WINGFIELD COMMONS TRAFFIC STUDY

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WINGFIELD COMMONS TRAFFIC STUDY

EXECUTIVE SUMMARY

The proposed Wingfield Commons development is located in the City of Sparks, Nevada. The project site is located directly east of the Golden Eagle Regional Park (GERP) generally south of Vista Boulevard and east of Homerun Drive. The project site is currently undeveloped land except for a few dwelling units that will be removed. The purpose of this study is to address the project's impact upon the adjacent street network. The Vista Boulevard/Homerun Drive/Scorpius Drive, Homerun Drive/Touchdown Drive, and Touchdown Drive/Project Access intersections have been identified for weekday and Saturday AM and PM peak hour capacity analysis for the existing (without GERP event), existing plus project (without GERP event), existing plus project (with GERP event), see plus project (with GERP event) scenarios.

The proposed Wingfield Commons development will consist of the construction of 500 single family dwelling units. Project access will be provided from a new proposed access roadway intersecting Touchdown Drive. Wingfield Commons is anticipated to generate 4,760 average daily trips, 375 AM peak hour trips, and 500 PM peak hour trips on a typical weekday and 4,955 average daily trips, 191 AM peak hour trips, and 465 PM peak hour trips on a typical Saturday.

Traffic generated by the Wingfield Commons development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with City of Sparks requirements.

It is recommended that the Vista Boulevard/Homerun Drive/Scorpius Drive intersection be improved to include one exclusive left turn lane, one shared left turn-through lane, and one exclusive right turn lane at the south approach.

It is recommended that the existing right turn lane at the west approach of the Vista Boulevard/ Homerun Drive/Scorpius Drive intersection be lengthened to provide a minimum of 465 feet of storage/deceleration length with a 180 foot taper in order to serve traffic volumes generated by a major event at the Golden Eagle Regional Park.

It is recommended that the traffic control at the Homerun Drive/Touchdown Drive intersection be modified to include stop sign control at the south and east approaches while the left turn and through movements at the north approach flow free. In addition, it is recommended that an exclusive left turn lane be provided at the north approach.

It is recommended that the Touchdown Drive/Project Access intersection be designed as a three-leg intersection with stop sign control at the east approach and contain an exclusive left turn lane at the north approach.

It is recommended that the project access roadway and the internal residential streets be designed to conform to City of Sparks standards.

It is recommended that connections be made from the proposed subdivision to the existing pedestrian/bicycle network within the Golden Eagle Regional Park.

It is recommended that the project developers provide a traffic circulation plan that discourages or prevents Golden Eagle Regional Park traffic from utilizing the project access road and internal residential streets.

INTRODUCTION

STUDY AREA

The proposed Wingfield Commons development is located in the City of Sparks, Nevada. The project site is located directly east of the Golden Eagle Regional Park (GERP) generally south of Vista Boulevard and east of Homerun Drive. Figure 1 shows the approximate location of the site. The purpose of this study is to address the project's impact upon the adjacent street network. The Vista Boulevard/Homerun Drive/Scorpius Drive, Homerun Drive/Touchdown Drive, and Touchdown Drive/Project Access intersections have been identified for weekday and Saturday AM and PM peak hour capacity analysis for the existing (without GERP event), existing (with GERP event), existing plus project (with GERP event), 2040 base (with GERP event), and 2040 base plus project (with GERP event) scenarios.

EXISTING AND PROPOSED LAND USES

The project site is currently undeveloped land except for a few single family home that will be removed. Adjacent properties generally include the Golden Eagle Regional Park to the west and undeveloped land to the north, south, and east. The proposed Wingfield Commons development will consist of the construction of 500 single family dwelling units. Project access will be provided from a new proposed access road intersecting Touchdown Drive.

EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Vista Boulevard is a four-lane roadway with two through lanes in each direction in the vicinity of the site. The speed limit is posted for 35 miles per hour. Roadway improvements include curb, gutter, and bike lanes on both sides of the street, a sidewalk on the north side of the street, and a raised center median with openings at major intersections.

Homerun Drive is a two-lane roadway with one through lane in each direction south of Vista Boulevard. The speed limit is posted for 25 miles per hour. Roadway improvements include paved and graded shoulders with white striped edgelines and a yellow striped centerline. Homerun Drive aligns with Scorpius Drive at the Vista Boulevard intersection.

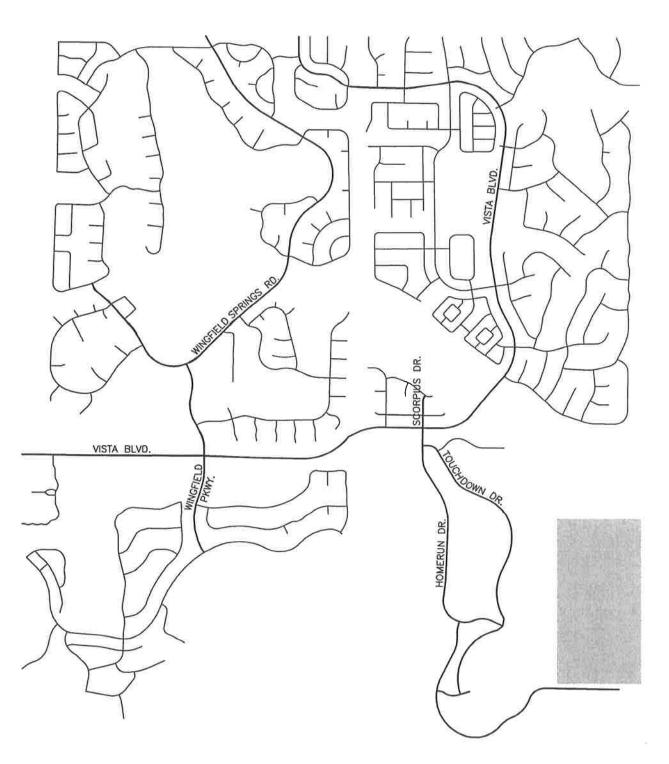
Scorpius Drive is a two-lane roadway with one through lane in each direction north of Vista Boulevard. The speed limit is not posted but assumed to be 25 miles per hour. Roadway improvements include curb, gutter, and sidewalk on both sides of the street. Scorpius Drive aligns with Homerun Drive at the Vista Boulevard intersection.

Touchdown Drive is a two-lane roadway with one through lane in each direction southeast of Homerun Drive. The speed limit is posted for 15 miles per hour. Roadway improvements include paved and graded shoulders with white striped edgelines and a yellow striped centerline.

LEGEND

PROJECT SITE





WINGFIELD COMMONS

The Vista Boulevard/Homerun Drive/Scorpius Drive intersection is a signalized four-leg intersection with protected phasing for the eastbound and westbound left turn movements. The north approach contains one shared left turn-through-right turn lane. The south approach contains one left turn lane and one shared through-right turn lane. The east approach contains one left turn lane, one through lane, and one shared through-right turn lane. The west approach contains one left turn lane, two through lanes, and one right turn lane.

The Homerun Drive/Touchdown Drive intersection is an unsignalized three-leg intersections with stop control at the east approach. The intersection contains one shared left turn-through lane at the north approach, one shared through-right turn lane at the south approach, and one shared left turn-right turn lane at the east approach.

The Touchdown Drive/Project Access intersection does not exist but will be constructed as an unsignalized three-leg intersections with stop control at the east approach. At a minimum, the intersection will be analyzed with one shared left turn-through lane at the north approach, one shared through-right turn lane at the south approach, and one shared left turn-right turn lane at the east approach. This new intersection will be located south of an existing access intersection that will be removed.

TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed project on the key intersections, trip generation rates and peak hours had to be determined. Trip generation was calculated based on rates obtained from the Ninth Edition of *ITE Trip Generation* (2012) for Land Use 210: Single Family Detached Housing. Trips generated by the project were calculated for the weekday peak hours occurring between 7:00 and 9:00 AM and 4:00 and 6:00 PM, which correspond to the peak hours of adjacent street traffic, and the Saturday peak hour of generator which is anticipated to correspond to the afternoon peak hour of the Golden Eagle Regional Park. *ITE Trip Generation* does not contain rates for a Saturday AM peak hour. Existing counts on Vista Boulevard indicate that Saturday AM peak hour traffic volumes are approximately 51% of weekday AM peak hour traffic volumes. The AM peak hour trip generation for Saturday was therefore assumed to be 51% of the weekday AM peak hour trip generation. Table 1 shows a summary of the average daily traffic (ADT) volumes and peak hour volumes generated by the project for a weekday and Saturday. The trip generation worksheets are included in the Appendix.

TR	TABL		N								
AM PEAK HOUR PM PEAK HOUR											
LAND USE	ADT	IN	OUT	TOTAL	IN	OUT	TOTAL				
Single Family Detached Housing (500 D.U.) Weekday Saturday	4,760 4,955	94 48	281 143	375 191	315 250	185 215	500 465				

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the project trips to the key intersections was based on existing peak hour traffic patterns and the locations of attractions and productions in the area. The anticipated trip distribution is shown on Figure 2. The peak hour project trips shown in Table 1 were subsequently assigned to the key intersections based on the trip distribution. Figure 3 shows the project trip assignment at the key intersections during the weekday and Saturday AM and PM peak hours.

EXISTING AND PROJECTED TRAFFIC VOLUMES

Figure 4A shows the existing peak hour traffic volumes at the key intersections for the weekday AM, weekday PM, Saturday AM, and Saturday PM peak hour scenarios. The existing traffic volumes were obtained from traffic counts taken in February of 2018. A major sporting event was not being held at the Golden Eagle Regional Park when these counts were conducted. Figure 4B shows the existing peak hour traffic volumes (with GERP) event) at the key intersections for all scenarios. These traffic volumes were obtained by supplementing the existing volume shown on Figure 4A with peak ingress and egress traffic volumes generated by a major event at the Golden Eagle Regional Park. The major event traffic volumes were obtained from City of Sparks Parks and Recreation staff.

Figure 5A shows the existing plus project traffic volumes at the key intersections for the weekday and Saturday AM and PM peak hours. The existing plus project traffic volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the existing traffic volumes shown on Figure 4A. Again, these volumes do not include a major event at the Golden Eagle Regional Park. Figure 5B shows the existing plus project peak hour traffic volumes (with event) at the key intersections for the weekday and Saturday AM and PM peak hours. The existing plus project traffic volumes (with event) were obtained by adding the trip assignment volumes shown on Figure 3 to the existing traffic volumes (with event) shown on Figure 4B. These volumes include a major event at the Golden Eagle Regional Park.

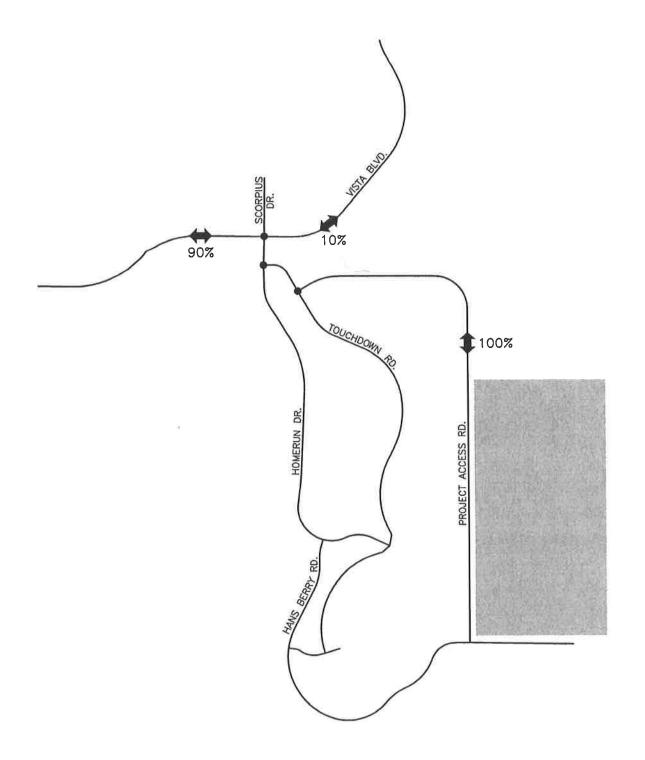
Figure 6 shows the 2040 base traffic volumes (with event) at the key intersections for the weekday and Saturday AM and PM peak hours. The 2040 base traffic volumes were obtained by applying a 0.5% average annual growth rate to the existing Vista Boulevard traffic volumes. A 0.2% average annual growth rate was calculated based on 2015 and 2040 average daily traffic volumes obtained from the Regional Transportation Commission's traffic forecasting model. However, the 0.5% average annual growth rate was used in order to ensure conservative results. The 2040 base traffic volumes include a major event at the Golden Eagle Regional Park.

Figure 7 shows the 2040 base plus project traffic volumes (with event) at the key intersections for the weekday and Saturday AM and PM peak hours. The 2040 base plus project traffic volumes were obtained by adding the trip assignment volumes shown on Figure 3 to the 2040 base traffic volumes shown on Figure 6. The 2040 base plus project volumes include a major event at the Golden Eagle Regional Park.

LEGEND

KEY INTERSECTIONS





WINGFIELD COMMONS

TRIP DISTRIBUTION FIGURE 2

LEGEND

- WEEKDAY AM PEAK HOUR

(-) WEEKDAY PM PEAK HOUR

[-] SATURDAY AM PEAK HOUR

{-} SATURDAY PM PEAK HOUR





WINGFIELD COMMONS

TRIP ASSIGNMENT FIGURE 3

LEGEND

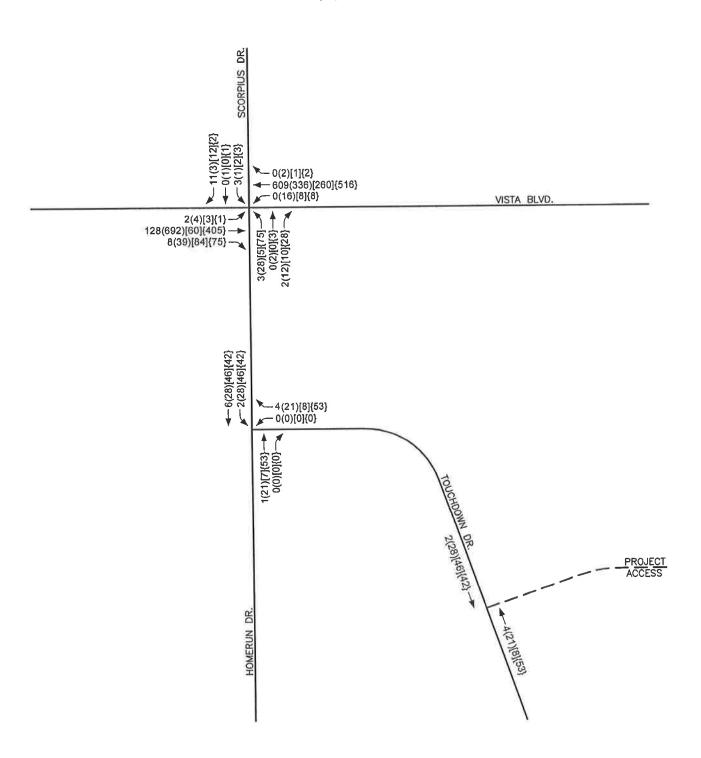
- WEEKDAY AM PEAK HOUR

(-) WEEKDAY PM PEAK HOUR

[-] SATURDAY AM PEAK HOUR

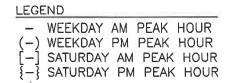
{-} SATURDAY PM PEAK HOUR

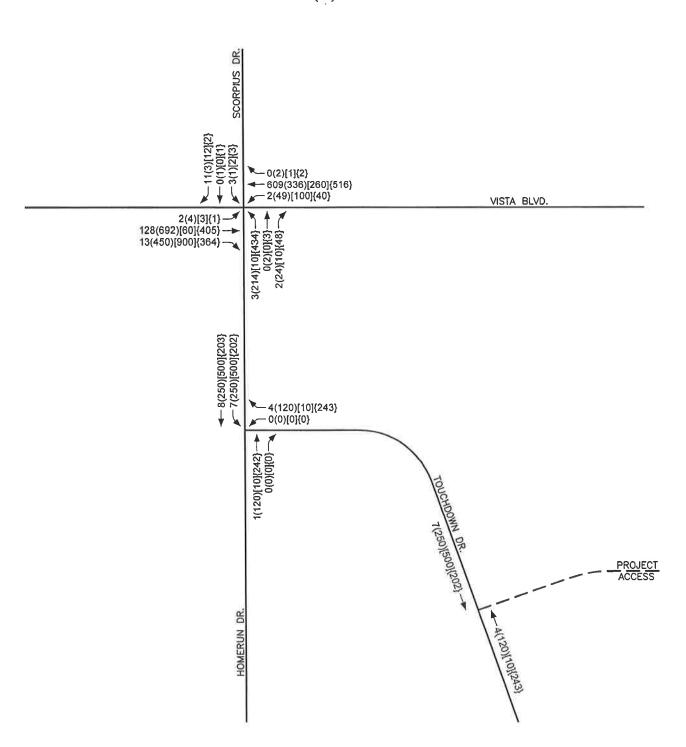




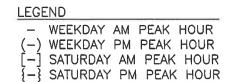
WINGFIELD COMMONS

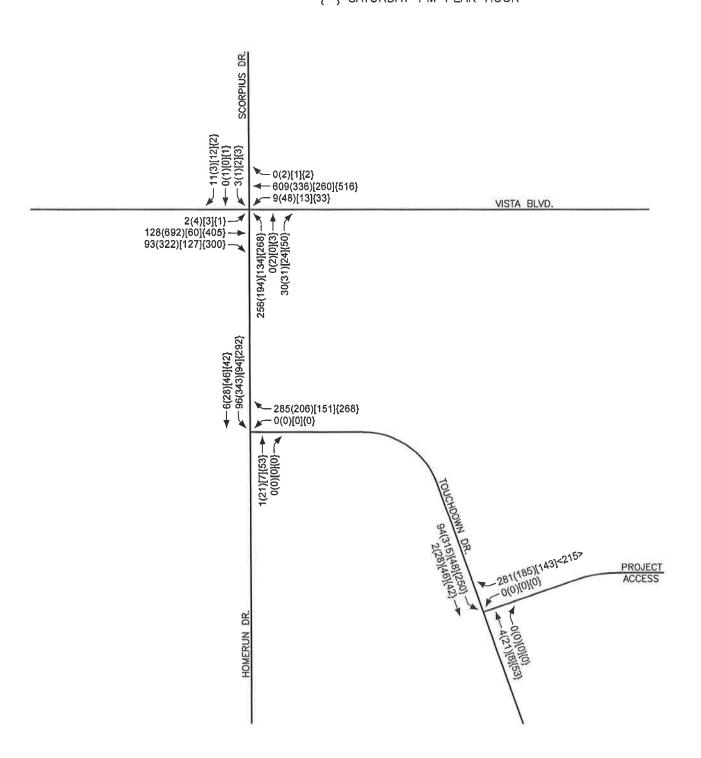












WINGFIELD COMMONS

LEGEND

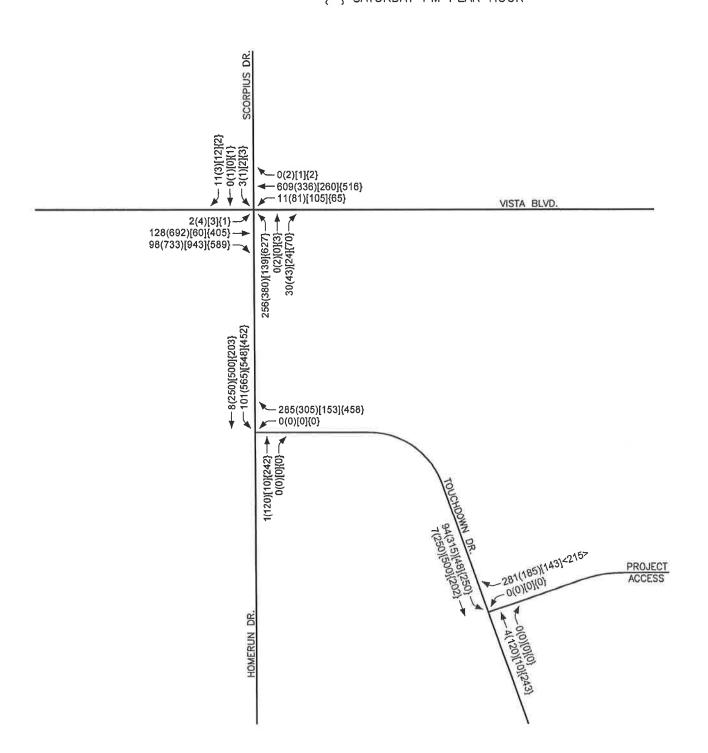
- WEEKDAY AM PEAK HOUR

(-) WEEKDAY PM PEAK HOUR

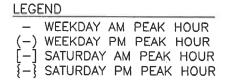
[-] SATURDAY AM PEAK HOUR

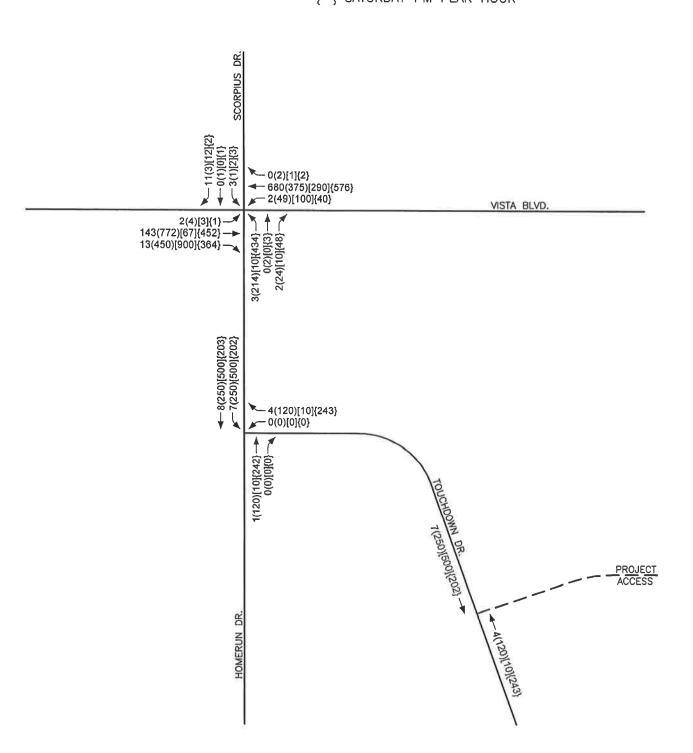
{-} SATURDAY PM PEAK HOUR





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LEGEND

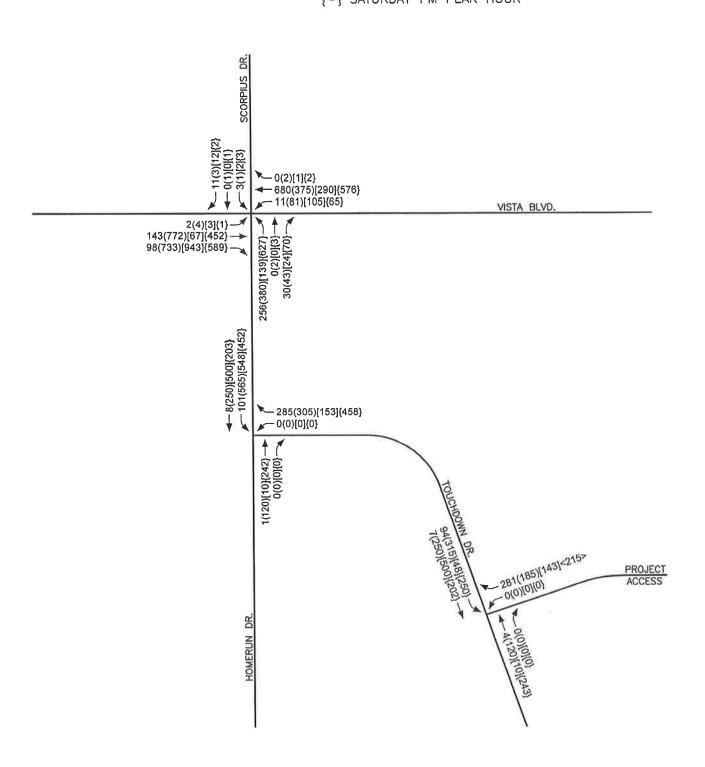
- WEEKDAY AM PEAK HOUR

(-) WEEKDAY PM PEAK HOUR

[-] SATURDAY AM PEAK HOUR

{-} SATURDAY PM PEAK HOUR





INTERSECTION ANALYSIS

The key intersections were analyzed for capacity based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized and signalized intersections using the latest version of the Synchro computer software.

The result of capacity analysis is a level of service (LOS) rating for signalized intersections or minor movements at a two-way stop controlled intersection. Level of service is a qualitative measure of traffic operating conditions where a letter grade "A" through "F", corresponding to progressively worsening traffic operation, is assigned to the intersection or minor movement.

The *Highway Capacity Manual* defines level of service for stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 2.

LEVEL OF SERVICE CRIT	TABLE 2 FERIA FOR UNSIGNALIZED INTERSECTIONS
LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)
A	≤10
В	>10 and ≤15
С	>15 and ≤25
D	>25 and ≤35
Е	>35 and ≤50
F	>50

Level of service for signalized intersections is stated in terms of the average control delay per vehicle for a peak 15 minute analysis period. The level of service criteria for signalized intersections is shown in Table 3.

LEVEL OF SERVICE C	TABLE 3 CRITERIA FOR SIGNALIZED INTERSECTIONS
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤10
В	>10 and ≤20
С	>20 and ≤35
D	>35 and ≤55
Е	>55 and ≤80
F	>80

Table 4A shows a summary of the level of service and delay results at the key intersections for the existing and existing plus project scenarios with no GERP event. The intersection capacity worksheets are included in the Appendix.

												
INTERSE	CTION LEV		BLE 4A ERVICE	AND DEI	AY RESI	ULTS						
EXISTING AND							NT)					
		EXISTING EXISTING PLUS PROJECT										
INTERSECTION	WEEK AM	WEEK PM	SAT. AM	SAT. PM	WEEK AM	WEEK PM	SAT. AM	SAT. PM				
Vista/Homerun/Scorpius Signalized w/Existing Lanes Signalized w/Added Lanes	A8.4 N/A	A9.9 N/A	A8.7 N/A	A10.0 N/A	B14.9 B12.6	B13.7 B11.7	B12.0 B11.2	B15.4 B12.8				
Homerun/Touchdown Stop at East leg WB Left-Right SB Left	A8.3 A7.2	A8.5 A7.3	A8.4 A7.3	A8.8 A7.4	A9.7 A7.4	A9.4 A8.0	A9.0 A7.4	B10.1 A7.9				
Touchdown/Project Access Unsignalized Three-Leg WB Left-Right SB Left	N/A N/A	N/A N/A	N/A N/A	N/A N/A	A9.7 A7.4	A9.8 A7.9	A8.9 A7.3	A9.7 A7.8				

Table 4B shows a summary of the level of service and delay results at the key intersections for the existing and existing plus project scenarios with a GERP event. The intersection capacity worksheets are included in the Appendix.

INTERSEC' EXISTING AND EX		EL OF S					ENT)	. 1			
		EXIS'	TING		EXIS	STING PL	US PROJ	ECT			
INTERSECTION	WEEK WEEK SAT. SAT. WEEK WEEK SAT. SAT AM PM AM PM AM PM AM PM										
Vista/Homerun/Scorpius Signalized w/Existing Lanes Signalized w/Added Lanes	A9.3 N/A	B14.9 N/A	D40.5 N/A	C21.5 N/A	B14.9 B12.6	D52.2 C28.0	D46.8 C34.6	F80.4 C30.1			
Homerun/Touchdown Stop at East leg WB Left-Right SB Left	A8.3 A7.2	A9.6 A8.1	A8.4 A8.4	B12.2 A8.4	A9.7 A7.4	B11.2 A9.4	A9.0 A8.6	C18.3 A9.5			
Touchdown/Project Access Unsignalized Three-Leg WB Left-Right SB Left	N/A N/A	N/A N/A	N/A N/A	N/A N/A	A9.7 A7.4	B10.1 A8.3	A9.0 A7.3	B11.8 A8.5			

Table 4C shows a summary of the level of service and delay results at the key intersections for the 2040 base and 2040 base plus project scenarios with a GERP event. The intersection capacity worksheets are included in the Appendix.

			LE 4C	AND DEL	ATTORICE	II TO						
INTERSEC							ריז נתי)					
2040 BASE AND 2040 BASE PLUS PROJECT SCENARIOS (WITH GERP EVENT)												
		2040 1	BASE		2040	BASE PL	US PROJ	ECT				
	WEEK WEEK SAT. SAT. WEEK WEEK SAT. SAT.											
INTERSECTION	AM	PM	AM	PM	AM	PM	AM	PM				
Vista/Homerun/Scorpius						4						
Signalized w/Existing Lanes	A9.6	B15.0	D40.8	C21.9	B15.3	D52.4	D47.2	F81.1				
Signalized w/Added Lanes	N/A	N/A	N/A	N/A	B12.8	C28.3	C34.9	C34.8				
				-								
Homerun/Touchdown	1											
Stop at East leg	A8.3	A9.6	A8.4	B12.2	A9.7	B11.2	A9.0	C18.3				
WB Left-Right	A8.3 A7.2	A9.6 A8.1	A8.4 A8.4	A8.4	A7.4	A9.4	A8.6	A9.5				
SB Left	A7.2	A0.1	A0.4	A0.4	A7.4	A3.4	A0.0	A9.5				
Touchdown/Project Access												
Unsignalized Three-Leg												
WB Left-Right	N/A	N/A	N/A	N/A	A9.7	B10.1	A9.0	B11.8				
SB Left	N/A	N/A	N/A	N/A	A7.4	A8.3	A7.3	A8.5				

Vista Boulevard/Homerun Drive/Scorpius Drive Intersection

The Vista Boulevard/Homerun Drive/Scorpius Drive intersection was analyzed for capacity as a signalized four-leg intersection for all scenarios. The intersection currently operates at LOS A during the weekday and Saturday AM and PM peak hours with no GERP event. For the existing plus project traffic volumes (no GERP event) the intersection operates at LOS B during the weekday and Saturday AM and PM peak hours. With a GERP event, the intersection currently operates at LOS B or better during the weekday AM and PM peak hours, LOS D during the Saturday AM peak hour, and LOS C during the Saturday PM peak hour. For the existing plus project traffic volumes (with GERP event) the intersection operates at LOS B during the weekday AM peak hour, LOS D during both the weekday PM peak hour and Saturday AM peak hour, and LOS F during the Saturday PM peak hour. For the 2040 base traffic volumes (with GERP Event) the intersection operates at LOS B or better during the weekday AM and PM peak hours, LOS D during the Saturday AM peak hour, and LOS C during the Saturday PM peak hour. For the 2040 base plus project traffic volumes (with GERP event) the intersection operates at LOS B during the weekday AM peak hour, LOS D during both the weekday PM peak hour and Saturday AM peak hour, and LOS F during the Saturday PM peak hour. The intersection was analyzed with the existing approach lanes and signal phasing for all scenarios. The existing intersection does not meet policy LOS D or better operation for the Saturday PM peak hour for the existing plus project and 2040 base plus project scenarios with a GERP event.

The Vista Boulevard/Homerun Drive/Scorpius Drive intersection was subsequently re-analyzed for capacity with additional lanes at the south approach for all "with project" scenarios. For the existing plus project traffic volumes (no GERP event) the intersection operates at LOS B during the weekday and Saturday AM and PM peak hours. For the existing plus project traffic volumes (with GERP event) the intersection operates at LOS B during the weekday AM peak hour and LOS C during the weekday PM peak hour, Saturday AM peak hour, and Saturday PM peak hour. For the 2040 base plus project traffic volumes (with GERP event) the intersection operates at LOS B during the weekday AM peak hour and LOS C during the weekday PM peak hour, Saturday AM peak hour, and Saturday PM peak hour. The lane improvements at the south approach include one left turn lane, one shared left turn-through lane, and one right turn lane. This lane configuration will require split phasing at the north and south approaches. With these improvements the signalized intersection meets policy LOS D or better operation for all scenarios and peak hours.

Homerun Drive/Touchdown Drive Intersection

The Homerun Drive/Touchdown Drive intersection was analyzed as an unsignalized three-leg intersection with stop control at the east approach for all scenarios. The intersection minor movements currently operate at LOS A during the weekday and Saturday AM and PM peak hours with no GERP event. For the existing plus project traffic volumes (no GERP event) the intersection minor movements operate at LOS B or better during the weekday and Saturday AM and PM peak hours. With a GERP event, the intersection minor movements currently operate at LOS B or better during weekday and Saturday AM and PM peak hours. For the existing plus project traffic volumes (with GERP event) the intersection minor movements operate at LOS C or better during the weekday and Saturday AM and PM peak hours. For the 2040 base traffic volumes (with GERP Event) the intersection minor movements operate at LOS B or better during weekday and Saturday AM and PM peak hours. For the 2040 base plus project traffic volumes (with GERP event) the intersection minor movements operate at LOS C or better during the weekday and Saturday AM and PM peak hours. The intersection was analyzed with the existing approach lanes and traffic control for all scenarios. In summary, the existing intersection minor movements operate at acceptable LOS C or better for all scenarios and peak hours.

Touchdown Drive/Project Access Intersection

The Touchdown Drive/Project Access intersection was analyzed as an unsignalized three-leg intersection with stop control at the east approach for the "with project" scenarios. For the existing plus project traffic volumes (no GERP event) the intersection minor movements operate at LOS A during the weekday and Saturday AM and PM peak hours. For the existing plus project traffic volumes (with GERP event) the minor movements operate at LOS B or better during the weekday and Saturday AM and PM peak hours. For the 2040 base plus project traffic volumes (with GERP event) the intersection minor movements operate at LOS B or better during the weekday and Saturday AM and PM peak hours. The intersection was analyzed with single lanes at all approaches. However, it is recommended that an exclusive left turn lane be provided at the north approach. The left turn lane should be designed to maximize storage length. The proposed intersection minor movements operate at acceptable LOS B or better for all scenarios and peak hours.

As discussed above, the improved Vista Boulevard/Homerun Drive/Scorpius Drive intersection, the existing Homerun Drive/Touchdown Drive intersection, and the proposed Touchdown Drive/Project Access intersection are anticipated to operate at acceptable levels of service for all study scenarios and peak hours. However, the spacing of the Vista Boulevard/Homerun Drive and Homerun Drive/Touchdown Drive intersections could potentially result in queuing and storage conflicts on Homerun Drive. Approximately 210 feet of storage length is currently available from the stop bar at the south approach of the Vista Boulevard/Homerun Drive intersection to the Touchdown Drive intersection.

Queue lengths were subsequently reviewed at the south approach of the signalized Vista Boulevard/ Homerun Drive intersection based on the lane improvements previous discussed. The capacity analysis results show 95th percentile queue lengths of less than 100 feet for the weekday AM, weekday PM, and Saturday AM peak hours for the existing plus project (with and with GERP event) and 2040 base plus project (with GERP event) scenarios. These queue lengths can easily be accommodated within the ±210 feet available storage area on Homerun Drive with no impacts anticipated at the Homerun Drive/Touchdown Drive intersection.

For the Saturday PM peak hour, the capacity analysis results indicate 95th percentile queue lengths of approximately 175 feet for the existing plus project (with GERP event) scenario and approximately 225 feet for the 2040 base plus project (with GERP event) scenario. These Saturday PM peak hour queue lengths could potentially exceed the ±210 feet available storage length on Homerun Drive resulting in potential impacts at the Homerun Drive/Touchdown Drive intersection. If the queue length extends south past Touchdown Drive then the southbound left turn movement at the Homerun Drive/Touchdown Drive intersection could potentially be blocked which in turn could result in the left turn queue extending northward to Vista Boulevard. In order to prevent blockage of the Homerun Drive/Touchdown Drive intersection it is recommended that stop sign control be installed at the south approach of the intersection. "Do Not Block Intersection" pavement markings and appropriate signage are also suggested to inform motorists of the modified intersection operation. The south approach is projected to serve the lowest volume of the three approaches based on the project buildout traffic volumes. In addition, it is recommended that the Homerun Drive/Touchdown Drive intersection be improved to include an exclusive left turn lane at the north approach. This left turn lane should be designed to maximize storage length.

Queuing was also reviewed for the existing right turn lane at the west approach of the Vista Boulevard/Homerun Drive intersection. The right turn lane currently contains approximately 125 feet of combined storage/deceleration length with a 180 foot taper. The capacity analysis results indicate 95th percentile queue lengths of approximately 100 feet or less for the eastbound right turn movement based on the existing plus project traffic volumes on a weekend and Saturday that do not include a GERP event. In addition to queue length, a desirable deceleration length of 115 feet is also needed based on the 35 mile per hour speed limit on Vista Boulevard for a total lane length of 215 feet. The right turn lane should therefore contain a minimum of 215 feet of storage/deceleration length with a 180 foot taper in order to serve existing plus project traffic volumes during non-GERP events.

For GERP events, the Synchro capacity analysis results indicate a maximum 95th percentile queue length of ± 350 feet for the Saturday AM peak hour. Again, a desirable deceleration length of 115 feet is also needed based on the 35 mile per hour speed limit on Vista Boulevard which results in a total length of 465 feet. The right turn lane should therefore contain a minimum of 465 feet of storage/deceleration length with a 180 foot taper in order to serve existing plus project and 2040 base plus project traffic volumes during a GERP event.

TRAFFIC CRASH REVIEW

Traffic crash data at the Vista Boulevard/Homerun Drive/Scorpius Drive and Homerun Drive/Touchdown Drive intersections was requested from NDOT Traffic Safety Engineering. Crash data was available for the Vista Boulevard/Homerun Drive/Scorpius Drive intersection for the study period from September 1, 2014 to September 1, 2017. A total of 6 crashes occurred at the Vista Boulevard/Homerun Drive/Scorpius Drive intersection during the three-year period with no fatalities reported. The crash type was 3 non-collisions, 2 rear-end collisions, and 1 sideswipe meeting collision. NDOT Traffic Safety Engineering reported that no crash data exists for the Homerun Drive/Touchdown Drive intersection.

SITE PLAN REVIEW

A copy of the preliminary site plan for the proposed Wingfield Commons development is included with this submittal. The site plan indicates that project access will be provided from a proposed access roadway that intersects Touchdown Drive. The access roadway will start at Touchdown Drive, extend easterly and then southerly along the east boundary of the Golden Eagle Regional Park, before terminating at Hans Berry Road. Various residential streets intersecting the project access road will provide access to the individual lots. The site plan indicates that an emergency access gate will be constructed at the north approach of the Hans Berry Road/Project Access intersection. It is recommended that the project access roadway and the internal residential streets be designed to conform to City of Sparks standards.

A shared pedestrian/bicycle path exists within the Golden Eagle Regional Park. This path connects with the existing sidewalk infrastructure at the signalized Vista Boulevard/Homerun Drive/Scorpius Drive intersection. It is recommended that the proposed subdivision provide a connection to the existing pedestrian/bicycle path within the Golden Eagle Regional Park. In addition, it is recommended that the project developers provide a traffic circulation plan that discourages or prevents Golden Eagle Regional Park traffic from utilizing the project access road and internal residential streets.

RECOMMENDATIONS

Traffic generated by the Wingfield Commons development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with City of Sparks requirements.

It is recommended that the Vista Boulevard/Homerun Drive/Scorpius Drive intersection be improved to include one exclusive left turn lane, one shared left turn-through lane, and one exclusive right turn lane at the south approach.

It is recommended that the existing right turn lane at the west approach of the Vista Boulevard/ Homerun Drive/Scorpius Drive intersection be lengthened to provide a minimum of 465 feet of storage/deceleration length with a 180 foot taper in order to serve traffic volumes generated by a major event at the Golden Eagle Regional Park.

It is recommended that the traffic control at the Homerun Drive/Touchdown Drive intersection be modified to include stop sign control at the south and east approaches while the left turn and through movements at the north approach flow free. In addition, it is recommended that an exclusive left turn lane be provided at the north approach.

It is recommended that the Touchdown Drive/Project Access intersection be designed as a three-leg intersection with stop sign control at the east approach and contain an exclusive left turn lane at the north approach.

It is recommended that the project access roadway and the internal residential streets be designed to conform to City of Sparks standards.

It is recommended that connections be made from the proposed subdivision to the existing pedestrian/bicycle network within the Golden Eagle Regional Park.

It is recommended that the project developers provide a traffic circulation plan that discourages or prevents Golden Eagle Regional Park traffic from utilizing the project access road and internal residential streets.

APPENDIX

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Movement	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR :	SBL	SBT	SBR
Lane Configurations	T	^	7	ሻ	^		14	1€			4	
Traffic Volume (veh/h)	2	128	8	0	609	0	3	0	2	3	0	11
Future Volume (veh/h)	2	128	8	0	609	0	3	0	2	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	142	9	0	677	0	3	0	2	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	2369	1057	4	1579	0	319	0	176	113	18	141
Arrive On Green	0.11	0.67	0.67	0.00	0.44	0.00	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1402	0	1585	156	162	1273
Grp Volume(v), veh/h	2	142	9	0	677	0	3	0	2	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	0	1402	0	1585	1591	0	0
	0.0	0.6	0.1	0.0	5.9	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Q Serve(g_s), s										0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.6	0.1	0.0	5.9	0.0	0.1	0.0	0.1		0.0	
Prop In Lane	1.00	0000	1.00	1.00	4.570	0.00	1.00	0	1.00	0.20	۸	0.80
Lane Grp Cap(c), veh/h	198	2369	1057	4	1579	0	319	0	176	273	0	0.00
V/C Ratio(X)	0.01	0.06	0.01	0.00	0.43	0.00	0.01	0.00	0.01	0.05	0.00	0.00
Avail Cap(c_a), veh/h	198	2369	1057	198	1579	0	786	0	704	789	1.00	4.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	2.6	2.5	0.0	8.6	0.0	17.8	0.0	17.8	17.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh											-	ALMOND TO
LnGrp Delay(d),s/veh	17.8	2.7	2.5	0.0	9.4	0.0	17.8	0.0	17.8	18.0	0.0	0.0
LnGrp LOS	В	A	A	Α	A	Α_	В	A	В	В	A	<i>F</i>
Approach Vol, veh/h		153			677	176H - 50a		5			15	BOT !
Approach Delay, s/veh		2.8			9.4			17.8			18.0	Office and Street
Approach LOS		Α		1000	Α		1	В	-1500		В	MENS.
Timer - Assigned Phs	AND AND	2	3	4	al Miles y S	6	7	8	148/163			
Phs Duration (G+Y+Rc), s	6.7	10.0	0.0	35.0		10.0	10.0	25.0			PROPERTY.	建 原
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	Nacional St.	20.0	5.0	20.0		20.0	5.0	20.0	The state of	10.50		
Max Q Clear Time (g_c+l1), s		2.1	0.0	2.6		2.4	2.0	7.9				
Green Ext Time (p_c), s	Maga.	0.0	0.0	0.7	STEAT !	0.0	0.0	3.5	North I		- 345	euk;
Intersection Summary	(History)		B 200			700						
HCM 6th Ctrl Delay			8.4	SE CH	800	2411E		Want St		STATE		
HCM 6th LOS			Α									

Synchro 10 Light Report Page 1 AM Existing Weekday

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	^	7	ሻ	∱ ⊅		ሻ	1-			4	
Traffic Volume (veh/h)	4	692	39	16	336	2	28	2	12	1	1	3
Future Volume (veh/h)	4	692	39	16	336	2	28	2	12	1	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	769	43	18	373	2	31	2	13	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	1579	704	198	1611	9	318	24	156	112	57	110
Arrive On Green	0.11	0.44	0.44	0.11	0.44	0.44	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3624	19	1412	216	1402	144	513	986
Grp Volume(v), veh/h	4	769	43	18	183	192	31	0	15	5	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1867	1412	0	1618	1644	0	0
Q Serve(g_s), s	0.1	6.9	0.7	0.4	2.9	2.9	0.7	0.0	0.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	6.9	0.7	0.4	2.9	2.9	0.9	0.0	0.4	0.1	0.0	0.0
Prop In Lane	1.00	SWID	1.00	1.00		0.01	1.00		0.87	0.20		0.60
Lane Grp Cap(c), veh/h	198	1579	704	198	790	830	318	0	180	279	0	0
V/C Ratio(X)	0.02	0.49	0.06	0.09	0.23	0.23	0.10	0.00	0.08	0.02	0.00	0.00
Avail Cap(c_a), veh/h	198	1579	704	198	790	830	789	0	719	809	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	8.9	7.1	18.0	7.7	7.7	18.2	0.0	17.9	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.2	0.2	0.7	0.7	0.1	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	3.8	0.4	0.3	1.7	1.7	0.5	0.0	0.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh		- HAVE	The state of the s									
LnGrp Delay(d),s/veh	17.9	9.9	7.3	18.2	8.4	8.4	18.3	0.0	18.1	17.9	0.0	0.0
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	Α
Approach Vol, veh/h	WHEN !	816	3411	32101	393	TO THE STATE OF	atura (46	AL 23	The state of	5	
Approach Delay, s/veh		9.8			8.9			18.2	~~		17.9	HOUSE TO SECOND
Approach LOS		Α		E TON	A	N TO SE		В	e Pie	W. GVE	В	The state of
Timer - Assigned Phs		2	3	4		6	7	8	1000000	20/70/20	DOMESTIC ST	000000
Phs Duration (G+Y+Rc), s	-X 100	10.0	10.0	25.0		10.0	10.0	25.0	SUP.		A LANGE	100
Change Period (Y+Rc), s		5.0	5.0	5.0	AND HE	5.0	5.0	5.0	diction in		F(5) 122	
Max Green Setting (Gmax), s	Sale Francis	20.0	5.0	20.0	WE STORY	20.0	5.0	20.0				1000
Max Q Clear Time (g_c+l1), s		2.9	2.4	8.9	700	2.1	2.1	4.9	The state of the s	A STATE OF	112	2000
Green Ext Time (p_c), s	STREET, O	0.1	0.0	4.0	1000	0.0	0.0	1.8	A CHILDREN	Silveria i		of the party
	SA SECURITY OF	OVI	0.0	4.0	000000000000000000000000000000000000000	0.0	0,0	1.0	NAME OF TAXABLE PARTY.	SWIMMS	AND COMPANY	
Intersection Summary		A PAS	0.0				2000	THE REAL PROPERTY.			15 36 37	SUPERIOR STATE
HCM 6th Ctrl Delay	Ber gale	2 3	9.9	STEE	THE SALE		No to the last	A 100 MAY	1000	Mary Control		e (dila)
HCM 6th LOS			Α									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR		NBT	NBR	SBL		SBR
Lane Configurations	Ħ	ተተ	7	7	↑ 1→		7	(4	
Traffic Volume (veh/h)	3	60	84	8	260	1	5	0	10	2	0	12
Future Volume (veh/h)	3	60	84	8	260	1	5	0	10	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	67	93	9	289	1	6	0	11	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	1579	704	198	1614	6	319	0	176	102	12	153
Arrive On Green	0.11	0.44	0.44	0.11	0.44	0.44	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	1401	0	1585	100	112	1377
Grp Volume(v), veh/h	3	67	93	9	141	149	6	0	11	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1589	0	0
Q Serve(g_s), s	0.1	0.5	1.6	0.2	2.2	2.2	0.0	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.5	1.6	0.2	2.2	2.2	0.1	0.0	0.3	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	198	1579	704	198	790	830	319	0	176	267	0	0
V/C Ratio(X)	0.02	0.04	0.13	0.05	0.18	0.18	0.02	0.00	0.06	0.06	0.00	0.00
Avail Cap(c_a), veh/h	198	1579	704	198	790	830	786	0	704	787	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	7.1	7.4	17.9	7.5	7.5	17.8	0.0	17.9	17.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.1	0.5	0.5	0.0	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.3	0.8	0.1	1.2	1.3	0.1	0.0	0.2	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	7.1	7.8	18.0	8.0	8.0	17.9	0.0	18.0	18.0	0.0	0.0
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	A	A
Approach Vol, veh/h	WI DOWN	163			299		walan a	17			15	
Approach Delay, s/veh		7.7			8.3			18.0			18.0	
Approach LOS		A	SHIP	All your	Α			В		G. 182	В	1333
Timer - Assigned Phs	Light (2	3	4		6	7	8	Course)	10 W/W	3/20/3/	
Phs Duration (G+Y+Rc), s	MS Establish	10.0	10.0	25.0	gentle h	10.0	10.0	25.0			SIDE	
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	Steel St	20.0	5.0	20.0	500	20.0	5.0	20.0	LEGINE !	TO FEE	185	
Max Q Clear Time (g_c+11), s		2.3	2.2	3.6		2,4	2.1	4.2				
Green Ext Time (p_c), s	Series of	0.0	0.0	0.5		0.0	0.0	1,3	5 36 37	C PAR		
Intersection Summary	E CHESTA	probability of			Star Bar	1 / 1 Kg	40000		ETUDENE)		N'S C	
HCM 6th Ctrl Delay	EVENDA	(avaladi)	8.7		(600)	0 4 2 (U) 4	EN 46/			Series I	1 2 1	
HCM 6th LOS			Α	-								

Synchro 10 Light Report Page 1 AM Existing Saturday

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	7	ተ ኈ		ሻ	₽			4	
Traffic Volume (veh/h)	1	405	75	8	516	2	75	3	28	3	1	2
Future Volume (veh/h)	1	405	75	8	516	2	75	3	28	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	450	83	9	573	2	83	3	31	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	1579	704	198	1614	6	318	16	163	176	62	59
Arrive On Green	0.11	0.44	0.44	0.11	0.44	0.44	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	1414	142	1465	506	556	531
Grp Volume(v), veh/h	1	450	83	9	280	295	83	0	34	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1414	0	1607	1592	0	0
Q Serve(g_s), s	0.0	3.6	1.4	0.2	4.7	4.7	2.3	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.6	1.4	0.2	4.7	4.7	2.5	0.0	0.9	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.91	0.50		0.33
Lane Grp Cap(c), veh/h	198	1579	704	198	790	830	318	0	179	297	0	0
V/C Ratio(X)	0.01	0.28	0.12	0.05	0.35	0.35	0.26	0.00	0.19	0.02	0.00	0.00
Avail Cap(c_a), veh/h	198	1579	704	198	790	830	789	0	714	800	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	8.0	7.3	17.9	8.2	8.2	18.9	0.0	18.2	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.3	0.1	1.2	1.2	0.4	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.0	0.7	0.1	2.8	2.9	1.4	0.0	0.6	0.1	0.0	0.0
Unsig. Movement Delay, s/veh					modern de							
LnGrp Delay(d),s/veh	17.8	8.4	7.7	18.0	9.5	9.4	19.3	0.0	18.7	17.9	0.0	0.0
LnGrp LOS	B_	A	A	B_	A	A	В	A_	В	В	A	A
Approach Vol, veh/h		534	P. Carlotte		584	ER A		117		All City	6	
Approach Delay, s/veh		8.3		_	9.6			19.1			17.9	
Approach LOS		Α			Α	Part of the same		В			В	
Timer - Assigned Phs		2	3	4		6	7	8	Singhe	of the same	Chát le	
Phs Duration (G+Y+Rc), s	A Trings	10.0	10.0	25.0	別線数	10.0	10.0	25.0	exiline			
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	Makiet.	20.0	5.0	20.0		20.0	5.0	20.0		THE STATE OF	0.11	
Max Q Clear Time (g_c+l1), s	THE RESERVE OF THE PARTY OF THE		2.2	5.6		2.1	2.0	6.7				
Max & Oldar Tille (9 6111). 3		4.5	2.2	0.0								
Green Ext Time (p_c), s		0.3	0.0	2.7		0.0	0.0	2.8			A CONTRACTOR	
Green Ext Time (p_c), s							0.0	2.8				
							0,0	2.8	Make.			

	۶	→	*	•	+	*	4	†	1	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	44	7	ሻ	† 1>		ሻ	₽			4	
Traffic Volume (veh/h)	2	128	93	9	609	0	256	0	30	3	0	11
Future Volume (veh/h)	2	128	93	9	609	0	256	0	30	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	142	103	10	677	0	284	0	33	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1271	567	177	1271	0	489	0	388	125	39	310
Arrive On Green	0.10	0.36	0.36	0.10	0.36	0.00	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1402	0	1585	158	159	1268
Grp Volume(v), veh/h	2	142	103	10	677	0	284	0	33	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	0	1402	0	1585	1585	0	0
Q Serve(g_s), s	0.1	1.3	2.2	0.3	7.6	0.0	9.2	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	1.3	2.2	0.3	7.6	0.0	9.5	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00	110	1.00	1.00	,,,,	0.00	1.00		1.00	0.20		0.80
Lane Grp Cap(c), veh/h	177	1271	567	177	1271	0	489	0	388	474	0	0
V/C Ratio(X)	0.01	0.11	0.18	0.06	0.53	0.00	0.58	0.00	0.09	0.03	0.00	0.00
Avail Cap(c_a), veh/h	177	1271	567	177	1271	0	759	0	693	770	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	10.8	11.1	20.5	12.8	0.0	17.9	0.0	14.7	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.1	1.6	0.0	1.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.8	1.4	0.2	4.9	0.0	5.3	0.0	0.5	0.2	0.0	0.0
Unsig. Movement Delay, s/veh		0.0		0.2	110	0.0	0,0					
LnGrp Delay(d),s/veh	20.5	11.0	11.8	20.7	14.4	0.0	19.0	0.0	14.7	14.5	0.0	0.0
LnGrp LOS	C	В	В	C	В	A	В	A	В	В	Α	А
Approach Vol, veh/h	AM 261	247		ACCOUNT.	687			317	10 - S - 13	The land	15	
Approach Delay, s/veh	N 72 (1 CH SI	11.4	The state of the s	NAME OF TAXABLE PARTY.	14.5			18.6			14.5	
Approach LOS	DOMESTIC	11.4 B	E 1 1820 H.J.	A JUNEAU	14.3 B	Labelesia	allie in the	В	MILITED IN	ASUT PLAN	В	aniétra
											NAME OF STREET	
Timer - Assigned Phs		* 2	* 3	4		6	7	8	P. Hilliam	包有用品类	7 2 4 2 8	N. C. S. C. C.
Phs Duration (G+Y+Rc), s		17.3	10.0	23.0		17.3	10.0	23.0			HE COUNTY	
Change Period (Y+Rc), s	And Andrews	5.0	5.0	5.0	C STATUTE OF THE PARTY OF THE P	5.0	5.0	5.0	ATTENNA OF	No. of Street, or other Designation of the Lorentz	and the same	
Max Green Setting (Gmax), s		22.0	5.0	18.0	N. I. S.	22.0	5.0	18.0			AND RE	
Max Q Clear Time (g_c+l1), s	Transfer of the Park	11.5	2.3	4.2	SERCIONAL PARTY	2.4	2.1	9.6	Savage e	STATISTICS.	etiglijen N	DIEGON III
Green Ext Time (p_c), s	5 5 6 6	0.8	0.0	0.9	(S) (A)	0.0	0.0	2.8	AT BATEL		1979 amil	1111111
Intersection Summary						EURIN				PERSONAL PROPERTY.		SEP EN
HCM 6th Ctrl Delay	(0188 1000		14.9	NV TUTOS	de Homis		Non his	- restrict	CONTRACT OF	Control of	ALC: UNITED BY	
	STEEL STATE		177.0	249 3 10 2 11		O TO SERVICE AND A SERVICE AND	DOM BRUINGS	1000		TO COMPANY	STEEL STATE	1000

	٨	-	*	1	+	4	1	†	*	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	'n	ተ ተ	7	*	↑ ↑		*1	र्स	7"		4	
Traffic Volume (veh/h)	2	128	93	9	609	0	256	0	30	3	0	11
Future Volume (veh/h)	2	128	93	9	609	0	256	0	30	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	142	103	10	677	0	284	0	33	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	1417	632	197	1417	0	769	0	251	114	32	203
Arrive On Green	0.11	0.40	0.40	0.11	0.40	0.00	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	2805	0	1585	118	201	1278
Grp Volume(v), veh/h	2	142	103	10	677	0	284	0	33	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	0	1402	0	1585	1598	0	0
Q Serve(g_s), s	0.0	1.1	1.9	0.2	6.4	0.0	3.8	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.1	1.9	0.2	6.4	0.0	4.2	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00	0.0	1.00	0.20	0.0	0.80
Lane Grp Cap(c), veh/h	197	1417	632	197	1417	0	769	0	251	349	0	0
V/C Ratio(X)	0.01	0.10	0.16	0.05	0.48	0.00	0.37	0.00	0.13	0.04	0.00	0.00
Avail Cap(c_a), veh/h	197	1417	632	197	1417	0	1691	0	772	855	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	8.5	8.7	18.0	10.1	0.0	17.7	0.0	16.3	16.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.6	0.1	1.2	0.0	0.3	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.6	1.1	0.2	3.7	0.0	2.3	0.0	0.5	0.2	0.0	0.0
Unsig. Movement Delay, s/veh		0.79(0.00)										
LnGrp Delay(d),s/veh	17.9	8.6	9.3	18.1	11.2	0.0	18.0	0.0	16.6	16.2	0.0	0.0
LnGrp LOS	В	Α	Α	В	В	Α	В	Α	В	В	Α	A
Approach Vol, veh/h		247	12070	richiel .	687	S. Marine	Mounts	317	STATE	REGICE	15	4, 4, 45
Approach Delay, s/veh	0001-0742210	9.0		and the same of	11.3		100000	17.9	9000 HA	HER RES	16.2	
Approach LOS	A STATE OF	A			В	P	TOTAL SECTION	В	STOLE .		В	100000
Timer - Assigned Phs	Miller Ins	2	3	4	WHICH CAN	6	7	8	A CONTRACTOR AND	VSIN'S SUIT		STATE OF THE PARTY OF
Phs Duration (G+Y+Rc), s	The second	12.2	10.0	23.0		12.2	10.0	23.0			AVU. PER COM	
Change Period (Y+Rc), s		5.0	5.0	5.0	E CONTRACTOR	5.0	5.0	5.0			7013142	
Max Green Setting (Gmax), s	HEED HE CON	22.0	5.0	18.0		22.0	5.0	18.0	COCHES/A	CAUCALON	ECCUTATION AND ADDRESS OF THE PARTY AND ADDRES	CENTER OF THE PARTY.
Max Q Clear Time (g_c+l1), s	TOURS.	6.2	2.2	3.9	A SESSION	2.4	2.0	8.4		100 mg/l/2000 mg	10 10 11	The same of
Green Ext Time (p_c), s	152-014	1.0	0.0	0.9		0.0	0.0	3.1	YEL THE	2.500	CHEST PL	Mast.
Intersection Summary	SHEET WAS	(F)(10) (9) (1)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	S9 U S8 U	HOLEKANO	SASSESSE SE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20182000	5.35599	HUSSISSION	TO BUSINESS	NEED WATER
HCM 6th Ctrl Delay	Collins	N DOMESTIC	12.6					N EX I				
HCM 6th LOS	CALLED C	District Control		Ja Gall	0203000	ALC: NO.	ALL SHA		A CHO PAR	The Park	SITCHE	51,510
			В									
Notes		和 不 1		3000	SALES IN	2 15 17	THE RESERVE	THE STATE OF	A STATE	SU DECEM	V BRAN	A LISS

AM Weekday Existing + Project

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	Ť	↑ ↑		*	1>			4	
Traffic Volume (veh/h)	4	692	322	48	336	2	194	2	31	1	1	3
Future Volume (veh/h)	4	692	322	48	336	2	194	2	31	1	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	Lange Programme		No			No	
Adj Sat Flow, veh/h/in	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	769	275	53	373	2	216	2	34	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1427	637	179	1456	8	423	17	297	115	101	194
Arrive On Green	0.10	0.40	0.40	0.10	0.40	0.40	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1585	1781	3624	19	1412	89	1510	145	511	984
Grp Volume(v), veh/h	4	769	275	53	183	192	216	0	36	5	0	0
Grp Sat Flow(s),veh/h/in	1781	1777	1585	1781	1777	1867	1412	0	1599	1641	0	0
Q Serve(g_s), s	0.1	8.2	6.3	1.4	3.4	3.4	7.1	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	8.2	6.3	1.4	3.4	3.4	7.2	0.0	0.9	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.94	0.20		0.60
Lane Grp Cap(c), veh/h	179	1427	637	179	714	750	423	0	314	409	0	0
V/C Ratio(X)	0.02	0.54	0.43	0.30	0.26	0.26	0.51	0.00	0.11	0.01	0.00	0.00
Avail Cap(c_a), veh/h	179	1427	637	215	714	750	713	0	642	734	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	11.4	10.8	20.8	9.9	9.9	18.9	0.0	16.4	16.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	2.1	0.9	0.9	0.8	1.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	5.1	3.8	1.0	2.2	2.3	4.1	0.0	0.6	0.1	0.0	0.0
Unsig. Movement Delay, s/veh			no 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 c	HOUSENIE IN			to in course	Emmana		and Wester	DE VIAVANI	
LnGrp Delay(d),s/veh	20.2	12.8	12.9	21.7	10.8	10.8	19.9	0.0	16.6	16.1	0.0	0.0
LnGrp LOS	С	В	B	С	В	В	В	A	В	В	A	A
Approach Vol, veh/h	CHAIR ST	1048	(Align)		428		1 1 1 1 1 1 1 1	252			5	
Approach Delay, s/veh	enione in a	12.9			12.1		0.00	19.4		ndoodkaans.	16.1	
Approach LOS	MERCEN	В	1.00		В	The State		В		VIEL PROPERTY.	В	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	1	14.8	10.0	25.0		14.8	10.0	25.0	Nas d			
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		20.0	6.0	19.0		20.0	5.0	20.0				de di
Max Q Clear Time (g_c+l1), s		9.2	3.4	10.2		2.1	2.1	5.4				
Green Ext Time (p_c), s	APP.	0.6	0.0	4.0		0.0	0.0	1.8			W. S.	
Intersection Summary	***		1,000	, fy	A SEX	78 MER 1	4350		THE PARTY	WALKED		OR WATER
HCM 6th Ctrl Delay		VE AVIOLE	13.7		7 7 7 7		The Later	AN AND	MEN	HERE TO	TO HELD	KSUN.
HCM 6th LOS			В									

	*	-	*	1	-	4	4	†	*	1	↓	1
Movement	EBL	EBT	EBR	·WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	44	ř	ሻ	↑ ↑		ħ	4	7		€}>	
Traffic Volume (veh/h)	4	692	322	48	336	2	194	2	31	1	1	3
Future Volume (veh/h)	4	692	322	48	336	2	194	2	31	1	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	, , , , , , , , , , , , , , , , , , , ,	No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	769	275	53	373	2	217	0	34	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	1545	689	194	1576	8	684	0	207	110	70	129
Arrive On Green	0.11	0.43	0.43	0.11	0.43	0.43	0.13	0.00	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3624	19	2825	0	1585	123	537	989
Grp Volume(v), veh/h	4	769	275	53	183	192	217	0	34	5	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1867	1412	0	1585	1648	0	0
	0.1	7.2	5.5	1.3	3.0	3.0	3.2	0.0	0.9	0.0	0.0	0.0
Q Serve(g_s), s Cycle Q Clear(g_c), s	0.1	7.2	5.5	1.3	3.0	3.0	3.3	0.0	0.9	0.0	0.0	0.0
	1.00	1.2	1.00	1,00	3.0	0.01	1.00	0.0	1.00	0.20	0.0	0.60
Prop In Lane	194	1515	689	1,00	772	812	684	0	207	309	0	0.00
Lane Grp Cap(c), veh/h		1545							U.S. Sandar			0.00
V/C Ratio(X)	0.02	0.50	0.40	0.27	0.24	0.24	0.32	0.00	0.16	0.02	0.00	
Avail Cap(c_a), veh/h	194	1545	689	232	772	812	1543	0	689	791	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	9.4	8.9	18.8	8.2	8.2	18.8	0.0	17.8	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	1.7	0.8	0.7	0.7	0.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	4.1	3.1	0.9	1.8	1.9	1.8	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh		12127-1296		00.040.000.000	No. To State of the Control				10.1		0.0	0.0
LnGrp Delay(d),s/veh	18.4	10.5	10.6	19.6	8.9	8.9	19.1	0.0	18.1	17.5	0.0	0.0
LnGrp LOS	В	В	В	В	Α	A	В	Α	В	В	A	
Approach Vol, veh/h		1048			428			251			5	110
Approach Delay, s/veh		10.6			10.2			18.9			17.5	
Approach LOS		В	U.S. S. S. S.		В			В		E Karal	В	
Timer - Assigned Phs	10 10 E	2	3	4	and the same	6	7	8	S. S. S.	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	W-3045	1201
Phs Duration (G+Y+Rc), s		11.0	10.0	25.0		11.0	10.0	25.0			100	(T) (Pd)
Change Period (Y+Rc), s	- Y	5.0	5.0	5.0		5.0	5.0	5.0				44211111
Max Green Setting (Gmax), s		20.0	6.0	19.0		20.0	5.0	20.0				
Max Q Clear Time (g_c+I1), s		5.3	3.3	9.2	AND PROPERTY.	2.1	2.1	5.0	out of the last	THE RESERVE	THE PARTY OF THE P	
Green Ext Time (p_c), s	1755	0.7	0.0	4.3		0.0	0.0	1.8			Bright N	a fift.
Intersection Summary				THE STATE OF		¥ .57		7.33				
HCM 6th Ctrl Delay	35112101	an Milic	11.7	(2/1)		200			DOM:	de con	XXII	
HCM 6th LOS	A STATE OF	1000	В	and the same of		-	Call Con		- Value		44 - 5	500000
	timile mark		D	\$15.00 TOP 10			- 24 Km21420			202000000000000000000000000000000000000		
Notes			, j. 3		1. 2 kg.			2,37%	ris thi			DIES!

Y	۶	→	*	1	←	*	4	†	1	-	ļ	1
Mővement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ	ř	Ť	↑ ↑		ሻ	₽			4	
Traffic Volume (veh/h)	3	60	127	13	260	1	134	0	24	2	0	12
Future Volume (veh/h)	3	60	127	13	260	1	134	0	24	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	O CONTRACTOR OF THE PARTY OF TH		No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	67	113	14	289	1	149	0	27	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	1468	655	194	1501	5	372	0	241	100	21	210
Arrive On Green	0.11	0.41	0.41	0.11	0.41	0.41	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	1401	0	1585	76	136	1382
Grp Volume(v), veh/h	3	67	113	14	141	149	149	0	27	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1595	0	0
Q Serve(g_s), s	0.1	0.5	2.1	0.3	2.3	2.3	4.2	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.5	2.1	0.3	2.3	2.3	4.5	0.0	0.7	0.4	0.0	0.0
Prop In Lane	1.00	NEW 2000	1.00	1.00		0.01	1.00		1.00	0.13	IIV. I IIV. I IIV. I	0.87
Lane Grp Cap(c), veh/h	194	1468	655	194	734	772	372	0	241	331	0	0
V/C Ratio(X)	0.02	0.05	0.17	0.07	0.19	0.19	0.40	0.00	0.11	0.05	0.00	0.00
Avail Cap(c_a), veh/h	194	1468	655	194	734	772	799	0	724	805	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	8.1	8.5	18.4	8.6	8.6	18.4	0.0	16.8	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.6	0.2	0.6	0.6	0.7	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.3	1.1	0.2	1.4	1.5	2.6	0.0	0.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh		0.4	0.4	40.0	0.0	0.0	40.4	0.0	47.0	407	0.0	0.0
LnGrp Delay(d),s/veh	18.3	8.1	9.1	18.6	9.2	9.2	19.1	0.0	17.0	16.7 B	0.0	
LnGrp LOS	В	A 400	Α	В	A	Α	В	A 470	В	E IIII SI SA	A 45	A
Approach Vol, veh/h	0.520 (0.00	183	NAME OF THE OWNER, THE		304	MANAGES!	NESCHART.	176	STEEL STEEL	KET PLESS T	15	HIS VE
Approach Delay, s/veh	eschiazione	8.9	INDEED TO SE		9.6	rei meren		18.8	0.000	and invited	16.7 B	100
Approach LOS	1000	Α	NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	THE PERSON	Α		al reasons	В		III PATERS	D	
Timer - Assigned Phs	新	-2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.0	10.0	24.0		12.0	10.0	24.0				STATE OF
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0		- Tre-bours		
Max Green Setting (Gmax), s		21.0	5.0	19.0		21.0	5.0	19.0		A DESCRIP		Jule 21/4
Max Q Clear Time (g_c+l1), s		6.5	2.3	4.1		2.4	2.1	4.3	th Atlantia de la constitución d			
Green Ext Time (p_c), s		0.5	0.0	0.6		0.0	0.0	1.3	5/11/11	e e y	LIRO BE	
Intersection Summary	depth 1	(Allegar)					THE PERSON			10 2 3	Towners's	
HCM 6th Ctrl Delay	N. C.		12.0	2 - 1-10		The Pall		TV Section	- 5 - 3 / 3	Service Co		
HCM 6th LOS			В									

	•	→	*	1	←	*	4	†	1	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ	74	ሻ	∱ Ђ		Ť	स	7		€\$	
Traffic Volume (veh/h)	3	60	127	13	260	1	134	0	24	2	0	12
Future Volume (veh/h)	3	60	127	13	260	1	134	0	24	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	(
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	67	113	14	289	1	149	0	27	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1535	684	202	1569	5	652	0	180	104	13	156
Arrive On Green	0.11	0.43	0.43	0.11	0.43	0.43	0.11	0.00	0.11	0.11	0.00	0.1
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	2802	0	1585	99	112	1376
Grp Volume(v), veh/h	3	67	113	14	141	149	149	0	27	15	0	(
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1588	0	Abvilla (
Q Serve(g_s), s	0.1	0.5	1.9	0.3	2.2	2.2	1.7	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.5	1.9	0.3	2.2	2.2	2.1	0.0	0.7	0.4	0.0	0.0
Prop In Lane	1.00	0.0	1.00	1.00	2,2	0.01	1.00	0.0	1.00	0.13	0.0	0.8
Lane Grp Cap(c), veh/h	202	1535	684	202	767	807	652	0	180	273	0	
V/C Ratio(X)	0.01	0.04	0.17	0.07	0.18	0.18	0.23	0.00	0.15	0.05	0.00	0.0
Avail Cap(c_a), veh/h	202	1535	684	202	767	807	1671	0.00	757	839	0.00	Bry Chi
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.0
Uniform Delay (d), s/veh	17.3	7.2	7.6	17.4	7.7	7.7	18.2	0.0	17.6	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.5	0.1	0.5	0.5	0.2	0.0	0.4	0.1	0.0	0.
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.0	0.0	1.3	1.3	1.2	0.0	0.4	0.2	0.0	0.
Unsig. Movement Delay, s/ver		0.5	1.0	0.2	1.0	1,0	1.4	0.0	0.7	0.2	0.0	0.
LnGrp Delay(d),s/veh	17.3	7.3	8.2	17.6	8.2	8.2	18.3	0.0	18.0	17.5	0.0	0.
LnGrp LOS	17.3 B	7.5 A	Α	В	Α	Α	В	Α	В	В	A	0.
		183		J. 30258m	304	A Volum	1100000	176	CONTRACTOR OF THE PARTY OF THE	7 1482 1411	15	S WY
Approach Vol, veh/h	13.00	8.0			8.7	AN EMILIE	THE PARTY	18.3	A COLUMN	BANK YOUR	17.5	POSTA-
Approach Delay, s/veh	TOVAL SUT	0.0 A	unistration	WWW SKA	ο. <i>1</i>	atrasculia	Name and But	10.3 B	AUTOLOGIC	es vicini di la	17.5	
Approach LOS	Agg Black	А	HVS.IE		A. A.	(ESTIMATE)	0.000		estimet.		e liertylli Oli	
Timer - Assigned Phs		2	3	4	STATE OF	6	7	8			斯克拉	Region
Phs Duration (G+Y+Rc), s		10.0	10.0	24.0		10.0	10.0	24.0				
Change Period (Y+Rc), s		5.0	5,0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		21.0	5.0	19.0	A STATE OF	21.0	5.0	19.0		S. The	Lista I	خالفة
Max Q Clear Time (g_c+l1), s		4.1	2.3	3.9		2.4	2.1	4.2				
Green Ext Time (p_c), s		0.5	0.0	0.6	119/01	0.0	0.0	1,3	1134	TOO I		
Intersection Summary	The Land Street	: 4				A CONTRACTOR	118778		372	100000	Parket	NA.
HCM 6th Ctrl Delay		24 N N	11.2	Municipal Second	vivi (vsla)		A BASIL		li zine	NEW L	19,110	
HCM 6th LOS	THE REAL PROPERTY.	The second second	В	The latest lates	1000	7 7 7			Washington II.		100000	4

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	**	7)j	†		ሻ	₽			€\$>	
Traffic Volume (veh/h)	1	405	300	33	516	2	268	3	50	3	1	2
Future Volume (veh/h)	1	405	300	33	516	2	268	3	50	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	450	266	37	573	2	298	3	56	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	1254	559	175	1281	4	503	21	387	267	99	130
Arrive On Green	0.10	0.35	0.35	0.10	0.35	0.35	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	1414	81	1516	632	389	510
Grp Volume(v), veh/h	1	450	266	37	280	295	298	0	59	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1414	0	1597	1531	0	0
Q Serve(g_s), s	0.0	4.8	6.7	1.0	6.2	6.2	10.0	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.8	6.7	1.0	6.2	6.2	10.1	0.0	1.5	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.95	0.50		0.33
Lane Grp Cap(c), veh/h	175	1254	559	175	627	659	503	0	408	497	0	0
V/C Ratio(X)	0.01	0.36	0.48	0.21	0.45	0.45	0.59	0.00	0.14	0.01	0.00	0.00
Avail Cap(c_a), veh/h	175	1254	559	175	627	659	752	0	689	759	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.8	12.2	12.8	21.2	12.7	12.7	17.9	0.0	14.7	14.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	2.9	0.6	2.3	2.2	1.1	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.1	4.3	0.7	4.4	4.6	5.6	0.0	0.9	0.1	0.0	0.0
Unsig. Movement Delay, s/veh					and the same of th							hence constated
LnGrp Delay(d),s/veh	20.8	13.0	15.7	21.8	15.0	14.9	19.0	0.0	14.9	14.2	0.0	0.0
LnGrp LOS	С	В	В	С	В	В	В	A	В	B_	A	A
Approach Vol, veh/h		717		- 41%	612		MINE	357	N. S.		6	
Approach Delay, s/veh		14.0			15.3			18.3			14.2	
Approach LOS		В			В			В		3000	В	arks.
Timer - Assigned Phs	EV.	2	3	4		6	gs (1) 7	8	20/200			
Phs Duration (G+Y+Rc), s		18.0	10.0	23.0		18.0	10.0	23.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	SALE OF	22.0	5.0	18.0	OF LAN	22.0	5.0	18.0	1345	18 85	122/04/5	
Max Q Clear Time (g_c+I1), s		12.1	3.0	8.7		2.1	2.0	8.2				
Green Ext Time (p_c), s		0.9	0.0	2.7	Ev die	0.0	0.0	2.4	SUITO			
Intersection Summary	6 11000		a dia c						h was		Aut of	
HCM 6th Ctrl Delay	07703	With the	15.4		NEW YORK			or glass		P. Seress	CHARLES .	
HCM 6th LOS			В									

	*	-	7	1		*	4	†	1	-	\downarrow	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ŋ	^	7	Ŋ	1		ኻ	ન	7		4	
Traffic Volume (veh/h)	1	405	300	33	516	2	268	3	50	3	1	2
Future Volume (veh/h)	1	405	300	33	516	2	268	3	50	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	450	266	37	573	2	300	0	56	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	1404	626	195	1435	5	788	0	263	212	79	86
Arrive On Green	0.11	0.39	0.39	0.11	0.39	0.39	0.17	0.00	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	2827	0	1585	563	476	519
Grp Volume(v), veh/h	1	450	266	37	280	295	300	0	56	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1414	0	1585	1558	0	0
Q Serve(g_s), s	0.0	4.0	5.6	0.9	5.2	5.2	4.3	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.0	5.6	0.9	5.2	5.2	4.5	0.0	1.4	0.1	0.0	0.0
Prop In Lane	1.00	7.0	1.00	1.00	0.2	0.01	1.00	0.0	1.00	0.50	0.0	0.33
Lane Grp Cap(c), veh/h	195	1404	626	195	702	738	788	0	263	377	0	0
V/C Ratio(X)	0.01	0.32	0.42	0.19	0.40	0.40	0.38	0.00	0.21	0.02	0.00	0.00
Avail Cap(c_a), veh/h	195	1404	626	195	702	738	1683	0.00	765	850	0.00	0.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.1	9.5	10.0	18.4	9.9	9.9	17.7	0.0	16.4	15.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	2.1	0.5	1.7	1.6	0.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.3	3.3	0.6	3.3	3.5	2.4	0.0	0.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh		2.0	0.0	0.0	0.0	0.0	۷.٦	0.0	0.0	0,1	0.0	0.0
LnGrp Delay(d),s/veh	18.1	10.2	12.1	18.9	11.6	11.5	18.0	0.0	16.8	15.9	0.0	0.0
LnGrp LOS	В	В	В	В	В	В	В	Α.	В	В	A	A
Approach Vol, veh/h	St. west	717	1.516/FW		612	SER PARKET	H-WANTED	356			6	thrift in
The state of the s	100	10.9	8/6/6/		12.0	N - A-6-		17.8	POR SERVE	and the same of	15.9	
Approach LOS		OTER PROPERTY.	THE PARTY	1722	Jan Street	SOCIETATION	UNIVERSITY OF	17.0 B	of the sale.	DATE OF THE PARTY	10.5 B	NEW STATE
Approach LOS	SULET TO	В	Brigary (E.	Herries	В	THE SHAPE OF			M-64 (M)			\$2.60 mpc
Timer - Assigned Phs	元の記録	2	3	4		6	7	8	LAME!			10/12/1
Phs Duration (G+Y+Rc), s		12.6	10.0	23.0		12.6	10.0	23.0		100	5	
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		22.0	5.0	18.0	TO SECTION	22.0	5.0	18.0			ildi bi	gel W
Max Q Clear Time (g_c+11), s		6.5	2.9	7.6		2.1	2.0	7.2				
Green Ext Time (p_c), s		1.1	0.0	2.8		0.0	0.0	2.5		WEST STREET	VENT	Wild S
Intersection Summary	1900			Victoria in		14/66/16	SAPEL!	N. Figh	Will BOOK		308112	10 2
HCM 6th Ctrl Delay			12.8		7	RES						NEW F
HCM 6th LOS			В									
Notes			1		251 315			13072	tio in teat			

Intersection						AND D	
Int Delay, s/veh	3.7						
Movement	WBL	WBR	NBT	NBR :	SBL	SBT	
Lane Configurations	W		1			स	
Traffic Vol, veh/h	0	4	1	0	2	6	
Future Vol, veh/h	0	4	1	0	2	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None	file -	None	
Storage Length	0	-	-	-		-	
Veh in Median Storage	,# 0		0			0	
Grade, %	0	•	0	-		0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	4	1	0	2	7	
Major/Minor	Minor1	AND IN TO	Major1	1	Major2	HAD THE	
Conflicting Flow All	12	1	0	0	1	0	
Stage 1	1	mistage:	19.17.19		WAER O	50167-	
Stage 2	11	III. III. SESSI	CONTRACTOR OF STREET			2	
Critical Hdwy	6.42	6.22		E 1873	4.12	With Take	
Critical Hdwy Stg 1	5.42	0.22	CORPORATE AND AND ADDRESS.	Cent III 340	7.12	-	ENDOMERNO DE LOCATE RECIPIENDA DE LA CASA DEL CASA DE LA CASA DEL CASA DE LA CASA DE LA CASA DEL CASA DE
Critical Hdwy Stg 2	5.42	(400 miles)	WHEN	LG SIVE		1000	
Follow-up Hdwy	3.518	3.318		-	2.218		
Pot Cap-1 Maneuver	1008	1084	157971		1622		and an investment of the contract of the contr
Stage 1	1022	-	*	-			
Stage 2	1012	BER IN			S de la	100kg	
Platoon blocked, %				-			
Mov Cap-1 Maneuver	1007	1084		(1,5)-7	1622		
Mov Cap-2 Maneuver	1007	2	-	-	2	2	
Stage 1	1021	IVAY S			450		
Stage 2	1012					4	
		THE A					
Approach	WB		NB		SB		
HCM Control Delay, s	8.3		0		1.8		
HCM LOS	A			10.00	11.0	2000	The semantial Age of Service International Control of the Section 1971
	GREGOL	HONE	E DATES	110,030	OF BUILDING	DEATH.	
With the second second	Vacantin			(m)	WAL.		
Minor Lane/Major Mvn	u	NBT		WBLn1			
Capacity (veh/h)				1084		- 9.00	
HCM Lane V/C Ratio	VIA CES	etnoniki	dillument.	0.004	and the same to th	-	of the second and testing a feet against the second and the second as the second as the second as the second as
HCM Control Delay (s)			11.72	8.3	7.2		
HCM Lane LOS	100000		058600	A	A	Α	
HCM 95th %tile Q(veh	King C	HG2351		0	0		

Intersection	165 (30)	1800		100 M		
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		1>			स
Traffic Vol, veh/h	0	21	21	0	28	28
Future Vol, veh/h	0	21	21	0	28	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	Li izi		HEEL STATE	None
Storage Length	0					-
Veh in Median Storage	,# 0	Sec	0	STR.	ARE.	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	23	0	31	31
			ALC: UNITED IN			1000
Major/Minor	Minor1	4	Major1		Major2	3.4
	116	23	0	0	23	0
Conflicting Flow All	23	23	Commission of the last	0	23	
Stage 1 Stage 2	93	0.00	0.01		S COME	
	6.42	6.22		2312394	110	
Critical Hdwy		0.22			4.12	(m/2)//E
Critical Hdwy Stg 1	5.42	CORPORATE OF	THE STREET	OKAT II WIN	CHERCAL	A CONTRACTOR OF
Critical Hdwy Stg 2	5.42	0.040	Witness.	MAC.	-	*
Follow-up Hdwy	3.518	3.318	-	-	2.218	
Pot Cap-1 Maneuver	880	1054	MINT IN		1592	PSIPE.
Stage 1	1000		introduction.		-	-
Stage 2	931				36.5	1111111111111111111111111111111111111
Platoon blocked, %	222	40-4	etioneteorie	-	1500	
Mov Cap-1 Maneuver	862	1054		EXCEPTED.	1592	1100
Mov Cap-2 Maneuver	862	-		-		-
Stage 1	980		3,63		TO SER	
Stage 2	931	-	- 4	~	-	2
			Maria Maria			THE ST
Approach	WB	STUDY	NB	SERVER SERVER	SB	13 A 3
HCM Control Delay, s	8.5	BC TON	0	0-10-24	3.7	1,1,1
HCM LOS	Α			ALI DANNA	0.1	
Total Control of the	ESSES!	E S	W. San			
Microsin Colonia Marconness	AND DESCRIPTIONS	NOT	MIDDI	MD1 - 4	COL	CDT
Minor Lane/Major Mvn	nu	NBT		WBLn1	SBL	SBT
Capacity (veh/h)		TO EST		1054	1592	
HCM Lane V/C Ratio	November (mile)	-	-	0.022	0.02	
HCM Control Delay (s		70 100	STATE OF	8.5		
HCM Lane LOS		-	· ·	A 0.1	A 0.1	
HCM 95th %tile Q(veh						

Intersection		1000	NO TORK			
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	M		1>			4
Traffic Vol, veh/h	0	8	7	0	46	46
Future Vol, veh/h	0	8	7	0	46	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	men d	None		None
Storage Length	0		-	-		
Veh in Median Storage			0			0
Grade, %	0	•	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	8	0	51	51
The state of the s	Minor1	SEE	Major1		Major2	DE NO
Conflicting Flow All	161	8	0	0	8	0
Stage 1	8	- 6		The same	15	da de
Stage 2	153	-		1.5	:=	
Critical Hdwy	6.42	6.22		To	4.12	
Critical Hdwy Stg 1	5.42	-		5) 4 3		
Critical Hdwy Stg 2	5.42	1983			122	
Follow-up Hdwy	3.518		-		2.218	-
Pot Cap-1 Maneuver	830	1074	32		1612	100
Stage 1	1015		A.	÷	÷	-
Stage 2	875	TAX.			Res	ASS.
Platoon blocked, %			97			
Mov Cap-1 Maneuver	803	1074			1612	13.00
Mov Cap-2 Maneuver	803		U.S.		-	
Stage 1	982	OF THE	380		SHIP	Y
Stage 2	875	-	(#)		*	in the state of
		19/18	A POLICE	ASU IN	MARK!	The state of
Approach	WB	ONTA	NB	B/SEQU	SB	COTTO (JE
HCM Control Delay, s	8.4	X 1935	0	11500	3.7	N. Fry
HCM LOS	Α					
	O. F.	MAG	29,5%			Mar.
Minor Lane/Major Mvn	113	NRT	NBR	VBI n1	SBL	SBT
Capacity (veh/h)		INOT.		1074	1612	-
HCM Lane V/C Ratio				0.008		
HCM Control Delay (s)	Ser. Birth			8.4	7.3	0
HCM Lane LOS	Maria San		ALL PROPERTY	Α	Α.	A
HCM 95th %tile Q(veh			GENERAL DE		0.1	
HOM COM MING OF ACID	1-50-10	100		U	0.1	

Intersection			HE FE		SEE AL	
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*y*		\$			4
Traffic Vol, veh/h	0	53	53	0	42	42
Future Vol, veh/h	0	53	53	0	42	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Marie !	None	200000	None		None
Storage Length	0	-	-	110110		-
Veh in Median Storage			0			0
Grade, %	, 17 0		0	TAILUINESE		0
Peak Hour Factor	90	90	90	90	90	90
mindred to the proper description of the relative states of the second	2	2	2	2	2	2
Heavy Vehicles, % Mvmt Flow	0	59	59	0	47	47
IVIVITILIFIOW	U)9	59	U	41	41
Major/Minor	Vinor1	THE STATE OF	/lajor1	THE REAL PROPERTY.	Major2	I SAW
Conflicting Flow All	200	59	0	0	59	0
Stage 1	59		NEDE	FOLLOS		
Stage 2	141		-		- Line	-
Critical Hdwy	6.42	6.22	ESVIO	Harrison	4.12	NEW PARTY
Critical Hdwy Stg 1	5.42	0.22	This was		7.12	-
Critical Hdwy Stg 2	5.42	SANCHAL III	out the last	monto	Walling.	MEN N
Follow-up Hdwy	3.518	3.318		4 II C 2	2.218	
	789	1007	The State of the S	GUI TANI	1545	2011/201
Pot Cap-1 Maneuver						-
Stage 1	964	THE REAL PROPERTY.	THEORIGANI	CHIPPY		eculous e
Stage 2	886	4		100	0.0103	1764
Platoon blocked, %	(SERVICE)		III MENENGENI			-
Mov Cap-1 Maneuver	765	1007		prints 2	1545	
Mov Cap-2 Maneuver	765	-				
Stage 1	934					
Stage 2	886			(*		*
		SERVI	HOLD	His rela	Contract of	200-11
Approach	WB		NB	K 150	SB	S Tan Y
	8.8			100000000000000000000000000000000000000		
HCM Control Delay, s		- ALL JAN	0		3.7	- Dogg
HCM LOS	Α	VIII VIII O	70.00	On the latest two	THE PARTY	
	21112	1000	Section	23.45	MEM	1000
Minor Lane/Major Myr	nt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	W/F 115			1007		
HCM Lane V/C Ratio		entarcoesses			0.03	
HCM Control Delay (s		ALERA DE	DOM:	8.8	7.4	
HCM Lane LOS	ALC: NO		CO INV	Α	Α	
HCM 95th %tile Q(veh) ditte	NEW S		0.2		
TIGINI SOUT WITH COLVER	1	THE PARTY OF THE P	S. Marie	0.2	0.1	

11 B. F. F.	60 HOW	SV/SV-00			2007.6
8.9					
WBL	WBR	NBT	NBR	SBL	SBT
		1			4
	285	19610	0	96	6
0	285	1	0	96	6
0	0	0	0	0	0
	Stop	Free	Free	Free	Free
or Ser		653349			None
0		10#3	1,992	(94)	
	1000	0	21.0143		0
	-		4:		0
	90		90	90	90
The second			THE TANK THE		2
		1	and the second second		7
III III III III	a see	a de se de la companya de la company	7.55%	120 A 2011	
dinort	OPER SE	Anior1		Anior2	WILLIAM ST
		-			0
	T	CRASCO MORE	U	1	0
	1-10) E		A Bygile		
	0.00	chilwayah		4.40	
		A (2)			
		ewonida.	A CONTRACTOR	and the same of	-
1000			•	0.015	
		-	-		-
	-				8 8 3
					-
816			Mildle	History.	
					-
	1084	ng Ang		1622	
	-	(*)			
	(SHE)	1	0 16		
816	-				
NU S		10.13		13/11/1	1
WB	To Sile a	NB	NEW SERVICE	SB	100000
	1300115				
100000	CONTRACTOR OF THE PARTY OF THE	U		0.0	
	E DATE	la fatha		10700	
	C. C	NVS BY	Am	(D) (D) (D)	COT
n Ba					
THE STATE					
	-			Company of the Laboratory	the distriction of the latest to
			C 27	7 1	A
	RENG.		9.7	7.4	
			Α	Α	Α
	WBL 0 0 0 Stop - 0 90 2 0 Winor1 222 1 6.42 5.42 5.42 5.42 5.42 5.42 5.42 816 715 715 955 816 WB 9.7 A	WBL WBR 0 285 0 285 0 0 Stop Stop - None 0 # 0 90 90 2 2 0 317 Winor1 N 222 1 1 221 6.42 6.22 5.42 5.42 3.518 3.318 766 1084 1022 816 715 1084 715 955 816 WB 9.7 A MI NBT	WBL WBR NBT 0 285 1 0 0 0 0 Stop Stop Free - None 0 ,# 0 - 0 90 90 90 2 2 2 2 0 317 1 Winor1 Major1 222 1 0 1 221 6.42 6.22 - 5.42 5.42 5.42 5.42 715 1084 - 766 1084 - 1022 816 715 1084 - 715 955 816 WB NB 9.7 0 A	WBL WBR NBT NBR 0 285 1 0 0 0 0 0 0 0 0 0 Stop Stop Free Free - None - None 0 - - - 0 - 0 - 90 90 90 90 2 2 2 2 0 317 1 0 0 - - - 90 90 90 90 2 2 2 2 0 317 1 0 0 1 - - 6.42 6.22 - - 5.42 - - - 5.42 - - - 766 1084 - - 715 - -	WBL WBR NBT NBR SBL V Image: Control of the control of th

Intersection	11376	NEW P	9.12 AV	11100		N PAGE
Int Delay, s/veh	7.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥¥		7>			4
Traffic Vol, veh/h	0	206	21	0	343	28
Future Vol, veh/h	0	206	21	0	343	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-		•	
Veh in Median Storage,			0	•	All his	0
Grade, %	0	-	0	-		0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	229	23	0	381	31
Major/Minor N	Minor1		Major1		Major2	
Conflicting Flow All	816	23	0	0	23	0
Stage 1	23	SALI				A Par
Stage 2	793			1070		-
Critical Hdwy	6.42	6.22	Market St.	Trons.	4.12	9100
Critical Hdwy Stg 1	5.42	-		1. 7 1	8.	-
Critical Hdwy Stg 2	5.42	Sally.	YYYY.	Lauren .	in the	100
Follow-up Hdwy	3.518	3.318		-	2.218	
Pot Cap-1 Maneuver	347	1054			1592	1111/4
Stage 1	1000			=	-	0.45
Stage 2	446					TO SYP
Platoon blocked, %				7		
Mov Cap-1 Maneuver	262	1054	10	The same	1592	1913
Mov Cap-2 Maneuver	262		7			-
Stage 1	756			1000	In a la	
Stage 2	446					
		PAUR		Diag.	(kan)	C. Carl
Approach	WB	AND C	NB	19 7	SB	*5560
HCM Control Delay, s	9,4	13 A 15	0	A PASSI	7.4	101-21-6
HCM LOS	Α					7 60 1000
	Jasetak		7364	W. 5115	STATE OF	
VIDEO VIDEO CONTROL OF THE	200	KIR			C. C.	
Minor Lane/Major Mvm	nt	SUB-DAVID III		WBLn1	SBL	SBT
Capacity (veh/h)	s tules	Spins.		1054		
HCM Lane V/C Ratio		C OMBINISHOMI	THE RESERVE OF THE PARTY OF	0.217		
HCM Control Delay (s)	1011-101		12/17/12/1	9.4	8	
HCM Lane LOS	A street of	avistanos	nisobetak		A	
HCM 95th %tile Q(veh	Ditto a	MINDSE		0.8	0.9	NIS A

Intersection		W. 701				为是成
Int Delay, s/veh	6.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	NY		∱∌			4
Traffic Vol, veh/h	0	151	7	0	94	46
Future Vol, veh/h	0	151	7	0	94	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	THE SE	None	MIL	None	DATE	None
Storage Length	0		-		-	
Veh in Median Storage,	# 0		0	1251/2		0
Grade, %	0		0	-	•	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	168	8	0	104	51
Major/Minor N	/linor1	N S	/lajor1	1	Major2	WWW.
Conflicting Flow All	267	8	0	0	8	0
Stage 1	8	WHEN	11.	(HIVE		White a
Stage 2	259	-	(#)		A#1	
Critical Hdwy	6.42	6.22	14.98		4.12	dine.
Critical Hdwy Stg 1	5.42	-	r#	2		
Critical Hdwy Stg 2	5.42		100	100	140.1	
Follow-up Hdwy	3.518	3.318	-		2.218	14.1
Pot Cap-1 Maneuver	722	1074		heigh	1612	74
Stage 1	1015		-	,		
Stage 2	784	SPAR	Att.	200	145 1	
Platoon blocked, %						
Mov Cap-1 Maneuver	674	1074	W.	AND THE	1612	R (Re)
Mov Cap-2 Maneuver	674					
Stage 1	948	FOR G	10 (cil+			1848
Stage 2	784	•	*		+	
3439/12/13/19	FAR.		ALBAN	N SA		NE VI
Approach	WB	ACHT.	NB	70.00	SB	E FROM
HCM Control Delay, s	9	VI SI	0		5	DEL W
HCM LOS	A	ALC: VEWS	U	NI-V		
	The state of	SEVIEW.		A VIEW	000	Season's
	Y WEST	A) more	NIDE	MDI	ODI	CDT
Minor Lane/Major Mvm	11	NBT		WBLn1	SBL	SBT
Capacity (veh/h)	7 78 9			1074		
HCM Lane V/C Ratio	College in	escentia)	d Freithblich (State	0.156		
HCM Control Delay (s)	DATE	SIL				
HCM Lane LOS HCM 95th %tile Q(veh	109500					Α
BUIN YATIO UNIAN	1000			0.6	U.Z	37 37 18 24

Intersection	897H				20 July		
int Delay, s/veh	7.7						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	BREAK TARE OF THE WALLES OF THE STATE OF THE
Lane Configurations	W		₽			4	
Traffic Vol, veh/h	0	268	53	0	292	42	
Future Vol, veh/h	0	268	53	0	292	42	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	- P	None		None		None	
Storage Length	0	-	-		-	-	
Veh in Median Storage			0			0	
Grade, %	0		0			0	A DOUBLE OF THE PROPERTY OF TH
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	298	59	0	324	47	regets in a land to the springing resonant and the tentral in the
Major/Minor I	Minor1	CAN DE LA PARTICION DE LA PART	//ajor1	TO SE	Major2	E5128	
Conflicting Flow All	754	59	0	0	59	0	
Stage 1	59					en es	
Stage 2	695	CHE GHAS		Detailisel	ASHIRISON	12	
Critical Hdwy	6.42	6.22			4.12	27.15	
Critical Hdwy Stg 1	5.42		-		-		
Critical Hdwy Stg 2	5.42	861 P.	WHY.	SILIPPI			
Follow-up Hdwy	3.518	3,318		-	2.218		
Pot Cap-1 Maneuver	377	1007			1545		
Stage 1	964	: * :				, ж	
Stage 2	495		4/10		4	3.65	
Platoon blocked, %			-	14		- 4	
Mov Cap-1 Maneuver	296	1007			1545		
Mov Cap-2 Maneuver	296	-	-	2	4	=	
Stage 1	757						
Stage 2	495					•	
		15011	1155	3,58	YOU		
Approach	WB	X 1970	NB	XCHI II SW	SB		THE PROPERTY OF THE PROPERTY O
HCM Control Delay, s	10.1	COL	0	HA PO	6.9	19130	
HCM LOS	В	7.13 50				3.300000	Assertation and the second
Minor Lane/Major Myr	nit	NBT	NRP	WBLn1	₩ SBL	SBT	
		NOT		1007	1545		
Capacity (veh/h) HCM Lane V/C Ratio	0.00	San Villa		0.296			
HCM Control Delay (s	10000	SALE DI		10.1	7.9	0	
HCM Lane LOS			116	В			
HCM 95th %tile Q(veh	1		Files S	1.2			NAME OF TAXABLE PARTY O
HOW SOUL WILLS OF CALL	1)		mile mur	1.2	0.0	A TAILE	Les II Alle Brown Covins Live To the Covins

Intersection Int Delay, s/veh	9	Allze		100		
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	* Type	VVDIV	T>	INDIA	ODL	4
Traffic Vol, veh/h	0	281	4	0	94	2
Future Vol, veh/h	0	281	4	0	94	2
Conflicting Peds, #/hr	0	0	0	_ 0	0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	MARK!	None	March	None	Model	None
Storage Length	0	tuti S	-			
Veh in Median Storage		•	0	10, 74		0
Grade, %	0		0		3#5	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	312	4	0	104	2
Major/Minor	Minor1	RESERVE N	Major1		Major2	THE STATE OF
Conflicting Flow All	214	4	0	0	4	0
Stage 1	4	STATE OF			A RELLEY	
Stage 2	210	-	(#)	S+1		
Critical Hdwy	6.42	6.22			4.12	AL BALL
Critical Hdwy Stg 1	5.42					
Critical Hdwy Stg 2	5.42	The state of				A Haye
Follow-up Hdwy		3.318	-	e I - WILL	2.218	
Pot Cap-1 Maneuver	774	1080	Alialis	Wildel	1618	
	1019	1000	THE REAL PROPERTY.	OCIACIO)	1010	
Stage 1		and the			N. WOOLS	en silver
Stage 2	825		20/182	V/2.00*		
Platoon blocked, %	707	4000	*	W.CSSANOSA	4040	Malak.
Mov Cap-1 Maneuver	724	1080		Marie C	1618	A DE
Mov Cap-2 Maneuver	724	-				
Stage 1	954	12/10/19				4 10
Stage 2	825		-	4	#:	(4)
	FIRE	TYPE !	Jan.		SECTION.	S18(2)
Approach	WB	F-1765	NB	348500	SB	
HCM Control Delay, s	9.7	11/5	0		7.2	
HCM LOS	Α	HIP VALLE	U	00111000	1,4	- CEN
TOW LOS			V 230			0 775
Minor Lane/Major Mvm	nt=3185	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	WIS VE	EX. 5		1080	1618	
HCM Lane V/C Ratio	NAME OF STREET	e-eunite		0.289		POLESCO.
No. of the second secon	Vichelloria	30334				
HCM Control Delay (s)	No. of St.	ALSON.		9.7	7.4	0
HCM Lane LOS	1000	-	T CONTRACTOR		A	Α
HCM 95th %tile Q(veh	W.	wyble.		1.2	0.2	

Intersection	Z. N.		Call Br		49219		
Int Delay, s/veh	8.2						
Movement		WBR	NBT	NBR	SBL	SBT	
Lane Configurations	N/		1			र्स	
Traffic Vol, veh/h	0	281	21	0	315	28	
Future Vol, veh/h	0	281	21	0	315	28	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None		None	
Storage Length	0	727	-		721	-	
Veh in Median Storage		7	0			0	
Grade, %	0		0	-		0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	312	23	0	350	31	
Major/Minor	Minor1	AG	Major1	100200	Major2		
Conflicting Flow All	754	23	0	0	23	0	
Stage 1	23		A HOTEL	25/65			· · · · · · · · · · · · · · · · · · ·
Stage 2	731	04	14	2	-	12	
Critical Hdwy	6.42	6.22	No.	运用机	4.12	E NE	
Critical Hdwy Stg 1	5.42			-		0.7	
Critical Hdwy Stg 2	5.42		Solite	1 5 10 1	STEEL STEEL	1513	
Follow-up Hdwy	3.518	3.318		-	2.218	X#2	
Pot Cap-1 Maneuver	377	1054			1592		
Stage 1	1000		_	- 2	-	141	
Stage 2	476	100	1	C III		No.	
Platoon blocked, %			2	2		=	
Mov Cap-1 Maneuver	293	1054		1000	1592		
Mov Cap-2 Maneuver	293	-	2	¥	÷	•	
Stage 1	776	7/2/12	PAR		· •		
Stage 2	476	-				7.	
THE PERSON NAMED IN	14,22		in the		780	180)	
Approach	WB		NB	MARK	SB		
HCM Control Delay, s	9.8	TWO IN	0	U.Es	7.3	MATERIAL STATES	
HCM LOS	Α						
		A PA	8 3	CHI CO	1910		
Minor Lane/Major Mvn	nt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	17 W	18710		1054	1592	Mines S	
HCM Lane V/C Ratio	and the same of			0.296	0.22	NAME AND ADDRESS OF THE OWNER, TH	
HCM Control Delay (s)	WASTER.	01576.5		9.8	7.9	0	
HCM Lane LOS	A SECURITY OF	inempore.	-	A	A	A	
HCM 95th %tile Q(veh)	EE P		1.2	0.8		
	A STATE OF THE PARTY OF						

Intersection			(1240h)	WW.			
Int Delay, s/veh	6.6			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Movement		WBR	NBT	NBR	SBL	SBT	
Lane Configurations	NA.		1			स्	
Traffic Vol, veh/h	0	143	8	0	48	46	
Future Vol, veh/h	0	143	8	0	48	46	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	Fuddes.	None		None	o live	None	
Storage Length	0	8#3	-	¥	(₩)	-	
Veh in Median Storage	,# 0	4000	0			0	
Grade, %	0	125	0	- 4	-	0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	159	9	0	53	51	
Major/Minor	Minor1		Major1	N S N	/lajor2		
Conflicting Flow All	166	9	0	0	9	0	
Stage 1	9	PRANT	18881	132372	EMES	10 to	
Stage 2	157	_		-	2	*	ILLIA COLA MINISTERI DI PARTICI I PA
Critical Hdwy	6.42	6.22	EMP AS	15 100	4.12	CYTESS S	
Critical Hdwy Stg 1	5.42		-		-		THE RESIDENCE OF THE PROPERTY
Critical Hdwy Stg 2	5.42	DESCRIPTION OF		NO SET	NAME OF		
Follow-up Hdwy	3.518	3.318		-	2.218	17	
Pot Cap-1 Maneuver	824	1073	4972	1/200	1611	10000	
Stage 1	1014	i n					
Stage 2	871			ON CO	MAG.		
Platoon blocked, %						3#0	
Mov Cap-1 Maneuver	796	1073		Was a	1611	4	
Mov Cap-2 Maneuver	796	4	·	. e⊕s	(¥)	(#)	
Stage 1	980						
Stage 2	871			•		٠	
					151		
Approach	WB	Mary.	NB	NY SE	SB	(1588)	
HCM Control Delay, s	8.9		0	1,00	3.7	EX.ST	
HCM LOS	A		120	100	100		
		W.	37153		ALL SHEET	2 3 1 7	
Minor Lane/Major Mvr	ntal	NBT	NRR	WBLn1	SBL	SBT	
Capacity (veh/h)				1073			
HCM Lane V/C Ratio	To produce the			0.148			CHEN THE RESERVE TO THE PERSON OF THE PERSON
HCM Control Delay (s	100	O CHILL	constructions.	8.9	7.3		
HCM Lane LOS	ALCOHOLD SECTION		E STATE OF		Α.		
HCM 95th %tile Q(veh) Every	file and the	148 6	AND DESCRIPTION OF THE PERSON.	0.1		
3111 00311 101110 04(1011		-desirable	The Village And Village	, J.	VIII	15.00	

Intersection	7692	100			The state of		
Int Delay, s/veh	7.2						
Mövement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	A.A.		1			4	
Traffic Vol, veh/h	0	215	53	0	250	42	
Future Vol, veh/h	0	215	53	0	250	42	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None		None	
Storage Length	0		-	-		-	
Veh in Median Storage	,# 0	No. of Street, or other party of the last	0	Bir Res		0	
Grade, %	0		0			0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	239	59	0	278	47	
Major/Minor I	Minor1	13/3/1	Major1	M	Major2	11.72	
Conflicting Flow All	662	59	0	0	59	0	
Stage 1	59				EO Mari		
Stage 2	603	-		-		((= :	
Critical Hdwy	6.42	6.22		N 12	4.12	170%	
Critical Hdwy Stg 1	5.42	×		-	4	V#3	
Critical Hdwy Stg 2	5.42	1	1813	7		to Mis	
Follow-up Hdwy	3.518	3.318		-	2.218	- 2	
Pot Cap-1 Maneuver	427	1007			1545		
Stage 1	964					-	
Stage 2	546				377		
Platoon blocked, %				-		-	
Mov Cap-1 Maneuver	348	1007	100	41 -	1545	instifice.	医自己性神经神经性病 医皮肤 医神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经
Mov Cap-2 Maneuver	348	=					
Stage 1	786		BILLS				
Stage 2	546	¥		none man	i anni anni anni anni anni anni anni an		
		(SEASON)					
Approach	WB	SECTION .	NB		SB		
HCM Control Delay, s	9.7	STAN	0		6.7	TO ELE	
HCM LOS	Α						
			The same				
Minor Lane/Major Mvn	nt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)				1007	Total Control	_	
HCM Lane V/C Ratio	Asplant.	MARKET AND ADDRESS OF THE PARTY AND ADDRESS OF		0.237			A STATE OF THE PARTY OF THE PAR
HCM Control Delay (s	NE ST	DEE.	Radio P	9.7			
HCM Lane LOS	Part of			Α			
HCM 95th %tile Q(veh	CHEVE	CONTRACT OF	CHAR	0.9			
		1000	10 pg 1	0,0	0.1		THE RESIDENCE OF THE PARTY OF T

	٠	→	*	•		*	1	†	1	1	\downarrow	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	ď	Ť	∱ ∱		ሻ	Դ			4	
Traffic Volume (veh/h)	2	128	13	2	609	0	3	0	2	3	0	11
Future Volume (veh/h)	2	128	13	2	609	0	3	0	2	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	and the same
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	142	14	2	677	0	3	0	2	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	1579	704	198	1579	0	319	0	176	113	18	141
Arrive On Green	0.11	0.44	0.44	0.11	0.44	0.00	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1402	0	1585	156	162	1273
Grp Volume(v), veh/h	2	142	14	2	677	0	3	0	2	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	0	1402	0	1585	1591	0	0
Q Serve(g_s), s	0.0	1.0	0.2	0.0	5.9	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.0	0.2	0.0	5.9	0.0	0.1	0.0	0.1	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.20		0.80
Lane Grp Cap(c), veh/h	198	1579	704	198	1579	0	319	0	176	273	0	0
V/C Ratio(X)	0.01	0.09	0.02	0.01	0.43	0.00	0.01	0.00	0.01	0.05	0.00	0.00
Avail Cap(c_a), veh/h	198	1579	704	198	1579	0	786	0	704	789	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	7.2	7.0	17.8	8.6	0.0	17.8	0.0	17.8	17.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.6	0.1	0.0	3.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh										the state of the s	times to the same	
LnGrp Delay(d),s/veh	17.8	7.3	7.1	17.8	9.4	0.0	17.8	0.0	17.8	18.0	0.0	0.0
LnGrp LOS	В	Α	Α	В	Α	Α	В	A	В	В	A	A
Approach Vol, veh/h	20 114	158		Jew Chan	679		4 17 8	5	t and		15	
Approach Delay, s/veh		7.5			9.5			17.8			18.0	
Approach LOS		Α	V Sale		Α			В		I SIE	В	
Timer - Assigned Phs	0.07.00.0	2	3	4	130367	6	7	8		- Pulling	448.1	8/5/
Phs Duration (G+Y+Rc), s		10.0	10.0	25.0	Jorcali	10.0	10.0	25.0	A Bright	MONEY.		Will A
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	ACAP.	20.0	5.0	20.0		20.0	5.0	20.0				TOTAL
Max Q Clear Time (g_c+l1), s		2.1	2.0	3.0		2.4	2.0	7.9				
Green Ext Time (p_c), s		0.0	0.0	0.7	10.95	0.0	0.0	3.5				
Intersection Summary	SA CA	E STATE	7417	COLS VI		B2000	V021210	CVCZIE.	WE WAR	3 3 30	SEPTEMBER ST	WATER OF
HCM 6th Ctrl Delay		BY LONG Y	9.3	1917		AVV			1500	SHARL		
HCM 6th LOS			Α									
HCM 6th LOS			А									

	۶	→	*	1	—	*	4	†	-	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ሻ	↑ ↑		ሻ	∱>			4	
Traffic Volume (veh/h)	4	692	450	49	336	2	214	2	24	1	1	3
Future Volume (veh/h)	4	692	450	49	336	2	214	2	24	1	1	3
Initial Q (Qb), veh	0	. 0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	769	389	54	373	2	238	2	27	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	1402	626	176	1430	8	441	23	314	117	106	207
Arrive On Green	0.10	0.39	0.39	0.10	0.39	0.39	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3624	19	1412	110	1491	152	504	984
Grp Volume(v), veh/h	4	769	389	54	183	192	238	0	29	5	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1867	1412	0	1602	1639	0	0
Q Serve(g_s), s	0.1	8.5	10.0	1.4	3.5	3.5	7.9	0.0	0.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	8.5	10.0	1.4	3.5	3.5	8.1	0.0	0.7	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.93	0.20		0.60
Lane Grp Cap(c), veh/h	176	1402	626	176	701	737	441	0	338	431	0	0
V/C Ratio(X)	0.02	0.55	0.62	0.31	0.26	0.26	0.54	0.00	0.09	0.01	0.00	0.00
Avail Cap(c_a), veh/h	176	1402	626	211	701	737	700	0	632	723	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.6	11.8	12.3	21.2	10.3	10.4	19.0	0.0	16.1	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.5	4.6	1.0	0.9	0.9	1.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%);veh/ln	0.1	5.3	6.5	1.0	2.3	2.4	4.6	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh		40.4	40.0	00.0	44.0	44.0	00.0	0.0	400	45.0	0.0	0.0
LnGrp Delay(d),s/veh	20.7	13.4	16.9	22.2	11.3	11.2	20.0	0.0	16.2	15.8	0.0	0.0
LnGrp LOS	С	B	В	С	B	В	В	A	В	В	A	A
Approach Vol, veh/h		1162	ill Block	10.553	429	PATTING TO		267			5	
Approach Delay, s/veh		14.6	W. IVI SIIII	Museum	12.6	o revenue	IID PHILIDING	19.6	Accessor to	COLUMN TAKE	15.8	
Approach LOS	-	В	4 . 3 . 10	Establish .	В	1535	SERVICE DE	В		ALTON BOX	В	D-MEDITOR
Timer - Assigned Phs	MARINE.	2	3	4	CONTRACTOR OF THE PARTY OF THE	6	7	8	1 100000			P.
Phs Duration (G+Y+Rc), s		15.7	10.0	25.0		15.7	10.0	25.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	auvisiu	20.0	6.0	19.0		20.0	5.0	20.0	Seat Miles			
Max Q Clear Time (g_c+l1), s		10.1	3.4	12.0		2.1	2.1	5.5				
Green Ext Time (p_c), s		0.6	0.0	3.6	11000	0.0	0.0	1.8			The state of the	
Intersection Summary	West.					E BIN				A TOP	T.D. Sell.	
HCM 6th Ctrl Delay		No.	14.9		A ROLL OF						44 40 A	A GIVE
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	<u></u>	7	*1	ተኈ		ሻ	∱•			€	
Traffic Volume (veh/h)	3	60	900	100	260	1	10	0	10	2	0	12
Future Volume (veh/h)	3	60	900	100	260	1	10	0	10	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	10-0	No	and the same of		No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	67	778	111	289	1	11	0	11	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1663	742	189	1700	6	305	0	169	97	12	147
Arrive On Green	0.11	0.47	0.47	0.11	0.47	0.47	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	1401	0	1585	100	112	1377
Grp Volume(v), veh/h	3	67	778	111	141	149	11	0	11	15	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1589	0	0
Q Serve(g_s), s	0.1	0.5	22.0	2.8	2.2	2.2	0.0	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.5	22.0	2.8	2.2	2.2	0.3	0.0	0.3	0.4	0.0	0.0
Prop In Lane	1.00	1000	1.00	1.00		0.01	1.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	189	1663	742	189	832	874	305	0	169	256	0	0
V/C Ratio(X)	0.02	0.04	1.05	0.59	0.17	0.17	0.04	0.00	0.07	0.06	0.00	0.00
Avail Cap(c_a), veh/h	189	1663	742	189	832	874	693	0	607	687	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	6.8	12.5	20.0	7.2	7.2	18.9	0.0	18.9	18.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	46.5	4.6	0.4	0.4	0.0	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh		0.0	0.0 22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln Unsig. Movement Delay, s/veh	0.0	0.3	22.0	2.3	1.2	1.3	0.2	0.0	0.2	0.3	0.0	0.0
LnGrp Delay(d),s/veh	18.8	6.8	59.0	24.6	7.7	7.6	18.9	0.0	19.1	10.0	0.0	0.0
LnGrp LOS	10.0 B	Α	59.0 F	24.0 C	Α.		10.9 B		19.1 B	19.0 B		
						A		A 22			A	A
Approach Vol, veh/h	SOME THE	848 54.7	The second	STATE OF THE PARTY.	401	KEN SHATE			A STATE		15	MINER
Approach Delay, s/veh Approach LOS	side de la compa	54.7 D	No. of Control of Cont	7.0000.0000	12.3 B	nii deeda ahaa	and the same of th	19.0 B	Autologi	at a very to	19.0 B	en-superi
			PER PER COL	Mala	D		CO. INC.			912943	D	USDAKS.
Timer Assigned Phs	ties and the	2	3	4		6	7	8	NS STATE			JECCO,
Phs Duration (G+Y+Rc), s		10.0	10.0	27.0		10.0	10.0	27.0				3503
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				Acres
Max Green Setting (Gmax), s	n ISSUE IN	18.0	5.0	22.0		18.0	5.0	22.0	89 8		100	
Max Q Clear Time (g_c+l1), s		2.3	4.8	24.0	eni (tercal)	2.4	2.1	4.2			and the same of the same of	mineral A
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	1.4				IS NO
Intersection Summary	Hanna J	19374			THE REAL PROPERTY.		ALC: INST					
HCM 6th Ctrl Delay	20196		40.5	S. H.S.	12				TALL S	PER TON		153
HCM 6th LOS			D									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	† †	7	ሻ	†		7	1>			€	
Traffic Volume (veh/h)	361	405	364	40	516	2	434	3	48	3	1	2
Future Volume (veh/h)	1	405	364	40	516	2	434	3	48	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00	Total Communication	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No		Haranton Company	No		of the second state	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	450	321	44	573	2	482	3	53	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	1071	478	149	1095	4	635	31	550	337	121	184
Arrive On Green	0.08	0.30	0.30	0.08	0.30	0.30	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	1414	86	1512	677	334	506
Grp Volume(v), veh/h	1	450	321	44	280	295	482	0	56	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1414	0	1598	1517	0	0
Q Serve(g_s), s	0.0	6.0	10.6	1.4	7.8	7.8	19.5	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.0	10.6	1.4	7.8	7.8	19.6	0.0	1.4	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.95	0.50		0.33
Lane Grp Cap(c), veh/h	149	1071	478	149	536	563	635	0	581	642	0	0
V/C Ratio(X)	0.01	0.42	0.67	0.29	0.52	0.52	0.76	0.00	0.10	0.01	0.00	0.00
Avail Cap(c_a), veh/h	149	1071	478	149	536	563	642	0	589	649	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.1	16.7	18.3	25.7	17.3	17.3	18.3	0.0	12.5	12.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	7.3	1.1	3.6	3.5	5.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	4.3	7.8	1.1	6.1	6.3	10.9	0.0	0.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						BASSIAN PROMISE AND A	material transfer					minus de la companya
LnGrp Delay(d),s/veh	25.1	17.9	25.6	26.8	20.9	20.7	23.5	0.0	12.6	12.1	0.0	0.0
LnGrp LOS	С	В	С	С	С	С	С	A	В	В	Α_	A
Approach Vol, veh/h		772		v jiele	619			538	ALL YA		6	10-10-10
Approach Delay, s/veh		21.1			21.3			22.4			12.1	
Approach LOS		C	Constitution of the last		C	13-31	2.04	C	5 4 1	ESN.	В	SH / 24%
Timer - Assigned Phs	4-0	£ 2	. 3	4	N. Carlon	6	7	8	N STAN	1000114	BIRTH.	TD TO
Phs Duration (G+Y+Rc), s	THE SHAPE	26.7	10.0	23.0		26.7	10.0	23.0				under
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	18810	22.0	5.0	18.0		22.0	5.0	18.0		HEAR OF	CEVEL ST	
Max Q Clear Time (g_c+l1), s		21.6	3.4	12.6		2.1	2.0	9.8				
Green Ext Time (p_c), s		0.1	0.0	2.0	Marie Street	0.0	0.0	2.1		CHIEFE S	2 - De la	
Intersection Summary		ATT WATER		S COTTON	K GIOW	levi mass		1901300			SESSOR	
HCM 6th Ctrl Delay	Seatting.		21.5	NS 11-20 PM			Next ear		i de aniele			15000
HCM 6th LOS	and the same	The second	Z1.5	C. CELL				100				
1,500 001 200			9									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	ř	ሻ	1		Ŋ	Þ			4	
Traffic Volume (veh/h)	2	128	98	11	609	0	256	0	30	3	0	11
Future Volume (veh/h)	2	128	98	11	609	0	256	0	30	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	142	98	12	677	0	284	0	33	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1271	567	177	1271	0	489	0	388	125	39	310
Arrive On Green	0.10	0.36	0.36	0.10	0.36	0.00	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1402	0	1585	158	159	1268
Grp Volume(v), veh/h	2	142	98	12	677	0	284	0	33	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	0	1402	0	1585	1585	0	0
Q Serve(g_s), s	0.1	1.3	2.1	0.3	7.6	0.0	9.2	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	1.3	2.1	0.3	7.6	0.0	9.5	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.20		0.80
Lane Grp Cap(c), veh/h	177	1271	567	177	1271	0	489	0	388	474	0	0
V/C Ratio(X)	0.01	0.11	0.17	0.07	0.53	0.00	0.58	0.00	0.09	0.03	0.00	0.00
Avail Cap(c_a), veh/h	177	1271	567	177	1271	0	759	0	693	770	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	10.8	11.1	20.5	12.8	0.0	17.9	0.0	14.7	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.2	1.6	0.0	1.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.8	1.3	0.2	4.9	0.0	5.3	0.0	0.5	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	11.0	11.7	20.7	14.4	0.0	19.0	0.0	14.7	14.5	0.0	0.0
LnGrp LOS	С	В	В	С	В	Α	В	Α	В	В	Α	Α
Approach Vol, veh/h	SEAS EN	242		O INDE	689	ALL A	The State of	317	1000	e all stin	15	p. 7 = 3
Approach Delay, s/veh		11.4			14.5			18.6			14.5	
Approach LOS	4.50	В			В	HAT DE	girl se	В	347		В	110
Timer - Assigned Phs	NO AMEN	2	3	4	9.020750	6	7	8		10 P (6:11)	Mes Ves	No.
Phs Duration (G+Y+Rc), s		17.3	10.0	23.0	4 - 4 - 5	17.3	10.0	23.0		A SPIE		MINE.
Change Period (Y+Rc), s		5.0	5.0	5.0	10.00.742	5.0	5.0	5.0			MIN ST 10-1/2	
Max Green Setting (Gmax), s		22.0	5.0	18.0	agnus.	22.0	5.0	18.0	SER.		of Rolling	
Max Q Clear Time (g_c+11), s	1.	11.5	2.3	4.1	The second	2.4	2.1	9.6		1000	- Contract of the Contract of	September 1
Green Ext Time (p_c), s		0.8	0.0	0.9		0.0	0.0	2.8			Uz oźwietk	Seattle.
Intersection Summary	. 1 2-2 24						Partition.	NESTINES!				Market .
CM 6th Ctrl Delay		10,468	14.9		27 22 32 3			Zea tradi	SER A			
HCM 6th LOS			B		ULEUNA.		1. 42,1	2 - 2				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ሻ	^		ሻ	र्भ	74		4	
Traffic Volume (veh/h)	2	128	98	11	609	0	256	0	30	3	0	11
Future Volume (veh/h)	2	128	98	11	609	0	256	0	30	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	100-3111	11111	No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	142	98	12	677	0	284	0	33	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	1417	632	197	1417	0	769	Ó	251	114	32	203
Arrive On Green	0.11	0.40	0.40	0.11	0.40	0.00	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	2805	0	1585	118	201	1278
Grp Volume(v), veh/h	2	142	98	12	677	0	284	0	33	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	Ō	1402	0	1585	1598	Ō	0
Q Serve(g_s), s	0.0	1.1	1.8	0.3	6.4	0.0	3.8	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.1	1.8	0.3	6.4	0.0	4.2	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00	O. I	0.00	1.00	0.0	1.00	0.20	0.0	0.80
Lane Grp Cap(c), veh/h	197	1417	632	197	1417	0.00	769	0	251	349	0	0.50
V/C Ratio(X)	0.01	0.10	0.16	0.06	0.48	0.00	0.37	0.00	0.13	0.04	0.00	0.00
Avail Cap(c_a), veh/h	197	1417	632	197	1417	0	1691	0	772	855	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	8.5	8.7	18.0	10.1	0.0	17.7	0.0	16.3	16.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.5	0.1	1.2	0.0	0.3	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.6	1.0	0.2	3.7	0.0	2.3	0.0	0.5	0.2	0.0	0.0
Unsig. Movement Delay, s/veh		0.0	1.0	0.2	0.1	0.0	4.0	0.0	0.0	0.2	0.0	010
LnGrp Delay(d),s/veh	17.9	8.6	9.2	18.1	11.2	0.0	18.0	0.0	16.6	16.2	0.0	0.0
LnGrp LOS	В	А	Α	В	В	A	В	Α	В	В	Α	Δ
Approach Vol, veh/h	J. 19 19 19	242	J. F. SW	A STORY	689	as a lan	112-22	317	nst a	Va Ralabay	15	
Approach Delay, s/veh	IA LINETE	9.0	1000	Service of the	11.4	District Code	O-Thelian	17.9	E2mapan		16.2	
Approach LOS	Chicken	Α.	SANDADE	OUR SHOW	В) and so	SULFAIL	В	SELECTION AND ADDRESS.		В	
Timer - Assigned Phs		2	3	4	POST TOWN NO.	6	7	8	NI SANSAN			Section 1
			7.00									
Phs Duration (G+Y+Rc), s	HUNYERUS	12.2	10.0	23.0	NO EXCENSE	12.2	10.0	23.0			7 10 0	
Change Period (Y+Rc), s	es reinan	5.0	5.0	5.0		5.0	5.0	5.0	e ment	nieman	NAME OF STREET	NESS I
Max Green Setting (Gmax), s.	¥ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	22.0	5.0	18.0	I ROLL	22.0	5.0	18.0	Note in	MINNES	aujoto.	EDROV
Max Q Clear Time (g_c+l1), s	institution.	6.2 1.0	2.3 0.0	3.8 0.9	DISTRICT AND	0.0	2.0	8.4 3.1	and the same	ALL LACTOR S	DECEMBER 104	10.400
Green Ext Time (p_c), s	d.	1.0	0.0	0.9		0.0	0.0	3,1	Contractor of the last of the			
Intersection Summary	د يونو _{ر ا} زونونو	1 4 6 4 35 3 1	1:400	ens to Au						14 630		7,314
HCM 6th Ctrl Delay HCM 6th LOS			12.6 B									
Notes (1) - Maria Maria	NUKSUK 9	SELECTION OF	1000000	No. of Sec.	A 183 61	\$110 F R.	SUPPLY S	THE REAL PROPERTY.	THE ALLES		BC EVE	William.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	ተተ	7	ሻ	↑ ⊅		ኻ	₽			€}>	
Traffic Volume (veh/h)	4	692	733	81	336	2	380	2	43	1	1	3
Future Volume (veh/h)	4	692	733	81	336	2	380	2	43	1	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	769	620	90	373	2	422	2	48	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	1126	502	157	1148	6	595	21	507	142	149	322
Arrive On Green	0.09	0.32	0.32	0.09	0.32	0.32	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	1781	3624	19	1412	64	1531	198	450	972
Grp Volume(v), veh/h	4	769	620	90	183	192	422	0	50	5	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1867	1412	0	1595	1620	0	0
Q Serve(g_s), s	0.1	10.7	18.0	2.8	4.5	4.5	16.0	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	10.7	18.0	2.8	4.5	4.5	16.1	0.0	1.2	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.96	0.20		0.60
Lane Grp Cap(c), veh/h	157	1126	502	157	563	591	595	0	528	613	0	0
V/C Ratio(X)	0.03	0.68	1.23	0.57	0.32	0.33	0.71	0.00	0.09	0.01	0.00	0.00
Avail Cap(c_a), veh/h	157	1126	502	157	563	591	674	0	617	701	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.7	16.9	19.4	24.9	14.8	14.8	18.1	0.0	13.1	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.4	122.0	5.0	1.5	1.5	3.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	7.7	34.4	2.3	3.2	3.4	9.0	0.0	0.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	20.3	141.4	29.9	16.3	16.2	21.1	0.0	13.2	12.8	0.0	0.0
LnGrp LOS	С	С	F	С	В	В	С	Α	В	В	Α	A
Approach Vol, veh/h		1393			465		AISTEL	472			5	
Approach Delay, s/veh		74.2			18.9			20.2			12.8	
Approach LOS		E	all or	DIEDR.	В	int.		C			В	
Timer - Assigned Phs		2	3	4		6	7	8				ASSIST
Phs Duration (G+Y+Rc), s	STE OF	23.8	10.0	23.0	and the	23.8	10.0	23.0			SHOW WIT	-3.106
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	HUMALE	22.0	5.0	18.0		22.0	5.0	18.0				
Max Q Clear Time (g_c+l1), s		18.1	4.8	20.0		2.1	2.1	6.5				
Green Ext Time (p_c), s	130.0	0.7	0.0	0.0	2 3 10 10	0.0	0.0	1.6	De Dani	100		A SECTION
Intersection Summary	C-76163		No. of Line	3-53(8)/3	STORE SAL		17/2°5 (13		Navara	13333	1000	and the same
HCM 6th Ctrl Delay		SW K COL	52.2				- 1 Bill	No. of the	No Rot	Sec 95.00	-5 M v -	
HCM 6th LOS			D				A CONTRACTOR OF THE PARTY OF TH			and the second		NAME OF TAXABLE PARTY.

NA CONTRACTOR OF THE PARTY OF T			•	•		-)	1	- 7		*	•
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3/1	ተተ	7	T	↑ ↑		19	લી	7		4	
Traffic Volume (veh/h)	4	692	733	81	336	2	380	2	43	1	1 1	3
Future Volume (veh/h)	4	692	733	81	336	2	380	2	43	1	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	769	620	90	373	2	423	0	48	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1330	593	185	1356	7	894	0	333	121	107	206
Arrive On Green	0.10	0.37	0.37	0.10	0.37	0.37	0.21	0.00	0.21	0.21	0.21	0.21
	1781	3554	1585	1781	3624	19	2825	0	1585	147	508	983
Grp Volume(v), veh/h	4	769	620	90	183	192	423	0	48	5	0	0
	1781	1777	1585	1781	1777	1867	1412	0	1585	1638	0	0
1,500,000,000,000	0.1	8.3	18.0	2.3	3.5	3.5	6.5	0.0	1.2	0.0	0.0	0.0
Q Serve(g_s), s	0.1	8.3	18.0	2.3	3.5	3.5	6.7	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.00	0.0	1.00	1.00	0.0	0.01	1.00	0.0	1.00	0.20	0,0	0.60
Prop In Lane	185	1000	593	185	665	699	894	0	333	434	0	0.00
Lane Grp Cap(c), veh/h		1330						0.00	0.14	0.01	0.00	0.00
V/C Ratio(X)	0.02	0.58	1.05	0.49	0.27	0.28	0.47					0.00
Avail Cap(c_a), veh/h	185	1330	593	185	665	699	1593	0	725	825	1.00	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	12.0	15.1	20.3	10.5	10.5	17.6	0.0	15.5	15.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	49.3	2.0	1.0	1.0	0,4	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	5.3	19.6	1.7	2.3	2.4	3.6	0.0	0.7	0.1	0.0	0.0
Unsig. Movement Delay, s/veh									- veres			0010000
LnGrp Delay(d),s/veh	19.4	13.9	64.4	22.3	11.5	11.5	18.0	0.0	15.7	15.1	0.0	0.0
LnGrp LOS	В	В	F	С	В	В	В	Α	В	В	A	A
Approach Vol, veh/h		1393			465			471		100	5	
Approach Delay, s/veh		36.4			13.6			17.8			15.1	
Approach LOS	Series.	D	1	27 100	В	Yes Vis	NY PE	В	1505		В	100
Timer - Assigned Phs	140.34	2	3	4		6	7	8	el Juo	10 x 10 20	U. A.	10 sl31
Phs Duration (G+Y+Rc), s	Den Size	15.1	10.0	23.0	1000	15.1	10.0	23.0	5			NE S
Change Period (Y+Rc), s	Care Contract Contrac	5.0	5.0	5.0		5.0	5.0	5.0			Description of the Principles	
Max Green Setting (Gmax), s	Service.	22.0	5.0	18.0	SWEET	22.0	5.0	18.0	HE TALLED	OTO BE	State in	
Max Q Clear Time (g_c+l1), s		8.7	4.3	20.0		2.1	2.1	5.5	-			
Green Ext Time (p_c), s	Man .	1.4	0.0	0.0	Jack	0.0	0.0	1.6	I DOM:	P. 10 F		172
Intersection Summary	NA PER		WE's	MARKET N	N WASH	V VIII			(C. S.)	A CELL		
HCM 6th Ctrl Delay	(00) 00-1	SECTION S	28.0		- IOWACI	5.7	A 5 5 5 5	W 208	ANGE	Dayle Mark		7747
HCM 6th LOS	- 100		C		All					1000000		AND DESCRIPTION OF THE PERSON
Notes	NEW YORK		(Inches)	is a very	27547700	EUSANI		170000	(S) (MS)		SE SEA	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	75	ተ ኑ		75	↑,			4	
Traffic Volume (veh/h)	3	60	943	105	260	1	139	0	24	2	0	12
Future Volume (veh/h)	3	60	943	105	260	1	139	0	24	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	67	826	117	289	1	154	0	27	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	1712	764	165	1750	6	343	0	234	86	21	204
Arrive On Green	0.09	0.48	0.48	0.09	0.48	0.48	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	1401	0	1585	71	142	1384
Grp Volume(v), veh/h	3	67	826	117	141	149	154	0	27	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1596	0	0
Q Serve(g_s), s	0.1	0.5	26.0	3.4	2.4	2.4	5.1	0.0	8.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.5	26.0	3.4	2.4	2.4	5.5	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	165	1712	764	165	856	900	343	0	234	311	0	0
V/C Ratio(X)	0.02	0.04	1.08	0.71	0.17	0.17	0.45	0.00	0.12	0.05	0.00	0.00
Avail Cap(c_a), veh/h	165	1712	764	165	856	900	630	0	558	629	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.3	7.4	14.0	23.8	7.9	7.9	21.9	0.0	19.9	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	56.9	13.1	0.4	0.4	0.9	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.3	27.6	3.4	1.5	1.5	3.3	0.0	0.5	0.3	0.0	0.0
Unsig. Movement Delay, s/veh					DATE OF THE PARTY			natura escue		harrier Service	annual travel	
LnGrp Delay(d),s/veh	22.3	7.4	70.9	36.9	8.3	8.3	22.8	0.0	20.2	19.9	0.0	0.0
LnGrp LOS	C	A	F	D	A	Α	С	Α	C	В	ΑΑ	A
Approach Vol, veh/h		896			407	S ELECTION		181			15	
Approach Delay, s/veh		66.0			16.5			22.4			19.9	
Approach LOS	5 5 TH	E			В			C		Light Sec	В	SAME A
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.0	10.0	31.0	E SUL	13.0	10.0	31.0	V 747 31			73999
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		19.0	5.0	26.0		19.0	5.0	26.0				
Max Q Clear Time (g_c+l1), s		7.5	5.4	28.0		2.4	2.1	4.4				
Green Ext Time (p_c), s		0.4	0.0	0.0		0.0	0.0	1.5		1000	123	
Intersection Summary												
intorocouoti odinimary	A PLANT	15.	H (STEEL)			Note to		P			KE LES	840R
HCM 6th Ctrl Delay	102/86		46.8		W 98 8 8							B46 B1

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	M	^	7	*5	♠ ₽		ሻ	4	7		4	
Traffic Volume (veh/h)	3	60	943	105	260	1	139	0	24	2	0	12
Future Volume (veh/h)	3	60	943	105	260	1	139	0	24	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	67	826	117	289	1	154	0	27	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	1811	808	175	1851	6	565	0	156	90	11	136
Arrive On Green	0.10	0.51	0.51	0.10	0.51	0.51	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	2802	0	1585	101	111	1376
Grp Volume(v), veh/h	3	67	826	117	141	149	154	0	27	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1587	0	0
Q Serve(g_s), s	0.1	0.5	26.0	3.2	2.2	2.2	2,1	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.5	26.0	3.2	2.2	2.2	2.6	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00	0.0	1.00	1.00	2.2	0.01	1.00	0.0	1.00	0.13	0.0	0.87
Lane Grp Cap(c), veh/h	175	1811	808	175	905	952	565	0	156	236	0	0.07
V/C Ratio(X)	0.02	0.04	1.02	0.67	0.16	0.16	0.27	0.00	0.17	0.06	0.00	0.00
Avail Cap(c_a), veh/h	175	1811	808	175	905	952	1332	0.00	590	662	0.00	0.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.8	6.3	12.5	22.2	6.7	6.7	21.8	0.0	21.1	20.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	37.6	9.5	0.4	0.7	0.3	0.0	0.5	0.1	0.0	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh %ile BackOfQ(95%),veh/ln	0.0	0.0	21.4	3.0	1.2	1.3	1.5	0.0	0.5	0.3	0.0	0.0
		0.5	21.4	3.0	1.4	1.0	1.0	0.0	0.5	0.5	0,0	0.0
Unsig. Movement Delay, s/veh		C 2	E0.4	31.7	7.0	7.0	22.1	0.0	21.6	21.0	0.0	0.0
LnGrp Delay(d),s/veh	20.8	6.3	50.1	31.7 C			ZZ. 1	0.0 A	21.0 C	21.0 C	Α	0.0 A
LnGrp LOS	С	Α	For mind	U	A	Α						
Approach Vol, veh/h		896	Control of	J. 3. A	407			181			15	
Approach Delay, s/veh	and the second	46.7		and the second	14.1			22.0		ulti-societa)	21.0	
Approach LOS	ALTERNACIONE DE LA CONTRACTION	D	Symm'r.		В			С	S DOIN		C	IN RANCO
Timer - Assigned Phs		2	3	4	TARREST OF	6	7	8		METERS IN		Ed Syst
Phs Duration (G+Y+Rc), s		10.0	10.0	31.0		10.0	10.0	31.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		19.0	5.0	26.0	STEATERS.	19.0	5.0	26.0	De la Contraction de la contra		MAN M.	
Max Q Clear Time (g_c+l1), s		4.6	5.2	28.0		2.4	2.1	4.2				
Green Ext Time (p_c), s		0.5	0.0	0.0		0.0	0.0	1.5			St. Burn	
Intersection Summary	VALOUS !	Sara N	ON THE	THE PARTY OF THE								
HCM 6th Ctrl Delay			34.6	SSIN'S RE	A more than	12/13/8			2		W IN	THE 18 18 18 18 18 18 18 18 18 18 18 18 18
HCM 6th LOS	NAME OF STREET		C		ALCOHOLD STATE	and the section of	0.13141		-	VIOLENCE (1970)		
	nt constitution				Section 18		" 是 湖 鑫德生		1 177		-2313	550 m
Notes	SAN SECTION	13.4	2.0	1.71					20,000			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7	ď	† }		ሻ	1>			4	
Traffic Volume (veh/h)	1	405	589	65	516	2	627	3	70	3	3185	2
Future Volume (veh/h)	1	405	589	65	516	2	627	3	70	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00	- Control Marie Control	1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	450	543	72	573	2	697	3	78	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	827	369	115	845	3	817	30	781	426	149	252
Arrive On Green	0.06	0.23	0.23	0.06	0.23	0.23	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	1414	59	1535	699	293	496
Grp Volume(v), veh/h	1	450	543	72	280	295	697	0	81	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1414	0	1594	1488	0	0
Q Serve(g_s), s	0.0	8.6	18.0	3.0	11.1	11.1	35.5	0.0	2.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.6	18.0	3.0	11.1	11.1	36.5	0.0	2.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.96	0.50		0.33
Lane Grp Cap(c), veh/h	115	827	369	115	413	435	817	0	811	827	0	0
V/C Ratio(X)	0.01	0.54	1.47	0.63	0.68	0.68	0.85	0.00	0.10	0.01	0.00	0.00
Avail Cap(c_a), veh/h	115	827	369	115	413	435	865	0	865	877	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.9	26.1	29.7	35.3	27.1	27.1	18.2	0.0	9.8	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	227.0	10.2	8.7	8.3	7.9	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.7	46.2	2.9	9.3	9.6	18.4	0.0	1.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	28.7	256.7	45.5	35.7	35.3	26.1	0.0	9.9	9.4	0.0	0.0
LnGrp LOS	C	С	F	D	D	D	С	Α	Α	Α	Α	Α
Approach Vol, veh/h		994	total Silv	2 3 3 0 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	647	11111	EVISTS.	778	Cartil	net goin	6	
Approach Delay, s/veh	COUNTY IN	153.2			36.6	o company		24.4	223411330/04/04		9.4	
Approach LOS	nzenkei	F.	Nagal Magni		D	A STRADE	of the same	C	To Table 1	W. Contract	Α	
Timer - Assigned Phs		2	3.	4	ANCHES DE LA COLOR	6	7	8	VI DING		WENTER	(Selection)
The state of the s	0.0		-		COLUMN TO SERVICE AND ADDRESS OF THE PERSON NAMED IN COLUMN TO SERVICE AND ADDRESS OF		10.0	23.0				butter
Phs Duration (G+Y+Rc), s		44.5	10.0	23.0	1667 210	44.5		5.0			200	
Change Period (Y+Rc), s	NAME OF TAXABLE PARTY.	5.0	5.0	5.0	The second of	5.0	5.0			We Variety	NEW TON	
Max Green Setting (Gmax), s	ula line	42.0	5.0	18.0	STATE OF STREET	42.0	5.0	18.0	STREET, STREET,	th select	MI ABOUT	
Max Q Clear Time (g_c+l1), s	North Block	38.5	5.0	20.0	and the same of	2.1	2.0	13.1	Mary Mary P.	S soft -	Service Con-	
Green Ext Time (p_c), s	4 150	1.2	0.0	0.0	ecrisiva	0.0	0.0	1.5	DESCRIPES.	O. Frankling	N. 33 (17)	ENERGHE.
Intersection Summary	TO REED		TO THE	THE WAY		ALE STATE	A COM	Manual I	AND TO	TOTAL	ALL YES	
HCM 6th Ctrl Delay	10 × 10 / 10	Sieckin	80.4		O STATES			res.life	ETC. PERSON		275	
HCM 6th LOS			F									

	۶	-	*	1	←	*	4	†	1	-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ	7	7	1		*	4	7		(
Traffic Volume (veh/h)	1	405	589	65	516	2	627	3	70	3	1	2
Future Volume (veh/h)	1	405	589	65	516	2	627	3	70	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No	,	9	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	450	543	72	573	2	699	0	78	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1153	514	161	1178	4	1152	0	500	303	111	158
Arrive On Green	0.09	0.32	0.32	0.09	0.32	0.32	0.32	0.00	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3632	13	2827	0	1585	653	352	503
Grp Volume(v), veh/h	1	450	543	72	280	295	699	0	78	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1414	0	1585	1508	0	0
Q Serve(g_s), s	0.0	5.4	18.0	2.1	7.0	7.0	12.3	0.0	2.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.4	18.0	2.1	7.0	7.0	12.4	0.0	2.0	0.1	0.0	0.0
Prop in Lane	1.00	5.4	1.00	1.00	1.0	0.01	1.00	0.0	1.00	0.50	0.0	0.33
Lane Grp Cap(c), veh/h	161	1153	514	161	576	606	1152	0	500	573	0	0.00
	0.01	0.39	1.06	0.45	0.49	0.49	0.61	0.00	0.16	0.01	0.00	0.00
V/C Ratio(X)	161	1153	514	161	576	606	2401	0.00	1200	1224	0.00	0.00
Avail Cap(c_a), veh/h	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Upstream Filter(I)	1.00	14.5	18.7	23.9	15.0	15.0	17.3	0.00	13.7	13.1	0.00	0.00
Uniform Delay (d), s/veh	and the second second second				2.9	2.8	0.5	0.0	0.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	55.3	2.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	5.2	0.0 5.4	6.7	0.0	1.1	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	3.7	20.1	1.6	5.2	5.4	0.7	0.0	1.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh		a de le la	777	05.0	40.0	470	47.0	0.0	120	13.1	0.0	0.0
LnGrp Delay(d),s/veh	23.0	15.5	74,1	25.9	18.0	17.8	17.8	0.0	13.8			
LnGrp LOS	С	В	F	С	В	В	В	A	В	В	Α_	A
Approach Vol, veh/h		994			647		11,000	777		Division of	6	
Approach Delay, s/veh	Village of the second	47.5		one the same	18.8		St.	17.4	no merconic		13.1	and the same of th
Approach LOS		D		WATER TO SERVICE	В			В	10710		В	DURANCE.
Timer - Assigned Phs	THE STATE OF	2	3	4	10.25	6	7	8			Resident	10000
Phs Duration (G+Y+Rc), s	OIIVSU	22.5	10.0	23.0		22.5	10.0	23.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	332.30	42.0	5.0	18.0	Quinter.	42.0	5.0	18.0	10284	EVALUE OF		
Max Q Clear Time (g_c+l1), s		14.4	4.1	20.0		2.1	2.0	9.0				
Green Ext Time (p_c), s	1680	3.1	0.0	0.0		0.0	0.0	2.2			No forting	
	STORES OF THE PARTY.	A STATE OF THE STA			W-100	AN ASSERT	VER NE	MRIA QU	No. of the last	RIESTE		5 U. Y.
Intersection Summary HCM 6th Ctrl Delay		C ()	30.1		alls in the		102/11/20	om 2) x on in				
HCM 6th LOS		- History	30.1	100 93	100-100	L STATE OF	ALC: NO.		e dig di		100000	and dealers in
Notes	2016/20	SALES AND SALES		7 - 70 %	CUIDES		NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	e mai efeta	E MANUE	SUPPLIES OF THE PARTY OF THE PA		

Intersection				(NEW)		Spanis
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR 2	SBL	SBT
Lane Configurations	N/		1>			4
Traffic Vol, veh/h	0	4	1	0	7	8
Future Vol, veh/h	0	4	1	0	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	AL FANT	None	United States	None	mark y	None
Storage Length	0					-
Veh in Median Storage	,# 0		0			0
Grade, %	0	•	0			0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1	0	8	9
Major/Minor	Minor1	Male Ball	/lajor1	37/1/32	Major2	14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Conflicting Flow All	26	1	0	0	1	0
Stage 1	1	EL VAN	Abre!			
Stage 2	25	_		-		-
Critical Hdwy	6.42	6.22		50005	4.12	
Critical Hdwy Stg 1	5.42	0.22	TA TUBE	Manual Control of the	7.14	
Critical Hdwy Stg 2	5.42	ASSESSED OF	CHICAGO.	Ly 3/5	Segui	Marine.
Follow-up Hdwy	3.518	The same of	ALEX DATE	- 18	2.218	-
Pot Cap-1 Maneuver	989	1084		PARTIE N	1622	SWIP
Stage 1	1022	1004		THE REAL PROPERTY.	1022	
Stage 2	998			DALLY STORY	gum, a	
Platoon blocked, %	330	CANDINGS	Will College	-671,746,0	27116	
Mov Cap-1 Maneuver	984	1084		AN 1118	1622	
Mov Cap-1 Maneuver	984	1004			1022	-manual VAVI
Stage 1	1017	SIFS V	e de l'es		e de la constante	and k
Stage 2	998	Milate			VEILE	
Staye 2	220	OVERNI)	BUOTE	NAMES OF	3600	- -
KVC STEPPING	No Personal Property of the Personal Property	100			MAN AND L	
Approach	WB	j si	- NB		SB	
HCM Control Delay, s	8.3		0	171	3.4	A ST
HCM LOS	Α		the same of		i Godon	
		C. Park		CONTRACT.	6	
Minor Lane/Major Myr	nt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		TEVE :		1084		
HCM Lane V/C Ratio	1000			0.004		
HCM Control Delay (s)	TRUBE	Market M	181200	8.3	7.2	
HCM Lane LOS			-		A	
HCM 95th %tile Q(veh) Selic	137 12			0	
		and the latest the lat				100000

Intersection	302 34		K.F.Y.S.			
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		1>			सी
Traffic Vol, veh/h	0	120	120	0	250	250
Future Vol, veh/h	0	120	120	0	250	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	500		-
Veh in Median Storage	,# 0		0	0	-	0
Grade, %	0	-	0	-		0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	133	133	0	278	278
Major/Minor	Minor1	ato Man	Major1	The state of the s	Major2	H7ASVETE
	967	133	0	0	133	0
Conflicting Flow All		Andread Automotive Committee		U	CONTRACTOR OF THE PARTY OF THE	
Stage 1	133		•			
Stage 2	834	0.00		NECTION AND	1.40	*
Critical Hdwy	6.42	6.22			4.12	
Critical Hdwy Stg 1	5.42	etantari.			who e	TRANSPORTS
Critical Hdwy Stg 2	5.42	0.040	HALE!	1000		1002
Follow-up Hdwy		3.318	-		2.218	
Pot Cap-1 Maneuver	282	916		SALES OF STREET	1452	of the
Stage 1	893	-	in an arms	-		-
Stage 2	426	130			William.	10.5
Platoon blocked, %	040	040	et more con-	arantiana	4.450	
Mov Cap-1 Maneuver	218	916	C. St.		1452	Syrrich.
Mov Cap-2 Maneuver	218		mutrom	-		
Stage 1	691			Wall of		
Stage 2	426	-	-			Samuel Service
Pall The act	1000000		19 31	30 40		
Approach	WB		NB		SB	. <u>4.</u>
HCM Control Delay, s	9.6	an 4	0	0.010	4	nteat
HCM LOS	Α					
	2	EW) ST	ACCO N		Contract of the last of the la	
Minor Long/Major Myr	A 4 00 W	NBT	NBR	MDI a1	CDI	SBT
Minor Lane/Major Myr	m	INDI	NON			
Capacity (veh/h)		MARKET N	Victor Inc.		1452	
HCM Lane V/C Ratio	Vol.	valuation.	ALCOHOLD STATE	0.146		
HCM Control Delay (s		-		Amin - Jacobski	8.1	
HCM Lane LOS	No. of Contract of	CLIMISO!			A	
HCM 95th %tile Q(veh	10		S.	0.5	0.7	•

Intersection	17/19/00		八百卷		in political	To an
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		1>			स
Traffic Vol, veh/h	0	10	10	0	500	500
Future Vol, veh/h	0	10	10	0	500	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None	Mile	None
Storage Length	0	-				
Veh in Median Storage	,# 0	N Kt batt	0			0
Grade, %	0	-	0	-		0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	0	556	556
				-commercial		
Major/Minor	Minor1	N. C.	Najor1		Major2	ME TOWN
Conflicting Flow All	1679	11	0	0	11	0
Stage 1	11		NY LIES		West	Manual.
Stage 2	1668		-	100000	-	(/#:
Critical Hdwy	6.42	6.22	PHEND	AUGUST TES	4.12	Ell. (52)
Critical Hdwy Stg 1	5.42	0.22	2		4.12	F3556
Critical Hdwy Stg 2	5.42				-	
	3.518		WENTS	MILES	2.218	TO MEST
Follow-up Hdwy			7			100000
Pot Cap-1 Maneuver	104	1070	neun z	-	1608	10.612
Stage 1	1012	attenderal		-	humisou.	10250
Stage 2	168	10000		E		
Platoon blocked, %	50	4070	2012/000	NED CHICAGO	4000	
Mov Cap-1 Maneuver	52	1070			1608	
Mov Cap-2 Maneuver	52	0000000000		es-viole	-	e Sumul 2101
Stage 1	506	A STAR				7 70
Stage 2	168	ACCORDING TO		essenaiae		
THE STATE OF THE S	1010422	A)3555	01327	2000	N PAY	are a
Approach	WB		NB		SB	
HCM Control Delay, s	8.4	TERM!	0		4.2	B 117.0
HCM LOS	Α					
A STATE OF S	REAL EN	Inches.	SALPS	(ELLIN)		
Minor Lane/Major Myr	ot -	NBT	NRRI	WBLn1	SBL	SBT
		INDI		1070		
Capacity (veh/h)	\$19H 195	SI/ALT	I DEL		0.345	
HCM Cantrol Dalay (Value of the		ursen isea	STATE OF THE PARTY.		
HCM Control Delay (s						
HCM Lane LOS	Value (Co.)	rutsresuu.				
HCM 95th %tile Q(veh	45 45	100		0	1.6	

Intersection		30(511)	12.606	AL INTE	NAV.	Ey (A)
Int Delay, s/veh	5.2		THE RESERVE			market MA
5/2		WIDD	NIDT	NIDD	ODI	OOT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	A	0.10	1		000	र्
Traffic Vol, veh/h	0	243	242	0	202	203
Future Vol, veh/h	0	243	242	0	202	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	•		-	
Veh in Median Storage	_		0		TO SERVE	0
Grade, %	0		0		-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	270	269	0	224	226
Major/Minor	Minord	TEDAY N	Majord	MATANESI P	Majora	Collyde of
	Minor1		Major1		Major2	^
Conflicting Flow All	943	269	0	0	269	0
Stage 1	269				1200	
Stage 2	674					
Critical Hdwy	6.42	6.22	1/15.		4.12	7. E
Critical Hdwy Stg 1	5.42	-	-			
Critical Hdwy Stg 2	5.42					
Follow-up Hdwy		3.318			2.218	9€1
Pot Cap-1 Maneuver	291	770			1295	
Stage 1	776	::#C		¥	-	/#E
Stage 2	506		100	0.11		172
Platoon blocked, %			-	ě		ų,
Mov Cap-1 Maneuver	233	770			1295	AB E
Mov Cap-2 Maneuver	233	ě	÷		-	
Stage 1	622					
Stage 2	506					-
	William.	N. Swall	THE SA	57.38	7136	4.75
Approach	WB	Company of the Compan	NB	VSTVINE I	SB	W # 103
		THE PERSONS		ALL PARTY OF THE P		121111
HCM Control Delay, s	12.2	STATE OF	0	NEW ORK	4.2	
HCM LOS	В		molecum			zoh pero-
	3 5 M		e all part	-11	1000	
Minor Lane/Major Myn	nt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	THE		UN EST	No. of Concession, Name of Street, or other	1295	
HCM Lane V/C Ratio	m 18				0.173	CITY PROPERTY.
HCM Control Delay (s)	14.567	100	8208	12.2	8.4	0
HCM Lane LOS	MILESAND		-		A	A
HCM 95th %tile Q(veh			CRITE	Street Address of the Control of the	0.6	
The state of the s		14.00	Lal	1.0	0.0	and the same

Intersection		25 E S	SALTAS				
Int Delay, s/veh	8.9						W.
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	N/A		Þ			લ	
Traffic Vol, veh/h	0	285	1	0	101	8	
Future Vol, veh/h	0	285	1	0	101	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None		None	
Storage Length	0	: • :			(* :		
Veh in Median Storage			0			0	
Grade, %	0		0		*	0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	317	1	0	112	9	
Major/Minor	Minor1		Major1	u second	Major2	A CONTRACTOR	
Conflicting Flow All	234	1	0	0	1	0	
Stage 1	234	######################################	ETUNIZOE		VERO PULIS	OPPOSSIBLE A	AMPERENDEN TO DE RECOVER EN ANTENNE DE LA VENTA DE
Stage 2	233			-			Antonia Cara Karanta da Pari a va da Pari Barda da Pari da Cara
Critical Hdwy	6.42	6.22	183-14	twinton:	4.12	O TOTAL	THE RESIDENCE OF THE PROPERTY
Critical Hdwy Stg 1	5.42	0.22	-		7/12		
Critical Hdwy Stg 2	5.42	113 W	F/H	SILL	V 25	NO. SET	White the state of
Follow-up Hdwy	3.518	3.318			2.218		mailinear products. It is president the same relative to many
Pot Cap-1 Maneuver	754	1084		Plate (e-	1622	SVI DE	
Stage 1	1022	-		-		-	
Stage 2	806	SECTION.	- 20	PARTY.		JOS SER	
Platoon blocked, %		-		1.5			
Mov Cap-1 Maneuver	702	1084			1622		
Mov Cap-2 Maneuver	702			Э.			THE RESIDENCE OF THE PROPERTY
Stage 1	951	W. 15.5	/H	pool.	1	Lie i	Control of the State of the Control
Stage 2	806		7725	- 6	V <u>22</u>	12	
		INFR		32 EST (E			
Approach	WB		NB		SB		
HCM Control Delay, s	9.7	natio	0	00 E86V	6.8		
HCM LOS	A	W. Co.		1	010	The state of the s	
HANNE BEING	1,5801					EN EN	
Minor Lane/Major Mvr	nt	NBT	NBRI	WBLn1	SBL	SBT	AND THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY.
Capacity (veh/h)			A STATE	1084			
HCM Lane V/C Ratio				0.292	0.069	-	
HCM Control Delay (s	PASS!	BEH WA	112	9.7	7.4	0	
HCM Lane LOS		39		Α	Α	Α	
HCM 95th %tile Q(veh) in stall			1.2	0.2	A COLOR	

Intersection	E WE	E 178	AVSE		ESPASO.	2077/6	
Int Delay, s/veh	5						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	**		ĵ.			4	
Traffic Vol, veh/h	0	153	10	0	548	500	
Future Vol, veh/h	0	153	10	0	548	500	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None		None	
Storage Length	0	•					
Veh in Median Storage	,# 0		0			0	
Grade, %	0		0	-	-	0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	170	11	0	609	556	
Major/Minor	Minor1		/lajor1		Major2	937393	
Conflicting Flow All	1785	11	0	0	11	0	
Stage 1	11	7000		1576	1000	Altino.	
Stage 2	1774	-			-		expenses a security of the second resolution of the second
Critical Hdwy	6.42	6.22	HOUSE	MARKE	4.12		
Critical Hdwy Stg 1	5.42	-		X#1	{(*)		
Critical Hdwy Stg 2	5.42						
Follow-up Hdwy	3.518	3.318	:=	-	2.218	*	A CONTRACTOR OF THE PROPERTY O
Pot Cap-1 Maneuver	90	1070			1608	150	
Stage 1	1012	5.0	-	-			
Stage 2	149		1936			APPE	
Platoon blocked, %							
Mov Cap-1 Maneuver	41	1070			1608		
Mov Cap-2 Maneuver	41	-	-		17:		
Stage 1	457						
Stage 2	149				7(#)	, S#1	
	ALC: N	Service.	1000	Busin	Coles	100	
Approach	WB		NB	A SELD	SB		
HCM Control Delay, s	9	ARTY	0	3310	4.5	TO ME	
HCM LOS	Α			.,,			
			1 Giplin			HAVE	
Minor Lane/Major Mvm		NBT	NIDDV	MD) ad	OD!	ODT	
Capacity (veh/h)		MADE STEEL		VBLn1	SBL	SBT	
HCM Lane V/C Ratio				1070 0.159	1608	No. 184	
HCM Control Delay (s)	West of	GUERANI.	HAVES			-	
HCM Lane LOS	ASSESSED NO.	TOBE		9 A	8.6 A	0 A	
HCM 95th %tile Q(veh)	Y-State Con-	KNUMER	ENGENE	0.6	1.8	A	
The through your own or or over	De No.	THE REAL PROPERTY.		0.0	1.0	11 - O 4 -	THE RESIDENCE OF THE PROPERTY OF THE PARTY OF THE PARTY.

Int Delay, s/veh	Intersection	FOLEN E			190 57		April Con
Traffic Vol, veh/h		9.4					
Traffic Vol, veh/h	Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h							
Conflicting Peds, #/hr Stop Stop Free Fre	Traffic Vol, veh/h		458	242	0	452	
Sign Control Stop RT Channelized Stop RT Channelized Free RT Channelized Free RT Channelized None No No<		0	458	242		452	203
RT Channelized							
Storage Length		Annual Control of Concession, Name of Street, or other Designation of Concession, Name of Street, Online of Concession, Name of Concession				Free	
Veh in Median Storage, # 0 - 0 - 0 Grade, % 0 - 0 - - 0 Peak Hour Factor 90 90 90 90 90 90 Heavy Vehicles, % 2 3 3 3 <td< td=""><td>Section of the Control of the Contro</td><td>THE RESERVE</td><td>None</td><td>-</td><td>None</td><td></td><td>None</td></td<>	Section of the Control of the Contro	THE RESERVE	None	-	None		None
Grade, % 0 - 0 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			-	-		(2)	14
Peak Hour Factor 90 90 90 90 90 90 90 9					W-191		
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2							
Momental Flow 0 509 269 0 502 226 Major/Minor Minor1 Major1 Major2 Conflicting Flow All 1499 269 0 269 0 Stage 1 269 - - - - Stage 2 1230 - - - - Critical Hdwy 6.42 6.22 - 4.12 - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 - 2.218 - Follow-up Hdwy 3.518 3.318 - 2.218 - Pot Cap-1 Maneuver 135 770 - 1295 - Stage 1 776 - - - - Mov Cap-1 Maneuver 75 770 - 1295 - Mov Cap-2 Maneuver 75 -	Contraction of the Contraction o						
Major/Minor Minor1 Major1 Major2 Conflicting Flow All 1499 269 0 269 0 Stage 1 269 - - - - - Stage 2 1230 - <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>							
Conflicting Flow All	ivivmt how	0	509	269	0	502	226
Conflicting Flow All							
Stage 1 269 -		Minor1		Major1	A DE TO	Major2	MA I
Stage 2 1230 -			269	0	0	269	0
Critical Hdwy 6.42 6.22 - 4.12 - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 - 2.218 - Pot Cap-1 Maneuver 135 770 - 1295 - Stage 1 776 - - - - Stage 2 276 - - - - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 75 770 - 1295 - Mov Cap-2 Maneuver 75 - - - - Stage 1 432 - - - - Stage 2 276 - - - - Stage 1 432 - - - - Approach WB NB SB SB HCM Los C C - - - -				A IS		-	
Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 - - 2.218 - Pot Cap-1 Maneuver 135 770 - 1295 - Stage 1 776 - - - - Stage 2 276 - - - - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 75 770 - 1295 - Mov Cap-2 Maneuver 75 - - - - Stage 1 432 - - - - Stage 2 276 - - - - Approach WB NB SB HCM Control Delay, s 18.3 0 6.6 HCM Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - - 770 1295 - HC				340			120
Critical Hdwy Stg 2 5.42 - <td></td> <td></td> <td>6.22</td> <td>) Class</td> <td></td> <td>4.12</td> <td>Della</td>			6.22) Class		4.12	Della
Follow-up Hdwy 3.518 3.318 - 2.218 - Pot Cap-1 Maneuver 135 770 - 1295 - Stage 1 776 Stage 2 276 Platoon blocked, % Mov Cap-1 Maneuver 75 770 - 1295 - Mov Cap-2 Maneuver 75 Stage 1 432 Stage 2 276 Stage 2 276 Mapproach WB NB SB HCM Control Delay, s 18.3 0 6.6 HCM LOS C Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.661 0.388 - HCM Control Delay (s) - 18.3 9.5 0 HCM Lane LOS - C A A							•
Pot Cap-1 Maneuver		The second second			The ME		1/2
Stage 1 776 - - - - Stage 2 276 - - - - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 75 770 - - 1295 - Mov Cap-2 Maneuver 75 - - - - - Stage 1 432 - - - - - Stage 2 276 - - - - - Approach WB NB SB HCM Control Delay, s 18.3 0 6.6 HCM LOS C Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - - 770 1295 - HCM Lane V/C Ratio - - 0.661 0.388 - HCM Control Delay (s) - 18.3 9.5 0 HCM Lane LOS - C A A				150	-		
Stage 2 276			770	(9)		1295	-
Platoon blocked, %				-			
Mov Cap-1 Maneuver 75 770 - - 1295 - Mov Cap-2 Maneuver 75 -		276				14/	
Mov Cap-2 Maneuver 75 -		75	770	No. of Contrast	4020000	1005	V-12-11-11
Stage 1 432 -				- 4		1295	TO SERVICE STREET
Approach			Desired.	January Co.		ing system	Statement of the last of the l
Approach WB NB SB HCM Control Delay, s 18.3 0 6.6 HCM LOS C Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - - 770 1295 - HCM Lane V/C Ratio - - 0.661 0.388 - HCM Control Delay (s) - 18.3 9.5 0 HCM Lane LOS - C A A			De To Fred	THOUSE.	A BENEFIT	CON HILL	
HCM Control Delay, s 18.3 0 6.6 HCM LOS C Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.661 0.388 - HCM Control Delay (s) - 18.3 9.5 0 HCM Lane LOS - C A A	Glaye Z	210	Septimis.	and the same of	1007111		
HCM Control Delay, s	(ACCOUNT AND ADDRESS OF THE PARTY OF THE PAR	Defendance of	NAME OF THE OWNER	(27) 98) 1	THE REAL PROPERTY.		
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - - 770 1295 - HCM Lane V/C Ratio - - 0.661 0.388 - HCM Control Delay (s) - - 18.3 9.5 0 HCM Lane LOS - C A A			NO.		Windley &		
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - - 770 1295 - HCM Lane V/C Ratio - - 0.661 0.388 - HCM Control Delay (s) - - 18.3 9.5 0 HCM Lane LOS - C A A			Q (1-3)	0	1019	6.6	Sail "
Capacity (veh/h) 770 1295 - HCM Lane V/C Ratio 0.661 0.388 - HCM Control Delay (s) 18.3 9.5 0 HCM Lane LOS - C A A	HCM LOS	С	No. Of Concession	*****		nichten eine	
Capacity (veh/h) 770 1295 - HCM Lane V/C Ratio - 0.661 0.388 - HCM Control Delay (s) - 18.3 9.5 0 HCM Lane LOS - C A A		KUP IN		TO VIET		to June	100000
HCM Lane V/C Ratio - - 0.661 0.388 - HCM Control Delay (s) - - 18.3 9.5 0 HCM Lane LOS - C A A	Minor Lane/Major Mvm	nt de la constant	NBT	NBRI	NBLn1	SBL	SBT
HCM Lane V/C Ratio - - 0.661 0.388 - HCM Control Delay (s) - - 18.3 9.5 0 HCM Lane LOS - C A A	Capacity (veh/h)	Shew.			770	1295	
HCM Lane LOS C A A	HCM Lane V/C Ratio		- :*:		0.661		
			STREET	-	18.3	9.5	0
HCM 95th %tile Q(veh) 5.1 1.9 -							Α
	HCM 95th %tile Q(veh)		1 720		5.1	1.9	TOTAL STATE OF THE

Intersection	11180				PAGE.	EALE.
Int Delay, s/veh	8.9					
Movement		WBR	NBT	NBR:	SBL	SBT
Lane Configurations	Y		1>			4
Traffic Vol, veh/h	0	281	4	0	94	7
Future Vol, veh/h	0	281	4	0	94	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None	1112	None
Storage Length	0	-		and the section		-
Veh in Median Storage		(dile)	0		197	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	312	4	0	104	8
West Aller	vivo de la		VA = E		110	NAME OF TAXABLE PARTY.
	Minor1		Major1		Major2	D. GICIAG
Conflicting Flow All	220	4	0	0	4	0
Stage 1	4	WITE OF	No is		ONETE S	1976
Stage 2	216	0.00	destroice	NAMES OF THE OWNER, OWN	4 40	
Critical Hdwy	6.42	6,22		Tite I de	4.12	
Critical Hdwy Stg 1	5.42	2000	-	CALCOLD .	markharia.	THE OWNER.
Critical Hdwy Stg 2	5.42		S. D.		2.218	
Follow-up Hdwy	768	3.318		THE RESERVE OF THE PERSON NAMED IN	1618	RUBIE
Pot Cap-1 Maneuver		The state of the s			1010	1
Stage 1	1019 820	-	ACCOUNT.		V. Cal	-
Platoon blocked, %	020			720		
Mov Cap-1 Maneuver	718	1080	izine	10000000000	1618	
Mov Cap-1 Maneuver	718	1000	SHIDT	Williams	1010	rescue.
Stage 1	953	00000		INCOME.		STALKS
Stage 2	820	Maine -			100	
Stage 2	020	BANKEN.	570.A	LEUGEN	AND PARK	COLUMN TO SERVICE SERV
Approach	WB		NB	NAC WAY	SB	
HCM Control Delay, s	9.7	30/43	0	11859	6.9	NAME OF
HCM LOS	A				0.0	
		EFG.	HEREN		IRE!	743
Minor Lane/Major Mvr	nt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	111136	HY SV		1080		
HCM Lane V/C Ratio	WILLIAM TO			0.289		
HCM Control Delay (s	E TOTAL		MEST -	9.7		
HCM Lane LOS	100 may 10	Die like		Α	Α	
HCM 95th %tile Q(veh	i deligit		Military.	1.2		
. Sin obal volid at vol	ALC: NO.	200	- B	1.2	0.2	- Lallaced a

	BULL ST		MUN	450	
5.1					
WRI	WRR	NRT	NBR	SBI	SBT
	WOIN		INDIA	ODL	4
The second second second	105		0	215	
					250
		and the same of th			250
1000	the second second				_ 0
CURLHYPEST				respondent and a	Free
	None	5 4	None		None
	1.0				
,# 0	SHE				0
0		0	-	-	0
90	90	90	90	90	90
2	2	2	2	2	2
0	206	133	0	350	278
					0.000
	ATTACA DE LA CALIFE				TO STATE OF
				-	NEW YES
	133	0	0	133	0
133			C .	AMERICA	of the
978	-	(H)			(3 11)
6.42	6.22	130/14	10/12	4.12	2 Page 1
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364	-		*		
	Sale	HERE	W.	Sa. (3)	
364		- NID		8 8	
364 WB		NB		SB	
364 WB 10.1		NB 0		8 8	
364 WB				SB	
364 WB 10.1				SB	
364 WB 10.1 B		0	WBLn1	SB 4.6	
364 WB 10.1	NBT	0	WBLn1	SB 4.6 SBL	SBT
364 WB 10.1 B		NBR\	916	SB 4.6 SBL 1452	SBT
364 WB 10.1 B	NBT	NBR\	916 0.224	SB 4.6 SBL 1452 0.241	SBT
364 WB 10.1 B	NBT	NBR\	916 0.224 10.1	SB 4.6 SBL 1452 0.241 8.3	SBT - 0
364 WB 10.1 B	NBT	0 NBR\ - -	916 0.224 10.1 B	SB 4.6 SBL 1452 0.241	SBT - 0 A
	WBL 0 0 0 Stop 0 # 0 90 2 0 Minor1 1111 133 978 6.42 5.42 5.42 5.42 3.518 231 893 364 165 165	WBL WBR 0 185 0 0 185 0 0 0 Stop Stop - None 0 - # 0 - 90 90 2 2 0 206 Minor1 133 133 - 978 - 6.42 6.22 5.42 - 5.42 - 5.42 - 5.42 - 3.518 3.318 231 916 893 - 364 -	WBL WBR NBT 0 185 120 0 185 120 0 0 0 0 Stop Stop Free - None - 0 # 0 - 0 90 90 90 2 2 2 2 0 206 133 Minor1 Major1 1111 133 0 133 978 6.42 6.22 - 5.42 5.42 5.42 5.42 5.42 5.42 5.42 165 916 - 893 165 916 - 165 638	WBL WBR NBT NBR 0 185 120 0 0 185 120 0 0 0 0 0 0 Stop Stop Free Free - None - None 0 0 - 0 - 90 90 90 90 2 2 2 2 2 0 206 133 0 Alinor1 Major1 N 1111 133 0 0 133 978 6.42 6.22 5.42 5.42 5.42 5.42 5.42 3.518 3.318 364 165 916 165 916 165 916 165 638	WBL WBR NBT NBR SBL Y Ist Ist

Intersection			1478		NA.	To the same
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT-	NBR	SBL	SBT
Lane Configurations	N/F		1>			4
Traffic Vol, veh/h	0	143	10	0	48	500
Future Vol, veh/h	0	143	10	0	48	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	4.718	None		None		None
Storage Length	0		-	-	-	
Veh in Median Storage	e,# 0		0	AHER	Gelia!	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	0	159	11	0	53	556
monthly desired the control of	THE PARTY NAMED IN		HOTEL TANK			
Major/Minos	Minord		Anions	NO SE	Maiora	A CANCELLO IN
	Minor1		Major1		Major2	
Conflicting Flow All	673	11	0	0	11	0
Stage 1	11		200	1 TO 1 187	COLE.	
Stage 2	662	-		-		-
Critical Hdwy	6.42	6.22	(#)	90	4.12	180
Critical Hdwy Stg 1	5.42	-		-		-
Critical Hdwy Stg 2	5.42		(a)			
Follow-up Hdwy	3.518		-	-	2.218	1#0
Pot Cap-1 Maneuver	421	1070	700	91111	1608	
Stage 1	1012			-	٠	-
Stage 2	513	Mary Nev				
Platoon blocked, %			٠			
Mov Cap-1 Maneuver	401	1070	V)==	41	1608	
Mov Cap-2 Maneuver	401	-				
Stage 1	963	15 500	R HE	5.30		43
Stage 2	513					
	3000	Divis.	100		322	
Approach	WB		NB		SB	NE COL
HCM Control Delay, s	9		0	SAMIN	0.6	VIEW I
HCM LOS	A	A COMMISSION OF THE PARTY OF TH	0	Acres de la constante de la co	0.0	
PEN ESTA SEPA			0.00	1503.40	REAL ST	Stof
NAI-		NOT	NDD	Amtea	ODI	ODT
Minor Lane/Major Mvr	nt	NBT		WBLn1	SBL	
Capacity (veh/h)	FM FR		1	1070		
HCM Lane V/C Ratio	VIII TO THE REAL PROPERTY.	-			0.033	
HCM Control Delay (s			STAGE	9	7.3	0
HCM Lane LOS HCM 95th %tile Q(veh		-		A 0.5		

Intersection	4-9				1000	NAME OF THE PARTY
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR:	SBL	SBT
Lane Configurations	N/F					4
Traffic Vol, veh/h	0	215	243	0	250	202
Future Vol, veh/h	0	215	243	0	250	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	¥		-	-	-
Veh in Median Storage,	# 0	500	0		4	0
Grade, %	0	-	0			0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	0	239	270	0	278	224
THE RESERVE OF THE PROPERTY OF THE PERSON OF					70.00	
Major/Minor N	/linor1	N.	/lajor1	T.	Major2	NEW STATE
Conflicting Flow All	1050	270	0	0	270	0
		2/0	U	U Company	Motor and the	
Stage 1	270 780	O'ACCIDED.		UTACITICA S		87 - De 10 - 10 - 10
Stage 2		6.22	nicessin	NAME OF TAXABLE PARTY.	4.12	
Critical Hdwy	6.42	0.22	NOT SEL	10000	4.12	
Critical Hdwy Stg 1	5.42	21.46	· Common or	06015360	error et	
Critical Hdwy Stg 2	5.42	THE RESERVE OF THE PERSON NAMED IN		ALL RE	0.040	
Follow-up Hdwy	3.518	3.318	dayenda		2.218	- molden
Pot Cap-1 Maneuver	252	769			1293	C) SPE
Stage 1	775	marrown	MATERIAL DE LA CONTRACTION DEL CONTRACTION DE LA	rumustan	-	
Stage 2	452	STED IN	=116		-	
Platoon blocked, %	400	700		TURNOS TOTAL	1000	ennousense
Mov Cap-1 Maneuver	190	769		Side	1293	
Mov Cap-2 Maneuver	190				-	
Stage 1	584		N.	3.54	-	
Stage 2	452					
W. L. S. C. Ash				1000		12.00
Approach	WB		NB	HI.W.	SB	MISS
HCM Control Delay, s	11.8	BOTHS.	0		4.7	Telephone
HCM LOS	В	14		PER PROPERTY.		ALTO LANGE
	RWI		1000	HORSE.		A STATE
Misse Passelline Market	National Control	NIDE	NIDE	A/DI = 4	ODL	CDT
Minor Lane/Major Mvm	Usa Spir	MRI		WBLn1		
Capacity (veh/h)						
HCM Lane V/C Ratio		iii	L.		0.215	
HCM Control Delay (s)		123	100	11.8	8.5	0
	A COLUMN					
HCM Lane LOS HCM 95th %tile Q(veh				B 1.3		

	ᄼ	-	-	•	4-	*	4	†	~	-	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	十十	Ť	ሻ	↑ ⊅		7	₽			4	
Traffic Volume (veh/h)	2	143	13	2	680	0	3	0	2	3	0	11
Future Volume (veh/h)	2	143	13	2	680	0	3	0	2	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	159	14	2	756	0	3	0	2	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0,90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	1579	704	198	1579	0	319	0	176	113	18	141
Arrive On Green	0.11	0.44	0.44	0.11	0.44	0.00	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1402	0	1585	156	162	1273
Grp Volume(v), veh/h	2	159	14	2	756	0	3	0	2	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	0	1402	0	1585	1591	0	0
Q Serve(g_s), s	0.0	1.2	0.2	0.0	6.8	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.2	0.2	0.0	6.8	0.0	0.1	0.0	0.1	0.4	0.0	0.0
Prop In Lane	1.00	1570	1.00	1.00	1570	0.00	1.00	0	1.00	0.20	0	0.80
Lane Grp Cap(c), veh/h V/C Ratio(X)	198 0.01	1579 0.10	704 0.02	198 0.01	1579	0.00	319	0.00	176	273	0	0 00
	198	1579	704	198	0.48 1579	0.00	0.01 786		0.01	0.05 789	0.00	0.00
Avail Cap(c_a), veh/h HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	704 1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	7.3	7.0	17.8	8.8	0.00	17.8	0.00	17.8	17.9	0.00	0.00
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	1.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.6	0.1	0.0	3.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh		0.0	VII.	0.01	0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	17.8	7.4	7.1	17.8	9.9	0.0	17.8	0.0	17.8	18.0	0.0	0.0
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	Α
Approach Vol, veh/h	18.00	175	TEXT TOTAL		758	To Val	10 11 11 11	5	EXC'S	5-7-5 db	15	T. 111-
Approach Delay, s/veh		7.5		and the second	9.9			17.8			18.0	
Approach LOS	WHITE !	Α	No.		Α	210 100		В	IEWS)	SAPER LEVE	В	1000
Timer - Assigned Phs		2	3	4		6	7	8		SEE IN COLUMN	WALLS(4)	
Phs Duration (G+Y+Rc), s	or tell	10.0	10.0	25.0		10.0	10.0	25.0		ward		Nichosi
Change Period (Y+Rc), s	NAC CONTRACTOR	5.0	5.0	5.0		5.0	5.0	5.0	Service	2 21 21	JEULIA	
Max Green Setting (Gmax), s	68.11 EU/L	20.0	5.0	20.0	01/192	20.0	5.0	20.0	USBASS	الالمصيراة		
Max Q Clear Time (g_c+l1), s		2.1	2.0	3.2		2.4	2.0	8.8			-	
Green Ext Time (p_c), s	1288 P. L	0.0	0.0	0.8	P. B.	0.0	0.0	3.8	WELL THE			A CONTRACTOR
Intersection Summary	20 Sept.	10000	allemán	WHAT	Strong or		ON BAILT	AND BOX	DOMESTIC .	SECTION .	W.S.	TESTS!
HCM 6th Ctrl Delay		USA NEW	9.6	Unication		280016	STANK.	i sali sali	ST ST	Vitor Las	ATT COL	e may look
HCM 6th LOS	William Co.	164 1	3.0 A	THE PARTY NAMED IN	30 30 V/AS	NAME OF STREET	AND DESCRIPTION	BUILTING SOLES			PEAN LIKE	

	٠	→	*	1	+	*	4	†	<i>></i>	1	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	十 十	7	*5	^		Ŋ	∱>			43	
Traffic Volume (veh/h)	4	772	450	49	375	2	214	2	24	1	1	3
Future Volume (veh/h)	4	772	450	49	375	2	214	2	24	1	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	858	417	54	417	2	238	2	27	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	1475	658	168	1506	7	430	23	309	113	104	204
Arrive On Green	0.09	0.42	0.42	0.09	0.42	0.42	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3627	17	1412	110	1491	154	501	983
Grp Volume(v), veh/h	4	858	417	54	204	215	238	0	29	5	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1867	1412	0	1602	1639	0	0
Q Serve(g_s), s	0.1	9.9	11.1	1.5	4.0	4.0	8.3	0.0	8.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.9	11.1	1.5	4.0	4.0	8.5	0.0	0.8	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.93	0.20		0.60
Lane Grp Cap(c), veh/h	168	1475	658	168	738	775	430	0	332	421	0	0
V/C Ratio(X)	0.02	0.58	0.63	0.32	0.28	0.28	0.55	0.00	0.09	0.01	0.00	0.00
Avail Cap(c_a), veh/h	168	1475	658	168	738	775	617	0	544	631	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.8	11.9	12.3	22.4	10.2	10.2	20.0	0.0	17.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.7	4.6	1.1	0.9	0.9	1.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	6.2	7.1	1.1	2.6	2.7	4.9	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	13.6	16.9	23.5	11.2	11.1	21.1	0.0	17.1	16.7	0.0	0.0
LnGrp LOS	С	В	В	С	В	В	С	Α	В	B	A	A
Approach Vol, veh/h		1279	40.20	it inche	473			267			5	11/13
Approach Delay, s/veh	The street	14.7	To be seen to be		12.6	December 1	or an all a second	20.7		to State over 1980 i Silv	16.7	description of the same
Approach LOS		В	STORY	liter (Literal)	В		1 1	С	1 PM 333	A Part	В	
Timer - Assigned Phs	CENT	2	3	4		6	7	8	STENNES.	NEATH		NAME OF STREET
Phs Duration (G+Y+Rc), s		16.0	10.0	27.0		16.0	10.0	27.0		FAIR	-0/20	
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		18.0	5.0	22.0		18.0	5.0	22.0	3000	(EE)		
Max Q Clear Time (g_c+I1), s		10.5	3.5	13.1		2.1	2.1	6.0				
Green Ext Time (p_c), s		0.5	0.0	4.7	E/SHE	0.0	0.0	2.1	pridate.	y VIII	NO L	Wille.
Intersection Summary	STEED S						A LAND		41.47.54			NAME OF
HCM 6th Ctrl Delay			15.0	PIER	Trung's	16-16-	Sti Musi	1.181			mai de	AT YOU
HCM 6th LOS			В									

	۶	→	7	1	+	1	4	†	7	\	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*1	^	7	Ť	↑ ⊅		*	1⇒			44	
Traffic Volume (veh/h)	3	67	900	100	290	1	10	0	10	2	0	12
Future Volume (veh/h)	3	67	900	100	290	1	10	0	10	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	and the second	1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	74	783	111	322	1	11	0	11	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1663	742	189	1701	5	305	0	169	97	12	147
Arrive On Green	0.11	0.47	0.47	0.11	0.47	0.47	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3634	11	1401	0	1585	100	112	1377
Grp Volume(v), veh/h	3	74	783	111	157	166	11	0	11	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1589	0	0
Q Serve(g_s), s	0.1	0.5	22.0	2.8	2.4	2.4	0.0	0.0	0.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.5	22.0	2.8	2.4	2.4	0.3	0.0	0.3	0.4	0.0	0.0
Prop In Lane	1.00	4000	1.00	1.00	000	0.01	1.00	0	1.00	0.13		0.87
Lane Grp Cap(c), veh/h	189	1663	742	189	832	875	305	0	169	256	0	0
V/C Ratio(X)	0.02	0.04	1.06	0.59	0.19	0.19	0.04	0.00	0.07	0.06	0.00	0.00
Avail Cap(c_a), veh/h HCM Platoon Ratio	189	1663	742	189	832	875	693	0	607	687	0	0
And the second s	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	18.8	6.8	12.5	20.0	7.3	7.3	18.9	0.0	18.9	18.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.1	48.6	4.6	0.5	0.5	0.0	0.0	0.2	0.1	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0 22.6	0.0	0.0 1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh		0.3	22.0	2.3	1.4	1.5	0.2	0.0	0.2	0.3	0.0	0.0
LnGrp Delay(d),s/veh	18.8	6.8	61.1	24.6	7.8	7.8	18.9	0.0	19.1	19.0	0.0	0.0
LnGrp LOS	В	A	F	24.0 C	Α.	Α.	В	Α	В	19.0 B	Α	0.0 A
Approach Vol, veh/h	Assertion	860	Ulumbie)	DX 45000	434	LEGERALI		22	No. of Lot	CAUCALITEC	15	
Approach Delay, s/veh		56.3			12.1		INTERNATION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON NA	19.0		V San East	19.0	Wat have
Approach LOS	STATES	E	1000	ERDENO!	В	STORISTICS OF		В	100000		13.0 B	NEWS IN
Timer - Assigned Phs	STATE OF THE PARTY	2	TOUR TOUR	prosite table			ellochersy ti					and the same of
			3	4	STATISTICS	6	7	8	MATERIAL PROPERTY.		54181212	Sept.
Phs Duration (G+Y+Rc), s		10.0	10.0	27.0	1000	10.0	10.0	27.0	100		131 7.3	
Change Period (Y+Rc), s	fo streets	5.0	5.0	5.0	De a Maria de la composition della composition d	5.0	5.0	5.0	EUGE With	to elvigio huo		
Max Green Setting (Gmax), s Max Q Clear Time (g_c+l1), s	200	18.0	5,0	22.0	1516030	18.0	5.0	22.0			Walter,	W 11
Green Ext Time (p_c), s	Constant of	2.3	4.8	24.0		2.4	2.1	4.4				tion of the
No. of the Control of	SAMPLE OF THE PARTY OF THE PART	0.0	0.0	0.0	HE HELD	0.0	0.0	1.6			III DESCRIPTION OF	20,013
Intersection Summary	PANGUR.	C. MARK		Table 1				H7022W0		NE 472-1748		1000
HCM 6th Ctrl Delay	0 5	W.54	40.8	700			WING.		250			
HCM 6th LOS			D									

	•	-	*	•	—	*	4	†	~	-	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	ሻ	ተ ኑ		T	₽			4	
Traffic Volume (veh/h)	1	452	364	40	576	2	434	3	48	3	1	2
Future Volume (veh/h)	1	452	364	40	576	2	434	3	48	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	502	321	44	640	2	482	3	53	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	1071	478	149	1095	3	635	31	550	337	121	184
Arrive On Green	0.08	0.30	0.30	0.08	0.30	0.30	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3554	1585	1781	3634	11	1414	86	1512	677	334	506
Grp Volume(v), veh/h	1	502	321	44	313	329	482	0	56	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1414	0	1598	1517	0	0
Q Serve(g_s), s	0.0	6.9	10.6	1.4	8.9	8.9	19.5	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.9	10.6	1.4	8.9	8.9	19.6	0.0	1.4	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.95	0.50		0.33
Lane Grp Cap(c), veh/h	149	1071	478	149	536	563	635	0	581	642	0	0
V/C Ratio(X)	0.01	0.47	0.67	0.29	0.58	0.58	0.76	0.00	0.10	0.01	0.00	0.00
Avail Cap(c_a), veh/h	149	1071	478	149	536	563	642	0	589	649	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.1	17.0	18.3	25.7	17.7	17.7	18.3	0.0	12.5	12.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	7.3	1.1	4.6	4.4	5.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	4.9	7.8	1.1	7.0	7.3	10.9	0.0	0.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												MODEL STATE
LnGrp Delay(d),s/veh	25.1	18.4	25.6	26.8	22.3	22.1	23.5	0.0	12.6	12.1	0.0	0.0
LnGrp LOS	С	В	С	С	С	С	С	A	В	В	A	A
Approach Vol, veh/h		824			686	E VICE		538	(Selfmelay)	ea mai	6	
Approach Delay, s/veh	MONTH IN	21.2	and the same		22.5			22.4			12.1	mail some
Approach LOS		C	STATE OF THE STATE		С		Ya Gara	C	ALCOMO TO		В	ballete.
Timer - Assigned Phs		2	3	4	38 A 74	6	7	8		Barton S.	MAN A	
Phs Duration (G+Y+Rc), s	INC.	26.7	10.0	23.0		26.7	10.0	23.0	No. 7			
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		22.0	5.0	18.0		22.0	5.0	18.0		Drew .		
Max Q Clear Time (g_c+l1), s		21.6	3.4	12.6		2.1	2.0	10.9				
Green Ext Time (p_c), s	JUNE 1	0.1	0.0	2.1	SARVE	0.0	0.0	2.2	4991			DE SES
Intersection Summary				45011765			The Trans				10 G D E	S S N
HCM 6th Ctrl Delay	13.07		21.9	9 70 65			35.37.5	1 112			2 175,417	Toy.
HCM 6th LOS			С									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኻ	^	7	*5	↑ ↑		*	P			4	
Traffic Volume (veh/h)	2	143	98	11	680	0	256	0	30	3	0	11
Future Volume (veh/h)	2	143	98	11	680	0	256	0	30	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	159	98	12	756	0	284	0	33	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1271	567	177	1271	0	489	0	388	125	39	310
Arrive On Green	0.10	0.36	0.36	0.10	0.36	0.00	0.24	0.00	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	1402	0	1585	158	159	1268
Grp Volume(v), veh/h	2	159	98	12	756	0	284	0	33	15	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1402	0	1585	1585	0	0
Q Serve(g_s), s	0.1	1.5	2.1	0.3	8.7	0.0	9.2	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	1.5	2.1	0.3	8.7	0.0	9.5	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.20		0.80
Lane Grp Cap(c), veh/h	177	1271	567	177	1271	0	489	0	388	474	0	0
V/C Ratio(X)	0.01	0.13	0.17	0.07	0.59	0.00	0.58	0.00	0.09	0.03	0.00	0.00
Avail Cap(c_a), veh/h	177	1271	567	177	1271	0	759	0	693	770	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.4	10.9	11.1	20.5	13.2	0.0	17.9	0.0	14.7	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.2	2.1	0.0	1.1	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.9	1.3	0.2	5.7	0.0	5.3	0.0	0.5	0.2	0.0	0.0
Unsig. Movement Delay, s/veh		111	11.7	20.7	150	0.0	10.0	0.0	117	44 E	0.0	0.0
LnGrp Delay(d),s/veh	20.5 C	11.1 B	11.7 B	20.7 C	15.2 B	0.0	19.0 B	0.0	14.7 B	14.5	0.0	0.0
LnGrp LOS	HERE BANGET		D D	- U		A	В	A	В	В	A 45	A
Approach Vol, veh/h		259	11-105		768	No.		317	AL PASSIN	HU XIVEYU	15	200
Approach Delay, s/veh	investigation in	11.4		No.	15.3	lestano (gui	el mesono	18.6	NAME OF TAXABLE PARTY.		14.5	mark bein
Approach LOS	10 - 20	В	John Siles		В			В	THE REAL		В	
Timer - Assigned Phs	4 Phop	2	3	4		6	7	8		SHIP	1915419	15 12 12
Phs Duration (G+Y+Rc), s		17.3	10.0	23.0		17.3	10.0	23.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		22.0	5.0	18.0		22.0	5.0	18.0	In your	A STATE OF	mercia	
Max Q Clear Time (g_c+l1), s		11.5	2.3	4.1		2.4	2.1	10.7				
Green Ext Time (p_c), s	11955	0.8	0.0	1.0		0.0	0.0	2.9	0.50	Br. Line	1000	Mails
Intersection Summary			2022			A STATE OF					May 3	
HCM 6th Ctrl Delay			15.3	Walle I		35 M - 1	Wall of	10 TO TO			null see	ELKIS II
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	"	† †	7	7	↑ ↑		ħ	€િ	7		4	
Traffic Volume (veh/h)	2	143	98	11	680	0	256	0	30	3	0	11
Future Volume (veh/h)	2	143	98	11	680	0	256	0	30	3	0	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	159	98	12	756	0	284	0	33	3	0	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	1417	632	197	1417	0	769	0	251	114	32	203
Arrive On Green	0.11	0.40	0.40	0.11	0.40	0.00	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	2805	0	1585	118	201	1278
Grp Volume(v), veh/h	2	159	98	12	756	0	284	0	33	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	0	1402	Ō	1585	1598	Ŏ	Ŏ
Q Serve(g_s), s	0.0	1.3	1.8	0.3	7.3	0.0	3.8	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.3	1.8	0.3	7.3	0.0	4.2	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00	110	1.00	1.00	110	0.00	1.00	0,0	1.00	0.20	0.0	0.80
Lane Grp Cap(c), veh/h	197	1417	632	197	1417	0.00	769	0	251	349	0	0.00
V/C Ratio(X)	0.01	0.11	0.16	0.06	0.53	0.00	0.37	0.00	0.13	0.04	0.00	0.00
Avail Cap(c_a), veh/h	197	1417	632	197	1417	0.00	1691	0.00	772	855	0.00	0.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.9	8.5	8.7	18.0	10.4	0.0	17.7	0.0	16.3	16.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.5	0.1	1.4	0.0	0.3	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.7	1.0	0.2	4.3	0.0	2.3	0.0	0.5	0.2	0.0	0.0
Unsig. Movement Delay, s/vel		0.7	1.0	0.2	7.0	0.0	2.0	0.0	0.5	0.2	0.0	0.0
LnGrp Delay(d),s/veh	17.9	8.7	9.2	18.1	11.8	0.0	18.0	0.0	16.6	16.2	0,0	0.0
LnGrp LOS	В	Α	Α	В	11.0 B	Α	10.0 B	Α	10.0 B			
Approach Vol, veh/h	RAW SHI	259	A DECEMBER	Salario de	768	A A	D		D	В	A 45	A
Approach Delay, s/veh	THE OLD STREET	9.0		NA DE				317	139	N Death	15	
Approach LOS		THE RESERVE AND ADDRESS OF THE PARTY OF THE	COCCE HOUSE	NE DATE OF	11.9 B		N. Constant	17.9		August August	16.2	minutes:
	PSOMESTI	Α	DOM:	1100000	D		11,002,00	В	TERROR TO THE	Will Section	В	
Timer - Assigned Phs	SA-A-SS	2	3	4		6	7	8		150000		
Phs Duration (G+Y+Rc), s		12.2	10.0	23.0	STATE OF THE STATE	12.2	10.0	23.0			3.44	
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		22.0	5.0	18.0		22.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s		6.2	2.3	3.8		2.4	2.0	9.3				
Green Ext Time (p_c), s	ey the pro	1.0	0.0	1.0		0.0	0.0	3.2				1500
Intersection Summary	DE THE				7			THE L	12.1			
HCM 6th Ctrl Delay	2 SX	Bo de	12.8		N DES	Kon 1 20 m		1030	CELSANS.		1	
HCM 6th LOS			В						A STATE OF			-
Notes	01000a/3	OF ORDER	NEW TOWN	III VIOLENZI I	NOTICE OF		NA STANGENGER	MIENGERS	ROWERS IN	DUSSELERO	el remodelus	CONTRACTOR OF THE PARTY OF THE

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	ተተ	7	ሻ	∱ ⊅		N.	₽			4	
Traffic Volume (veh/h)	4	775	733	81	375	2	380	2	43	1281	1	3
Future Volume (veh/h)	4	775	733	81	375	2	380	2	43	.1.	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	861	625	90	417	2	422	2	48	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0,90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	1126	502	157	1149	6	595	21	507	142	149	322
Arrive On Green	0.09	0.32	0.32	0.09	0.32	0.32	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	1781	3627	17	1412	64	1531	198	450	972
Grp Volume(v), veh/h	4	861	625	90	204	215	422	0	50	5	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1867	1412	0	1595	1620	0	0
Q Serve(g_s), s	0.1	12.4	18.0	2.8	5.0	5.0	16.0	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	12.4	18.0	2.8	5.0	5.0	16.1	0.0	1.2	0.1	0.0	0.0
Prop In Lane	1.00	1100	1.00	1.00	500	0.01	1.00	NAME OF TAXABLE	0.96	0.20		0.60
Lane Grp Cap(c), veh/h	157	1126	502	157	563	591	595	0	528	613	0	0
V/C Ratio(X)	0.03	0.76	1.24	0.57	0.36	0.36	0.71	0.00	0.09	0.01	0.00	0.00
Avail Cap(c_a), veh/h	157	1126	502	157	563	591	674	0	617	701	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.1	17.5 5.0	19.4 126.1	24.9 5.0	15.0 1.8	15.0 1.7	18.1	0.0	13.1	12.7	0.0	0.0
Incr Delay (d2), s/veh Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.9	35.3	2.3	3.7	3.9	9.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh	U, I	0.9	30.3	2.0	3.1	3.8	9.0	0.0	0.0	0.1	0,0	0.0
LnGrp Delay(d),s/veh	23.8	22.5	145.5	29.9	16.8	16.7	21.1	0.0	13.2	12.8	0.0	0.0
LnGrp LOS	20.0 C	C	F	25.5 C	10.0 B	В	C	Α	B	12.0 B	Α	Α
Approach Vol, veh/h	201722110	1490	GC VILVE	DE THE REAL STREET	509	KE JAJJA S		472		UTVEST	5	50// 55
Approach Delay, s/veh		74.1	STATE OF STREET		19.1		ALC: N	20.2		No. of Lot	12.8	-100
Approach LOS	LANGE.	HELDIES.	VE TUE	15-18 KHE 0	В	HARRIES C	10.0192	C C	ST VEL	SEPTIME.	12.0 B	9350
Timer - Assigned Phs	DIE NO	(10 mg/2)	3	4		6	7	8				NAME OF TAXABLE PARTY.
Phs Duration (G+Y+Rc), s		23.8	10.0	23.0			10.0	23.0				
Change Period (Y+Rc), s	10.0	5.0	5.0	5.0	HOS IN HOLD	23.8 5.0	5.0	5.0		Pholine	30230161	See See
Max Green Setting (Gmax), s	done was	22.0	5.0	18.0	CONTRACTOR OF THE PERSON NAMED IN COLUMN 1	22.0	5.0	18.0		Circulation of the Control	and the same	and the same
Max Q Clear Time (g_c+l1), s	Series of the	18.1	4.8	20.0	A CHARLES	2.1	2.1	7.0	48.07.176	Se principal	SPECIAL VIII	
Green Ext Time (p_c), s	E HOLLIN	0.7	0.0	0.0	S I SOLL	0.0	0.0	1.7		NAMES OF THE PERSON NAMES	DHOMESTIC	
	0008574000V	0.1	O.O	0.0					71.			
Intersection Summary	12310100		50.4	EDWA DE POR	C3		าส์			2,750A2\\		
HCM 6th Ctrl Delay		100	52.4	TE LOCALITY	DATE OF	93/3/10	100	1	350,01611	1.5000	MICHE VANS	BESTE
HCM 6th LOS			D									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	44	7	7	† 1>		7	स	7		43	
Traffic Volume (veh/h)	4	775	733	81	375	2	380	2	43	Minuth.	1	3
Future Volume (veh/h)	4	775	733	81	375	2	380	2	43	1	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1,00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No	to Walter		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	861	625	90	417	2	423	0	48	1	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1330	593	185	1357	7	894	0	333	121	107	206
Arrive On Green	0.10	0.37	0.37	0.10	0.37	0.37	0.21	0.00	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3627	17	2825	0.00	1585	147	508	983
Grp Volume(v), veh/h	4	861	625	90	204	215	423	0	48	5	000	000
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1867	1412	0	1585	1638	0	0
Q Serve(g_s), s	0.1	9.6	18.0	2.3	3.9	3.9	6.5	0.0	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	9.6	18.0	2.3	3.9	3.9	6.7	0.0	1.2	0.0	0.0	
Prop In Lane	1.00	5.0	1.00	1.00	0.0	0.01	1.00	0.0	1.00	0.20	0.0	0.0
Lane Grp Cap(c), veh/h	185	1330	593	185	665	699	894	0	333		0	
V/C Ratio(X)	0.02	0.65	1.05	0.49	0.31	0.31	0.47	0.00	0.14	434 0.01		0
Avail Cap(c_a), veh/h	185	1330	593	185	665	699	1593	0.00	725	825	0.00	0.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00			1.00
Uniform Delay (d), s/veh	19.4	12.4	15.1	20.3	10.6	10.6	17.6			1.00	0.00	0.00
Incr Delay (d2), s/veh	0.0	2.4	51.9	2.0	1.2	1.1		0.0	15.5	15.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0		0.4	0.0	0.2	0.0	0.0	0.0
%ile BackOfQ(95%),veh/in	0.1	6.2	20.3	1.7	2.6	0.0 2.7	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/vel		0,2	20.3	1.1	2.0	2.1	3.6	0.0	0.7	0.1	0.0	0.0
LnGrp Delay(d),s/veh	19.4	14.9	67.0	22.3	44.0	44.0	40.0	0.0	457	45.4	0.0	0.0
LnGrp LOS	B	B			11.8	11.8	18.0	0.0	15.7	15.1	0.0	0.0
	D		F	С	В	В	В	Α	В	В	Α	A
Approach Vol, veh/h	social de la	1490			509		9 6 3	471			5	
Approach Delay, s/veh		36.7			13.7			17.8			15.1	
Approach LOS		D	37151		В	V Z 1818		В			В	
Timer - Assigned Phs		2	3	4		6	7	8			V7.70 E.S.	ALC: NO
Phs Duration (G+Y+Rc), s		15.1	10.0	23.0	in the second	15.1	10.0	23.0	VP 37 15	TO SOUTH TO SO	AD LIE	INUSAG
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0	and the same of th			NAME OF TAXABLE PARTY.
Max Green Setting (Gmax), s		22.0	5.0	18.0	II WEST	22.0	5.0	18.0	SULMANUS	ON FUE		
Max Q Clear Time (g_c+l1), s	M	8.7	4.3	20.0		2.1	2.1	5.9				publishing and
Green Ext Time (p_c), s	· (李)	1.4	0.0	0.0	College (0.0	0.0	1.8	NAME OF THE OWNER, OWNE	OFFI AND	CANADA S	100000
Intersection Summary			STATISTICS		ersino in the	A THE STATE OF			NOT UNIVERSE	WILLIAM TO STATE OF THE STATE O	THE RESERVE OF THE PARTY OF THE	DOMESTIC:
HCM 6th Ctrl Delay		NAME OF STREET	28.3	1/20-		DESCRIPTION OF THE PERSON OF T	Mary Village III	STATE OF STA				DV/ 38
HCM 6th LOS		The state of the s		Not show	Y WY	MAIL SE		To the second	emining	awen h		
			С									
Notes	SHEET STATE	MARKET STATES		00/00	ASSESSED BY	375 Jan S. J.	T-10	9-14-18-18-18-18-18-18-18-18-18-18-18-18-18-	CHANGE THE	STONE OF	G 155 15	1919

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተተ	74	ň	↑ ↑		"	Þ			4	
Traffic Volume (veh/h)	3	67	943	105	290	1	139	0	24	2	0	12
Future Volume (veh/h)	3	67	943	105	290	1	139	0	24	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	(
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	74	831	117	322	1	154	0	27	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	1712	764	165	1751	5	343	0	234	86	21	204
Arrive On Green	0.09	0.48	0.48	0.09	0.48	0.48	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3634	11	1401	0	1585	71	142	1384
Grp Volume(v), veh/h	3	74	831	117	157	166	154	0	27	15	0	C
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1596	0	(
Q Serve(g_s), s	0.1	0.6	26.0	3.4	2.7	2.7	5.1	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.6	26.0	3.4	2.7	2.7	5.5	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.13		0.87
Lane Grp Cap(c), veh/h	165	1712	764	165	856	900	343	0	234	311	0	(
V/C Ratio(X)	0.02	0.04	1.09	0.71	0.18	0.18	0.45	0.00	0.12	0.05	0.00	0.00
Avail Cap(c_a), veh/h	165	1712	764	165	856	900	630	0	558	629	0	(
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1,00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.3	7.4	14.0	23.8	8.0	8.0	21.9	0.0	19.9	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	59.2	13.1	0.5	0.5	0.9	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.3	28.3	3.4	1.7	1.7	3.3	0.0	0.5	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	7.4	73.2	36.9	8.4	8.4	22.8	0.0	20.2	19.9	0.0	0.0
LnGrp LOS	С	Α	F	D	Α	Α	С	Α	С	В	Α	F
Approach Vol, veh/h		908			440		145-111-311	181			15	
Approach Delay, s/veh		67.6			16.0			22.4			19.9	
Approach LOS	r = r	Ē	NAME OF		В	نجرانين	distant.	C		Halant.	В	
Timer - Assigned Phs		2	3	4		6	7	8	2200	S NAT		
Phs Duration (G+Y+Rc), s		13.0	10.0	31.0	MEST	13.0	10.0	31.0	OF NOVEL	5 (2)	100	JUNEANI.
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	Wit soll	19.0	5.0	26.0	UKALS!	19.0	5.0	26.0		C STATE		
Max Q Clear Time (g_c+l1), s		7.5	5.4	28.0		2.4	2.1	4.7				
Green Ext Time (p_c), s		0.4	0.0	0.0		0.0	0.0	1.7	(b) IV		All her	Allen.
Intersection Summary			THE REAL PROPERTY.			47000					SPALE	8:20
HCM 6th Ctrl Delay		17.	47.2					The	DESTRUCTION			
HCM 6th LOS		10.00	D									

	*	-	*	1	+	*	1	†	<i>></i>	1	↓	1
Movement :	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u>"</u> ኘ	ተተ	7)Ŋ	∱ β		Ŋ	4	7		4	
Traffic Volume (veh/h)	3	67	943	105	290	1	139	0	24	2	0	12
Future Volume (veh/h)	3	67	943	105	290	1	139	0	24	2	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	74	831	117	322	1	154	0	27	2	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	1811	808	175	1852	6	565	0	156	90	11	136
Arrive On Green	0.10	0.51	0.51	0.10	0.51	0.51	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3634	11	2802	0	1585	101	111	1376
Grp Volume(v), veh/h	3	74	831	117	157	166	154	0	27	15	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1401	0	1585	1587	0	Õ
Q Serve(g_s), s	0.1	0.5	26.0	3.2	2.4	2.4	2.1	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.5	26.0	3.2	2.4	2.4	2.6	0.0	0.8	0.4	0.0	0.0
Prop In Lane	1.00	0,0	1.00	1.00	2. (0.01	1.00	0,0	1.00	0.13	0.0	0.87
Lane Grp Cap(c), veh/h	175	1811	808	175	905	952	565	0	156	236	0	0.07
V/C Ratio(X)	0.02	0.04	1.03	0.67	0.17	0.17	0.27	0.00	0.17	0.06	0.00	0.00
Avail Cap(c_a), veh/h	175	1811	808	175	905	952	1332	0.00	590	662	0.00	0.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.8	6.3	12.5	22.2	6.7	6.7	21.8	0.0	21,1	20.9	0.00	0.0
Incr Delay (d2), s/veh	0.0	0.0	39.3	9.5	0.4	0.4	0.3	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.3	22.0	3.0	1.4	1.4	1.5	0.0	0.5	0.3	0.0	0.0
Unsig. Movement Delay, s/veh		0.0	22.0	0.0	archinete for	Chicologia del	1.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	20.8	6.3	51.8	31.7	7.2	7.1	22.1	0.0	21.6	21.0	0.0	0.0
LnGrp LOS	C	Α	F	C	Α	Α	C	Α	C C	21.0 C	Α	
Approach Vol, veh/h	SUEXUE EX	908	- Charles	STATISTICS I	440	e White	500 LUIS-02	181	THE SECTION STATES	Am Lessander	15	A
Approach Delay, s/veh	CALL PROVIDE	48.0	Department of	W. 1911	13.7		Name of Street, or	22.0				Sec.
Approach LOS	FROME	40.0 D	VIA BOOK	DESIGNATION	13.7 B	DOMESTIC	-	COLOR STORY TO STORY	SCHOOL SESSI	DY STREET	21.0	Dominio No.
Timer - Assigned Phs			0				7	C		Market and the same	С	
	n Alberta	2	3	4	Section 1	6	7	8	Hotel A	SECTION AND ADDRESS OF THE PERSON AND ADDRES	1000000	55,00
Phs Duration (G+Y+Rc), s		10.0	10.0	31.0	RADAR	10.0	10.0	31.0				
Change Period (Y+Rc), s	DEPOSIT SECO	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		19.0	5.0	26.0	Tour les	19.0	5.0	26.0	100	Mer M.		
Max Q Clear Time (g_c+l1), s		4.6	5.2	28.0		2.4	2.1	4.4				
Green Ext Time (p_c), s		0.5	0.0	0.0	NV III	0.0	0.0	1.7			Laty Ma	1000
Intersection Summary	Reported	Charles .	, ,		O MONTH					Welling P	ATT PORT	
HCM 6th Ctrl Delay	18 33 m	120	34.9	Service S			EST TO THE		7151812	Miller Ros	Replace	10000
HCM 6th LOS			С									
Notes	A PERSON		2				- Caller					

	۶	-	*	•	4	*	4	†	1	1	ļ	1
Movement	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	44	7	ሻ	↑ ↑		M	1>			43-	-
Traffic Volume (veh/h)	1	452	589	65	576	2	627	3	70	3	1	2
Future Volume (veh/h)	1	452	589	65	576	2	627	3	70	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	502	548	72	640	2	697	3	78	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	827	369	115	845	3	817	30	781	426	149	252
Arrive On Green	0.06	0.23	0.23	0.06	0.23	0.23	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	3554	1585	1781	3634	11	1414	59	1535	699	293	496
Grp Volume(v), veh/h	1	502	548	72	313	329	697	0	81	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1414	0	1594	1488	0	0
Q Serve(g_s), s	0.0	9.8	18.0	3.0	12.7	12.7	35.5	0.0	2.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.8	18.0	3.0	12.7	12.7	36.5	0.0	2.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.96	0.50		0.33
Lane Grp Cap(c), veh/h	115	827	369	115	413	435	817	0	811	827	0	0
V/C Ratio(X)	0.01	0.61	1.49	0.63	0.76	0.76	0.85	0.00	0.10	0.01	0.00	0.00
Avail Cap(c_a), veh/h	115	827	369	115	413	435	865	0	865	877	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.9	26.5	29.7	35.3	27.7	27.7	18.2	0.0	9.8	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.3	232.9	10.2	12.2	11.7	7.9	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	0.0	7.7	47.2	2.9	10.7	11.0	18.4	0.0	1.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	29.8	262.6	45.5	39.9	39.3	26.1	0.0	9.9	9.4	0.0	0.0
LnGrp LOS	С	С	F	D	D	D	С	Α	А	Α	Α	Α
Approach Vol, veh/h		1051			714	20-9	AMILIA	778	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	State of the	6	
Approach Delay, s/veh		151.2			40.2			24.4			9.4	
Approach LOS	THE STATE	J.F.	CONTROL OF		D	C Chicago	1	C	15 650	oley life	Α	
Timer - Assigned Phs	Ball You	2	3	4	W. King	6	7	8		resident and	No. of Street	16 100
Phs Duration (G+Y+Rc), s		44.5	10.0	23.0		44.5	10.0	23.0	Season.			1000
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		42.0	5.0	18.0	70 N J R	42.0	5.0	18.0	Dec 200		UP GISUS V	No. 141
Max Q Clear Time (g_c+11), s		38.5	5.0	20.0		2.1	2.0	14.7			Serve III	
Green Ext Time (p_c), s		1.2	0.0	0.0	No. William	0.0	0.0	1.2		1574	a FORES	
Intersection Summary	Mes =	18.60				AND THE RESERVE		SERVICE OF		ALE (EX) EX	UDVE EVEN	REPORTER
HCM 6th Ctrl Delay	172.55E0	SU VAL	81.1	S HILLORY	A ME		93, 128	TA WEST	20 3 777		254.5	35/7
HCM 6th LOS			F				COLUMN SERVICE	ACCOMPANY.	E PROPERTY.	AND DESCRIPTION OF THE PERSON		Name of Street

	*	→	*	1	←	*	1	†	1	-	↓	1
Movement	EBL	EBT.	EBR	WBL	WBT	WBR	NBL =	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ	ř	7	↑ ↑		ሻ	€Î	7		4	
Traffic Volume (veh/h)	1	452	589	65	576	2	627	3	70	3	1	2
Future Volume (veh/h)	1	452	589	65	576	2	627	3	70	3	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	502	487	72	640	2	699	0	78	3	1	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1041	464	137	1064	3	871	0	388	66	22	44
Arrive On Green	0.08	0.29	0.29	0.08	0.29	0.29	0.24	0.00	0.24	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3634	11	3563	0	1585	862	287	575
Grp Volume(v), veh/h	1	502	487	72	313	329	699	0	78	6	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1781	1777	1868	1781	0	1585	1724	0	0
Q Serve(g_s), s	0.0	7.5	19.0	2.5	9.8	9.8	12.0	0.0	2.5	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.5	19.0	2.5	9.8	9.8	12.0	0.0	2.5	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.50		0.33
Lane Grp Cap(c), veh/h	137	1041	464	137	520	547	871	0	388	133	0	0
V/C Ratio(X)	0.01	0.48	1.05	0.52	0.60	0.60	0.80	0.00	0.20	0.05	0.00	0.00
Avail Cap(c_a), veh/h	137	1041	464	137	520	547	1153	0	513	133	0	0.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.6	18.9	22.9	28.8	19.7	19.7	23.0	0.0	19.5	27.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	55.2	3.6	5.1	4.8	3.1	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.5	20.0	2.1	7.8	8.1	8.8	0.0	1.6	0.2	0.0	0.0
Unsig. Movement Delay, s/veh						0.11	0.0	0.0	1.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	27.7	20.5	78.1	32.4	24.8	24.5	26.1	0.0	19.7	27.9	0.0	0.0
LnGrp LOS	С	C	F	C	С	C	C	A	В	C	A	A
Approach Vol, veh/h	W 12 A 3	990	SEPSON .	TANKS OF	714		-	777	Con 100		6	1.50
Approach Delay, s/veh		48.8	Name and Address of	CARRIED CO.	25.4			25.5		VIV.51.20 V	27.9	200 1200
Approach LOS		70.0 D	orth de la control	L'IS BUT	20.4 C	NEW TOTAL		20.0	W 75/16		27.5 C	EMILI
Timer - Assigned Phs		2	3	4		6	7	8				PHONORES I
	APPLICATION AND ADDRESS OF THE PARTY OF THE				, , , , , , , , , , , , , , , , , , , ,		40.0					
Phs Duration (G+Y+Rc), s		20.9	10.0	24.0		10.0	10.0	24.0		(C x 15)		5,100
Change Period (Y+Rc), s	AND REAL PROPERTY.	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		21.0	5.0	19.0		5.0	5.0	19.0	SOUTH THE	le III (p.)		
Max Q Clear Time (g_c+l1), s Green Ext Time (p_c), s	-	14.0	4.5	21.0	EL/HERIOE/	2.2	2.0	11.8	MAN ASSESS	No. of Street,		
	THE PROPERTY.	1.9	0.0	0.0	USIZE	0.0	0.0	2.2		10000000	AT HOUSE	HSIMP
Intersection Summary							STATE OF	HE STATE		No.	A STATE OF	Charles .
HCM 6th Ctrl Delay	SERVICE S		34.8	DI STAN						1 2 7 /		(0)
HCM 6th LOS			С									
Notes	S S S S S S S S S S S S S S S S S S S	EL VIENE	OF THE REAL PROPERTY.	STATE OF THE PARTY OF	P. P. L. William	SINSON	F JUST	20 PAIN	C C CHOIC	AL STREET	COLUMN TO A STATE OF THE STATE	OFFICE OF

2040 PM Saturday Base + Project Peak Event

Intersection			10,27	Party 1		Mark D	
Int Delay, s/veh	4.2						
Movement	WBL	WBR		NBR	SBL		
Lane Configurations	Type		T)			4	
Traffic Vol, veh/h	0	4	1	0	7	8	
Future Vol, veh/h	0	4	1	0	7	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	The state of the s
RT Channelized	Tree of	None		None	2	None	
Storage Length	0		unisarya.	annernous de	-	name i n	CAMPS OF THE CAMPS OF A CASTANIAN I HOVE THE WITHOUT SOUTH
Veh in Median Storage		0	0	521181		0	
Grade, %	0		0	-		0	AND THE RESIDENCE OF THE PARTY
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	4	199	0	8	9	E BENTA ASE INTERNAL INTERNAL MENTION OF THE STATE
The state of the s	Minor1		Major1		Major2	dy is up	
Conflicting Flow All	26	1	0	0	1	0	
Stage 1	1	Que Car		1.72		MADONE!	
Stage 2	25	-		-	÷	72	
Critical Hdwy	6.42	6.22	/ - Sym		4.12	1 0.4 编	
Critical Hdwy Stg 1	5.42	-	-		-		
Critical Hdwy Stg 2	5.42	11885	Total F	1916 -1	2017/20		
Follow-up Hdwy	3.518	3.318	M.		2.218	*	
Pot Cap-1 Maneuver	989	1084			1622		
Stage 1	1022	-	encentration	Manager Street		NAMES AND ASSOCIATED A	CARROLL STREET,
Stage 2	998				(89°		
Platoon blocked, %	004	1084	ON THE REAL PROPERTY.		1622		CONTRACTOR NOT ASSESSED AND ADDRESS OF THE PROPERTY OF THE PRO
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	984 984	1004	EU/SHE	MARIE A	1022	Silberrati	CAND TRUDGE UP STORY STORY STORY OF THE STORY ST
Stage 1	1017	i kasalan da			SMESSES		THE RESERVE THE TAX STREET, AS SALES OF THE
Stage 2	998	and the		The state of	-	-	STATE OF THE PARTY
Expression Control		WHITE !	0838	No Ma	A THE SAME	NAME OF	
	NA/ID		NID	MICHIDAN	OD	STATISTICS.	
Approach	WB	是名称	NB	No. of the last of	SB		
HCM Control Delay, s	8.3	CC 80	0	8 70	3.4		
HCM LOS	Α	in the second	E DE PROPERTO	ultanuli	SECULIA DE	epiarisi	response a proposition of the substitution of
				SERVIC	TEMPS.	12-10-1	
Minor Lane/Major Mvn	nt	NBT	NBR			SBT	
Capacity (veh/h)		100 H		1084			
HCM Lane V/C Ratio	August of the same	· ·		0.004	the state of the s		
HCM Control Delay (s	Pally		STEE S	8.3	7.2		
HCM Lane LOS	adamie da de	-		Α	Α		
HCM 95th %tile Q(veh)			0	0		

Intersection	TENANTS.	finely		THE STO	VARIO	
Int Delay, s/veh	4.3					
Movement		WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/A		Þ			स
Traffic Vol, veh/h	0	120	120	0	250	250
Future Vol, veh/h	0	120	120	0	250	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	VI T	None		None
Storage Length	0	- 2		The section	-	2
Veh in Median Storage			0	Amen		0
Grade, %	0		0	-		0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	133	133	0	278	278
Major/Minor	Minor1		Vlajor1		Vajor2	
Conflicting Flow All	967	133	0	0	133	0
Stage 1	133					
Stage 2	834	-		: - :	-	1977
Critical Hdwy	6.42	6.22		135-13	4.12	A PEN
Critical Hdwy Stg 1	5.42	•			٠	
Critical Hdwy Stg 2	5.42					
Follow-up Hdwy	3.518				2.218	:#8
Pot Cap-1 Maneuver	282	916			1452	n (*)
Stage 1	893					
Stage 2	426	100	ENTITY S			
Platoon blocked, %		and the second			Liter December 1	
Mov Cap-1 Maneuver	218	916	Militar		1452	IVAID.
Mov Cap-2 Maneuver	218		normania.			-
Stage 1	691	- 183 F				
Stage 2	426	-				
THE STREET STATE OF THE			F 1/1.64			N. SOPA
Approach	WB	No.	NB		SB	
HCM Control Delay, s	9.6		0		4	The state of
HCM LOS	Α					
		465 V.S	201	2018	190% 83	
Minor Lane/Major Mvn	of assertan	NBT	NBRI	WBLn1	SBL	SBT
Capacity (veh/h)					1452	-
HCM Lane V/C Ratio	- Carton			0.146		
HCM Control Delay (s)	13-1-19		STEP S	months in a	8.1	0
HCM Lane LOS		-			A	A
HCM 95th %tile Q(veh)	100503	ALL DE LA	0.5	0.7	- HOTEL
				2.9	Tab Vide	

Intersection	Total for			WILL HUS		
Int Delay, s/veh	4.2					
Movement		WBR.	NBT	NBR	SBL	SBT
Lane Configurations	N/F		₽			स
Traffic Vol, veh/h	0	10	10	0	500	500
Future Vol, veh/h	0	10	10	0	500	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Health	None	Sie	None	SHEET.	None
Storage Length	0			-		-
Veh in Median Storage	,# 0	TEN ST	0			0
Grade, %	0		0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	0	556	556
Major/Minor	Minor1	No.	//ajor1	THE RESERVE	Major2	CHARLES A
	and the same of th	11				0
Conflicting Flow All	1679	to the second second	0	0	11	0
Stage 1	11	NOTE:				
Stage 2	1668	0.00	-		4.40	
Critical Hdwy	6.42	6.22		U.S. (*)	4.12	•
Critical Hdwy Stg 1	5.42	and the same of th		ATT-DATE:	-	
Critical Hdwy Stg 2	5.42	SEPPER.				120
Follow-up Hdwy		3.318			2.218	
Pot Cap-1 Maneuver	104	1070		1000	1608	
Stage 1	1012		•		•	٠
Stage 2	168		U CON	PAT S	10000	
Platoon blocked, %				-		:::
Mov Cap-1 Maneuver	52	1070	100		1608	n de
Mov Cap-2 Maneuver	52	-		(*)		
Stage 1	506					A STATE
Stage 2	168		::	((4)	-	3€5
	EMILE	TI COLD	(FIESE	10 18	1920	
Approach	WB	Control of the little	ΝB		SB	
				AND LOSS OF THE PARTY OF THE PA		A. 34 S. 25.
HCM Control Delay, s	8.4	57.3	0	12000	4.2	7 3 N
HCM LOS	A	- Albert		100 MARIE		
CONTROL OF THE PARTY OF THE PAR	EI RUSE		SERVICE STREET	100000	0.500	OF CENT
Minor Lane/Major Myn	nt Ma	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)				1070	-	1125
HCM Lane V/C Ratio	2 17	·			0.345	
HCM Control Delay (s	Part in	THE REAL	NAME OF	8.4	8.4	
HCM Lane LOS		-	-	Α	A	A
HCM 95th %tile Q(veh	Y		N. A.K.	U.S. A. Sandrack, Asserting	1.6	ker i
monitorial valid way	March Cla		- 19/11-	U	1.0	

Movement WBL WBR NBT NBR SBL SBT Lane Configurations ***	Intersection	10210		DE STATE		12010		
Lane Configurations Traffic Vol, verbhh 0 243 242 0 202 203	Int Delay, s/veh	5.2						The second secon
Traffic Vol, veh/h	Movement		WBR	NBT	NBR	SBL	SBT	
Traffic Vol, veh/h	Lane Configurations	N.F		Þ			सी	
Conflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free Free Free Free Free	Traffic Vol, veh/h	0	243	242	0	202	203	
Conflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free Free Free Free Free	Future Vol, veh/h	0	243	242	0			
Sign Control Stop Stop Free Free Free Free Free Free Free Free Real Control Pree Pree<	Conflicting Peds, #/hr	0	0	0	0	0	0	
RT Channelized - None - None		Stop	Stop	Free	Free	Free	Free	
Storage Length	RT Channelized	THE RESIDENCE OF THE PERSON NAMED IN		and the second s				A CHARLES WEST STORY TO SEE A SECURIOR OF THE
Veh in Median Storage, # 0 - 0 - 0 - 0 O Grade, % 0 0 - 0 - 0 0 - 0 O Peak Hour Factor 90 90 90 90 90 90 90 90 90 90 90 90 90	Storage Length	0			-	-		
Grade, % 0 - 0 - 0 - 0 - 0 Peak Hour Factor 90 90 90 90 90 90 90 90 Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		,# 0	S-LVFILS	0	VE 150	B 114	0	
Peak Hour Factor 90 90 90 90 90 90 90 Heavy Vehicles, % 2			-	0	-			
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	Peak Hour Factor	90	90	90	90	90		
Mynt Flow 0 270 269 0 224 226 Major/Minor Minor1 Major1 Major2 Conflicting Flow All 943 269 0 269 0 Stage 1 269 - - - - Stage 2 674 - - - - Ciftical Hdwy 642 6.22 - 4.12 - Critical Hdwy Stg 1 5.42 - - - - Follow-up Hdwy 3.518 3.318 - - 2.218 - Stage 1 770 - 1295 - - - Stage 2 506 - - - -	Heavy Vehicles, %	2	2	2				
Major/Minor Minor1 Major1 Major2								
Conflicting Flow All 943 269 0 0 269 0 Stage 1 269								TOWN TOWN THE PERSON NAMED IN COLUMN THE PERSON
Conflicting Flow All 943 269 0 0 269 0 Stage 1 269	Major/Minor	Minor1		Maior1		Major2		
Stage 1 269 - - - - Stage 2 674 - - - - Critical Hdwy 6.42 6.22 - 4.12 - Critical Hdwy Stg 1 5.42 - - - Critical Hdwy Stg 2 5.42 - - - Follow-up Hdwy 3.518 3.318 - 2.218 - Pot Cap-1 Maneuver 291 770 - 1295 - Stage 1 776 - - - - Stage 2 506 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 233 770 - 1295 Mov Cap-2 Maneuver 233 770 - 1295 Stage 1 622 - - - Stage 2 506 - - - Stage 3 622 - - - Stage 4 622 - - - Stage 5 506 - - - Approach WB NB SB Mow Cap-2 Maneuver - - <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>O</td><td>The state of the s</td></t<>							O	The state of the s
Stage 2 674 - - - Critical Hdwy 6.42 6.22 - - 4.12 - Critical Hdwy Stg 1 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Critical Hdwy Stg 2 5.42 - - - - Follow-up Hdwy 3.518 3.318 - 2.218 - Pot Cap-1 Maneuver 291 770 - 1295 - Stage 1 776 - - - - Stage 2 506 - - - - Platon blocked, % - - - - Mov Cap-1 Maneuver 233 770 - 1295 Mov Cap-1 Maneuver 233 - - - Stage 1 622 - - - - Stage 2 506 - - - - Stage 2 506 - - - - Stage 2 506 - - - - Approach WB NB SB HCM Control Delay, s 12.2 0					COLUMN TO SERVICE	CONTRACTOR INC.	mbhhanalaine	
Critical Hdwy 6.42 6.22 - 4.12 - Critical Hdwy Stg 1 5.42 - - - - Follow-up Hdwy 3.518 3.318 - 2.218 - Pot Cap-1 Maneuver 291 770 - 1295 - Stage 1 776 - - - - Stage 2 506 - - - - Platoon blocked, % - - - - Mov Cap-1 Maneuver 233 770 - 1295 - Mov Cap-2 Maneuver 233 - - - - Stage 1 622 - - - - Stage 2 506 - - - - Stage 2 506 - - - - Stage 2 506 - - - - Approach WB NB SB Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Gapacity (veh/h) -			-		-	-		
Critical Hdwy Stg 1 5.42				TR IS	ans the			A SERVICE CONTRACTOR OF TAXABLE PARTY OF THE PARTY OF THE PARTY OF TAXABLE PARTY.
Critical Hdwy Stg 2 5.42 - <td></td> <td></td> <td></td> <td></td> <td>1000</td> <td></td> <td></td> <td></td>					1000			
Follow-up Hdwy 3.518 3.318 2.218 - Pot Cap-1 Maneuver 291 770 - 1295 - Stage 1 776 Stage 2 506 Platoon blocked, % Mov Cap-1 Maneuver 233 770 - 1295 - Mov Cap-2 Maneuver 233 770 - 1295 - Mov Cap-2 Maneuver 233 Stage 1 622 Stage 2 506 Stage 2 506 Approach WB NB SB HGM Control Delay, s 12.2 0 4.2 HCM LOS B Minor Lanel/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.351 0.173 - HGM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - B A A				100				TAKKAR TAKAMIN TAKAR BARKAR
Pot Cap-1 Maneuver 291 770 - - 1295 - Stage 1 776 - - - - Stage 2 506 - - - - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 233 770 - - 1295 - Mov Cap-2 Maneuver 233 - - - - - - Stage 1 622 -			11700000	NUMBER OF				
Stage 1 776 -				THE RESIDENCE			-	STATE SECTION OF SECURITY SECU
Stage 2 506 -			-	CONTROL SE	-			SEATTWORKS AND REPORTED TO SEA ME AND A DESCRIPTION OF THE PERSON OF THE
Platoon blocked, % - - - Mov Cap-1 Maneuver 233 770 - 1295 - Mov Cap-2 Maneuver 233 - - - - Stage 1 622 - - - - Stage 2 506 - - - - Approach WB NB SB HCM Control Delay, s 12.2 0 4.2 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.351 0.173 - HCM Lane V/C Ratio - 0.351 0.173 - HCM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - B A A			1831514	Allios			Addres	ASTRONOMIC CONTRACTOR OF THE PROPERTY OF THE P
Mov Cap-1 Maneuver 233 770 - - 1295 - Mov Cap-2 Maneuver 233 - - - - Stage 1 622 - - - - Stage 2 506 - - - - Approach WB NB SB HCM Control Delay, s 12.2 0 4.2 HCM LOS B Minor Lane/Major Mymt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.351 0.173 - HCM Lane V/C Ratio - 0.351 0.173 - HCM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - B A A		000	COLUMN TO SERVE	ACTION AND A	-	-	-	
Mov Cap-2 Maneuver 233 - - - - Stage 1 622 - - - - Stage 2 506 - - - - Approach WB NB SB HCM Control Delay, s 12.2 0 4.2 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - - 770 1295 - HCM Lane V/C Ratio - - 0.351 0.173 - HCM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - - B A	and the second part of the secon	233	770	Anna mercani	12/00/27	1295		Control of the Contro
Stage 1 622 - - - - Stage 2 506 - - - - Approach WB NB SB HCM Control Delay, s 12.2 0 4.2 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - - 770 1295 - HCM Lane V/C Ratio - - 0.351 0.173 - HCM Control Delay (s) - - 12.2 8.4 0 HCM Lane LOS - - B A A			-	-		1200	-	THE PROPERTY OF THE PARTY OF TH
Stage 2 506 - - - - - - - - -			SUMPLY	905	HW 6.	100	ALC: A	
Approach WB NB SB HCM Control Delay, s 12.2 0 4.2 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.351 0.173 - HCM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - B A A			nosta-					
HCM Control Delay, s 12.2 0 4.2 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.351 0.173 - HCM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - B A A	E TOWN THE REAL PROPERTY.	000	LAND A	45000		5000	TITLE B	ASSESSMENT OF THE PROPERTY OF
HCM Control Delay, s 12.2 0 4.2 HCM LOS B Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.351 0.173 - HCM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - B A A	Americans	NA/FO	ISSECTION TO STATE	A)(T)	NAME OF STREET	OF		
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) - 770 1295 - HCM Lane V/C Ratio - 0.351 0.173 - HCM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - B A A			The Park		100 PM		ACCESSOTA.	BUT THE ALL AND REPORT OF THE PROPERTY OF THE
Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT Capacity (veh/h) 770 1295 - HCM Lane V/C Ratio 0.351 0.173 - HCM Control Delay (s) - 12.2 8.4 0 HCM Lane LOS - B A A		STREET, SQUARE, SQUARE	111	U		4.2	3999	
Capacity (veh/h) - - 770 1295 - HCM Lane V/C Ratio - - 0.351 0.173 - HCM Control Delay (s) - - 12.2 8.4 0 HCM Lane LOS - - B A A	HOW LOS	D D		Seligio			194,650	
Capacity (veh/h) - - 770 1295 - HCM Lane V/C Ratio - - 0.351 0.173 - HCM Control Delay (s) - - 12.2 8.4 0 HCM Lane LOS - - B A A	Minor Lane/Major Mym	if a shall	NBT	NBBI	NBI n1	SBI	SRT	
HCM Lane V/C Ratio 0.351 0.173 - HCM Control Delay (s) 12.2 8.4 0 HCM Lane LOS - B A A	The second secon			600000000				
HCM Control Delay (s) 12.2 8.4 0 HCM Lane LOS B A A		200	CHARLES CO.	THE REAL PROPERTY.			THE STATE OF	AND THE RESIDENCE OF THE PROPERTY AND ADDRESS.
HCM Lane LOS B A A		SECTION .	and the second	At http://www.				URALI Grave H. State Coron representation and deliver the representation of the represen
		Hart bergins	- DE0	CONT.				
T.O U.U		Sales Control	Edolución (0.520			and the second second	WELL SHE SHE WAS DESCRIBED AND A STREET OF THE SHE WAS
	Man opin some of sent	State Line	245 00	(with him	1.0	0.0		

Intersection		Sev.	SILE VIII		NESSA S		ASSESSED TO THE REPORT OF THE PARTY OF THE P
Int Delay, s/veh	8.9						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Ϋ́		₽			4	
Traffic Vol, veh/h	0	285	1 1	0	101	8	
Future Vol, veh/h	0	285	1	0	101	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	7 17 5-1	None		None		None	
Storage Length	0		-		-		
Veh in Median Storage		7 7 ÷	0			0	
Grade, %	0	-	0		1.0	0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	317	1	0	112	9	
Major/Minor	Minor1		Major1	38.3	Major2	TAXABLE PARTY	
Conflicting Flow All	234	1	0	0	1	0	
Stage 1	1		HERM		1/2013	divisi.	
Stage 2	233	-		-			CONTRACTOR OF THE STATE OF STA
Critical Hdwy	6.42	6.22	153573	1314	4.12		
Critical Hdwy Stg 1	5.42	-			.#1		
Critical Hdwy Stg 2	5.42	F.	77/3		WAYE)		
Follow-up Hdwy	3.518	3.318		(₩)	2.218		The second secon
Pot Cap-1 Maneuver	754	1084		121000	1622		
Stage 1	1022	94	-	-	740	-	
Stage 2	806	and the					
Platoon blocked, %						-	
Mov Cap-1 Maneuver	702	1084			1622		
Mov Cap-2 Maneuver	702			-			
Stage 1	951		(P.	170	706		
Stage 2	806	-		;#:)			
forder these tables to	Action.	distant					
Approach	WB	神道時	NB	EN SAN	SB	WE ZE	
HCM Control Delay, s	9.7	STREET,	0	1500	6.8	100	CALL VENT COME TO THE REAL PROPERTY OF THE PARTY OF THE P
HCM LOS	Α			-	0,0	TO COLUMN	AMAZONIA SILINGSI SI
Has The Day	2.47	0.575	TO BUILD	U NIEVO	HAVE	She was	
Minor Lane/Major Mvn	at the same	NBT	NIDDV	VDLad	001	CDT	TWO IS NOT THE OWNER OF THE OWNER OF THE OWNER.
	IC.	OLOUGH WOLD		VBLn1	SBL	SBT	
Capacity (veh/h) HCM Lane V/C Ratio	(CAS 2)			1084	1622	VI STATE	
HCM Control Delay (s)	VALUE SELEC	APPELLER.	ruse pa	0.292	The second second	-	SAME SALES AND ADDRESS OF THE SAME S
HCM Lane LOS	CHILDS:	DED DES	SCHOOLS.	9.7	7.4	0	
HCM 95th %tile Q(veh	A STATE OF	XIII WALL	Olivery Co.	A 1.2	A 0.2	A	STATE WEST BUT WITH STATE OF THE STATE OF TH
montroon valie alven		will tak	1 1 1 1 1 1	1.2	0.2	VI - J	

AL SE		4750		and the same	4,481
7					
WBL	WBR	NBT	NBR	SBL	SBT
					स
0	305	120	0	565	250
				-	250
					0
					Free
SANTERS.		S DOCUMENTS OF THE PARTY OF THE		407	CONTRACTOR OF THE PARTY OF THE
0		*		-	-
	5 676	0	total to	Series.	0
			417.	DOLL DAM	0
and the same of th					90
					2
					278
U	339	100	U	020	210
Minor1	Ne Val	Major1		Major2	
1667	133	0	0	133	0
133		Bridge &	1074		(A)
		245	84	747	025
	6.22	74		4.12	
		-	-	-	
	15 5 5 CV	SAME S	111111111111111111111111111111111111111		
	3 318	сецоно	i Astronto de la		(-
			TAY DOT!		
	310		110	1402	-
	J. VIICO	× 05.55	00/5/00	CTO NUMBERO	and the state of the
190	CARLOW - S	1, (3 °) (4 °)	7/11/2	THE NEW PARTY	S VA P
EO	040	on the san	CONTRACTOR .	4450	ANNOUGH CO
			15.0	1452	N) C
	SAN THE SAN TH	etano-esono	-	-	OWNERS.
	100	Ville 6		12126	GREEN'S
196		eurosousia Martina			·
	STATE OF			100	100/8
WB	A CHANGE	NB		SB	WILLIAM !
	A Tracket				ilo li w
	2000			0.0	-
STATE OF	S 32 0	0.05	NO LIN	ETHANS!	ALTER S
9308050			VIS.		
lesso	NBT	NBRI			SBT
1		Turn -	916		
		-	0.37	0.432	-
Martine	-			and the state of t	
			11.2	9.4	0
)))	DATE OF BUILDING			and the state of t	0 A
	WBL 0 0 0 Stop - 0 90 2 0 Minor1 1667 133 1534 6.42 5.42 5.42 5.42 3.518 106 893 196 52 437 196	WBL WBR 0 305 0 305 0 0 Stop Stop - None 0 9, # 0 90 90 2 2 0 339 Minor1 N 1667 133 133 1534 6.42 6.22 5.42 5.42 3.518 3.318 106 916 893 196 52 916 52 437 196 WB 11.2 B	WBL WBR NBT TY	WBL WBR NBT NBR Y Istaly Istal	WBL WBR NBT NBR SBL Ty Ty Ty Ty Ty Ty 0 305 120 0 565 0 2

Intersection			I S VIETE			AR STEEL
Int Delay, s/veh	5			Alexander of		
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	11011	\$	HDI	, 001	4
Traffic Vol, veh/h	0	153	10	0	548	500
Future Vol, veh/h	0	153	10	0	548	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Mark S	None	SIGN	None		None
Storage Length	0			858		
Veh in Median Storage	e, # 0	1	0	1		0
Grade, %	0		0			0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	170	11	0	609	556
Major/Minor	Minor1	THE CO.	Major1	.iiiiiiiiii	Major2	III SIVE
	1785	11	Major1		11	^
Conflicting Flow All	1/85	A CHARLES	0	0	The second second	0
Stage 1 Stage 2	1774		THE COL	12 / TOP	V 198	
	6.42	6.22	ALCOHOL:	55013590	4.12	
Critical Howy	5.42	0.22	20 11 1		4.12	
Critical Hdwy Stg 1	5.42	(SSAFILET)	BRIDWER	orsion state	and the same of	
Critical Hdwy Stg 2			The state of	SHEET.	0.040	CHICAGO.
Follow-up Hdwy	3.518		7 <u>4</u>		2.218 1608	711 993
Pot Cap-1 Maneuver	90	1070		Section .	1000	THE WE
Stage 1 Stage 2	149		EAST OF			· Comme
Platoon blocked, %	149	S. Aller	MENTE	LONG	3	
Mov Cap-1 Maneuver	41	1070		DATE OF THE PARTY.	1608	e de la composición
Mov Cap-1 Maneuver	41	1070	Walley D.	CASTRA	1000	3000
	457	ALLES VALUE	Mosey	COLUMB T	ezibilit	MUNIO
Stage 1	149			4 - 15	ENVIL	100.00
Stage 2	149	PROCESSOS.	water the			2022
HOUSE EACH DOOR SERVI	or best	CHRHIII		musum	11/1/12	HAVE
Approach	WB		NB	P. Branch	SB	1989
HCM Control Delay, s	9		0	Bless	4.5	
HCM LOS	Α					
	A STATE	2425		Shiros	33.0	
Minor Lane/Major Myr	nt de la	NBT	NBR	WBLn1	SRI	SRT
Capacity (veh/h)	ASSESSED N	Oskar		1070		
HCM Lane V/C Ratio		· ·		0.159		
HCM Control Delay (s	Vision)		THE RES	9	8.6	0
HCM Lane LOS	The State of the S	-	_		A	A
HCM 95th %tile Q(veh)	KIE.	Distance of the last	~	1.8	
The state of the s	/			0,0	110	The second second

Intersection	AND DE				NI HE		
Int Delay, s/veh	9.4						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	N/		1€			4	
Traffic Vol, veh/h	0	458	242	0	452	203	
Future Vol, veh/h	0	458	242	0	452	203	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None	Table 1	None	"我们是我们的特点,我们是不是这些人的,我们还是我们的人们的。"
Storage Length	0	440	-				
Veh in Median Storage	e, # 0		0		Design of the last	0	
Grade, %	0	180	0			0	11 - A - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	STATES OF THE STATE STATES AND ASSESSED AS A STATE OF THE STATES AND ASSESSED.
Mvmt Flow	0	509	269	0	502	226	
Major/Minor	Minor1	SUSTRIES.	Major1	Walter I	Major2	9059449	
Conflicting Flow All	1499	269	0	0	269	0	
Stage 1	269	SE TON					
Stage 2	1230		-	-	any property	-	
Critical Hdwy	6.42	6.22		and the	4.12		
Critical Hdwy Stg 1	5.42	-		-	7116		
Critical Hdwy Stg 2	5.42	West of	10: 10-1	MARKET ST	San Silver	WHEN !	DEPTH STORY STREET, AND ADDRESS OF THE STREET, AND THE STREET, AND THE STREET, AND THE STREET, AND THE STREET,
Follow-up Hdwy	3.518	3.318		-	2.218	(#I)	massaman marene Amel Scenistica and Architecture and Architecture and Architecture
Pot Cap-1 Maneuver	135	770		948 H2	1295	onlike	
Stage 1	776	-				· ·	AND DESCRIPTION OF THE PROPERTY OF THE PROPERT
Stage 2	276			W 10 TO 2			Activities with the accommodate the manufacture and the re-
Platoon blocked, %					100000	-	THE RESIDENCE OF THE PARTY OF T
Mov Cap-1 Maneuver	75	770		Time In	1295	A MANAGE	
Mov Cap-2 Maneuver	75	-		-			
Stage 1	432	NO.		mana.	100	STEN SEA	
Stage 2	276		:=:			(+)(
					15750		
Approach	WB	JANES.	NB	V 5 0 2	SB	(AUNEA)	KOSEMBUSEN OB STEED AND END AND AND AND AND AND AND AND AND AND A
HCM Control Delay, s	18.3	188	0	Total St	6.6	O THE	
HCM LOS	С						ACTIVISMENT OF SAFETY WITH A STATE OF SAFETY
STRAILS AVE.	REAL S	institution	57 W. V	100		The same	STATE OF THE PROPERTY OF THE P
Minor Lane/Major Mym	nt	NBT	NBRV	VBLn1	SBL	SBT	
Capacity (veh/h)	10000				1295	Valvo	
HCM Lane V/C Ratio			-			ogresser.	AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER. IN COLUMN TWO IS NOT THE OWNER.
HCM Control Delay (s)	legot.	1000		ACTION SHAPE SHAPE OF	9.5	0	CHEMINE AND
HCM Lane LOS		4		C	A	A	
HCM 95th %tile Q(veh	E HOUSE	400	CO.	5.1	1.9	OUGS.	Black for Lateratic the state on business and account
			141500	0.1	1.0	No. of Contract of	

Intersection	the state	1000	W-11/5	20/2	San Sallan	SWA	ACCUMENTATION OF THE RESIDENCE OF THE PARTY
Int Delay, s/veh	8.9						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥		1>		000	4	
Traffic Vol, veh/h	0	281	4	0	94	7	Actualization / A Builds Bacter State (1997) - per year to the court
Future Vol, veh/h	0	281	4	0	94	7	AND DESCRIPTION OF STREET
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None	KIN2	None		None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage	e,# 0	113	0			0	
Grade, %	0	-	0	-		0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	312	4	0	104	8	
Major/Minor	Minor1	350 P	Major1	10 B	Major2	and the same	LANGE TO LOUIS CONTRACTOR RESPONDED AND ACCORDANCE AND
Conflicting Flow All	220	4	0	0	4	0	
Stage 1	4	ALC:	1887	1994		III PAREL	A SZIENIA WIELENIA PO TOWN PARTINON AND WARE TO SET OF
Stage 2	216	-	2	2	-		The state of the supplementation of the state of the stat
Critical Hdwy	6.42	6.22			4.12	A TOTAL	
Critical Hdwy Stg 1	5.42	-					A STATE OF THE STA
Critical Hdwy Stg 2	5.42			1310		W. T.	
Follow-up Hdwy	3.518	3.318	7.	-	2.218	-	
Pot Cap-1 Maneuver	768	1080	17.15	ISON N	1618		
Stage 1	1019	-		-	*	Ψ.	The state of the s
Stage 2	820			-		Ten.	
Platoon blocked, %				9		*	
Mov Cap-1 Maneuver	718	1080		303	1618		
Mov Cap-2 Maneuver	718	-	*	-	2	*	
Stage 1	953	migar sy		•			
Stage 2	820		9		-	7	
	SHEED OF				Editor.	2300	
Approach	WB	3 5/3	NB	5349523	SB	2000	
HCM Control Delay, s	9.7	7 Y (69	0		6.9	UKKIO.	THE PERSON NAMED IN COLUMN TO SERVICE AND THE PERSON NAMED IN COLUMN TO
HCM LOS	Α		10.24			-	TWO IS NOT THE THE CANADA WAS AND THE RESERVE TO SERVE THE PROPERTY OF THE PRO
	BARRE				HARRI	THE STATE	
Minor Lane/Major Mvn	1	NBT	NBRV	VBLn1	SBL	SBT	
Capacity (veh/h)	1 120	THE SELECTION OF THE PERSON OF		1080	1618	ODI	
HCM Lane V/C Ratio	Marine Police P			0.289			
HCM Control Delay (s)	A STEEL	15-7819	A LONG	9.7	7.4	0	When the sum of the second sum of the second
HCM Lane LOS			20025190	Α	Α.	A	
HCM 95th %tile Q(veh)/55/56	HEROES I	Mes S	1.2	0.2		SERVICE OF THE PROPERTY OF THE
	NAME OF STREET	THE RESERVE OF THE PARTY OF THE	AND DESCRIPTION OF THE PARTY OF	1,2	0.2		

Intersection		9415518	USI IN		24(2)	
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/V		1→			स
Traffic Vol, veh/h	0	185	120	0	315	250
Future Vol, veh/h	0	185	120	0	315	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None		None
Storage Length	0					
Veh in Median Storage			0		W.	0
Grade, %	0		0		-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	206	133	0	350	278
Major/Minor	Minor1	VIII I	Major1	WENS.	Major2	STATE OF
Conflicting Flow All	1111	133	0	0	133	0
Stage 1	133			auri		
Stage 2	978	allymers.	-	-	-	
Critical Hdwy	6.42	6.22	10131	NAME OF TAXABLE	4.12	
Critical Hdwy Stg 1	5.42				*	*
Critical Hdwy Stg 2	5.42	STATE OF	EIEN.	ASSIST.	RETURN	
Follow-up Hdwy		3.318		·	2.218	-
Pot Cap-1 Maneuver	231	916		NAME OF	1452	19 (52)
Stage 1	893	-	-	-		-
Stage 2	364		Page 1	FILMS	Take !	
Platoon blocked, %				-		-
Mov Cap-1 Maneuver	165	916		No.	1452	
Mov Cap-2 Maneuver	165					
Stage 1	638	With a	Visite.	100	WALKE.	
Stage 2	364	-				*
	BILLER		e Charle	STIPLO?		100
Approach	WB		NB	OPENSION	SB	XXXXXXX
HCM Control Delay, s	10.1		0		4.6	LESS JA
HCM LOS	В	-	U		T.U	7450
	NG N	ASCE	1010	J. Taile	1000	400
Minor Lane/Major Mvn	nt	NBT	NBRI	WBLn1	SBL	SBT
Capacity (veh/h)			Steelie		1452	OD I
HCM Lane V/C Ratio				0.224		acamons.
HCM Control Delay (s)			HOURS	40.4	8.3	0
HCM Lane LOS	AND THE REAL PROPERTY.		UND TO	В	Α	A
HCM 95th %tile Q(veh) Sale	Man A	nauri:	0.9	0.9	
MINIO CONTRACTOR	/	10 21	0.000300	0.0	0.0	\$20 CM

Intersection		EL VESSE					
Int Delay, s/veh	2.3						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	M		- ↑		111	4	
Traffic Vol, veh/h	0	143	10	0	48	500	
Future Vol, veh/h	0	143	10	0	48	500	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None		None	AVANE.	None	
Storage Length	0			181		Ħ	
Veh in Median Storage			0		1000	0	
Grade, %	0	-	0			0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	159	11	0	53	556	
Major/Minor	Minor1		Major1	C SQU	Major2		
Conflicting Flow All	673	11	0	0	11	0	
Stage 1	11	350	BALL		PALE	1000	
Stage 2	662		57/	-			
Critical Hdwy	6.42	6.22	1574	196	4.12	300	
Critical Hdwy Stg 1	5.42		-		*		
Critical Hdwy Stg 2	5.42	Lipa D	(+)		1000		
Follow-up Hdwy	3.518	3.318	-	-	2.218	14	
Pot Cap-1 Maneuver	421	1070		-	1608		
Stage 1	1012	_					
Stage 2	513		3			My B	
Platoon blocked, %	104	4070			4000		
Mov Cap-1 Maneuver	401	1070	100	188303	1608		
Mov Cap-2 Maneuver	401		NAME OF STREET	MONTHER	in the latest	TIVAL DA	
Stage 1	963 513	TUE CHE					
Stage 2	513	ETILIUI	icu inti	KUSTONE			
	History.	THE SECTION AND ADDRESS OF THE PERSON AND AD	Mile St	s de la	ISP In	N. C. C.	AND DATA SERVICE THE SERVICE CONTROL OF THE SERVICE
Approach	WB	AN TRAVE	NB	65 B	SB	Market .	
HCM Control Delay, s	9	915/19	0	73 20	0.6	MARK!	
HCM LOS	Α	mai medin	- Water			on all the other	
A MORNEY WAS IN	No.			36.10		1-1-14	
Minor Lane/Major Myn	nt	NBT	NBRV	WBLn1	SBL	SBT	
Capacity (veh/h)			17316	1070	1608		
HCM Lane V/C Ratio		40		0.148		-	
HCM Control Delay (s)		NAME OF	He die	9	7.3	0	Environment of the second of t
HCM Lane LOS				Α	Α	Α	
HCM 95th %tile Q(veh) (3)	7674		0.5	0.1	9580	

Intersection		E 8000		1 THE 18 P. L.		
Int Delay, s/veh	5.1					the Control
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/N		1>	TUDIT	ODL	4
Traffic Vol, veh/h	0	215	243	0	250	202
Future Vol, veh/h	0	215	243	0	250	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	TE TE	None		None		None
Storage Length	0				U.76	
Veh in Median Storage	e, # 0		0			0
Grade, %	0		0	-		0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	239	270	0	278	224
Major/Minor	Minor1	10/35 N	Najor1	31-36	Viajor2	55460
Conflicting Flow All	1050	270	0	0	270	0
Stage 1	270	50 M		ATTUULIBLE		CSHE!
Stage 2	780	-	-	-	+	
Critical Hdwy	6.42	6.22			4.12	
Critical Hdwy Stg 1	5.42			-	*	
Critical Hdwy Stg 2	5.42	NISCE S	55187.	Ville 184		
Follow-up Hdwy	3.518	3.318	<u> </u>	_	2.218	4)
Pot Cap-1 Maneuver	252	769	relite		1293	19,19
Stage 1	775				-	
Stage 2	452	Distant.	YE SHOW	10 10	lers y	200
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	190	769	1	= XIO	1293	
Mov Cap-2 Maneuver	190	-		-		*
Stage 1	584	Service 1		S. Carre	W SIX	
Stage 2	452	-	-			*
			TRANS	1212		
Approach	WB		NB	Con Tak	SB	1000
HCM Control Delay, s	11.8	SEE LIVE	0		4.7	
HCM LOS	В					
		HUS VAN		10000	0.00	T. ME
View Levylyte VI		NIDT	NDDI	WENT 2	OD!	ODT
Minor Lane/Major Mvr	nu	NBT	-	WBLn1	SBL	SBT
Capacity (veh/h)						1
HCM Lane V/C Ratio	VE.219		SECTION AND ADDRESS.	0.311		-
HCM Control Delay (s	151576	10 h E	3 7 5	111114	8.5	0
HCM Lane LOS	A CONTRACTOR		-	B	A	Α
HCM 95th %tile Q(veh	3 3 31			1.3	0.8	