874	12	24	534	133	123	413	813
RTOR Reduction (vph)	0	1	0	0		0	0	6	0	0	0	28
Lane Group Flow (vph)	607	764	0	49	885	0	24	661	0	123	413	785
Turn Type	Prot			Prot		7/10/10/10/10/10/10/10/10/10/10/10/10/10/	Prot		salan normanos	Prot	man manage at a fill of	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	esprestation magazineatu			en programme, a nominal man	no - suns incommessive		erregentere and en re	s on moved, etamostica	entranscaren	stastano neotroni	esteria de la faltifica	6
Actuated Green, G (s)	31.0	82.2		5.6	56.8		2.4	41.8		6.0	45.4	76.4
Effective Green, g (s)	31.0	82.2	SATUTURA FERNYESKA	5.6	56.8	OSSERIZADESERSE	2.4	41.8	na na managa a a a a a a a a a a a a a a a a a	6.0	45.4	76.4
Actuated g/C Ratio	0.20	0,54		0.04	0.37		0.02	0.28		0.04	0.30	0.50
Clearance Time (s)	4.0	4.0		4.0	4.0	esetterppasses	4.0	4.0	onese da estad	4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1		2.0	4.1		2.0	4.1		2.0	4.1	2.0
Lane Grp Cap (vph)	362	1005	roschuk salestar Aans	65	585	niterations and	28	498	BALLIN METABORA	70	558	840
v/s Ratio Prot	c0.34	0.41		0.03	c0.57		0.01	c0.37		c0.07	0.22	c0.19
v/s Ratio Perm		Resolute Market Market		SONOLENIAN	POPERIO DE SER	TORBUSTINE		aestrice 'un e	ra decayananan	:02:12 111 2512	1885 434 343	0.30
v/c Ratio_	1.68	0.76		0.75	1.51		0.86	1.33		1.76	0.74	0.93
Uniform Delay, d1	60.3	27.0	de Krigge (14468)	72.3	47.4	erennengenen	74.4	54.9	sweller ww	72.8	47.8	35.3
Progression Factor	1.00	1.00	en de	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	316.4	3.7	Generalista	34.8	239.8		106.2	160.9		392.5	5.6 53.4	17.0
Delay (s)	376.7	30.7	iestretiete	107.2	287.2	ekseleje e	180.6	215.8 F	ndali asu ini	465.3	DOMESTICATION OF THE PARTY	52.3
Level of Service	F 3443574574674	C	Mark Samen	F	F 077.0		F	· · · · · · · · · · · · · · · · · · ·		F	D 90.3	D
Approach Delay (s)		183.8 F			277.8			214.6			90.3 F	
Approach LOS		г			F			F			Г	
Intersection Summary												
HCM Average Control Delay		90000000000000000000000000000000000000	179.9	НС	CM Level	of Service	•		F 808 VEKEEN 197	autoren errenan au	COURSESSEE	8800 SASTARKS
HCM Volume to Capacity ra	itio		1.53									
Actuated Cycle Length (s)	Constituen sisseed		151.6		m of lost		enerocycoccision	HORES KINNESS	20.0	estemannen		SASSTIMENS
Intersection Capacity Utiliza	tion		32.4%	ICI	J Level o	Service	uran biduakan Sala Salawan		H			oresention) Medical
Analysis Period (min)		Same setteration	15	HESSENSEKSENS	STANSON SOURCE	301007130033	ingerentare	QR0585554	TOTAL SERVICES		88018543551°	e Skolenski
c Critical Lane Group						era erene erene erene					rogramasias	

	<u> </u>	_	—	4	\	1	
			in water	AMOD	SBL	SBR	
Movement	EBL	EBT	WBT		(6434446141814 - W 12/20	A 440 A	
Lane Configurations	iq 	†	^	j#	ኻ 186	7 □ 372 □	
Volume (vph)	352	525	448	251 1900	1900	1900	是一个大型的。 第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十
Ideal Flow (vphpl)	1900	1900	1900 4.0	4.0	4.0	4.0	
Total Lost time (s)	4.0	4.0	0.95	4.0 1.00	1.00	1.00	THE COMPANY OF THE PROPERTY OF
Lane Util. Factor	1.00	1.00 1.00	1.00	0.99	1.00	0.98	
Frpb, ped/bikes	1.00 1.00	1.00	1.00	1.00	1.00	1.00	illing to the state of the stat
Flpb, ped/bikes	1.00	1.00	1.00	0.85	1.00	0.85	
Frt Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00	BERTH-HARREND HARREST - HERBERT - HARREST HARREST HARVES AT THE SERVER A
Satd. Flow (prot)	0.93 1770	1863	3539	1566	1770	1544	
Fit Permitted	0.95	1.00	1.00	1.00	0.95	1.00	Price Augustini, Londron's responsible a property and account and analysis.
Satd Flow (perm)	1770	1863	3539	1566	1770	1544	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	391	583	498	279	207	413	
RTOR Reduction (vph)	0	0	0	45	0 0	323	EL CONTRESIONS CONTREGENTO CONTRACTOR CONTRA
Lane Group Flow (vph)	391	583	498	234	207	90	
Confl. Peds. (#/hr)		2010027-7-7-010	illilishirati is	8	PERSONAL TORRE	7	GDCRIGO, CARROTHER) 197 MARKETON 1 ANNA CONTROL 1
Confl. Bikes (#/hr)				8		8	
Turn Type	Prot	. THE STATE OF THE		pm+ov		Perm	
Protected Phases		6	1 2	4	4		
Permitted Phases	sig tehtus kindikkoficians	-00.8980000000	7:4505064p403	2	Historia	4	AND THE STATE OF T
Actuated Green, G (s)	12.4	26.3	9.9	19,4	9.5	9.5	
Effective Green, g (s)	12.4	26.3	9.9	19.4	9.5	9.5	A STANDARD S
Actuated g/C Ratio	0.28	0.60	0.23	0.44	0.22	0.22	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	eautoria servenente e consissa en que en consuprancia de la constitución de la constitución de la constitución
Vehicle Extension (s)	3.1	3.1	1.0	1.0	1,0	1.0	
Lane Grp Cap (vph)	501	1119	800	837	384	335	Signatur samentare su transporter su esparent du dispensario de la companya de la companya de la companya de l
v/s Ratio Prot	c0.22	c0.31	0.14	0.06	c0.12		
v/s Ratio Perm			*****************************	0.09	avertee GEPPERGES	0.06	
v/c Ratio	0.78	0.52	0,62	0.28	0.54	0.27	
Uniform Delay, d1	14.4	5.1	15.3	7.8	15.2	14.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.8	0.5	1.1	0.1	0.7	0.2	
Delay (s)	22.2	5.5	16.4	7.8	15.9	14.4	
Level of Service	C	A	В	A	B	В	
Approach Delay (s)	1916)***********************************	12.2	13.3		14.9		
Approach LOS		В	В		В		
Intersection Summary	1000			No.	Ti orași		
HCM Average Control Dela	у	-	13.3	H	CM Leve	l of Servi	ice B
HCM Volume to Capacity ra			0.59				
Actuated Cycle Length (s)			43.8		um of los		
Intersection Capacity Utiliza	ation		53.7%	indonésia (C	U Level	of Service	e A
Analysis Period (min)	er nutskate kultage far ve tu varake vit	ioning a second	15	gaskamasasasas raiki sahi	SECRESIALLY CRUIN AT	THE STATE OF PERSONS	
c Critical Lane Group			10 Sec.			a dinada	

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Movement	EBL	EBT	EBR.	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	- SBR
Lane Configurations	*	^		*	1>		¥	ĵ _r	managarani i 1 (4 10 MC)	ሻ		ning sing to the Books
Volume (vph)	ች 33	55	11	262	109	142	11	1994	33	66	942	66
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	romana kwamach kwa 1774 (1785)	1.00	1.00	omarii eessaa
Frt	1.00	0.97		1,00	0.92		1.00	1.00		1.00	0.99	
Fit Protected	0.95	1.00	303251.11.15.11.25.75	0.95	1.00		0.95	1.00		0.95	1.00	rseaseranah
Satd. Flow (prot)	1770	1816		1770	1704		1770	1854		1770	1844	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	sour Unionstatessanius	0.95	1.00	to, upregar
Satd. Flow (perm)	1770	1816		1770	1704		1770	1854		1770	1844	· Outline
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)	35	· 59	12	282	117	153	12	1069	35	71	1013	71
RTOR Reduction (vph)	0	5	0	0	33	0	0	1	0	0	1	0
Lane Group Flow (vph)	35	66	0	282	237	0	12	1103	0	71	1083	0
Turn Type	Prot			Prot			Prot			Prot	Commence of the Comment of the Comme	
Protected Phases	7	4		3	8		5	2		11	6	
Permitted Phases	September 11 - Everyday	\$\$40.00 (40 A) 40 A	PROGRAMMA POLICY CO. CO.	* 110**********************************							10711100000000	- 1. 11.28.458.428.281.4
Actuated Green, G (s)	4.2	8.9		24.3	29.0		0.9	88,5		7.0	94.6	
Effective Green, g (s)	4.0	8.7	D47865241*56*24.05*1	24.1	28.8		0.7	88.3		6.8	94.4	non a material
Actuated g/C Ratio	0.03	0.06		0.17	0.20		0.00	0.61	6000	0.05	0.66	
Clearance Time (s)	3.8	3.8	ALPERE INCREMENTS	3.8	3.8		3.8	3.8		3.8	3.8	kayaran ku 12 bi Masa
Vehicle Extension (s)	1.0	2.0		1.0	2,0		1.0	3.1		1.0	3.1	
Lane Grp Cap (vph)	49	110		296	341	-	9	1138		84	1210	
v/s Ratio Prot	0.02	0.04		c0.16	c0.14		0.01	c0.60		c0.04	0.59	
v/s Ratio Perm	KOBANTATA	EZHERATURUE (E. F.)	-creatismis	555622	::::::::::::::::::::::::::::::::::::::	STANDARDERS STAN AND	10.200333474					
v/c Ratio	0.71	0.60		0.95	0.70		1,33	0.97	Million .	0.85	0.89	
Uniform Delay, d1	69.4	65.9	. No. 2004 CONTRACTOR FOR CO	59.3	53.5	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	71.6	26.5		68.0	20.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1,00		1.00	1.00	
Incremental Delay, d2	33.5	6.2		39.2	4.9	Te Trustancieses-	429.4	19.5		48.9	8.8	
Delay (s)	102.9	72.2		98.6	58.4		501.0	46.0		117.0	29.4	
Level of Service	F	E	manana operation	F	E	***************************************	F	D		F	С	
Approach Delay (s)		82.3			78.9			50.9			34.8	
Approach LOS	on and an analysis	F	NESERRASSELLYING		E	***************************************		D			С	
Intersection Summary												
HCM Average Control Dela			51.0	H	CM Level	of Service	e		D	NEWS INSPERIOR OF SAME AND	verenanessanos n. c. 1557.	nagescape (protect of S
HCM Volume to Capacity ra	The state of the s		0.93									
Actuated Cycle Length (s)	automore pare to a might be	r. sez. etaertatatel	143.9	Sı	um of los	t time (s)		************	12.0	page in cappe into Ches 15.00	\$730*7423742 T \$1.45**	Land to State Control (1)
Intersection Capacity Utiliza	ition	messer a Massagar	82.9%	IC	U Level	of Service			E E	leto (k		
Analysis Period (min)			15							waysa	agegearack - ned - 1916	wyskegsperiose in c
c. Critical Lane Group											dina.	diation :

To. Only Han a Han			-		-	4	4	+	*	_	1	1
		-	*	₹	•	*	7)	I	7		▼	100 September 18 (19)
Movement	*EBL	EBT	ÉBR	WBL	WBT	WBR	NBL	NBT	NBR/	SBL	SBT	SBR
Lane Configurations	ሻ	Þ	racan hawareta.co	*	}	isa: L ue ad	*	† }		ነ ሻ - 00	†1> 843	11
Volume (vph)	22	33	11	197	11	197	1000	1060	66 1900	98 1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900	4.0	4.0	1300
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0 1.00	0.95		1.00	0.95	(** 4169484)
Lane Util. Factor	1.00	1.00	anana Amara	1.00	1.00	12: 3:3882	1,00	1.00	es salitas	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00 1.00	0.97 1.00		1.00	1.00	issi sveikussi	1.00	1.00	Harana Maria
Flpb, ped/bikes	1.00	1.00 0.96		1.00	0.86		1.00	0.99		1.00	1.00	
Fit	1.00 0.95	1.00		0.95	1.00	Mass - Plastes	0.95	1.00	Hart Mission :	0.95	1.00	and the second
Fit Protected	1770	1784		1770	1557		1770	3503		1770	3531	
Satd Flow (prot) Flt Permitted	0.95	1.00	(Condensité de	0.95	1.00		0.95	1.00	Signer Treatment Street	0.95	1.00	
Satd. Flow (perm)	4 1770	1784		1770	1557		1770	3503		1770	3531	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	24	36	12	216	12	216	12	1165	73	108	926	12
RTOR Reduction (vph)	0	11	0	0	130	0	0	4	0	0	1	0
Lane Group Flow (vph)	24	37	0	216	98	0	12	1234	0	108	937	0
Confl. Peds. (#/hr)	ergi, ir is estatementari ir o	- ecceptant vi - e . vi rene	1	24[12:		1		aran orayo Makari Parini	1	averes and a constitution	getelanaussessoon	1
Confl. Bikes (#/hr)			3			3			2		is deligi	14 85 85 B
Turn Type	Prot			Prot		,	Prot	SZSSASZIPOT TT 15 (51889)	ena una para para e	Prot	mus in Hall a li	66-11-38 8888
Protected Phases	7	4		3	8	di Bullio.	5	2		14	6	
Permitted Phases				AND DESCRIPTION IN THE	#0420403271" * 12710643#	ecto il significa	e communicación	2000 E 2000	nger of Statutes		39.3	
Actuated Green, G (s)	1.7	6.4		11.8	16.5		0.5	33.5	a and	6.3 6.3	39.3 40.3	5
Effective Green, g (s)	1.7	6.4	apaggarreta tag	11.8	16.5	7003-88 9449 87600	0.5	34.5 0.46		0.08	0.54	20 - S.
Actuated g/C Ratio	0.02	0.09	ikola - a	0.16	0.22	s. mass.	0.01 4.0	0.40 5.0		4.0	5.0	BRITT NAME
Clearance Time (s)	4.0	4.0	50:::-:::Y80:66	4.0	4.0 2.0		4.0	3.1	ber distant	1.0	3.1	
Vehicle Extension (s)	1.0	2.0		1.0	343	100 A	12	1611	iostrudaisies -	149	1897	25.10 - 1960AH-
Lane Grp Cap (vph)	40	152	957374 VS 9444	278 c0.12	ა4ა c0.06		0.01	c0.35		c0.06	0.27	
v/s Ratio Prot	0.01	0.02		CU. IZ	CU.UU		0.01					(234) - ESPOR
v/s Ratio Perm	0.60	0.24	\$686 KB\$	0.78	0.28		1.00	0.77		0.72	0.49	919
y/c Ratio	36.3	32.0		30.3	24.3	HEET EIGHNENES	37.2	16.9	Aleman i de ala de la companya de l La companya de la companya de	33.5	10.9	Street or the street of the st
Uniform Delay, d1 Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.1	0.3	Market of the Ref.	11.7	0.2	9031 1409/7 /8889 99331	259.8	2.2	>xx:::: / - / -	13.7	0.2	
Delay (s)	52.4	32.3		42.1	24.5		AND ADMINISTRAÇÃO DE APRIMAÇÃO DA CARRA DA CARA DA CARRA	19.1	ve slighter.	47.3	111	gara ang pag
Level of Service	D	C	erverneseten	D	C	TA THIRTHMAN STADE THE	F	В		D	В	ans or disposate sector.
Approach Delay (s)		39.0	946		33.0	38/46 A B	uji igo	21.8			14.9	
Approach LOS	Miller on Physics Straigers	D	**154CKC+65CS+5********		С			С			В	
• •			0.00			100						
Intersection Summary		SHAPA	21.4	Н	CMLeve	I of Service	re	anteres.	С			
HCM Average Control Dela HCM Volume to Capacity r			0.68		OW LOVE			he was				
Actuated Cycle Length (s)	auu		75.0		um of los	t time (s)	a xiid budiledh	ana Cardilla (Cardilla)	12.0	y vildentssääväli (1000)	-474 EE (111-00 MC) SAMESTER (474-00)	esia eta farini (h. 1920).
Intersection Capacity Utiliz	ation		65.1%			of Service			C	Salahan S		
Analysis Period (min)	GUUII		15			agete idia	mane est design	gryst deese	organisming)		outers and the second	
c Critical Lane Group									STREET, STREET			
o Ontioa Lane Oroup		BRESHERHER	erantsk am lik	NAMES OF STREET	SEINANISES (S)	oninamanisen)ol	constitution (Constitution of Constitution of	ALDERSON STATE OF STATE	avacations	representation of the section of FAMI		

Lane Configurations Volume (veh/h)	↑ 1147	1 7	0	†† 1128	\ 0	393			\$ 50.0		
Sign Control Grade	Free 0%			Free 0%	Stop 0%						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85 462	SE - 7 (15)				
Hourly flow rate (vph) Pedestrians	1349	128	0	1327	0	402			eco dinibi	A CHARA	
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage Right turn flare (veh)										Control of the contro	
Median type	None		Suspension .	None	i ding				6.05		
Median storage veh) Upstream signal (ft)			unica de de	1283				NAME OF			
pX, platoon unblocked	45(FC) 1 - 11524(BMW)	91901 1 NO ABR		AMMARATE (1)		- CONTRACTOR CONTRACTOR	*: PRESENTATION (*)		Managaran	CERTIFICATION OF	
vC, conflicting volume			1478		2013	1349					
vC1, stage 1 conf vol vC2, stage 2 conf vol											100000
vCu, unblocked vol			1478	NUMBER OF CHROCOSTS	2013	1349	HPS STABINE	STATE SERVEDIN			
tC, single (s) tC, 2 stage (s)			4.1		6.8	6.9			er dansk	isi) Asemin	ale Sasan
(F ₁ (S))	1000000	in a	2.2		3,5	3.3					
p0 queue free %	6687818 J.S. (2788)		100 452		100 51	0 141					
cM capacity (veh/h)	EB 1	EB 2	WB14	WB 2	NB 1		T.				
Direction, Lane # Volume Total	1349	128	664	664	462					150 - 3 - 31 H 15 - 3 - 33 - 6	1300
Volume Left	0	0	0	0	0	164 TO SERVICE		2000 A SKREE	SOURCE VERSONS		general symbolished
Volume Right	0 1700	128 1700	1700	0 1700	462 141						
Volume to Capacity	0.79	0.08	0.39	0,39	3.29						
Queue Length 95th (ft)	0 0.0	0 0.0	0.0	0.0 0.0	Err Err			1.1.1.1919		0551 - 14490U	TO THE PARTY OF TH
Control Delay (s) Lane LOS	U.U	0.0	U.U	0.0	F				DECENTION	Plant College	ange resimue
Approach Delay (s)	0.0		0.0		Err	Salas e	28080				
Approach LOS					F	20818	25 109				9.0
Intersection Summary	and the second	1	1415.1	linder:						diki.	institution in
Average Delay Intersection Capacity Utiliza	tion		91,4%	nue 10	U Level	of Service	i jaraja		F	5414510	
Analysis Period (min)		0.0000000000000000000000000000000000000	15	programme (cos	spirgesteer (ASS)			100 C 100 P	HISE VERNIEN	de la seme	
			idikusa di s		ingane,	a sandinas.	e e e e e e e e e e e e e e e e e e e	elis vinenti	ibus sinik		

	Į,	لر	*	*	*	74						
Movement	SBL	SBR	NWL	NWR	NEL	NER	998	18 11		100		
Lane Configurations	ሻሻ	7	ች ች	77	ነ ነካ	*					s	88' 1.78 75'
Volume (vph)	1012	319	809	809	590	∍⊪951: ∄						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				Market Co. C. C. Control Printers	e en mannenaum e l'hendanne	25/57/41
Total Lost time (s)	4.0	4.5	4.0	4.0	4.0	4.0					TENERS TO SEE	
Lane Util. Factor	0.97	1.00	0.97	0.88	0.97	1.00		***************************************	. e saarnaberroos (1880		z	1599
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1,00						
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		unsamone, 1, 71 145 SSERGEO	ent on outpassed and or o	compression (SIM	parti essenia e e	ees
Fit	1.00	0.85	1.00	0.85	1.00	0.85						. 33
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	Commence of the Commence of th	umanakorori- kirktottat	aroo saaannassee	Sources and Control	BROWN CONTRACTOR	.0784
Satd. Flow (prot)	3433	1563	3433	2723	3433	1583						
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	eenemaan oo oo ahaanaa ahaan oo oo oo	ACCUSATION OF A STREET	manyan an	engringuse era	nender stationers	-38
Satd Flow (perm)	3433	1563	3433	2723	3433	1583	all lines	Sunt Sil				- 10
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	navamumaya anabebebbennin 1970si	rangarraga o karangaraga	not to distribute the color.	SERVICE STATES	nser rengender	AST
Adj. Flow (vph)	1077	339	861	861	628	1012						
RTOR Reduction (vph)	0	239	0	565	0	3	eperate contratarional contratarion	salesasti (1865)	one 1000000000000000000000000000000000000	: 20 88 0780, 1780	ereren i kalental	ca
Lane Group Flow (vph)	1077	100	861	296	628	1009						i de
Confl. Peds. (#/hr)	1, 1,000,000	1		2				A	Sacración de Caración	z. s. Gristani	ologowa wieko	Çet. r
Turn Type		Perm	vearette (Perm		custom						Ú,
Protected Phases	4		2		1	6		visional extraction of 12 (2)	prorese meson solutions	ences compression	199120000000000000000000000000000000000	0552
Permitted Phases		4		2								Ņ
Actuated Green, G (s)	23.5	23.5	26.0	26.0	16.5	46.5	anemark comments	50/28/214/2/A+ 08/28	osovini i posobni	sprogrammensor:	SANDANIA CONTROLE	##P
Effective Green, g (s)	24.0	23.5	27.5	27.5	16.5	48.0					1967 A 1971	
Actuated g/C Ratio	0.30	0.29	0.34	0.34	0.21	0.60	provi Galliansi kanad	arreno - 102988	un chiste di A		enero dara	KN
Clearance Time (s)	4.5	4.5	5.5	5.5	4.0	5.5						20
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	3.0		enc-Ranness	os Venna oc.	Sommer City	erro Alders	wij
Lane Grp Cap (vph)	1030	459	1180	936	708	950						200
v/s Ratio Prot	c0.31		0.25		0.18	c0.64	narkonsannarri krijika	(2249-0-11-1139)	er satelene pe	regresoriză	ener organist	113
v/s Ratio Perm		0.06		0.11							Andrea Skille	50
v/c Ratio	1.05	0.22	0.73	0.32	0.89	1.06	rassas degamages 8	HINESEKKI (HERI	urus kares	SIDE UMAK ENI	SAME CAN	19 11:
Uniform Delay, d1	28.0	21.3	23.0	19.3	30.8	16.0	uhi sa dinika	Andri C	inies Ja		. 188489	ildi
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	ners of September					
Incremental Delay, d2	40.7	0.1	2.3	0.2	12,5	47.1						333
Delay (s)	68.7	21.4	25.3	19.5	43.4	63.1			18888811328			
Level of Service	E	C	C	В	D	WW E						B
Approach Delay (s)	57.4	e sange kan debe	22.4	5123900004543	55.5	0.0000000000000000000000000000000000000		engres est		er er er er en er er er		
Approach LOS	##E		C		ijИE							
Intersection Summary												
HCM Average Control Delay	(PSH) - 14 (28)		44,1	H	ICM Lev	el of Servic	e		D			
HCM Volume to Capacity rat		produced services	1.06	, economismos	; +s. 2003814143-977	n era okasi katuda anzi et Nova	representation of the section of the					is late
Actuated Cycle Length (s)			80,0			st time (s)	distribution		8.0		inis silaput	Ň
Intersection Capacity Utilizat	ion	onensetti in	78.8%			of Service)		D	2/57575 // 1/154 / PA	PERSONAL PROPERTY.	مرورة
Analysis Period (min)			15									
c Critical Lane Group	шааны чэч жай Т	anne de la company de la compa	· ····································	. v. je samenske 1900								

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR 1	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SBT	SBF
Lane Configurations	14.14	† †	7	ኘሻ	ተተ	.	ሻሻ	44	77	ሻ ሻ	* †	أ
Volume (vph)	1094	197	72	175	153	131	87	907	142	109	415	863
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.8
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1216	219	80	194	170	146	97	1008	158	121	461	959
RTOR Reduction (vph)	0	0	46	0	0	63	0	0	77	0	0	enicostati.
Lane Group Flow (vph)	1216	219	34	194	170	83	97	1008	81	121	461	959
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	emperature in accessors	Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	siciss The Helphinski	(VE) > 1+.7+	4	500,000,000,000,000		8			6	enge ipenggen i en i en i 2000.	agenggenggerran rake-Philippi	Free
Actuated Green, G (s)	46.8	52.3	52.3	11.0	16.5	16.5	7.2	37.5	37.5	5.1	34.9	125.
Effective Green, g (s)	47.3	53.8	53.8	11.5	18.0	18.0	7.7	39.0	39.0	5.6	36.9	125.
Actuated g/C Ratio	0.38	0.43	0.43	0.09	0.14	0.14	0.06	0.31	0.31	0.04	0.29	1.0
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0	**************
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.5	4.5	2.0	4.5		2,0	3.7	
Lane Grp Cap (vph)	1290	1512	676	314	506	226	210	1096	863	153	1037	158
v/s Ratio Prot	c0.35	0.06		0.06	0.05		0.03	c0.28		0.04	0.13	
v/s Ratio Perm		Associations	0.02	SERVINGO, COLOROSSO	\$821584F6257,175-15175619	0.05			0.03		V Compression of the Co.	c0.6
v/c Ratio	0.94	0.14	0.05	0.62	0.34	0.37	0.46	0.92	0.09	0.79	0.44	0.6
Uniform Delay, d1	38.0	22.0	21.1	55.1	48.6	48.8	57.1	41.9	30.9	59.6	36.2	0.
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Incremental Delay, d2	13.4	0.1	0.0	2.5	0.7	1.7	0.6	12.5	0.1	22.3	0.4	1.
Delay (s)	51.4	22.1	21.1	57.6	49.3	50:5	57.7	54.4	31.0	81.9	36.6	1.
Level of Service	D	С	С	Ε	D	D	. E	D	C	F	D	A
Approach Delay (s)		45.6			52.8			51.7			18.4	
Approach LOS		D			D			D			В	
Intersection Summary.										au e		
HCM Average Control Delay			39.3	Н	CM Leve	l of Servic	ce		D			an engantarasa
HCM Volume to Capacity rai			0.83				nue di					
Actuated Cycle Length (s)		asarpan ALARAS	125.9	S	um of los	t time (s)	empanter respectively	na	4.0			es. 11.69 (\$ 1000.60)
Intersection Capacity Utilizat	ion		78.8%	TATTA OF TATA OF A CHARGE	CONTRACTOR OF STREET	of Service	•		D			
Analysis Period (min)	nesinereal/ablable		15	-: +115419 PASS (3-6) / 5°6765 (Park Gallia como en como	9V301(1106103489966	······································					***************************************
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ሻ	ተ ጉ		ኻ	4	7	rosesserseroroscues	⋪	094014120151
Volume (vph)	11	2055	66	76	1322	11	55	11	76	11	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	useni unioni silvenini	0.95	0.95	1.00	estranesendados:	1.00	PERMIT
Fit	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	omate.	0.96	
Fit Protected	0.95	1.00	1.00	0.95	1.00	Are as contribusioning	0.95	0.97	1.00	CHANGE CONTRACTOR	0.98	Names Visite
Satd. Flow (prot)	1770	3539	1583	1770	3535		1681	1712	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	ISM NEW WORLD AND	0.98	
Satd. Flow (perm)	1770	3539	1583	1770	3535		1681	1712	1583	0.07	1750	0.07
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 11	0.97
Adj. Flow (vph)	11	2119	68	78	1363	111	57	111	78¶	11	11	was a contract of the contract
RTOR Reduction (vph)	0	0	13	0	0	0	0 34	0 34	72 6	0	22	0 0
Lane Group Flow (vph)	11	2119	55	78	1374	3 H U (11)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	94		(3)3413141411111111111111111	ZZ	181161811 <mark>U</mark>
Turn Type	Prot		Perm	Prot	8900001800.48S	San	Split	8	Perm	Split	1987	
Protected Phases	5	2			6		8	ð			iliniidhisela	
Permitted Phases	AND THE AREA		2	###### # #############################			8.5	8.5	8 8.5		2.7	S-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1
Actuated Green, G (s)	0.6	75.6	75.6	7.1	82.1		8.3	o.5 8.3	e.3 8.3		2.7 2.5	BNONS
Effective Green, g (s)	0.2	77.3	75.6	6.7	83.8	Militario de la companya de la comp	o.s 0.07	o.s 0.07	0.3 0.07	83 SW 01988	0.02	164. Cali
Actuated g/C Ratio	0.00	0.70 5.7	0,68 5.7	0.06	0.76의 5.7		3.8	3.8	3.8		3.8	
Clearance Time (s)	3.6 2.2	3.2	3. <i>1</i> 3.2	3.6 2.2	3.2		3.1	3.1	3.0 3.1		3,1	
Vehicle Extension (s)			1080	107	2674		126	128	119	est indigital	39	Step Carecture
Lane Grp Cap (vph)	3 0.01	2469 c0.60	1080	60.04	2074 0.39		c0.02	0.02	113		c0.01	
v/s Ratio Prot v/s Ratio Perm	0.01	CU.OU	0.03	60.04	บเอย		UU.UZ	0.02	0.00		UU.UI	Kis bakeen
v/c Ratio	3.67	0.86	0.05	0.73	0.51		0.27	0.27	0.05	SHEET	0.57	
Uniform Delay, d1	55.3	12.6	5.8	51.2	5.4		48.4	48.4	47.6	F. Bowns	53.6	10,00000
Progression Factor	1.00	1.00	1.00	1:00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	1761.9	3.2	0.0	19.5	0.2		1.2	1.2	0.2		18.8	[5 1 1 CDBH)
Delay (s)	1817.2	15.8	5.8	70.7	5.6		49.6	49.5	47.8	10000	72.5	
Level of Service	F	В	Α	E	Α	4989128111181	D	D	D	· · · · · · · · · · · · · · · · · · ·	E	CS. ANSWER
Approach Delay (s)		24.6			9.1			48.6			72.5	Vica Commission
Approach LOS		C			Α	Nacional Services	HEHRESSE	D	antaliono-	il e chi decolusiosos	E	SAN PERSONAL POLICE
							NORTH THE TOTAL STATE					
Intersection Summary										E III		200
HCM Average Control Delay	[W 2		20.0	H	CM Level	of Service) propropries	ÇANSARA SERBERINE	С	ASTRUSTICATION	ashrakaranza:	anamatia
HCM Volume to Capacity ra	tio		0.79									
Actuated Cycle Length (s)		SEOSERGIENOS	110.8		ım of lost		THE REPORT OF THE PERSON AND THE PE	gastine vello velte	16.0	erestantes tradescons	ensepartisasus	TENERINETERINETER
Intersection Capacity Utiliza	tion		78.4%	IO	U Level c	f Service		hubabab.	D	Sugrand		
Analysis Period (min)	okupaja iagas noutoboss	gag-George y Arrage consider	15	SERRATETERALESERANSER BATT		graees carriera (a Nevera Vectorio	\$C\$35781126666747	namananakasaka ba-	SAN GEOGRAFIA	PHESTERNAL SE	enerverenerve	OVERHEEMS
c Critical Lane Group								Nusianaka la			ležnik si	

INTERSECTION SYNCHRO ANALYSIS YR-2016 BUILD AM PEAK

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Movement	EBL "	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	ት ት	ক	ሻ	十 十	7	ኻ	414	ř	ħ	ተተ	7
Volume (vph)	197	197	748	135	443	123	1329	382	50	98	666	517
ldeal 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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
F rt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd Flow (prot)	1770	3539	1554	1770	3539	1554	1610	3286	1548	1770 0.95	3539 1.00	1563 1.00
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00 1554	0.95	0.97 3286	1.00 1548	1770	3539	1563
Satd Flow (perm)	1770	3539	1554	1770	3539		1610	0.90		0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90 831	0.90	0.90	0.90 137	0.90 1 47 7	424	0.90 56	109	740	574
Adj. Flow (vph)	219	219	487	150	492 0	111	0	424	35	0	0+1	120
RTOR Reduction (vph)	0 219	0 219	407 344	0 150	492	26	738	1163	21	109	740	454
Lane Group Flow (vph) Confl. Peds. (#/hr)	Z 19	I 9	344	100,0	H32	20	130	11100	5			, TYT
Confl. Bikes (#/hr)		ganayang Ni	6			2		narobone Marobone	ac cys			3359 1
Turn Type	Prot	Nga (1900) Jeografia	Perm	Prot	amanganak	Perm	Split	ancontil par	Perm	Split		Perm
Protected Phases	1 10t	2	1 61111		6		- 1 8 I	8		7.0	排写 7	
Permitted Phases	ereza i Yani	ें संस्कृत वि द्या	2			6		ale Paris Mari	8	Kerenieren		7
Actuated Green, G (s)	15.0	29.3	29.3	11.0	26.1	26.1	53.7	53.7	53.7	31.7	31.7	31.7
Effective Green, g (s)	14.0	31.0	31.0	10.0	27.0	27.0	55.0	55.0	55.0	33.0	33.0	33.0
Actuated g/C Ratio	0.10	0.21	0.21	0.07	0.19	0.19	0.38	0.38	0.38	0.23	0.23	0.23
Clearance Time (s)	3.0	5.7	5.7	3.0	4.9	4.9	5.3	5.3	5.3	5.3	5.3	5.3
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	171	757	332	122	659	289	611	1246	587	403	805	356
v/s Ratio Prot	c0.12	0.06		0.08	0.14		c0.46	0.35		0.06	0.21	
v/s Ratio Perm			c0.22			0.02	WWW.	namenava na anakan	0.01	******************	Section and installed	c0.29
v/c Ratio	1.28	0.29	1.04	1.23	0.75	0.09	1.21	1,16dl	0.04	0.27	0.92	1.28
Uniform Delay, d1	65.5	47.8	57.0	67.5	55.8	48.8	45.0	43.2	28.3	46.1	54.7	56.0
Progression Factor	1.00	1,00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	163.4	0.1	59.4	155.7	4.0	0.0	108.3	12.5	0.0	0.1	15.1	144.3
Delay (s)	228.9	47.8	116. <u>4</u>	223.2	59.8		153.3	55.7	_	46.2	69.8	200.3
Level of Service	F Halista Postavila	D מאמני	F	F	E	D	F	E	C	D	E 120.6	F
Approach Delay (s)		124.0			89.3			91.7			12U.0	
Approach LOS		F			F			F			Г	
Intersection Summary												
HCM Average Control Delay			106.5	H	CM Level	of Servic	е	The LL ANGE . The STOPP IS WITH STOPP IN	F	or a charge marketing	. NETTACEN SACRONANTESTETE	
HCM Volume to Capacity ra	tio		1,21					de CS et de la delle Marie de la delle				
Actuated Cycle Length (s)	Berendan Arabanan	General and the	145.0		ım of lost		enengasasano	2016-1970 AGA HISANA	16.0	030450508888	SERIEGEBURNSON	SUPPLEMENT
Intersection Capacity Utiliza	tion		92.1%	10	U Level o	of Service			F			
Analysis Period (min)	2323-00-23		15						Brishingskour		Chestalite i	
dl Defacto Left Lane. Rec	ode with 1 t	nougn la	ne as a le	eπ lane.		essantes d						
c Critical Lane Group												

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Movement	EBU	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	unnere en 🕳 Pete	4		ች	}	, a	ግ	↑ 1500	148
Volume (vph)	197	4000	149	4000	1000	1000	185 1900	1514 1900	0 1900	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900 4:0	1900	1900	1900	4.0	4.0	1800	1300	4.0	4.0
Total Lost time (s)		4.0 1.00	1.00				1.00	1.00			1.00	1.00
Lane Util. Factor Frpb, ped/bikes		1.00	0.98				1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00	117 117 117 117 117 117 117 117 117 117	ekse Asaleet		1.00	1.00	40448846574444	STREET,	1.00	1.00
Frt		1,00	0.85				1.00	1.00			1,00	0.85
Fit Protected	MANAGE OF A SECTION	0.95	1.00	: Committee	r - T. Janities	the of the second	0.95	1.00	STATISMOS STORE TO THE		1.00	1.00
Satd. Flow (prot)		1770	1547	jing (*)			1770	1863			1863	1551
Flt Permitted	W.1951	0.76	1.00				0.95	1.00	CONTRACTOR SERVICES	al a la contractor	1.00	1.00
Satd. Flow (perm)		1410	1547		Notice 1		1770	1863		s- 9	1863	1551
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	219	0	166	0	0	0.0	206	1682	0,	0	1667	164
RTOR Reduction (vph)	0	0	127	0	O CONTRACTOR OF THE CONTRACTOR	0	0	0	0	0	0	21
Lane Group Flow (vph)	. 0	219	39	0	0	0	206	1682	0	0	1667	143
Confl. Bikes (#/hr)	nementari nemena visiki visiki.	na managanana	1	Surreguerra	SELECTION OF THE COLUMN TO SELECT	1		6.00 to \$40.05		Killin Lasi	Medrey (Sec.)	Perm
Turn Type	Perm		Perm	Perm			Prot			Prot	6	reiii
Protected Phases		4		Karter i	4 ####################################		5	2				6
Permitted Phases	4	400	19.0	4			14.0	121.5			103.5	103.5
Actuated Green, G (s)		19.0 19.0	19.0				14.0	123.0			105.0	105.0
Effective Green, g (s)		0.13	0.13				0.09	0.82	En establish	REPORTED HER	0.70	0.70
Actuated g/C Ratio Clearance Time (s)		4.0	4.0			muugger (s	4.0	5.5		muliyet C	5.5	5.5
Vehicle Extension (s)	500000000000000000000000000000000000000	3.0	3.0	isidad maan		essendinedes.	1.0	2.5	PENSI ON SCHOOL	MISHIRE OF COMMISSION	2.5	2.5
Lane Grp Cap (vph)		179	196	usus a complete			165	1528	HINNIN	Altabaya	1304	1086
v/s Ratio Prot	76 1.15 Colors XAR E			nunsikoosii	***************************************	ASA SASARSTAN	c0.12	0.90	SENSESHIEV CO		c0.89	man a service il 1 · · ·
v/s Ratio Perm		c0.16	0.03						94) suma		0.09
v/c Ratio	1 34 . 31 TO . 127533455	1.22	0.20	**************************************	1 Tollingstrocks	Killa, ver mi maren	1.25	1.10			1.28	0.13
Uniform Delay, d1		65.5	58.7				68.0	413.5			22.5	7.4
Progression Factor		1.00	1.00				1.00	1.00	DESCRIPTION OF THE PARTY OF THE	· . TO A STREET SETTLE CLASS.	1.00	1.00
Incremental Delay, d2		140.1	0.5				152.1	55.8			131.3	0.0
Delay (s)	rangania da la caractera de la composición	205.6	59.2	na vivine consciona	Habitation of the	12 844 018 029 0 40 12 13 13 1	220.1	69. <u>3</u>	manscerteide		153.8	7.5
The contract of the contract o			Ε.				: If:	E	Malia Leaston		440 Z	A
Approach Delay (s)	######################################	142.5	woreastonelist		0.0			85.8	Reis Sis		140.7	\$1240 to 1/8
Approach LOS		F			I A			T.			i i i F	建設(報) (5
Intersection Summary												
HCM Average Control Delay		in the real	115.6	H	CM Level	of Service	e		F	mangangan Kabulatan		
HCM Volume to Capacity rat		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1.27						managana regal er te de der 6 vez	arannararan era era dar o	Not - HARRISTON	pagagagagagang nahin kal
Actuated Cycle Length (s)			150.0		ım of lost			desija di Villi. Nasada da ka	12.0			
Intersection Capacity Utilizat	ion	37427444 DW TOWNS W.	110.1%	IC	U Level o	of Service	ERREPRESENTATION OF THE		H			2005-1203-020
Analysis Period (min)			15		mundi S		niji obilo s					
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT -	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4	*****************	*	ተተ	7	\h	^	7
Volume (vph)	25	12	529	12	12	12	430	1612	12	12	1601	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900 4.0
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0	5.7	4.0 1.00	4.0 0.95	1.00
Lane Util. Factor	Johanne James Company	1.00	1.00	ero-Parreschool	1.00	SUA COMPRES	1.00	0.95 1.00	1.00 0.98	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.98		0,99		1.00 1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	Barrio dell'o Missione	1.00	1.00	11.798098074.14	1.00 0.96		1.00	1.00	0.85	1.00	1.00	0.85
Ert		1.00	0.85 1.00	e addition of	0.98		0.95	1.00	1.00	0.95	1.00	1.00
FIt Protected	orresses et el estans	0.97 1802	1.00		1735		41770	3539	1549	1770	3539	1583
Satd. Flow (prot)		0.97	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Flt Permitted		1802	1545		1735		1770	3539	1549	1770	3539	1583
Satd. Flow (perm)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak-hour factor, PHF	0.94	13	563	13	13	13	457	1715	13	13	1703	39
Adj. Flow (vph) RTOR Reduction (vph)	0	0	374	0	13	0	0	0	3	0	0	9
Lane Group Flow (vph)	0	40	189	0	26	0	457	1715	10	13	1703	30
Confl. Peds. (#/hr)	Taraning year well a	www.cara	3	eyainematable	eri, di Effonteso i e e e co	2	(7,5,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,				· · · · · · · · · · · · · · · · · · ·	renwaeraan andra Set
Confl. Bikes (#/hr)			3			9a 1			ii ja 3h	i ding		lýja (. A.
Turn Type	Split		Perm	Split			Prot		Perm	Prot	zer i "Statowii i i	Perm
Protected Phases		4	Milya Jid	3	- 3 3		5	2		1	6	Single
Permitted Phases		1973479130-1-1-1-1-1-1-1-1	4				0.000 U.S.2009Y05US000	umenness or restrict	2	NEW COLUMN TO SEE SEED OF SEE		6
Actuated Green, G (s)		19.4	19.4		5.5		36,1	97.0	97.0	46	65.5	65.5
Effective Green, g (s)		18.8	18.8	- consequence and a Section	4.9	aronomia minasterensita	35.1	98.7	97.0	3.6	67.2	67.2
Actuated g/C Ratio		0.13	0.13		0.03		0.25	0.70	0.68	0.03	0.47	0.47 5.7
Clearance Time (s)	45 /4 mm + 14 mm + 15 1 1 1	3.4	3.4	responsering of Chris	3.4	86-20-00R/Q8008	3.0	5.7	5.7	3.0	5.7 1.0	1.0
Vehicle Extension (s)		1.0	1.0		0.5		1.0	1.0	1.0	1.0 45	1675	749
Lane Grp Cap (vph)	escarente en tras de la compo	239	205	omorro della	60		438	2460	1058	45 0.01	c0.48	(43
v/s Ratio Prot		0.02			c0.02		c0.26	0.48	0.01	0.01	C0.40	0.02
v/s Ratio Perm	accesor contracts	2014 24 88	c0.12	unggerer beta			1.04	0.70	0.01	0.29	1.02	0.02
v/c Ratio		0.17	0.92		0.44 67.2		53.4	12.8	7.2	67.9	37.4	20.1
Uniform Delay, d1	eren in eksteren	54.7	60.9 1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Progression Factor		1.00 0.1	41.0		1.9		54.8	0.7	0.0	1.3	26.3	0.0
Incremental Delay, d2	4000000 A. S.	May 21 To 21 TO 25 CONTRACT	CONTRACTOR TO A DOSAGATORS		69.1		108.2	13.5			63.7	20.1
Delay (s)		ین+.o D	101.9 F		E	godala k ina	F	В	A	E	E	С
Level of Service		98.8			69.1	Šas Said		33,3			62.7	
Approach Delay (s) Approach LOS		F	organisasies Organisasies		E	Heren Spran	ista on same	C	Preference.	CLESSO ESCENCIO.	E	
AND						7000	102					Tr.
Intersection Summary	j u kondiki di da		53.5	entes Li	ICM Level	of Service	<u>بر</u>	100	D	CO. C.		
HCM Average Control Dela			0.99					n englis	i de la			
HCM Volume to Capacity ra Actuated Cycle Length (s)		imiliyê S	142.0	ülüüliskaa 2	um of los	t time (s)	ussomatiii	rica Grieffi	16.0	un parament.	ogenius (1860 in 1940)	essessible (#10)
Intersection Capacity Utiliza	ation		91.2%		CU Level		Salakir		. A. F			
Analysis Period (min)	4901 S S S S S		15			tassidikki.	er en	epheriories en e	**************************************	; s 10 sa sa 55 #574 \ 1 ? - 1 ·		ALLEGIN. SELT. THE
c Critical Lane Group												
G. Childur Edito Oloup	STREET,	sagararis (PASS-1)	gergrafie for SMAN	osterios GRAN	eservice (monetal)	mentica in California	atasta antonio (1979) (Janes er en en de la de la companya	Contraction Visited Street			

	A					4	4	*				J
		-	*	₹			7	l			*	
Movement + 1	EBL	EBT _{il}	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TO STANDARD VALUE AND TO JO		77		4	rescribe z uez	ሻ	† †	7		††††	74
Volume (vph)	0	0	123	0	0	0 9	25	2018	4000	1000	2043 1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	4.0	1300
Total Lost time (s)			4.0				4.0 1.00	4.0 0.95			0.86	H-Costant
Lane Util. Factor	sagnonerous de la c		0.88	THE NEW CO.		Contractives (Contractives)	1.00	0.95 1.00			0.99	
Frt			0.85				0.95	1.00		isa ala ine	1.00	
Flt Protected	neggerer (1884)	gaggeren (d	1.00 2787	AND MINISTRALIA	BUNKEKS (AS		1770	3539			6374	
Satd. Flow (prot)	307 V 353 8 8		2101 1.00	SAULIUS SAULIUS SAUL		numikiste.	0.06	1.00		a universitation	1.00	2016/70 to 1016
Flt Permitted	CERTIFICATION OF THE CONTRACT		2787				118	3539		i de la compania del compania del compania de la compania del compania de la compania de la compania del compania de la compania de la compania de la compania del compania	6374	
Satd. Flow (perm)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Peak-hour factor, PHF	0.65	0.65	145	0.63	0.00	0.03	0.00	2374	0.00	0.00	2404	87
Adj. Flow (vph) RTOR Reduction (vph)	0	0	15	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	130	0	. 0	0	29	2374	0	0	2487	0
Turn Type	similari (O	1, 11,1,244,797,1191,1	custom	Perm	satemer: Our	STREET,	Perm	· sales salitative	Perm	161911 192000	Trop .	
Protected Phases	ovanegoma medical		Cusion	nte citt	8	icontygue (SHAPE TO SERVICE TO SE	2			6	
Permitted Phases			4	8	ampenda 700	1038999000000000000000000000000000000000	2	e recentable	2	ASSESS CONTRACTOR	3428247200154151	careenal (24), to t
Actuated Green, G (s)			9.0				63.0	63.0	. 5844	6 1 6 6	63.0	
Effective Green, g (s)	99888988999999999999999999999999999999	constantinos	9.0	manner countie	NEW CONTRACTOR	SSERIE STATE OF STREET	63.0	63.0	-52 (1992) (1954)	in	63.0	
Actuated g/C Ratio			0.11				0.79	0.79		16	0.79	
Clearance Time (s)		TO his her east realways	4.0	-1	. · themalacan	,	4.0	4.0			4.0	DEL CATALOGRA
Vehicle Extension (s)			3.0				3.0	3.0			3.0	
Lane Grp Cap (vph)			314		-		93	2787			5020	e de la consume
v/s Ratio Prot			iiiii ika sa		35			€0.67			0.39	
v/s Ratio Perm	***************************************		c0.05				0.25	managananan matau s	·1·*·18181848848447878.0	en et an en	rosan versity (1920)	gemanakan da
v/c Ratio			0.41				0.31	0.85			0.50	
Uniform Delay, d1			33.0		eneprosition of the section of the s	ererezenen era erekti	2.4	5.5	egezen (j. e. (.) v. t sen (1868)	eassesses Color	3.0	- Consuli
Progression Factor			1.00				1.00	1.00			1.00	
Incremental Delay, d2	Kurusuwa wasani sa ka	**************************************	0.9		narana arang sasa	esteroperconnuci	8.5	3.5	ngrasi-syksääseek	energe en	0.4	
Delay (s)			33.9				10.9	9.0			3.3	
Level of Service	assatentin vertice ente	ossuperene	C	- CANTALON SANDA		esanto o varine	В	A		PARAGONE SE	A 3.3	7.56 6600
Approach Delay (s)		33.9	umus es e	- 349499	0.0		MANAGE S.	9.0			CLEEN CHEST SIZE CO.	
Approach LOS		С			Α			Α			А	Land Control March Control Control
Intersection Summary			44.0	ia della constitución	311	100				14.4		
HCM Average Control Delay			6.9	H	CM Level	of Service	e		Α		· N. S. SERVERSENE TO CO	and syllogeness
HCM Volume to Capacity rai			0.80			and the					S. Filedia	
Actuated Cycle Length (s)			80.0	Sı	um of los	t time (s)	***************************************		8.0	ADMICTORERS COMMITTEE S	11:5050000055FF04P04P	is in a managarist
Intersection Capacity Utilizat	ion		59.1%	ic	U Level	of Service		i denin	В			
Analysis Period (min)			15		25/445/2424718824/22	*************	esseereelaree oo oo bole	esoganeanara	ni ar nagaga nasabasena	MARKANA (CONTRACTOR)	000000000000000000000000000000000000000	
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1		ሻ	सींके	7	ሻ	44	#	* 15 15	ሳ թ	NSFIEWSERPRORES
Volume (vph)	37	25	37	-197e	25	1157	25	849	380	997	1083	25
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	4.0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00	n i silvestretaine	0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	A00 54%
Frt	1.00	0.91		1.00	0.86	0.85	1.00	1.00	0.85	1.00	1.00	
Fit Protected	0.95	1.00	ur -President Print de	0.95	1.00	1.00	0.95	1.00	1.00	0.95 3433	1.00 3527	orsana.
Satd. Flow (prot)	1770	1697		1610	2754	1441	1770	3539 1.00	1583 1.00	0.95	აა <i>⊵ი</i> 1.00	
FIt Permitted	0.95	1.00	DENIST INDE	0.95	1.00 2754	1.00 1441	0.95 1770	3539	1583	3433	3527	
Satd. Flow (perm)	1770	1697		1610				0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90 1286	0.90 28	943	422	1108	1203	28
Adj. Flow (vph)	41	28	41	219	28 559	1200 559		943 0	422 316	0	1200	0
RTOR Reduction (vph)	1 0 知识是 以	38 31	0	0 197	ວວອ 134	939 84	0 28	943	106	1108	1230	0
Lane Group Flow (vph)	41	3 I	U		S 8 1 94 -			WW.JHJ		Prot	MINZOU :	:0308888. <u>*</u>
Turn Type	Split		DAUGGA (1959-194)	Split	3	Perm	Prot	6	Perm	- 10t	2	
Protected Phases	4	4		3			1	9	6		.	
Permitted Phases				าง ก	11.0	3 11.0	3.3	27.7	27.7	45.4	69.8	MASSAGE.
Actuated Green, G (s)	8.4	8.4 8.4		11.0 11.0	11.0	11.0	3.3	29.2	27.7	45.4	71.3	
Effective Green, g (s)	8.4 0.08	0.4		0.10	0.10	0.10	0.03	0.27	0.25	0.41	0.65	
Actuated g/O Ratio	4.0	4.0		4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	MERCHALIN
Clearance Time (s) Vehicle Extension (s)	1.0	1.0	TO CHINESING	1.0	1.0	1.0	1.0	4.7		1.5	5.4	NESE
Lane Grp Cap (vph)	135	130	nara e estanti	161	275	144	53	939	399	1417	2286	
v/s Ratio Prot	c0.02	0.02		c0.12	0.05		0.02	c0.27		c0.32	0.35	MB46-48
v/s Ratio Perm	00.02	9.95	\$7660 eV 0 6-026	likanniserii)	a a sa	0.06	1280 Maria	Yayanaaa	0.07		or in a marketika	4/9/2000 to 2/10 17
v/c Ratio	0.30	0.24	48 C S T	1:22	0.91dr	0.58	0.53	1.00	0.27	0.78	0.54	
Uniform Delay, d1	48.0	47.8	gradat del plada. Franktione plante	49.5	46.8	47.3	52.6	40.4	33.0	28.0	10.5	ent assetting
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.3	RECOLOTE SATIONALE	143.5	0.5	3.9	4.3	30.4	1.6	2.7	0.9	
Delay (s)	48.5	48.1		193.0	47.3	51.2	56.9	70.8	34.6	30,7	11.4	
Level of Service	D	D		F	D	D	E	Ε	С	С	В	
Approach Delay (s)		48.3			67.7			59.6	9 - 1 (1) (8) (1)		20.5	
Approach LOS	ESPERAL CONTRACTOR	D			E			Ε			C ,	
Intersection Summary							4.74	2010				
HCM Average Control Delay			44.6	H	CM Level	of Servic	е		D	٠		
HCM Volume to Capacity ra	BUTTON THE TAX AND THE TOTAL OF THE		0.86							ghigasi Sabilbasa		MEDICAL STATE
Actuated Cycle Length (s)	anando esas Possessio	ere consistent de la president de	110.0	Su	ım of lost	time (s)	. evenezerenesätzenti/PC		16.0			
Intersection Capacity Utiliza	tion		84.8%			of Service			E			
Analysis Period (min)	matematic conservation (1)		15			company or All the 1987 188						SINDS HARMAN
dr Defacto Right Lane. Re	ecode with	though	lane as a	right lane								
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	ŇBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	DESCRIPTION OF THE PROPERTY OF	₩	polyablining organism pro-	**************************************	₩		ሻ	† ‡		35	ተ ጮ	
Volume (vph)	209	12	972	50	12	12	234	1057	12	12	1206	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		aliugion :	4.0	i Griffi	4.0	4.0	appilluja	4.0	4.0	ardika.
Lane Util, Factor		1.00			1.00		1.00	0.95	- Declar Ryshmanistan	1.00	0.95	SIGNAMINOS
Frpb, ped/bikes		1.00			1.00		1.00	1.00	. Saisii	1.00	1,00	
Flpb, ped/bikes		1.00	**************************************	· · · · · · · · · · · · · · · · · · ·	1.00	karanettii säänettee	1.00	1.00	a a companier	1.00	1.00	
Fπ	THE STREET OF STREET,	0.89			0.98		1.00	1.00		1.00	0.98	
Fit Protected		0.99	escentra no Sasi		0.97	ren en kirkin Ren	0.95	1.00		0.95	1.00	1102484888
Satd. Flow (prot)		1644			1759		1770	3532		1770	3478 1.00	A COMMING
FIt Permitted	and the second of the second	0.99	0.555505884	nnenestation	0.40	9275886684	0.95	1.00	- 15 (15 NIII)	0.95 1770	3478	BOD HERRIE
Satd. Flow (perm)		1644			727	0.05	1770	3532	0.0E	0.95	0.95	0.95
Peak-hour factor, PHF		0.95	0.95	0.95	0.95 13	0.95 13	0.95 246	0.95 1113	0.95 13	0.93 13	1269	142
Adj. Flow (vph)	220	13 99	i 1023 0	53 0	13 5	0	0	1110	0	0	5	0
RTOR Reduction (vph)	0 0	99 1157	0	0	74	0	246	1125	0	13	1406	Ů Ô
Lane Group Flow (vph) Confl. Peds. (#/hr)	e de la marchida	1171	ini kanala	es es Manist			ः ध्याप्राधाः	est 144ss	######¥* 1	o Kanada da	San Arana	200940:sc.7.
Confl. Bikes (#/hr)						100			in de la company			2
Turn Type	Split	2017 1 K 8120 1 5 5 5	NEW 2017 (2017 - 2017 1-7)	Perm	Appear to the tractions	Jan San San San San San San San San San S	Prot			Prot		
Protected Phases	41	4			8]		5	2			6	
Permitted Phases	15	SKSNURTURYA	**************************************	8	+ +1000 (01 TH) 0+ 4 45 14 0 C	1011, 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CONTROL OF THE	4 - 1-000e00				
Actuated Green, G (s)		74.3			74.3		14.3	60.8		1,1	47.6	
Effective Green, g (s)		76.0			76.0	- 1.1.5344444444	15.0	63.0	TO A STATE AND BE PROTESTED FROM	1.8	49.8	er er in 100 men
Actuated g/C Ratio		0.50			0.50		0.10	0,41		0.01	0.33	
Clearance Time (s)	INDERNACIONE INCIDENTE AND A CONTRACT	5.7	PROPERTY CONTINUES IN EVEN AND E	er twent is at early longer tribut	5.7	CONCLUSION OF THE	4.7	6.2	-10-75-70-78-055-55	4.7	6.2	NING 24 7005
Vehicle Extension (s)		3.0			3.0		2.0	3.8		2.0	3.8	
Lane Grp Cap (vph)	agentosociem a VCC	818	nneuscenses		362		174	1456	SPSTIVE I (1888)	21	1134	reservation of the
v/s Ratio Prot		0.70					c0,14	0.32		0.01	c0.40	
v/s Ratio Perm		3132618	844588888	SOURCE STANKE	0.10 0.20		1.41	0.77	roza salbi	0.62	1.24	
v/c Ratio Uniform Delay, d1		1.42 38.4			21.5		68.9	38.7		75.2	51.5	Residence
Unitonii Delay, d i					21.0			00.7		10.2		
A STATE OF THE SECOND PROPERTY OF THE STATE		1 በበ		viet element		higasomia	an amazan sana an an an an an an an			100	1 00	######################################
Progression Factor		1.00 194 n			1,00		1.00	1.00	nus silong Reduce o	1,00 32.5	1.00 115.4	
Progression Factor Incremental Delay, d2		194.0			1.00 0.3		1.00 216.6	1.00 2.7	1 100 9 2 3 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	32.5	115.4	
Progression Factor Incremental Delay, d2 Delay (s)		CITALITATIVE CONSTRUCTOR			1,00		1.00	1.00		THE CONTRACT ASSESSMENT AND ARREST	115.4	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service	1	194.0 232.4 F			1.00 0.3 21.8		1.00 216.6 285.5	1.00 2.7 41.5		32.5 107.7	115.4 166.9	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s)	1	194.0 232.4			1,00 0.3 21.8 C		1.00 216.6 285.5	1.00 2.7 41.5 D		32.5 107.7	115.4 166.9 F	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS	1	194.0 232.4 F			1.00 0.3 21.8 C 21.8		1.00 216.6 285.5	1.00 2.7 41.5 D		32.5 107.7	115.4 166.9 F	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary	1	194.0 232.4 F	156.7	HC	1.00 0.3 21.8 C 21.8 C	of Service	1.00 216.6 285.5 F	1.00 2.7 41.5 D	F	32.5 107.7	115.4 166.9 F	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay		194.0 232.4 F	156.7 135	HC	1.00 0.3 21.8 C 21.8	of Service	1.00 216.6 285.5 F	1.00 2.7 41.5 D	F	32.5 107.7	115.4 166.9 F	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity ratio		194.0 232.4 F	1.35		11.00 0.3 21.8 C 21.8 C		1.00 216.6 285.5 F	1.00 2.7 41.5 D	F 12.0	32.5 107.7	115.4 166.9 F	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection/Summary HCM Average Control Delay HCM Volume to Capacity ratio Actuated Cycle Length (s)	2	194.0 232.4 F 232.4 F	1.35 152.8	Sui	1.00 0.3 21.8 C 21.8 C	ime (s)	1.00 216.6 285.5 F	1.00 2.7 41.5 D		32.5 107.7	115.4 166.9 F	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection-Summary HCM Average Control Delay HCM-Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilizatio	2	194.0 232.4 F 232.4 F	1.35	Sui	1,00 0.3 21,8 C 21,8 C	ime (s)	1.00 216.6 285.5 F	1.00 2.7 41.5 D	12.0	32.5 107.7	115.4 166.9 F	
Progression Factor Incremental Delay, d2 Delay (s) Level of Service Approach Delay (s) Approach LOS Intersection/Summary HCM Average Control Delay HCM Volume to Capacity ratio Actuated Cycle Length (s)	2 2 2 0	194.0 232.4 F 232.4 F	1:35 152.8 131.3%	Sui	1,00 0.3 21,8 C 21,8 C	ime (s)	1.00 216.6 285.5 F	1.00 2.7 41.5 D	12.0	32.5 107.7	115.4 166.9 F	

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Movement	EBL	EBT	EBR//	WBL	WBT	WBR	NBL	NBT	NBR	SBL		-
Lane Configurations	*	^	7	ሻ	^	7	* 1	*			^	7
Volume (vph)	265	947	1021	25	911	579	369	410	12	357	1858	197
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0,85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	294	1052	1134	28	1012	643	410	456	13	397	2064	219
RTOR Reduction (vph)	0	0	101	0	0	334	0	0	9	0	0	55
Lane Group Flow (vph)	294	1052	1033	28	1012	309	410	456	4	397	2064	164
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	autorises sur la compres	Perm
Protected Phases	7	4		3	8		- 5	2		1	6	
Permitted Phases	***************************************		4			8			2	na n	anaman en er a 1945a	6
Actuated Green, G (s)	21.3	57.5	57.5	2.0	38.2	38.2	9.5	37.8	37.8	28.7	57.0	57.0
Effective Green, g (s)	21.8	58.0	58.0	2.5	38.7	38.7	10.0	39.3	39.3	29.2	58.5	58.5
Actuated g/C Ratio	0.15	0.40	0.40	0.02	0.27	0.27	0.07	0.27	0.27	0.20	0.40	0.40
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.1	5,1	2.0	5.1	5.1
Lane Grp Cap (vph)	266	1416	633	31	945	422	237	959	429	356	1428	639
v/s Ratio Prot	c0.17	0.30		0.02	0.29		c0.12	0.13		0.22	c0.58	
v/s Ratio Perm	. ^	Marine - rendermed	c0.65		201741-1 10 11114941	0.19			0.00			0.10
v/c Ratio	1.11	0.74	1.63	0.90	1.07	0.73	1.73	0.48	0.01	1.12	1.45	0.26
Uniform Delay, d1	61.6	37.1	43.5	71.1	53.2	48.4	67.5	44.2	38.6	57.9	43.2	28.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	86.3	1.9	291.2	119.0	50.2	5.6	345.6	1.7	0.0	82.6	204.4	1.0
Delay (s)	147.9	39.0	334.7	190.2	103.3	54.0	413.1	45.9	38.6	140.5	247.7	29.8
Level of Service	F	D	F	F	F	Ď	F	D	D	F	F	С
Approach Delay (s)		187.2			85.9			217.1			214.0	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay			177.8	Н	CM Level	of Service	æ		F			
HCM Volume to Capacity ra	the resemble to the second conditions.		1.56					i i saliquija				
Actuated Cycle Length (s)	WASSES CARREST	tolandings:	145.0	::::::::::::::::::::::::::::::::::::::	ım of lost	time (s)	assumments.	go a stomenhen	16.0	acinimistration of		527-71-71-71-71-71-71-71-71-71-71-71-71-71
Intersection Capacity Utiliza	tion		127.9%			of Service			Η			
Analysis Period (min)	nikalihi ibilili	isas Publicatoribbili	15		กลาดกลาดกลาดกลาดกลาดกลาดกลาดกลาดกลาดกลาด	NEED TO STATE OF THE COLD	enstellisteteles Section	rodsomsisticesto	a an constitution	augustus (1923)	onesessistenio	2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
c Critical Lane Group		84454					ing strong					

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Movement	EBL "	#EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	- SBR
Lane Configurations		4	7	I	4	#	\	ተ ተጮ		``	ተ ት	제 사내의 사
Volume (vph)	12	25	25	247	0	197	12	582	247	135 1900	2782 1900	12 1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900 4.0	1900 4.0	1900 4.0	1900	4.0	4.0	4.0
Total Lost time (s)		4.0	4.0 1.00	4,0 0.95	4.0 0.95	1.00	4.0 1.00	0.91		1.00	0.95	1.00
Lane Util. Factor	Stanford (S. Co.)	1.00 1.00	0.97	1.00	1.00	0.99	1,00	1.00		1.00	1.00	0.98
Frpb, ped/bikes Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	en a la some	1.00	1.00	1.00
Frt Frt		1.00	0.85	1.00	1.00	0.85	1,00	0.96		1.00	1.00	0.85
Fit Protected	. Cresses (Single)	0.98	1.00	0.95	0.95	1.00	0.95	1.00	ule. T. D. Distribereda	0.95	1.00	1.00
Satd. Flow (prot)		1834	1529	1681	1681	1561	1770	4858		1770	3539	1550
FIt Permitted	States in the miless	0.98	1.00	0.95	0.95	1.00	0.95	1.00	TURTHER ADERPENDENCES	0.95	1.00	1.00
Satd. Flow (perm)		1834	1529	1681	1681	1561	1770	4858		1770	3539	1550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	28	28	274	0	219	13	647	274	150	3091	13
RTOR Reduction (vph)	0	0	27	0	0	126	0	40	0	0	0	2
Lane Group Flow (vph)	0	41	1	137	137	93	13	881	0	150	3091	11
Confl. Bikes (#/hr)	S bewere entropy		2	Section	A CEDMONES	1		ocsesca Ö	1000055053	- Kara		<u>Z</u>
Turn Type	Split		Perm	Split		Perm	Prot			Prot	6	Perm
Protected Phases	4 anamata (2001)	4	essor-koras	8	8	8	5	2	\$12 8 \$1126415			6
Permitted Phases		2 -	2.5	18.0	18.0	18.0	1.7	93.3		16.2	107.8	107.8
Actuated Green, G (s)		2.5 3.0	2.5 3.0	18.5	18.5	18.5	2.2	95.8	PENNING.	16.7	110.3	110.3
Effective Green, g (s) Actuated g/C Ratio		0.02	0.02	0.12	0.12	0.12	0.01	0.64	MANAGES A.C.	0.11	0.74	0.74
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	6.5	IMESIC .	4.5	6.5	6.5
Vehicle Extension (s)	r de Casariniani	2.0	2.0	2.0	2.0	2.0	2.0	4.6	168018488711+1147	2.0	5.1	5.1
Lane Grp Cap (vph)		37	31	207	207	193	26	3103		197	2602	1140
v/s Ratio Prot	with Misers Landstein	c0.02	designation design	c0.08	0.08	12:2:2:2789339143022111:55	0.01	0.18		c0.08	c0.87	
v/s Ratio Perm			0.00			0.06			kiji s			0.01
v/c Ratio		1.11	0.02	0.66	0.66	0.48	0.50	0.28	esperation, comi	0.76	1.19	0.01
Uniform Delay, d1		73.5	72.1	62.8	62.8	61.3	73.4	12.0		64.7	19.9	5.3
Progression Factor	en de la companya de	1.00	1.00	1.00	1.00	1.00	1.00	1.00	SAATOLOG OVERI	1.00	1.00	1.00
Incremental Delay, d2		182.0	0.1	6.0	6.0	0.7	5.4	0,2		14.4 70.4	88.7 108.6	0.0 5.3
Delay (s)	SHAGHAWA CANEG	255.5	72.1	68.8	68.8	62.0	78.8	12.2		79.1		0.3 Majori A
Level of Service			E	E	⊏ 65.8	ille E	Sun Eur	13.1			106.8	
Approach Delay (s) Approach LOS	sis do to a	181.1 F			00.0 M. E.			10.1 B			F	111111111111111111111111111111111111111
10.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5							10000000					
Intersection Summary			11 A-15		5111111111111							
HCM Average Control Delay		STATE OF THE STATE	85.2	Н,	ivi Level	of Service	C iliano		F			
HCM Volume to Capacity ra	UO	iransan sa	1.11 150.0	c.	m of loc	time (s)			16.0			anana a
Actuated Cycle Length (s) Intersection Capacity Utiliza	tion		100.0			of Service			10.0 G	948965500		
Analysis Period (min)		na zgjekskih	103.7 %				1000					monto de Matematik
c Critical Lane Group	ungsverse (198 6).			aces contribute		nggati vita i kalanda di		areasetteetteette	territanikanihinik	BREEKERS (Free No.)		ordgetrik (N. V

	•	•	†	/	-	ļ				
Movement 18.	WBL	WBR .	NBT	NBR	SBL	SBT				
Lane Configurations	Ŋ		ት ጐ		ሻ	<u> </u>	ov sakono over no en antenno object es fertilitati	MEDINGRAD TO PERFER SERVICE FOR	**************************************	
Volume (vph)	12	12	1501	12	12	1304			36 66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	en operate eksperiere	194900000000000000000000000000000000000	······································	
Total Lost time (s)	4.0		4.0		4.0	4.0		odine odk		es estimate est
Lane Util. Factor	1.00	BRITANIC TESTICATORS	0.95	sancre: atalega	1.00	1.00	ncareenusa võiseeli			
Frt	0.93		1.00		1.00	1,00 1.00	c, dina sala		ika sadhasa Q	
FIt Protected	0.98	6744-158 88 89-1	1.00 3535	400 - 35 8 858	0.95 1770	1863				
Satd. Flow (prot)	1695		3030 1.00		0.95	1.00			ye-leteraka 15- coda	\$85% ECOPPE 120
Fit Permitted	0.98 1695	88486C 14488	3535		1770	1863				
Satd. Flow (perm)	0.90	0.90	0.90	0.90	0.90	0.90	Manager Conf.			
Peak-hour factor, PHF Adj. Flow (vph)	13	13	1668	113	13	1449			: 100 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	
RTOR Reduction (vph)	12	0	0	0	0	0	-commission	10440486043200000000000000000000000000000000000		
Lane Group Flow (vph)	14	0	1681	0	13	1449				
Turn Type	5,4,40,40,4				Prot				er i kanangoyana i i No	appropriate to the constitution of the
Protected Phases	8		6		5	2				386 - 125 (g. 72) 386 - 175 (g. 72)
Permitted Phases	18-12919461 17-17-17-18-1					**************************************	SORREREST CONTRIBUTES CO	Sametros - Asiazasa	oron essess on distri	reformationer si
Actuated Green, G (s)	6.3		84.5		7.2	95.7	984			
Effective Green, g (s)	6.3	illianemur - s	84.5	conentrations	7.2	95.7	##50.4.61###################################	BESTER HARRISTON		versagger i dell
Actuated g/C Ratio	0.06		0.77		0.07	0.87				
Clearance Time (s)	4.0	Harmania (Sanga	4.0	en denes	4.0 2.4	4.0 2.8	Sangarigas (Sangar			
Vehicle Extension (s)	3.0		2.8		<u>2.4</u> 116	1621	ist collina 52	MARKET CAMBRIGGS	-callettor - carre	Unit profitting that the state of the
Lane Grp Cap (vph)	97	Marana (1997)	2716 0.48		0.01	c0.78		magi si Afrika		
v/s Ratio Prot	c0.01		0.40		U.U.	Lie CU./IO		Sarring Certain	18.1.1981 1191 1621 199	History Collison (1777)
v/s Ratio Perm v/c Ratio	0.14	1989888	0.62		0.11	0.89		3000		
Uniform Delay, d1	49.3	hoddsandd T	5.6	e della constitue	48.4	4.2	rioshiganisti ittiliania	, :500 htsalice - 4344	activities (Constanting	
Progression Factor	1.00		1.00		1.00	1.00				
Incremental Delay, d2	0.7	hada n kanu t	1.1	or mademan	0.3	8.0		The state of the s	enman kan kenik di saba da Al-Mabura Seni di	-voorteagem - vooststelv
Delay (s)	50.0		6.7		48.7	12.2	South South			
Level of Service	D	***************************************	Α	meracular and alternation	D	B	SEASTER CONTRACTOR	Nasimingova (1988)	######################################	
Approach Delay (s)	50.0		6.7	3165 8160a - Sil		12.5				(1915) 1916 1916
Approach LOS	D		Α			В				
intersection Summary	1880		100							
HCM Average Control Dela			9.7	Н	CM Leve	el of Service	ORGANISAN CANDAN	A 50-0-59-0 -0-5	191555 (S2099502	
HCM Volume to Capacity r			0.85	i jen car						
Actuated Cycle Length (s)	sten ton technique in the makelike ski	National Services	110.0			st time (s)	:39:2445 : C	8.0 D	Series (Salatines)	
Intersection Capacity Utiliz	ation		78.6%		U Level ل	of Service		D		
Analysis Period (min)		garrosa, takara	15	ON DANIES DE CONTRACTOR			elle e jakola			
c Critical Lane Group									re Chimin Philippi	AND THE PROPERTY OF THE PARTY O

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Movement	FBL	EBR	- NBE	NBT	SBT	SBR -
Lane Configurations	ሻኝ			ተ ተ	†	7
Volume (vph)	37	12	0	1476	1219	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0 0.95	4.0 1.00	4.0 1.00
Lane Util. Factor	0.97 0.96	1888 BEET 188		0.95 1.00	1.00	0.85
Frt Flt Protected	0.96	reddillitted		1.00	1.00	1.00
Satd. Flow (prot)	3356			3539	1863	1583
FIt Permitted	0.96	te vicinimisessism	***************************************	1.00	1.00	1.00
Satd. Flow (perm)	3356			3539	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	41	\$2000 A150 Contact (Contact)	0	1640	1354	109
RTOR Reduction (vph)	12 42	0	0	0 1640	0 1354	18 91
Lane Group Flow (vph)	42			1040	100H	Perm
Turn Type Protected Phases	4		vi- sampina	2	2	
Permitted Phases			ement. Problem	areason in T alib	uususta. Tää	2
Actuated Green, G (s)	7.2			74.8	74.8	74.8
Effective Green, g (s)	7.2		*** 5.6965.55.49699	74.8	74.8	74.8
Actuated g/C Ratio	0.08			0.83	0.83	0.83
Clearance Time (s)	4.0	anamagasta (*)		4.0 2.8	4.0 2.8	4.0 2.8
Vehicle Extension (s)	2.8			2.8 2941	2.8 1548	2.8 1316
Lane Grp Cap (vph) v/s Ratio Prot	268 c0.01			2941 0.46	c0.73	1010
v/s Ratio Prot	CU.U1				, ou nog	0.06
v/c Ratio	0.16			0.56	0.87	0.07
Uniform Delay, d1	38.6	ngan aka tiriti r	244 00047 M0034 (4)000	2.4	4.7	1.4
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.2	5-51-751 W-005488588	AND THE RESERVE OF THE STATE OF	0.8	7.2	0.1
Delay (s)	38.8			3,2	11.9	1,5
Level of Service	D		Here of Casal	A 3.2	В 11.1	A
Approach Delay (s) Approach LOS	38.8 D			ع.د A	В	State Branch (1981)
	*****************************		ergeraans			er en
Intersection Summary			7.		ON 4 1	Lef Comics
HCM Average Control Dela			7.5	H	ivi Leve.	I of Service
HCM Volume to Capacity ra Actuated Cycle Length (s)	uiO (0.81 90.0	۱۹ (۱۹۳۲) ای	ım of los	t time (s)
Intersection Capacity Utiliza	tion		75.0%			of Service
Analysis Period (min)			15	wasaniiniinii	stromatikiki	managa at ta a a a a a a a a a a a a a a a
c Critical Lane Group						34 (B) (B)

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	<i>•</i>	→	7	•	-		7	J		*	*	4
Movement	EBL I	EBT:	EBR :	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4Î }÷			44-			4	· · · · I riseascri
Volume (vph)	12 1	206	12	12	1452	12	12	25	12	12	12	12
Ideal Flow (vphpl)		900	1900	1900	1710	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			-5%			0%			0%	
Total Lost time (s)		4.0	4.0	(6957) 17416999	4.0			4.0			4.0	assessment to
Lane Util. Factor		1.00	1.00		0.95	rang - M		1.00			1.00	
Frpb, ped/bikes		1.00	0.95	MARRIETT FRANKLISCHT	1.00	C10044428634 C100041044		0.99			1.00	Largentian L.
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85	esenta contratent	1.00	SPERCE SECTION STATES AND ADDRESS.		0.97			0.96	* 17* THUL I TO 1 - 1
Fit Protected		1.00	1.00		1.00			0.99			0.98	
Satd. Flow (prot)		815	1471	OSE-TO CONCERNO	3096	23 53 55 1 41 2		1768			1741	CONDITION OF
Fit Permitted		0.98	1.00		0,94			0.92			0.93	
Satd. Flow (perm)		1771	1471	155650-1 " 176958852-	2911	11/2006/676/		164 <u>5</u>			1638	
Peak-hour factor, PHF		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0,90	0.90	0.90	0.90
Adj. Flow (vph)	\$10 a 1 february (\$250), 150 february (\$250)	1340	13	13	1613	13	13	28	13	13	13	13
RTOR Reduction (vph)	0	0	2	Ö	0	0	0	12	0	0	12	· · · · · · · · · · · · · · · · · · ·
Lane Group Flow (vph)		1353	11	0	1639	0	0	42	0	0	27	
Confl. Peds. (#/hr)			9			2	ig - Spin		. Saut			
Confl. Bikes (#/hr)	t ji ki maski khidani bukt	itobalna i satu	EBSKSPUE TO	STEEL SELECTIONS	Profesional States	1	Affaire and for be		2		one is presented to the	
Parking (#/hr)				₹0	0	0						
Turn Type	Perm	1	Perm	Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2	vironi la tei 20	2	6	RESIDENT V. DROM	HEREST AND	8	CONTROL SON	00000	4		
Actuated Green, G (s)		93.5	93.5		93.5			8.5			8.5	
Effective Green, g (s)	 Control of the state of the sta	93.5	93.5	HANNES MARINES AND LONG	93.5	MESSE	to	8.5			8.5	· est mineria.
Actuated g/C Ratio		0.85	0.85		0.85			0.08	Sulii Sik		0.08	
Clearance Time (s)	POWERSHADO POR PART	4.0	4.0	erasinisinare	4.0	sepport to the end of the second terms to		4.0			4.0	
Vehicle Extension (s)		2.8	2.8		2.8			2.0			2.0	
Lane Grp Cap (vph)		1505	1250		2474			127			127	
v/s Ratio Prot							STATE OF THE PERSON OF THE PER					
v/s Ratio Perm	anananan O	0.76	0.01	::::::::::::::::::::::::::::::::::::::	0.56	\$\$19145.75 × 174844444444444444444444444444444444444	The Children and Children	c0.03			0.02	
V/c Ratio		0.90	0.01		0.66			0.33			0.21	i Va
Uniform Delay, d1	1401458213956-11-11-00-00143043388	5.2	1.2	3.0033343.9L941.00 - 12.000	2.8	283155. 1 1 CAMERICA		48.1			47.6	advort, troppe
Progression Factor		1.00	1.00	estille.	1,00		ica Subudi	1,00	rikuji.	Hillian (1)	1.00	
Incremental Delay, d2	TO DESCRIBING AND AND DESCRIPTION	8.9	0.0	- 14 Committee and a second of the	1.4	11.00.000		0.6			0.3	94495694114CTS
Delay (s)		14.1	1.3		4.2	Substitution		48.6			47.9	
Level of Service	perior and promise and all the first pro-particles and pro-	В	Α	gayean - Sistebballika	Α			D		elenatoria de la compania de la comp	D	incontrol of
Approach Delay (s)		14.0			4.2			48.6			47.9	
Approach LOS	o caree parametri per di Periodi di Milia	В	. concept classificati	a Manager Control of Control	Α			D			D	
				negativa in l								
Intersection Summary				266 PM 1	CMLovo	Lof Condo			A	THE CONTRACTOR OF THE PARTY OF		e 1400000 47-1610-160
HCM Average Control Dela	一带 化电流性电流电流电流电流 经工作证 化二二烷 化基础电影器基础		9.9	H'	CIVI LEVE	l of Servic	5					
HCM Volume to Capacity ra	au o		0.85		um of loc	f time (c)			8.0		najya wa om ia	neto Poblishi
Actuated Cycle Length (s)	**************************************	TERESPESSE	110.0	TARAMETER AND AND ADDRESS OF THE	um of los	3 AT 11 (13 15 15 15 15 15 15 15 15 15 15 15 15 15	er standario		0.0			
Intersection Capacity Utiliza	auon		83.0%		'n reael	of Service	alestining	arannenni		acolini in internacionali di salah s	walaniin XA	usitatsiitevi
Analysis Period (min)	ereggio de depertorio	11/00/1985559	15		950918001657	SENSONA ES			or education of the			
c Critical Lane Group		Mb.Adulbu									annisha W	nastik'i

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	* SBL	§ SBT	SBR
Lane Configurations	¥	Þ	-	14	₽		ሻ	1>	manayeensive.vv 125-554	*	***************************************	7
Volume (vph)	394	824	12	25	467	27	25	455	98	62	407	984
Ideal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	n 6 4 1 1 1 2 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1	1.00	1.00	1.00
Fit Expenses 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.00	1.00		1.00	0.99		1.00	0.97		1.00	1,00	0.85
Flt Protected	0.95	1.00		0.95	1.00	ALTO CHINDSON	0.95	1.00	-ti kisasaaata (ta 1	0.95	1.00	1.00
Satd. Flow (prot)	1770	1859		1770	1552		1770	1813		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	onsmissiont Gh	0.95	1.00	845402-15 T. (1-1888)	0.95	1.00	1.00
Satd. Flow (perm)	1770	1859		1770	1552	を と ・	1770	1813		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	438	916	13	4.28	519	30	28	506	109	69	452	1093
RTOR Reduction (vph)	0	0	0	0	1	0	D PRINTED TO GOR	5	0	0	0	44
Lane Group Flow (vph)	438	929	0	28	548	. 0	28	610	0	69	452	1049
Turn Type	Prot			Prot			Prot	manageri gan - 11-2092	acameria con el control	Prot	288701 DESI	pm+ov
Protected Phases	7	4		3	- 8		5	2			6	7
Permitted Phases							NIIMBAMENEITHII * 1:1750	annogament tillial	980%20 C TTG	essection of E1988	8800000000 NZ + R1292	6
Actuated Green, G (s)	36.0	74.4		2.4	40.8		2.4	44.8		4.0	46.4	82.4
Effective Green, g (s)	36.0	74.4		2.4	40.8		2.4	44.8	PRECISENCE OF A CONTROL OF	4.0	46.4	82.4
Actuated g/C Ratio	0.25	0.53		0.02	0.29		0.02	0.32		0.03	0.33	0.58
Clearance Time (s)	4.0	4.0		4.0	4.0	enement of a state of the state	4.0	4.0	DERBOGOS A COSSESSORE	4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1		2.0	4.1	diam'r	2.0	4.1		2.0	4.1	2.0
Lane Grp Cap (vph)	450	977	•	30	447		30	574	mesassersoners on LOV	50	610	966
v/s Ratio Prot	0.25	0.50		0.02	c0.35		0.02	0.34		c0.04	0.24	c0.28
v/s Ratio Perm	19917,1217, 11 1-4 11 12144	182000000000000000000000000000000000000	-11.000079000.007901.					: NOVEMBERSON		en Indecoeppens		0.39
v/c Ratio	0.97	0.95		0.93	1.23		0.93	1.06		1.38	0.74	1.09
Uniform Delay, d1	52.3	31.9		69.5	50.4		69.5	48.4	es e constituis a rapid	68.8	42.3	29.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	35.2	18.1		134.2	119.8	. 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	134.2	55.1	14-435-48-534-60-7	257.7	5.2	55.2
Delay (s)	87.5	50.0		203.7	170.2		203.7	103.5		326.5	47.5	84.8
Level of Service	F	D		F	F	opposes province in the CANGEST	F	F	SHARIMAN CONTROL	F	D	F
Approach Delay (s)		62.0			171.8			107.8			84.7	
Approach LOS		E			F			F			F	
Intersection Summary	i i i									10.2 100		
HCM Average Control Delay			92.8	Н	CM Leve	of Service	e		F			
HCM Volume to Capacity ratio	3		1.12									
Actuated Cycle Length (s)	Tabasa Pitilik	an Ares Million	141.6	5666916565656565656565656565656565656565	um of los	t time (s)	massanski i med 1911	www.commons.com	8.0			
Intersection Capacity Utilization	n-	141004 555	105,5%			of Service			G			
Analysis Period (min)	raeciei Mainiil	nasustes/Us/VIII	15	arentono de la	สมเดียวองจีวัสสัติให้	sestat, are el hetérili	epopeliske i ja (1541. je občeše	**************************************	and the series of the series of the series			
c Critical Lane Group			propries					uni (188				1966

	•		+	•	\	1	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	ኻ	Ť	† †	7	ኣ	7	A. XXX XXX XXX XXX XXX XXX XXX XXX XXX X
Volume (vph)	480	492	222	172	369	297	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	ACKARIBANCA
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	pogramuses to a lies where respectively ensurance to the contract of the contr
Frt	1.00	1.00	1.00	0.85	1.00	0.85	
FIt Protected	0.95	1.00	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	3539	1571	1770	1545	
Fit Permitted	0.95	1.00	1.00	1.00	0.95	1.00 1545	
Satd. Flow (perm)	1770	1863	3539	1571	1770		相關的表記。中華的原用的問題表表記。在1980年的日本中,中國的問題的表示。 1996
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90 410	0.90	
Adj. Flow (vph)	533	547	247	191 66	410 0	330 237	
RTOR Reduction (vph)	0 533	0 547	0 247	66 125	410	93	
Lane Group Flow (vph)	ບວວ	94 1	241	123 8	VLT	7	
Confl. Peds. (#/hr) Confl. Bikes (#/hr)		9461.E4.94		8		. 8	
Turn Type	Prot	endikibineri.	en e sambolio	pm+ov	CHRISTIA	Perm	SSA : CONTROLLER STATE OF THE PROPERTY OF A CONTROLLER STATE OF THE ST
Protected Phases	FIOL	6	2	4	4		
Permitted Phases	· 产生的基础。特别 是	anga Mag	BHBRBBA₹ IIV	2	885 4 - 5 5 080	4	を主要における機能を発すった。。 - 1 - 2000年度をは1900年に、 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Actuated Green, G (s)	21.5	34.1	8.6	25.0	16.4	16.4	
Effective Green, g (s)	21.5	34.1	8.6	25.0	16.4	16.4	- CANDARD PARADO COME - CONTROL SANDON S
Actuated g/C Ratio	0.37	0.58	0.15	0.43	0.28	0.28	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	NAMES OF THE STATE
Vehicle Extension (s)	3.1	3.1	1.0	1.0	1.0	1.0	
Lane Grp Cap (vph)	651	1086	520	779	496	433	
v/s Ratio Prot	c0.30	c0.29	0.07	0.04	c0.23		
v/s Ratio Perm	communication	arangeting arms to sa	0.520290000000000	0.03	-0.001000000000000000000000000000000000	0.06	
v/c Ratio	0.82	0.50	0,48	0.16	0.83	0.21	
Uniform Delay, d1	16.7	7.2	22.9	10.3	19.7	16.1	
Progression Factor	1.00	1.00	100	1.00	1.00	1.00	
Incremental Delay, d2	8.0	0.4	0.3	0.0	10.3	0.1	
Delay (s)	24.7	7.6	23.1 C	10.3 B	30.0 C	16.2 B	
Level of Service	C	A 16.0	17.5	D	23.9	D	
Approach Delay (s) Approach LOS		но.υ В	17.5 B		23.9 C		
The second secon			o o o o o o o o o o o o o o o o o o o				
Intersection Summary			newellijui				
HCM Average Control Dela		SEEEEEEEE	18.9	H	CM Level	of Servic	
HCM Volume to Capacity ra	atio		0.73				
Actuated Cycle Length (s)	N_1000000000000000000000000000000000000	usenanina Tarangan	58.5		um of lost		
Intersection Capacity Utiliza	ation		64.9%	ing all (IC	U Level o	r Service	C
Analysis Period (min)			15		SICOLISTICO DE		
c Critical Lane Group	Massacra, Sa		REAL PROPERTY.	ovietalnikel		indžskė	

	<u> </u>	-	*	1	-	*	4	†	*	-	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBR
Lane Configurations	ř	}		J.	f >		ሻ	1>	12 re rema ramanana ra	ሻ	ቕ	TIMBOSTERREIPSTR'S
Volume (vph)	25	62	12	110	37	62	12	802	50	62	1354	25
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	and agreed in a constitute of the constitute of	1.00	1.00	PROPERTY CONTRACTORS	1.00	1.00	terono no no comensa	1.00	1.00	gg Navacaka
Frt Andrews	1.00	0.98		1.00	0.91		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	parties of the control of the	0.95	1.00		0.95	1.00	CONTRACTOR	0.95	1.00	na naksissi
Satd. Flow (prot)	1770	1817		1770	1688	ispanis.	1770	1846		1770	1858	
Flt Permitted	0.95	1.00		0.95	1.00	ransaaasoo:	0.95	1.00	Systopenanico	0.95	1.00	
Satd. Flow (perm)	1770	1817		1770	1688		1770	1846		1770	1858	
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)	27	67	13	118	40	67	13	862	54	67	1456	27
RTOR Reduction (vph)	0	5	0	0	41	0	0	1	0	0	0	0
Lane Group Flow (vph)	27	75	0	118	66	. 0	13	915	0	67	1483	0
Turn Type	Prot	KANDONOO UU UU UU	income agreement than	Prot	eranganan-12 - 11.1	110000000000000000000000000000000000000	Prot	ensurenvijery	re-besupparatus	Prot		ranoro nome
Protected Phases	7	4		3	8		5	2		ilinisa a Tvi	6	
Permitted Phases	pagaranerana i	10011011230000	RANGE STATE OF THE	TO PERSONAL PROPERTY OF THE PERSONAL PROPERTY	ere erezeze				(SISSESSION STOLL		40F O	in y Hoskilli
Actuated Green, G (s)	3.6	12.1		10.4	18.9		0.9	98.6		7.3	105.0 104.8	
Effective Green, g (s)	3.4	11.9	# T1: \\#.E60196758	10.2	18.7	arsumaviasidas	0.7	98.4	arestalia (7.1		:00:00 :0 1:00:00
Actuated g/C Ratio	0.02	0.08		0.07	0.13		0.00	0.69		0.05 3.8	0.73 3.8	
Clearance Time (s)	3.8	3.8	- Carronina esta	3.8	3.8		3.8	3.8 3.1		ა.ი 1.0	ა.ი 3.1	
Vehicle Extension (s)	1,0	2.0		1.0	2.0		1.0				**	DEL MANAGERE
Lane Grp Cap (vph)	42	151	anguestovagen	126	220	ENVISERUM (* 1947	9	1265	SERVER PER PER PER PER PER PER PER PER PER P	88	1356	2000/1/00/00
v/s Ratio Prot	0.02	c0.04		c0.07	0.04		0.01	0.50		c0.04	c0.80	
v/s Ratio Perm	enna namass	0-90/2012/2011	enreseessitis.	o stomanatani	MINISTER STATE		Maderia en Geri	TO TIME THE	5742-73255 5788 8	61 A 70	4 00	ISHGBOTHSI - (
v/c Ratio	0.64	0.50		0.94	0.30		1.44	0.72		0.76	1.09 19.4	
Uniform Delay, d1	69.5	63.0	000291897500E0.0	66.4	56.5	olenning der eine	71.4	14.1		67.4 1.00	19.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00 2.1		28.8	54.1	
Incremental Delay, d2	22.5	0.9		59.6	0.3 56.8		474.2 545.6	16.2		20.0 96.2	73.5	enere e
Delay (s)	92.0	63.9		126.0	90.0 E		040.0 F	io.z B		F	73.3 E	
Level of Service	F Rings kontos	E 71.0	Long State 1886	F	93.1	SECRETURES :		23.6	0.0000000000000000000000000000000000000		74.5	HENTE C
Approach Delay (s)		Same Commence of the Commence			93. ເ F			29.9 C	ha sa Madalil	and the same of	E	ISAMUSANI
Approach LOS		E			Г			0				
Intersection Summary	in tripletel	1		TAIL T								
HCM Average Control Delay			59.0	H	CM Level	of Servic	e		E			I STAN WATER BATTER SAME
HCM Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			143.6		um of lost				16.0	represes racas + 17- 41 4 · · ·	enius, nair e essent	15424104144418441-1
Intersection Capacity Utilization	n - (- (- (- (- (- (- (- (- (- (- (- (- (i di	92.2%	IC	U Level o	f Service			F			
Analysis Period (min)			15		34 AVA//3AV	wante for applications or on	**************************************	eson i ai merkir ib in i i	2125246 Mill Rinere min. v	personare em contratur a fini		persystem common con-
c Critical Lane Group	antie Sidea Al Couesasie	odostojišsiš Alueromuk			rondordordordordordordordordordordordordord							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ጉ	7 (7) A	ሻ	1→		ሻ	ት ኩ		ሻ	ተ ጐ	
Volume (vph)	12	12	12	98	12	123	JIII 12	864	37	110	1329	12
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	wile with the first of the second	1.00	1.00		1.00	0.95	NACESTERON CHARACTERS OF THE	1.00	0.95	ener viralista
Frpb, ped/bikes	1.00	0.99		1.00	0.97		1.00	1.00		1.00	1,00	
Flpb, ped/bikes	1.00	1.00	taratic constant	1.00	1.00		1.00	1.00	ennount on a col	1.00	1.00	na a saggeste
Frit	1.00	0.92		1.00	0.86		1.00	0.99		1.00	1.00	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00	unio de la companione	0.95	1.00	2008498099884198030-0
Satd. Flow (prot)	1770	1704		1770	1567		1770	3514		1770	3534	
FIt Permitted	0.95	1.00		0.95	1.00	romerenegaerico 10	0.95	1.00		0.95	1.00	NABARSTON
Satd. Flow (perm)	1770	1704		1770	1567		1770	3514		1770	3534	Santana.
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	13	13	i13a	108	13	135	13	949	41	121	1460	13
RTOR Reduction (vph)	0	12	0	0	112	0	0	3	0	0	0	0
Lane Group Flow (vph)	13	14	0	108	36	0	13	987	Ö	121	1473	0
Confl. Peds. (#/hr)			1			1			1	- 15 11 12 11 12 13 15 15 15 15 15 15 15 15 15 15 15 15 15	NENGALI ST 1. 52101	1
Confl. Bikes (#/hr)			3			3			2			### 1
Turn Type	Prot	•		Prot			Prot		allysessales-epitylist	Prot	unicara de oriente	engaetinis st
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases			•			ANT. III. I ANTENDRAMONE	ngwas i com n n. Thaildigh	esperance contract of the Contract	BARYANING PER PER CALCAL	. 1-15/2/08/44 C797/193	egeneral confidence	Makement with A 2010s.
Actuated Green, G (s)	0.4	4.5		7.0	11.1		0.7	29.7		6,7	35.7	
Effective Green, g (s)	0.4	4.5		7.0	11.1		0.7	30.7	ivangaragurongapun noro	6.7	36.7	986050100104.5
Actuated g/C Ratio	0.01	0.07		0.11	0.17		0.01	0.47		0.10	0.57	
Clearance Time (s)	4.0	4.0		4.0	4.0	manus of EUN CONDEN	4.0	5.0		4.0	5.0	1984888888
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	3.1		1.0	3.1	计理解除
Lane Grp Cap (vph)	11	118		191	268		19	1662	- , 170200-0018180881	183	1998	s in the seven green
v/s Ratio Prot	0.01	0.01		c0,06	c0.02		0.01	0.28		c0.07	c0.42	
v/s Ratio Perm						· · · · · · · · · · · · · · · · · · ·	racialan en 1753 VYP	ana kasa cana makama mana aka sa	ercessosas estados e	no a los competitivados	oprostore security	Europeante transport
v/c Ratio	1.18	0.12		0.57	0.13	310051416	0.68	0.59		0.66	0.74	
Uniform Delay, d1	32.2	28.3		27.5	22.8	encino e presentante con co en	32.0	12.5	SHANON PROPERTY OF LAND	28.0	10.5	omossivie is
Progression Factor	1.00	1.00		1.00	1.00	i Nata	1.00	1.00	Nanc s	1.00	1.00	
Incremental Delay, d2	338.7	0.2	V A S PUBLICA PEDENAVADA	2.3	0.1	CHESTOTERICS NOT A CO.	58.7	0.6	strugges (1.5 mg 200)	6.8	1.5	9484565555555
Delay (s)	371.0	28.5		29.8	22.9			13.1		34.8	12.0	
Level of Service	F	С	magawa ya gasuri 1975 filipilika	C	С	6-0-700181818888888	F	В	enerige(Sec	C	В	TIPSURNIES (A.C.)
Approach Delay (s)		142.7			25.8			14.1			13.7	
Approach LOS		F			С			В			В	
Intersection Summary		Market Market									11.76	4.44
HCM Average Control Dela			16.7	HC	CM Level	of Servic	9		В	Al de la constant de		
HCM Volume to Capacity ra	THE RESERVE THE PROPERTY OF THE PROPERTY OF THE PARTY OF		0.59					ille saunger				
	ammeroed sagaras.		by by by by a to	. Su	ım of lost	time (s)	n uma sa ta wana a sa	- Altinibilistania -	8.0	sandist (vedicini	carantonina (Se)	2505096035555 - , a
	ition		CARROLD COMPAGE OF SERVICE OF THE						В			
			TOTAL SERVICE STATE OF THE SER	achterini (2017)		nusanishika Teta	ng sendiki Silik	antigrassiani-C	coatoniaisiinidi	s	ommand offstate (1)	tvaratetik
												661/16/65/10- -51/69/66/66
Actuated Cycle Length (s) Intersection Capacity Utiliza Analysis Period (min) c Critical Lane Group	Can Canada and a second		64.9 62.7% 15		ım of lost Ü Level o	time (s) f/Service						

		•	€	4-	4	<i>></i>
Movement	EBT ¹	EBR	WBL		NBL	NBR
Lane Configurations	↑ 826	" 123	Ö	↑↑ ⊪1588	*\# 0	247
Volume (veh/h) Sign Control	Free	120	.	Free	Stop	
Grade	0%	0.85	0.85	0% 0.85	0% 0.85	0.85
Peak Hour Factor Hourly flow rate (vph)	0.85 972	0.65 145	0.65	1868	0.00	291
Pedestrians		\$4984.5.C				
Lane Width (ft) Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh) Median type	None	o protestado Sa cas		None	***************************************	
Median storage veh)				. 2000	Rogania (1907)	
Upstream signal (ft) pX, platoon unblocked				1283		
vC, conflicting volume			1116	i i i i i i i i i i i i i i i i i i i	1906	972
vC1, stage 1 conf vol vC2, stage 2 conf vol						
vCu, unblocked vol			1116	98994.5.19990 98994.5.19990	1906	972
tC; single (s) tC, 2 stage (s)	si dia dia dia dia dia dia dia dia dia di		4.1		6.8	6.9
tF(s)			2.2		3.5	33
p0 queue free % cM capacity (veh/h)			100 621		100 60	0 252
Direction Lane#	EB1	EB2	WB1	WB 2	NB 1	
Volume Total	972	145	934	934	291	
Volume Left Volume Right	0 0	0 145	0	0 0	0 291	
cSH	1700	1700	1700	1700	252	
Volume to Capacity Queue Length 95th (ft)	0.57 0	0.09 0	0.55 0	0:55 0	1.15 328	
Control Delay (s)	0.0	0.0	0.0	0.0	146.1	
Lane LOS Approach Delay (s)	በሰ		ሰሰ		F 1461	
Approach LOS	e en Yemen	esii sesii		orsaesiniihii	F	HANDINGER SELECTER SE
Intersection Summary						
Average Delay Intersection Capacity Utilization	n sa	nosum sesses	13.0 65.9%	ini	م امریم ا	f Service
Analysis Period (min)			15	, in	, EC/CIU	

Movement SBL SBR NWC NVE NE NER		J _a	لر	F	*	*	△
Lane Configurations	Movement	SBL	SBR	NWL	NWR.	NEL	NER STATE OF THE S
Volume (yph) 1099 345 1243 986 421 852 Ideal Flow (yphp) 1900 1900 1900 1900 1900 1900 1900 190		1412242W180353565670 007443 CNUM (0.50)		ሾሾ	77	767	THE PROPERTY OF THE PROPERTY O
Ideal Flow (yphpl)						421	652
Total Lost time (s)				1900	1900	1900) 1900
Lane Util. Factor 0.97 1.00 0.97 0.88 0.97 1.00 Fripb, pedbitkes 1.00 0.99 1.00 0.98 1.00 1.00 Figh, pedbitkes 1.00 1.00 1.00 1.00 1.00 1.00 Fit 1.00 0.85 1.00 0.85 1.00 0.85 Fit 1.00 0.85 1.00 0.85 1.00 0.85 Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00 Sald, Flow (prot) 3433 1562 3433 2724 3433 1583 Fit Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Sald, Flow (perm) 3433 1562 3433 2724 3433 1583 Fit Permitted 1.09 1.00 1.00 1.00 1.00 1.00 Fit 1.00 0.95 1.00 0.95 1.00 0.95 1.00 Sald, Flow (perm) 3433 1562 3433 2724 3433 1583 Fit Permitted 1.00 1.00 1.00 1.00 1.00 Fit 1.00 0.95 1.00 0.95 1.00 0.95 1.00 Sald, Flow (perm) 3433 1562 3433 2724 3433 1583 Flat Flow (perm) 3433 1562 3433 2724 3433 1583 Flat Flow (perm) 3.07 1.00 1.00 1.00 1.00 Flat George Flow (prot) 1.073 172 1922 1028 448 594 Flow (prot) 1.073 172 1922 1028 448 594 Flow (prot) 1.073 172 1922 1028 148 594 Flow (prot) 1.073 102 102 102 102 102 102 102 102 102 102				4.0	4.0	4.0) 40
Fripb, ped/bikes 1.00 0.99 1.00 0.98 1.00 1.00 Flipb, ped/bikes 1.00 1.00 1.00 1.00 1.00 1.00 Fir 1.00 0.85 1.00 0.85 1.00 0.95 Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00 Sald, Flow (prot) 3433 1562 3433 2724 3433 1583 Fit Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd, Flow (perm) 3433 1562 3433 2724 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 0.94 Adj. Flow (uph) 1073 387 1322 1228 448 584 RTOR Reduction (vph) 0 195 0 607 0 5 Lane Group Flow (vph) 1073 172 1322 421 448 689 Confl. Pedsk		[1] T. H. C. S.	2040-000-00-000000000000000000000000000	0.97	0.88	0.97	7 1.00
Fipb, pedrbikes 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Frt 1.00 0.85 1.00 0.85 1.00 0.85 1.00 0.85 1.00 0.85 1.00 0.85 1.00 0.85 1.00 0.95 1	The second secon	A CONTRACTOR OF THE PARTY OF TH		1.00	0.98	1.00	0 100
Fit Protected 0.95 1.00 0.85 1.00 0.85 1.00 0.85 FIF Protected 0.95 1.00 0.9		The annual control of the service of	D/25991.1":		1.00	1.00) 1.00
Fit Profected 0.95 1.00 0.95 1.00 0.95 1.00 Said, Flow (prot) 3433 1562 3433 2724 3433 1583 FlP ermitted 0.95 1.00 0.95 1.00 0.95 1.00 Said, Flow (perm) 3433 1562 3433 2724 3433 1583 FlP ermitted 0.95 1.00 0.95 1.00 0.95 1.00 Said, Flow (perm) 3433 1562 3433 2724 3433 1583 Fleat, hour factor, PHF 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94	 London Alexandro Company in Proceedings of the Company of the Compan	A RESIDENCE OF THE PROPERTY AND ADDRESS OF THE PARTY OF T		1.00	0.85	1.00	0 0.85
Satd: Flow (prot) 3433 1562 3433 2724 3433 1583 Fl Permitted 0.95 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 3433 1562 3433 1783 3433 1583 Peak-hour factor, PHF 0.94 0.94 0.94 0.94 0.94 0.94 Adj. Flow (vph) 1073 367 1322 1028 448 689 RTOR Reduction (vph) 0 195 0 607 0 5 Lane Group Flow (vph) 1073 172 1322 421 448 689 Confl. Peds. (#/hr/) 1 2 1 6 6 Confl. Peds. (#/hr/) 1 2 1 6 6 Primitted 9 Perm Perm custom 1 6 Promitted Phases 4 2 2 1 6 6 Actuated Green, G (s) 28.6 28.6 35.4				0.95	1.00	0.95	5 1.00
Fit Permitted 0,95 1,00 0,95 1,00 0,95 1,00 0,95 3433 3783 3433 1583 3433 1582 3433 1582 3433 1583 3433 1583 3434 3434 3434 3434 3434 3434 3434 3	A CONTRACTOR OF THE PROPERTY O			3433	2724	3433	3 1583
Satd. Flow (perm) 3433 1562 3433 1563 Peak hour factor, PHF 0.94 0.96 0.86 0.98 0.08 0.98 0.98 0.5 0.94 0.32 0.32 0.41 0.41 0.13 0.59 0.94 0.33 0.94				0.95	1.00	0.95	5 1.00
Peak-hour factor, PHF 0.94 0.96 0.96 0.96 0.96 0.96 0.96 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.95 0.94 0.93	The search of the contract of		1562	3433	2724	3433	3 1583
Adj. Flow (vph) 1073 367 1322 1028 448 694 RTOR Reduction (vph) 0 195 0 607 0 5 Lane Group Flow (vph) 1073 172 1322 421 448 689 Confl. Peds. (#/hr) 1 2 Turn Type Perm Perm Custom Protected Phases 4 2 1 6 Permitted Phases 4 2 1 6 Effective Green, G (s) 28.6 28.6 35.4 35.4 12.0 51.4 Effective Green, g (s) 29.1 28.6 38.9 36.9 12.0 52.9 Actuated g/C Ratio 0.32 0.32 0.41 0.41 0.13 0.59 Clearance Time (s) 4.5 4.5 5.5 5.5 4.0 5.5 Vehicle Extension (s) 2.0 2.0 3.0 3.0 2.0 3.0 Lane Grp Cap (vph) 1110 496 1408 1117 458 930 v/s Ratio Prot c.0.31 c.0.39 c.0.13 0.44 v/s Ratio Prot c.0.31 0.11 0.10 Uniform Delay, d1 30.0 23.5 25.5 18.5 38.9 13.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0					0.94	0.94	
RTOR Reduction (vph)			Lack and an arrangement of the Lack	reaction of the contract	1028	448	8 694
Lane Group Flow (vph) 1073 172 1322 421 448 689 Confl. Peds. (#/hr) 1 2 Turn Type Perm Perm Custom Protected Phases 4 2 1 6 Permitted Phases 4 2 1 6 Permitted Phases 4 2 1 6 Permitted Phases 4 2 1 6 Actuated Green, G (s) 28.6 28.6 35.4 35.4 12.0 51.4 Effective Green, g (s) 29.1 28.6 36.9 36.9 12.0 52.9 Actuated g/C Ratio 0.32 0.32 0.41 0.41 0.13 0.59 Clearance Time (s) 4.5 4.5 5.5 5.5 4.0 5.5 Vehicle Extension (s) 2.0 2.0 3.0 3.0 2.0 3.0 Lane Grp Cap (vph) 1110 496 1408 1117 458 930 v/s Ratio Prot 0.31 c0.39 c0.13 0.44 v/s Ratio Prot 0.31 c0.39 c0.13 0.44 v/s Ratio Perm 0.11 v/c Ratio 0.97 0.35 0.94 0.38 0.98 0.74 Uniform Delay, d1 30.0 23.5 25.5 18.5 38.9 13.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 19.2 0.2 12.1 0.2 35.8 3.2 Delay (s) 49.1 23.7 37.6 18.7 74.7 16.8 Level of Service D C D B E B Approach Delay (s) 42.6 29.3 39.5 Approach LOS D C D B E B Approach LOS D C D D Intersection Summary HCM Average Control Delay HCM Average Control Delay HCM Volume to Capacity ratio 0.98 Actuated Cycle Length (s) 16.0 Analysis Period (min) 15		strandistriction of problems in		Line Strategies in the con-		0	0 5
Confi. Peds. (#hr)						448	8 689
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Protected Phases	TO VALUE OF THE PROPERTY OF TH	(55%) - 5080 (#155)	Perm	WEST AS	Contract of the Contract of th		custom
Permitted Phases		11.1 Parkisania (1.2 - 6.4 4	11585510	2	ebija Tellabah	1	
Actuated Green, G (s)	and the second s		4		2		
Effective Green, g (s) 29.1 28.6 36.9 36.9 12.0 52.9 Actuated g/C Ratio 0.32 0.32 0.41 0.41 0.13 0.59 Clearance Time (s) 4.5 4.5 5.5 5.5 4.0 5.5 Vehicle Extension (s) 2.0 2.0 3.0 3.0 2.0 3.0 2.0 3.0 3.0 2.0 3.0 4.0 4.5 Vehicle Extension (s) 2.0 2.0 3.0 3.0 2.0 3.0 4.0 4.5 Vehicle Extension (s) 2.0 2.0 3.0 3.0 2.0 3.0 4.0 Vs Ratio Prot co.31 co.39 co.13 0.44 Vs Ratio Perm vfc Ratio 0.97 0.35 0.94 0.38 0.98 0.74 Uniform Delay, d1 30.0 23.5 25.5 18.5 38.9 13.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	The state of the s	28.6	proceedings of the contract of	35.4		12.0	0 51.4
Actuated g/C Ratio 0.32 0.32 0.41 0.41 0.13 0.59 Clearance Time (s) 4.5 4.5 5.5 5.5 4.0 5.5 Vehicle Extension (s) 2.0 2.0 3.0 3.0 2.0 3.0 Lane Grp Cap (vph) 1110 496 1408 1117 458 930 v/s Ratio Prot c0.31 c0.39 c0.13 0.44 v/s Ratio Perm 0.11 0.15 v/s Ratio Perm 0.97 0.35 0.94 0.38 0.98 0.74 Uniform Delay, d1 30.0 23.5 25.5 18.5 38.9 13.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 19.2 0.2 12.1 0.2 35.8 3.2 Delay (s) 49.1 23.7 37.6 18.7 74.7 16.8 Level of Service D C D B E B Approach LOS D C D B E B HCM Average Control Delay HCM Volume to Capacity ratio 0.96 Actuated Cycle Length (s) Intersection Capacity Utilization 86.3% ICU Level of Service E Analysis Period (min) 15	 In the control of the c						
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Lane Grp Cap (vph)		Company of the control of the contro		*** JUST JANUARY 1997	CONTRACTOR OF THE	2.0	0 3.0
v/s Ratio Prot c0.31 c0.39 c0.13 0.44 v/s Ratio Perm 0.11 0.15 0.94 0.38 0.98 0.74 V/c Ratio 0.97 0.35 0.94 0.38 0.98 0.74 Uniform Delay, d1 30.0 23.5 25.5 18.5 38.9 13.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 19.2 0.2 12.1 0.2 35.8 3.2 Delay (s) 49.1 23.7 37.6 18.7 74.7 16.8 Level of Service D C D B E B Approach LOS D C D D D D Intersection Summary HCM Volume to Capacity ratio 0.96 Sum of lost time (s) 12.0 Actuated Cycle Length (s) 90.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 86.3% ICU Level of Service E<	THE PROPERTY OF THE PROPERTY O						The state of the s
v/s Ratio Perm 0.11 0.15 v/c Ratio 0.97 0.35 0.94 0.38 0.98 0.74 Uniform Delay, d1 30.0 23.5 25.5 18.5 38.9 13.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 19.2 0.2 12.1 0.2 35.8 3.2 Delay (s) 49.1 23.7 37.6 18.7 74.7 16.8 Level of Service D C D B E B Approach Delay (s) 42.6 29.3 39.5 39.5 Approach LOS D C D D Intersection Summary 35.6 HCM Level of Service D HCM Volume to Capacity ratio 0.96 Sum of lost time (s) 12.0 Actuated Cycle Length (s) 90.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 86.3% ICU Level of Service E		Charles Control of Charles Control of the Control o	industrial in	214.42 (11286) \$ \$428 - 21 -	e istoria		1 12 12 12 12 12 12 12 12 12 12 12 12 12
V/c Ratio 0.97 0.35 0.94 0.38 0.98 0.74 Uniform Delay, d1 30.0 23.5 25.5 18.5 38.9 13.6 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 19.2 0.2 12.1 0.2 35.8 3.2 Delay (s) 49.1 23.7 37.6 18.7 74.7 16.8 Level of Service D C D B E B Approach LOS D C D C D Intersection Summary 35.6 HCM Level of Service D HCM Volume to Capacity ratio 0.96 Actuated Cycle Length (s) 90.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 86.3% ICU Level of Service E			0.11	i di	0.15		
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Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 19.2 0.2 12.1 0.2 35.8 3.2 Delay (s) 49.1 23.7 37.6 18.7 74.7 16.8 Level of Service D C D B E B Approach LOS D C D D D D Intersection Summary 35.6 HCM Level of Service D D HCM Volume to Capacity ratio 0.96 Sum of lost time (s) 12.0 Actuated Cycle Length (s) 90.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 86.3% ICU Level of Service E	The second secon			A CARLEST WARRANCE AND ADMINISTRATION OF THE STATE		. TITLE CHARLES AND ANY AND ALL	
Incremental Delay; d2		 *** *********************************			1.1.1 c3 c3 c3 date 2 t5 x 1		
Delay (s)	The state of the s	A THE RESIDENCE AND ADDRESS OF THE PARTY OF		ALCOHOLD A REPORT OF SECURITION AND ADDRESS.	The state of the s	35.8	8 3.2
Level of Service D C D B E B Approach Delay (s) 42.6 29.3 39.5 Approach LOS D C D Intersection Summary HCM Average Control Delay	the contract of the contract o				* 1 * 12 FAD 4 F224 240 * 2 * 1 * 1		
Approach Delay (s) 42.6 29.3 39.5 Approach LOS D C D Intersection Summary HCM Average Control Delay HCM Volume to Capacity ratio O.96 Actuated Cycle Length (s) 90.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization Analysis Period (min) 15		and the second of the second o					
Approach LOS D C D Intersection Summary HCM Average Control Delay 35.6 HCM Level of Service D HCM Volume to Capacity ratio Actuated Cycle Length (s) 90.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 86.3% ICU Level of Service E Analysis Period (min) 15			e es sectablished	DODGERY CANDARAGES	actives a 1, active edition	39.5	5
HCM Average Control Delay 35.6 HCM Level of Service D HCM Volume to Capacity ratio 0.96 Actuated Cycle Length (s) 90.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 86.3% ICU Level of Service E Analysis Period (min) 15		SERVED TO COMPLETE STATE		9850-160-1805 <u>0</u> 25910		D	
HCM Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilization Analysis Period (min) 0.96 Sum of lost time (s) ICU Level of Service E	Intersection Summary	100				Transfer I I Cal	
Actuated Cycle Length (s) 90.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 86.3% ICU Level of Service E Analysis Period (min) 15				expension was proposed to a		CM Lev	evel of Service
Intersection Capacity Utilization 86.3% ICU Level of Service E Analysis Period (min) 15	The second secon	THE REPORT OF THE PROPERTY OF	NAMES AND TRANSPORTED TO A STREET OF THE STR		ese compressivativa de	emogenio do C	
Analysis Period (min) 15				CARCAGE LA CONTRACTOR			Professional Control of the Control
The state of the s		zation	118094698888718007410	er eren metallet villament i	l	CU Leve	vel of Service E
c Critical Lane Group				15	andres :		
	c Critical Lane Group						

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Movement :	EBL	EBT	EBR	WBL	WBT	WBR /	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኻኻ	个 个	7	14.14	^	7	ሻሻ	*	77	* *	*	7 225 225
Volume (vph)	988	135	62	197	270	74	116	234	160	123	997	1257
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Fit	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1,00	1.00	0.85
FIt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd, Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	27.87	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1098	150	69	219	300	82	129	260	178	137	1108	1397
RTOR Reduction (vph)	0	0	41	0	0	68	0	0	124	0	0	0
Lane Group Flow (vph)	1098	150	28	219	300	14	129	260	54	137	1108	1397
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot	mart-chabitetic	Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	e of the experience of the second	14.00116	4	5 FC C S C C C C C C C		8			6	romannaeri - 1 1778	enson valentest.	Free
Actuated Green, G (s)	42.7	50,4	50.4	12.1	19.8	19.8	5.1	37.8	37.8	8.9	41.1	129.2
Effective Green, g (s)	43.2	51.9	51.9	12.6	21.3	21.3	5.6	39.3	39.3	9.4	43.1	129.2
Actuated g/C Ratio	0.33	0.40	0.40	0.10	0.16	0.16	0.04	0.30	0.30	0.07	0.33	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0	operans: 13
Vehicle Extension (s)	2.0	4.1	4.1	2.0	4.5	4.5	2.0	4.5	4.5	2.0	3.7	
Lane Grp Cap (vph)	1148	1422	636	335	583	261	149	1076	848	250	1181	1583
v/s Ratio Prot	c0.32	0.04		0.06	0.08		0.04	0.07		0.04	c0.31	
v/s Ratio Perm		erbi. Pruzinski	0.02	SERVICE CONTRACTOR SERVICES		0.01	,,,,,		0.02	INCOME TO A SPENSO	androsport - Ind	c0.88
v/c Ratio	0.96	0.11	0.04	0.65	0.51	0.05	0.87	0.24	0.06	0.55	0.94	0.88
Uniform Delay, d1	42.1	24.1	23.5	56.2	49.2	45.4	61.4	33.8	31.9	57.8	41.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.8	0.0	0.0	3.5	1.3	0.1	36.4	0.2	0.1	1.3	13.9	7.5
Delay (s)	58.9	24.2	23.6	59.7	50.5	45.6	97.8	34.0	32.0	59.2	55.7	7 !
Level of Service	• • • • • • • • • • • • • • • • • • •	С	С	E	D	D	F	C	C	E	E	
Approach Delay (s)		53.1			53.2	7870) 55446		47.9			30,4	
Approach LOS	- GOOGRAGO - CORREC	D			D			D			С	
Intersection Summary												
HCM Average Control Delay			40.8	H	ICM Leve	I of Servic	е	ContrateRitto escenti	D Drop move consistents	arago, koreyeshi weesa A	SOMETHING CONTACTOR	ager(, 1 d : 1 (25578)
HCM Volume to Capacity ra			0.90									
Actuated Cycle Length (s)	r Jawa i Pali	entine operatio	129.2	S	um of los	t time (s)			0.0	e ne appearance ne con	\$159552555 - 11:457145	25400403292800
Intersection Capacity Utiliza	tion		79.9%			of Service	3 (12) (15) (1) (1) (1)		D			
Analysis Period (min)		organististis (195)	15	-provided SECT extrem - S	CERTIFICATION OF THE INSTITUTE OF THE IN	PARKS (A 512 PERSONALIS PRA					espectory of this first side	01077-15769000
c Critical Lane Group	MARKET COMPANY			nego da yan					n one			

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Movement	EBL	EBT	EBR	- WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	^	7	7	↑ ↑		ሻ	4	j La compressiones	20-11-1 1-12000000	ቆ	· Same
Volume (vph)	12	1096	86	37	2266	12	98	12	62	12	12	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	4.0	4.0	dna soli	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	**************************************	0.95	0.95	1.00	regregative visit of State	1.00	### (\$17 m)
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	neerwerw staat	0.95	0.96	1.00	annessen och 1868	0.98	maren 19408
Satd. Flow (prot)	1770	3539	1583	1770	3537		1681	1703	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	era in terroposisso	0.95	0.96	1.00	rasons assaultan	0.98	8941141F049484
Satd: Flow (perm)	1770	3539	1583	1770	3537		1681	1703	1583		1750	
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)	12	1130 🛚	89	38	2336	12	101	12	64	12	12	SECURE 11. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
RTOR Reduction (vph)	0	0	25	0	0	0	0	0	58	0 93948888888888	12	0
Lane Group Flow (vph)	12	1130	64	38	2348	0	57	56	6	0	24	0
Turn Type	Prot		Perm	Prot			Split		Perm	Split	- CONTRACTOR CONT.	Lister Sond State Back.
Protected Phases	5	2		1	6		8	8		7.	7	
Permitted Phases	20.750.0250.0350.0510.0510.05	C/CGB6565	2						8	asonentenenen		en e to valenda
Actuated Green, G (s)	1.5	90.0	90.0	4.3	92.8		11.3	11.3	11.3		3.0	
Effective Green, g (s)	1.1	91.7	90.0	3.9	94.5		11.1	11.1	11.1		2.8	1 1 1 1 407710343
Actuated g/C Ratio	0.01	0.73	0.72	0.03	0.75		0.09	0.09	0.09		0.02	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7	angrap committee to be label	3.8	3.8	3.8	estructuration (* 15	3.8	1, 1,000,000,000
Vehicle Extension (s)	2.2	3.2	3.2	2.2	3.2		3.1	3.1	3.1		3.1	S. Silve
Lane Grp Cap (vph)	16	2586	1135	55	2663		149	151	140		39	DOGEDHANDIGO
v/s Ratio Prot	0.01	0.32		c0.02	c0.66		c0.03	0.03			c0.01	
v/s Ratio Perm			0.04			,,,, t.vaeavaeva		norman erañ in sin 30	0.00	. Protestantescon i	neggggggan.	vissismini
v/c Ratio	0.75	0.44	0.06	0.69	0.88		0.38	0.37	0.04		0.62	
Uniform Delay, d1	62.1	6.7	5.2	60.2	11.4		54.0	53.9	52.3	. 2014-04-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4	60.8	1 14. : \$1878103
Progression Factor	1,00	1.00	1.00	1.00	1.00		1.00	1,00	1.00		1.00	
Incremental Delay, d2	99.6	0.1	0.0	27.3	3.8	control of manufactures	1.7	1.6	0.1		27.3	
Delay (s)	161.6	6.8	5.3	87.5	15.2		55.7	55,5	52.5		88.1	- Hillio
Level of Service	F	Α	Α	F	В		E	E	D	ochninies (co.	F	(SEP#####
Approach Delay (s)		8.2	die		16.4			54.5			88.1 -	
Approach LOS		Α			В			D			F	
Intersection Summary			- T		line.							
HCM Average Control Delay			16.2	H	CM Leve	l of Servic	e		В	MARKET B 1. 10. 11 In 1829 A. 1844	nemerous de l'occorrect	anomona da tiri
HCM Volume to Capacity rat			0.83			5 45 101 11	Guide	12 (11 (11 (11 (11 (11 (11 (11 (11 (11 (
Actuated Cycle Length (s)	manbishi (2015-20)	eneretti tarilli	125.5	S	um of los	t time (s)			16.0			
Intersection Capacity Utilizat	tion		78.4%			of Service			D			
Analysis Period (min)	garjanechistatik	reset porto MilladVallete	15	SE STREET VITE - 1 (1974 1996)	CONTRIBUTION PROPERTY CO.		e, e, e e e e e e e e e e e e e e e e e					
c Critical Lane Group					y en jarij						50666	J. Jan

INTERSECTION SYNCHRO ANALYSIS YR-2016 BUILD PM PEAK

1. Douglas Biva & I	<u> </u>				4-	4	•	+	<i>></i>	\ \	Ţ	4
		→	Ť	f	**************************************		,	l	/	*******	Y And	opin
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	USBL:	##SBT	SBR
Lane Configurations	error on the contraction	^	*	ች	^	7	*	4 † 617	∤ 123	ች ሴ 1970	TT 542	345
Volume (vph)	480	492	1119	148	382	98	1006		1900	1900	1900	1900
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900 4.0	4.0	4.0	4.0	4.0
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0 0.91	1.00	1.00	0.95	1.00
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.91	1.00	0.98	1.00	1.00	0.99
Frpb, ped/bikes	1.00	1,00	0.98	1,00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	0.85	1.00	1.00	0.85
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	1.00	0.95	1.00	1.00
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95 1610	3318	1548	1770	3539	1562
Satd. Flow (prot)	1770	3539	1559	1770	3539	1555	0.95	0.98	1.00	0.95	1.00	1.00
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.93 1610	3318	1548	1770	3539	1562
Satd. Flow (perm)	1770	3539	1559	1770	3539	1555		0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	686	137	219	602	383
Adj. Flow (vph)	533	547	1243	164	424	109	1118	EUTOPES CO C. COLORS SERVI	197 98	419 a 0	0	270
RTOR Reduction (vph)	0	0	376	0	O	83	0	0	90 99	219	602	113
Lane Group Flow (vph)	533	547	867	164	424	26	593	1211	აშ 5	213	UUL	
Confl. Peds. (#/hr)	nosci estantesensi	onesses of	ozumnkev 🚄 kë	enconomica do Para	Haraconstan	2 2						1
Confl. Bikes (#/hr)			6				0-14		Dorm	Split	BRRINGS, FAR	Perm
Turn Type	Prot	otoveesseed on	Perm	Prot	50-65 - AU	Perm	Split	0	Perm	Opiii 7	7	r Giiii
Protected Phases	5	2		1	6		8	8	0			7 - Miles
Permitted Phases	kasannen sa		2		ero a anage	6 33,8	39.7	39.7	8 39.7	22.0	22.0	22.0
Actuated Green, G (s)	31.0	54.0	54.0	10.0	33,8		აყ. <i>ც</i> 41.0	ავ. <i>ც</i> 41.0	41.0	23.3	23.3	23.3
Effective Green, g (s)	30.0	55.7	55.7	9.0	34.7	34.7 0.24	0.28	0,28	0.28	0.16	0.16	0.16
Actuated g/C Ratio	0.21	0.38	0.38	0.06	0.24	u.24 4.9	5.3	5.3	5.3	5.3	5.3	5.3
Clearance Time (s)	3.0	5.7	5.7	3.0	4.9 1.0	4.9 1.0	1.0	1.0	1.0	1.0	1.0	1.0
Vehicle Extension (s)	1.0	1.0	1.0	1.0			455	938	438	284	569	251
Lane Grp Cap (vph)	366	1359	599	110	847	372		936 0.36	430	0.12	c0.17	
v/s Ratio Prot	c0.30	0.15	0.50	0.09	0.12	0.02	c0.37	0.50	0.03	0.12	UU.11	0.07
v/s Ratio Perm			c0.56		0,50	0.02	1.30	1.29	0.03	0.77	1,06	0.45
v/c Ratio	1.46	0.40	1.45	1.49	47.7	42.7	52.0	52.0	38.3	58.3	60.8	55.0
Uniform Delay, d1	57.5	32.5	44.6 1.00	68.0 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Progression Factor	1.00	1.00	210.9	262.7	0.2	0.0	151.8	139.0	0.0	11.2	54.0	0.5
Incremental Delay, d2	220.0	0.1		330.7	47.8	42.7		191.0	NAMES OF THE PARTY OF THE PARTY OF	A CONTRACTOR - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	114.8	55.5
Delay (s)	277.5	32.6	255.5	اربون F	47.0 D	D D	F	F	D	E	F	E
Level of Service	F	C 208.1			113.6			er ver verse verse in the Letter by 1990			87.7	
Approach Delay (s)		- 200.1 F			F			F			F	Minister Consider
Approach LOS		Г		and the second second second second	***************************************					en e		
Intersection Summary								#		k ja	1.81	
HCM Average Control Delay	У		166.3	Н	CM Leve	of Servic	: e	LANCO LOQUERES	F		OBBINESSAS	osaemisto o T
HCM Volume to Capacity ra			1.32								SIMPLE STATE	
Actuated Cycle Length (s)			145.0		um of los		NA STOREGUERRES	on the second second	12.0		COMPAGNICA.	0.040068060
Intersection Capacity Utiliza	tion		102.5%	ion io	U Level	of Service			- 14G		o siudi	
Analysis Period (min)			15	er if he is the handance and even en	ran tak dashartara	eegggerrajnti vaatstaass	programme, control of	прин ического селе	generalis (1955)	TERRESPONDANCE		0.08080000000000
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N. O'NER PERINGEN	4	7	. 2001 07:12888	4		ሻ	}		ነ ች	↑	7
Volume (vph)	123	0	247	4000	4000	0 1900	161 1900	1685 1900	1900	99 0 1900	1489 1900	123 1900
Ideal Flow (vphpl)	1900	1900 4.0	1900 4.0	1900	1900	1900	4.0	4.0	1300	1300	4.0	4.0
Total Lost time (s) Lane Util, Factor		4.0 1.00	1.00				1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	0.98				1.00	1.00		0.000	1.00	0.98
Flpb, ped/bikes		1.00	1.00		TO STANSON THE PROPERTY OF THE	12701300000000000	1.00	1.00	1964 CHEST CONTRACTOR SERVICE	25517.52-12 KISBN STEER	1.00	1.00
Frt.		1,00	0.85		31451		1.00	1.00			1.00	0.85
Flt Protected	THERESEN GROWNS.	0.95	1.00	-violatenancen			0.95	1.00			1.00	1.00
Satd. Flow (prot)		1770	1547				1770	1863			1863	1551
Flt Permitted		0.76	1.00	alestonos i inche e chesabili	respective e. 5-6	orten penerakan arasa	0.95	1.00	ens or companie	sas otvekaj	1.00	1.00
Satd. Flow (perm)	reality.	1410	1547	100 miles			1770	1863			1863	1551
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	137	0	274	0	0	Ó	179	1872	0	0	1654 0	137 17
RTOR Reduction (vph)	0	0	115	0	0	0 0	0 179	0 1872	0	0	1654	120
Lane Group Flow (vph)	0	137	159	0	, in the	1	143	10/2			1007	د <u>ېږيو</u> ن 1
Confl. Bikes (#/hr)			Perm	Perm			Prot	S 6 - 18 - 18 19	ling to the	Prot		Perm
Turn Type Protected Phases	Perm	4	Feiiii		4		5	2	ilaide (1916)	1	6	H HE STEAM
Permitted Phases	4	- 1	4	4	in in the second	- Suning			i i		Shahara .	. 6
Actuated Green, G (s)		17.6	17.6	inankasia (A SUNDA CONTRACT		12.0	121.5	Penning	ANGERS STATE	105.5	105.5
Effective Green, g (s)		17.6	17.6				12.0	123.0			107.0	107.0
Actuated g/C Ratio		0.12	0.12	Debel or or resource states as	REPUBLICATION OF THE PARTY		0.08	0.83		and the second	0.72	0.72
Clearance Time (s)		4.0	4.0				4.0	5.5			5.5	5.5
Vehicle Extension (s)		3.0	3.0			- View Niew	1.0	2.5		zacional AGNAR	2.5	2.5
Lane Grp Cap (vph)		167	183				143	1542			1341	1117
v/s Ratio Prot	ne de nederlândrichen	enceto di monoco	ensesserensesses a.n.	n. homometers	en en en en en en en en	erenska princip	0.10	c1.00		SERVICE CONTRA	0.89	0.08
v/s Ratio Perm		0.10	c0:10				4.05	4 04			1.23	0.11
v/c Ratio	(1220.000 tel/2010)	0.82	0.87	erseni 1991a	Bunskis (1)		1.25 68.3	1.21 12.8			20.8	6.3
Uniform Delay, d1		64.0 1.00	64.4 1.00				1.00	1.00			1.00	1.00
Progression Factor		26.4	33.4	mare de la composition della c		2302384849	158.1	102.5	13(482)(40)		111.7	0.0
Incremental Delay, d2 Delay (s)		90.4	97.8	eners di tota			226.4	115.3	Kananan et e.	COMMINSTER	132.5	6.3
Level of Service		F				10 1810 (01)		F			F	Α
Approach Delay (s)	HARRICE CONTRACT	95.3	45 (15 (5 % 40 40 53 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	6341624 CONTRACTOR	0.0		170 AND THE PROPERTY OF	125.0			122.9	market to the 1st
Approach LOS		F			asa s A	- Gara		F			F	
Intersection Summary										N. P.		
HCM Average Control Delay	S A SH SHEET		121.2	Н	CM Level	of Servic	e		F			
HCM Volume to Capacity rat			1.17	ishin da	Telefibiae has	91. <u>9</u> 91.110	Mai te Perine Cons	8098343013307	no carondaliste	ing the state of the late.	Balanas (2003-110)	o itrisaliaistenensi.
Actuated Cycle Length (s)			148.6	Si	ım of lost	time (s)			8.0			
Intersection Capacity Utilizat	ion	austavantos/mil	108.8%		U Level o		www.com	AND THE PERSON NAMED IN COLUMN	G			er kangerena kiwinya ya-
Analysis Period (min)	เสียส		15	ninania (ka			ne na najvaja				Military .	
c Critical Lane Group							•					

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Movements	+EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	MATERIAL CONT. INC. NO. 12 CONTROL	4		ሻ	^	7	hanne e e e e e e e e e e e e e e e e e e	^	7
Volume (vph)	25	12	430	25	12	25	542	1723	12	12	1551	25
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	4.0	5.7	4.0	4.0	4.0
Lane Util. Factor	NUMBER OF STREET	1.00	1.00	PROTESSAGEN GOVERN	1.00	erene e e e e e e e e e e e e e e e e e	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.97		0.99		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	tagete percentage over	1.00	1.00	ownerspression	1.00	TERMINICULARISM	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00	0.85	1.00	1.00 1.00	0.85 1.00
Flt Protected	+ 150770 008/808/08	0.97	1.00	and the Salakak	0.98	- (*1551 /6 888)	0.95	1.00 3539	1.00 1549	0.95 1770	3539	1583
Satd. Flow (prot)		1802	1535		1710		1770 0.95	ანაშ 1.00	1.00	0.95	1.00	1.00
Flt Permitted		0.97	1.00	SISSISTING	0.98 1710		1770	3539	1549	1770	3539	1583
Satd Flow (perm)	500000000000000000000000000000000000000	1802	1535	0.04		0.04	0.94	0.94	0.94	0.94	0.94	0.94
Peak-hour factor, PHF	0.94	0.94	0.94 457	0.94 27	0.94 13	0.94 27	0.94 577	1833	0.94 13	13	1650	27
Adj. Flow (vph)	27	13	STATE OF THE STATE OF THE STATE OF THE	*27*5425*7\$\tilb\$\t3&\t1\s+	17	REPLYMBERS MANAGED - C.	13.1.12.11.50.21.27.27.59.53.53.53	1000 0	2	0	0	- 4 6
RTOR Reduction (vph)		0 40	431 26	0 0	50	0	0 577	1833	11	13	1650	21
Lane Group Flow (vph)	0	4 V	20 3	ileili Maria	50	2					1000	
Confl. Peds. (#/hr)	Kirana ka	5.5655 340	ა 3			_ 	166 SE 1840	eranakanan e	3 42	antines :		illi karana
Confl. Bikes (#/hr)	C-1:1	6908XX	242344444444444444444444444444444444444	Split			Prot		Perm	Prot		Perm
Turn Type	Split 2	4	Perm	Spiit	3		F10t	2	r c iiii		6	
Protected Phases Permitted Phases	4	4	4	ð				4	2			6
Actuated Green, G (s)		8.4	8.4		6.4	nge munungs s	43.2	100.5	100.5	4.5	61.8	61.8
Effective Green, g (s)		7.8	7.8		5.8		42.2	102.2	100.5	3.5	63.5	63.5
Actuated g/C Ratio		0.06	0.06		0.04		0.31	0.76	0.74	0.03	0.47	0.47
Clearance Time (s)	CONTRACTOR	3.4	3.4		3.4	CHICANISM STATES	3.0	5. 7	5.7	3.0	5.7	5.7
Vehicle Extension (s)		1.0	1.0		0.5		1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	Secretaries - Contraction	104	88	in minimum stanse	73		552	2673	1151	46	1661	743
v/s Ratio Prot		c0.02			c0.03		c0.33	0.52		0.01	c0.47	
v/s Ratio Perm		A PERSONAL AND IN COLUMN TO SERVICE AND INCOME.	0.02	j. pli nadrodrađa	Britario (224)	4, V1. 7, (37, W4, 77, W8, W	i di distili se se di di	SERVICE CONTRACTOR	0.01	rgs. Erik I, n. Inden Ades		0.01
v/c Ratio		0.38	0.30		0.68		1.05	0.69	0.01	0.28	0.99	0.03
Uniform Delay, d1	711 h in hin in konwenesees	61.4	61.1	-1-1519191191749 8394 81	63.8	1 (1-1-12-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	46.6	8.4	4.5	64.7	35.7	19.3
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1,00	1.00	1,00
Incremental Delay, d2		0.9	0.7	1.4100000000000000000000000000000000000	18.9	52000000000000000000000000000000000000	50.7	0.6	0.0	1.2	20.4	0.0
Delay (s)		62.3	61.8	197	82.7		97.2	9.0	4.5	65!9	56.1	19.3
Level of Service	1494(1411-1411-1411-1411-141	Ε	E		: F		F	Α	Α	E	E	В
Approach Delay (s)		61.9			82.7		350000	30.0			55.6	
Approach LOS		Е			Æ			С			Е	
Intersection Summary					N. H.		e de la companya de			-0-1000		L
HCM Average Control Delay			43.4	HC	M Level	of Service	9		D		a reger of the AMERICA	o en ortigat values as a
HCM Volume to Capacity ration)		0.96									
Actuated Cycle Length (s)	Name of the state	navgarezenen	135.3			time (s)	entresons to state of st		16.0	entrolescepticos	88858881988198819988	reresentante
Intersection Capacity Utilization	on a la la la		93.2%	JCU	J Level o	of Service			₩ F			
Analysis Period (min)	COMPRESSIONE CONTRACTOR	pilitanastear	15	energorganisterior	9450088888	1055/845/868888888888888	(\$18254)(315351)	iguspingsvoretov.	2500E000E0000	zassuretika	AND STREET	enuescor.
c Critical Lane Group											A FRANKLIN	

	人	→	•	•	+	4	4	†	<i>></i>	\	ļ	4
Movement	EBL	EBT	ËBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			77		4		ች	^	7	AGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGGG	tiii	. //////
Volume (vph)	0	0	135	0	0	0 🖟	74	2178	0	0	1908	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		s svijist	4.0				4.0	4.0			4.0	
Lane Util. Factor	A. T. CHARMEN	to the state of the	0.88		2220		1.00	0.95		va	0.86	
Frt			0.85				1.00	1.00			0.99	
Flt Protected	Marine de	ar e Profesional	1.00	2010101212446003002121111			0.95	1.00		nur - zensemzekenkesk	1.00	respandance amount.
Satd. Flow (prot)			2787				1770	3539			6372	學學學是
Flt Permitted	Commission of the Commission o	TOTAL TOTAL STREET	1.00	VIII.			0.06	1.00			1.00	morestactory dis-
Satd. Flow (perm)			2787				119	3539	- X		6372	- Allegaic
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	159	0	0	0	ww.87	2562	0	0	2245	87
RTOR Reduction (vph)	0	0	21	0	0	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	0.0	138	0	0	0	87	2562	0	0	2327	0
Turn Type			custom	Perm			Perm		Perm		NAMES OF THE PARTY	ARTON COUNTS
Protected Phases					8		11011	2			6	
Permitted Phases	alecentera, veida	Micare de propins	4	8			2		2		programme of a second	Zanovi i svinst
Actuated Green, G (s)			9.2				62.8	62.8			62.8	
Effective Green, g (s)	Specierii, il aasaabee	90g) 112 - Julio 22494 (64)	9.2	2011/0/21/21/21/20/20/20/20/20/20/20/20/20/20/20/20/20/			62.8	62.8		manuscriptor of the	62.8	sales and the sales
Actuated g/C Ratio			0.12				0.78	0.78			0.78	l lighter
Clearance Time (s)	[Mg. 6 70] 1 (10 s 6 e 28 a 6 s	61411-7 1-12103204	4.0				4.0	4.0	THE ANGLOSING CONTROLS AS TO	anaonames5o	4.0	v.c.8548881.85015.5-
Vehicle Extension (s)			3.0			eniki.	3.0	3.0		0.45	3.0	
Lane Grp Cap (vph)			321				93	2778	- 1 1.6.73496072951521	nunka katawana sasa ang si	5002	FORMSONS, .
v/s Ratio Prot								0.72			0.37	
v/s Ratio Perm	. 1. 60.19998		c0.05				c0.73			-56.0440-44-10-1-1	n mesarakbasha 110	SEMPERARY S.
v/c Ratio			0.43				0.94	0.92			0.47	
Uniform Delay, d1	SV 1045 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	900000000000000000000000000000000000000	33.0				7.0	6.7	presentation of the 1750's	actoristic (n. 1712)	2.9	apozeen, Albik
Progression Factor			1.00				1.00	1.00			1.00	
Incremental Delay, d2			0.9				76.9	6.5	na en en estres e d'en esta ha salta	JEGIN CONTRACTOR	0.3	nones dell'inse
Delay (s)			33.9				83.9	13.2		en de	3.2	Nation 1988
Level of Service			С				F	В	emergespecies in the cell Markets	seemerson committee SS	Α	endert til
Approach Delay (s)		33.9			0.0			15.5			3.2	
Approach LOS	,	С			Α			В			Α	
Intersection Summary	116.5	i ili							Ė			
HCM Average Control Delay			10.5	H	CM Level	of Servic	e	s to the season of the season of the	В	er continuente en en en	0123422628980282557100	coconstantino.
HCM Volume to Capacity ratio			0.87	(3) 1484								
Actuated Cycle Length (s)	an mention of the Belline	AMAZONI (TO ATO)	80.0		um of lost			Programmy Agriculture	8.0	spanstedsystemeter v.e.	inggegeeerengen (*)	ennamenov-
Intersection Capacity Utilization	П		63.5%	IC	U Level o	of Service			В			
Analysis Period (min)	oracies received the self-like		15					************************	angeneration and the Port of	18758875850 CONTRACTOR	rapragation of the control	oragente (E.)
c Critical Lane Group												

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Movement	EBL	EBT	EBR*	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations)F	7→		ሻ	414	7	ሻ	^		ች ች	ተኈ	Ros I Ya c e
Volume (vph)	62	25	50	478	25	11121	37	1071	283	1181	751	50
ldeal 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	4.0	4.0	4.0	5.5	4.0	4.0	
Lane Util. Factor	1.00	1.00	gaigini kanas Makkins	0.91	0.86	0.91	1.00	0.95	1.00	0.97	0.95	KORNINDENS.
Frt	1.00	0.90		1.00	0.88	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	KOSHOOS (VIETOVIC	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	THE WENT
Satd. Flow (prot)	1770	1676		1610	2791	1441	1770	3539	1583	3433	3506	
FIt Permitted	0.95	1.00	SERVERIA ASSOR	0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	Y. L. SANKIN
Satd. Flow (perm)	1770	1676		1610	2791	1441	1770	3539	1583	3433	3506	0.00
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	69	28	56	531	28	1246	41	1190	314	1312	834	56
RTOR Reduction (vph)	0	52	0	0	441	441	0	0	229	0 	2	0 Andrese
Lane Group Flow (vph)	69	32	0	419	322	182	41	1190	85	1312	888	0
Turn Type	Split		unyagnathy (table 2) i to	Split	autoria da Norta	Perm	Prot	ionesiyəti vələt	Perm	Prot	nerecca i Lad	Signatorical
Protected Phases	4	4		. 3	3		1	6		5	<u> </u>	
Permitted Phases		Jan on the statement	24255777257474.5 5	un in viele ein de verkeite zecharben keit	event in the transfer	3	v - Obszeiczen	tenstroppe value	6 ::::::::::::::::::::::::::::::::::::		manesca i a	DECOMPOSISSI
Actuated Green, G (s)	11,4	11.4		28.0	28.0	28.0	6.0	40.5	40.5	52.6	87.1	
Effective Green, g (s)	11.4	11.4	remati s who hay had hay h	28.0	28.0	28.0	6.0	42.0	40.5	52.6	88.6	-015591 48 854
Actuated g/C Ratio	0.08	0.08		0.19	0.19	0.19	0.04	0.28	0.27	0.35	0.59	
Clearance Time (s)	4.0	4.0	nmeterne sektembri	4.0	4.0	4.0	4.0	5.5	5.5	4.0	5.5	astemente:
Vehicle Extension (s)	1.0	1.0		1.0	1.0	1.0	1.0	4.7	4.7	1.5	5.4	
Lane Grp Cap (vph)	135	127	ousscompagazemenen	301	521	269	71	991	427	1204	2071	ASSESSATION OF THE SECTION OF THE SE
v/s Ratio Prot	c0.04	0.02		c0,26	0.12	in transaction	0.02	c0.34		c0.38	0.25	, (0.6 6 4);
v/s Ratio Perm	. Aleksania (j. 1901) o terropostano.	######################################	na komotoni zakozate se za	SAMBRABILITATION		0.13			0.05	MERCEN LA LA VIETE		. 115.1008876
v/c Ratio	0.51	0.25		1.39	0.88dr	0.68	0.58	1.20	0.20	1.09	0.43	
Uniform Delay, d1	66.6	65.3	ese esti eta hasiarite	61.0	56.1	56.8	70.8	54.0	42.2	48.7	16.8	4651 (1046)
Progression Factor	1.00	1,00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.4	energeneralisation	195.6	1.5	5.2	6.9	100.2	1.0	54.0	0.7 17.5	gradytelet
Delay (s)	68.0	65.7 ·		256.6	57.6	62:0	77.6	154.2	43.3	102.7	date no management	
Level of Service	E	E	88888600 PAGE	F Considerations	E	E	E	F	D gessperantist	F	B 68.2	OLERCHMEN.
Approach Delay (s)		66.7			105.3			129.6				
Approach LOS		E			F			F			Е	
Intersection Summary			ari Mankingsi		and the	100						
HCM Average Control Dela			96.5	H	CM Level	of Service	e	242412300222222222	F	a acceptant packets on a control of the	et in 71548 Bediestranschinkung	1000 000 000 000 000
HCM Volume to Capacity ra	atio		1.14									
Actuated Cycle Length (s)			150.0			t time (s)		Charles III	16.0	SATURNAMEN AND ALCOHOLOGY AND A	was the control of th	Caracetta en anti-
Intersection Capacity Utiliza	ation	15 - 65 - 165 - 151 15 - 65 - 165 - 151	98.8%	IC	U Level	of Service			·F			
Analysis Period (min)			45									
医多种病性现象 医眼中的 医甲基甲基甲基氏征 医多种氏管		*********	15	an an annual state of the contract of the	19494 DOMESTICK STATE - 41 - 11	records a contract of the description and	45753757575333347997777	mentanta finational toxumentor	Date: Made and a second second	sameruparo entre entre	25-25-25-25-25-25-25-25-25-25-25-25-25-2	emperorations
dr Defacto Right Lane. R c Critical Lane Group	tecode with 1	l though	measurement of the court of	right lane							13000000000 1800000000000000000000000000	

	ၨ	-	•	•	←	•	4	†	1	-	ļ	4
Movement	EBL	EBT	EBR	. WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	NAIDENST TO THE PARTY	4		***************************************	44+		ነ ና	† p		ሻ	↑ ↑	
Volume (vph)	172	12	689	37	25	12	935	1231	50	12	897	307
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		4.0	4.0	
Lane Util. Factor	Macabidana	1.00	SOMEONES SCORES		1.00	Marie Commission	1.00	0.95		1.00	0.95	remediate services (1997)
Frpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	en e entropesare	1.00	1.0020022200012 (800)		1.00		1.00	1.00		1.00	1.00	menters and
Frt		0.89			0.98		1.00	0.99		1.00	0.96	
Flt Protected	,000,000	0.99			0.98		0.95	1.00	eperanguas dallafortia	0.95	1.00	escribelland
Satd. Flow (prot)		1648			1773		1770	3515		1770	3384	
FIt Permitted		0.99	era eka Tarko Idali Geografi	annos, o constantant	0.49	per restles disconnection	0.95	1.00	er responser	0.95	1.00	-10699000
Satd. Flow (perm)	Stat. Visit	1648			895		1770 iii	3515		1770	3384	0.05
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	181	13	725	39	26	13	984	1296	53	13	944	323
RTOR Reduction (vph)	0	97	0	0	5	0	0 201	2	0	0 13	24 1243	0 0 *********
Lane Group Flow (vph)	0	822	0	0	73	0	984	1347	0 1	19	IZHO	
Confl. Peds. (#/hr)		upers Deeper	nga Tanggaya	nce designad		na viaz an e			• 14.550000000			2
Confl. Bikes (#/hr)				_			D4		la consinsion	Prot	<u> </u>	- 1000 AUG
Turn Type	Split	SCOTE TRANSPER	::::::::::::::::::::::::::::::::::::::	Perm	8!		Prot 5	2		FIUL	6	
Protected Phases	41	4		0	O!		J	4			i i i i i i i i i i i i i i i i i i i	i i desamble
Permitted Phases		40.0		8	46.3		45,3	78.1		1.8	34.6	
Actuated Green, G (s)		46.3 48.0			48.0		46.0	80.3		2.5	36.8	MARGINERAL CONTROL
Effective Green, g (s)		0.34	egaus cealg	9.000 P. O.	0.34		0.32	0.56				AVAILUS A
Actuated g/C Ratio										U.UZ	U.Z0	12.1860.0182.181
Cloarance Time (s)			RADUS SI VEACH	CONTRACTOR CONTRACTOR		Minimata 2000	DOMESTICAL PROPERTY OF THE PRO		and Substantial	0.02 4.7	0.26 6.2	AVERABATE
Clearance Time (s)		5.7		3346	5.7		4.7	6.2	Silski Stanjsky	1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-		
Vehicle Extension (s)		5.7 3.0		1246	5.7 3.0	ANXING	4.7 2.0	6.2 3.8		4.7	6.2	
Vehicle Extension (s) Lane Grp Cap (vph)		5.7 3.0 554			5.7		4.7 2.0 570	6.2		4.7 2.0	6.2 3.8	
Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot		5.7 3.0			5.7 3.0		4.7 2.0	6.2 3.8 1977		4.7 <u>2.0</u> 31 0.01	6.2 3.8 872 c0.37	
Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm		5.7 3.0 554 c0.50			5.7 3.0 301		4.7 2.0 570	6.2 3.8 1977		4.7 2.0 31 0.01 0.42	6.2 3.8 872 c0.37	
Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio		5.7 3.0 554			5.7 3.0 301 0.08		4.7 2.0 570 c0 56 11.73 48.4	6.2 3.8 1977 0.38 0.68 22.2		4.7 2.0 31 0.01 0.42 69.4	6.2 3.8 872 c0.37 1.43 53.0	
Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1		5.7 3.0 554 c0.50			5.7 3.0 301 0.08 0.24 34.2 1.00		4.7 2.0 570 c0.56 1.73 48.4 1.00	6.2 3.8 1977 0.38 0.68 22.2		4.7 2.0 31 0.01 0.42 69.4 11.00	6.2 3.8 872 c0.37 1.43 53.0 1.00	
Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio		5.7 3.0 554 c0.50 1.48 47.4 1.00 227.3			5.7 3.0 301 0.08 0.24 34.2 1.00 0.4		4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0		4.7 2.0 31 0.01 0.42 69.4 11.00 3.3	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3	
Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm v/c Ratio Uniform Delay, d1 Progression Factor		5.7 3.0 554 c0.50 1.48 47.4 1.00			5.7 3.0 301 0.08 0.24 34.2 1.00 0.4		4.7 2.0 570 c0.56 1.73 48.4 1.00	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2		4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3	
Vehicle Extension (s) Lane Grp Cap (vph) v/s Ratio Prot v/s Ratio Perm y/c Ratio Uniform Delay, d1 Progression Factor Incremental Delay, d2		5.7 3.0 554 c0.50 1.48 47.4 1.00 227.3 274.7 F			5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C		4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C		4.7 2.0 31 0.01 0.42 69.4 11.00 3.3	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	
Vehicle Extension (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 Approach Delay (s)		5.7 3.0 554 c0.50 1.48 47.4 1.00 227.3 274.7			5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C 34.7		4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2		4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3	
Vehicle Extension (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		5.7 3.0 554 c0.50 1.48 47.4 1.00 227.3 274.7 F			5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C		4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C		4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	
Vehicle Extension (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 Approach Delay (s) Approach LOS		5.7 3.0 554 c0.50 1.48 47.4 1.00 227.3 274.7 F			5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C 34.7		4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C		4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	
Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary		5.7 3.0 554 c0.50 1.48 47.4 1.00 227.3 274.7 F			5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C 34.7		4.7 2.0 570 60.56 1.73 48.4 1.00 334.2 382.6 F	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C	F	4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	
Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay)	5.7 3.0 554 c0.50 1.48 47.4 1.00 227.3 274.7 F	213.1 1.55		5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C 34.7 C		4.7 2.0 570 60.56 1.73 48.4 1.00 334.2 382.6 F	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C	in a second	4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	
Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary		5.7 3.0 554 c0.50 1.48 47.4 1.00 227.3 274.7 F	213.1	H	5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C 34.7 C	of Service	4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2 382.6 F	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C	F 12.0	4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	
Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity ratio	-1-40-IN DESPESSOR	5.7 3.0 554 c0.50 1,48 47.4 1,00 227.3 274.7 F 274.7 F	213.1 1.55	H	5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C 34.7 C	of Service	4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2 382.6 F	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C	F	4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	
Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Average Control Delay HCM Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilizatic Analysis Period (min)	on	5.7 3.0 554 c0.50 1,48 47.4 1,00 227.3 274.7 F 274.7 F	213.1 1.55 142.8	H	5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C 34.7 C	of Service	4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2 382.6 F	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C	F 12.0	4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	
Vehicle Extension (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 Approach Delay (s) Approach LOS Intersection Summary HCM Volume to Capacity ratio Actuated Cycle Length (s) Intersection Capacity Utilizatio	on	5.7 3.0 554 c0.50 1,48 47.4 1,00 227.3 274.7 F 274.7 F	213.1 1.55 142.8 151.1%	H	5.7 3.0 301 0.08 0.24 34.2 1.00 0.4 34.7 C 34.7 C	of Service	4.7 2.0 570 c0.56 1.73 48.4 1.00 334.2 382.6 F	6.2 3.8 1977 0.38 0.68 22.2 1.00 1.0 23.2 C	F 12.0	4.7 2.0 31 0.01 0.42 69.4 1.00 3.3 72.7	6.2 3.8 872 c0.37 1.43 53.0 1.00 198.3 251.3 F	

	۶	→	*	1	4	4	4	†	1	>	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	^ ^	7*	Ϋ́	↑↑	7	ሻሻ	^	7	\	*	
Volume (vph)	407	787	677	12	1083	923	1181	1231	12	579	767	376
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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd Flow (perm)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj Flow (vph)	452	874	752	13	1203	1026	1312	1368	13	643	852	418
RTOR Reduction (vph)	0	0	271	. 0	0	240	0	0	6	0	0	129
Lane Group Flow (vph)	452	874	481	13	1203	786	1312	1368	7	643	852	289
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	. , sessiony	(2002) (2000)	4		244171111111111111111111111111111111111	8			2			6
Actuated Green, G (s)	17.5	61.5	61.5	1.2	45.2	45.2	25.5	38.8	38.8	24.5	37.8	37.8
Effective Green, g (s)	18.0	62.0	62.0	1.7	45.7	45.7	26.0	40.3	40.3	25.0	39.3	39.3
Actuated g/C Ratio	0.12	0.43	0.43	0.01	0.32	0.32	0.18	0.28	0.28	0.17	0.27	0.27
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2,0	2.0	2.0	5.1	5,1	2.0	5.1	5.1
Lane Grp Cap (vph)	220	1513	677	21	1115	499	616	984	440	305	959	429
v/s Ratio Prot	c0.26	0.25		0.01	0.34		c0.38	c0.39		c0.36	0,24	
v/s Ratio Perm	PERCONTENSION CONCENSIONS	67 ₉₇₄ (1 m. 1 m	0.30		BRIDGE STATE OF THE STATE OF TH	c0.50			0.00			0.18
v/c Ratio	2.05	0.58	0.71	0.62	1.08	1.57	2.13	1.39	0.02	2.11	0.89	0.67
Uniform Delay, d1	63.5	31.5	34.1	71.3	49.6	49.6	59.5	52.4	38.0	60.0	50.7	47.1
Progression Factor	1.00	1.00	1:00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	490.0	0.3	2.9	32.5	50.9	268.0	513.9	181.9	0.1	509.7	12.1	8.2
Delay (s)	553.5	31.9	37.0	103.9	100.6	317,7	573.4	234.3	38.0	569.7	62.8	55.3
Level of Service	F	С	D	F	F	F	F	F	D	F	Ε	Ε
Approach Delay (s)		147.2			199.9			398.5			231.5	
Approach LOS		F	, . ,		F			F			F	
Intersection Summary					ar Markan	10.00	tion			eggegine eggegine		
HCM Average Control Delay			254.3	H	CM Leve	of Service	е	naisconnitrativa (1992), etc	F	ALLON CONTROL (SAMPLE)	wanese enganter and of Sac	TABAK SARATTARBAKSA
HCM Volume to Capacity ratio			1.82									
Actuated Cycle Length (s)			145.0	Sı	ım of los	t time (s)			16.0	annous to on the test to the	***************************************	s noscopere
Intersection Capacity Utilizatio	n		131.9%	10	U Level	of Service	, (60)		H			
Analysis Period (min)		,	15								anacama minera - 1 - 1	- A
c Critical Lane Group						Militaria :						

	۶	→	*	1	+	4	1	†	*	>	↓	4
Movement	EBL	EBT	EBR	WBL	Wet	WBR	NBL	NBT	NBR	PISBL	SBT	SBR
Lane Configurations	Basses and American Street	4	7	ሻ	4	7	4	ተተኈ	2000 <u>22-2</u> -2000	\	^	₹ 86
Volume (vph)	12	25	12	185	25	517	25	1895	234	529	939 1900	25 1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900 4.0	1900	1900 4.0	4.0	4.0
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0 1.00	4.0 1.00	4.0 0.91		1.00	0.95	1.00
Lane Util. Factor	9655	1.00	1.00	0.95	0.95 1.00	0.99	1.00	1.00		1.00	1.00	0,98
Frpb, ped/bikes		1.00 1.00	0:97 1.00	1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	· 医医数器整定形式排	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Frt Fit Protected	Kadiner traditi	0.98	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1834	1529	1681	1704	1562	1770	5001		1770	3539	1550
Fit Permitted	1099866 5 946	0.98	1.00	0.95	0.96	1.00	0.95	1.00	BANKATA 11: 15/15/2004/1	0.95	1.00	1.00
Satd. Flow (perm)		1834	1529	1681	1704	1562	1770	5001	iale <u>duni</u>	1770	3539	1550
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	28	13	206	28	574	28	2106	260	588	1043	28
RTOR Reduction (vph)	0	0	13	O Concernment for the	0	347	0	10	0	0	0 1043	9 19
Lane Group Flow (vph)	0	41	0	115	119	227	28	2356	0	588	1943	19
Confl. Bikes (#/hr)	Craaming or Silve	erover Stage	2	сь убразавану	จับกับสหส รรมเมื่อ	1			Santa San San	D-24		Perm
Turn Type	Split		Perm	Split		Perm	Prot	2		Prot	6	- SE CHIII
Protected Phases	4	4	vielles ser ie	8	8	8	5	Z				6
Permitted Phases		25	2.5	23.4	23.4	23.4	3.8	58.0		46.1	100.3	100.3
Actuated Green, G (s)		2.5 3.0	2.5 3.0	23.4	23.9	23.9	4.3	60.5	7 100 172 173	46.6	102.8	102.8
Effective Green, g (s) Actuated g/C Ratio		0.02	0.02	0.16	0.16	0.16	0.03	0.40	- ERRESTERS III - FERSAN	0.31	0.69	0.69
Clearance Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	6.5		4.5	6.5	6.5
Vehicle Extension (s)	gggyndrakke	2.0	2.0	2.0	2.0	2.0	2.0	4.6		2.0	5.1	5.1
Lane Grp Cap (vph)		37	31	268	272	249	51	2017		550	2425	1062
v/s Ratio Prot	REVENIUS PRODUKTIONE	c0.02	And a measurement	0.07	0.07	.16.3036454545454545	0.02	c0.47		c0.33	0.29	teach. CNRSC
y/s Ratio Perm			0.00			c0.15						0.01
v/c Ratio	anger to resonante	1.11	0.01	0.43	0.44	0.91	0.55	1.17	tor (bossessor)	1.07	0.43	0.02
Uniform Delay, d1		73.5	72,0	56.9	57.0	62.0	71.9	44.8		51.7	10.5	7.5 1.00
Progression Factor	e, no expense conferen	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00 58.2	1.00 0.6	0.0
Incremental Delay, d2		182.0	0.0	0.4	0.4	33.7	6.3	81.4 126.1	and the same	109.9	11.1	7.6
Delay (s)	BARBERO DO PRES	255.5	72.1	57.3	57.4	95.7	78.2	120.1		103.5 File File		A
Level of Service		F 211.3	E	E	84.6	F	E.	125.6	ilde zakt ektek		46.0	
Approach Delay (s)		211.3			07.0						D	
Approach LOS					in in the second	THE HEALT OF	GS-226°	(S) (S)		460.5		3076
Intersection Summary			200	1000	PURMER				-			
HCM Average Control Dela			92.9	ove H	CM Leve	l of Servic	e		F	Sedikale (S	nibiral) emi	
HCM Volume to Capacity ra	atio	SPHINETERS OF S	1.09	- 1 To 1 T	illa at iak	ttimo (eV			16.0		llibriga eğli	
Actuated Cycle Length (s)			150.0 93.6%			t time (s) of Service			, , , o, o		ominee keel	20162-5558
Intersection Capacity Utiliza	AUOH A	i saunise	93.0%									
Analysis Period (min) c Critical Lane Group		nasais in					ommensen (†	esissessesses		.compressor exists		2010/01/01 12:00 18868
Ciliidai Laile Oloup												

		*	<u></u>	<i>></i>	1	1				
	WBL	WBR	NBT.	NBR	SBL	SBT				
Movement	₩DL Y f	AADIV	<u>ተ</u> ጉ	BUNDIN :	T	<u> </u>	:01K:01k:0	HI-M	ARICHANIA	acoconnection
Lane Configurations Volume (vph)	25	25	1993	25	12	1366				
Ideal Flow (vphpl)	1900	1900	1900	1900	4 900	1900	TANGERSKINSKYSSEL		- VISIOSISMISSISSV-	
Total Lost time (s)	4.0	i dilaja	4.0		4.0	4.0				
Lane Util. Factor	1.00	Total model (September 14)	0.95	NOTE THE SECTION OF T	1.00	1.00	SECTION OF THE PROPERTY PROPERTY.	;; · · · · · · · · · · · · · · · · · ·		
Frt	0.93		1.00		1.00	1.00				
Fit Protected	0.98		1.00	e a constant service	0.95	1.00	money - Company sympto	source of the properties	etossetta ettileksione	ersnicos (s. 1940e).
Satd, Flow (prot)	1695		3533		1770	1863				
FIt Permitted	0.98	attinatione nitritiones	1.00	·	0.95	1.00	A Por A tradesia de de deservaciones de la companya d			#### 1-19494R
Satd. Flow (perm)	1695		3533		1770	1863		A A MARKET		新 籍 自己被
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90				
Adj. Flow (vph)	28	28	2214	28	13	1518				iver and
RTOR Reduction (vph)	26	0 0	0 2242	0 0	0 13	0 1518			5	
ane Group Flow (vph)	30	U	2242			1910	15/2/1985 经推销的股份	ita z szamálakéné	postaria () de la cidada de la c	MEDICAL CEN
Furn Type	8		6		Prot 5	2		S V466 6 6 6 6 7 7 7 7 8		Man II.
Protected Phases	ď	Single-	0	Marian - H		1660 - 2 010			andrake e	Januari (1986)
Permitted Phases Actuated Green, G (s)	8.2	Beren 198	102.6		7.2	113.8	Kara Barana			
ffective Green, g (s)	8.2	\$552) 454(51555×5×5)	102.6		7.2	113.8		acadedick (Control	rendar#Seluentra-in	(ALTERIORINE)
Actuated g/C Ratio	0.06		0.79		0.06	0.88				
Clearance Time (s)	4.0	iana na maranik	4.0	SAL THATPASS	4.0	4.0	##X#15 VED-1 - 1 - 1 VED-0	SiSkpotheration of the state	Sarting Control of Con	110120000111011111111
/ehicle Extension (s)	3.0		2.8		2.4	2.8				
ane Grp Cap (vph)	107		2788		98	1631				
/s Ratio Prot	c0.02		0.63		0.01	c0.81			98 (M) (S) S (S) (S)	
/s Ratio Perm								\$9/19###################################		mana kantasanan
/c Ratio	0.28		0.80		0.13	0.93				
Jniform Delay, d1	58.1	elle i i e e e nationalea	7.9	spende turber nik i kind de te	58.4	5.4				erus a salah
Progression Factor	1.00		1.00		1.00	1.00				
ncremental Delay, d2	1.4	90.000 × 40.000 000	2.6	erren en en en	0.4	11.0		era a desendentes d		
Delay (s)	59.5		10.5		58.8	16.4				
Level of Service	E	en kraktisii	B 10.5	nenesco a	E	B 16.8			Estate de la companie	MCC S
Approach Delay (s)	59.5		10.3 B			10.0 B				inizio della constanti
Approach LOS	E		Б			D			CLANET MACHINE SPACE AND DAY SECTION.	MINISTERNAL TRANS
ntersection Summary			Majorina.	14		100				100
ICM Average Control Dela	A CHARLES AND AND AND AND A CARLES OF	goet kijvand njandduch STOACCC	13.7	HC	M Level	of Service	Continue de la contraction de	B		ennessu/overs
ICM Volume to Capacity r	atio 👵 🖟		0.89							
Actuated Cycle Length (s)	anelinen errekkoakoakoakoakoakoa	THE RESIDENCE OF A PARTY OF	130.0			time (s)	850551460A55559 515 489	8.0	igisterdesikon (18.17	ageng pagang ang a
ntersection Capacity Utiliza	ation		31.9%	ICU	J Level o	of Service		D		
Analysis Period (min)	ASSESSES AND	enangeren in da	15	ana aktivativata			al a score en			545565164A40
: Critical Lane Group										共制制制

	<u> </u>	_	•	†	ļ	4	
Movement -	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	<i>ኢ</i> ላላ	***************************************	NAME OF THE OWNER OWNER OF THE OWNER O	ተተ	Ť	7	2212APPRINTED
Volume (vph)	234	25	0 🖖	1784	1304	86	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	AND THE RESIDENCE OF THE PROPERTY OF THE PROPE
Total Lost time (s)	4.0		40 - 100	4.0	4.0	4.0	
Lane Util. Factor	0.97		ana anno anno anno anno anno anno anno	0.95	1.00	1.00	###\$
Frt Anna Carlo	0.99		Harry Sale	1.00	1.00	0.85	
Fit Protected	0.96	was received to 1975	rachinati e contrattata	1.00	1.00	1.00	
Satd. Flow (prot)	3407			3539	1863	1583	
FIt Permitted	0.96	's orbitalist'	15-4015288955	1.00	1.00	1.00	
Satd. Flow (perm)	3407			3539	1863	1583	的特別。中国開展提出中国開展的1.7年的開展的1.7年的開展的1.7年的開展的1.7年的開展的1.7年的
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	260	28	0.8	1982	1449 0	96 20	
RTOR Reduction (vph)	9 279	0	0 0	0 1982	1449	20 76	
Lane Group Flow (vph)	2/9	Sec. US	U (()	1902	5 1 44 0	Perm	Section of the sectio
Turn Type	170800 H 17880	U-170000		2	2	reiiii	
Protected Phases	- 4					10 10 10 10 10 10 10 10 10 10 10 10 10 1	
Permitted Phases	13.2			78.8	78.8	78.8	
Actuated Green, G (s) Effective Green, g (s)	13.2	1991 (2001 1991 1991	NE SERVE	78.8	78.8	78.8	ette og kalling har en
Actuated g/C Ratio	0.13		- 10119214	0.79	0.79	0.79	
Clearance Time (s)	4.0	H-LOSSINGS		4.0	4.0	4.0	COCCUTE DEPRESSIONAL CONTRIBUTES C
Vehicle Extension (s)	2.8		750 (11165)	2.8	2.8	2.8	
Lane Grp Cap (vph)	450			2789	1468	1247	NEW TOTAL CONTRACTOR OF THE PROPERTY OF THE PR
v/s Ratio Prot	c0.08			0.56	c0.78		
v/s Ratio Perm						0.05	
v/c Ratio	0.62		1000000000	0.71	0.99	0.06	
Uniform Delay, d1	41.0			5.1	10.1	2.4	
Progression Factor	1.00			1.00	1.00	1.00	
Incremental Delay, d2	2.5			1.6	20.6	0.1	
Delay (s)	43.5			6.7	30.7	2.5	
Level of Service	D	raterementarina.c		A A	C	A	
Approach Delay (s)	43.5		ANK I	6.7	29.0		
Approach LOS	D			Α	С		TO THE RESIDENCE OF THE PROPERTY OF THE PROPER
Intersection Summary		2.6					
HCM Average Control Dela		Merce Color	18.5	H	UM Leve	of Service	
HCM Volume to Capacity r	atio		0.93			at time (a)	
Actuated Cycle Length (s)	e <u>r espiran</u> ne		100.0			st time (s) of Service	6.U
Intersection Capacity Utiliz	auon		82.8%		io revel	UI SELVICE	
Analysis Period (min)	35151351350 366	Mark Asian	15				
c Critical Lane Group							

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	<i>•</i>	→	*	1	4	1		Ţ		*	¥	*
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement			7	and the Control	414		200	4	***************************************		4	
Lane Configurations	erradi Ja rra	र्भ 1279	37	12	1698	25	37	123	62	- 50	50	50
Volume (vph)	12	1900	1900	1900	1710	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1300	1300	-5%			0%			0%	
Grade (%)		4.0	4.0		4.0		HERNELY - SOURL	4.0	ejo. Eksalsasid		4.0	
Total Lost time (s)		1.00	1.00		0.95	SMORETEN VISO		1.00	CONTRACTOR		1.00	
Lane Util. Factor		1.00	0.95	o addi enci sco	1.00	REPUBLICATION CONTRACTOR	enduces de coma	0.99	Selection market	ner modulansner	1.00	- 13 SAMPLESTEEL - 1-
Frpb, ped/bikes	4,89445 155488	1.00	1.00		1.00			1.00			1.00	
Flpb, ped/bikes		1.00	0.85	antinia - Pari	1.00	Maria Ceran	Hallon Tolling	0.96	F.C.WAGRESFOR	ne lidrozerbilitetere	0.96	
Frt	。 《新聞報》第5月前編	1.00	1.00		1.00	. Saladin S		0.99			0.98	
Fit Protected		1815	1460		3093	ELM GROU ES DE		1765	igaiste	HARLES HARRIES	1742	NATION AND ASSOCIATION OF THE PARTY OF THE P
Satd. Flow (prot)		0.97	1.00		0.73	ALTERNAS A		0.86			0.52	
Fit Permitted		1753	1460		2252	ADMINION A	SECHHIEROS: 1942	1535		1853215 (5 - 17 - 17 12 12 12 12 1	925	BOW IN A CITABLE
Satd. Flow (perm)	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak-hour factor, PHF	0.90	1421	0.90 41	13	1887	28	41	137	69	56	56	56
Adj. Flow (vph)	13	0	8	13	1007	0	0	10	Ö	0	13	0
RTOR Reduction (vph)	0	1434	33	0	1927	0	0	237	0	0	155	0
Lane Group Flow (vph)	0 mas - 1555	1434	- 33 - 9		1321	2						
Confl. Peds. (#/hr)						1			2		(Kr., Susawa	1
Confl. Bikes (#/hr)		a /GR IGUA)		0	0	o i					reme Asias	
Parking (#/hr)		Highlight	Darm	Perm			Perm	HISTORY STATE	11821 2-1	Perm		10000100
Turn Type	Perm	100 C 664	Perm	reiiii	6		r Giiii	- 8)		4	4.08000
Protected Phases		2	2	6			8		()-0-50 000	4.	CAROLERINA (C.	-0.000MB0000
Permitted Phases	2	110.0	110.0		110.0	5 2000 (22.0			22.0	
Actuated Green, G (s)		110.0	110.0		110.0	50 31 319 1180	office) i esosi	22.0	processionion		22.0	evija dotanska.
Effective Green, g (s)	10051-90 (10 10 50)	0.79	0.79		0.79			0.16			0.16	
Actuated g/C Ratio		4.0	4.0		4.0			4.0		CHUTYISSAGA	4.0	a i vitaladabi
Clearance Time (s)		4.0 2.8	2.8		2.8			2.0			2.0	
Vehicle Extension (s)			1147	apport to be said	1769	Biblion colored	tidanos pelican	241	ham assettle	Steven vettikan	145	
Lane Grp Cap (vph)		1377	147		1709			27 L	1.0000000000000000000000000000000000000			
v/s Ratio Prot		000	0.00		c0.86			0.15	SCOSK ANDIN S	G CONSIDERATION	c0.17	A APRILITARIA
v/s Ratio Perm	Corrections and Correction	0.82	0.02	engrigo de d	1.09			0.10		agustas.	1.07	
v/c Ratio		1.04	3.3		15.0	. dimbe	Samulane.	58.8			59.0	e Titalikassikki ee e
Uniform Delay, d1		15.0	ren cemen arrems as a final red 2000	STEATHERS CON	10.0			1.00			1.00	
Progression Factor		1.00	1.00	. 851.116	50.2			52.7			95.1	-111881888612
Incremental Delay, d2	a ago ada ago ta ca	35.8 50.8	0.0 3.3		65.2	o studenii		111.5			154.1	
Delay (s)		່ວບ.o D	ەد A		00.Z E			F	1995 S S S S S S S S S S S S S S S S S S	otecritiums	musawan F	100000000000000000000000000000000000000
Level of Service	4168 88 88888	49.4			65.2			111.5	enega sanayara Sana		154.1	
Approach Delay (s)		GT315T312713534745			500.Z			riem. V isii F	Misiro Kudaya	eseem consu	F	ESSESSEE (1900-1908)
Approach LOS		D			L			i verenienisti mitti (190	nome ogra jnististist	and the second		erosorei d
Intersection Summary					100				all la			
HCM Average Control Delay	/		66.0	H	CM Level	of Servic	е		E	22225545N1, 47275N2478N	Makalikitas obrazo	H49975755555555555
HCM Volume to Capacity ra			1.09			6116	is ding		lini jali			
Actuated Cycle Length (s)	.,		140.0	THE THE ARTER AND THE AREA OF	um of lost	review promove was in four control	LASIANAMANANANAN ****	ocazestosectotorocces	0.8	engagagaanaanaanaana	non el compressione	ROWN, CONTROL
Intersection Capacity Utiliza	tion		99.0%	i lo	CU Level c	f Service			. F			
Analysis Period (min)			15			rama a successiva no monte de estado e		ngraya naga na mbakin	1969684079547794779	COMPRESSOR CO.	102198888888	enessamustan
c Critical Lane Group			magnin salah Magamus			ucai alesii Seasaa a	Miles					
response to the second		***										

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Movement	EBL	EBT	EBR	WBL	i WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	4Î		J.	1+		¥	ĵ÷		ħ	†	7
Volume (vph)	615	751	25	50	886	12	25	542	135	125	419	824
Ideal Flow (vphpl)	1900	1900	1900	1900	1596	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	regres consistences in a consistence	1.00	1.00	***************************************	1.00	1.00	SASE PAGES SECURITY CHEEZ	1.00	1.00	1.00
Fit	1.00	1.00		1.00	1.00		1,00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	SELECTOR OCCUPANT	0.95	1.00	nenegasse	0.95	1.00	og over the engine of the engine	0.95	1.00	1.00
Satd. Flow (prot)	1770	1854		1770	1562		1770	1807		1770	1863	1583
FIt Permitted	0.95	1.00	ary the continue	0.95	1.00	20111111111111111111111111111111111111	0.95	1.00	7 1 5 5 7 4 25 28 28 8 6 7 1 5 5 7 4 5 8 28 28 8 6	0.95	1.00	1.00
Satd. Flow (perm)	1770	1854		1770	1562		1770	1807		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	683	834	28	56	984	13	28	602	150	139	466	916
RTOR Reduction (vph)	0	1	0	0	1	0	0	6 	0	0	0	19
Lane Group Flow (vph)	683	861	0	56	996	0	28	746	0	139	466	897
Turn Type	Prot	Partification (Applied	erenenenen Austrian	Prot	estation and	es paragrama.	Prot	94. N. 2 00		Prot	endurana.	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	1117
Permitted Phases	14 - 100 O	04.0			SEFAME	erokoroszasz	2.4	41.8	: 07:2555448	7.0	46.4	6 76.4
Actuated Green, G (s)	30.0	81.2 81.2		5.6	56.8 56.8		2.4 2.4	41.8		7.0	46.4 46.4	76.4 76.4
Effective Green, g (s) Actuated g/C Ratio	30.0 0.20	0.54	10514444011426	5.6 0.04	0.37	enslanes et	0.02	0.28		0.05	0.31	0.50
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.0	4.1		2.0	4.0 4.1		2.0	4.1		2.0	4.1	2.0
Lane Grp Cap (vph)	350	993	n ngivende, er	65	585	v 347/24/00/00/	28	498	<u> Simensa sa </u>	82	570	840
v/s Ratio Prot	c0.39	0.46		0.03	c0.64		0.02	c0:41		c0.08	0.25	0.21
v/s Ratio Prot	00.55	0.40		บ.บง	CU.04		U.U <u>Z</u>			BEHENOME	0.20	0.36
v/c Ratio	1.95	0.87		0.86	1.70		1.00	1.50		1.70	0.82	1.07
Uniform Delay, d1	60.8	30.5		72.6	47.4		74.6	54.9		72.3	48.7	37.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	Sarana Sarana	1.00	1.00	1.00
Incremental Delay, d2	438.4	8.4	DEPARTURE	63.7	323.7	Sievente ver	170.1	234.7	All provide the factor of the	359.4	9.4	50.9
Delay (s)	499.2	38.9		136.3	371.1		244.7	289.6		431.7	58.1	88.5
Level of Service	receire exercin F	D	HANNENDERHUS	mbantanik F	isteration F	121525111261117111	enastatika F	F		enteraco F	E	F
Approach Delay (s)		242.4			358.6	5161616146		288.0			110.5	
Approach LOS	s vi evele ee sêst	F	iki masikitizimes	en e en	eroamentes F	Kiliniskantek	Hisarikivisteil	sseunoteables F	askininger er eer	100	F	uninggaans.
			OST INTERNITY			o carrette de la carre	T.				negratering transfer	\$100 JULY 100 TO 100 JULY 100 J
Intersection Summary			000.7	116							di alla di sa	(Bally Blau
HCM Average Control Dela		SINGA MARANGA	233.7	H	CM Level	of Service		REPRESENTATION OF THE PROPERTY	r Augustus valtus	veronoveven	SISSOCERATERIU	608888888
HCM Volume to Capacity ra	itiO		1,69	idina	An Europe		oline nalisi					
Actuated Cycle Length (s)	arrana da esta	and the second second second second	151.6		m of lost			1668391166553	16.0		CERTS 44574	
Intersection Capacity Utiliza Analysis Period (min)	UUII	4686435494	17.4% 15	עונונונו	J Level o	OFIVICE			Н		NAME OF THE PARTY	はおけず時
c Critical Lane Group			15					igi vilikin kalen				
o Ontioarealle Oloup				ANT VERNIE	813815716			KOUREREN				

	<i>•</i>	→	—	*	-	4
Movement	ËBL	EBT	WBT	WBR	SBL	+ SBR
Lane Configurations	A STREET, CONTRACTOR	^	ተተ	7	ሻ	TO STATE OF THE ST
Volume (vph)	396	591	505	283	209	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4:0	4.0	4.0	4.0	40
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0,85	1.00	0.85
Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1863	3539	1565	1770	1543
FIt Permitted	0.95	1.00	1.00	1.00	0.95	1.00 1543
Satd. Flow (perm)	1770	1863	3539	1565	1770	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90 466
Adj. Flow (vph)	440	657	561	314 66	232 0	366
RTOR Reduction (vph)	0 	0	0 Ec1	248	232	100
Lane Group Flow (vph)	440	657	561	240 8	292	
Confl. Peds. (#/hr)	86.00 PV769188402010	197 0200	UNIVERSE SE	8		8
Confl. Bikes (#/hr)	D-at		N. 118 (1984)	pm+ov		Perm
Turn Type	Prot	6	2	μιιτον 4	4	F 6111
Protected Phases Permitted Phases		0		2		
Actuated Green, G (s)	16.9	32.4	11.5	22.5	11.0	
Effective Green, g (s)	16.9	32.4	11.5	22.5	11.0	Complete Control of the Control of t
Actuated g/C Ratio	0.33	0.63	0.22	0.44	0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.1	3.1	1.0	1.0	1.0	40
Lane Grp Cap (vph)	582	1174	792	807	379	330
v/s Ratio Prot	c0.25	0.35	c0.16	0.07	c0.13	The state of the s
v/s Ratio Perm	and the second second	NESS PARENT SPECIALISM	ARRESTS LITE CONTROL	0.09	7 . 14 17 GHC CORES (17 . 17 . 1	0.06
v/c Ratio	0.76	0.56	0.71	0.31	0.61	0.30
Uniform Delay, d1	15.4	5.4	18.4	9.4	18.3	
Progression Factor	1.00	1.00	1,00	1.00	1.00	
Incremental Delay, d2	5.6	0.6	2.4	0.1	2.1	0.2
Delay (s)	21.0	6.0	20.8	9.5	20.3	Charles and the second of the
Level of Service	С	Α	С	Α	C	
Approach Delay (s)		12.0	16.7		18.2	(4) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1
Approach LOS		В	В		В	
Intersection Summary					1	
HCM Average Control Dela	ıy		15.2	H	CM Leve	rel of Service B
HCM Volume to Capacity ra			0.70			
Actuated Cycle Length (s)			51.4			ost time (s) 12.0
Intersection Capacity Utiliza	ation		58.5%	He HC	U Level	l of Service B
Analysis Period (min)	catalographic control (10)	CONTRACTOR CONTRACTOR	15	- 2130 - 2130 - 2130 - 2130 - 2130		
c Critical Lane Group						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	/ SBL	SBT	SÉR
Lane Configurations	ች	^		ሻ	î»		ሻ	1}		ሻ	1≽	
Volume (vph)	37	62	12	295	123	160	12	1119	37	74	1061	74
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	***************************************	1.00	1.00	san terralizasinis	1.00	1.00	11. N. 11. 11. 11. 11. 11. 11. 11. 11. 1	1.00	1.00	ONTERNAME.
Frt	1.00	0.98		1.00	0.92		1.00	1,00		1.00	0.99	
Fit Protected	0.95	1.00	2000 DECEMBER	0.95	1.00		0.95	1.00	8880	0.95	1.00	
Satd. Flow (prot)	1770	1817		1770	1705		1770	1854		1770 0.95	1844 1.00	
Fit Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95 1770	1844	
Satd: Flow (perm)	1770	1817	2.00	1770	1705	0.00	1770	185 <u>4</u> 0.93	0.93	0.93	0.93	0.93
Peak-hour factor, PHF	0.93	0.93	0.93	0.93 317	0.93 132	0.93 172	0.93 13	0.93 1203	0.93 40	0.93 80	1141	80
Adj. Flow (vph)	40 0	67 5	13 0	ع ا 0	32 32	9/12/11 0	0	1	11Y/6	0	1 1 Similari	0
RTOR Reduction (vph) Lane Group Flow (vph)	40	ა 75	0	317	32 272	0		1242	0	80	1220	0
		1.0		Prot	- 1414 ·		Prot	<u> </u>	particult u ng	Prot	· · · · · · · · · · · · · · · · · · ·	
Turn Type Protected Phases	Prot	4		710t	8	Maria P	5	2	1028/15374F3		6	ling page 1
Permitted Phases				Burio Baran	A STATE MEN				Maddeson : 4			ésembli T
Actuated Green, G (s)	4.9	12.0		23.2	30,3		1.0	90.0	iniese je	6.2	95.2	
Effective Green, g (s)	4.7	11.8	1,416 70117,31690	23.0	30.1	and Control of Control	0.8	89.8	sesware Cont. Cont.	6.0	95.0	- Antonio Art.
Actuated g/C Ratio	0.03	0.08		0.16	0.21		0.01	0.61		0.04	0.65	
Clearance Time (s)	3.8	3.8	2019035183884.0-61111	3.8	3.8		3.8	3.8		3.8	3.8	
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	3.1		1.0	3.1	
Lane Grp Cap (vph)	57	146		278	350		10	1136	TOURS HAVING SAFE	72	1195	Factoria del Constanto.
v/s Ratio Prot	0.02	0.04		c0.18	c0.16		0.01	c0.67		c0.05	0.66	
v/s Ratio Perm			2104200200000000000000	esancementa sette exercis in the	- sy tra-hinaserrapperar	ebezzakaskazi kadelateke e	unumentaken anggasas	ecopyaning - 000	CONTRACTOR OF THE CONTRACTOR	enters teleplotists	nesservitzich	-1020003888
v/c Ratio	0.70	0.52		1.14	0.78		1.30	1.09		1.11	1.02	
Uniform Delay, d1	70.3	64.7	n charachar agreach	61.8	55.1	40000000000000000000000000000000000000	72.9	28.4	CERTIS A CONTRACTOR	70.3	25.8	SECTION OF THE
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00 31.3	ilia eta
Incremental Delay, d2	27.2	1.3	bonovenskie	97.3	9.5		398.9	56.0 84.4	BN BS (FIXE)	139.6 209.9	57.1	5114KI5K
Delay (s)	97.4 F	65.9 E		159.1 F	64.6 E		471.8 F	04.4 F	en de la company	F	Ji.i	98444Ens
Level of Service Approach Delay (s)	r National	76.4			112.8	e e la company de		88.4	na kata	i Graffia i Çilir	66.5	Marker
Approach LOS		70. 4 E			F			F			E	Husumid
NAMES AND			reconstant or the survey	Constant description					eren errenten der det		-	ere conne
Intersection Summary					and the same					100		1.00
HCM Average Control Delay		nerroscous us	83.9)H mesessesses	CM Level	of Service	e masanasaan	elosezouspone	F		COSTO SANGGAN	enerezzek
HCM Volume to Capacity ratio	4 4 6		1.06		kalinien.				Maister.		Nasio.	
Actuated Cycle Length (s)	ADIO CONTRACTO	65000000000000000000000000000000000000	146.6		ım of lost				12.0	visco (basinus	Markasuri (
Intersection Capacity Utilizatio			91.8%	IC	u Level C	of Service						
Analysis Period (min)			15									
c Critical Lane Group												DECEMBER .

	٠	→	•	1		*	4	†	<i>></i>	\	↓	1
Movement	EBL	EBT	EBR	WBL	WBT-	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1>		ሻ	1>		ሻ	ተጉ		*	ተኑ	Contractions
Volume (vph)	25	37	12	222	12	222	12	1194	74	110	949	12
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		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	o en el reconstrucción	1.00	1.00	Salaran makas	1.00	0.95	president (C)	1.00	0.95	normanyan
Frpb, ped/bikes	1.00	0.99		1.00	0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	161-463888888888	1.00	1.00	en e	1.00	1.00	968914453	1.00	1.00 1.00	1941/54/1819/5
<u>Frt</u>	1.00	0.96		1.00	0.86		1.00	0.99 1.00	illusado a	1,00 0.95	1.00	Shinniaki
Fit Protected	0.95	1.00		0.95	1.00 1556		0.95 1770	3503	MARKO ER	1770	3532	
Satd Flow (prot)	1770	1786 1.00		1770 0.95	1.00	h - Jourge and A	0.95	1.00		0.95	1.00	
Flt Permitted	0.95 1770	1786		1770	1556	andrenes	1770	3503		1770	3532	
Satd. Flow (perm)	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Peak-hour factor, PHF	27	41	13	244	13	244	13	1312	81	121	1043	13
Adj. Flow (vph) RTOR Reduction (vph)	<i>دا</i> 0	12	0	0	122	277 0	0	4	0	0	1	0
Lane Group Flow (vph)	27 -	42	Õ	244	135	Ŏ	13	1389	Ŏ.	121	1055	0
Confl. Peds. (#/hr)			1			**************************************	Sugge Pare		анде чен л ена. 1	SAMAGEARTS A CO	· ·· standarin	1
Confl. Bikes (#/hr)			3			3			2			1
Turn Type	Prot	A2000-04-2011-02-10-1		Prot		Acceptance of the Control of the Con	Prot			Prot		
Protected Phases	3368 W 7 88	4		3	8		5	2		1	6	
Permitted Phases	is in the second se	SSSTITE OF CHILD	**:. #217475EP25Li9fi41945E	KI DA SA KI SA KASA KASA PANGA PANGA	red III passal and consent		356565465475	.,(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	PMS 88.5 Mar 1 1, 18.41 45.11.	, , , , , , , , , , , , , , , , , , ,		
Actuated Green, G (s)	1.8	6.8		12.2	17.2		0.5	37.9		3146:A	43.5	
Effective Green, g (s)	1.8	6.8		12.2	17.2		0.5	38.9		6.1	44.5	
Actuated g/C Ratio	0.02	0.08		0.15	0.22		0.01	0.49		0.08	0.56	
Clearance Time (s)	4.0	4.0	M14244 914 9 94942 M241 M2 811	4.0	4.0	NA INCIDED NEUTRIES ST	4.0	5.0	eprocessas values a factor	4.0	5.0	240040000000
Vehicle Extension (s)	1.0	2.0		1.0	2.0		1.0	3.1		1.0	3.1	
Lane Grp Cap (vph)	40	152	·	270	335	TETAN KETANATAWAPANAKETA	11	1703	PRESENTED S PONCEOUS AS A COMMAND	135	1965	. Waste Bloods
v/s Ratio Prot	0.02	0.02		c0.14	c0.09		0.01	c0.40		c0.07	0.30	
v/s Ratio Perm	MANGMENT OF THE CO		anning versuse				ngkapacasii			0.00		5.7475 3333778
v/c Ratio	0.68	0.28		0.90	0.40		1,18	0.82		0.90	0.54	
Uniform Delay, d1	38.8	34.3	KSERBERGES	33.3	27.0		39.8	17.5	HIMBURGER	36.6	11.2	ant other
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00 3.2		1.00 46.4	1.00 0.3	There Assist
Incremental Delay, d2	29.9	0.4	STEET STEET	30.2	0.3		338.7	CONTRACTOR STREET	programme in the	83.0	11.5	S-0.3-1885
Delay (s)	68.8 E	34.7 C		63.5 E	27.3 ⊩ C		378.5 F	20.6 C	energi (OJ.U	В	THE WEST
Level of Service Approach Delay (s)	- 2540 3558	46.0			44.9	200405 0404 (A)		24.0			18.9	
Approach LOS		D		siancaria:	D		6(8)(6)(8)(h)(4)	C			В	
	namenta arang managaran kal	eron meneral manu	***************************************	son en experimental son en ex-		eren sammen en e	en a company de la company		PORTE DESCRIPTION		MATERIAL MATERIAL STATES	en e
Intersection Summary												akirini jiri
HCM Average Control Delay			26.0	H	CM Level	of Service		DACODECTE TO THE SECOND	C	MERCHANISA SA	egazovennen	responente de
HCM Volume to Capacity rat	tio _{n in th}		0.76	linessie oliji						ilinilis kiri		
Actuated Cycle Length (s)	Windowskie a 17940 Nadawa	04888888	80.0		ım of lost	remarkation of the second second second second	SGREENSEN	BEHERNDIK SPECI	12.0		Derlanderskrif	
Intersection Capacity Utilizat	ion	uniones si Bibliografia	72.2%	ic.	U Level c	f Service		normous line Lange (Section	C			
Analysis Period (min)		3345X153X90	15				ario de la composición		ng sanggarasa			
c Critical Lane Group												

	→	*	✓	+	•	<i>></i>
Movement	EBT	EBR	WBL	WBT		NBR .
Lane Configurations Volume (veh/h)	↑ 1292	if 123	ig. 0	†† 1270	\	443
Sign Control	Free			Free	Stop	
Grade	0% 0.85	0.85	0.85	0% 0.85	0% 0.85	0.85
Hourly flow rate (vph)	1520	145	0	1494	0	521
Pedestrians Lane Width (ft)						
Walking Speed (ft/s)	munipusi ikan Nasi ungan	0: 1-0: -0: -00. Sageurerora		karanasa kabub KO KARANSIDA	558458458	
Percent Blockage Right turn flare (veh)						
Median type	None	100 15 15 15 15 15 15 15 15 15 15 15 15 15		None		
Median storage veh) Upstream signal (ft)				1283		
pX, platoon unblocked vC, conflicting volume			1665		2267	1520
vC1, stage 1 conf vol	and the state of t				SEPRESAL GREEK	
vC2, stage 2 conf vol vCu, unblocked vol			1665		2267	1520
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s) IF (s)	(2005)		2.2		3.5	3.3
p0 queue free %			100 382		100	DESCRIPTION OF THE PROPERTY OF
cM capacity (veh/h)	EB1	EB 2	Managara (1979)	WB 2	34 ND 4	
Direction, Lane # Volume Total	1520	145	WB 1	747	NB 1 521	
Volume Left	0	0 145	0 0	0	0 521	
Volume Right cSH	1700	1700	1700	1700	108	
Volume to Capacity Queue Length 95th (ft)	0.89 0	0.09 ··· 0	0,44 0 0	0.44 0	4.84 Err	
Control Delay (s)	0.0	0.0	0.0	0.0	Err	
Lane LOS Approach Delay (s)	0.0		0.0	44.574540	F En	
Approach LOS			HIGH SAME		F	表。 1987年 - 1985年 - 1
Intersection Summary		Party All				
Average Delay Intersection Capacity Utilization	1		1416.1 02.1%	ICL	J Level of	of Service
Analysis Period (min)			15	unicalisada Unicolor		
	kaskonin iénal			menta Syl		

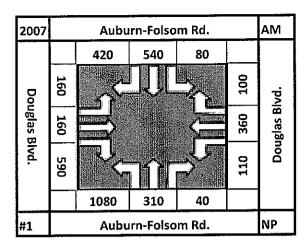
	<u>L</u>	لړ	~	*	*	~	
Movement	SBL	SBR	NWE	NWR	NEL	NER	
Lane Configurations	<u> </u>	75	ሻሻ	77 77	ايراير	゙゙゙゙゙	A COMPANY AND A COMPANY OF THE STREET OF THE
Volume (vph)	1139	359	911	911	664	1071	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	vanas energennament i estempriskasis vie, etsammiskasis rivitetsississississississississississississis
Total Lost time (s)	4.0	4.5	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	1.00	0.97	0.88	0.97	1.00	
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1,00 1.00	
Flpb, ped/bikes	1.00	1.00 0.85	1.00 1.00	1.00 0.85	1.00 1.00	0.85	
.Frt Flt Protected	1.00 0.95	1.00	0.95	1.00	0.95	1.00	· 医克克克氏 医甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基
Satd. Flow (prot)	3433	1562	3433	2723	3433	1583	
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	ing phing property to the property of the pro
Satd. Flow (perm)	3433	1562	3433	2723	3433	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	1212	382	969	969	706	1139	
RTOR Reduction (vph)	0	260	0	620	0	2	ACCUSANCE AND AC
Lane Group Flow (vph)	1212	122	969	349	706	1137	
Confl. Peds. (#/hr)		1		2			
Turn Type		Perm	100000000000000000000000000000000000000	Perm		custom	
Protected Phases	4		2		1	6	NAMES OF THE PROPERTY OF THE P
Permitted Phases		4		2			
Actuated Green, G (s)	33.5	33.5	38.1	38.1	24.4	66.5	
Effective Green, g (s)	34.0	33,5	39.6	39,6	24.4	68.0	
Actuated g/C Ratio	0.31	0.30	0.36	0.36	0.22	0.62	
Clearance Time (s)	4.5	4.5	5.5	5.5	4.0	5.5	
Vehicle Extension (s)	2.0	2.0	3.0	3.0	2.0	3.0	
Lane Grp Cap (vph)	1061	476	1236	980	762	979	
v/s Ratio Prot	c0.35	0.00	0.28	രയ്ക്ക	0.21	c0.72	
v/s Ratio Perm		0.08	0.70	0.13 0.36	0.93	1.16	
v/c Ratio	1.14 38.0	0.26 28.9	0.78 31.4	0.36 25.8	41.9	21.0	
Uniform Delay, d1 Progression Factor	1.00	1.00	1.00	1.00	1.00	21.0 1.00	之。 (1)
Incremental Delay, d2	75.6	0.1	3.3	0.2	16.9	84.1	
Delay (s)	113.6	29.0	34.7	26.1	58.8	105.1	用用用用用的完成企业。
Level of Service	F.		C		E		
Approach Delay (s)	93.3	1909 :: 1901 CW/TUP(11	30.4	immeros com	87.4	P116211920127-Violenzi - 5147	THE PARTIES AND THE PARTIES OF A STATE OF THE PARTIES OF THE PARTI
Approach LOS	F		C	entilling rake	F		
International Control of the Control	en e						
Intersection Summary			60.6	ar. Ш	CMLove	of Service	E
HCM Average Control Dela HCM Volume to Capacity ra			68.6 1.16		AIMITE AF	I OI OCIVICE	
Actuated Cycle Length (s)	aud Tolorius (geologi		110.0	Çı	ım of los	t time (s)	8.0
Intersection Capacity Utiliza	ation	nekerizêrinê	87.4%			of Service	
Analysis Period (min)			15				
c Critical Lane Group	rentyettikuse Medilőősi	newweekichtiili	enenenikisiikii	incontratification	angarakan da	and a company of the	y con amba-sambiggisticowy someousialalaithiaithigh y mon teambachdaecestico si bail
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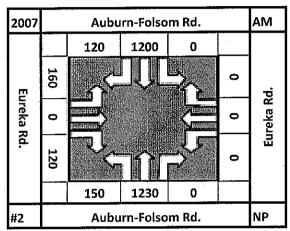
	۶	→	*	1	+	•	4	†	<i>></i>	/	↓	4
Movement	EBUS	EBT	EBR	WBL	- WBT	WBR	NBL	NBT	NBR	SBL		SBR
Lane Configurations	14.54	^	7	717	ተተ	7	ليرايز	^	77	ሻሻ	† †	F
Volume (vph)	1232	222	80	197	172	148	98	1021	160	123	467	972
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1,00	1.00	0.85	1.00	1,00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	2787	3433	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1369	247	89	219	191	164	109	1134	178	137	519	1080
RTOR Reduction (vph)	O STATE	0	51	0	0	60	0	0	77	0	0	0
Lane Group Flow (vph)	1369	247	38	219	191	104	109	1134	101	137	519	1080
Turn Type	Prot	a a assessment	Perm	Prot	manama.com	Perm	Prot	enstaurozeo	Perm	Prot		Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	PRINCESOFF STORY (ST. 1), 41-		4			8			6	terster a tgill.		Free
Actuated Green, G (s)	46.8	52.7	52.7	11.6	17.5	17,5	7.4	37.5	37.5	51	34.7	126.9
Effective Green, g (s)	47.3	54.2	54.2	12.1	19.0	19.0	7.9	39.0	39.0	5.6	36.7	126.9
Actuated g/C Ratio	0.37	0.43	0.43	0.10	0.15	0.15	0.06	0.31	0.31	0.04	0.29	1.00
Clearance Time (s)	4.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5	4.5	6.0 3.7	1980: 44: 919 1980: 44: 919
Vehicle Extension (s)	2,0	4.1	4.1	2.0	4.5 ₀	4.5	2.0	4.5	4.5	2.0		4500
Lane Grp Cap (vph)	1280	1512	676	327	530	237	214	1088	857	151	1023	1583
v/s Ratio Prot	c0.40	0.07		0.06	0.05		0.03	c0.32		0.04	0.15	-0.00
v/s Ratio Perm	5100057700787000000000000000000000000000		0.02	envapitati (1200)		0.07			0.04	CONTRACTOR OF	NATES S	c0.68
v/c Ratio	1.07	0.16	0.06	0.67	0.36	0.44	0,51	1.04	0.12	0.91	0.51	0.68
Uniform Delay, d1	39.8	22.4	21.3	55.5	48.5	49.1	57.6	44.0	31.6	60.4	37.6	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 2.4
Incremental Delay, d2	46.0	0.1	0.1	4.0	0.7	2.2	0.7	38.9	0.1	45.7	0.5	
Delay (s) White	85.8	22.5	21.4	59.5	49.2	51.3	58.3	82.9	31.7	106.1	38.1	2.4
Level of Service	F	C	C	E	D	D December	E	F →1 6	C	F	D 21.2	
Approach Delay (s)		73.3	e included	defilier sta	53.7			74.6			Christian Action (1997)	- 0000000
Approach LOS		Ε			D			Е			С	
Intersection Summary			al is		4 4					g part of		
HCM Average Control Delay		roan-euro roan kardide en e la	54.9)H	CM Level	of Servic	e ************************************	nacina vanduurus	D		masanining ob	ny ahra-keastata
HCM Volume to Capacity ra	tio 🔻		0.94									
Actuated Cycle Length (s)	nik galasan istor i kira hiki kira k	euer e lagouet d'auteur d'adain	126.9		ım of losi		SATTITE DESCRIPTION AND A SATTITE OF SATTITE	organia artigorist consessa	4.0	oensseenumm		718-847 ROBERRA
Intersection Capacity Utiliza	tion		86.0%	iC	U Level	of Service	unio vilico		E			
Analysis Period (min)	STANDARDON SON CONTROL	audicko sale orkesta za keza.	15	HANNSHICHTEN P	PROGRAMICS (NO. 10)	Maria representation		oy Agroupping	MOREOTERREPORTS-01.7			150 Septembrie 1
c Critical Lane Group												

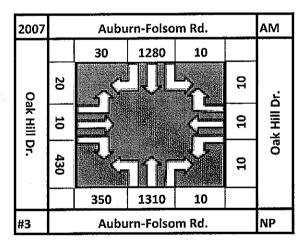
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Movement	EBL:	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ሻ	<u></u>	7	*	↑ }		ኻ	4	.	*15:55 15:101014*258888	4	100 UST272
Volume (vph)	12	2314	74	86	1489	12	62	12	86	12	.12	. 12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.7	4.0	4.0		4.0	4.0	4.0		4.0	milies
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	zanisavenne kostrovanski	0.95	0.95	1.00		1.00	202043013
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.96	
FIt Protected	0.95	1.00	1.00	0.95	1.00	avis to viene i on her vectorabede	0.95	0.97	1.00	ENTROPY - POR	0.98	SMERGE CO.
Satd. Flow (prot)	1770	3539	1583	1770	3535		1681	1711	1583		1750	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1000,000,000,000,000	0.95	0.97	1.00	#5000 1-200 03808	0.98	900 Y 1949
Satd Flow (perm)	1770	3539	1583	1770	3535		1681	1711	1583		1750	
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)	12	2386	76	89	1535	12	64	12	89	12	12	1
RTOR Reduction (vph)	0	0	12	0	O valorious sur a trans	O managamanan mend	0	O	82	0	12))
Lane Group Flow (vph)	্র 12	2386	64	89	1547	0	38	_38	7	0	24	
Turn Type	Prot		Perm	Prot			Split	ens es ou our d'antis de l'impe	Perm	Split	enessaas o 117499	engemen
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases			2		- F-C , 12 ng 14 44 274734 344922	************************	######################################	reneral control	8		enegrationes : C	::::NDERECHT
Actuated Green, G (s)	2.1	98.1	98.1	8.6	104.6		10.7	10.7	10.7		3.9	
Effective Green, g (s)	1.7	99.8	98.1	8.2	106.3	A15.1 75.757.5828.887696	10.5	10.5	10.5	nessessessesses (***) * * * * * * * * * * * * * * * * *	3.7	- Marting State
Actuated g/C Ratio	0.01	0.72	0.71	0.06	0.77		0.08	0.08	0.08		0.03	
Clearance Time (s)	3.6	5.7	5.7	3.6	5.7	COLUMENTATION	3.8	3.8	3.8	98887075. V 1979	3.8	OSERCHERA
Vehicle Extension (s)	2.2	3,2	3.2	2.2	3.2	Suthini)	3.1	3.1		Constitution of	3.1	Rail Sir
Lane Grp Cap (vph)	22	2556	1124	105	2719	1	128	130	120	MERICONSTRUCTOR NOTES	47	ene skumin
v/s Ratio Prot	0.01	c0.67		c0.05	0.44		c0.02	0.02			c0.01	
v/s Ratio Perm			0.04	namana manerina (1.47)		*** ** W 2 - 2 * 5 * 5 * 5 * 5 * 5 * 5 * 5 * 5 * 5 *	de amaga e naga, era finde 6855	rigosance segents (1º 1º2)	0.00	1014 8888888		04.00019898
v/c Ratio	0.55	0.93	0.06	0.85	0.57		0.30	0.29	0.06		0.52	
Uniform Delay, d1	67.9	16.4	6.1	64.4	6.5	· = \$ 15/2 /\$ 61/2**	60.4	60.3	59.3	n Ersensera	66.4	nn, 1988
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	16.4	7.1	0.0	42.4	0.3	A STANSON SCHOOLSESSES	1.3	1.3	0.2	.compagagagagaga	9.6	V 671598888
Delay (s)	84.3	23.5	6.1	106.8	6.8		61.7	61. <u>6</u>	59.5		76.0	
Level of Service .	F	C C COMMUNICATION	A	F.	A personalisas	BERKERSESSON OF MICH.	E	E	E	maran cocia	E	DESIGNATION
Approach Delay (s)		23.3			12.3		indian.	60.5			76.0	
Approach LOS		С			В			Е			E	
Intersection Summary			1.01									
HCM Average Control Delay			21.0	H	CM Level	of Servic	е		C	ranno valvennos rado e 19 N PERS	retter Londerser one et al (L.	NENDOMENTAL PROPERTY AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERS
HCM Volume to Capacity ratio			0.86		ignigasi si							201
Actuated Cycle Length (s)	ALIEN PRINCIPA		138.2	Sı	um of los	t time (s)			16.0	*.>.>.	on which is a regularization of the con-	er e gametre
Intersection Capacity Utilization			86.8%	lC	U Level	of Service			III.E			
Analysis Period (min)			15					***	norma comensacione ne e e e e e	-0.00000000000000000000000000000000000	L.T.L. \$155 8 4 4 4 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	entral for the section of
c Critical Lane Group					HIGH S							

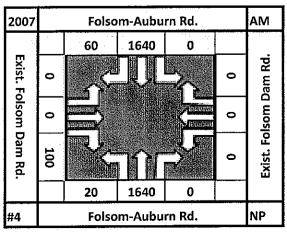
APPENDIX A-2 INTERSECTION TURNING MOVEMENT VOLUMES (TMVs)

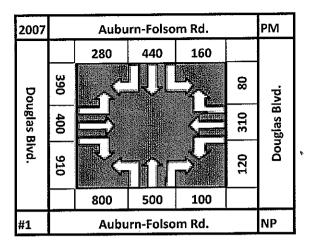
INTERSECTION TMV YR-2007 AM/PM PEAK

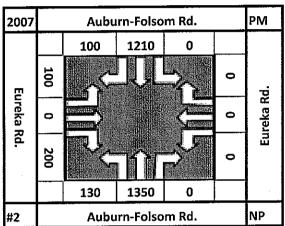


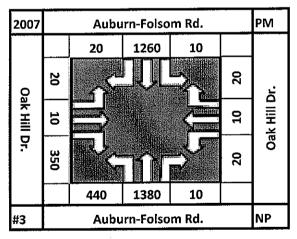


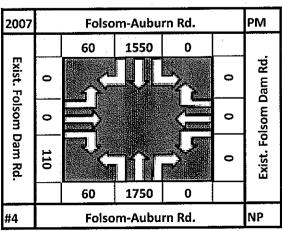




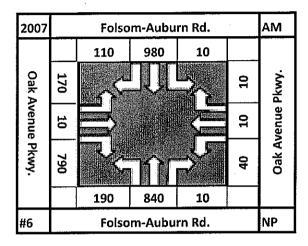


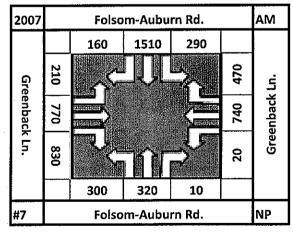






2007		Folso	m-Aubu	rn Rd.		AM
		20	880	790		
Auto :	30				940	rossing
Spa Dri	20				20	Lake C
Auto Spa Driveway	30	N.			160	Folsom Lake Crossing
		20	690	290		
#5		Folso	m-Aubu	rn Rd.		NP



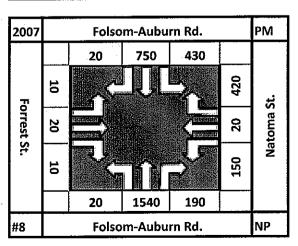


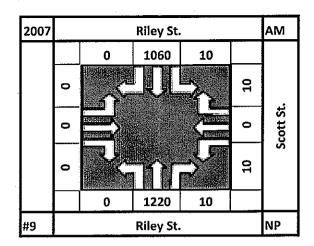
2007		Folso		АМ		
		10	2260	110		
T	10			-	160	یز
Forrest St.	20		10 (9) 30 (4 and a	0	Natoma St.
St.	20	7			200	S S
		10	460	200		
#8		Folso	m-Aubu	rn Rd.		NP

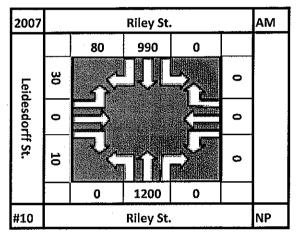
2007		Folsom-Auburn Rd.										
		40	610	960		j						
Auto :	50			Ŋ.	068	Folsom Lake Crossing						
spa Dri	20	ESTATE OF THE STREET			20	Lake C						
Auto Spa Driveway	40				370	Folsom						
		30	870	230								
#5		Folso	m-Aubu	rn Rd.		NP						

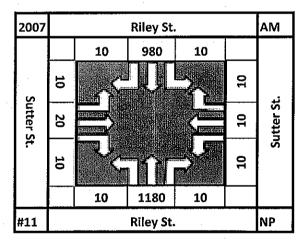
2007		Folsom-Auburn Rd.					
		250	710	10			
Oak A	140	4			10	Pkwy.	
Oak Avenue Pkwy.	10	ECONOMIC TO THE PERSON OF THE			20	Oak Avenue Pkwy	
Pkwy.	560			•	0ε	Oak A	
		760	1000	40			
#6		Folsom-Auburn Rd.					

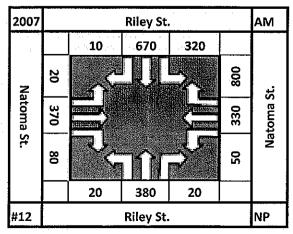
2007	·	Folso	m-Aubu	rn Rd.		РМ
		300	610	470		
Gre	330				750	Ln.
Greenback Ln.	640				880	Greenback Ln.
۱.	550				10	Gre
		960	1000	10		
#7		Folso	m-Aubu	rn Rd.		NP

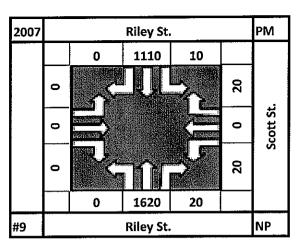


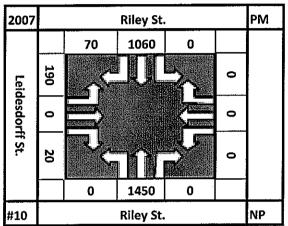


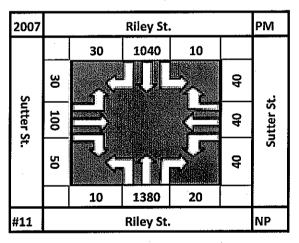


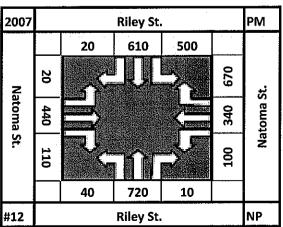


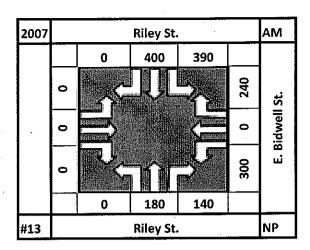


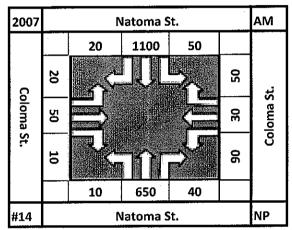


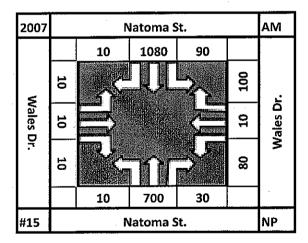


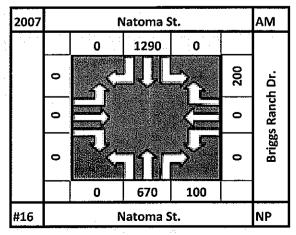


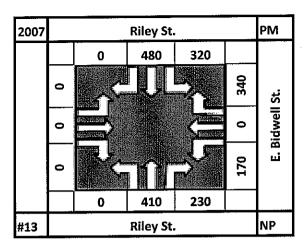


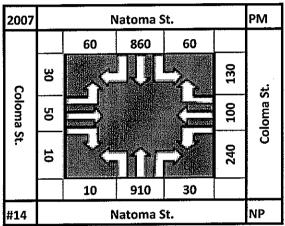


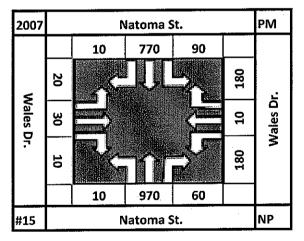


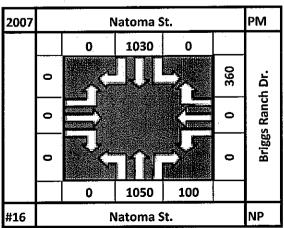


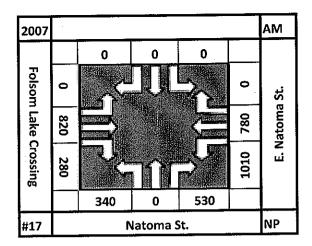


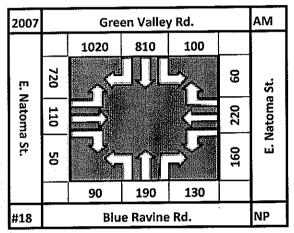


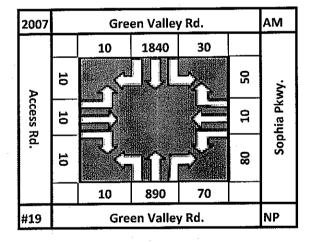


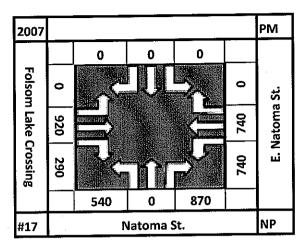


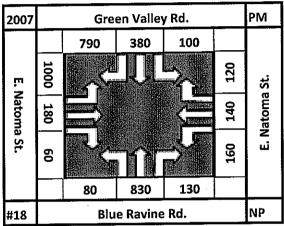


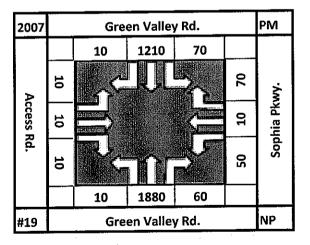




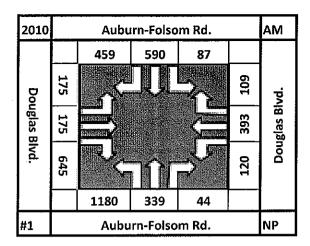


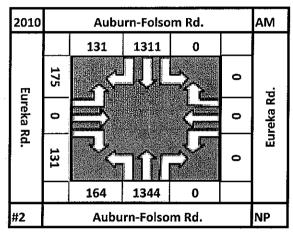


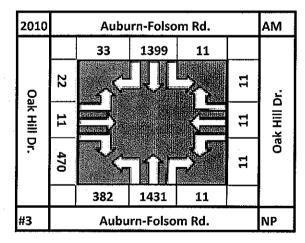


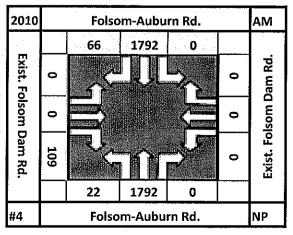


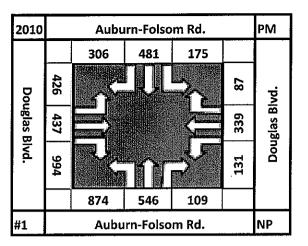
INTERSECTION TMV YR-2010 NO-BUILD AM/PM PEAK

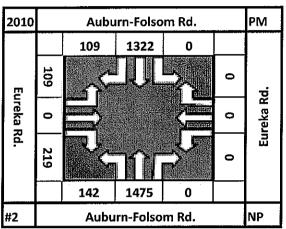


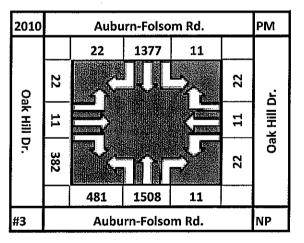


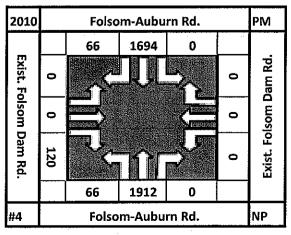




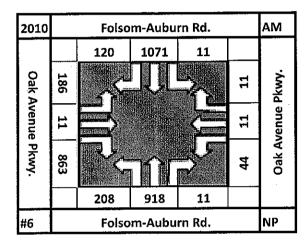


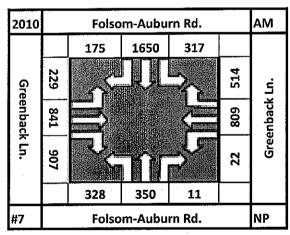


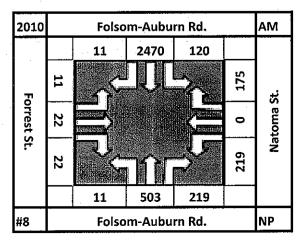




2010		Folsom-Auburn Rd.						
		22	962	863				
Auto	33	ا م			1027	Folsom Lake Crossing		
Auto Spa Driveway	22				22	Lake C		
veway	33				175	Folsom		
		22	754	317				
#5		Folsom-Auburn Rd.						

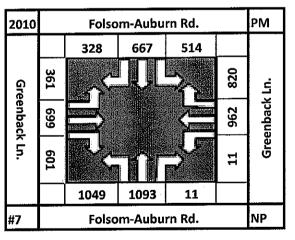


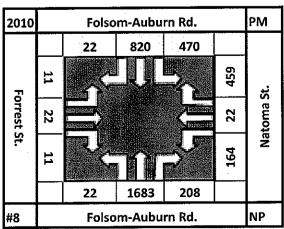


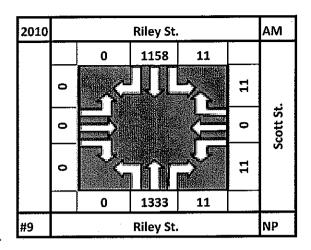


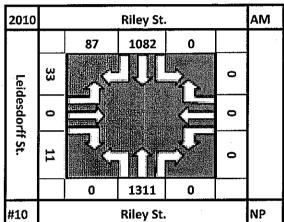
2010		Folsom-Auburn Rd.						
		44	667	1049				
Auto :	55			⇒ ,	826	Folsom Lake Crossing		
Auto Spa Driveway	22			Ē	22	Lake C		
veway	44				404	Folsom		
		33	951	251				
#5		Folso	m-Aubu	rn Rd.		NP		

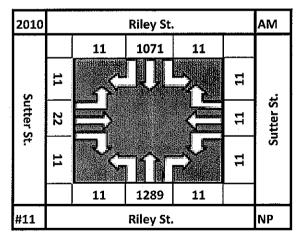
2010		Folsom-Auburn Rd.							
		273	776	11					
Oak A	153			-	11	Pkwy.			
venue	11				22	Oak Avenue Pkwy.			
Oak Avenue Pkwy.	612	•		Ž	33	Oak A			
		830	1093	44]			
#6		Folsom-Auburn Rd.							

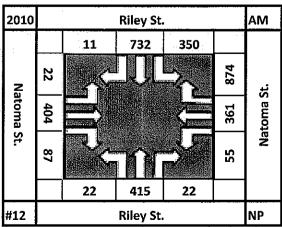


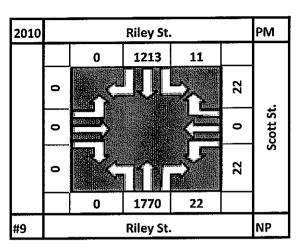


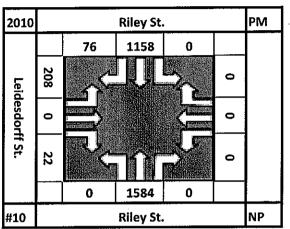


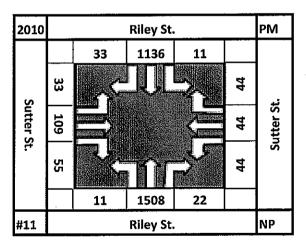


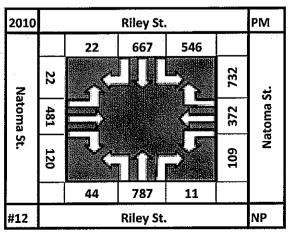


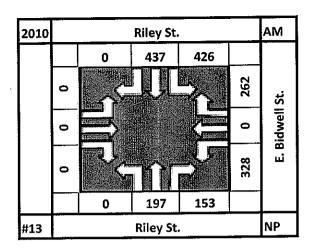


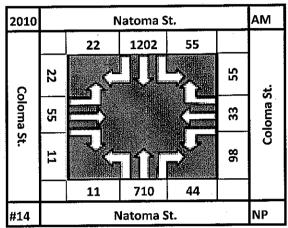


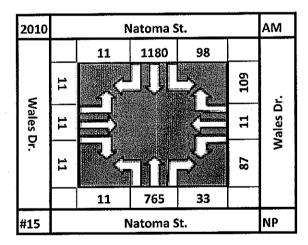


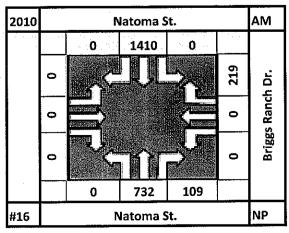


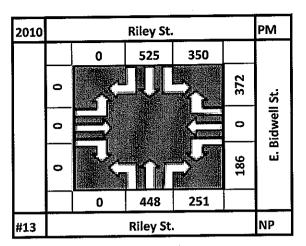


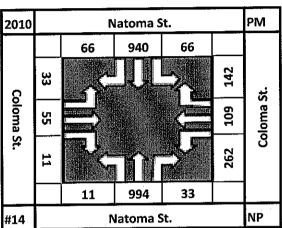


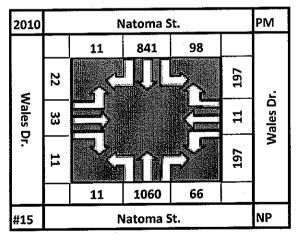


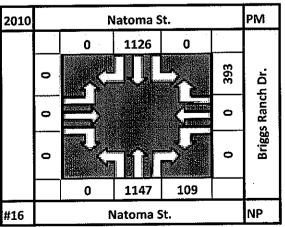


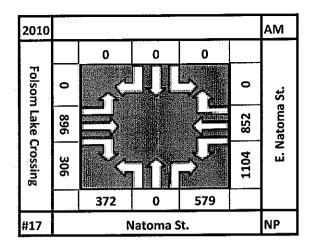


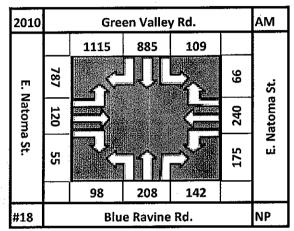


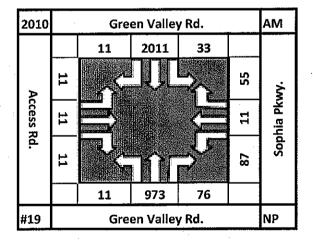


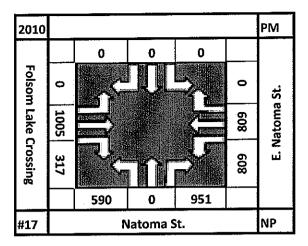


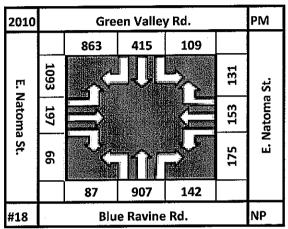


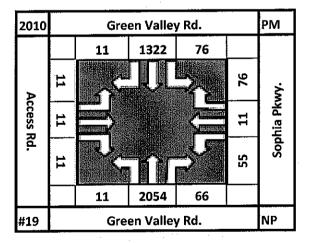




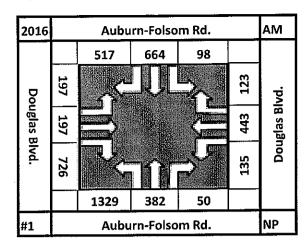


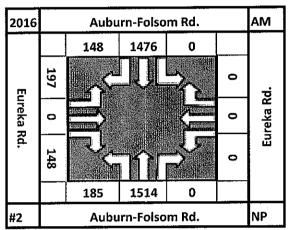


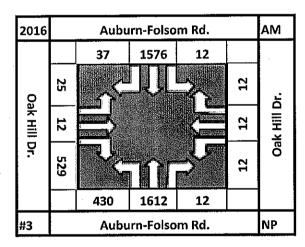


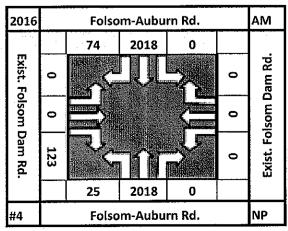


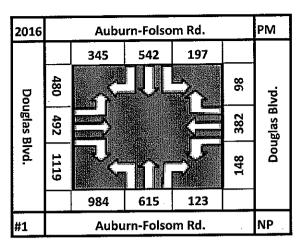
INTERSECTION TMV YR-2016 NO-BUILD AM/PM PEAK

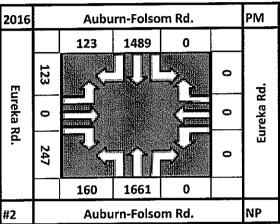


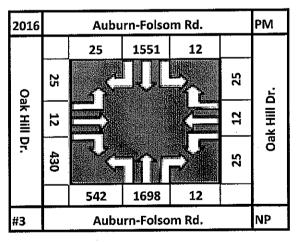


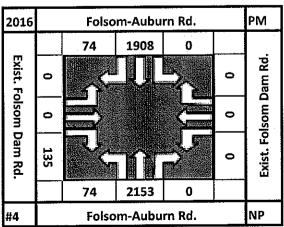


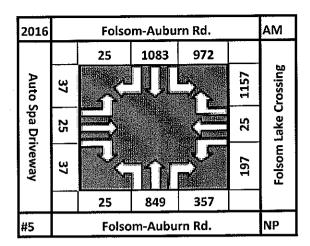


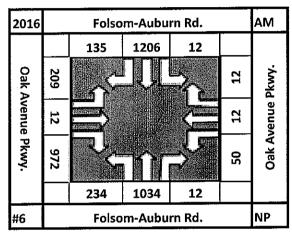


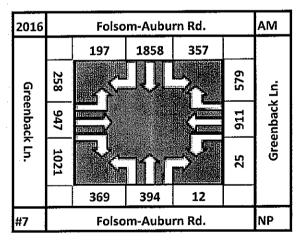


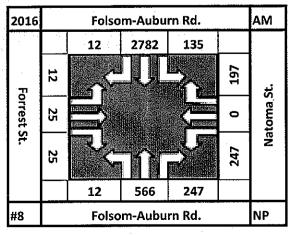






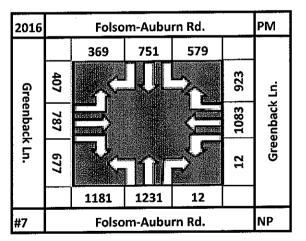


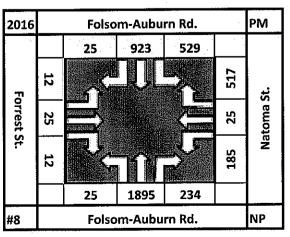


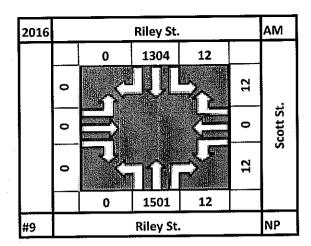


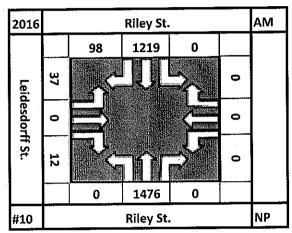
2016		Folsom-Auburn Rd.						
		50	751	1181				
Auto :	62				1096	Folsom Lake Crossing		
Spa Dri	25	anacatria (Pal			25	Lake C		
Auto Spa Driveway	50				455	Folsom		
	.,	37	1071	283				
#5		Folsom-Auburn Rd.						

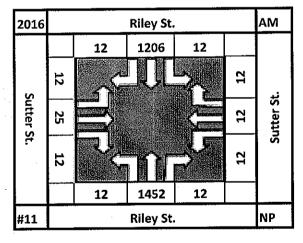
2016		Folsom-Auburn Rd.						
		307	874	12				
Oak A	172	Ą¢.		}	12	Pkwy.		
venue	12				25	Oak Avenue Pkwy.		
Oak Avenue Pkwy.	689		•	-	37	Oak A		
		935	1231	50				
#6		Folsom-Auburn Rd.						

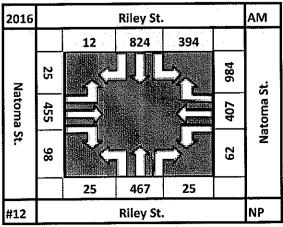


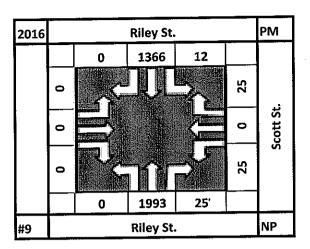


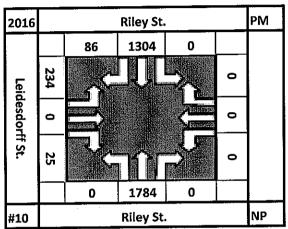


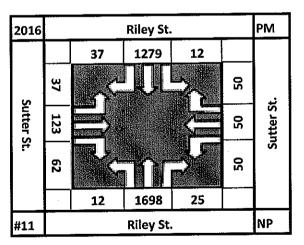


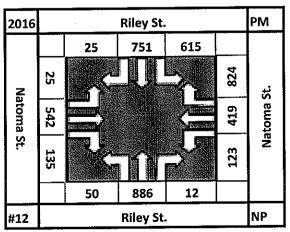


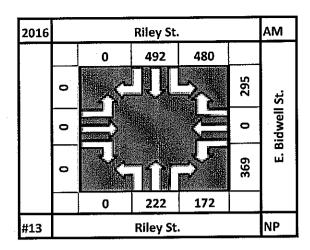


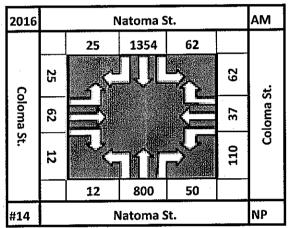


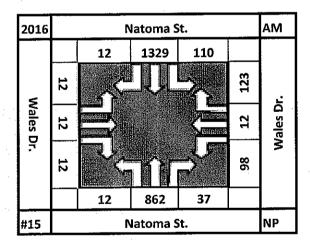


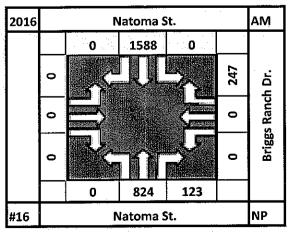


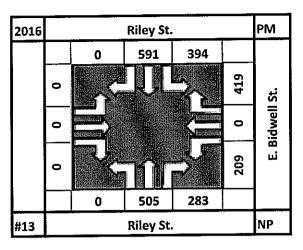


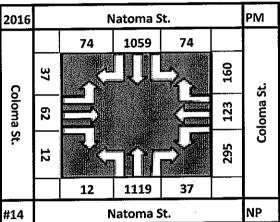


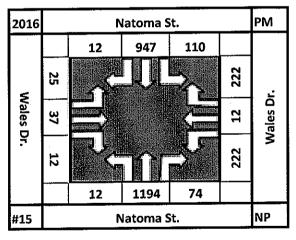


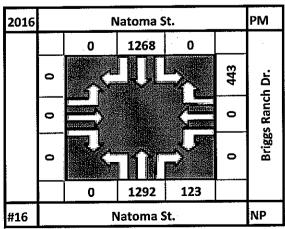


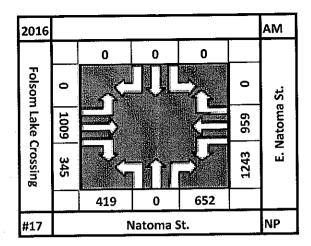


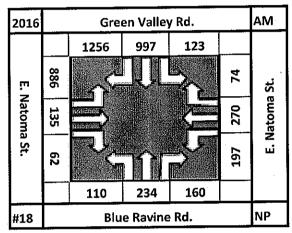


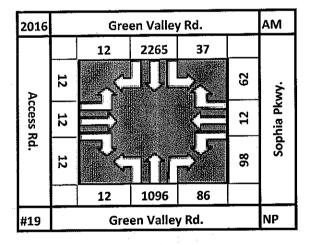


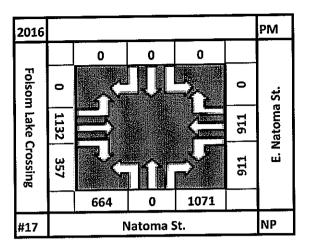


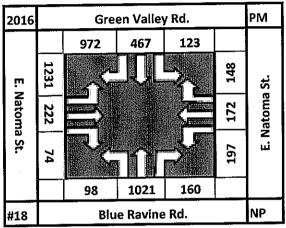


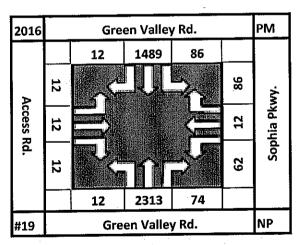




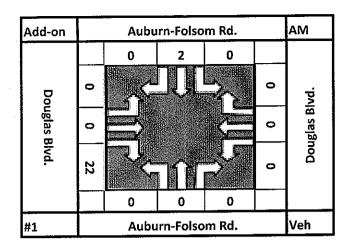








INTERSECTION TMV BUILD CONDITIONS ADD-ON TMV AM/PM PEAK



Add-on		Auburn-Folsom Rd.					
		0	24	0			
ш	0	Á		7.	0	j.	
Eureka Rd.	0				0	Eureka Rd.	
ă.	₩.		M		0	3	
		0	0	0			
#2		Auburn-Folsom Rd.					

Add-on		Auburn-Folsom Rd.					
		0	25	0			
0	0	*			0	ا ج	
Oak Hill Dr.	0		e despire Para Da		0	Oak Hill Dr.	
Dr.	0		Ī		0	ဝီ 	
		0	0	0			
#3		Aubu	ırn-Folso	m Rd.		Veh	

Add-on		Folsom-Auburn Rd.					
		0	25	0		٠.	
Exist. F	0	<u>ئ</u>		- - - -	0	am Rd.	
olsom	0			4	0] mosl	
Exist. Folsom Dam Rd.	0	7,	11		0	Exist. Folsom Dam Rd	
		0	0	0]	
#4	Folsom-Auburn Rd.					Veh	

Add-on		Auburn-Folsom Rd.					
Do		0	. 0	0			
	0	. AS) -	0	lvd.	
Douglas Blvd	0				0	Douglas Blvd	
slvd.	0				0	Doc	
		22	2	0			
#1	Auburn-Folsom Rd.					Veh	

Add-on		Auburn-Folsom Rd.					
		0	0	0			
pp.	•	, (=		Ž,	0	j	
Eureka Rd.	0	-		Ē	0	Eureka Rd	
₹d.	0				0	E	
		1	24	0			
#2	Auburn-Folsom Rd.					Veh	

Add-on		Aubu		РМ		
		0	0	0		
o	0	1			0	Ç.
Oak Hill Dr.	0				0	Oak Hill Dr
Dr.	0				0	o
		0	25	0		
#3		Aubu	rn-Folso	m Rd.		Veh

Add-on		Foiso	m-Aubu	rn Rd.		РМ	
		0	0	0			
Exist. Fo	٥	ئے۔ خ)	0	Jam Rd.	
olsom	•		10 m	4	0	lsom [
Exist. Folsom Dam Rd.	0				0	Exist. Folsom Dam Rd	
		0	25	0			
#4		Folsom-Auburn Rd.					

Add-on		Folso		AM				
		0	0	25		_		
Auto	0			2	0	Folsom Lake Crossing		
Auto Spa Driveway	0				0	Lake C		
lveway	0				0	Folsom		
		0	0	23				
#5		Folsom-Auburn Rd.						

Add-on		Folso	m-Aubu	rn Rd.		АМ
		0	0	0		_
Oak A	0			7	0	Pkwy.
Oak Avenue Pkwy.	0				0	Oak Avenue Pƙwy
Pkwy.	0	+			0	Oak A
		0	23	0		
#6		Folso	m-Aubu	rn Rd.		Veh

Add-on		Folso	ım-Aubuı	rn Rd.		AM
		0	0	0		
Gre	7	4			0	li.
Greenback Ln.	°				0	Greenback Ln
5	0		11	→	0	Gree
		0	16	0		
#7		Folso	m-Aubu	rn Rd.		Veh

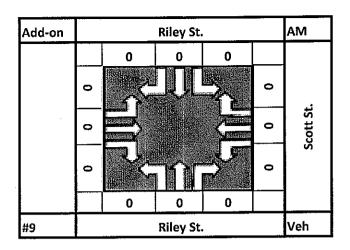
	Add-on		Folsom-Auburn Rd.					
igueja Line			0	0	0			
	Ţ	°				0	<u>ئ</u> ز [
	Forrest St.	0				0	Natoma St	
	St.	0				0	Sa	
			0	16	0			
	#8		Folso	m-Aubu	rn Rd.		Veh	

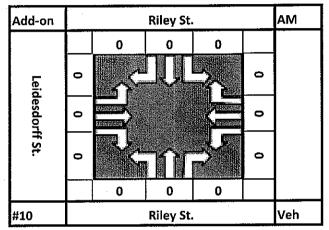
Add-on		Folsom-Auburn Rd.						
		0	0	0]		
Auto	0				52	Folsom Lake Crossing		
Spa Dr	٥		i i	┫	0	Lake C		
Auto Spa Driveway	0			Ž	23	Folsom		
		0_	0	0				
#5		Folsom-Auburn Rd.						

Add-on		Folso		PM				
		0	23	0				
Oak A	0			ÿ	0	Pkwy.		
Oak Avenue Pkwy.	0			Ē	0	Oak Avenue Pkwy		
Pkwy.	°	4	•		0	Oak A		
		0	0	0		l		
#6		Folsom-Auburn Rd.						

Add-on		Folsom-Auburn Rd.						
		7	16	0				
Gre	0	4		3	0	j.		
Greenback Ln.	0				0	Greenback Ln.		
k Ln.	°			.	0	Gree		
		0	0	0				
#7		Folsom-Auburn Rd.						

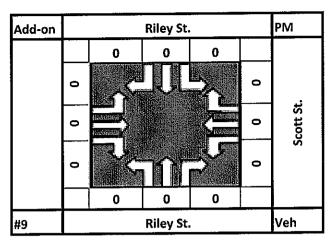
Add-on		PM				
***		0	16	0		
	0			-	0	Şt.
Forrest St.	ō	ESPOSITIVAZI (S. P.			0	Natoma St.
St.	0			.	0	Na Na
		0	0	0		<u> </u>
#8		Veh				

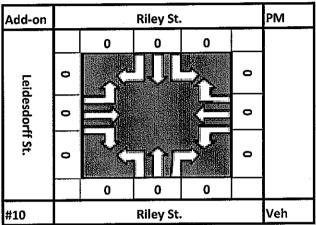


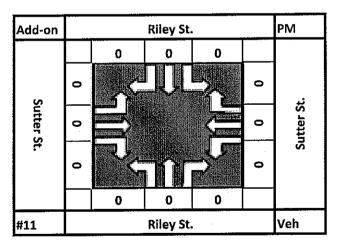


Add-on			Riley St	•		AM
		0	0	0		
s	0	_^¢			0	<u> </u>
Sutter St.	0			A	0	Sutter St.
ř	0	1 4		Š	. 0	
		0	0	0]
#11			Riley St	•		Veh

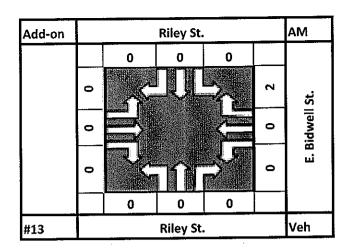
Add-on			Riley St			АМ		
144 5, 4		0	0	0				
2	0	4		1	0]		
Natoma St.	0			Trans	0	Natoma St.		
St.	o		11		0	Na		
		0	0	2				
#12		Riley St.						



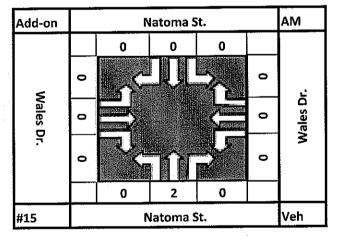




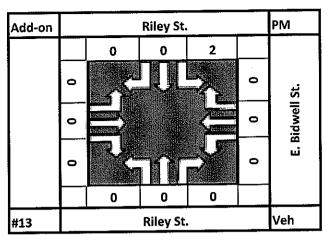
Add-on	Riley St.					РМ
Natoma St.		0	0	0		
	0	e e			0	یز
	0				0	Natoma St
	0		111	.	2	Na
		0	0	0		
#12	Riley St.				Veh	

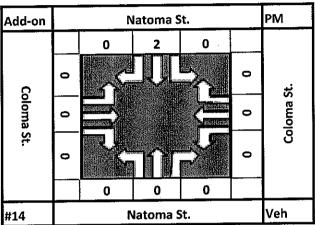


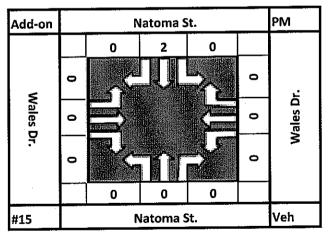
Add-on	Natoma St.					АМ
Coloma St.		0	0	0		
	0). 	0	<u>,;</u>
	0				0	Coloma St.
	0				0	8
		0	2	0		
#14	Natoma St.				Veh	

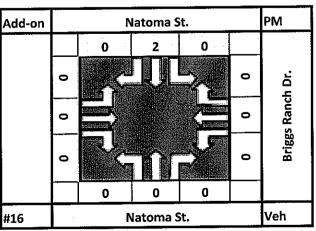


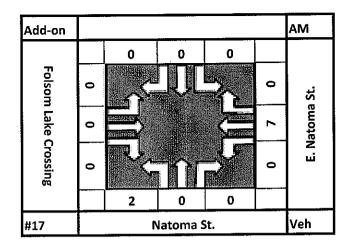
Add-on		Natoma St.				
		0	0	0		
	0				0	h Dr.
	0	THE STATE OF THE S			0	Briggs Ranch Dr.
	0	X			0	Brigg
		0	2	0		
#16		Natoma St.				Veh



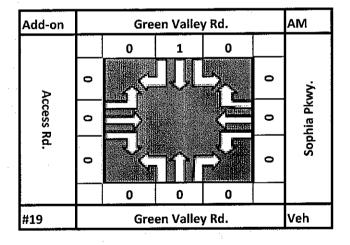


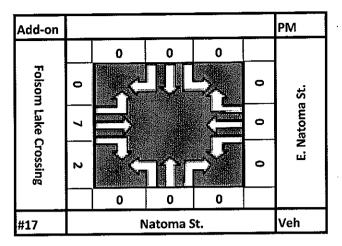


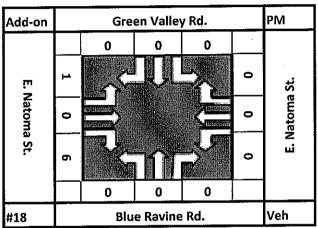


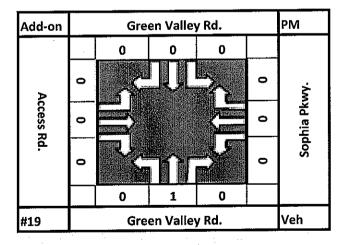


Add-on	Green Valley Rd.					АМ
E. Natoma St.		1	0	0		
	٥	A.		-	0	St.
	0				0	E. Natoma St
	0	+		Š	0	Ë
		6	0	0		
#18	Blue Ravine Rd.					Veh









APPENDIX A-3 ROADWAY SEGMENTS TRAFFIC VOLUMES

ROADWAY SEGMENT TRAFFIC VOLUMES YR-2004,2007, AND 2010 ADT AND LOS

trol Structure and Stilling Basin Project - 2004-2010 Conditions

Roadway Segment LOS - Folsom Dam Control Structure and Stilling Basin r	Project - 2004-2010 Collections					-	Dooy Voor	Para Var 2010 Conditions 2	tions 2
	Year 20	Year 2004 Conditions	IS 1	Year 200	Year 2007 Conditions	2	Base rear	70.00	2
Roadway Segment	Functional Class	Traffic	SOT	Functional Class	Traffic Volumes	SOT	Functional Class	Traffic Volumes	ros
	4AD	36,000	ш	4AD	40,200	L	4AD	43,928	ட
1. Douglas Boulevard – Barton Road to Folsom-Auburn Road	A2	8 300	O	2A	11,300	Ω	2A	12,348	۵
Barton Road – Douglas Boulevard to Eureka Road	ν	4 700	ا	2A	5,200	ပ	2A	5,682	ပ
	V6	30 000) -	4AU	34,300	Ц	4AU	37,481	ᄔ
 Auburn-Folsom Road – Douglas Boulevard to Eureka Road 	V 6	00000	ا.	2A	30.500	ш	2A	33,328	ц.
Auburn-Foisom Road – Eureka Road to Oak Hill Drive	A. A	24,300	_ 6	481	40,300	<u> </u>	4AD	44,037	_ L
6. Folsom-Auburn Road - Oak Hill Drive to Folsom Dam Road	47 .	31,300	_	4411	21 400		4AU	23,384	۵
7. Folsom-Auburn Road - Folsom Dam Road to Oak Avenue	UA4	28,000	ء ا	244	32,600	-	4AD	35.623	ш
8. Folsom Boulevard - Greenback Lane to Leidesdorff Street	4AD	34,900	וב	AAD AAD	32,000) L	4AD	41,305	LL.
	4AD	37,800	- 6	GV.	20,70	2 ا	4AD	33,437	Q
	4AD	30,600	اد	۽ اِ	20000	ے اد	SC SC	5,901	۵
11. Oak Hill Drive - Barton Road to Folsom-Auburn Road	ZC	300	ي د	28	4 800	C	ZA	5,245	O
 Santa Juanita Avenue – Barton Road to Oak Avenue Parkway 	A2	4,700	ء اد	AAD	20,400	٥	4AD	32,126	۵
	4AU	25,900		AAMD	35,400	ւ	4AMD	38,683	ш
1	4AMD	35,400	נו	AAMD	73 800	j L	4AMD	47,861	ட
1	4AMD	43,100		Civit A	2000	- L	4AMD	61 958	II.
ĺ	4AHD	55,800		4AINID	26,700		DAMO	12 550	
	ZAMD	9,900		2AMD	12,400	a .	DIMP7	12,000	
	ourn Road 2A	12,400		4AD	16,200		4AD	1/,/02	
- 1	4AMD	23,400		4AMD	24,100		4AMD	26,335	
	4AMD	31,600	۵	4AMD	32,800	Ш	4AMD	35,841	ш
- 1	2A	46.500		2A	40,300		2A	44,037	
	2A	1		2A		-	2A	-	
ļ	2A	18.400	ш	4AU	16,600	0	4AU	18,139	
ļ	2A	16.300		4AU	27,100	Ω	4AU	29,613	
-	2A	24.400		4AU	32,000		4AU	34,967	ш
25. Green Valley Road – East Natoma Street to Soprila Parkway	2A	1,100		2A	6,500	O	4AD	7,103	
- 1	2A	5.900		ZA	7,700	ပ	2A	8,414	
1	2C	006		2C	6,100	٥	2C	6,666	
- 1	440	6 927	C	4AD	8,800	ပ	4AD	9,616	ပ
29. Oak Avenue Parkway – Willow Creek Drive to Blue Ravine Road	6AD	17 600		6AD	22,200	ပ	6AD	24,259	
30. Oak Avenue Parkway - Blue Ravine Road to East Bidwell Street	JAN	10,600		6AD	13,000	O	6AD	14,205	
31. Oak Avenue Parkway – East Bidwell Street to Riley Street	AAD	20,221		4AD	20,200	٥	4AD	22,073	
	440	24 000	<u> </u>	4AD	25,100	٥	6AD	27,427	Ω
- 1	4AD	32,800		4AD	39,300	Ш	6AD	42,944	
ŀ	2A	19,087		ZA	22,600	F	2A	24,696	
	4AD	21 446	0	4AD	22,500	٥	4AD	24,586	۵
36. Prairie City Road - Blue Ravine Road to Iron Point Ruad									

37 Blue Ravine Road – Folsom Boulevard to Sibley Street	6AD	18.100	ပ	6AD	18,100	ပ	6AD	19,778	ပ
38 Blue Ravine Road — Sibley Street to Riley Street	4AU	29.100	ட	4AU	29,100	ı	4AU	31,798	u_
	4AU	23.448		4AU	23,400	۵	4AU	25,570	٥
40 Rine Ravine Road — Fast Bidwell Street to Oak Avenue Parkway	4AD	17,294	O	4AD	17,300	ပ	4AD	18,904	ပ
41 Blue Ravine Road – Oak Avenue Parkway to Green Valley Road	4AD	18,200	O	4AD	19,500	٥	4AD	21,308	D
42 Iron Point Road – Black Diamond Drive to Prairie City Road	4AD	13,000	o	4AD	14,500	ပ	4AD	15,845	ပ
43 II S 50 – Hazel Avenue to Folsom Boulevard	4FA	111,800	Ŀ	4FA	116,800	ட	4FA	127,631	ш
44 II S. 50 _ Folsom Boulevard to Prairie City Boad	4F	94.400	ட	4F	000'66	Ŀ	4	108,180	Ц.
44. C.C. 50 Desirie City Road to Fast Ridwell Street	44	71.800	Ш	45	71,800	ш	4F	78,458	ш
46 II S 50 - Fast Ridwall Street to County line	4F	77,000	Ш	4F	81,900	ıL	4F	89,494	ш
47 Folsom Lake Crossing Bridge				4AHD	26,400	m	4AHD	28,848	ပ
Folsom Bridge Summary (segments 8.21 and 47)		81,400	,	'	99,300	r	•	108,508	
S of Year 2004 and 200	7 were from the American River Watershed Project Folsom Bridge Fianl EIS/EIR (Corps 2006)	liver Watersh	ed Projec	t Folsom Brid	dge Fianl Els	S/EIR (C	orps 2006)		

² Base Year 2010 Traffic Volume calculated from Year 2007 ADTs with an annual 3% growth ratio. ³ Folsom Dam Road has been converted to a restricted access road for construction after the Folsom Lake Crossing was built in 2007.

ROADWAY SEGMENT TRAFFIC VOLUMES YR 2010 – 2016 NO-BUILD ADT AND LOS

Noutway Segment 203 - Folson Dam Control Structure and Stilling Basin Project - 20	T-	r 2010 Cond		Year 2011	No-Build ¹	Year 2012	No-Build ¹	Year 2013	No-Build ¹	Year 2014	No-Build ¹	Year 2015	No-Build ¹	Year 2016 I	No-Build
Doodsum Comment	Functional	Traffic		Traffic		Traffic		Traffic		Traffic	•	Traffic		Traffic	
Roadway Segment	Class	Volumes	LOS	Volumes	LOS	Volumes	LOS	Volumes	LOS	Volumes	LOS	Volumes	LOS	Volumes	LOS
Douglas Boulevard – Barton Road to Folsom-Auburn Road	4AD	43,928	F ·	44,806	F	45,702	F	46,616	F	47,549	F	48,500	F	49,470	F
Barton Road – Douglas Boulevard to Eureka Road	2A	12,348	D	12,595	· D	12,847	D	13,104	D	13,366	·D	13,633	D	13,906	D
Eureka Road – Barton Road to Folsom-Auburn Road	2A	5,682	С.	5,796	С	5,912	С	6,030	· C	6,151	С	6,274	С	6,399	С
4. Auburn-Folsom Road – Douglas Boulevard to Eureka Road	4AU	37,481	F	38,230	F	38,995	F	39,775	F	40,570	F	41,382	F	42,209	F
Auburn-Folsom Road – Eureka Road to Oak Hill Drive	2A	33,328	F	33,995	·F	34,675	F	35,368	F	36,075	F	36,797	F	37,533	F.
6. Folsom-Auburn Road – Oak Hill Drive to Folsom Dam Road	4AD	44,037	F	44,918	F	45,816	F	46,732	F	47,667	F	48,620	F	49,593	F
7. Folsom-Auburn Road – Folsom Dam Road to Oak Avenue	4AU	23,384	. D	23,852	D	24,329	D	24,816	D	25,312	D	25,818	D	26,335	D
Folsom Boulevard – Greenback Lane to Leidesdorff Street	4AD	35,623	Ę	36,335	E	37,062	Е	37,803	F	38,559	F	39,331	F	40,117	F
9. Folsom Boulevard – Natoma Street to Blue Ravine Road	4AD	41,305	F	42,131	F	42,974	F	43,833	F	44,710	F	45,604	F	46,516	F
10. Folsom Boulevard – Blue Ravine Road to Iron Point Road	4AD	33,437	D	34,106	D	34,788	D	35,484	E	36,194	E	36,918	E	37,656	F
11. Oak Hill Drive – Barton Road to Folsom-Auburn Road	2C	5,901	D .	6,019	D	6,139	D	6,262	D	6,387		6,515	D	6,645	D
12. Santa Juanita Avenue – Barton Road to Oak Avenue Parkway	2A	5,245	С	5,350	С	5,457	С	5,566	С	5,677	C	5,791	C.	5,907	
13. Sierra College Boulevard - Douglas Boulevard to Eureka Road	4AD	32,126	D	32,769	D	33,424	D	34,093	D	34,774	D :	35,470	Ē	36,179	E
14. Hazel Avenue – Oak Avenue to Greenback Lane	4AMD	38,683	F	39,456	F	40,245	F	41,050		41,871	F	42,709	 F	43,563	 F
15. Hazel Avenue – Greenback Lane to Madison Avenue	4AMD	47,861	F	48,819	<u>-</u> F	49,795	 F	50,791	F	51,807	F	52,843	F.	53,900	F.
16. Hazel Avenue – Winding Way to Gold Country Boulevard	4AMD	61,958	F	63,197	F	64,461	F	65,750	F	67,065	F :	68,406	: F	69,774	 F
17. Oak Avenue Parkway – Hazel Avenue to Santa Juanita Avenue	2AMD`	13,550	C	13,821	C	14,097	C	14,379	C	14,667	D	14,960	D	15,259	
18. Oak Avenue Parkway – American River Canyon Drive to Folsom-Auburn Road	4AD	17,702	C	18,056	C	18,417	C	18,786	С	19,161	C	19,545	D	19,936	
19. Greenback Lane – Hazel Avenue to Madison Avenue	4AMD	26,335	C	26,861	C	27,399	c	27,947	C	28,506	C	29,076	D	29,657	D
20. Madison Avenue – Hazel Avenue to Greenback Lane	4AMD	35,841	<u>~_</u> E	36,558	F	37,289	F	38,035	F	38,796	F	39,572		40,363	F
21. Rainbow Bridge – Folsom Boulevard to Leidesdorff Street	2A	44,037	<u>_</u>	44,918	F	45,816		46,732	F	47,667	F	48,620	F ·	49,593	<u> </u>
22. Folsom Dam Road – Folsom-Auburn Road to East Natoma Street ²	2A	- 11,007			•			-10,732	•			+8,020	<u> </u>	- 49,593	1
23. East Natoma Street - Cimmaron Circle to Folsom Dam Road	4AU	18,139	D	18,502	D	18,872	D	19,250	D	19,635	D	20,027	D	20,428	
24. East Natoma Street – Folsom Dam Road to Green Valley Road	4AU	29,613	F	30,205		30,809	F	31,425	F	32,054	F	32,695	F	33,349	<u>-</u> -
25. Green Valley Road – East Natoma Street to Sophia Parkway	4AU	34,967	- ' F	35,667	 F	36,380	<u>'</u>	37,108	' F	37,850	<u>'</u> F	38,607	F	39,379	F
26. Sophia Parkway – Green Valley Road to Elmores Way	4AD	7,103		7,245	C	7,390	c	7,537	C	7,688	c	7,842	C	7,999	C
27. El Dorado Hills Boulevard – Green Valley Road to Francisco Drive	2A	8,414	C.	8,582	C	8,754	C	8,929	C	9,108	C	9,290	C	9,476	C
28. Briggs Ranch Drive – East Natoma Street to Oak Avenue Parkway	2C	6,666		6,799	D	6,935		7,074	D ·	7,215	D .	7,359	D	7,507	D
29. Oak Avenue Parkway – Willow Creek Drive to Blue Ravine Road	4AD	9,616	C	9,808	С	10,004	C	10,205	С	10,409	. C	10,617	C		
30. Oak Avenue Parkway – Blue Ravine Road to East Bidwell Street	6AD	24,259	C	24,744	C	25,239	c	25,743	С	26,258	c	26,783	C	10,829	<u>C</u>
31. Oak Avenue Parkway – East Bidwell Street to Riley Street	6AD	14,205	C	14,490	C	14,779	C	15,075	C	15,376	C	15,684	C C	27,319 15,998	D C
32. East Bidwell Street – Glenn Street to Blue Ravine Road	4AD	22,073	D	22,515		22,965	D	23,424	D	23,893	D				
33. East Bidwell Street – Blue Ravine Road to Oak Avenue Parkway	6AD	27,427	D	27,976	D	28,536	D D	29,106	D	29,688	D D	24,370	D	24,858	D
34. East Bidwell Street - Clarksville Road to Iron Point Road	6AD	42,944	D	43,803	D .	44,679	D D	45,573	D	46,484	D	30,282		30,888	<u>D</u>
35. Sibley Street – Glenn Drive to Blue Ravine Road	2A	24,696	F	25,190					F		F :	47,414	D	48,362	<u>D</u>
36. Prairie City Road – Blue Ravine Road to Iron Point Road	4AD		<u>_</u>	 	D D	25,693		26,207		26,731	<u>-</u>	27,266	F	27,811	<u>F</u>
37. Blue Ravine Road – Folsom Boulevard to Sibley Street	6AD	24,586	C	25,078		25,580	D	26,091	D	26,613	D	27,145	D	27,688	D
38. Blue Ravine Road – Poison Boulevard to Sibley Street 38. Blue Ravine Road – Sibley Street to Riley Street	4AU	19,778	F	20,174	C	20,577	C	20,989	C F	21,409	C 1	21,837	C	22,274	<u> </u>
39. Blue Ravine Road – Sibley Street to East Bidwell Street	4AU 4AU	31,798		32,434		33,083	<u> </u>	33,745	•	34,420	<u>'</u>	35,108	F	35,810	<u> </u>
40. Blue Ravine Road – Riley Street to East Blowell Street 40. Blue Ravine Road – East Bidwell Street to Oak Avenue Parkway	4AU 4AD	25,570	D	26,081	D	26,603	D	27,135	D	27,678	E :	28,231	<u> </u>	28,796	<u>E</u>
41. Blue Ravine Road – East Blowell Street to Oak Avenue Parkway 41. Blue Ravine Road – Oak Avenue Parkway to Green Valley Road	4AD 4AD	18,904	C	19,282	D	19,668	D	20,061	D	20,462	D	20,872	D	21,289	D
42. Iron Point Road – Oak Avenue Parkway to Green Valley Road 42. Iron Point Road – Black Diamond Drive to Prairie City Road		21,308	D	21,734	D	22,169	D 0	22,612	D	23,065	D	23,526	D	23,996	<u>D</u>
43. U.S. 50 – Hazel Avenue to Folsom Boulevard	4AD 4FA	15,845	C	16,161	C	16,485	C	16,814	C	17,151	C	17,494	· · C	17,844	<u> </u>
44. U.S. 50 – Folsom Boulevard to Prairie City Road		127,631	F	130,183	F	132,787	+ -	135,443	F	138,151	F	140,914	F	143,733	F
	4F	108,180	'	110,344	<u> </u>	112,550	<u> </u>	114,801	F	117,097	<u> </u>	119,439	F	121,828	<u> F</u>
45. U.S. 50 – Prairie City Road to East Bidwell Street	4F	78,458	<u>E</u>	80,027	E	81,627	F	83,260	F	84,925	F	86,624	F	88,356	<u> </u>
46. U.S. 50 – East Bidwell Street to County line	4F	89,494	F	91,284	F	93,110	F	94,972	F	96,872	F	98,809	F	100,785	F
47. Folsom Lake Crossing Bridge	4AHD	28,848	С	29,425	C	30,013	С	30,614	· C	31,226	С	31,851	С	32,488	D
Folsom Bridge Summary (segments 8,21, and 47)	-	108,508	-	110,678	-	112,892	-	115,149	-	117,452	-	119,801	-	122,197	-

¹ Year 2011-2016 Traffic Volume calculated from Year 2010 ADTs with an annual 2% growth ratio.

Folsom Dam Road has been converted to a restricted access road for construction after the Folsom Lake Crossing was built in 2007.

ROADWAY SEGMENT TRAFFIC VOLUMES BUILD ADD-ON ADT

	Roadway Segment	Additional Trips
1.	Douglas Boulevard – Barton Road to Folsom-Auburn Road	57
2.	Barton Road - Douglas Boulevard to Eureka Road	0
3.	Eureka Road – Barton Road to Folsom-Auburn Road	4
4.	Auburn-Folsom Road – Douglas Boulevard to Eureka Road	61
5.	Auburn-Folsom Road – Eureka Road to Oak Hill Drive	61
6.	Folsom-Auburn Road – Oak Hill Drive to Folsom Dam Road	61
7.	Folsom-Auburn Road – Folsom Dam Road to Oak Avenue	60
8.	Folsom Boulevard – Greenback Lane to Leidesdorff Street	32
9.	Folsom Boulevard – Natoma Street to Blue Ravine Road	32
10.	Folsom Boulevard – Blue Ravine Road to Iron Point Road	32
11.	Oak Hill Drive – Barton Road to Folsom-Auburn Road	0
12.	Santa Juanita Avenue – Barton Road to Oak Avenue Parkway	0
13.	Sierra College Boulevard – Douglas Boulevard to Eureka Road	0
14.	Hazel Avenue - Oak Avenue to Greenback Lane	0
15.	Hazel Avenue – Greenback Lane to Madison Avenue	0
16.	Hazel Avenue – Winding Way to Gold Country Boulevard	28
17.	Oak Avenue Parkway – Hazel Avenue to Santa Juanita Avenue	0
18.	Oak Avenue Parkway – American River Canyon Drive to Folsom-Auburn Road	0
19.	Greenback Lane – Hazel Avenue to Madison Avenue	0
20.	Madison Avenue – Hazel Avenue to Greenback Lane	28
20. 21.	Rainbow Bridge – Folsom Boulevard to Leidesdorff Street	0
22.	Folsom Dam Road – Folsom-Auburn Road to East Natoma Street ²	0
23.	East Natoma Street – Cimmaron Circle to Folsom Dam Road	4
23. 24.	East Natoma Street – Folsom Dam Road to Green Valley Road	25
2 4 . 25.	Green Valley Road – East Natoma Street to Sophia Parkway	23
26.	Sophia Parkway – Green Valley Road to Elmores Way	0
20. 27.	El Dorado Hills Boulevard – Green Valley Road to Francisco Drive	0
27. 28.	Briggs Ranch Drive – East Natoma Street to Oak Avenue Parkway	4
<u>20.</u> 29.	Oak Avenue Parkway – Willow Creek Drive to Blue Ravine Road	4
30.	Oak Avenue Parkway – Willow Creek Drive to Blue Ravine Road Oak Avenue Parkway – Blue Ravine Road to East Bidwell Street	23
31.		0
	Oak Avenue Parkway – East Bidwell Street to Riley Street East Bidwell Street – Glenn Street to Blue Ravine Road	4
32.		0
33.	East Bidwell Street – Blue Ravine Road to Oak Avenue Parkway East Bidwell Street – Clarksville Road to Iron Point Road	23
34.		0
35.	Sibley Street – Glenn Drive to Blue Ravine Road	0
36.	Prairie City Road – Blue Ravine Road to Iron Point Road	0
37.	Blue Ravine Road – Folsom Boulevard to Sibley Street	0
38.	Blue Ravine Road – Sibley Street to Riley Street	0
39.	Blue Ravine Road – Riley Street to East Bidwell Street	4
40.	Blue Ravine Road – East Bidwell Street to Oak Avenue Parkway	23
41.	Blue Ravine Road – Oak Avenue Parkway to Green Valley Road	
42.	Iron Point Road – Black Diamond Drive to Prairie City Road	0
43.	U.S. 50 – Hazel Avenue to Folsom Boulevard	81
44.	U.S. 50 – Folsom Boulevard to Prairie City Road	21
45.	U.S. 50 - Prairie City Road to East Bidwell Street	21
46.	U.S. 50 – East Bidwell Street to County line	2
47.	Folsom Lake Crossing Bridge	150

ROADWAY SEGMENT TRAFFIC VOLUMES YR 2010 – 2016 BUILD ADT AND LOS

Roadway Segment LOS - Folsom Dam Control Structure and Stilling Basin Project - 2010-2016 Build Conditions

Perceions Procession Proc		1	Year 201	0 Build	Year 2011 I	No-Build ¹	Year 2012	No-Build ¹	Year 2013	No-Build ¹	Year 2014	No-Build ¹	Year 2015	No-Build ¹	Year 2016	No-Build ¹
College Designation		Functional							 							
Dougles Sociales Road in Falson-Authorn Road 440 43,955 F 44,660 F 45,750 F 45,050 F 45	Roadway Segment	1		LOS		LOS	1 1	LOS	1 1	LOS	i I	LOS	1 I	LOS	I	LOS
Enterior Road - Douglate Boulevard to Eurelan Road 7A 17,348 D 13,056 D 17,447 D 13,006 D	Douglas Boulevard – Barton Road to Folsom-Auburn Road	4AD	43,985	F	44,863	F	45,759	F		F		F		F		F
Section Continue	Barton Road – Douglas Boulevard to Eureka Road	2A	12,348	D	12,595	D	12,847	D	13,104	D	13,366	D	-	D	13,906	D
Auturn-Foliom Road - Douglas Booleward to Leuwska Road	3. Eureka Road – Barton Road to Folsom-Auburn Road	2A .	5,686	С	5,800	С	5,916	С	6,034	С		С		С		
Author-Federal Hosel Courte I Drive Day 23,388 F 34,066 F 34,736 F 36,736 F 36,736 F 36,738 F	Auburn-Folsom Road – Douglas Boulevard to Eureka Road	4AU	37,542	F	38,291	F	39,056	F	39,836	F .	40,631	F		F	42,270	F
Profession-Authorit Road - Foldown Dam Road 44,00		2A		F		F	34,736	F	 	F		. F		F	·	
Folson-Aubum Road — Folson Dan Road to Dac Avenue	6. Folsom-Auburn Road – Oak Hill Drive to Folsom Dam Road	· 4AD	+	F		Ė	<u> </u>	F	· · · · · · · · · · · · · · · · · · ·	F		F		F	· ·	
Profession Bouleward — Generativact Lane to Lindesdorff Street 4AD 35,655 E 36,077 E 37,093 E 37,093 E 38,093 F 49,143 F 10. Fotom Bouleward — State to Blue Hawine Road AAD 33,460 D 34,135 D 34,000 F 43,005 F 45,056 F 54,563 F 65,543	7. Folsom-Auburn Road - Folsom Dam Road to Oak Avenue	4AU		D		D		D		D		·D	-	D		D
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10. General Deliversion — Blanch Roard to Floor Point Flood 4APO 33,469 D 5,139 D 5,250 E 35,250 E 35,500 E 37,668 F	9. Folsom Boulevard – Natoma Street to Blue Ravine Road	4AD	41,337	F		F	43,006	F		F		F	· · · · · · · · · · · · · · · · · · ·	F		
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Folsom Bridge Summary (segments 8,21, and 47) - 108,690 - 110,860 - 113,074 - 115,331 - 117,634 - 119,983 - 122,379 -		-		-		-			· · · · · · · · · · · · · · · · · · ·	-		-				

Year 2010-2016 Traffic Volume calculated from Year 2010 ADTs with an annual 2% growth ratio plus additional trips generated from worker commuting and off-site haul trucks Folsom Dam Road has been converted to a restricted access road for construction after the Folsom Lake Crossing was built in 2007.

ROADWAY SEGMENT LOS THRESHOLD

	Functional Class and Daily Roadway Segment LOS Thresholds	dway Segm	ent LOS Thi	esholds		
		(Total v	ehicles per day	(Total vehicles per day in both directions except as noted)	ons except as	noted)
Code	Facility Type	V	80	၁	Q	Ш
2C	2-Lane Collector	1	-	5,700	9,000	9,800
MIZ	Minor 2-Lane Highway	006	2,000	008'9	14,100	17,400
MA2	Major 2-Lane Highway	1,200	2,900	7,900	16,000	20,500
MH4	4-Lane, Multilane Highway	10,700	17,600	25,300	32,800	36,500
2A	2-Lane Arterial	1	•	9,700	17,600	18,700
4AU	4-Lane Arterial, Undivided	1	-	17,500	27,400	28,900
4AD	4-Lane Arterial, Divided	1	ı	19,200	35,400	37,400
6AD	6-Lane Arterial, Divided	-	-	27,100	53,200	56,000
8AD	8-Lane Arterial, Divided	-		37,200	71,100	74,700
#	4-Lane Freeway	22,200	40,200	57,600	71,400	80,200
4FA	4-Lane Freeway with Auxiliary Lanes	28,200	51,000	72,800	89,800	100,700
ZAMD	2-Lane Arterial, Moderate Access Control SAC COUNTY	10,800	12,600	14,400	16,200	18,000
4AMD	4-Lane Arterial, Moderate Access Control SAC COUNTY	21,600	25,200	28,800	32,400	36,000
6AMD	6-Lane Arterial, Moderate Access Control SAC COUNTY	32,400	37,800	43,200	48,600	54,000
4AHD	4-Lane Arterial, High Access Control SAC COUNTY	24,000	28,000	32,000	36,000	40,000
6AHD	6-Lane Arterial, High Access Control SAC COUNTY	36,000	42,000	48,000	54,000	000'09

Appendix G – Public Review Comments and Responses

This Appendix contains the responses to comments received during the public review period. The 45 day comment period started on June 28, 2010 and ended on August 12, 2010. One comment letter was received from the Sacramento Metropolitan Air Quality Management District. The comments and responses are shown on the following page.

Appendix G - Comments and Responses

	Comment		
No.	From	Comment	Response
1	Karen Huss, SMAQMD	Although the discussion on diesel particulate matter (DPM) is done well on page 35, the discussion to justify DPM emissions as less than significant should be expanded (pages 43 and 48). The SMAQMD made similar comments regarding DPM emissions in the Mormon Island Auxiliary Dam (MIAD) Modification Project EIS/EIR (State Clearinghouse #2009042077). Language from the MIAD FEIS/EIR (attached) is an example of an expanded significance determination discussion when a health risk assessment has not been conducted. Mitigation measures being implemented that reduce DPM should be added to the discussion as well. DPM is reduced when off-road construction equipment particulate exhaust emissions are required to be reduced by 45% (part of the standard SMAQMD construction mitigation measure).	Additional Language has been added to the report on significance criteria and mitigation measures for DPM.
2	Karen Huss, SMAQMD	The use of aqueous or emulsified diesel fuel as a NOx mitigation strategy has not been viable in the Sacramento region to date (page 50).	Clairifying text has been added to the document,
3		On page 51, the "Mitigated Emissions Summary" indicates that "the 20 percent reduction in NOx applies only to on-site construction equipment and on-site haul trucks." Please clarify that the 20 percent NOx reduction in construction emissions suggested by the SMAQMD's standard construction mitigation measure only applies to off-road equipment not haul trucks designed for on-road use. It doesn't appear emissions calculation changes are necessary (Appendix D2).	Clairifying text has been added to the document.
4	Karen Huss, SMAQMD	The SMAQMD encourages the Army Corps of Engineers to estimate greenhouse gas (GHG) emission reductions that may result from implementing best management practices listed, especially the measures related to concrete production, the most GHG emissive process of this project (pages 61 and 62).	Due to the nature of the air quality analysis, based on estimated contractor schedule, equipment, and plan of construction, the Corps feels that an estimate of quantitative GHG emission reduction from the mitigation measures would be too speculative. The estimated CO ₂ emissions are below the 25,000 metric ton reporting threshold.
5	Karen Huss, SMAQMD	A CEQA significance finding for GHG emissions from the project is necessary in accordance with CEQA Guidelines section 15064.4 (page 63).	Text for CEQA level of significance has been added to the document.
6	Karen Huss, SMAQMD	Appendix D2, Air Quality Emissions Calculations, shows the use of electric stationary cranes and man lifts. If electricity to power this equipment is generated by diesel generators, those emissions should be included in the emissions calculations. It is not clear if line power will be used.	Clairifying text has been added to the document.
7	Karen Huss, SMAQMD	Appendix D2 also shows maximum NOx emissions of 34.68 tons/year for the Control Structure and 44.54 tons/year for the Chute and Stilling Basin construction. These calculations are not consistent with Tables 3-9 and 3-11 in chapter 3.3.1.	The Appendix has been updated with the correct calculatios.
8	Karen Huss, SMAQMD	SMAQMD rules apply to all projects at the time of construction. A list of the most common rules that apply to construction is attached. A complete list of all SMAQMD rules is available at www.airqualtiy.org or by calling 916-874-4800.	Comment Noted.