# **Traffic Impact Report**



Prepared For

Victoria Ward, Limited

Prepared By

Wilson Okamoto Corporation

October 2012

## TRAFFIC IMPACT REPORT

## FOR THE

## **VICTORIA WARD DEVELOPMENT**

## Phase 1A

Prepared for:

Victoria Ward, Limited

Prepared by:

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October 2012

## TABLE OF CONTENTS

			Page
I.	Intro	duction	1
	A.	Purpose of Study	1
	B.	Scope of Study	1
II.	Proje	ct Description	1
	A.	Location	1
	B.	Project Characteristics	3
III.	Exist	ing Traffic Conditions	3
	A.	Area Roadway System	3
	B.	Traffic Volumes and Conditions	5
		1. General	5
		a. Field Investigation	5
		b. Capacity Analysis Methodology	6
		2. Existing Peak Hour of Traffic	7
		a. General	7
		b. Ala Moana Boulevard and Ward Avenue	7
		c. Ward Avenue and Auahi Street	12
		d. Ward Avenue and Halekauwila Street	12
		e. Ward Avenue and Queen Street	13
		f. Ala Moana Boulevard and Kamakee Street	14
		g. Kamakee Street and Auahi Street	14
		h. Kamakee Street and Queen Street	15
		i. Ala Moana Boulevard and Queen Street	16
		i. Ala Moalla Boulevard and Queen Street	10
IV.	Proje	cted Traffic Conditions	16
	A.	Site-Generated Traffic	16
	B.	Through-Traffic Forecasting Methodology	19
	C.	Total Traffic Volumes Without Project	21
	D.	Total Traffic Volumes With Project	27
V.	Traff	ic Impact Analysis	27
VI.	Reco	mmendations	33
<b>3711</b>	<b>C</b>	lusion.	2.4

## LIST OF EXHIBITS

FIGURE 1	Location and Vicinity Map
FIGURE 2	Project Site Plan
FIGURE 3	Existing AM Peak Hour of Traffic
FIGURE 4	Existing AM Peak Hour of Traffic
FIGURE 5	Existing PM Peak Hour of Traffic
FIGURE 6	Existing PM Peak Hour of Traffic
FIGURE 7	Distribution of External Site-Generated Trips
FIGURE 8	Year 2016 AM Peak Hour of Traffic Without Project
FIGURE 9	Year 2016 AM Peak Hour of Traffic Without Project
FIGURE 10	Year 2016 PM Peak Hour of Traffic Without Project
FIGURE 11	Year 2016 PM Peak Hour of Traffic Without Project
FIGURE 12	Year 2016 AM Peak Hour of Traffic With Project
FIGURE 13	Year 2016 AM Peak Hour of Traffic With Project
FIGURE 14	Year 2016 PM Peak Hour of Traffic With Project
FIGURE 15	Year 2016 PM Peak Hour of Traffic With Project

## LIST OF APPENDICES

APPENDIX A	Existing Traffic Count Data
APPENDIX B	Level of Service Definitions
APPENDIX C	Capacity Analysis Calculations
	Existing Peak Hour Traffic Analysis
APPENDIX D	Capacity Analysis Calculations
	Projected Year 2016 Peak Hour Traffic Analysis Without Project
APPENDIX E	Capacity Analysis Calculations
	Projected Year 2016 Peak Hour Traffic Analysis With Project

## I. INTRODUCTION

## A. Purpose of Study

The purpose of this study is to identify and assess the potential traffic impacts resulting from Phase 1A of the Victoria Ward Development in Kakaako on the island of Oahu. Phase 1A of the proposed project entails the replacement of existing commercial uses and parking areas with new residential and commercial/retail uses.

## B. Scope of Study

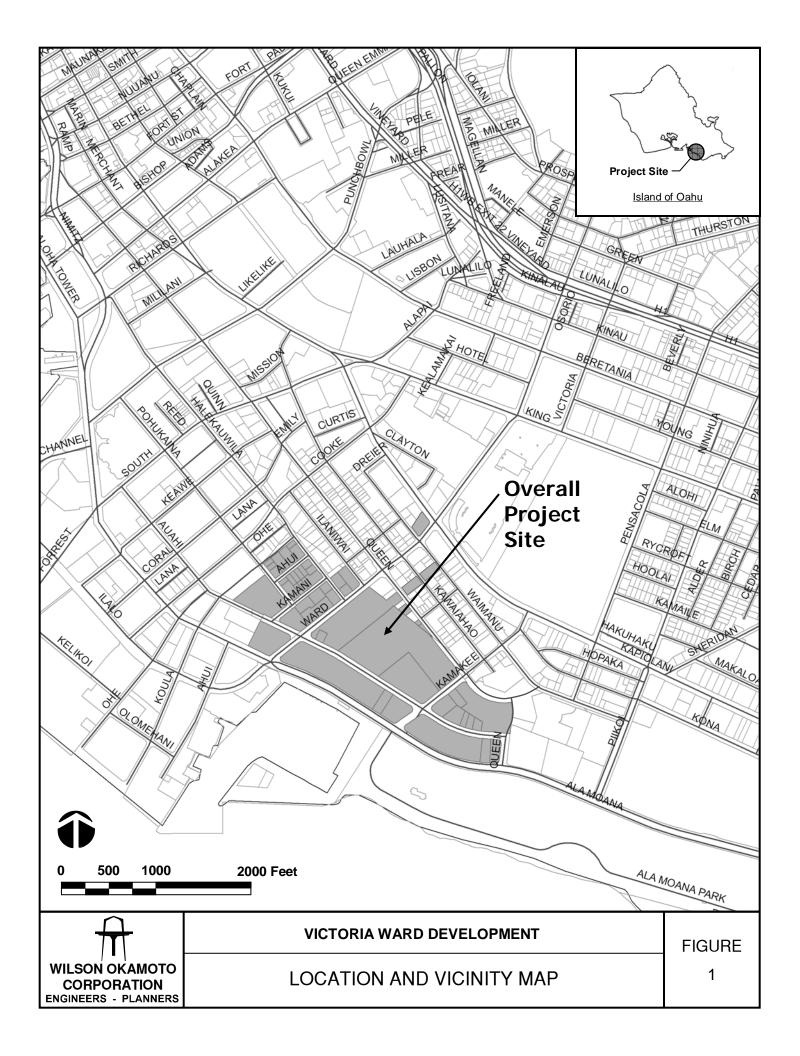
This report presents the findings and conclusions of the traffic study, the scope of which includes:

- 1. Description of the proposed project.
- 2. Evaluation of existing roadway and traffic operations in the vicinity.
- 3. Analysis of future roadway and traffic conditions without the proposed project.
- 4. Analysis and development of trip generation characteristics for the proposed project.
- 5. Superimposing site-generated traffic over future traffic conditions.
- 6. The identification and analysis of traffic impacts resulting from the proposed project.
- 7. Recommendations of improvements, if appropriate, that would mitigate the traffic impacts resulting from the proposed project.

## II. PROJECT DESCRIPTION

## A. Location

The project site for the overall Victoria Ward development currently encompasses Ward Warehouse and Ward Center, Ward Entertainment Center Ward Village Shops, and other surrounding commercial and office buildings. The proposed development is bounded by Ala Moana Boulevard to the south, Koula Street to the west, Waimanu Street to the north, and Queen Lane to the east. Phase 1A entails the development of three smaller parcels within the project area (see Figure 1). The first parcel (referred to as "Block C") is currently a surface parking area located across Auahi Street from the existing Ward Entertainment Center. The second parcel (referred to as "Block K") is located on the northeast corner of the Kamakee Street



and Auahi Street intersection. The third parcel (referred to as "Block O") is located on the northwest corner of the Ward Avenue and Halekawila Street intersection.

## **B.** Project Characteristics

The project site for the Victoria Ward development currently houses a variety of commercial and office uses. The overall development is expected to be implemented in phases over the next 10-15 years with the first phase (referred to as "Phase 1A" expected to be completed by the Year 2016 and include the following:

- Block C: Approximately 20,000 square feet (sf) of commercial/retail space with 210 multi-family residential units
- Block K: Approximately 60,000 sf of commercial/retail space with 300 multifamily residential units
- Block O: Approximately 30,000 sf of commercial/retail space with 300 multifamily residential units

Primary access for Block C will be provided via a driveway off Kamakee Street while access for Block K will be provided via driveways off Auahi Street, Kamakee Street and Queen Street. Primary access for Block O will be provided off Halekauwila Street. Figure 2 shows the proposed site plan.

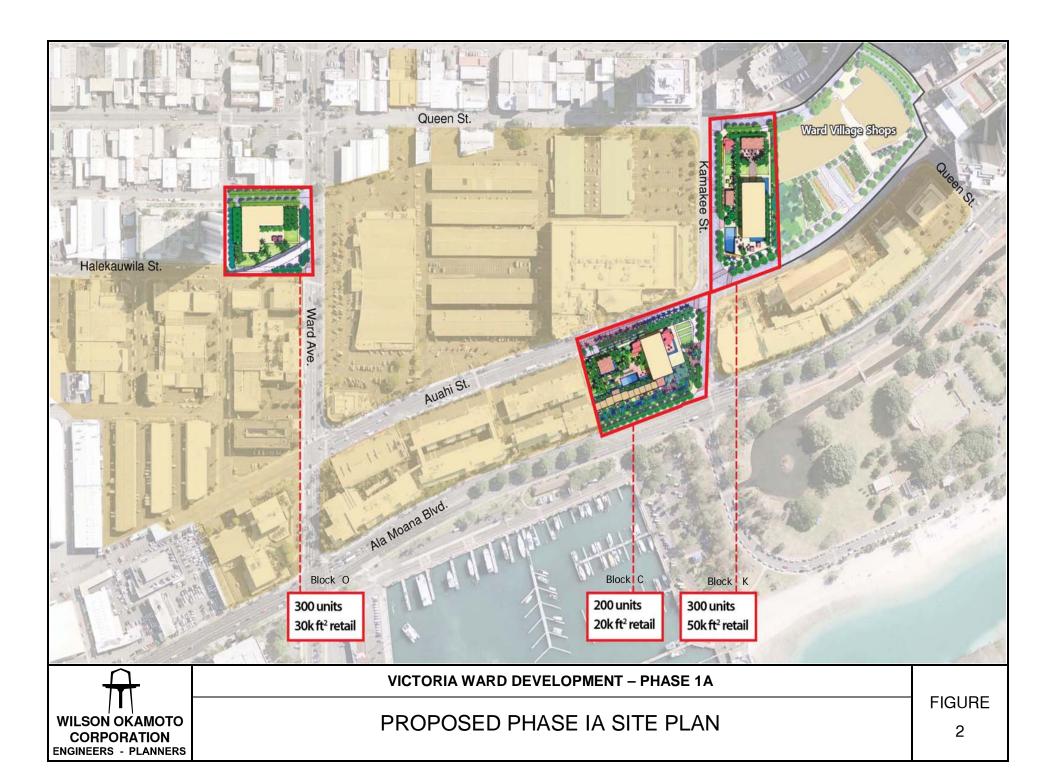
## III. EXISTING TRAFFIC CONDITIONS

## A. Area Roadway System

East-west traffic through the Kakaako area is served by a number of existing roadways which include Ala Moana Boulevard, Auahi Street, and Queen Street while north-south traffic is served by a number of existing roadways including Ward Avenue and Kamakee Street.

Ala Moana Boulevard is a predominantly six-lane, two-way roadway that serves commercial uses within the project area. The posted speed limit is 35 mph with the two direction of traffic divided by a raised and landscaped median. At the intersections with Ward Avenue and Kamakee Street, the Ala Moana Boulevard approaches have exclusive left-turn lane and three lanes that serve through and right-turn traffic movements.

*Auahi Street* is a four-lane, two-way roadway that runs parallel to Ala Moana Boulevard through the project area providing access to commercial uses within the project area. On-street parking is currently allowed along portions of Auahi Street. At the intersections with Ward Avenue and Kamakee Street, the Auahi Street



approaches have one to two lanes that serve through and right-turn traffic movements and exclusive left-turn lanes.

Queen Street is a two-lane, two-way roadway with on-street parking allowed along both sides of the roadway within the project area serving residential, commercial and industrial land uses. The roadway expands to a four-lane roadway east of the intersection with Kamakee Street, with new segments recently constructed to connect the existing segments of Queen Street west of Kamakee Street and off of Ala Moana Boulevard. The Queen Street approaches of the intersection with Ward Avenue have one lane that serve through and left-turn traffic movements and exclusive (de-facto) right-turn lanes while those at the intersection with Kamakee Street have one to two lanes that serve through and right-turn traffic movements, and exclusive left-turn lanes. At the intersection with Ala Moana Boulevard, Queen Street has two exclusive left-turn lanes and an exclusive right-turn lane.

Ward Avenue is a predominantly four-lane, two-way roadway that provides access to the commercial and office uses in the project area, as well as, serves as a connector roadway between Ala Moana Boulevard and the Interstate H-1 Freeway. The speed limit is posted at 25 mph. At the intersections with Ala Moana Boulevard, Auahi Street, Halekauwila Street, and Queen Street, the Ward Avenue approaches have two lanes that serve through and right-turn traffic movements and exclusive left-turn lanes with the exception of the northbound approach of the intersection with Ala Moana Boulevard which has two lanes that serve left-turn and through traffic movements and an exclusive right-turn lane.

Kamakee Street is a predominantly four-lane, two-way roadway that that serves as a connector roadway between Kapiolani Boulevard and Ala Moana Boulevard. The posted speed limit is 25 mph and on-street parking allowed along portions of Kamakee Street. At the intersection with Ala Moana Boulevard, the Kamakee Street approaches have a shared left-turn and through lane, and an exclusive right-turn lane while those at the intersection with Queen Street have two lanes that serve all traffic movements. At the intersection with Auahi Street, the northbound approach of Kamakee Street has two lanes that serve through and right-turn traffic movements, and an exclusive left-turn lane while the southbound approach has one through lane and exclusive turning lanes.

## B. Traffic Volumes and Conditions

#### 1. General

## a. Field Investigation

The existing traffic count data utilized for this study consisted of turning movement count surveys during the weekday morning and afternoon peak commuter traffic periods in the project vicinity. The surveys were conducted during April and May 2011 between the weekday morning peak hours of 6:00 and 9:00 AM and afternoon peak hours of 3:00 PM and 6:00 PM at the following intersections:

- Ala Moana Boulevard and Ward Avenue
- Ward Avenue and Auahi Street
- Ward Avenue and Halekauwila Street
- Ward Avenue and Queen Street
- Ala Moana Boulevard and Kamakee Street
- Kamakee Street and Auahi Street
- Kamakee Street and Queen Street
- Ala Moana Boulevard and Queen Street

It should be noted that at the time of the field investigation, the intersection of Kamakee Street and Queen Street was an unsignalized, stop-controlled intersection. As such, the analysis of existing conditions reflects the intersection control being utilized during the field investigation. Appendix A includes the existing traffic count data.

## b. Capacity Analysis Methodology

The highway capacity analysis performed in this study is based upon procedures presented in the "Highway Capacity Manual", Transportation Research Board, 2000, and the "Synchro", developed by Trafficware. The analysis is based on the concept of Level of Service (LOS).

LOS is a quantitative and qualitative assessment of traffic operations. Levels of Service are defined by LOS "A" through "F"; LOS "A" representing ideal or free-flow traffic operating conditions and LOS "F" representing unacceptable or potentially congested traffic operating conditions. It should be noted, however, that the delays for an individual lane group cannot always be considered a measurement of failure. In some instances, traffic in a turning lane or along a minor cross street experiencing LOS "E" at a signal with a high cycle length is likely experiencing that delay because of the significant time it takes the signal to serve all other phases before it is time to serve that phase.

This delay does not mean the signal is functioning poorly or over capacity, it is a by-product of the way traffic must be served at the intersection.

"Volume-to-Capacity" (v/c) ratio is another measure indicating the relative traffic demand to the roadway carrying capacity. A v/c ratio of one (1.00) indicates that the roadway is operating at or near capacity. A v/c ratio of greater than 1.00 generally indicates that the traffic demand exceeds the road's carrying capacity. The LOS definitions are included in Appendix B.

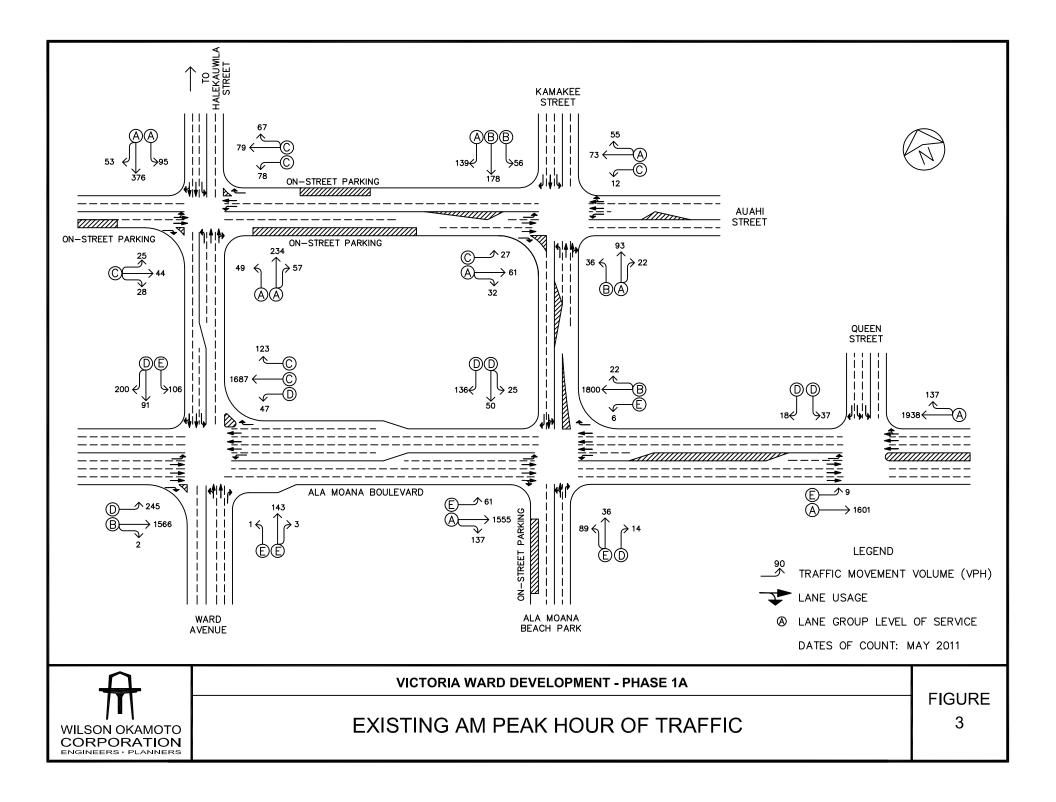
## 2. Existing Peak Hour Traffic

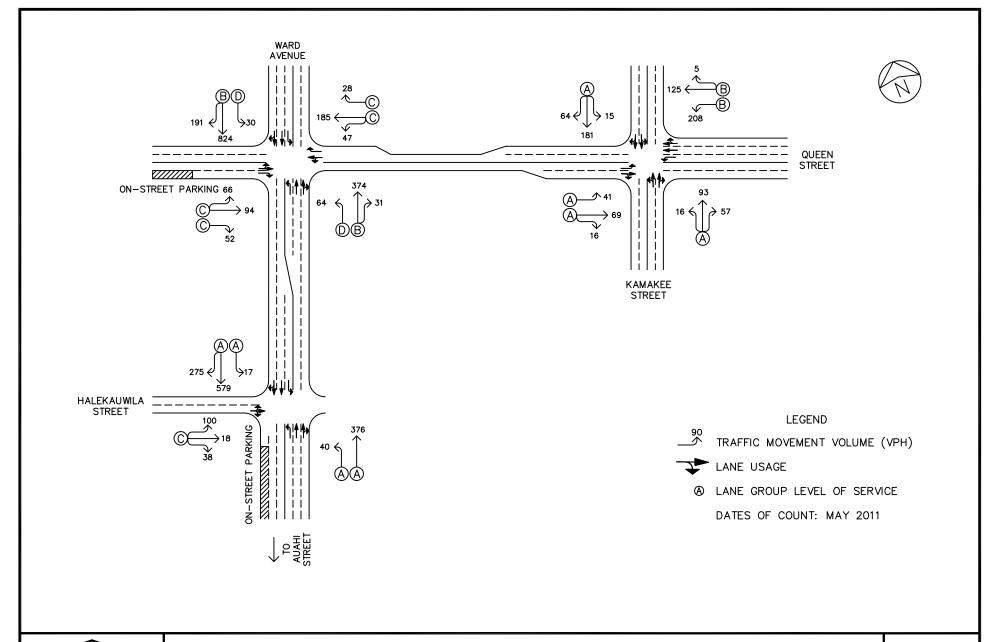
#### a. General

Figures 3 to 6 show the existing AM and PM peak period traffic volumes and traffic operating conditions. The AM peak hour of traffic generally occurs between the hours of 7:00 AM and 8:00 AM while the PM peak hour of traffic generally occurs between the hours of 4:30 PM and 5:30 PM. The analysis is based on these peak hour time periods for each intersection. LOS calculations are included in Appendix C.

### b. Ala Moana Boulevard and Ward Avenue

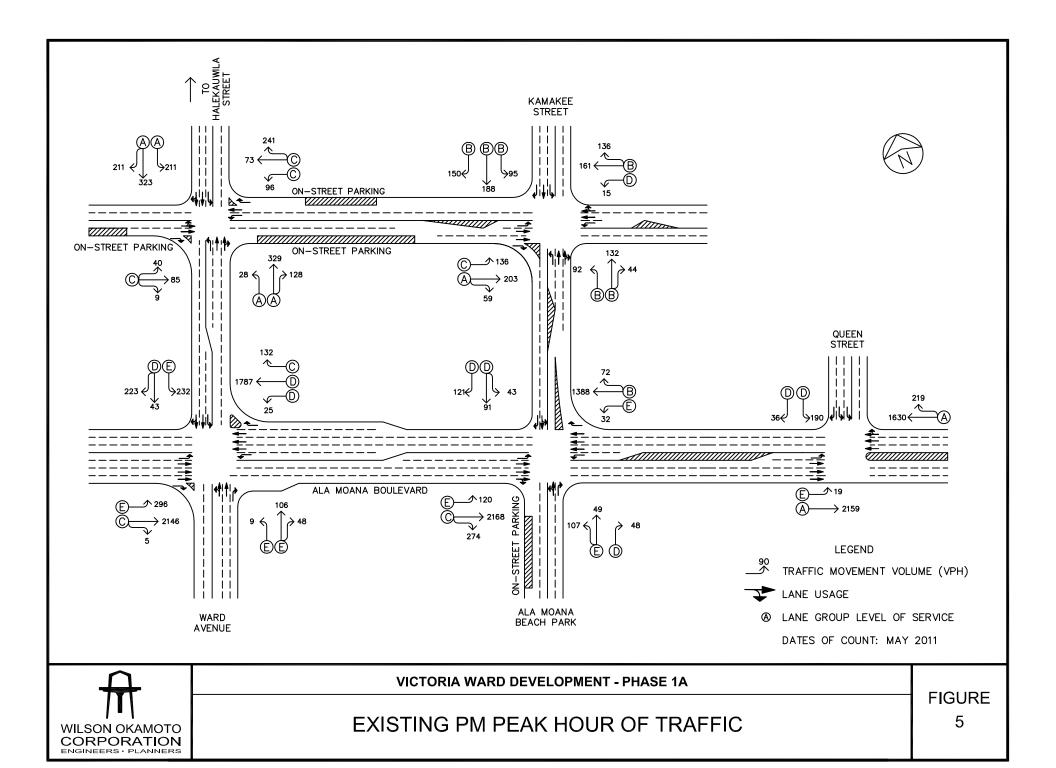
At the intersection with Ward Avenue, Ala Moana Boulevard carries 1,813 vehicles eastbound and 1,857 vehicles westbound at this intersection during the AM peak hour of traffic. During the PM peak period, traffic volumes are higher with 2,447 vehicles traveling eastbound and 1,944 vehicles traveling westbound. The critical movements on the Ala Moana Boulevard approaches of the intersection are the eastbound left-turn traffic movement which operates at LOS "D" and LOS "E" during the AM and PM peak periods, respectively, and the westbound through traffic movement

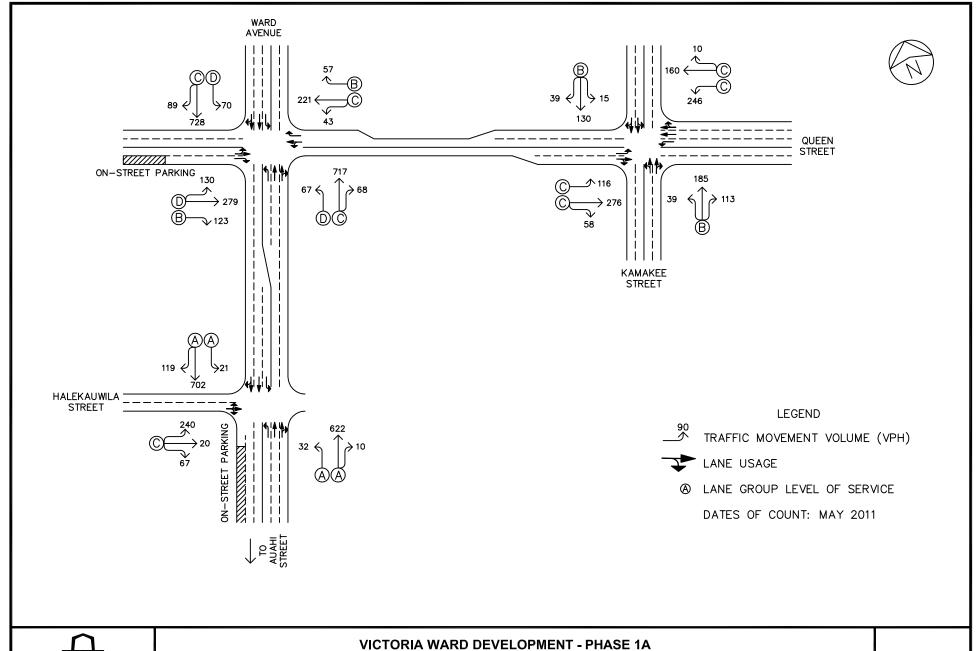






EXISTING AM PEAK HOUR OF TRAFFIC





WILSON OKAMOTO CORPORATION ENGINEERS PLANNERS

EXISTING PM PEAK HOUR OF TRAFFIC

which operate at LOS "C" and LOS "D" during the AM and PM peak periods, respectively.

The Ward Avenue approaches of the intersection carry 147 vehicles northbound and 397 vehicles southbound during the AM peak hour of traffic. During the PM peak period, traffic volumes are higher with 163 vehicles traveling northbound and 498 vehicles traveling southbound. The critical traffic movements on the Ward Avenue approaches are the southbound left-turn traffic movement which operates at LOS "E" during both peak periods and the southbound through and right-turn traffic movement which operates at LOS "D" during both peak periods.

#### c. Ward Avenue and Auahi Street

At the intersection with Auahi Street, Ward Avenue carries 340 vehicles northbound and 524 vehicles southbound during the AM peak hour of traffic. During the PM peak period, traffic volumes are higher with 485 vehicles traveling northbound and 745 vehicles traveling southbound. The critical traffic movements on the Ward Avenue approaches of the intersection are the northbound through and right-turn and southbound left-turn traffic movements which operate at LOS "A" during both peak periods.

The Auahi Street approaches of the intersection carry 97 vehicles eastbound and 224 vehicles westbound during the AM peak hour of traffic. During the PM peak period, traffic volumes are higher with 134 vehicles traveling eastbound and 410 vehicles traveling westbound. The traffic movements on both approaches of Auahi Street operate at LOS "C" during both peak periods.

### d. Ward Avenue and Halekauwila Street

At the intersection with Halekauwila Street, Ward Avenue carries 416 vehicles northbound and 871 vehicles southbound during the AM peak hour of traffic. During the PM peak period, traffic

volumes are higher with 664 vehicles traveling northbound and 842 vehicles traveling southbound. The critical traffic movements on the Ward Avenue approaches of the intersection are the northbound and southbound through and right-turn traffic movements which operate at LOS "A" during both peak periods.

The Halekauwila Street approach of the intersection carries 156 vehicles and 327 vehicles eastbound during the AM and PM peak hours of traffic, respectively. This approach operates at LOS "C" during both peak periods.

## e. Ward Avenue and Queen Street

At the intersection with Queen Street, Ward Avenue carries 469 vehicles northbound and 1,045 vehicles southbound during the AM peak hour of traffic. During the PM peak period, the overall traffic volume is higher with 852 vehicles traveling northbound and 887 vehicles traveling southbound. The critical traffic movements on the Ward Avenue approaches of the intersection are the northbound and southbound through and right-turn traffic movements which operate at LOS "B" and LOS "C" during the AM and PM peak periods, respectively.

The Queen Street approaches of the intersection carry 212 vehicles eastbound and 260 vehicles westbound during the AM peak hour of traffic. During the PM peak period, traffic volumes are higher with 532 vehicles traveling eastbound and 321 vehicles traveling westbound. The critical traffic movements on the Queen Street approaches are the eastbound and westbound left-turn and through traffic movements which operate at LOS "C" during the AM peak period, and LOS "D" and LOS "C," respectively, during the PM peak period.

#### f. Ala Moana Boulevard and Kamakee Street

At the intersection with Kamakee Street, Ala Moana Boulevard carries 1,753 vehicles eastbound and 1,828 vehicles westbound at this intersection during the AM peak hour of traffic. During the PM peak period, the overall traffic volume is higher with 2,562 vehicles traveling eastbound and 1,492 vehicles traveling westbound. The critical movements on the Ala Moana Boulevard approaches of the intersection are the eastbound through and right-turn traffic movement which operates at LOS "A" and LOS "C" during the AM and PM peak periods, respectively, and the westbound through and right-turn traffic movement which operate at LOS "B" during both peak periods.

The Kamakee Street approach of the intersection carries 211 vehicles and 255 vehicles southbound during the AM and PM peak hours of traffic, respectively. The northbound approach of the intersection is comprised of the access road for Ala Moana Beach Park which carries 139 vehicles and 204 vehicles northbound during the AM and PM peak periods, respectively. The critical traffic movements these approaches of the intersection are the northbound left-turn and through and southbound right-turn traffic movements which operate at LOS "E" and LOS "D," respectively, during both peak periods.

### g. Kamakee Street and Auahi Street

At the intersection with Auahi Street, Kamakee Street carries 151 vehicles northbound and 373 vehicles southbound during the AM peak hour of traffic. During the PM peak period, traffic volumes are higher with 268 vehicles traveling northbound and 433 vehicles traveling southbound. The critical movements on the Kamakee Street approaches are the northbound through and right-turn traffic movement which operates at LOS "A" and LOS "B" during the AM and PM peak periods, respectively, and the southbound left-turn traffic movement which operates at LOS "B" during both peak periods.

The Auahi Street approaches of the intersection carry 120 vehicles eastbound and 140 vehicles westbound during the AM peak hour of traffic. During the PM peak period, traffic volumes are higher with 398 vehicles traveling eastbound and 312 vehicles traveling westbound. The critical movements on the Auahi Street approaches are the eastbound left-turn traffic movement which operates at LOS "C" during both peak periods and the westbound through and right-turn traffic movement which operates at LOS "A" and LOS "B" during the AM and PM peak periods, respectively.

## h. Kamakee Street and Queen Street

At the intersection with Queen Street, Kamakee Street carries 166 vehicles northbound and 260 vehicles southbound during the AM peak hour of traffic. During the PM peak period, the overall traffic volume is higher with 337 vehicles traveling northbound and 184 vehicles traveling southbound. Under the unsignalized intersection control in place during the field investigation, the Kamakee Street approaches of the intersection operate at LOS "A" and LOS "B" during the AM and PM peak periods, respectively. As previously mentioned, a traffic signal system was installed at this intersection after the field investigation.

The Queen Street approaches of the intersection carry 126 vehicles eastbound and 338 vehicles westbound during the AM peak hour of traffic. During the PM peak period, traffic volumes are higher with 450 vehicles traveling eastbound and 416 vehicles traveling westbound. Under the unsignalized intersection control in place during the field investigation, eastbound approach operates at LOS "A" and LOS "C" during the AM and PM peak periods, respectively, and the westbound approach at LOS "B" and LOS "C" during the AM and PM peak periods, respectively.

## i. Ala Moana Boulevard and Queen Street

At the intersection with Queen Street, Ala Moana Boulevard carries 1,610 vehicles eastbound and 2,075 vehicles westbound at this intersection during the AM peak hour of traffic. During the PM peak period, the overall traffic volume is higher with 2,178 vehicles traveling eastbound and 1,849 vehicles traveling westbound. The critical movements on the Ala Moana Boulevard approaches of the intersection are eastbound through and westbound through and right-turn traffic movements which operate at LOS "A" "during both peak periods.

The Queen Street approach of the intersection carries 55 vehicles and 226 vehicles southbound during the AM and PM peak hours of traffic, respectively. The critical traffic movement on the Queen Street approach of the intersection is the southbound left-turn traffic movement which operates LOS "D" during both peak periods.

### IV. PROJECTED TRAFFIC CONDITIONS

## A. Site-Generated Traffic

The trip generation methodology used in this study is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in "Trip Generation, 8<sup>th</sup> Edition," 2008. The ITE trip generation rates are developed empirically by correlating the vehicle trip generation data with various land use characteristics such as the number of vehicle trips generated per dwelling unit or 1,000 square feet of development. Table 1 summarizes the trip generation characteristics of the existing uses that will be replaced during Phase 1A of the development and Table 2 summarizes the project site trip generation characteristics for Phase 1A applied to the AM and PM peak periods of traffic.

**Table 1: Existing Peak Hour Trip Generation** 

Retail (Shopping Center)		
INDEPENDENT VARIAB	LE: Exist 1,000 s	of of development = $23.281$
		PROJECTED TRIP ENDS
AM PEAK	ENTER	14
	EXIT	9
	TOTAL	23
PM PEAK	ENTER	43
	EXIT	44
	TOTAL	87
Office (General Office Bui	lding)	
INDEPENDENT VARIA	<b>BLE:</b> Exist 1,000 s	of of development = 25.431
		PROJECTED TRIP ENDS
AM PEAK	ENTER	35
	EXIT	5
	TOTAL	40
PM PEAK	ENTER	34
	EXIT	5
	TOTAL	39
Restaurant (High Turnove	er Sit-Down Restaura	nnt)
INDEPENDENT VARIA	BLE: Exist 1,000 s	f of development = 3.47
		PROJECTED TRIP ENDS
AM PEAK	ENTER	21
	EXIT	19
	TOTAL	40
PM PEAK	ENTER	23
	EXIT	16
	TOTAL	39
EXISTING TOTALS		
		PROJECTED TRIP ENDS
AM PEAK	ENTER	70
	EXIT	33
	TOTAL	103
PM PEAK	ENTER	100
	EXIT	65
	TOTAL	165

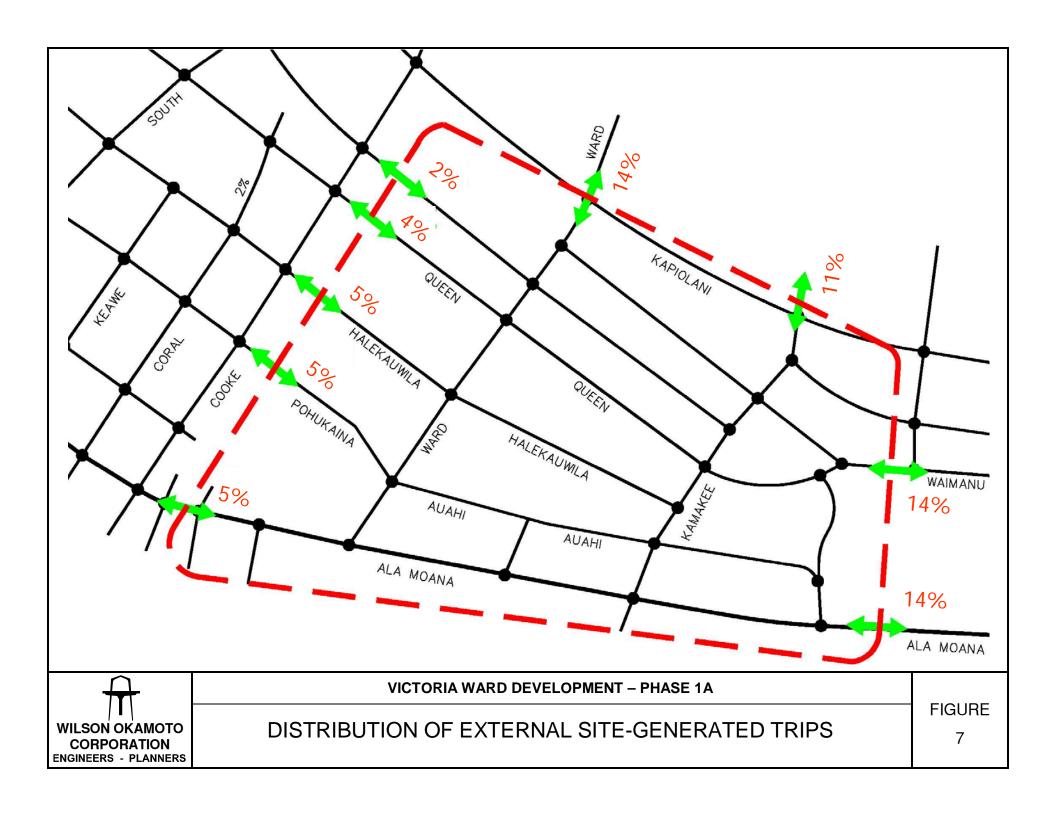
**Table 2: Phase 1A Peak Hour Trip Generation** 

D.4.1 (Cl				
Retail (Shopping Center)	LE 1,000 C C 1	1 200		
INDEPENDENT VARIAB	LE: 1,000 st of d	evelopment = 200		
		PROJECTED TRIP ENDS		
AM PEAK	ENTER	122		
	EXIT	78		
	TOTAL	200		
PM PEAK	ENTER	366		
	EXIT	380		
	TOTAL	746		
Residential (High Rise Ap	artment)			
INDEPENDENT VARIA	<b>BLE:</b> $\#$ of Units $=$	800		
		PROJECTED TRIP ENDS		
AM PEAK	ENTER	60		
	EXIT	212		
	TOTAL	272		
PM PEAK	ENTER	198		
	EXIT	122		
	TOTAL	320		
Restaurant (High Turnov	er Sit-Down Restaura	int)		
INDEPENDENT VARIA	<b>BLE:</b> 1,000 sf of de	evelopment = 22		
		PROJECTED TRIP ENDS		
AM PEAK	ENTER	131		
	EXIT	122		
	TOTAL	253		
PM PEAK	ENTER	145		
	EXIT	101		
	TOTAL	246		
YEAR 2016 TOTALS				
		PROJECTED TRIP ENDS		
AM PEAK	ENTER	313		
	EXIT	412		
	TOTAL	725		
PM PEAK	ENTER	709		
	EXIT	603		
	TOTAL	1312		

The trip generation methodology developed by ITE also includes provisions for pass-by trips and internal capture of trips. Pass-by trips are generated when vehicles that would be traveling through the area whether or not the project was developed make an intermediate stop at the project site between their origin and primary destination. Internal capture of trips accounts for vehicles that visit more than one destination within the same area without adding external vehicular trips to the surrounding major roadways. In addition, the project site is currently served by established, convenient transit routes that may reduce the number of vehicular trips added to the surrounding major roadways. As such, the trip generation characteristics for the proposed project were adjusted to account for the influence of these factors utilizing the current Oahu Metropolitan Planning Organization (OMPO) regional travel forecasting model. The OMPO model contains estimated land usage for the island of Oahu by the Year 2035 and utilizes this data to forecast individual vehicle trips between destinations within the model. It should be noted that the City and County of Honolulu is planning to develop a fixed guideway transit system that will extend from Kapolei to the central Honolulu area thereby providing an alternate mode of travel through the Kakaako area. These future plans are expected to include the development of a transit station within the project site. However, the schedule for this station and the guideway section serving the project site is unknown at this time. As such, the influence of the resulting increased transit service in the project vicinity was not incorporated into the analyses included in this study. In addition, the OMPO model was also utilized to develop trip distribution percentages for the proposed development (see Figure 7).

## B. Through Traffic Forecasting Methodology

The travel forecast utilized for this study is based on the OMPO regional forecasting model which includes the development of other projects such as the adjacent Kamehameha Schools/Bishop Estate (KSBE) lands to the west. The use of the OMPO model more accurately reflects the anticipated impacts of traffic growth on the island more than the use of historical traffic count data. The travel forecast utilized for the OMPO model is based on Societal Economic Data (SED) which



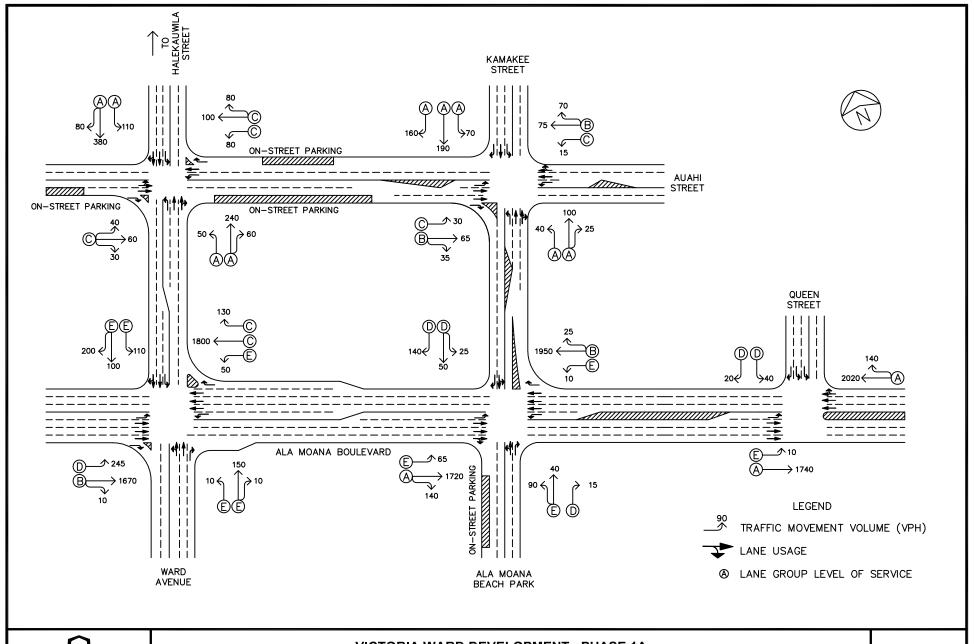
represents the population distribution within a multitude of traffic analysis zones. As such, since population estimates for the island of Oahu indicate that population growth is expected to be relatively linear to the Year 2035, a linear growth in traffic was also assumed over that period. Consequently, the traffic forecast from the OMPO model was scaled appropriately to determine Year 2016 traffic volumes.

## C. Total Traffic Volumes Without Project

The projected year 2016 AM and PM peak period traffic volumes and operating conditions without Phase 1A of the Victoria Ward development are shown in Figures 8 to 11, and summarized in Table 3. The existing levels of service are included for comparison purposes. LOS calculations are included in Appendix D.

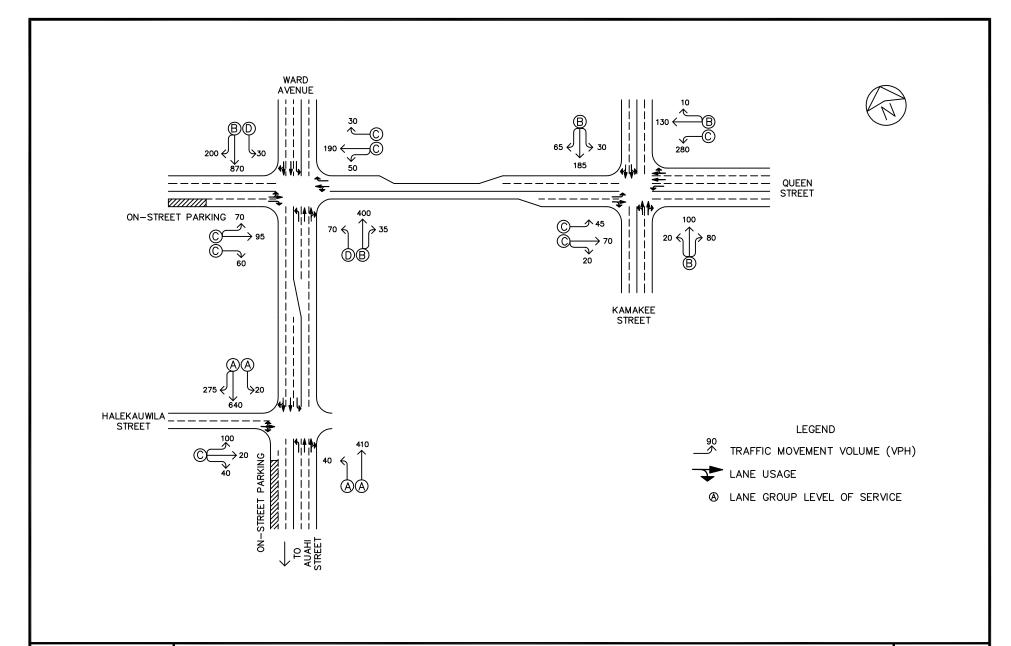
Table 3: Existing and Projected (Without Project)
LOS Traffic Operating Conditions

Intersection	Critical Traffic Movement		A	M	PM		
			Exist	Year	Exist	Year	
				2016		2016	
				w/out		w/out	
				Proj		Proj	
Ala Moana Blvd/	Eastbound	LT	D	D	Е	Е	
Ward Ave	Westbound	TH	С	С	D	D	
	Southbound	LT	Е	Е	Е	Е	
		TH-RT	D	Е	D	D	
Ward Ave/	Eastbound	LT-TH-RT	C	C	C	C	
Auahi St	Westbound	LT	C	C	C	C	
		TH-RT	C	C	C	C	
	Northbound	TH-RT	A	A	A	A	
	Southbound	LT	A	A	A	A	
Ward Ave/	Eastbound	LT-TH-RT	С	С	С	C	
Halekauwila St	Northbound	TH-RT	A	A	A	A	
	Southbound	TH-RT	Α	A	Α	Α	
Ward Ave/	Eastbound	LT-TH	C	C	D	D	
Queen St	Westbound	LT-TH	C	C	C	C	
	Northbound	TH-RT	В	В	C	C	
	Southbound	TH-RT	В	В	C	C	
Ala Moana Blvd/	Eastbound	TH-RT	Α	A	C	C	
Kamakee St	Westbound	TH-RT	В	В	В	В	
	Northbound	LT-TH	Е	Е	Е	F	
	Southbound	RT	D	D	Е	F	





YEAR 2016 PROJECTED AM PEAK HOUR OF TRAFFIC WITHOUT PROJECT

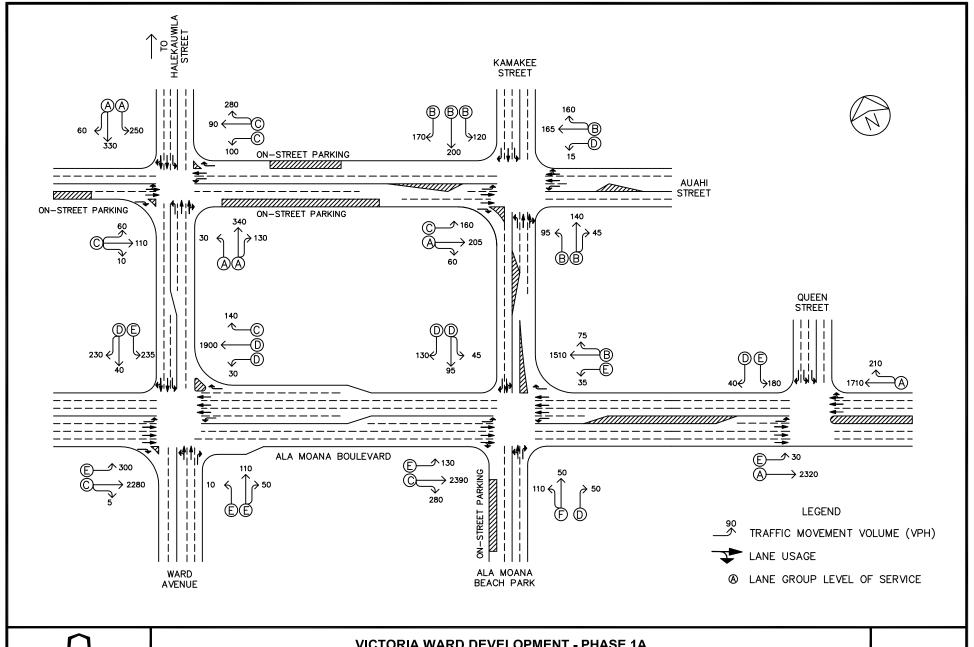




YEAR 2016 PROJECTED AM PEAK HOUR OF TRAFFIC WITHOUT PROJECT

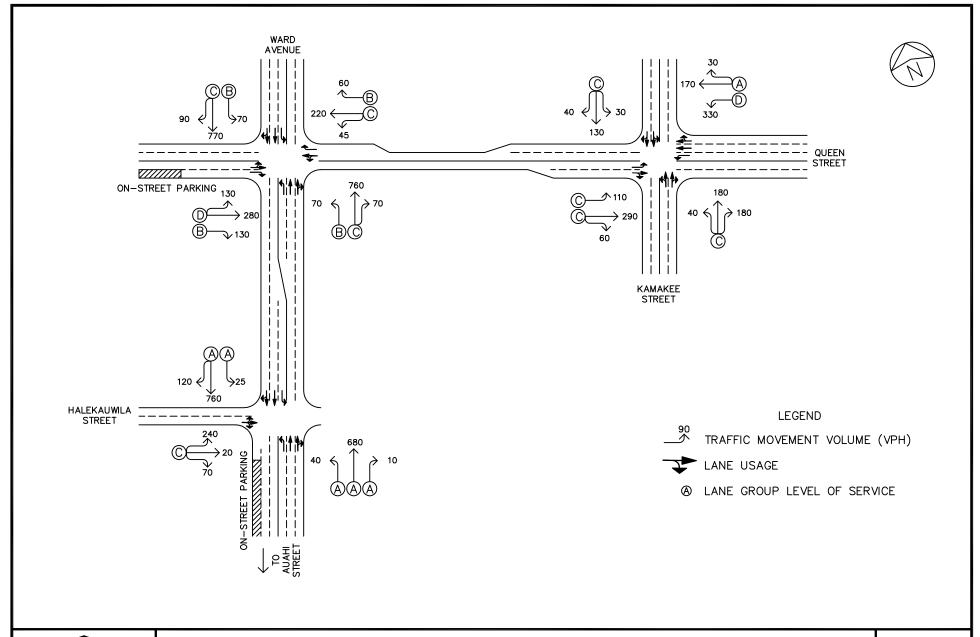
FIGURE

9





YEAR 2016 PROJECTED PM PEAK HOUR OF TRAFFIC WITHOUT PROJECT





YEAR 2016 PROJECTED PM PEAK HOUR OF TRAFFIC WITHOUT PROJECT

Table 3: Existing and Projected (Without Project)
LOS Traffic Operating Conditions (Cont'd)

Intersection	Critical Traffic Movement		AM		PM	
			Exist	Year	Exist	Year
						2016
				w/out		w/out
				Proj		Proj
Kamakee St/	Eastbound	LT	C	C	C	C
Auahi St	Westbound	TH-RT	Α	В	В	В
	Northbound	TH-RT	Α	Α	В	В
	Southbound	LT	В	Α	В	В
Kamakee St/	Eastbound	TH-RT	-	С	1	C
Queen St*	Westbound	LT	-	C	-	D
	Northbound	LT-TH-RT	-	В	-	С
	Southbound	LT-TH-RT	-	В	ı	C
Ala Moana Blvd/	Eastbound	TH	Α	A	A	A
Queen St	Westbound	TH-RT	Α	A	A	A
	Southbound	LT	D	D	D	Е

<sup>\*</sup>Traffic signal system installed at intersection.

Under Year 2016 without project conditions, traffic operations are expected to deteriorate from existing conditions due ambient growth in traffic throughout the region. Along Ward Avenue, the southbound through and right-turn traffic movement at the intersection with Ala Moana Boulevard is expected to deteriorate from LOS "D" to LOS "E" during the AM peak period. Along Kamakee Street, the northbound left-turn and through traffic movement at the intersection with Ala Moana Boulevard is expected to deteriorate from LOS "E" to LOS "F" during the PM peak period while the westbound through and right-turn traffic movement at the intersection with Auahi Street is expected to deteriorate from LOS "A" to LOS "B" during the AM peak period. At the intersection Kamakee Street with Queen Street, the critical movements at the intersection are expected to operate at LOS "C" or better during the AM peak period and LOS "D" or better during the PM peak period. The remaining critical traffic movements at these intersections, as well as, the other study intersection are expected to operate at levels of service similar to existing conditions during the AM and PM peak periods.

## D. Total Traffic Volumes With Project

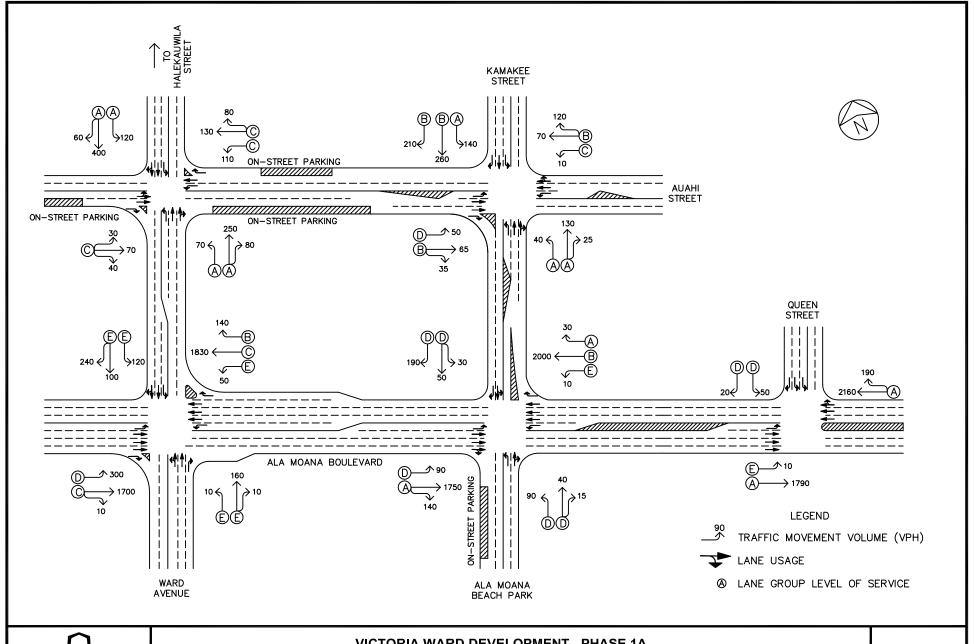
Figures 12 to 15 show the Year 2016 cumulative AM and PM peak hour traffic conditions with Phase 1A of the Victoria Ward development. The cumulative volumes consist of site- generated traffic superimposed over Year 2016 projected traffic demands. The traffic impacts resulting from the proposed project are addressed in the following section.

## V. TRAFFIC IMPACT ANALYSIS

The Year 2016 cumulative AM and PM peak hour traffic conditions with Phase 1A of the Victoria Ward development are summarized in Table 4. The lane usage on the northbound approach of the Ala Moana Boulevard and Kamakee Street intersection is assumed to be modified under with project conditions to alleviate the anticipated low levels of service under without project conditions. Finally, the traffic signals along Ala Moana Boulevard and Ward Avenue are assumed to be modified to accommodate the anticipated shifts in traffic distribution as a result of the proposed project. The without project operating conditions are provided for comparison purposes. LOS calculations are included in Appendix E.

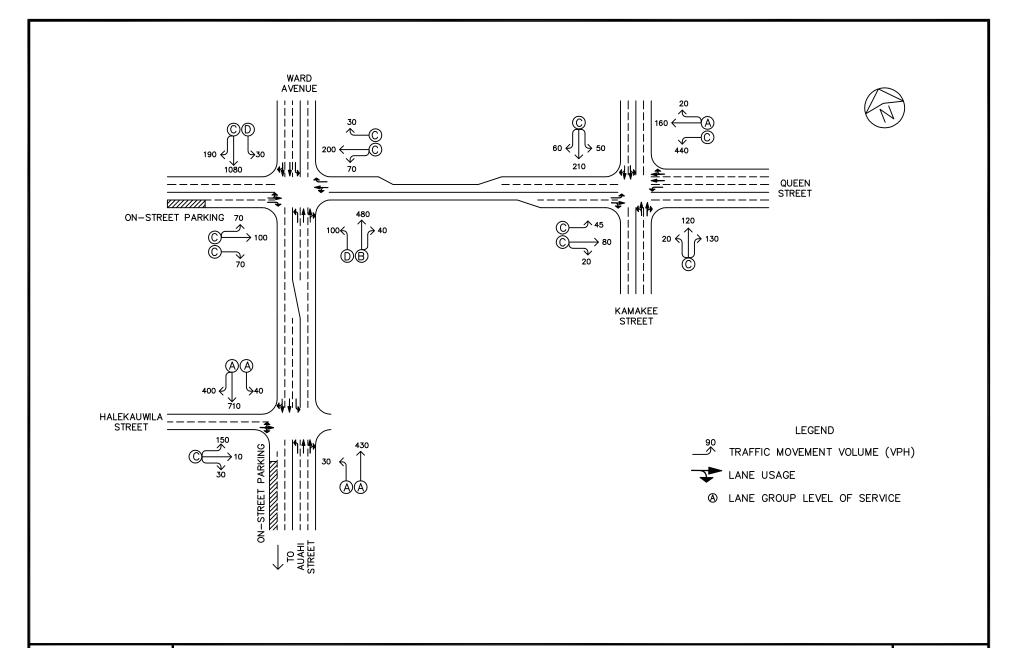
Table 4: Projected Year 2016 (Without and With Project)
LOS Traffic Operating Conditions

Intersection	Critical Traffic Movement		AM		PM	
				w/	w/out	w/
			Proj	Proj	Proj	Proj
Ala Moana Blvd/	Eastbound	LT	D	D	Е	Е
Ward Ave	Westbound	TH	С	С	D	D
	Southbound	LT	Е	Е	Е	Е
		TH-RT	Е	Е	D	D
Ward Ave/	Eastbound	LT-TH-RT	С	С	С	С
Auahi St	Westbound	LT	С	С	С	С
		TH-RT	С	С	С	С
	Northbound	TH-RT	A	A	A	Α
	Southbound	LT	A	A	A	С



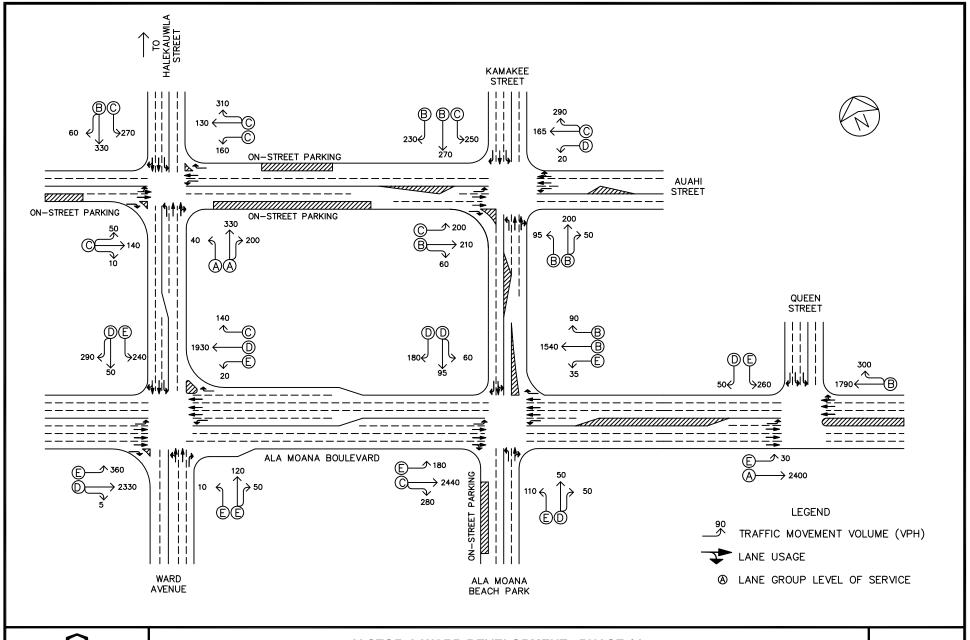


YEAR 2016 PROJECTED AM PEAK HOUR OF TRAFFIC WITH PROJECT



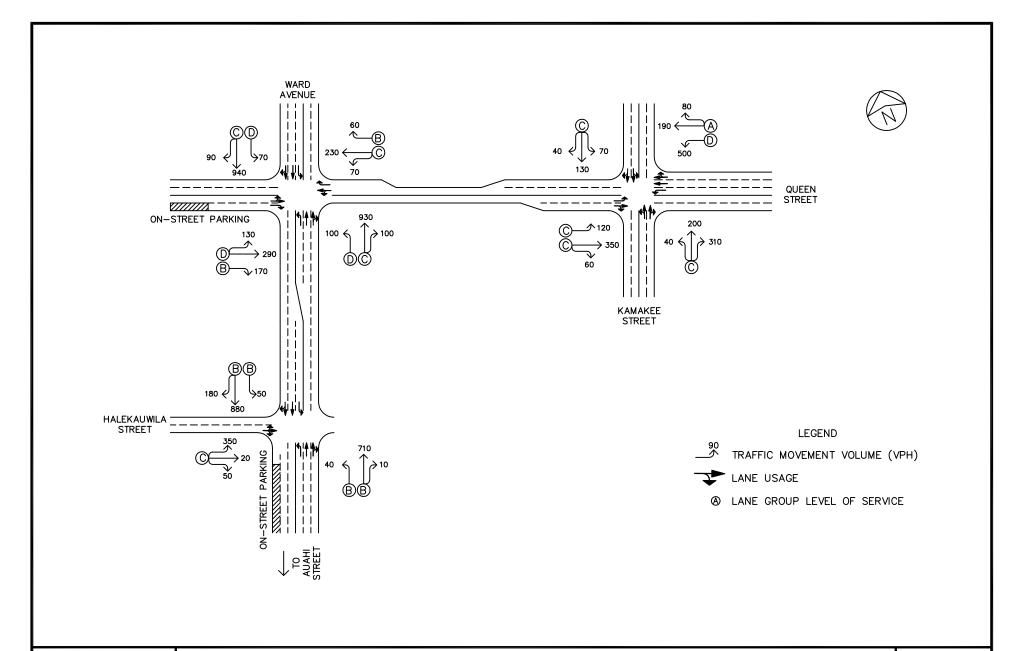


YEAR 2016 PROJECTED AM PEAK HOUR OF TRAFFIC WITH PROJECT





YEAR 2016 PROJECTED PM PEAK HOUR OF TRAFFIC WITH PROJECT





YEAR 2016 PROJECTED PM PEAK HOUR OF TRAFFIC WITH PROJECT

Table 4: Projected Year 2016 (Without and With Project)
LOS Traffic Operating Conditions

Intersection	Critical Traffic Movement		<b>A</b> ]	M	PM	
			w/out	w/	w/out	w/
			Proj	Proj	Proj	Proj
Ward Ave/	Eastbound	LT-TH-RT	С	С	С	С
Halekauwila St	Northbound	TH-RT	A	A	A	В
	Southbound	TH-RT	A	A	A	В
Ward Ave/	Eastbound	LT-TH	С	С	D	D
Queen St	Westbound	LT-TH	С	С	С	С
	Northbound	TH-RT	В	В	С	С
	Southbound	TH-RT	В	С	C	С
Ala Moana Blvd/	Eastbound	TH-RT	A	В	С	С
Kamakee St*	Westbound	TH-RT	В	В	В	В
	Northbound	LT	Е	D	F	Е
	Southbound	RT	D	D	D	D
Kamakee St/	Eastbound	LT	С	С	С	C
Auahi St	Westbound	TH-RT	В	В	В	C
	Northbound	TH-RT	A	A	В	В
	Southbound	LT	A	A	В	C
Kamakee St/	Eastbound	TH-RT	C	C	C	C
Queen St	Westbound	LT	С	С	D	D
	Northbound	LT-TH-RT	В	C	C	C
	Southbound	LT-TH-RT	В	С	С	C
Ala Moana Blvd/	Eastbound	TH	A	A	A	A
Queen St	Westbound	TH-RT	A	A	A	В
	Southbound	LT	D	D	Е	Е

<sup>\*</sup>Modifications implemented on the northbound and westbound approaches.

Traffic operations under Year 2016 with project conditions are expected, in general, to remain similar to Year 2016 without project conditions during both peak periods due to the lane use modifications at the intersection of Ala Moana Boulevard with Kamakee Street, and the modifications to the signal timing along Ala Moana Boulevard and Ward Avenue. Along Ward Avenue, the critical movements at the intersection with Ala Moana Boulevard are expected to continue operating at LOS "E" or better while those at the intersection with Auahi Street and Halekauwila Street are expected to continue operating at LOS "C" or better during both peak periods. At the intersection with Queen Street, the critical movements are anticipated to continue operating at LOS "C" or better during the AM peak period and LOS

"D" or better during the PM peak period. Along Kamakee Street, the critical movements at the intersection with Auahi Street are expected to continue operating at LOS "C" or better during both peak periods while those at the intersection with Queen Street are expected to operate at LOS "C" or better during the AM peak period and LOS "D" or better during the PM peak period. At the intersections of Ala Moana Boulevard with Kamakee Street and Queen Street, the critical movements are expected to operate at LOS "D" or better during the AM peak period and LOS "B" or better during the PM peak period.

### VI. RECOMMENDATIONS

Based on the analysis of the traffic data, the following are the recommendations associated with Phase 1A of the Victoria Ward development:

- 1. Provide sufficient sight distance for motorists to safely enter and exit all project driveways.
- 2. Provide adequate on-site loading and off-loading service areas and prohibit off-site loading operations.
- 3. Provide adequate turn-around area for service, delivery, and refuse collection vehicles to maneuver on the project site to avoid vehicle-reversing maneuvers onto adjacent public roadways.
- 4. Provide sufficient turning radii at all driveways to avoid or minimize vehicle encroachments to oncoming traffic lanes.
- 5. Modify the lane use on the northbound approach from Ala Moana Beach Park at the intersection of Ala Moana Boulevard and Kamakee Street to provide an exclusive left-turn lane and a shared through and right-turn lane.
- 6. Monitor and modify (if necessary) the traffic signal timing along Ala Moana Boulevard and Ward Avenue fronting the project to ensure traffic is adequately serviced at those intersections.

### VII. CONCLUSION

The project site for the Victoria Ward development currently encompasses Ward Warehouse and Ward Center, as well as the adjacent entertainment complex and surrounding commercial and office buildings. The proposed development is expected to be implemented in phases over the next 10-15 years and entail the redevelopment of most of the existing commercial, office, and industrial spaces. The first phase of the project (referred to as "Phase 1A") includes the new commercial/retail space and residential units on three of the parcels within the project site. With the implementation of the aforementioned recommendations, Phase 1A is not expected to have a significant impact on traffic operations in the project vicinity. The critical movements at the study intersections in the vicinity are expected to continue operating at levels of service similar to without project conditions. However, it should be noted that extensive redevelopment is anticipated to follow this initial phase and subsequent traffic studies are expected to be prepared as the overall development progresses ensure that appropriate measures are undertaken to mitigate the impact of these future phases.

### APPENDIX A EXISTING TRAFFIC COUNT DATA

Counter:TU-0654, TU-0652 Counted By:MM, VL Weather:Clear

File Name: AlaWar AM Site Code: 00000014 Start Date: 5/2/2011 Page No: 1

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			Start Time	06:00 AM	06:15 AM	06:30 AM	06:45 AM	Total	07:00 AM	07:15 AM	07:30 AM	07:45 AM	Total	08:00 AM	08:15 AM	08:30 AM	08:45 AM	Total	Grand Total	Apprch %	Total %

Southbound   Start Time   Left   Thru   Right   App. Total   Total   Thru   Right   App. Total   Total   Total   Total   Southbound   Total   Southbound   Total   Southbound   Total   Southbound   Total   Southbound   Total   Southbound   Total   Total			Ward /	Ward Avenue		Ala		Moana Boulevard			Ward Avenue	venue		▼.	la Moana	Boulevard		
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1907 S. Beretania Street, Suite 400 Honolulu, Hawaii

> Counter: TU-0654, TU-0652 Counted By: MM, VL Weather:Clear

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1907 S. Beretania Street, Suite 400 Honolulu, Hawaii

Counter:TU-0654, TU-0652 Counted By:MM, VL Weather:Clear

File Name: AlaWar PM U-Turns Site Code: 00000014 Start Date: 5/2/2011 Page No: 1

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	Southbound	N N	Numbers In Left Column Indicates U-Turns Westbound	Indicates U-Turns nd		Northbound	Eastbound	
Start Time	App. Total	T)	Thru	Right	App. Total	App. Total	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1	o 05:45 PM - Peak 1 of	1						
Peak Hour for Entire Intersection Begins at 03:00 PM	ins at 03:00 PM							
03:00 PM	0	-	0	0	_	0	0	-
03:15 PM	0	_	0	0	•	0	0	
03:30 PM	0	-	0	0	•	0	0	-
03:45 PM	0	0	0	0	0	0	0	0
Total Volume	0	က	0	0	င	0	0	<u>ო</u>
% App. Total		100	0	0				
₽HF	000.	.750	000.	000	.750	000'	000	750

File Name: WarAuaAM Site Code: 00000005 Start Date: 4/25/2011

Start Date Page No

Counter:3880,5677 Counted By:MM,MK Weather:Clear

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			Int. Total	129	163	194	228	704	264	241	308	298	1111	282	314	357	350	1273	3088		
			App. Totai	1	~	ග	ო	56	20	<u>ლ</u>	4	11	28	2	9	43	42	116	200		6.5
	et.	1	Peds	თ	0	0	0	ღ	· κυ	0	4	+	10	-	C/I	∞	8	19	32	16	Ţ
	Auahi Streel	Eastbound	Right	က	<b></b>	က	0	2	ო	თ	ო	3	, 2	ဖ	α	ω	12	28	47	23.5	1,5
	Ϋ́		Thru	0	4	4	~-	O	9	9	9	9	58	9	Ω	16	<u>ნ</u>	44	84	40.5	2.6
			Left	-	ď	N	ď	7	Ø	4	•~	<b></b>	ω <sub>.</sub>	4	*	Ţ	တ	25	4	8	<u>τ</u>
			App. Total	41	93	8	98	271	66	73	94	105	371	79	5	85	79	351	993		32.2
-	ine	g.	Peds	2	က	<b></b>	ო	6	က	ო	ល	ശ	16	0	တ	<b></b> -	4	11	36	3,6	<del>-</del>
	Ward Avenue	Northbound	Right	+	12	9	<del>1</del> 0	43	Ξ	ဖ	Ţ	တ	37	9	5	18	4	25	137	13.8	4.4
D	≯	<b>~</b> .	Thru	52	42	85	99	195	7	57	83	73	270	62	2	23	49	. 234	669	70.4	22.6
Unshifte			Left	က	9	ω	7	54	ω	7	35	<del>6</del> 0	48	7	5	8	12	49	121	12.2	3.9
Groups Printed- Unshifted			App. Total	21	20	52	43	109	46	64	84	29	253	20	89	75	53	246	809		19.7
Group	et et	פַ	Peds	4	မှ	7	വ	22	4	ဖ	<b>σ</b>	თ	21	C)	00	은	Ø	22	92	10.7	5.1
	Auahi Street	Westbound	Right	9	ဖ	ග	13	34	Ξ	54	4	15	52	£	48	83	15	29	153	25.2	ល
	∢.		Thru	0	4	С4	12	20	2	8	엃	24	#	23	52	15	16	79	210	34.5	6.8
			Left	6	4	7	13	83	2	57	30	17	69	4	17	27	8	78	180	29.6	5.8
			App. Total	99	83	79	96	298	66	91	116	123	429	132	135	147	146	260	1287		41.7
	en.	ğ	Peds	-		N	0	4	4	-	7	∞	50	ω	2	∞	15	36	90	4.7	1.9
	Ward Avenue	Southbound	Right	7	4	4	13	28	თ	5	^	23	49	5	t	9	15	. 23	130	10.	<b>4</b> Si
	3	ഗ	Thru	49	29	2	78	253	82	72	98	82	322	9	5	5	8	376	951	73.9	30.8
			Left	က	64	က	വ	13	4	ω	16	유	38	18	16	25	98	. 95	146	<u>+</u>	4.7
			Start Time	06:00 AM	06:15 AM	06:30 AM	06:45 AM	Total	07:00 AM	07:15 AM	07:30 AM	07:45 AM	Total	08:00 AM	08:15 AM	08:30 AM	08:45 AM	Total	Grand Total	Approh %	Total %
,				-									•								

Ward Avenue	venue		Auahi Street	Street			Ward Avenue	enne		Auah	Auahi Street	
Southbound			Westbound	puno		•	Northbo	pund		East	ponno	
Right   App. Total	l	eit	Thru	Right   App. Total	otal	Left	Thru	Right   App. Tota	l Left	Thru	Right App. Total	al Int, Total
eak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 08:00 AM												
15 124		4	23		48	7	<b>6</b> 2		4	2		20 271
13 130		17	25		8	유	2			ξ		
10 139		27	15		65	20	23			16		
15 131		50	5		51	12	49			က္		34 291
		78	79	67	224	49	234	57 340	25	4	28	
	(r)	34.8	35.3			14.4	68.8			45.4		
883942	-	722	.790		.862	.613	.836	.792 ,895		.688		.693 898

Counter:3880,5677 Counted By:MM,MK Weather:Clear

File Name: WarAuaPM Site Code: 00000005 Start Date: 4/25/2011 Page No: 1

			Int. Total	394	362	372	383	1511	382	347	420	437	1586	436	417	433	366	1652	4749		
			App. Total	21	43	22	8	106	32	25	36	4	134	20	34	42	26	152	392		6.3
					0	0	0	0			CZ			10	4	<del>ب</del>	1	28	36	<u>ص</u>	89
	Auahi Street	Eastbound	Right Peds	4	7	0	_	12	Ø	0	0	0					ന		56		
	Auah	East	Thru Ri	16	88	4	15	73	13	19	.50	52	74	. 22	9	17	5	92	223		
			Helt	٠	œ	œ	4	21	12	4	4	17	47	1	^	တ	တ	36	104		
			App. Total	100	83	82	108	383	91	15	115	132	453	121	109	142	<u>8</u>	453	1289		27.1
	m		Peds	ဇ	ထ	-	4	4	0	0	က	4	7	ស	4	ø	7	22	43	ල ල	6'0
:	Ward Avenue	Northbound	Right	16	59	19	2	82	23	2 <del>0</del>	38	36	123	2	99	41	23	115	323	25.1	8.8
'n	Wa	2	Thru	89	જ	28	72	249	63	8	89	8	300	85	2	87	45	294	843	65,4	17.8
Unshifted		į	Left	13	~	4	Ξ	ဗွ	2	0	9	12	23	ო	τO	ω	တ	22	80	6 2	1.7
s Printed-			App. Total	131	5	112	139	485	112	96	137	125	470	41	4	88	104	421	1376		53
Group	et et	ď	Peds	27	Ξ	æ	52	71	o	57	ଧ	7	48	=	7	7	9	સ	150	10.9	3.2
	Auahi Stree1	Westbound	Right	52	34	23	67	206	51	54	69	67	241	63	8	5	48	222	699	48.6	14.1
	⋖	_	Thru				58		56	16	16	2	79	22	2	თ	છ	83	270	19.6	5.7
			Left	_			19						102				19		287		_
			App. Total	142	123	156	116	537	147	11	132	139	529	151	160	160	155	626	1692		35.6
	une	pur	Peds	0	-	7	0	œ	4	ιΩ	4	ιΩ	58	7	=	<del>1</del>	17	45	8	4.8	1.7
	Ward Avenue	Southbound	Right				13	48			Ξ			*			12		130	7.7	.2.7
	_		t Thru	104				351	3 94								80	0	, 984		
,		-	e Left				7 28	_			42		161	_			46		11 497		
			Start Time	03:00 PM	03:15 PI	03:30 PI	03:45 PI	Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PN	05:30 PN	05:45 PN	Total	<b>Grand Total</b>	Apprch 9	Total %

	Ward /	Ward Avenue			Auahi Street	Street			Ward Avenue	venue	•		Auahi Street	Street		
ഗ്	듬	Southbound	-		Westbound	puno			Northb	onuq			Eastbo	onna		
	lhru	Right App. Tota	Total	Left	Thru	Right Ap	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right App.	App. Total	Int. Total
PM	eak Hour Analysis From 03:00 PM to 05:45 P	45 PM - Peak 1	of 1													
ä	ins a	Peak Hour for Entire Intersection Begins at 04:45 PM														
	2	ត	134	8	2	67	118	12	8	36	128	17	22	0	68	419
	88	7	144	18	ដ	63	1 3	ო	92	21	116	Ξ	27	Ø	9	403
	84	4	149	56	~	90	107	5	2	30	105	7	<del>5</del>	4	ဓ	391
	8	တ	200	22	თ	51	82	œ	87	41	136	ග	1,	<b>ო</b>	58	397
ĺ	323	43	577	96	73	241	410	28	329	128	485	44	88	Ō	138	1610
	20	7.5	-	23.4	17.8	58.8		5,8	67.8	26.4		31.9	9.19	6.5		
ı	.907	.768	.962	.800	.830	668'	698.	,583	,894	780	892	.647	.787	.563	.863	,961

Counter:5674,5673 Counted By:DY,MH Weather:Clear

File Name: WarHalAM Site Code: 00000001 Start Date: 4/25/2011 Page No: 1

		Int. Total	140	162	233	281	816	288	365	364	367	1384	370	331	336	337	1374	3574		
		Total	13	2	17	ဓ	72	27	5.	44	33	155	90	40	52	46	188	415		11.6
	O	Peds App.	က	Ø	Q	7	18	œ	Ω.	თ	യ	24	φ	ထ	5	9	32	74	17.8	2.1
	Halekauwila Street Eastbound	Right	ო	4	89	ဖ	21	7	2	2	ဖ	35	10	7	7	11	35	9	21.9	5
	Hale	Thru	2	-	ო	CI	σο	8	7	ල	ഹ	17	ო	9	-	4	41	39	9.4	
		Left	ည	Ω.	4	Ξ	25	5	27	78	14	79	31	19	32	8	107	211	50.8	5.9
		App. Total	31	45	85	79	240	106	109	86	112	425	86	9	97	75	361	1026		28.7
	Ф	Peds	<b></b>	-	0	0	α	0	0	0	*	-	0	0	0	0	0	ო	0.3	0.1
Inshifted	Ward Avenue Northbound	Right	0	0	0	0	0	0	0	0	0	0	0	o	₩	***	7	Ø	0.2	0.1
Groups Printed-Unshifted	<b>₹</b>	Thru	27	38	77	65	207	69	100	8	6	380	89	87	95	2	341	928	90.4	56
Group		Left	က	φ	ω	4	34	5	თ	∞	14	44	6	4	<del></del>	4	48	93	- 6	2.6
- :	Westboun	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
		App. Total		105	131	172	504	155	205	222	222	804	222	200	187	216	825	2133		29.7
	<b>o</b>	Peds A	0	0	0	0	0	o	0	0	0	0	0	0	0	0	ö	0	0	0
	Ward Avenue Southbound	Right	17	24	32	46	119	40	68	89	75	251	64	22	ဓ	45	194	564	26.4	15.8
	≥ω	Thru	79	81	98	122	380	11	131	149	145	536	154	143	155	168	620	1536	72	43
-		Left	0	0	•	4	5	4	g	ည	CΙ	11	4	N	CΙ	ლ	Į.	33	1.5	6.0
		Start Time	06:00 AM	06:15 AM	06:30 AM	06:45 AM	Total	07:00 AM	07:15 AM	07:30 AM	07:45 AM	Total	08:00 AM	08:15 AM	08:30 AM	08:45 AM	Total	Grand Total	Apprch %	Total %
																-				

		Int. Total			360	361	358	364	1443		.991
		App. Total		-	46	4	25	44	156		.848
a Street	und	Right			5	2	φ	10	38	24.4	.792
Halekauwila Street	Eastbound	Thru			7	ო	S	ო	18	11.5	,643
		Left			27	28	4	31	100	64.1	.806
	-	App. Total			109	86	=======================================	98	416		.937
/enue	pund	Right			0	0	0	0	0	0	000.
Ward Avenue	Northb	Thru			<u>0</u>	06	97	68	376	90.4	.940
		Left			თ	ω	41	တ	40	9.6	.714
	Vestbound	App. Total			0	0	.0	0	0		000
		App. Total			205	222	222	222	871		.981
enne	pund	Right	Peak 1 of 1	Σ	89	99	75	9	275	31.6	.917
Ward Avenue	Southbound	Thru	38:45 AM - I	s at 07:15 A	131	149	145	154	579	66.5	.940
	,	Left	6:00 AM to (	ection Begin	9	ഗ	8	4	17	α	.708
		Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of	Peak Hour for Entire Intersection Begins at 07:15 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	Total Volume	% App. Total	Hd

1907 S. Beretania Street, Suite 400 Honolulu, Hawaii

> Counter:5674,5673 Counted By:DY,MH Weather:Clear

File Name: WarHalPM Site Code: 00000001 Start Date: 4/25/2011 Page No: 1

		Int. Total	416	374	432	419	1641	435	452	439	468	1794	490	489	454	366	1799	5234		
		App. Total	1	. 22	89	7.1	263	100	78	<u>6</u>	94	363	108	106	08	74	368	994		<u>0</u>
	ee;	Peds Ap	1	ო	2	.0	23	17	<u>5</u>	4	7	46	15	83	오	8	72	144	14,5	2,8
	Halekauwila Street Eastbound	Right	ន	12	ĸ	15	25	<u>თ</u>	12	<u>გ</u>	<u>8</u>	52	17	7	Ξ	Ξ	09	164	16.5	3,1
	Hale	Thru	7	4	ဆ	-	20	ເດ	ത	4	ω	20	φ	ო	က	4	16	99	5.6	<del>*</del>
		Left	37	æ	48	45	168	69	22	82	<u>6</u>	242	20	93	29	4	220	630	63.4	걸
	· · · · · · · · · · · · · · · · · · ·	App. Total	152	139	154	165	610	156	174	168	162	099	179	168	162	123	632	1902		36.3
	Ф	Peds A	4	-	ო	ဖ	14	0	0	0	0	0	-	ဖ	0	0	7	5.	<del>-</del> :	0.4
Inshifted	Ward Avenue Northbound	Right	2	ເດ	ო	4	14	61	ო	-	9	12	-	N	<b></b>	က	7	33	1,7	9.0
Groups Printed- Unshifted	<sub>.</sub>	Thr	141	122	141	149	553	144	158	161	143	909	167	155	157	116	595	1754	92.2	33.5
Groups		Left	က	Ξ	_	9	59	10	ლ	9	<del>1</del>	42	9	S	4	4	23	94	4 6	<del>L</del> 86
	Westboun	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
		App. Total	┢	178	210	183	168	179	200	180	212	122	203	215	212	169	486	2338		44.7
	a	Peds A	}	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	O	o
	Ward Avenue Southbound	Right	53	2	83	92	66	<del>6</del>	33	20	37	108	56	58	27	ಹ	95	302	12.9	5.8
	Šø	Thru	160	150	177	149	989	150	158	154	168	630	173	181	180	153	687	1953	83.5	37.3
		Left	æ	7	<del>0</del>	œ	33	Ξ	O	ဖ	7	33	4	ഹ	ιΩ	က	11	83	3.6	<b>4</b> ,
	-	Start Time	03:00 PM	03:15 PM	03:30 PM	03:45 PM	Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Apprch %	Total %
[	-																			

		Int. Total			461	474	454	444	1833		.967	
		App. Total			87	83	77	2	327		878.	
a Street	pun	Right			138	17	2	-	67	20.5	.798	
Halekauwila Street	Eastbo	Thru Rig			80	ဖ	ო	ო	50	6.1	.625	
		Left			61	2	53	56	240	73,4	.857	
	:	App. Total			162	178	162	162	664		.933	
enne	punc	Right			9	-	СI	-	10	.5	.417	
ward Avenue	Northbound	Thru			143	167	155	157	622	93.7	.931	
		Left			5	10	က်	4	35	4.8	.615	
	Westbound	App. Total			0	0		0	0		000	
		App. Total			212	203	215	212	842		626.	
/enne	onna	Right	- Peak 1 of 1	∑		<b>5</b> 9	59	27	119	14.1	.804	
ward Averue	Southbound	Thru	ı—	s at 04:45 F	168	173	181	180	702	83.4	920	
		Left	03:00 PM to	section Begin	7	- 4	S.	ស	21	2.5	.750	
		Start Time	Peak Hour Analysis From 03:00 PM to 05:45 PM	Peak Hour for Entire Intersection Begins at 04:45 PM	04:45 PM	MG 00:00	05:15 PM	05:30 PM	Total Volume	% App. Total	PHF	

Counter:1841,5672 Counted By:GC,CA Weather:Clear

File Name: WarQueAM Site Code: 00000003 Start Date: 4/26/2011 Page No: 1

Application	5101	8003	20	202	513	1	402	2014	530	514	517	453	6201	354	291	219	215	otal		
App. Left         App. Left         Thrule Right         App. Left         App. Left         Thrule Right         App. Left		_				_														Ė
Caroutops Printed-Unshitted	10 E																			
Aracl Avenue         App. Left         Left         Thru         Right         Peds Journal Left         App. Left         Left         Thru         Right         App. Left         Thru         App. Left         Thru         App. Left         App. Left <t< td=""><td>70 12.1 1.4</td><td>16</td><td>7</td><td>7</td><td>CVI :</td><td>) (</td><td></td><td>33</td><td>10</td><td>ဏ</td><td>ω</td><td>12</td><td>2</td><td>÷</td><td>4</td><td>4</td><td>2</td><td>Peds</td><td><u> </u></td><td>reet</td></t<>	70 12.1 1.4	16	7	7	CVI :	) (		33	10	ဏ	ω	12	2	÷	4	4	2	Peds	<u> </u>	reet
Aracl Avenue         App. Left         Left         Thru         Right         Peds Journal Left         App. Left         Left         Thru         Right         App. Left         Thru         App. Left         Thru         App. Left         App. Left <t< td=""><td>131 22.7 2.6</td><td>9</td><td>19</td><td>Φ</td><td>9</td><td>2 :</td><td>ā</td><td>42</td><td>6</td><td>0</td><td>18</td><td>ဖ</td><td>28</td><td>=</td><td>ဖ</td><td>7</td><td>4</td><td>Rìght</td><td>Eastbou</td><td>S. Ceers</td></t<>	131 22.7 2.6	9	19	Φ	9	2 :	ā	42	6	0	18	ဖ	28	=	ဖ	7	4	Rìght	Eastbou	S. Ceers
Apple	241 41.7 4.7	121	33	8	ह्न	0	Ģ	68	22	22	2	24	31	1	œ	ω	9	Thru	,	
Southbound	136 23.5 2.7	92	7	<u>ნ</u>	<del>ن</del>	- i	č	45	10	50	Ξ	4	15	2	വ	ო	5	Left		
App.   Left   Thru   Right   Peds   App.   Left   Thru   Right   Peds   Total   Total   Thru   Right   Total   T	1225	470	132	7	118	2	40	497	117	135	140	105	258	84	92	49	49	App. Total		
Southbound	20 1.6 0.4	13	S	ဖ	<u>.</u>	-	•	7	ო	-	ო	0	0	0	0	0	0	Spac	)	a
And Avenue App. Left Thru Right Peds Total  16 0 123 1 9 4 12 26 23 2 41 14 0 127 2 6 6 62 2 41 15 6 15 15 16 10 16 214 15 16 16 16 16 16 16 16 16 16 16 16 16 16	86 7 1.7	30	8	7	9	3	u	28	ιΩ	÷	ထ	4	58	6	œ	ഹ	ဖ		thbound	d Avenu
Arid Avenue         Caroups Printed- Uns           Southbound         App. Total         Left         Thru         Right         Peds         App. Total         Left         Thru         Right         App. Total         Left         Thru         App. Total         Left         Total         App. Total         Left         App. Total         Left         App. Total         App. Total<	982 80.2 19.3	377	100	8	8	0	ç	391	83	106	116	48	214	69	8	54	41		Ž	War
And Avenue         Applementation         Applementat	137 11.2 2.7	20	19	ω	<del>1</del> 3	2	Ç	7	24	17	<u>ნ</u>	17	91	9	မ	0	2	Left		nshifted
And Avenue App. Left Thru Right Peds Total 1 9 1 12 1 1 9 1 12 1 1 9 1 1 1 1 1 1 1	13.1	257	28	75	61	2	c G	301	8	87	78	55	110	4	8	33	56	App. Total		rinted- U
And Avenue         App.         Left Thru Right         Thru Right         App. Left Reft Thru Right         App. Left Reft Reft Reft Thru Right         App. Left Reft Reft Reft Reft Reft Reft Reft R	98 14.7 1.9	41	14	13	ω	o	ú	28	유	œ	œ	8	29	ဖ	ល	9	12			Sroups P
Authbound    Right   Peds   App.   Left   Thru     14   0   123   1   9     14   0   127   2   13     28   2   172   2   13     39   3   241   12   51     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   54     50   0   238   17   55     50   0   0   0   0   0     50   0   0   0   0   0     50   0   0   0   0   0     50   0   0   0   0   0     50   0   0   0   0   0     50   0   0	76 1.4 1.5							31	ထ	00	7	œ	15	ထ	0	ល	4		bound	Street
Southbound   Southbound   Flight   Peds   Total   Left   Trace   Left   Trace   Left	398 59.6 7.8	40	27	88	40	0	, L	ප	56	54	51	42	55	25	13	œ	6		West	0
And Avenue   Southbound   Right   Peds   Total   14   0   127   28   2   172   39   3   194   97   5   616   65   0   238   65   1   281   65   1   281   65   1   281   240   37   3   2   2   37   3   2   3   3   3   3   3   3   3   3	96 3 14.4 56	-											Ξ.	4	8	4	-			
And Avenue Southbound Right Peds 14 0 28 2 39 3 97 5 49 4 68 3 50 0 65 1 232 8 37 3 37 3 144 9	<u> </u>					_	_						8	4	27	27	33			
And Avenument Plight 14	2630	10	2	Ň	ĊΙ	V	Č	Ģ.	Ñ		Ñ	Ň	9	=	÷-	~	1			
And Ave Southbox Sout	22 0.8 4.0	6	4	_	က	<b>-</b>	•	æ	_	0	ന	4	2	က	ď	0	0	Peds	pur	gilo
	473 18 9.3	144	31	37	37	S	ć	232	65	20	68	49	97	39	58	4	16	Right	Southbou	Jam Ava
7 107 187 187 187 187 187 187 187 187 187 18	2056 78.2 40.3	822	191	194	220	7.17	,	741	203	<del>1</del> 84	167	187	493	146	4	107	66	Thru	<u>.</u> 0,	×
Left Left 12 2 2 2 2 2 2 2 2 2 2 3 3 2 2 3 3 3 3	გ. გ. <del>1.</del>	32	5	œ	<del>.</del>	4	•	26	7	4	ო	7	21	9	-	9	8	Left		
Start Time 06:00 AM 06:15 AM 06:15 AM 06:30 AM 07:00 AM 07:15 AM 07:30 AM 07:45 AM 07:45 AM 08:00 AM 08:15 AM 08:45 AM	Grand Total Apprch % Total %	Total	08:45 AM	08:30 AM	08:15 AM	OS:OO AIM	4 0000	Total	07:45 AM	07:30 AM	07:15 AM	07;00 AM	Total	06:45 AM	06:30 AM	06:15 AM	06:00 AM	Start Time		

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٠		Int. Total	-		505	909	479	495	1986	-	198.
•		App. Total		-	51	4	58	62	212		928
Queen Street	1	Right /			တ	O)	18	16	52	24.5	.722
Queen	Eastb	Thru			55	55	6	ઝ	94	44.3	.758
		Left			8	0	7	5	99	31.1	982'
		App. Total			134	114	104	117	469		875
Ward Avenue	punoc	Right			Ξ	ιΩ	ഹ	우	31	9.0	705
Ward A	North	Thru			106	85	88	94	374	79.7	.882
		Left			17	24	은	ಕ್ಷ	64	13.6	799'
•		App. Total			79	71	22	53	260		.823
Street		¥			σ	œ	w	~	88	10.8	.875
Oneen Street	Westb	Thru			54	26	88	4	185	71.2	,826
		Left			17	~	17.	ဖ	47	18.1	.691
•		Right App. Total	Peak 1 of 1		238	280	260	267	1045		933
venue	onno	Right /	ž	07:30 AM	20	55	600	37	191	18.3	735
Ward Avenue	Southb	Thru	4M to 08:4	Begins at	184	203	217	220	824	78,9	936
		Left	om 06:00	ntersection	4	<u> </u>	4	. 01	30	6.5	625
		Start Time	Peak Hour Analysis From 06:00 AM to 08:45 A	Peak Hour for Entire Intersection Begins at 07:30 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	Total Volume	% App. Total	HHd

File Name: WarQuePM Site Code: 00000003 Start Date: 4/26/2011

Start Date: Page No:

Counter: 1841, 5672 Counted By: GC, CA Weather:Clear

Chapen Street				izi izi	99	387	316.	317	384	991	553	338	940	392	72		385	-8	339	7415		
Marid Avenue											υ,	_	9	22		<u>.</u>	_	4,	15	74		
Maria Avanue				App. Total	79	82	110	66	373	103	හි	122	149	467	130	150	134	92	609	1349		18.2
Marid Avenue		et et	0	Peds	4	ব	ග	5	29	4	ဖ	ഗ	7	22	က	4	~	CI	26	77	5.7	-
Marid Avenue		een Stre	astboun	Right	22	~	27	55	85	28	2	5	ဗ္ဗ	103	56	36	88	17	107	302	22.4	4,1
March Avenue		ਫ਼ੋ¹	ш	Thru	36	41	49	33	165	40	46	89	88	217	29	29	77	20	261	643	47.7	8.7
Ward Avenue         Ouveen Street         Groups Printed- Unshifted         Ward Avenue         Ouveen Street         App. Total         App. Total         App. Total         Peds         App. Total         App. Total         Peds         App. Total         App. Total         App. Total         App. Total         App. Total <td></td> <td></td> <td></td> <td>Left</td> <td>17</td> <td>6</td> <td>52</td> <td>56</td> <td>87</td> <td>33</td> <td>50</td> <td>ဗ္ဗ</td> <td>4</td> <td>125</td> <td>94</td> <td>33</td> <td>55</td> <td>56</td> <td>1.5</td> <td>327</td> <td>24.2</td> <td>4.4</td>				Left	17	6	52	56	87	33	50	ဗ္ဗ	4	125	94	33	55	56	1.5	327	24.2	4.4
Third Avenue				App. Total	180	193	214	215	802	215	961	238	190	839	237	197	239	174	847	2488		33,6
Ward Avenue		eg.	g	Peds	æ	တ	თ	4	27	0	īΩ	ന	0	8	Q	ဖ	က	CV	13	48	<del>.</del> 6.	9.0
Ward Avenue		rd Avent	rthboun	Right	ထ	თ	ഗ	თ	34	13	19	53	8	<del>2</del>	15	14	19	9	64	176	7.1	2.4
Nard Avenue   Southbound   So		Wa	NC	Thru	146	166	177	186	675	177	159	189	156	681	205	163	193	139	202	2056	82.6	27.7
Nard Avenue	Inshifted			Left	18	4	33	16	69	25	ဗ္	17	4	69	5	14	24	17	2	208	8.4	, 8
Nard Avenue	Printed- L			App. Total	8	85	8	9	337	73	72	9/	98	307	66	109	9/	23	357	1001		13.5
Nard Avenue	Groups	ŧ.	_	Peds	7	ᄗ	22	5	09	7	Ξ	თ	တ	36	<del>1</del>	F	5	တ	49	145	14.5	CV
Nard Avenue		en Stre	estponuc	Right	16	2	5	27	74	18	17	വ	တ္	29	13	14	Ξ	œ	46	179	17.9	2.4
Ward Avenue           Southbound         App.         Left         Thru         Right         Peds         Total         Loft           9         188         24         4         225         169         225         169         227         169         227         169         227         170         1	,	ňÖ:	×		43	38	4	38	160	46	37	46	45	174	8	75	44	45	젊	555	55.4	7.5
Nard Avenue Southbound Left Thru Right Peds 16 181 26 4 16 181 26 4 173 22 3 14 173 202 21 3 15 168 17 6 16 168 17 6 16 168 17 6 17 195 26 11 173 2092 268 44 2 2.3 28.2 3.6 0.6	:			Left	9	=	Ξ	<del>-</del>	43	Ø	7	9	5	33	12	12	φ	=	14	122	12.2	9.
Nard Avenn Southboun Southboun Southboun Hight 26 12 14 173 22 25 14 173 20 22 21 16 18 17 18 178 33 17 173 2092 268 6.7 81.2 10.4 2.3 28.2 3.6		-	,	App. Total	225	227	208	212	872	170	192	202	215	179	246	205	236	239	926	2577		34.8
Nard Avenn Southboun Southboun Southboun Hight 26 12 14 173 22 25 14 173 20 22 21 16 18 17 18 178 33 17 173 2092 268 6.7 81.2 10.4 2.3 28.2 3.6		9		Peds	4	4	64	က	13	Ø	7	ဖ	•	16	ო	4	7	-	15	44	1.7	9.0
Left Thr. 16 188 178 178 2092 6.7 173 2092 6.7 81.2 82.3 28.2 28.2		d Avenu	ithbound		24	56	25	22	97	9	23	1,	<u>დ</u>	74	2	1,	33	56	97	268	10.4	3.6
Left 12 2 2 2 2 2 2 2 2 2 2 3 2 2 2 3 2 2 3 2 3 2 3 2 3 2 3 3 2 3		War	รู		188	18	169	173	711	140	150	168	180	638	202	168	178	195	743	260	31.2	28.2
					O	16	42	14	51	12	건	=	16	51	8	9	8	17	7			
					03:00 PM	03:15 PM	03:30 PM	03:45 PM	Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Apprch %	Total %

- Peak 1 of 1  - Peak 1 of 1  - Peak 1 of 1  - Peak 2 of 1  - Peak 3 of 1  - Peak 1 of 1  - Peak			South	ward Avenue Southbound			Westbound	ound			Northbound	Averiue			Eastbound	one und		
214     13     45     19     77     14     156     20     190     41     68     33       243     12     60     13     85     15     205     15     235     34     67     26       229     6     44     11     61     24     193     19     236     22     77     28       867     43     221     57     321     67     717     68     852     130     279     123       13.4     68.8     17.8     7.9     84.2     8     24.4     52.4     23.1       613     13.4     68.8     17.8     7.9     84.2     8     24.4     52.4     23.1       13.4     68.7     760     819     76     850     .903     .793     .906     .854	start Time	Left	Thru	l⊭	o. Total	Left	Thru	E	op. Total	Left		E	p. Total	Left	Thru		ļ	int. Total
214         13         45         19         77         14         156         20         190         41         68         33           243         12         60         13         85         15         205         15         235         34         67         26           220         12         72         14         98         14         163         14         191         33         67         36           229         6         44         11         61         24         193         19         236         22         77         28           887         43         221         57         321         67         717         68         852         130         279         123           13.4         68.8         17.8         7.9         84.2         8         24.4         52.4         23.1           13.1         68.7         760         819         .698         .874         .850         .903         .793         .906         .854	ır Analysis F	From 03:00	PM to 05	:45 PM - Peak	1 of 1													
214         13         45         19         77         14         156         20         190         41         68         33           243         12         60         13         85         15         205         15         235         34         67         26           201         12         60         13         85         14         163         14         191         33         67         36           229         6         44         11         61         24         193         19         22         77         28           867         43         221         67         717         68         852         130         279         123           13.4         68.8         17.8         77         84.2         850         .903         .793         .906         .854	ur for Entire	Intersection	Begins 6	at 04:45 PM														
20         202         21         243         12         60         13         85         15         205         15         235         34         67         26           16         168         17         201         12         72         14         98         14         163         14         191         33         67         36           18         178         33         229         6         44         11         61         24         193         19         22         77         28           70         728         89         887         43         221         57         321         67         717         68         852         130         279         123           7.9         82.1         10         13.4         68.8         17.8         7.9         84.2         8         24.4         52.4         23.1           7.9         82.1         10         67         77         86.0         30         793         306         364	04:45 PM	16	180	<u>&amp;</u>	214	5	45	19	177	<del>7</del>	156	20	190	4	89	93	142	623
16         168         17         201         12         72         14         98         14         163         14         191         33         67         36           18         178         33         229         6         44         11         61         24         193         19         22         77         28           70         728         89         887         43         221         57         321         67         717         68         852         130         279         123           7.9         82.1         10         13.4         68.8         17.8         7.9         84.2         8         24.4         52.4         23.1           855         .901         .674         .913         .827         .767         .750         .819         .874         .850         .903         .793         .906         .854	05:00 PM	20	202	24	243	언	9	13	82	<del>1</del> 5	202	<del>1</del> 5	235	34	.67	<b>5</b> 8	127	069
18         178         33         229         6         44         11         61         24         193         19         236         22         77         28           70         728         89         887         43         221         57         321         67         717         68         852         130         279         123           7.9         82.1         10         13.4         68.8         17.8         7.9         84.2         8         24.4         52.4         23.1           875         .901         .674         .913         .827         .760         .819         .698         .874         .850         .903         .793         .906         .854	05:15 PM	16	168	17	201	72	22	4	86	<del>_</del>	163	4	191	89	29	98	136	626
70         728         89         887         43         221         57         321         67         717         68         852         130         279         123           7.9         82.1         10         13.4         68.8         17.8         7.9         84.2         8         24.4         52.4         23.1           875         .901         .674         .913         .827         .760         .819         .698         .874         .850         .903         .793         .906         .854         .854	05:30 PM	18	178	83	529	ဖ	44	7	61	24	193	19	236	22	77	28	127	653
7.9         82.1         10         13.4         68.8         17.8         7.9         84.2         8         24.4         52.4         52.4         52.4         23.1           .875         .901         .674         .913         .827         .767         .760         .819         .698         .874         .850         .903         .793         .906         .854	tal Volume	70	728	68	887	43	221	57	321	29	717	68	852	130	279	123	532	2592
. 856 . 904 . 674 . 913 . 827 . 767 . 750 . 819 . 850 . 850 . 908 . 908 . 854 . 850 . 908 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 854 . 855 . 854 . 854 . 855 . 854 . 855 . 854 . 855	App. Total	7.9	82.1	0		13,4	68.8	17.8		6'.	84.2	80		24.4	52.4	23.1		
	HH	.875	.901	.674	.913	.827	797.	.750	.819	869'	,874	.850	£06:	.793	906	.854	786.	626

1907 S. Beretania Street, Suite 400 Honolulu, Hawaii : AlaKamAM

File Name Site Code Start Date

: 00000003

: 4/20/2011

Page No

Counter: 1839, 3888 Counted By:GC,CA Weather:Clear Groups Printed- Unshifted

		Kamak	Kamakee Street			Ala Moana Bivo	a Bivd.		¥	Moana H	Ala Moana Park Drive	<del></del>		Ala Moana Blvd	la Blvd.		
		South	Southbound			Westbound	onno			Northb	punc			Eastbound	onnd		
Start Time	Left	Thru	Right   App. Total	p. Total	Left	Thru	Right   Ap	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right App. Total		Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	From 06:00	AM to 08.	45 AM - Peak	1 of 1							:						
Peak Hour for Entire Intersection Begins at 07:15 AM	Intersection	n Begins a	tt 07:15 AM														
07:15 AM	4	, <del>=</del>	22	37	-	446	ဖ	453	33	œ	ო	44	14	430		468	1002
07:30 AM	9	14	88	23	<b>,</b>	579	4	584	16	F	თ	8	51	373		428	1095
07:45 AM	9	15	37	28	0	380	7	387	19	0	7	8	7	357		412	887
08:00 AM	6	10	44	83	4	395	വ	404	21	œ	9	32	14	395		445	947
Total Volume	55	20	136	211	9	1800	22	1828	68	38	14	139	<u>6</u>	1555	137 1	753	3931
% App. Total	11.8	23.7	64.5		0.3	98.5	- - - -		49	25.9	10.1		3.5	88.7			
HHd	694	.833	.773	.837	.375	777.	.786	.783	.674	.818	.583	790	.726	.904		936	768.

Counter: 1839,3888 Counted By:GC,CA Weather: Clear

File Name: AlaKamPM Site Code: 00000003 Start Date: 4/20/2011 Page No: 1

			Int. Total	1036	1081	1049	1076	4242	1089	1209	1082	1177	4557	1161	1217	1167	1134	4679	13478		
			App. Totai	516	282	287	900	2285	561	. 646	287	651	2455	611	629	641	618	2529	7269		53.9
	vd.	_	Peds	0	0	0	0	0	0	0	0	0	0	0		0	0	0	¢	0	0
	Ala Moana Blvd	Eastbound	Right	26	4	40	29	199	25	29	22	54	230	<u>8</u>	75	4	51	271	700	9.6	5.2
-	Ala	Ш	Thru	443	204	516	512	1978	478	559	517	563	2117	503	551	551	524	2129	6224	85.6	46.2
			Left	17	હ	9	59	108	31	8	33	8	108	27	33	56	43	129	345	4.7	2.6
			App. Total	9	42	43	46	191	61	88	63	48	210	99	78	73	79	289	069		5.1
	Drive	0	Peds	7	တ	4	7	27	o	ო	ဖ	ထ	26	12	9	<del>6</del>	유	56	109	15.8	9.0
	Ala Moana Park Drive	Northbound	Right	12	Ψ-	Ξ	4	58	7	9	9	4	27	14	5	5	17	61	116	16.8	6.0
	Ala Mo	Ž	Thru	9	16	13	=	22	16	12	17	18	63	ω	16	7	19	20	163	23.6	<del>1.</del> 2i
Unshifted			Left	3	9	<u> </u>	24	98	59	17	9	8	96	52	છ	33	ဗ္ဗ	122	302	43.8	2.2
Printed-	-		App. Total	389	399	356	365	1509	377	438	363	408	1586	407	392	370	343	1512	4607		34.2
Groups Pr	Vd.	0	Peds	ī	5	14	5	45	7	5	4	14	48	8	짇	20	22	8	186	4	4.
	Ala Moana Blvd	/estbound	Right	1-	တ	5	15	53	5	Ξ	<del>τ</del>	9	44	57	6	22	55	84	181	3.9	1.3
	Ala	We	Thru	364	375	322	334	1395	354	411	330	373	1468	348	347	320	292	1307	4170	90.5	30.9
			Left	က	ιΩ	ις.	က	16	ဖ	-	ω	F	56	80	വ	ω	7	78	70	<del>ر</del> ئ	0.5
			App. Fotal	7	28	63	65	257	8	87	23	2	306	84	88	83	94	349	912		8'9
	reet	g	Peds	~	7	က	9	27	17	13	9	Ç	48	50	22	9	23	81	156	17.1	1.2
	Kamakee Street	Southbound	Right	66	56	36	32	133	42	34	24	8	130	33	28	9	42	133	396	43.4	2,9
	Kam	တိ	Thru	2	Ξ	00	7	36	15	17	_ <del></del>	2	7.	20	52	22	21	91	198	21.7	1.5
			Left	15	14	16	9	61	.91	23	F	7	22	F	5	51	ထ	44	162	17.8	<u></u>
			Start Time	03:00 PM	03:15 PM	03:30 PM	03:45 PM	Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05;30 PM	05:45 PM	Total	Grand Total	Apprch %	Total %
	_			_									*					•			

		Kamake	Kamakee Street			Ala Moana Blvd	a Blvd.		₹	a Moana I	Park Drive			Ala Moan	ia Blvd.		
		South	Southbound			Westb	Westbound			Northb	Northbound			Eastbound	punc		
Start Time	Left	Thru	Right App. Total	o. Total	Left	Thru	ŧ	App. Total	Left	Thru	Right App. Total	ງ. Total	Left	Thru	Right /	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1	From 03:00	PM to 05:	45 PM - Peak	1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM	Intersection	n Begins a	tt 04:45 PM													•	
04:45 PM	7	2	30	58	Ξ	373	10	394	18	18	4	40	34	563	54	651	1143
05:00 PM	Ξ	50	33	64	ω	348	2	377	25	00	4	47	27	503	8	611	1099
05:15 PM	13	25	58	99	ഹ	347	19	371	33	16	15	62	33	551	75	629	1158
05:30 PM	12	52	8	29	ω	320	22	350	33	7	15	22	56	551	8	641	1113
Total Volume	43	91	121	255	32	1388	72	1492	107	49	48	204	120	2168	274	2562	4513
% App. Total	16,9	35.7	47.5		2.1	69	4.8		52.5	24	23.5		4.7	84.6	10.7		
HHd		910	917	951	727	930	818	.947	.811	681	800	.823	.882	.963	.846	.972	.974

1907 S. Beretania Street, Suite 400 Honolulu, Hawaii

> Counter:3890,3891 Counted By:EM,SM Weather:Clear

File Name: KamAuaAM Site Code: 00000004 Start Date: 4/20/2011 Page No: 1

			,			,	ı													
		Int. Total	87	5	125	128	440	141	175	213	219	748	2	219	201	245	876	2064		
		App. Total	17	18	20	20	75	72	8	37	94	109	68	ဗ္ဗ	88	48	158	342		16.6
	to ~	Peds	2	ω	СI	цO	17	თ	5	0	Ŋ	18	ω	~	4	ഗ	24	59	17.3	5.0
	Auahi Street Fasthound	Right	3	4	4	Q	15.	Ø	4	<u>ლ</u>	ស	24	<b>&amp;</b>	φ	ဖ	ιΩ	25	. 49	18.7	T.
	Ąπ	Thr	^	ო	7	ω	22	Ξ	Ø	19	4	46	ਨ.	<u>e</u>	4	56	89	136	39.8	9.0
		Left	ო	თ	7	<b>ω</b>	27	ιΩ	4	വ	_	24	σ	7	4	ö	41	83	24.3	4
		App. Total	15	27	82	24	94	22	35	38	44	139	38	48	20	75	211	444		2,5
-1	reet	Peds	က	유	ω	ល	56	0	4	ιΩ	ın.	4	ത	4	7	유	24	8	14.4	3,1
	Kamakee Street	Right	0	C/I	0	-	ო	-	0	က	4	9	7	ဖ	ιO	유	28	4	9,2	C۷
g	Kar	Thru	9	5	4	Ξ	45	19	g	17	88	58	17	ဗ္ဗ	8	ဗ္တ	108	238	53.6	115
Unshifte		Left	2	ĸ	Θ	7	20	67	ω	Ξ	တ	္က	<del>=</del>	'n	4	6)	51	<del>1</del> 01	22.7	4.9
Groups Printed- Unshifted		App. Total	17	16	24	29	98	8	27	44	43	144	34	43	45	49	171	401		19.4
Group	tă c	Peds	2	7	7	Ξ	8	ო	ω	Ω	Ø.	25	7	က	9	7	27	82	20.4	4
	Auahi Street Westhound	Right	မ	Ŋ	7	7	25	F	ത	16	걸	48	전	15	9	13	22	128	31.9	6.2
:	Ϋ́	Thru	9	4	<u></u>	2	30	9	유	ଝ	\$	29	4	ଷ	24	g	79	176	43.9	8.5
		Left	0	0	0	-	-	Ó	0	0	4	4	თ	ល	-		10	5	3.7	0.7
		App. Total	88	36	83	22	185	68	89	9	101	356	100	95	88	73	336	877		42.5
	reet	Peds	2	8	4	ო	11	ω	ιΩ	4		<u>8</u>	7	ໝ	7	œ	27	26	6.4	2.7
:	Kamakee Street	Right	6	œ	9	24	90	<u> </u>	40	98	8	123	29	4	52	23	117	300	34.2	14.5
	Kan	Thru	26	88	8	25	108	45	37	45	45	169	83	38	24	27	142	419	47.8	20.3
:		Left	-	-	<b>,-</b>	ო	9	C	Ξ	12	2	46	Ξ	12	4	15	20	102	11.6	4.9
		Start Time	06:00 AM	06:15 AM	06:30 AM	06:45 AM	Total	07:00 AM	07:15 AM	07:30 AM	07:45 AM	Total	08:00 AM	08:15 AM	08:30 AM	08:45 AM	Total	Grand Total	Approch %	Total %
																	-			

		Kamake	Kamakee Street			Auahi Street	Street			Kamakee Street	Street			Auani Street	Street		
		Southboun	punoqu			Westbound	punc	-		Northbound	punc			Eastbu	pund		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right App.	Total	Int. Total
Peak Hour Analysis From 06:00	From 06:00	AM to 08:45 AM	:45 AM - PE	1 - Peak 1 of 1				-							,		
Peak Hour for Entire I		n Begins a	itersection Begins at 07:30 AM	_												-	
07:30 AM	12	, 4	36	06	0	23	16	39	Ξ	17	က်	33	<b>S</b>	19	<u>e</u>	37	199
07:45 AM	27	45	34	100	4	<u>8</u> 2	12	34	6	82	4	99	۲	14	ഹ	56	199
08:00 AM	F	23	58	69	ო	12	12	27	F	13	~	35	œ	2	œ	<u>ب</u>	186
08:15 AM	5	38	40	8	ထ	ଷ	15	6	ഹ	æ	ဖ	44	7	23	မ	56	200
Total Volume	56	178	139	373	12	73	55	140	36	93	22	151	27	61	35	120	784
% App. Total	5	47.7	37.3	-	8.6	52.1	39.3	-	23.8	61.6	14.6		22.5	50.8	26.7		
PHF	799.	.840	.869	933	909.	.793	.859	.875	.818	.705	.786	858	.844	.803	.615	.811	.980
		-								The second secon							

1907 S. Beretania Street, Suite 400 Honolulu, Hawaii

> Counter:3890,3891 Counted By:EM,SM Weather:Clear

Grouns Printed: Unshifted

File Name: KamAuaPM Site Code: 00000004 Start Date: 4/20/2011 Page No: 1

																					-
			Int. Total	378	400	447	459	1684	408	422	396	416	1642	447	458	480	512	1897	5003	)   	
			App. Total	35	66	106	133	424	94	104	137	103	438	127	105	133	125	490	1952	1	25,9
	ě	_	Peds	<u>6</u>	55	6	18	78	82	₹ 1	27	Ģ	99	4	က	56	37	92	950	7 2	4.5
	Auahi Street	astbound	Right	<b>Q</b>	80	4	21	63	5	42	<u></u>	4	22	75	8	우	14	59	170	<u> </u>	9. 4.
	¥	ш	Thru	34	56	46	62	168	33	49	44	54	179	23	45	8	45	203	ממ	40.7	10.5
		٠	Left	53	32	56	32	115	59	88	48	31	136	45	53	37	53	136	782	3 8	7.4
			App. Total	88	102	114	66	403	114	8	88	103	395	80	112	122	126	441	1030	2	23.7
	reet	<u> </u>	Peds	35	43	25	38	168	72	99	47	ಜ	160	- 88	35	61	49	173	50	404	9.6
	Kamakee Street	Northbound	Right	თ	රා	ဖ	9	34	4	우	ဖ	건	32	9	<del>-</del>	2	13	44	7	σ	2 2
Ö	Kan	Z	Thru	52	34	4	36	135	4	82	82	<del>4</del>	148	8	ස	58	35	132	415	. K	7.9
Unshitte			Left	19	16	16	15	99	. 4	16	7	ଷ	22	<b>=</b>	27	22	88	92	919	7.0	4 1.
s Frinted			App. Total	88	87	96	109	380	82	<u>+</u>	74	<u>8</u>	358	105	5	106	5	415	11	3	22.1
S S S S	əţ	ت	Peds	23	92	52	8	102	5	9	O	<u>ب</u>	71	58	ន	ន	က်	103	976	9 6	າ ເຄ
	uahi Stree	/estbound	Right	27	હ	55	8	110	52	99	53	58	119	32	52	43	ဗ္ဗ	136	.u.	5 6 7 6	. ^-
	¥	>	Thru	36	22	47	44	152	4	44	98	<b>38</b>	152	43	20	98	8	161	187	5 5	6 6 6 7
			Left	2	ß	ഗ	4	16	Ø	ထ	0	ဖ	16	4	4	4	က	15	7	Ť	6.0
			App. Total	110	118	131	118	477	118	117	26	119	451	. 45	139	119	159	551	1470	<del>}</del>	28.3
	eet	ס	Peds	12	ຊ	55	હ	88	5	7	1	83	69	8	27	1	4	118	376	7 4 2 4	6.0
	Kamakee Street	Southbound	Right	34	98	46	35	148	32	27	얺	37	131	88	98	92	20	150	007	, O	00 17 17 17
	Kam	တိ	Thru	46	4	35	32	157	53	28	32	4	183	46	48	46	48	188	004	2 Z	<u>;</u> ⊝
			Left	18	18	78	ଯ	84	15	17	16	8	89	16	82	8	2	92	770	187	7.7
			Start Time	03:00 PM	03:15 PM	03:30 PM	03:45 PM	Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	lotol Kacca	Annroh %	Total %
	_																				

		Kamake	Kamakee Street			Auahi Street	Street			Kamakee Street	e Street			Auahi Street	Street ·		
		South	Southbound	•		Westb	puno			Northb	puno			Eastbo	pund		
Start Time	Left	Thru	Right	Right App. Total	Left	Thru	Thru Right	App. Total	Left	Thru Righ	Right   App	p. Total	Left	Thru	Right   Ap	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1	From 03:00	PM to 05.	:45 PM - P	eak 1 of 1													
Peak Hour for Entire	Intersection	a Begins a	at 05:00 PN	V			•								٠		
05:00 PM' 16 46 38	16	49	38	100	4	43	83		Ξ	88	9	53	45	23	15	113	345
05:15 PM	<b>58</b>	48	36	112	4	20	32		27	38	Ξ	12	22	42	50	06	358
05:30 PM	30	46	56	102	4	36	43		23	53	9	19	37	9	9	107	353
05:45 PM	2	84	20	119	ო	32	ဗ္ဗ	7	32	33	13	12	62	45	4	88	355
Total Volume	95	188	150	433	15	161	136		95	132	4	268	136	203	59	398	1413
% App. Total	27.9	43.4	34.6		4.8	51.6	43.6		34.3	49.3	16.4		34.2	51	14.8		
HIG	.792	979.	.750	910	938	908	791	.940	.719	.846	.846	.870	.756	.846	.738	188	.985

1907 S. Beretania Street, Suite 400 Honolulu, Hawaii

Counter:5677,5676 Counted By:PA,BO Weather:Clear

File Name:KamQueAM Site Code:00000002 Start Date:4/20/2011 Page No :1

		Int. Total	75	107	120	148	450	177	208	225	273	883	241	202	508	240	892	999E	2		
		App. Total	15	17	2	17	02	22	19	98	37	114	4	<u></u> 윤	37	48	156	340	2		15.3
		Peds	7	တ	တ	ß	54	ო	ഹ	4	2	17	9	ო	4	9	<del>ე</del>	Ç	3 !	17.6	2.7
Queen Street	Eastbound	Right	-	ťΩ	ς,		တ	-	CI.	7	4	6	ო	7	4	-	15	20	3 !	). Si	7.5
ŏ	Ш	Thru	9	ß	œ	6	28	1	œ	13	8	52	24	12	8	58	<del>8</del> 2	ŭ	3 5	48.5	7.4
		Left	-	-	5	. 2	6	7	4	17	<b>∞</b>	36	æ	ω	တ	12	37	å	5	24.1	3.7
	•	App. Total	9	22	18	28	84	36	83	42	45	146	37	46	4	99	190	700	2		18.9
eet		Peds	ო	N	_	4	10	Q	0	c)	01	ဖ	0	0	ഹ	0	5	ć	4	ເດ	6.0
Kamakee Street	Northbound	Right	વ	တ	00	က	19	10	9	16	4	44	15	14	13	50	62	40	2	29.8	5.6
Kan	Ž	Thru	-	Ξ	φ	20	48	2	5	19	88	83	18	58	19	88	103	700	Ž.	22.7	10.5
Unshifte		Left	0	ო	ო	-	7	ო	8	ഹ	က	13	4	4		ω	50		<b>4</b> 1	Q (2)	<u>-</u> αί
s Printed		App. Total	24	39	47	62	172	26	97	94	109	356	91	63	74	99	294	000	770		36.9
Groups	0	Peds	2	Ŋ	မ	9	19	4	5	ო	တ	28	တ	-	7	വ	19	g	0	Φ	ო
ueen Stre	Westbound	Right	0	0	-	ന	4	ო	ო	N	ત	9	0	-	4	4	G	ć	Š	, 9	-
C	>	Thru	4	÷	12	20	47	20	58	怒	42	124	8	15	24	27	100	Š	7	ස	12.2
		Left	92	23	28	33	102	53	54	22	26	194	5	46	39	8	166	297	402		20.8
		App. Total	2	29	34	41	124	63	69	23	82	267	72	63	57	8	252	0.40	040		28.9
reet	j p	Peds	-	0	-	0	2	ო	9	-	4	14	<del></del>	4	-	ന	တ	ć	Q V	ත ෆ	-:
Kamakee Street	Southbound	Right	က	7	9	1	99	<del>2</del>	20	4	23	75	17	9	23	9	99	ŗ	-	56.6	7.7
Kar	· co	Thru	15	20	22	28	85	39	35	98	22	160	20	45	28	37	160	Ç	524	9	18.2
_	-	Left	-	C/I		თ	7			2		18	4		<b>ر</b> ى		17				6.1
		Start Time	06:00 AM	06:15 AM	06:30 AM	06:45 AM	Total	07:00 AM	07:15 AM	07:30 AM	07:45 AM	Total	08:00 AM	08:15 AM	08:30 AM	08:45 AM	Total	1	Grand Iotal	Apprch %	Total %

		Kamakee Stree	Kamakee Street Southbound			Queen Street Westbound	Street			Kamakee Street Northbound	s Street ound			Queen Street Eastbound	Street ound		
Start Time	Left	Thru	Right App. Total	. Total	Left	Thru	h	App. Total	Left	Thru	Right Ar	App. Total	Left	Thru	Right Ap	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	From 06:00	AM to 08:	45 AM - Peak	1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM	Intersection	Begins a	t 07:30 AM									•				-	
07:30 AM	Ø	36	4	25	55	8	7	9	ιc	6	16	40	17	<u>ნ</u>	C4	35	212
07:45 AM	ı KO	20	23	78	26	42	8	100	ო	88	12	43	œ	ଷ	4	었	253
08:00 AM	4	20	17	7	5	34	0	85	4	<u>8</u>	5	37	ω	54	က	35	228
08:15 AM	4	45	우	29	46	5	-	62	4	58	4	46	ထ	12	7	27	194
Total Volume	15	181	64	260	208	125	c	338	16	83	57	166	41	69	16	126	890
% App. Total	5.8	69.6	24.6		61.5	37	1. 3.		9.6	29	34.3		32.5	54.8	12.7		
Hd.	.750	.905	969.	.833	929	.744	.625	.845	.800	.830	.891	305	.603	.719	.571	900	.879

1907 S. Beretania Street, Suite 400 Honolulu, Hawaii

Counter:5677,5676 Counted By:PA,BO Weather:Clear

File Name: KamQuePM Site Code: 00000002 Start Date: 4/20/2011 Page No: 1

			Int. Total	303	328	303	308	1242	328	318	305	364	1315	369	385	372	183	1309	3866		
			App. Totai	81	83	74	74	3.12	18	97	102	125	405	120	128	119	106	473	1190	-	30.8
i	ti _		Peds	9	7	<del>1</del> 5	တ	ဗ္ဗ	7	თ	ග	16	41	7	9	<u>13</u>	91	42	116	6'4	ო
	Queen Street	Eastbound	Right	19	ro	9	8	æ	9	ß	Ξ	25	48	4	=	Ξ	0	46	132	: :	3. 4.
	ď,	ונ	Thru	46	49	4	43	179	44	47	62	64	217	89	82	62	61	273	699	56,2	17.3
			Left	10	52	51	18	62	20	36	8	83	සි	မ	53	83	6	112	273	22.9	7.1
			App. Total	82	96	78	8	337	78	75	83	8	326	96	88	73	0	261	924		23.9
	eet		Peds	-	4	N	-	æ	ო	-	Ø	<b>,</b>	7	4	4	ഹ	0	<del>ნ</del>	28	ო	0.7
	Kamakee Street	Northbound	Right	29	27	54	93	110	2	58	50	8	06	42	59	55	0	93	293	31.7	7.6
0	Kan	Ż	Thru	43	57	47	45	192	53	8	5	20	199	45	51	33	Q	129	520	56,3	13.5
Unshifte		•	Left	6	ထ	ល	2	27	-	ဖ	9	13	99		ω	13	0	26	83	တ	۲.
Groups Printed- Unshifted			App. Total	73	103	86	116	390	118	100	8	55	412	110	114	117	0	341	1143		59.6
Groups	t t		Peds	-	Ø	က	S	11	9	4	C	တ	24	7	ო	#	0	21	26	6.4	<del>1.</del> 4.
	ueen Street	Vestbound	Right	က	ഗ	ဖ	8	16	4	•	က	-	6	-	4	4	0	6	34	က	6.0
	ð	≥	Thru	58	44	88	46	150	4	33	8	43	155	99	98	42	0	117	422	36.9	10.9
			Left	4	52	27	83	213	89	62	45	25	224	63	7.1	9	0	194	631	55.2	16.3
			App.	29	46	23	37	203	5	46	8	44	172	43	2	83	77	234	609		15.8
	et		Peds	-	-	0	0	2	Ŋ	τ		· ru	12	4	4	4	9	18	32	5.3	0.8
	Kamakee Street	Southbound	Right	18	9	2	9	44	4	ç	ı.	<b>0</b>	788	ĸ	တ	9	Ξ	41	113	18.6	2.9
	Kam	တိ	E E	14	32	42	28	143	833	8	2.5	27	112	~	89	36	22	158	413	8.79	10.7
			Left	^	က	-	ო	14	o.	4	- 4	ď	20	c c	rc.	4	Ŋ	17	5	8.4	1.3
~			Start Time	03:00 PM	03:15 PM	03:30 PM	03:45 PM	Total	04:00 PM	04-15 PM	04:30 PM	04:45 PM	Total	Md 00:00	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Approh %	Total %
								1					-					1			

	=			m	~		0	രി	7	ı	ایہ	
	Int, Total	-	į	88	347	200	Ď	338	138.		.942	
	App. Total		-	9	113	Č	77	106	450		925	
orreer				8	4	7	=	Ξ	58	12.9	.659	
Eastbound	Thru			64	89		20	62	276	61.3	.841	
-	Left			83	9	ć	S N	33	116	25.8	878	
	op. Total		-	83	92	! (	ğ	89	337		916.	
s Street ound	Right   App.			8	42	! ?	ŝ	22	113	33,5	.673	
Kamakee Street Northbound	Thru			26	45		5	88	185	54.9	.826	
	Left			13	ıc		20	13	39	11.6	.750	
	App. Total			96	103	·	E	106	416		.937	
irreet				-	-		4	4	10	2.4	.625	-
Queen Street Westbound	Thru			43	or.	3	36	42	160	38,5	.930	
	Left			52	8	3	F	9	246	59.1	.866	
	p. Total	1 of 1	*	30	9 8	3	47	6	184		780	
Street	Right App. Total	0 PM - Pea	04:45 PM	σ.	y K	,	ത	16	39	21.2	609	
Kamakee Street	Thru	M to 05:3	Begins at	7	<u>5</u>	ว	83	8	130	70:7	833	
	Left	om 03:00 F	tersection	ď	ې د	9	ιC	4	- 15	00	750	)
	Start Time	Peak Hour Analysis From 03:00 PM to 05:30 PM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 04:45 PM	04.45 PM	Ma 00:30	WL 00.00	05:15 PM	05:30 PM	Total Volume	% Ann. Total	HHd.	
		۳	ď.								1	

Counter:5672,5674 Counted By:RJ,SF Weather:Clear

File Name: AlaQueAM Site Code: 00000006 Start Date: 4/20/2011 Page No: 1

																_	
		ĠΫ	Queen Street Southbound	· 苯	<u> </u>		Ala V	Ala Moana Blvd. Westbound	ġ.		Northboun		<b>a</b>	Ala Moana Blvd Eastbound	ο Α <u>Α</u>		
Start Time	Left	⊒ <b>P</b> L	Right	Peds App	App. Total	Left	Thru	Right	Peds /	App. Total	Ap	Left	t Thru	Right	Peds	App. Total	Int. Total
06:00 AM	2	0	2	7	1	0	222	13	0	235			190		ო	193	439
06:15 AM	က္က	0	(1	<u>ჯ</u>	18	0	235	ထ	0	243	0	_	242		4	246	507
06:30 AM	4	0	α	7	13	0	311	9	0	327		•	307	0	4	325	665
06:45 AM	4	0	က	œ	5	0	389	6	0	408	0	_	338		12	350	773
Total	13	0	o	35	22	0	1157	56	0	1213	0		1077	0	98	1114	2384
07:00 AM	æ	0	ĊI C	17	27	0	424	19	0	443	0		373	0	9	391	861
07:15 AM	ဖ	0	4	17	27	0	493	56	0	519	0	7	1 435	0	0	448	994
07:30 AM	2	0	ß	o	26	0	295	4	0	903	0			0	ത	405	1034
07:45 AM	ത	0	4	53	96	0	438	8	0	468	0		2 365	0	<b>~</b>	388	892
Total	35	0	<del>1</del> 5	99	116	0	1917	116	0	2033	0	<b>9</b>	9 1568	0	55	1632	3781
08:00 AM	10	. 0	ιΩ	4	- 83	0	445	40	0	485	0			0	· <b>ຜ</b>	414	928
08:15 AM	11	0	7	18	98	0	401	88	0	439	0	7		0	17	372	847
08:30 AM	ಕ್	0	9	ω	27	0	366	33	0	405	0	_		0	7	378	810
08:45 AM	8	0	တ	00	43	0	325	g	0	358	0	-	3 351	0	Ŧ	365	766
Total	09	0	27	48	135	0	1537	150	0	1687	0	3	9 1479	0	41	1529	3351
	108	0	51	149	308	0	4611	322	0	4933	0	- 16		0	132	4275	9516
Apprch %	35.1	0	16.6	48.4		0	93.5	6.5	0			0.4	1 96.5	0	T		
	<u>-</u>	0	0.5	1.6	3.2		48.5	3,4	0	57.8	0	0.0		Ö	4	44.9	

		Queen Street	Street			Ala Moana	BVd.				Ala Moan	a Bivd.		
		Southbound	puno			Westbound	D E	_	Vorthbound		Eastbound	pund		:
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of	m 06:00 AM to	08:45 AM - I	Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM	ersection Begin	Is at 07:15 A	W)											
07:15 AM	9	o ,	4	9	0	493	56	519	0	4	435	0	439	896
07:30 AM	22	0	c)	17	0	562	41	603	0	-	395	0	396	1016
07:45 AM	თ	0	4	13	0	438	90	468	0	Ø	365	0	367	848
08:00 AM	10	0	2	15	0	445	40	485	0	7	406	0	408	908
Total Volume	37	0	18	55	0	1938	137	2075	0	o	1601	0	1610	3740
% App. Total	67.3	0	32.7		0	93,4	9.9			9.0	99.4	0		
PHF	.771	000	900	608	000.	.862	.835	.860	000	.563	,920	000'	.917	.920

1907 S. Beretania Street, Suite 400 Honolulu, Hawaii

Counter:5672,5674 Counted By:RJ,SF Weather:Clear

File Name: AlaQuePM Site Code: 00000006 Start Date: 4/20/2011 Page No: 1

JS FIIIIEd - UISIIIIEd	Ala Moana Blvd.  Northboun  Westbound d	Peds App. Total App. Total Left Thru Right Peds App. Total Int.	0 453 0 9 460 0 11 480	0 431 0 6 515 0 8 529	0 419 0 8 523 0 5 536	0 402 0 4 525 0 9 538	0 1705 0 27 2023 0 33 2083	0 5 514 0 8 527	0 508 0 4 561 0 7 572	0 423 0 6 540 0 11 557	0 472 0 4 544 0 5 553	0 1849 0 19 2159 0 31 2209	0 409 0 2 525 0 13	0 461 0 4 579 0 7 590	0 387 0 4 533 0 14 551	0 377 0 3 593 0 22 618	0 13 2230 0 56 2299	0 5188 0 59 6412 0	0,9 97,3 0 1.8	0 40.9 0 0.5 50.5 0
		_																		
	Northboun				,			0	0	0	0	0	0	0	0	0	0	0		0
fted								446	208	423	472	_	409				•	5188		40.9
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		ds App. Total					67 276				20 8	306	20 83			33 8	332	36 914		.9 7.2
	Queen Street Southbound	Right Per	14 16		7	:	38				on.					œ			12 25.8	
***************************************	Soug	Thru	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0
	=	Left	37	37	48	49	171	42	51	45	52	190	57	44	61	45	207	268	62.1	4.5
	·	Start Time	03:00 PM	03:15 PM	03:30 PM	03:45 PM	Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total	Grand Total	Apprch %	Total %
															•					

		Queen Street	Street			Ala Moana Blvd.	a Blvd.				Aia Moan	a Blvd,		
		Southbound	puno	:	. :	Westbound	pun		Northbound	-	Eastbound	pun		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM	n 03:00 PM to	Ŀ	Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM	rsection Begin	is at 04:00 F	Σ											
04:00 PM	42	0	വ	47	0	400	46	446	0	ശ	514	0	519	1012
04:15 PM	5	0	9	5	0	444	64	208	0	4	561	0	565	1134
04:30 PM	45	0	12	57	0	368	55	423	0	φ	540	0	546	1026
04:45 PM	52	0	တ	61	0	418	54	472	0	4	544	0	548	1081
Total Volume	190	0	98	226	0	1630	219	1849	0	19	2159	0	2178	4253
% App. Total	84.1	0	15.9		0	88.2	11.8			0.9	99.1	0		
FILE	.913	000.	.750	.926	000:	918	.855	.910	000	.792	.962	000.	964	938

### APPENDIX B LEVEL OF SERVICE DEFINITIONS

### LEVEL OF SERVICE DEFINITIONS

### LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) criteria are given in Table 1. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. If the degree of saturation is greater than about 0.9, average control delay is significantly affected by the length of the analysis period.

Table 1: Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤10.0
В	$>10.0$ and $\leq 15.0$
C	$>15.0$ and $\leq 25.0$
D	$>25.0$ and $\leq 35.0$
E	$>35.0$ and $\leq 50.0$
F	>50.0

### LEVEL OF SERVICE DEFINITIONS

### LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average control delay per vehicle, typically a 15-min analysis period. The criteria are given in the following table.

Table 1: Level-of-Service Criteria for Signalized Intersections

Level of Service	Control Delay per Vehicle (sec/veh)	
A	≤10.0	
В	$>10.0$ and $\leq 20.0$	r
C	$>20.0$ and $\leq 35.0$	
D	$>35.0$ and $\leq 55.0$	
E	$>55.0 \text{ and } \le 80.0$	
F	>80.0	

Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group.

**Level of Service A** describes operations with low control delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

**Level of Service B** describes operations with control delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

Level of Service C describes operations with control delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

Level of Service D describes operations with control delay greater than 35 and up to 55 sec per vehicle. At level of service D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

<sup>&</sup>quot;Highway Capacity Manual," Transportation Research Board, 2000.

**Level of Service E** describes operation with control delay greater than 55 and up to 80 sec per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.

Level of Service F describes operations with control delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

### APPENDIX C

### CAPACITY ANALYSIS CALCULATIONS EXISTING PEAK HOUR TRAFFIC ANALYSIS

	1	<b>→</b>	*	•	<b>4</b>	1	4	†.	<i>&gt;</i>	1	ţ	1
Viovement	EBL	EBT	EBR	WEL	WET	WBF	NBL	NBT	WER	SEL	SET	SBR
Lane Configurations		4	7		4	7	ሻ	<b>ሳ</b> ጐ		ሻ	<b>ት</b> ጮ	
Volume (vph)	66	94	52	47	185	28	64	374	31	30	824	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	3.0		3.0	5.0	2.0	3.0	100 100 100	2.0	3.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.97	
Fit Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1825	1583		1844	1583	1770	3499		1770	3439	
Flt Permitted	averstrava-turnen utrene	0.63	1.00	racina de ambane descantes Acino co	0.91	1.00	0.95	1.00	Carrier Carrier Section (1984)	0.95	1.00	
Satd. Flow (perm)		1166	1583		1687	1583	1770	3499		1770	3439	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	73	104	58	52	206	31	71	416	. 34	33	916	212
RTOR Reduction (vph)	0	0	42	0	0	23	0	5	0	0	18	0
Lane Group Flow (vph)	0	177	16	0	258	8	71	445	0	33	1110	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4		State State Acc	4		1	2		1	2	
Permitted Phases	4	e el forence a constant account e cons	4	4	elas mil II i Unor Alicas cor co la de	4						
Actuated Green, G (s)		21.1	21.1	4	21.1	21.1	7.3	44.6		7.3	44.6	
Effective Green, g (s)	MISSELLIS SERVICE STATE OF THE	24.1	24.1	0 1747 F 7731 A 4 11 PV P 1477 V	24.1	22.1	10.3	47.6		10.3	47.6	
Actuated g/C Ratio		0.27	0.27		0.27	0.25	0.11	0.53		0.11	0.53	
Clearance Time (s)	ONE CONTRACTOR OF THE OWNER OF THE OWNER.	6.0	6.0	SPHOSNIPHWARD	6.0	6.0	5.0	6.0	r Cromar Commonweal and Mi	5.0	6.0	entretain (kinnen valas)
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3,0	5.0		3:0	5.0	
Lane Grp Cap (vph)		312	424		452	389	203	1851		203	1819	
v/s Ratio Prot							c0.04	0.13		0.02	c0.32	
v/s Ratio Perm	HIS SHIP OF THE SAME OF THE SA	0.15	0.01		c0.15	0.00						
v/c Ratio		0.57	0:04		0.57	0.02	0.35	0.24		0.16	0.61	
Uniform Delay, d1	Lin to the Arthresia (Arthresia)	28.4	24.4	sentre restrict of the service of	28.5	25.7	36.8	11.4	- Printer - Lie geran Department	36.0	14.7	urva sanyonaranyanya
Progression Factor		1.00	1,00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	over mentore entre	2.4	0.0	STANIAN KATAMATAN	1.7	0.0	1.0	0.3	namen accessor describes	0.4	1.5	SVIOLES VIEW VES
Delay (s)		30.8	24.4		30.2	25.8	37.8	11,7		36.3	16.3	
Level of Service	Zachowski nedero god	C	C	TITLE OF THE PROPERTY OF THE	С	C	D	В	PATRICTO VICENTI CONTRATO	D	В	CASTERN TERROTONIA
Approach Delay (s)		29.2			29.7			15.3			16.9	
Approach LOS		C			С			В			В	
Mersestor/Summar/												
HCM Average Control Delay			19.5	H	CM Level	of Service	е		В			
HCM Volume to Capacity rati	0		0.56									
Actuated Cycle Length (s)			90.0	Sı	ım of lost	time (s)			8.0		2000-0700301	
Intersection Capacity Utilizati	on		66.7%	IC.	U Level o	of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

	۶	<b>→</b>	*	<b>*</b>	₩	4	1	†	~	/	ţ	1
(Movement	VEBL	EBT.	EBB	WBL	WBT	WWBR	NEL	WET.	NBR.	881	SET	SER
Lane Configurations		4	7		4	7	ሻ	<b>∱</b> ∱		ች	∱ኈ	
Volume (vph)	130	279	123	43	221	57	67	717	68	70	728	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	3.0		3.0	5.0	2.0	3.0		2.0	3.0	
Lane Util. Factor	en er hamma under skriveren	1.00	1.00	PROGRAMMA CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR C	1.00	1.00	1.00	0.95	maanioosomicaanioo	1.00	0.95	orumanasansana
Frt_		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	22A1000062990-62323	0.98	1.00	CONTRACTOR CONTRACTOR	0.99	1.00	0.95	1.00		0.95	1.00	Mississussiamus
Satd. Flow (prot)		1834	1583		1848	1583	1770	3493		1770	3481	
FIt Permitted		0.67	1.00	10000000000000000000000000000000000000	0.75	1.00	0.95	1.00	******************************	0.95	1.00	SAMOURCESWA
Satd. Flow (perm)		1250	1583		1399	1583	1770	3493		1770	3481	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	144	310	137	48	246	63	74	797	76	78	809	99
RTOR Reduction (vph)	0	0	82	0	0	39	0	7	0	0	10	0
Lane Group Flow (vph)	0	454	55	- 0	294	24	74	866	0	78	898	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			4		1	2		- 1	2	
Permitted Phases	4	CANDOON TO ARRAMA WAS DO	4	4	ones college and an experience of the college and the college of t	4	· · · · · · · · · · · · · · · · · · ·			TO A STRUCTURE AND DE		
Actuated Green, G (s)		33.1	33.1		33.1	33.1	7.4	32.5		7,4	32,5	
Effective Green, g (s)	521001011 (L2004) (1000)	36.1	36.1		36.1	34.1	10.4	35.5		10.4	35.5	
Actuated g/C Ratio		0.40	0.40		0.40	0.38	0.12	0.39		0.12	0.39	
Clearance Time (s)	1271, 17124; <b>7</b> 3144 <b>78</b> 43 284314	6.0	6.0	211,015,007,000 147000,000 have con-	6.0	6.0	5.0	6.0		5.0	6.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	5.0		3,0	5.0	
Lane Grp Cap (vph)		501	635		561	600	205	1378		205	1373	
v/s Ratio Prot							0.04	0.25		c0.04	c0.26	
v/s Ratio Perm		c0.36	0.03		0.21	0.02						
v/c Ratio		0.91	0.09		0.52	0.04	0.36	0.63		0.38	0.65	
Uniform Delay, d1		25.4	16.7		20.4	17.6	36.7	21.9		36.8	22.2	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	0.0	1.00	1.00	
Incremental Delay, d2		19.8	0.1		0.9	0.0	1.1	2.2		1.2	2.4	
Delay (s)		45.2	16.8		21.3	17.7	37.8	24.1		38.0	24.7	
Level of Service	na distribution and the contraction of the contract	D	В		С	В	D	С		D	С	
Approach Defay (s)		38.6			20.7			25.2			25.7	
Approach LOS		D			С			С			С	
Milersection Summer y												
HCM Average Control Delay	tologia salah disamb	anan ang mang mang mang mang mang mang m	27.6	Н	CM Level	of Service	e monomoromoromoromoromoromoromoromoromoro	ninga) mishingana	С		PROPERTY SERVICE AND A STATE	MANAGERA ANG ANG ANG ANG ANG ANG ANG ANG ANG AN
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)	an wall this arms we	ANGER GERNEN	90.0		ım of lost		na rational construction		8.0	egettessen jasotsen einer		TO SEE SEE SEE SEE SEE SEE
Intersection Capacity Utilization	1		75.9%	IC	U Level o	of Service			D			
Analysis Period (min)	skanenkanenkanen	nessa unasanassana	15	STANDO LA SINTA A CONTROL DE SENTO	Unino I Ligaro Habiliano Franci	annagannagan mana	HOOMERS AND VICTOR	ANADRANI SOM DEARGENISTS	AN	enanenanas en en		collectivities and
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/iovernent	NΒJ	NBT	NBR	SEL	SBT	SER	SEL	SET	SER	NUM	NWT.	NWR
Lane Configurations	Directorium destructures	<b>*</b>	STATES THE PROPERTY OF THE PRO	rannessamen	<b>**</b>	VINEDAR 2021 AT 1907 JA	Mayoran waxay ana a	A	TANGEN AND AND ALL AND	an and an analysis of the same	Checkya i Panisa ia dilatan na naman	NACIONAL MATERIAL PROPERTY.
Volume (vph)	40	376	0	17	579	275	100	18	38	0	0.	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5:0	5.0			5.0				
Lane Util. Factor Frt	1.00 1.00	0.95 1.00		1.00 1.00	0.95 0.95			1.00 0.97		000242002		140000000000000000000000000000000000000
Flt Protected	0.95	1.00		0.95	0.95 1.00			0.97 0.97				
Satd: Flow (prot)	1770	3539	erre nest terret	1770	3368			1746				Established
Flt Permitted	0.28	1.00		0.51	1.00			0.97				
Satd Flow (perm)	525	3539		954	3368	of the second		1746				Valley College
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	409	0.32	18	629	299	109	20	41	0.32	0.32	0.32
RTOR Reduction (vph)	0	0	0	0	53	0	0	17	0	0	0	0
Lane Group Flow (vph)	43	409	0	18	875	0	0	153	Ö	0	0	Ö
Turn Type	Perm	NA	Al thomas delicate or although	Perm	NA	Wilder Verlage (** 1200)	Perm	NA	inculturation and the control of			Nach Harris
Protected Phases	. 0.,,,	2		. 0,,,,	6		. 01111	4		·		
Permitted Phases	2			6			4					
Actuated Green, G (s)	54.2	54.2		54.2	54.2			15.8				
Effective Green, g (s)	54.2	54.2	IWANGOVANIO ALAMANIA	54.2	54.2	A448816322224	an Person Weetal of Process	15.8	Category and Market 1988.	SALASSA KENYINESIY		Haracan Acco
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.20				
Clearance Time (s)	5.0	5.0	21724187144962817216677	5.0	5.0		getykk greed from a paritierek i	5.0	enressante en	an ang ang ang ang ang ang ang ang ang a	MORA COLORA MORA MARIA	CRITATANIANA
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0				
Lane Grp Cap (vph)	356	2398		646	2282			345				
v/s Ratio Prot		0.12			c0.26							
v/s Ratio Perm	0.08			0.02			The same is the state of the same of the same is a same of the sam	0.09	a commence and definition of constraints the freeze	000000000000000000000000000000000000000	CALL AVERAGE CONTRACTOR	en-contrategos/sinte
v/c Ratio	0.12	0.17		0.03	0.38			0,44				
Uniform Delay, d1	4.5	4.7		4.2	5.6			28.2				
Progression Factor	0.94	0.93		1.00	1.00			1.00				
Incremental Delay, d2	0.7	0.2	SATURNIS OF SERVICES AND SERVIC	0.1	0.5	NAMES OF THE PROPERTY OF THE	alekt Marcontentina Walesti II	0.9	M. CONTOCONOMITA (1918)	TESTA NETGE University to the end of	unidar e tita aria kwa tikunia e ati ikin	ramena province
Delay (s)	4.9	4.5		4.3	6.1			29,1				
Level of Service	Α	A	enteronamentalen	Α	A	MANAGARAN MANAGARAN MANAGARAN MANAGARAN	a sensa anasananasan	C	e e e e e e e e e e e e e e e e e e e	VICTOR AND THE STATE OF THE STA	MENTAL PROPERTY OF THE STATE OF	AND THE PARTY OF T
Approach Delay (s)		4.5			6.1			29.1			0.0	
Approach LOS		Α			Α			С			Α	
Meiseongeränninger												
HCM Average Control Delay	•		8.1	H	CM Level	of Servic	е		Α			
HCM Volume to Capacity rai	lio		0.40									
Actuated Cycle Length (s)		The Control of the Co	80.0	Sı	ım of lost	time (s)	a ora, meneral residente a productiva l'	grammers and to the analytical field	10.0	arrangeraus ang san hit embly g	on and the engineering of the little of the	ocean e e e e e e e e e e e e e e e e e e
Intersection Capacity Utilizat	ion		49.4%		U Level o				A			
Analysis Period (min)			15				Principal Agentus processors, consultation of the second s		an energia de la composició de la compos	an a marina de la compaño	-a-a-communication (1945)	constitute politicis (1915)
c Critical Lane Group												

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Viovenent	N.E.	NET	NBR	SBL.	SBI	SBR	SEL	SET	SER	NV1		AW/R
Lane Configurations	<b>ች</b> 32	<b>†</b> †		ሻ 21	<b>^</b>	440	**************************************	ф 00	67		0	
Volume (vph) Ideal Flow (vphpl)	3∠ 1900	622 1900	10 1900	∠ı 1900	702 1900	119 1900	240 1900	20 1900	1900	0 1900	1900	0 1900
Total Lost time (s)	5.0	5.0	1300	5:0	5.0	1900	1300	5,0	1900	1900	1300	1300
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00				The second second
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00				
Flpb, ped/bikes	1.00	1.00	an i kurancina canan (i kace (i ku 20	1.00	1.00	was and a control of the control of	#53774##9551US###################################	1.00	STOWNSKIE TROUBEREN		ann vannettu sepakturu iki	Dartes Sano Gerria
Frt	1.00	1.00		1.00	0.98			0.97				
Flt Protected	0.95	1.00		0.95	1.00	en is Good opposite in a station of the	section differential	0.96 1747				
Satd. Flow (prot) Flt Permitted	1.770 0.28	3531 1.00		1770 0.37	3430 1.00			0.96				
Satd. Flow (perm)	523	3531	out of the second	687	3430			1747				V1524V2501V20
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	676	11	23	763	129	261	22	73	0.02	0.02	0
RTOR Reduction (vph)	0	1	0	0	15	0	0	13	0	0	0	0
Lane Group Flow (vph)	35	686	0	23	877	0	0	343	0	0	0	0
Confl. Peds. (#/hr)		Orașii la distribului de la		Es a Maria de Caracterio de la composito de la	HATTERATORA LINATA A TEAT	21	**************************************	MINERAL CONTROL OF THE PROPERTY OF THE PROPERT	01070000420445744766545054	ennemone sameno	arms received vilous at least	No. of the last of
Turn Type	Perm	NA		Perm	NA		Perm	NĄ				
Protected Phases	•	2	******************		6		a company of	4	A COSTANIOS A CONTRACTO			Maria China C.
Permitted Phases Actuated Green, G (s)	2 49.2	49.2		6 49.2	49.2		. 4	20.8				
Effective Green, g (s)	49,2	49.2		49.2	49.2			20.8				
Actuated g/C Ratio	0.62	0.62		0.62	0.62		maring seeks consist.	0.26	e in the second sec			KARAMANIAN
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0				
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0				
Lane Grp Cap (vph)	322	2172		423	2109			454				
v/s Ratio Prot		0.19			c0.26	oktoper Marier Street und						DALEM MARKATER
v/s Ratio Perm	0.07	0.00		0.03 0.05	0.42			0.20 0.76				
v/c Ratio Uniform Delay, d1	0.11 6.4	0.32 7. <b>4</b>		0.05 6.1	8.0		PAGAMATORPAGES	27.3		anning and a sign	nya nga nga nga	
Progression Factor	0.92	0.93		1.00	1.00			1.00				
Incremental Delay, d2	0.7	0.4		0.2	0.6			7.1				
Delay (s)	6.5	7.2	P. USESSA A MATERIAL SECTION S	6.4	8.6	MANAGEM TO SECTION SECTIONS	en chest a deservation	34.3	CANCEL CARREST CAR	(clare) mengilist) ibi (na) (critical in	PRINCES AND LOSS OF STREET CONSTRUCTION OF STREET	411000000000000
Level of Service	Α	: А		A	A			C				
Approach Delay (s)	94.36489.0566973.69907.503.60	7.2	9A8ZEWARMEWERSOO	SUO TESTONISTIVA TETE	8.5		ENTONIONA MORE A MORE A	34.3			0.0	000000000000000000000000000000000000000
Approach LOS		A			Α		C.Asade so	C			A	
inigastelekiok Solminyaky												
HCM Average Control Dela	у		12:6	H	CM Level	of Service	e		В			
HCM Volume to Capacity ra	atio	Seggressia (Sagge Standig)	0.52	stranda an universarian	ene en en anno anno anno anno anno	NTOSON ESON FONDAS	encentro averentament	S POSTE ANNO 11 P. A.	ennestantes la company	onvolumentation	ADVARIANTE ARTOSO	ANNE ANTONION
Actuated Cycle Length (s)			80.0		um of lost				10.0			
Intersection Capacity Utiliza	ition		53.4%	IC	U Level o	ot Service			Α			
Analysis Period (min) c Critical Lane Group			15									
Control Falle Group												

	۶	-	•	•	←	*	4	<b>†</b>	<b>*</b>	-	ļ	4
Vovement	EBL	EBT	EBR	WEL	WET	WER	# NBE	NET	NER	- SBL	SET	SER
Lane Configurations		4		ሻ	1>		ካ	<b>ተ</b> ጉ		ሻ	<b>ተ</b> ጮ	Hamana Jose
Volume (vph)	25	44	28	78	79	67	49	234	57	95	376	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	A VIKA WITE OLA ITANIA IN	1.00	Pasicavani mark	1.00	1.00	ATEMPANENTS STATE	1.00	0.95	KORNES FROSENSIVOSES FRE	1.00	0.95	TO AND THE STATE OF THE STATE O
Frt		0.96		1.00	0.93		1.00	0.97		1.00	0.98	
Fit Protected Satd Flow (prot)		0.99 1768	100000000000000000000000000000000000000	0.95 1770	1.00 1734		0.95	1.00		0.95	1.00	20075141502209
Flt Permitted		0.89		0.71	1.00		1770 0.48	3435 1.00	A. S.	1770 0.56	3473 1.00	
Satd. Flow (perm)		1596		1326	1734	erose op en serve	901	3435		1043	3473	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	48	30	85	86	73	53	254	62	103	409	0.92 58
RTOR Reduction (vph)	0	23	0	0	50	0	0	47 17	0	0	9	0
Lane Group Flow (vph)	0	82	0	85	109	0	53	299	0	103	458	0
Turn Type	Perm	NA		Perm	NA	oorginoogiscolofficiality	Perm	NA	Dentsch (Mars-1985)	Perm	NA	(MANAGEMENT)
Protected Phases		- 4			8			2			6	
Permitted Phases	4		TAX SANS TIMES OF THE SANS OF THE	8	AND TO PROPERTY OF THE PARTY OF	NORTH UNION SULTANIES	2	140100000000000000000000000000000000000		6	97094 M2500 45479 11325.	A MANDELS STATE OF ST
Actuated Green, G (s)		15.6		15.6	15.6		54.4	54.4		54.4	54.4	
Effective Green, g (s)	10-2012E20210E2111111	15.6		15.6	15.6		54.4	54.4		54.4	54.4	
Actuated g/C Ratio		0.19		0.19	0.19		0.68	0.68		0.68	0.68	
Clearance Time (s)		5.0	002000000000000000000000000000000000000	5.0	5.0	randa na angana na	5.0	5.0	aerosas o esta a unidad pa	5.0	5.0	OCOMPOSITION CONTRACTOR CONTRACTO
Vehicle Extension (s)		3.0		3.0	3.0		3:0	3.0		3.0	3.0	
Lane Grp Cap (vph)	ETANIONSHANDENGANA	311	Charles in Carles in Carle	259	338	and the state of t	613	2336	ani a stanovnom pravnom ano	709	2362	MAZOSANSIHANSI
v/s Ratio Prot		0.05		0.00	0.06			0.09			c0.13	
v/s Ratio Perm v/c Ratio		0.05 0.26		c0.06	0.20		0.06	0.40		0.10	0.40	Magazagamie
Uniform Delay, d1		0.26 27.3		0.33 27.7	0.32 27.7		0.09	0.13 4.5		0.15	0.19	
Progression Factor		1.00	unggayangga Sanggayangga	1.00	1.00		4.4 1.00	4.5 1.00		4.5 0.83	4.7 0.82	
Incremental Delay, d2		0.5		0.7	0.6		0.3	0.1		0.03	0.02	110000000000000000000000000000000000000
Delay (s)		27.8		28.4	28.2		4.6	4.6		4.2	4.0	
Level of Service	io successi de la companya de la co	C		C	C		Α	Α		A	A	NEADAGENINE
Approach Delay (s)		27.8			28.3			4.6			4.0	
Approach LOS	AND THE STREET, SHE WAS A STREET, SHE	С	(-1502)(1004)(1004)(1004)	rassu nepamenas ju sassija.	С	et de la company	42040104422010001	Α		2010 Min de Cristale du Lit	Α	VARIANTE AND
intersection sources in										Va la		
HCM Average Control Delay		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	10.7	Н(	CM Level	of Service			В			West Company
HCM Volume to Capacity rai			0.22		, <u>_</u> 0,0							
Actuated Cycle Length (s)		AMERICAN PROPERTY AND A	80.0	Su	ım of lost	time (s)			10.0	a vasti tervesi.		
Intersection Capacity Utilizat	ion		45.7%		U Level o				Α			034 to 100 to 10
Analysis Period (min)	and the second services of the second service	.orania na rozen gezet (/254)	15	www.cocokomar/Wilde	mer ween standing the	ervenerationer of the second	MANAGES NA SCHOOLSKA	544.C. STEELED TREMED (1984)	v vicesav (ngopetage) (1.0%	ann an the ann an an the ann an	megrinisternischlieb	04398090505050
c Critical Lane Group												

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Movement:	EBU	TEST.	EBR	WBL	WET	WBR	- WBI	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414	7	7	fə		ř	<b>ተ</b> ቡ		٦	<b>ሳ</b> ጮ	******
Volume (vph)	44	85	9	96	73	241	28	329	128	211	323	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	OMOLIO POR VIOLENZA DE PE	0.95	1.00	1.00	1.00	NASALA MENGANAN M	1.00	0.95	ANNESSA SACOLANISCOLANS	1.00	0.95	engoevaraes.
Fr.		1,00	0.85	1.00	0,88		1.00	0.96		1.00	0.94	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	Newson Williams
Satd: Flow (prot) Flt Permitted		3480	1583	1770	1648		1770	3391		1770	3330	
Satd. Flow (perm)		0.60 2140	1.00 1583	0.66 1235	1.00 1648		0.43 802	1.00 3391	naga an ang ang ang ang ang ang ang ang	0.47 876	1.00 3330	
Peak-hour factor, PHF	0.92	0.92		0.92		Λ 02		0.92	0.00	erective ayes my const		0.00
Adj. Flow (vph)	0.92 48	0.92 92	0.92 10	104	0.92 79	0.92 262	0.92 30	0.92 358	0.92 139	0.92 229	0.92 351	0.92 229
RTOR Reduction (vph)	40 0	9 <u>2</u> 0	8	1 <del>94</del> 0	194	202 0	0	33	109 0	<b>22</b> 3	- 331 76	229 0
Lane Group Flow (vph)	0	140	2	104	147	- 0	30	464	0	229	504	0
Turn Type	Perm	NA	Perm	Perm	NA	U	Perm	NA	<b>V</b>	Perm	NA	U
Protected Phases	i Giiii	4	1 61111	1 61111	8		1 61111	2		1 01111	- 6	A. 100 - 100 - 15
Permitted Phases	4	T	4	8	9		2	-		6	<b>Y</b>	
Actuated Green, G (s)		16.4	16.4	16.4	16.4		53.6	53.6		53.6	53.6	
Effective Green, g (s)		16.4	16.4	16.4	16.4		53.6	53.6		53.6	53.6	525500000000000000000000000000000000000
Actuated g/C Ratio		0.20	0.20	0.20	0.20		0.67	0.67		0.67	0.67	
Clearance Time (s)	Anton Massac Mosel (2005)	5.0	5.0	5.0	5.0	and the second second of	5.0	5.0	erapies productivament	5.0	5.0	ELLEGAN STANDARDS
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		439	325	253	338		537	2272		587	2231	
v/s Ratio Prot					c0.09		ne des lan 1550 Al Gardina Strandard	0.14			0.15	
v/s Ratio Perm		0.07	0.00	0.08			0.04			c0.26	COMPANY CONTRACTOR CONTRACTOR	
v/c Ratio		0.32	0.01	0.41	0.43		0.06	0.20		0.39	0.23	
Uniform Delay, d1	: A Difference de Calabra de La Calabra de C	27.0	25.3	27.6	27.8	envier a transmission and	4.5	5.0		5.9	5.1	
Progression Factor		1.00	1.00	1.00	1,00		1.00	1.00		0.56	0.45	
Incremental Delay, d2	MCHWATHER CHICAGO	0.4	0.0	1.1	0.9	ANDALWICH FARESTON	0.2	0.2	o equality constituting a graph	1.8	0.2	AZZERIANO MARANAN
Delay (s)		27.5	25.3	28.7	28,7		4.7	5.3		5.1	2.5	
Level of Service	en e	C	C	C	С	erenaran mara	Α	Α	ementales este este este este este este este e	A	Α	MARINARIS/ASS
Approach Delay (s)		27.3			28.7			5.2	4. 1 (B) 1 (B)		3.2	
Approach LOS		С			, С			Α			Α	
intersection Summers												
HCM Average Control Delay			11.5	Н	CM Level	of Servic	е		В			
HCM Volume to Capacity rati	0		0.40		100							
Actuated Cycle Length (s)	Part Arter Are water	(Augustyman)	80.0	terror or reserve to the first and the	ım of lost				10.0			
Intersection Capacity Utilizati	on		63.8%	lC	U Level o	f Service			В			
Analysis Period (min)	a ladada i laine i kanasida - e e e e	CLESTON AND MAJORIST CO.	15	CONTRACTOR CONTRACTOR OF THE PARTY	AMERICA OF TRANSPORTS (CANADA)	\$15 \$41 \$40 \$40 \$40 \$40 \$40 \$40 \$40 \$40 \$40 \$40	of St. 142 to Manager St. 1800 and of	Santantar rasantan merahaman 19.00	- entre to the entre day to the entre			WALLES OF THE STATE OF THE STAT
c Critical Lane Group												

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<b>Мохемері</b>	EBL	TEBA .	ESP	WEL	WETT	WBR	MBL	Weit.	MBR	SBI	SET	SBR
Lane Configurations	Ŋ	ተተኩ		ሻ	ተተተ	7		414	7	ሻ	<b>∱</b> Љ	THE STATE OF THE S
Volume (vph)	245	1566	2	47	1687	123	1	143	3	106	91	200
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	nith money	3.0	3.0	3.0		3.0	4.0	3.0	3:0	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		0.95	1.00	1.00	0.95	The state of the s
Fit	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00	
Satd: Flow (prot)	1770	5084		1770	5085	1583		3538	1583	1770	3174	
Flt Permitted	0.95	1.00	Vin General College (A. Constant	0.95	1,00	1.00	BET SELECTION OF THE SE	1.00	1.00	0.95	1.00	
Satd: Flow (perm)	1770	5084		1770	5085	1583		3538	1583	1770	3174	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	272	1740	2	52	1874	137	1	159	3	118	101	222
RTOR Reduction (vph)	0	0	0	0	0	34	0	0	3	0	189	0
Lane Group Flow (vph)	272	1742	0	52	1874	103	0	160	0	118	134	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3		. 4	4	
Permitted Phases		n Garringen and Salah	estroneauena vena vena a	Victoria de la companio de la compa	2015-1-1880-0-1843-0-0	6	71   / LE 11   FT   L.   L.   L.   L.   L.   L.   L.   L	OCCUPATION AND AND AND AND AND AND AND AND AND AN	3			
Actuated Green, G (s)	30.1	80.4		8.3	58.6	58.6		11.7	11.7	18.6	18.6	
Effective Green, g (s)	32.1	83.4	HANNING STANSON STANSON	10.3	61.6	61.6	and the state of t	13.7	12.7	20.6	20.6	
Actuated g/C Ratio	0.23	0.60		0.07	0.44	0.44		0.10	0.09	0.15	0.15	
Clearance Time (s)	5.0	6.0	aroven en en en en en en	5.0	6.0	6.0	ni masan serapa serapa	5.0	5.0	5.0	5.0	50-2011/1451H110-61
Vehicle Extension (s)	3.0	3.0		3,0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	406	3029	driven detector in the feature of	130	2237	697	A A A A A A A A A A A A A A A A A A A	346	144	260	467	
v/s Ratio Prot	c0.15	0.34		0.03	c0.37			c0,05		c0.07	0:04	
v/s Ratio Perm		Outras program established	POSTO SUBSTITUTE SERVICES CO.	nona upovanacio vvesto	TING PAYOTING AND COLOR	0.07	SDOWN DAY HAVE THAN AND RES	Z SATERANI SERVICE PROVINCIA	0.00	CONANCIONO ANNALANA DE LEVARA DE LA		Marchen II a sant consume
v/c Ratio	0.67	0.58		0.40	0.84	0.15		0.46	0.00	0.45	0.29	
Uniform Delay, d1	49.1	17.4	SACSAS CONTRACTOR	61.9	34.8	23.5	OMVONO VIOLENTIVA DO	59.7	57.9	54.6	53.2	A 2000/01/31/1540/4/04/0
Progression Factor	1.00	1.00	10000	0.84	0.78	0.87		1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.2	0.8	norenten er en	1.8	3.5	0.4	TANAS PER COLORES PRODUCTIONS PRODUCTION OF THE PER COLORES PRODUCTION OF THE PER COLORES PRODUCTION OF THE PER COLORES PRODUCTION OF THE PER COLOR PRODUCTION OF THE PER	1.0	0.0	1.3	0.3	terumannumumanuv
Delay (s)	53.3	18.2		54.0	30.7	20.8		60,7	57.9	55.8	53.5	
Level of Service	D	В	ANNO PORTONIA	D	C	C		E	E	E	D Termonicostanien	parterante espera
Approach Delay (s)		22.9			30.7			60.6			54:1	Maria Maria Maria Maria
Approach LOS		С			С			E			D	
nieseonon Surango												
HCM Average Control Delay	erameno preservacio	North: Hally delegan	30.6	HC	CM Level	of Service	) 	UNIVERSITY OF THE STATE OF THE	C	of Walterson Merchants		A
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)	opagilista ayaanan uu kan k	Maria (Santina Maria	140.0		ım of lost		Leave angles announce account	Market (Spatial Const.)	12.0	SERVICE STATE OF THE SERVICE OF THE	Nation of the second of the se	***************************************
Intersection Capacity Utilization			72.5%	IC	U Level c	f Service			С			
Analysis Period (min)	e i cua materia i e una como e e e	Dibertilako orantzoa	15	Vertinos es a como como en esta en est	o de anticologo de la constituir de cons	till skillenski slatenski slatenski sale		Consideration of the contract	ng 8,000/18 03,230° m. km. mm	water to the second	APPLIATE PROPERTY.	tata Photo months the
c Critical Lane Group	engo del colo											

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Movement #	EB	EBI	EBR	WBL	WET	WER	MEL	NBT	WBR.	SBl	SBT	SER.
Lane Configurations	ሻ	<b>↑</b> ↑↑	Proposition of the Control of the Co	ሻ	<b>↑</b> ↑↑	7		44	7	ሻ	<b>↑</b> }	
Volume (vph)	296	2146	- 5	25	1787	132	9	106	48	232	43	223
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0	3.0		3.0	4.0	3.0	3:0	
Lane Util. Factor	1.00	0.91	NA MARITANA MATERIAN MATERIAN	1.00	0.91	1.00	e William Lead Lead on Statute and	0.95	1.00	1.00	0.95	KANTON PARTON PARTON
Frt	1.00	1,00		1.00	1,00	0.85		1.00	0,85	1.00	0.87	
Flt Protected	0.95	1.00	- en i Connece Cita de Conferencia	0.95	1.00	1.00	voca e constanti i praversa	1.00	1.00	0.95	1.00	DAMESTA COSPORAÇÃOS
Satd. Flow (prot)	1770	5083		1770	5085	1583		3525	1583	1770	3094	
Flt Permitted	0.95	1.00	WANT WATER STATE	0.95	1.00	1.00	SURVEY MANAGEMENT CONTROL	1.00	1.00	0.95	1.00	53490030450044555
Satd. Flow (perm)	1770	5083		1770	5085	1583		3525	1583	1770	3094	Control of the Contro
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	329	2384	6	28	1986	147	10	118	53	258	48	248
RTOR Reduction (vph)	0	0	0	0	0	34	0	0	49	0	196	0
Lane Group Flow (vph)	329	2390	0	28	1986	113	. 0	128	4	258	100	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		- 3	3		4	4	
Permitted Phases	-	SUPERIOR STATE OF THE STATE OF	ATTACAMENTATION OF THE PROPERTY.	FOR LINES IN MINISTER FOR THE	onstitueren tostenan otto	6			3			
Actuated Green, G (s)	29.3	76.3		5,1	52.1	52.1		10:5	10.5	27.1	27.1	
Effective Green, g (s)	31.3	79.3	nakidonakinin edilikuri	7.1	55.1	55.1	16+1040141ME++NA16FETELA	12.5	11.5	29.1	29.1	Negoniza Singanana
Actuated g/C Ratio	0.22	0.57	V.	0.05	0.39	0.39		0.09	0.08	0.21	0.21	
Clearance Time (s)	5.0	6.0	et avatalyinan matemate	5.0	6.0	6.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	396	2879		90	2001	623		315	130	368	643	
v/s Ratio Prot	c0.19	0:47		0.02	c0.39			c0:04		c0.15	0.03	
v/s Ratio Perm						0.07			0.00			
v/c Ratio	0.83	0.83		0.31	0.99	0.18		0.41	0,03	0.70	0.15	
Uniform Delay, d1	51.8	24.8	4.1.1.4.0.1.1.	64.1	42.2	27.7		60.2	59.1	51.4	45.4	
Progression Factor	1.00	1.00		0.78	0.83	0.93		1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.8	2.9	en e	1.7	17.1	0.6	N LLOTO A BORGE I THOUSE I	0.9	0.1	5.9	0.1	December 11 est est de
Delay (s)	65.6	27.8		51.8	52.2	26.3		61.1	59.2	57.4	45.5	
Level of Service	E	С	1845-U TT88415-678 111.1867 1767	D	D	С	1848/2004 W. W. W. DAVI BAN 1	E	E	E	D	173,744,7374,741
Approach Delay (s)		32.4			50.4			60.6			51,0	
Approach LOS		С			D			E			D	
mersenion Summen												
HCM Average Control Delay			42.1	H(	CM Level	of Service			D	senemannonenene		HEROHAMOUS MI
HCM Volume to Capacity ratio			0.83	110		5. 55. 1100						
Actuated Cycle Length (s)	Alfan Halan engenez	HANNE SERVICE	140.0	acomeryalysi Si	ım of lost	time (s)	rospisaciji sinija	escovies Williams	12.0	amedero Salvario	in in the second second	
Intersection Capacity Utilization	n		80.4%			of Service			. D			
Analysis Period (min)			15			er einen sich bei er eine						aanaa ah Siyah
c. Critical Lane Group												

Lane Configurations   T	)	<i>*</i>	• •	•	+	1	4	<b>†</b>	*	7	ţ	1
Stop   Volume (vph)   41   69   16   208   125   5   16   93   57   15   181   Peak Hour Factor   0.92	ini E	E EE	T ESR	W6)	WET	WBR	NBL	NET.	VER	SBL	SET	SER
Volume (vph)         41         69         16         208         125         5         16         93         57         15         181           Peak Hour Factor         0.92         0.			ተ	<b>F</b>		enovember tennet et de de	JACO POPOS PREMIOS		TANASTO ARTOGONIA	ALLEGA MATERIAL PROPERTY AND A PROPE		DAMANIAN MENANDA
Peak Hour Factor         0.92	\$54 And Life Life Life Control of the Control of Contro	ngilinga tipisa kalonya satusa	estaturas propositivas propositivas prop	200	PARTOCIONA POLITARIZACIONA	F.	16	nes faites (fills seaff "falls sale.	<b>5</b> 7	15		64
Hourly flow rate (vph) 45 75 17 226 136 5 17 101 62 16 197    Direction Lane   EB1												0.92
Volume Total (vph)         45         75         17         226         141         68         113         115         168           Volume Left (vph)         45         0         0         226         0         17         0         16         0           Volume Right (vph)         0         0         17         0         5         0         62         0         70           Hadj (s)         0.53         0.03         0.67         0.53         0.01         0.16         -0.35         0.11         -0.26           Departure Headway (s)         6.8         6.3         3.2         6.5         5.9         6.4         5.9         6.2         5.9           Degree Utilization x         0.08         0.13         0.02         0.41         0.23         0.12         0.19         0.20         0.27           Capacity (veh/h)         492         531         1121         537         579         526         570         547         581           Control Delay (s)         9.3         9.1         5.1         12.6         9.5         9.1         9.1         9.6         9.9           Approach LOS         A         B         A         A </td <td>A STATE OF THE PROPERTY OF THE</td> <td>engage and the second designation</td> <td>Martin British Martin British (British and</td> <td>હોરિકાઈન્ડિકારે લેકોડા પ્રદેશ જેવા રહેતી</td> <td>રીક્ષા લેવા પ્રાથમિક માના છે.</td> <td>Secretarian de la composition de la co</td> <td></td> <td>there also and evel existing the</td> <td>Control State Institution of the Control of the Con</td> <td></td> <td>A CONTRACTOR OF THE PARTY OF TH</td> <td>70</td>	A STATE OF THE PROPERTY OF THE	engage and the second designation	Martin British Martin British (British and	હોરિકાઈન્ડિકારે લેકોડા પ્રદેશ જેવા રહેતી	રીક્ષા લેવા પ્રાથમિક માના છે.	Secretarian de la composition de la co		there also and evel existing the	Control State Institution of the Control of the Con		A CONTRACTOR OF THE PARTY OF TH	70
Volume Total (vph)         45         75         17         226         141         68         113         115         168           Volume Left (vph)         45         0         0         226         0         17         0         16         0           Volume Right (vph)         0         0         17         0         5         0         62         0         70           Hadj (s)         0.53         0.03         0.67         0.53         0.01         0.16         -0.35         0.11         -0.26           Departure Headway (s)         6.8         6.3         3.2         6.5         5.9         6.4         5.9         6.2         5.9           Degree Utilization x         0.08         0.13         0.02         0.41         0.23         0.12         0.19         0.20         0.27           Capacity (veh/h)         492         531         1121         537         579         526         570         547         581           Control Delay (s)         9.3         9:1         5:1         12.6         9:5         9:1         9:1         9:6         9:9           Approach LOS         A         B         A         A </td <td></td> <td>8411 E8</td> <td>2 683</td> <td>W.8.4</td> <td>WWE.</td> <td>NBA</td> <td>NE 2</td> <td>8)8</td> <td>SEŽ</td> <td></td> <td></td> <td></td>		8411 E8	2 683	W.8.4	WWE.	NBA	NE 2	8)8	SEŽ			
Volume Right (vph)         0         0         17         0         5         0         62         0         70           Hadj (s)         0.53         0.03         -0.67         0.53         0.01         0.16         -0.35         0.11         -0.26           Departure Headway (s)         6.8         6.3         3.2         6.5         5.9         6.4         5.9         6.2         5.9           Degree Utilization, x         0.08         0.13         0.02         0.41         0.23         0.12         0.19         0.20         0.27           Capacity (veh/h)         492         531         1121         537         579         526         570         547         581           Control Delay (s)         9.3         9.1         5.1         12.6         9.5         9.1         9.1         9.6         9.9           Approach LOS         A         B         A         A         A         A			<sup>7</sup> 5 17	226	141	68	113	115	168		·	NINGIOIDIDIDIDI
Hadj (s) 0.53 0.03 -0.67 0.53 0.01 0.16 -0.35 0.11 -0.26  Departure Headway (s) 6.8 6.3 3.2 6.5 5.9 6.4 5.9 6.2 5.9  Degree Utilization x 0.08 0.13 0.02 0.41 0.23 0.12 0.19 0.20 0.27  Capacity (veh/h) 492 531 1121 537 579 526 570 547 581  Control Delay (s) 9.3 9.1 5.1 12.6 9.5 9.1 9.1 9.6 9.9  Approach Delay (s) 8.6 11.4 9.1 9.8  Approach LOS A B A A	Left (vph)	45	0 0	226	0	17	0	16	e constitution that contains			
Departure Headway (s)         6.8         6.3         3.2         6.5         5.9         6.4         5.9         6.2         5.9           Degree Utilization, x         0.08         0.13         0.02         0.41         0.23         0.12         0.19         0.20         0.27           Capacity (veh/h)         492         531         1121         537         579         526         570         547         581           Control Delay (s)         9.3         9.1         5.1         12.6         9.5         9.1         9.1         9.6         9.9           Approach Delay (s)         8.6         11.4         9.1         9.8           Approach LOS         A         B         A         A         A		· ·		•				•				
Degree Utilization: x         D.08         0.13         0.02         0.41         0.23         0.12         0.19         0.20         0.27           Capacity (veh/h)         492         531         1121         537         579         526         570         547         581           Control Delay (s)         9.3         9.1         5.1         12.6         9.5         9.1         9.1         9.6         9.9           Approach Delay (s)         8.6         11.4         9.1         9.8           Approach LOS         A         B         A         A	gisante guisti un marchisti trassi antici di constituti di constituti di constituti di constituti di constituti	MINERAL TONE - VANCOUNTY AND COMPANY	(BRESA GOURLASHERS (SARAS) ARE	names and representative of the		ore recently the party course	A STATE OF THE PARTY OF THE PAR	SOUTHERNOLISMAN	HATAMETER COTSTRUCTOR STATE			
Capacity (veh/h)       492       531       1121       537       579       526       570       547       581         Control Delay (s)       9.3       9.1       5.1       12.6       9.5       9.1       9.1       9.6       9.9         Approach Delay (s)       8.6       11.4       9.1       9.8         Approach LOS       A       B       A       A									O HOUSE THE PROPERTY AND A STATE OF	CEPANIA AND ALPHANIA PARIS	HARPHANISH TATALA	a community and the
Control Delay (s)     9.3     9.1     5.1     12.6     9.5     9.1     9.1     9.6     9.9       Approach Delay (s)     8.6     11.4     9.1     9.8       Approach LOS     A     B     A     A		ACCOUNT OF THE PROPERTY OF THE	Allego contenta accurations as		0.23	endalumun elimetik	0.19	0.20	45/40/2010/05/49 (20/06/06/06			
Approach Delay (s)         8.6         11.4         9.1         9.8           Approach LOS         A         B         A         A												
Approach LOS A B A A	Delay (s) S	9.3 9.	.1 5.1	12.6	9.5	9.1	9.1	9.6	9.9			
20.0 Militaria (Control Control	h Delay (s) 8	8.6				9.1		9.8				
Intersection/Summary	hLOS	Α		В		A		Α				
	ion/Summan/											
Delay 10.1			10.1									
HCM Level of Service B	an court processor as the control of	······································	a construence and a selection of the design of the selection of	dan manakan mentakan bahar	or delegation to the second		n elektron mandrinke kortisk	CONTRACTOR STATE OF THE STATE O	eran activity and control	HEALTH VICTOR DE AVANTA VICTORIA	V. 8.700773 N. 1007 N. 601 PM N. 1007	encennon menerales
Intersection Capacity Utilization 40.8% ICU Level of Service A			Carlotte Comment of the Comment of t	ŀ	CU Level	of Service	9		Α			
Analysis Period (min) 15	Period (min)	~*************************************	15	cuanting and all the contracts	and stem and a temperature	accanos mor versos accomo			nation than an artist of the control	nan i kananan anganan sa	eropertranscription in arreste	amonto en anos

### HCM Unsignalized Intersection Capacity Analysis 118: Kamakee & Queen

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Movement	EBL.	(EBI)	EBP.	/ WEL	WEI	WBR	NBL	NBT (	Nee	SBI	SET	I SBR
Lane Configurations	ሻ	↑	7	ĬŊ	₽			ብጉ			47>	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	116	276	58	246	160	10	39	185	113	15	130	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	126	300	63	267	174	11	42	201	123	16	141	42
Direction (Earle #	# EB #	EBVZ	l EB &	WB	WBZ	NB1	NB2	€\$ <u>₿</u> /∤₩	SB/2			
Volume Total (vph)	126	300	63	267	185	143	223	87	113			
Volume Left (vph)	126	0	0	267	0	42	0	16	0			
Volume Right (vph)	0	0	63	0	11	0	123	0	42			
Hadj (s)	0.53	0.03	-0.67	0.53	-0.01	0.18	-0.35	0.13	-0.23			
Departure Headway (s)	7.6	7.1	3.2	7.6	7.0	7.6	7.1	7.9	7.5			PARAMETER 1000
Degree Utilization, x	0.27	0.59	0.06	0.56	0.36	0.30	0.44	0.19	0.24			
Capacity (veh/h)	452	483	1121	455	493	453	488	429	449	taniki e ngatatan arma		
Control Delay (s)	12.2	18.8	5.2	18.7	12.8	12.6	14.2	11.5	11.6			
Approach Delay (s)	15.4	anesessitara vascultura	pan communicativa	16.3	ummanda penglapagana	13.6		11.5	ng Karawaya Manaya da da kata ka ta ka		DOWN DOWN DOWN DOWN	EARSWELLES
Approach LOS	C			C		В		. В				
intersection of unionally												
Delay			14.7									
HCM Level of Service		er terster elektrische A. v.	В			MANAGEMENT OF STREET		10000			***************************************	100,000,000,000,000
Intersection Capacity Utiliza	tion	5,0104	56.6%	IC.	U Level c	f Service			В			
Analysis Period (min)		A B COMMON TO SERVICE STATE OF THE SERVICE STATE ST	15		100 A 100 M 100 A							
			No. 10 Per Constitution									

	۶	<b>→</b>	*	<b>√</b>	<b>←</b>	*	4	†	7	<b>\</b>	<b>↓</b>	4
Movement	FR	<b>:</b>	18E	WE	WET	V/BR	ΝB	NET	NER	SBL	/SET	<b>58</b> 6
Lane Configurations	nonemanne en la	<b>ት</b> }	DVI (000000000000000000000000000000000000	<b></b>	<b>ተ</b> ጮ	NATURALINA NATURALINA NATURA NA	eransannearananan	<b>4</b> }	THE STATE OF THE S	namenen en	**************************************	economic menuncia
Volume (vph)	27	61	32	12	73	.55	36	93	22	56	178	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5:0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	7 TG-55% (CO-04-04-0-7-0-7-0-7-0-7-0-7-0-7-0-7-0-7-0	1.00	1.00	1.00
Fit	1.00	0.95		1.00	0.94		1.00	0.97		1.00	1.00	0,85
Fit Protected	0.95	1.00	000449-0020-00029	0.95	1.00		0.95	1.00	000000000000000000000000000000000000000	0.95	1.00	1.00
Satd: Flow (prot)	1770	3355		1770	3310		1770	3437		1770	1863	1583
Flt Permitted	0.95	1.00	AVARAGEM AVAILABLES	0.95	1.00	SASSA VALSIVASIANI	0.64	1.00	ZHARAKANAN SANO	0.67	1.00	1.00
Satd. Flow (perm)	1770	3355		1770	3310		1185	3437		1253	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	- 29	66	35	13	79	60	39	101	24	61	193	151
RTOR Reduction (vph)	0	27	0	0	46	0	0	14	0	0	0	89
Lane Group Flow (vph)	29	74	0	13	93	0	39	111	0	61	193	62
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	- 4		3	8			2			6	
Permitted Phases	ACONOMIC DE MICHE ESSENIE L'OPPOSITO	COLO VIOLENZA CONSTRUCCIO	r - Palarette Heledikai	Plat Control Passage Control Ser	****************	and the same of th	2	155,000 10000000000000000000000000000000	(a)	6		6
Actuated Green, G (s)	1.1	10.8		0.9	10.6		18.8	18.8		18.8	18.8	18.8
Effective Green, g (s)	1.1	10.8	et et adamentario es establica	0.9	10.6		18.8	18.8		18.8	18.8	18.8
Actuated g/C Ratio	0.02	0.24		0.02	0.23		0.41	0:41		0.41	0.41	0.41
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	43	796		35	771		490	1420		518	770	654
v/s Ratio Prot	c0.02	0.02		0.01	c0.03			0.03			c0,10	
v/s Ratio Perm							0.03			0.05		0.04
v/c Ratio	0.67	0:09		0.37	0:12		0.08	0.08		0.12	0.25	0.10
Uniform Delay, d1	22.0	13.5		22.0	13.8		8.1	8.1	110001120010000000000000000000000000000	8.2	8.7	8.2
Progression Factor	1.00	1,00		1.00	1.00	dividend	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1		6.5	0.1		0.1	0.0		0.1	0.2	0.1
Delay (s)	22.5	13.6		28.	6 13,	8	. 8.	2 8,	1	- 8	3 8.9	8.2
Level of Service	С	В		С	В		A	Α		Α	Α	Α
Approach Delay (s)		23.2			15.1			8.1			8.6	
Approach LOS		С			В			Α			Α	
niesedinistroay												
HCM Average Control Delay		NASSES PRESENTATIONS	11.9	H(	CM Level	of Servic	e	Nasan nasang kanang kanan	В	1579AV 63-0-03-1179-050-100-650		TELECOSTO MONOS PANO
HCM Volume to Capacity ra	tio		0.22									
Actuated Cycle Length (s)		entre de la companya	45.5		ım of lost		rhandbila übberhei kerreni	Sperkaanson waaren en	15.0	1400-15012-0-1701-022-1700-1	en andre en	
Intersection Capacity Utilizal	tion		36.5%	· IC	U Level o	f Service			Α.			
Analysis Period (min)	CITALIST INCOMES AND THE REPORT OF THE PERSON OF THE PERSO	na kanan kanan kanan sa me	15	1004154 Selfo Forestive	I MARCHI LANGO DE ANAGO DE ANGO	NOTAL STATE OF STATE	etroji NJ rasio ki presinca a tra		.A.A.s.man.	PRANCIS OF STREET, CONT	and the second second	
c Critical Lane Group												

	, <b>,</b>	<b>→</b>	*	•	<b>—</b>	4	1	†	<i>&gt;</i>	-	<del> </del>	1
Movement	(F.)	100	EBR	WEL	WET	WER	1E	1467	WBP	- 58	1587	8ER
Lane Configurations		<b>ተ</b> ው	to visus and an analysis of the state of	unionaminaminamina	<b>ተ</b> }	v.cocomworatemen	<b>`</b>	<b>ት</b> }	RAZ HELDARIAN AND SANTERA INA	<b>`</b>	namenen 🛧	T .
Volume (vph)	136	203	59	15	161	136	92	132	44	95	188	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5:0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	ANTONIA PROPERTY OF THE PARTY O	1.00	0.95	enssanatieanacht	1.00	0.95	SPANISH SANGARAN	1.00	1.00	1.00
Fit	1.00	0.97		1.00	0.93		1.00	0.96		1.00	1.00	0.85
FIt Protected	0.95	1.00		0.95	1.00		0.95	1.00	acoas convolesa	0.95	1.00	1.00
Satd. Flow (prot)	1770	3420		1770	3296		1770	3406		1770	1863	1583
FIt Permitted	0.95	1.00		0.95	1.00	ANGE BUSINESS	0.62	1.00	Ententaletanena	0.63	1.00	1.00
Satd. Flow (perm)	1770	3420		1770	3296		1155	3406		1176	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	221	64	16	175	148	100	143	48	103	204	163
RTOR Reduction (vph)	0	29	0	0	101	0	0	34	0	0	0	117
Lane Group Flow (vph)	148	256	0	16	222	0	100	157	0	103	204	46
Turn Type	Prot	NA	eo eganos operantos estos esta	Prot	NA	enarenwalan terterak	Perm	NA		Perm	NA	Perm
Protected Phases	7	. 4		3	- 8		_	2			6	
Permitted Phases	rana na pangangangangan	and the second	CARARIAN MARKANIA			ULUMET IAANG-DU AKSAN	2	ALTERNATION TO SERVICE AND ALTERNATION AND ALT		6	**************************************	6
Actuated Green, G (s)	7.9	24.9		1.2	18.2		16.1	16.1		16.1	16.1	16.1
Effective Green, g (s)	7.9	24.9	er errein den Kreisen von	1.2	18.2	Austro Nillio Percentino	16.1	16.1	SEASON MARKET STORY	16.1	16.1	16.1
Actuated g/C Ratio	0.14	0.44		0.02	0.32		0.28	0.28		0.28	0.28	0.28
Clearance Time (s)	5.0	5.0		5.0	5.0	ensmisereseve	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	244	1489	castronament te accus	37	1049	AAAA TOO TOO TOO TOO TOO TOO TOO TOO TOO	325	959	naneralis castavastava	331	524	446
v/s Ratio Prot	c0.08	0.07		0.01	c0.07			0.05			c0.11	100
v/s Ratio Perm	relative comment of the Audion	0050A50000A5088885686	MATERIOA MARIANA AMERIKAN		JANSAN TENENTENIA	VLORONA EN LANGENACIO	0.09	Nijahayana someonida	WARREST SCHOOL SECTION	0.09		0.03
v/c Ratio	0.61	0.17		0.43	0.21		0.31	0.16		0.31	0.39	0.10
Uniform Delay, d1	23.2	9.9	CO SSERVANO PARENTE O PROPERTO POR	27.7	14.3	SCHOOL STEEL S	16.2	15.5	ar us een soo on as us	16.2	16.6	15.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.2	0.1	portograssisti kantoni	7.9	0.1	DAMERA PARENTANIAN INTO	0.5	0.1	na v spanja dve monava.	0.5	0.5	0.1
Delay (s)	27.4	9.9		35.6	14.4		16.7	15.6		16.7	17.1	15.3
Level of Service	C	Α	55750554576755450554	D	В	PANESSATI GANGGANA	В	В	naranayan sa ayan sa	В	В	В
Approach Delay (s)		15.9	er sammer er stere		15.4			16.0			16.4	
Approach LOS		В			·B	-		В			В	
intersection Summigay												
HCM Average Control Delay	TO COME TARREST A MANAGEMENT DESCRIPTION	CHECK PROGRAMMENT	15.9	H	CM Level	of Service	: <b>e</b>	***************************************	В	NESS WITH SAN LONG ON THE SAN	007448010101010101010	PATRICTURE AND THE PARTY
HCM Volume to Capacity rati	10		0.35									
Actuated Cycle Length (s)			57.2		ım of lost		enegantenena		15.0	ennikaliya bankabanan	Stanio (electricis secu	ungaganana
Intersection Capacity Utilizati	on		48.0%	l lC	U Level o	t Service			A			
Analysis Period (min)	SERVINDEN VINNEN VINNEN V	20000000000000000000000000000000000000	15	GEWOEDSENSVERS	elitera de Canada de Maria de Canada de C	ernega pangunananga san	Santananan araba dalam a	en e	NAMES AND STATES	annosta successos estados	one and the state of the state	6371594.0007074444
c Critical Lane Group												

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Mayemeniya	/EEL	EBIT	ESP	WBE	WET	WBR	WELL	WET	NER	SEL	SBT	SBR
Lane Configurations	nanomenencem need	<b>ተ</b> ተ፞፞፞	to Marier Andrews Miller Carry	en e	<b>**</b>	o usuamonameno para	acaaaaaaaaaaaaaaa	4	<b></b>	racynyddiadau ychadau	<b>4</b>	e course version e
Volume (vph)	61	1555	137	6	1800	22	89	36	14	25	50	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Util. Factor	1.00	0.91	paragraphan arban	1.00	0.91	wystoskieskin Add		1.00	1.00	agrikosu augsturuss	1.00	1.00
Fit	1.00	0.99		1.00	1.00			1.00	0.85		1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.98	1.00
Satd. Flow (prot)	1770	5024		1770	5076			1799	1583		1832	1583
FIt Permitted	0.95	1.00		0.95	1.00			0.67	1.00		0.87	1.00
Satd. Flow (perm)	1770	5024		1770	5076			1240	1583		1624	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	68	1728	152	7	2000	24	99	40	16	28	56	151
RTOR Reduction (vph)	0	5	0	0	1	0	0	0	13	0	0	124
Lane Group Flow (vph)	68 -	1875	0	7	2023	0	0	139	3	- 0	84	27
Turn Type	Prot	NA	en e	Prot	NA	Program or Maria de Cara	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases	naceanamenta	0.00000 <u>000</u> 00000000	er anear an east-a-realizated	nggamanka <u>naga an</u> ggab		AVALESSORTENSES WE	4	weeksenaaroomissioo	4	4	runeru <u>e v</u> ermuektur	4
Actuated Green, G (s)	9.2	99.1		1.5	91.4			23.4	23.4		23.4	23.4
Effective Green, g (s)	11.2	102.1	27.045035.0007HAV-03.000000	3.5	94.4	MARKANAN PARAMAN	OUTS SERVICE SERVICES	25.4	25.4	DUDANEN MENNYAGIN	25.4	25.4
Actuated g/C Ratio	0.08	0.73		0.02	0.67			0.18	0.18		0.18	0.18
Clearance Time (s)	5.0	6.0	SCROOLANDOS (1980) (1	5.0	6.0	unangan angangan sa	16:000000000000000000000000000000000000	5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	142	3664	RESPONSIVATE VARIENZA	44	3423		sevitustustostatia	225	287	HERALITA BENJANJEN HANDI	295	287
v/s Ratio Prot	c0.04	0.37		0.00	c0.40							
v/s Ratio Perm	unioni vita este este est union	nestest <u>e</u> no <u>ver</u> suovan	0.238600.00631.00500.00	normoje zamen ezamen	VINTERAL PETER DE SALO PARTICO	NOTES OF A STATE OF S	*************	c0.11	0.00	NASTADOS A ANTONOMOS AS	0.05	0.02
v/c Ratio	0.48	0.51		0.16	0.59			0.62	0.01		0.28	0.10
Uniform Delay, d1	61.6	8.2	ela kesamban an Malakan	66.8	12.3	irantikis milasorikus esest	terak aran dialah Masa	52.8	47.0	enceremental estate	49.5	47.7
Progression Factor	1.13	0,98		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.2	0.5	UTUNGSTUMBER FORSES	1.7	0.8	DOWNEROUSE OF CHARGE TOTAL	DESIGNATION OF THE STATE OF THE	5.0	0.0	NORTH CONTROL TO CALL WAS IN	0.5	0.1
Delay (s)	71.9	8.5		68.5	13.1			57,8	47.0		50,0	47,9
Level of Service	E	A	MANGEMENT GREET GREET	E	B	droistachandraga (nitrational	NAME ANTONIA SISSISSI	E	D	Katanas wan dan dan	D	D
Approach Delay (s)		10.7			13.3			56.7			48.6 -	
Approach LOS		В			В			E			D	
intersection Summary												
HCM Average Control Delay	DANASARIA SESSI DANASA	A TERROPANAN SA TERROPANAN	15.6	H numbroniment	CM Level	of Service	<b>)</b>	acreses solved space solved)	В	GETTE OFFICE WAY TO BE A VENUE	ON SECTION AND THE SECTION OF	#15452564330534 <b>4</b> 555
HCM Volume to Capacity ratio	)		0.59									
Actuated Cycle Length (s)		vaneva en apertante	140.0		um of lost		rapidos argentes ocurs	erican isombianistrom	9.0	STEEL ST	SCHOOLAGUS ZAGROWNS	a somewaren
Intersection Capacity Utilization	n		62.9%	· IC	U Level c	f Service	14,000 (00)		⊸B.			
Analysis Period (min)	ranga cangga rangga na sa	zapaten esperanten er	15	case V de care spresence communication	anarea nagaran kasar ni kare	e National de Constitute d	nggynggagagayana ar sacara nas-	vansanov vanskom overa novem	Dath (ND) State (ND)	rapous agrico à munico 4	Charles (All March and All March and	www.company.com
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Viovement	E81	EBI	EBR	- WBL	WBT	WER	NEL	NBT	NBR	SBL	5BT	SER
Lane Configurations	Ŋ	ተተጐ		<b>ሻ</b> 32	ተተተ			र्स	7		स	7
Volume (vph)	120	2168	274		1388	72	107	49	48	43	91	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Util. Factor	1.00	0.91	etrovan un carolonario	1.00	0.91	evatowa sa wasoniwa		1.00	1.00	AGETUALISMAN METER SIGN	1.00	1.00
Frt	1.00	0.98		1.00	0,99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	BINGESSANDSAMSKIN	0.95	1.00	AMERICA COSTE NACEDIANA	arennen beninnen	0.97	1.00	and in well performances	0.98	1.00
Satd: Flow (prot)	1770	5000		1770	5048			1801	1583		1833	1583
FIt Permitted	0.95	1.00		0.95	1.00			0.54	1.00		0.74	1.00
Satd: Flow (perm)	1770	5000		1770	5048			997	1583		1371	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	133	2409	304	36	1542	. 80	119	54	53	48	101	134
RTOR Reduction (vph)	0	9	0	0	3	0	0	0	42	0	0	106
Lane Group Flow (vph)	133	2704	0	36	1619	0	0	173	11	0	149	28
Turn Type	Prot	NA	CARROLOGIA CARROLOGIA	Prot	NA	negative entreption of	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5.	2			4			4	
Permitted Phases			De die 1800 of State State State St		orangerogeass	EVANSKARING MANAGER	4		4	4		4.
Actuated Green, G (s)	15.0	90.1		6,7	81.8			27.2	27.2		27.2	27.2
Effective Green, g (s)	17.0	93.1	AND THE PROPERTY OF THE PARTY O	8.7	84.8		KENDEN CRARAGE	29.2	29.2	endamentalisteren er	29.2	29.2
Actuated g/C Ratio	0.12	0.66		0.06	0.61			0.21	0.21		0,21	0.21
Clearance Time (s)	5.0	6.0		5.0	6.0			5.0	5.0	rascontroler (No. 17 anno 18 a	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3,0	3.0
Lane Grp Cap (vph)	215	3325		110	3058	UNATAYAZIY WAYADA	genovorene esportav	208	330		286	330
v/s Ratio Prot	c0.08	c0.54		0.02	0,32			0.47	0.04		0.44	
v/s Ratio Perm	0.00	6.64		0.00	0 F0		OWNERWALLS AND	c0.17	0.01		0.11	0.02
v/c Ratio	0.62	0.81		0.33	0.53			0.83	0.03		0.52	0.08
Uniform Delay, d1	58.4 1.04	17.1		62.8	16.0			53.0	44.2		49.2	44.6
Progression Factor	1.04 5.0	1.24 2,2		1.00	1.00 0.7			1.00	1.00 0.0		1.00	1.00
Incremental Delay, d2	65:8	23.4		1.7 6 <b>4</b> .6	16.7			23.7 76.8	44.2		1.7 :50.9	0.1
Delay (s) Level of Service	65,6 E	20.4 C		04.0 E	10 <i>.7</i> B			70.0 E	44.2 D		ະ ວ⊍.ອ D	44.7 D
Approach Delay (s)		25.4			17.7			69.1			ر 48.0	
Approach LOS		C			1 <i>1.1</i> B			03.1 E			<b>40.</b> 0 D	
	ESTENDED TO THE FEW P		nancontractores			Venue de la company de la comp	renevanno montano			and the second second	L) www.moonaanaanaa	TENNESTITO CONTUNE
mersection Summary			00.4		214							
HCM Average Control Delay		(NECTERATE MEANS	26.1	י <b>ח</b>	CM Level	of Servic	e		С			herogramene.
HCM Volume to Capacity ratio Actuated Cycle Length (s)			0.79 140.0	٥.	um of loct	time (a)			6.0			
Intersection Capacity Utilization					ım of lost				o.u D			
												ดากระบายกระทั่งสีดีตั้งได้เรื่อ
Analysis Period (min)	0		76.5% 15	טו	U Level c	ii Service			ש			

Volume (vph)
Lane Configurations
olume (vph) 9 1601 1938 137 37 18 leal Flow (vphpl) 1900 1900 1900 1900 1900 1900 otal Lost time (s) 3.0 3.0 3.0 3.0 3.0 3.0 ane Util Factor 1.00 0.91 0.91 0.97 1.00 rt 1.00 1.00 0.99 1.00 0.85 lt Protected 0.95 1.00 1.00 0.95 1.00 atd. Flow (prot) 1770 5085 5035 3433 1583 lt Permitted 0.95 1.00 1.00 0.95 1.00 atd. Flow (perm) 1770 5085 5035 3433 1583 leak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90 dj. Flow (vph) 10 1779 2153 152 41 20 TOR Reduction (vph) 0 0 3 0 0 17 ane Group Flow (vph) 10 1779 2302 0 41 3 urn Type Prot NA NA NA NA Perm rotected Phases 1 6 2 4 ermitted Phases ctuated Green, G (s) 1.6 110.3 103.7 18.7 18.7 ffective Green, g (s) 3.6 113.3 106.7 20.7 20.7 ctuated g/C Ratio 0.03 0.81 0.76 0.15 0.15 learance Time (s) 5.0 6.0 6.0 5.0 5.0 ehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 ane Group Flow (vph) 46 4115 3837 508 234 s Ratio Prot 0.01 c0.35 c0.46 c0.01 s Ratio Perm cC Ratio 0.22 0.43 0.60 0.08 0.01 nordered Delay, d1 66.8 3.9 7.3 51.4 50.9 rorgession Factor 1.00 1.00 1.00 1.00 evel of Service E A A D D proproach Delay (s) 4.6 8.0 51.3
Ideal Flow (vphpl)
Lane Util. Factor 1.00 0.91 0.91 0.97 1.00 Frt 1.00 1.00 0.99 1.00 0.85 Fit Protected 0.95 1.00 1.00 0.95 1.00 Satd Flow (prot) 1770 5085 5035 3433 1583 Fit Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1770 5085 5035 3433 1583 Fit Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1770 5085 5035 3433 1583 Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90 Adj. Flow (vph) 10 1779 2153 152 41 20 RTOR Reduction (vph) 0 0 3 0 0 17 Lane Group Flow (vph) 10 1779 2302 0 41 3 Turn Type Prot NA NA NA Perm Protected Phases 1 6 2 4 Permitted Phases Actuated Green, G (s) 1.6 110.3 103.7 18.7 18.7 Effective Green, g (s) 3.6 113.3 106.7 20.7 20.7 Actuated Green, G (s) 1.6 110.3 103.7 18.7 18.7 Effective Green, g (s) 3.6 113.3 106.7 20.7 20.7 Actuated Green, G (s) 1.6 10.3 103.7 50.15 Clearance Time (s) 5.0 6.0 6.0 5.0 5.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 Lane Group Cap (vph) 46 4115 3837 508 234 V/s Ratio Prot 0.01 c0.35 c0.46 c0.01 V/s Ratio Prot 0.02 0.43 0.60 0.08 0.01 Uniform Delay, d1 66.8 3.9 7.3 51.4 50.9 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 2.4 0.3 0.7 0.1 0.0 Delay (s) 69.2 4.2 8.0 51.5 50.9 Level of Service E A A D D DAPproach Delay (s) 4.6 8.0 51.3
Fit 1.00 1.00 0.99 1.00 0.85 Fit Protected 0.95 1.00 1.00 0.95 1.00 Satd. Flow (prot) 1770 5085 5035 3433 1583 Fit Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1770 5085 5035 3433 1583 Fit Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1770 5085 5035 3433 1583 Feak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90 Adj. Flow (vph) 10 1779 2153 152 41 20 RTOR Reduction (vph) 0 0 3 0 0 17 Lane Group Flow (vph) 10 1779 2302 0 41 3 Furn Type Prot NA NA NA NA Perm Protected Phases 1 6 2 4 Fermitted Phases 4 6 2 4 Actuated Green, G (s) 1.6 110.3 103.7 18.7 18.7 Effective Green, g (s) 3.6 113.3 106.7 20.7 20.7 Actuated g/C Ratio 0.03 0.81 0.76 0.15 0.15 Clearance Time (s) 5.0 6.0 6.0 5.0 5.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Fit Protected 0.95 1.00 1.00 0.95 1.00 Satd: Flow (prot) 1770 5085 5035 3433 1583 Flt Permitted 0.95 1.00 1.00 0.95 1.00 0.95 1.00 Satd. Flow (perm) 1770 5085 5035 3433 1583 Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.9
Satd: Flow (prot)         1770         5085         5035         3433         1583           Flt Permitted         0.95         1.00         1.00         0.95         1.00           Satd: Flow (perm)         1770         5085         5035         3433         1583           Peak-hour factor, PHF         0.90         0.90         0.90         0.90         0.90         0.90           Adj: Flow (vph)         10         1779         2153         152         41         20           RTOR Reduction (vph)         0         0         3         0         0         17           Lane Group Flow (vph)         10         1779         2302         0         41         3           Turn Type         Prot         NA         NA         NA         Perm           Protected Phases         1         6         2         4           Permitted Phases         1         6         2         4           Permitted Phases         1         6         2         4           Actuated Green, G (s)         1.6         110.3         103.7         18.7         18.7           Effective Green, g (s)         3.6         113.3         106.7         20.
Fit Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1770 5085 5035 3433 1583  Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90 0.90 Adj. Flow (vph) 10 1779 2153 152 41 20 Peak-Brown (vph) 10 1779 2302 0 41 3 Turn Type Prot NA NA NA Perm Protected Phases 1 6 2 4 Permitted Phases 4 Actuated Green, G (s) 1.6 110.3 103.7 18.7 18.7 Effective Green, g (s) 3.6 113.3 106.7 20.7 20.7 Actuated g/C Ratio 0.03 0.81 0.76 0.15 0.15 Clearance Time (s) 5.0 6.0 6.0 5.0 5.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Section Prot V/C Ratio 0.01 c0.35 c0.46 c0.01 v/S Ratio Prot 0.02 0.43 0.60 0.08 0.01 Uniform Delay, d1 66.8 3.9 7.3 51.4 50.9 Progression Factor 1.00 1.00 1.00 1.00 lncremental Delay, d2 2.4 0.3 0.7 0.1 0.0 Delay (s) 69.2 4.2 8.0 51.5 50.9 Level of Service E A A D D Approach Delay (s) 4.6 8.0 51.3
Sald, Flow (perm)         1770         5085         5035         3433         1583           Peak-hour factor, PHF         0.90
Peak-hour factor, PHF         0.90
Adj. Flow (vph)         10         1779         2153         152         41         20           RTOR Reduction (vph)         0         0         3         0         0         17           Lane Group Flow (vph)         10         1779         2302         0         41         3           Turn Type         Prot         NA         NA         NA         Perm           Protected Phases         1         6         2         4           Permitted Phases         4         4           Actuated Green, G.(s)         1.6         110.3         103.7         18.7         18.7           Effective Green, g (s)         3.6         113.3         106.7         20.7         20.7           Actuated g/C Ratio         0.03         0.81         0.76         0.15         0.15           Clearance Time (s)         5.0         6.0         6.0         5.0         5.0           Vehicle Extension (s)         3.0         3.0         3.0         3.0         3.0           Lane Grp Cap (vph)         46         4115         3837         508         234           v/s Ratio Prot         0:01         c0:35         c0:46         c0:01
RTOR Reduction (vph)         0         0         3         0         0         17           Lane Group Flow (vph)         10         1779         2302         0         41         3           Turn Type         Prot         NA         NA         NA         Perm           Protected Phases         1         6         2         4           Permitted Phases         4         4           Actuated Green, G (s)         1.6         110.3         103.7         18.7         18.7           Effective Green, g (s)         3.6         113.3         106.7         20.7         20.7           Actuated Green, G (s)         3.6         113.3         106.7         20.7         20.7           Actuated Green, g (s)         3.6         113.3         106.7         20.7         20.7           Actuated Green, g (s)         3.6         113.3         106.7         20.7         20.7           Actuated Green, g (s)         3.6         113.3         106.7         20.7         20.7           Actuated Green, g (s)         3.6         113.3         106.7         20.7         20.7           Actuated Green, g (s)         3.0         3.8         0.76         0.15
Lane Group Flow (vph)         10         1779         2302         0         41         3           Turn Type         Prot         NA         NA         NA         Perm           Protected Phases         1         6         2         4           Permitted Phases         4         4           Actuated Green, G (s)         1.6         110.3         103.7         18.7         18.7           Effective Green, g (s)         3.6         113.3         106.7         20.7         20.7           Actuated g/C Ratio         0.03         0.81         0.76         0.15         0.15           Clearance Time (s)         5.0         6.0         6.0         5.0         5.0           Vehicle Extension (s)         3.0         3.0         3.0         3.0         3.0           Lane Grp Cap (vph)         46         4115         3837         508         234           v/s Ratio Prot         0.01         c0.35         c0.46         c0.01           v/s Ratio Perm         0.00         0.08         0.01           Uniform Delay, d1         66.8         3.9         7.3         51.4         50.9           Progression Factor         1.00         1.00 </td
Turn Type
Protected Phases 1 6 2 4  Permitted Phases 4  Actuated Green; G (s) 16 110/3 103/7 18/7 18/7  Effective Green, g (s) 3.6 113.3 106.7 20.7 20.7  Actuated g/C Ratio 0.03 0.81 0.76 0.15 0.15  Clearance Time (s) 5.0 6.0 6.0 5.0 5.0  Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0  Lane Grp Cap (vph) 46 4115 3837 508 234  V/s Ratio Prot 0.01 c0.35 c0.46 c0.01  V/s Ratio Perm 0.00  V/c Ratio 0.22 0.43 0.60 0.08 0.01  Uniform Delay, d1 66.8 3.9 7.3 51.4 50.9  Progression Factor 1.00 1.00 1.00 1.00 1.00  Incremental Delay, d2 2.4 0.3 0.7 0.1 0.0  Delay (s) 69.2 4.2 8.0 51.5 50.9  Level of Service E A A D D  Approach Delay (s) 4.6 8.0 51.3
Permitted Phases  Actuated Green; G (s) 1.6 110.3 103.7 18.7 18.7  Effective Green, g (s) 3.6 113.3 106.7 20.7 20.7  Actuated g/C Ratio 0.03 0.81 0.76 0.15 0.15  Clearance Time (s) 5.0 6.0 6.0 5.0 5.0  Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0  Lane Grp Cap (vph) 46 4115 3837 508 234  V/S Ratio Prot 0.01 c0.35 c0.46 c0.01  V/S Ratio Perm 0.00  V/C Ratio 0.22 0.43 0.60 0.08 0.01  Uniform Delay, d1 66.8 3.9 7.3 51.4 50.9  Progression Factor 1.00 1.00 1.00 1.00 1.00  Incremental Delay, d2 2.4 0.3 0.7 0.1 0.0  Delay (s) 69.2 4.2 8.0 51.5 50.9  Level of Service E A A D D  Approach Delay (s) 4.6 8.0 51.3
Actuated Green, G (s) 1.6 110.3 103.7 18.7 18.7 Effective Green, g (s) 3.6 113.3 106.7 20.7 20.7 Actuated g/C Ratio 0.03 0.81 0.76 0.15 0.15
Effective Green, g (s) 3.6 113.3 106.7 20.7 20.7 Actuated g/C Ratio 0.03 0.81 0.76 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15
Actuated g/C Ratio 0:03 0:81 0:76 0:15 0:15 Clearance Time (s) 5.0 6.0 6.0 5.0 5.0 Vehicle Extension (s) 3:0 3:0 3:0 3:0 3:0 3:0 3:0 3:0 3:0 3:0
Clearance Time (s)         5.0         6.0         6.0         5.0         5.0           Vehicle Extension (s)         3.0         3.0         3.0         3.0         3.0           Jane Grp Cap (vph)         46         4115         3837         508         234           J's Ratio Prof         0.01         c0.35         c0.46         c0.01           J's Ratio Perm         0.00         0.00         0.08         0.01           J's Ratio Perm         0.00         0.08         0.01         0.00           Progression Factor         1.00         1.00         1.00         1.00         1.00
Vehicle Extension (s)         3.0         3.0         3.0         3.0           Lane Grp Cap (vph)         46         4115         3837         508         234           V/s Ratio Prot         0.01         c0.35         c0.46         c0.01           V/s Ratio Perm         0.00         0.08         0.01           Uniform Delay, d1         66.8         3.9         7.3         51.4         50.9           Progression Factor         1.00         1.00         1.00         1.00         1.00           Incremental Delay, d2         2.4         0.3         0.7         0.1         0.0           Delay (s)         69.2         4.2         8.0         51.5         50.9           Level of Service         E         A         A         D         D           Approach Delay (s)         4.6         8.0         51.3
Lane Grp Cap (vph) 46 4115 3837 508 234  v/s Ratio Prot 0:01 c0:35 c0:46 c0:01  v/s Ratio Perm 0.00  v/c Ratio 0:22 0:43 0:60 0:08 0.01  Uniform Delay, d1 66.8 3.9 7.3 51.4 50.9  Progression Factor 1.00 1.00 1.00 1.00 1.00  Incremental Delay, d2 2.4 0.3 0.7 0.1 0.0  Delay (s) 69:2 4:2 8:0 51.5 50.9  Level of Service E A A D D  Approach Delay (s) 4:6 8:0 51.3
v/s Ratio Prot       0:01       c0:35       c0:46       c0:01         v/s Ratio Perm       0.00         v/c Ratio       0:22       0:43       0:60       0:08       0:01         Uniform Delay, d1       66.8       3.9       7.3       51.4       50.9         Progression Factor       1:00       1:00       1:00       1:00       1:00         Incremental Delay, d2       2.4       0.3       0.7       0.1       0.0         Delay (s)       69:2       4:2       8:0       51.5       50.9         Level of Service       E       A       A       D       D         Approach Delay (s)       4:6       8:0       51.3
v/s Ratio Perm       0,00         v/c Ratio       0,22       0,43       0,60       0,08       0,01         Uniform Delay, d1       66.8       3.9       7.3       51.4       50.9         Progression Factor       1.00       1.00       1.00       1.00       1.00       1.00         Incremental Delay, d2       2.4       0.3       0.7       0.1       0.0         Delay (s)       69:2       4.2       8:0       51.5       50.9         Level of Service       E       A       A       D       D         Approach Delay (s)       4:6       8:0       51.3
v/c Ratio     0:22     0:43     0:60     0:08     0:01       Uniform Delay, d1     66.8     3.9     7.3     51.4     50.9       Progression Factor     1:00     1:00     1:00     1:00     1:00       Incremental Delay, d2     2.4     0.3     0.7     0.1     0.0       Delay (s)     69:2     4:2     8:0     51.5     50.9       Level of Service     E     A     A     D     D       Approach Delay (s)     4:6     8:0     51.3
Uniform Delay, d1       66.8       3.9       7.3       51.4       50.9         Progression Factor       1.00       1.00       1.00       1.00       1.00         Incremental Delay, d2       2.4       0.3       0.7       0.1       0.0         Delay (s)       69.2       4.2       8.0       51.5       50.9         Level of Service       E       A       A       D       D         Approach Delay (s)       4.6       8.0       51.3
Progression Factor       1.00       1
Incremental Delay, d2         2.4         0.3         0.7         0.1         0.0           Delay, (s)         69:2         4.2         8:0         51:5         50:9           Level of Service         E         A         A         D         D           Approach Delay (s)         4:6         8:0         51:3
Delay (s)       69:2       4.2       8:0       51:5       50:9         Level of Service       E       A       A       D       D         Approach Delay (s)       4:6       8:0       51:3
Level of Service E A A D D  Approach: Delay (s). 4:6 8:0 51:3
Approach Delay (s). 4.6 8.0 51.3
$x_{i,j}$ , $x_{i$
Approach LOS A A D
Merseston Summany
HCM Average Control Delay 7.2 HCM Level of Service
HCM Volume to Capacity ratio 0.51
Actuated Cycle Length (s) 140.0 Sum of lost time (s)
Intersection Capacity Utilization 50.5% ICU Level of Service
Analysis Period (min) 15
c Critical Lane Group

	•	$\rightarrow$	-	•	-	4	
Movement	EBL	ÆBT	WBT	WER	SEL	SER	
Lane Configurations	<b>``</b>	ተተተ	ተተኈ		ሻሻ	7	
Volume (vph)	19	2159	1630	219	190	36	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	isan ete massinain massinan armerat kirjasti omas eta naishiri ira shiriar shiriar ashiri ashiri shiriar ira
Total Lost time (s)	3.0	3.0	3.0		3:0	3.0	
Lane Util. Factor	1.00	0.91	0.91	aasaan oo taasaa maraa	0.97	1.00	
Frt	1.00	1.00	0.98		- 1.00	0.85	
Flt Protected	0.95	1.00	1.00	N-1-7-1-2-1-0-1-1-4-2-1-0-1-1	0.95	1.00	
Satd: Flow (prot)	1770	5085	4995		3433	1583	
Flt Permitted	0.95	1.00	1.00		0.95	1.00	
Satd. Flow (perm)	1770	5085	4995		3433	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	21	2399	1811	243	211	40	
RTOR Reduction (vph)	0	0	9	0	0	34	
Lane Group Flow (vph)	21	2399	2045	0	211	6	
Turn Type	Prot	NA	NA		NA	Perm	
Protected Phases	1	6	2		4		
Permitted Phases						4	
Actuated Green, G (s)	4.9	110.2	100.3		18.8	18.8	
Effective Green, g (s)	6.9	113.2	103.3		20.8	20.8	
Actuated g/C Ratio	0.05	0.81	0.74		0.15	0.15	
Clearance Time (s)	5.0	6.0	6.0		5.0	5.0	No. Company Company of the Company o
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	87	4112	3686		510	235	
v/s Ratio Prot	0.01	c0.47	0.41		c0.06		
v/s Ratio Perm		· ·	THE THE MEANING BY			0.00	
v/c Ratio	0.24	0.58	0.55		0:41	0:03	
Uniform Delay, d1	64.0	4.9	8.1	Salam ners av det tri e dendn i	54.1	50.9	
Progression Factor	1.00	1,00	1.00		1,00	-1.00	
Incremental Delay, d2	1.4	0.6	0.6	an essentatur sentraturen	0.5	0.0	BACCANATATTAINITAINITAINI TARKATATAA ARAA ARAA ARAA ARAA ARAA ARA
Delay (s)	65.5	5.5	8.8		54.6	51.0	
Level of Service	E	Α	A	SECULARIA SECULARIZA	D	D :	etidiinysottaa kitospalinaa openalaanospalijassa katuralikseläkirka alkeniaatsinkellannilaan k
Approach Delay (s)		6.0	8.8		54.0		
Approach LOS		Α	Α		D		
mersegionequimitally							
HCM Average Control Delay			9.7	HC	CM Level	of Service	A
HCM Volume to Capacity rati	0		0.56				
Actuated Cycle Length (s)		***************************************	140.0	Su	m of lost	time (s)	6.0
Intersection Capacity Utilizati	on		53.8%	IC	U Level c	of Service	A
Analysis Period (min)			15				

c Critical Lane Group

## APPENDIX D

## CAPACITY ANALYSIS CALCULATIONS PROJECTED YEAR 2016 PEAK HOUR TRAFFIC ANALYSIS WITHOUT PROJECT

	٠	<b>→</b>	*	•	4	4	1	†	~	<b>&gt;</b>	<del> </del>	4
<b>Movement</b>	EBI	EBI	EBR	= WBL	WET	WER	NEE	NBT	NBR	SEL	SBT	SER
Lane Configurations		4	7		ર્લ	7	ሻ	<b>4</b> 1>		ሻ	<b>↑</b> ↑	
Volume (vph)	70	95	60	50	190	30	70	400	35	30	870	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	est contra	3.0	3.0		3.0	5.0	2.0	3.0		2.0	3.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	200000000000000000000000000000000000000
Frit		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected		0.98	1.00	70-11-11-11	0.99	1.00	0.95	1.00		0.95	1.00	
Satd: Flow (prot)		1824	1583		1843	1583	1770	3496		1770	3440	
Flt Permitted		0.60	1.00		0.90	1.00	0.95	1.00		0.95	1.00	
Satd: Flow (perm)		1117	1583		. 1669	1583	1770	3496		1770	3440	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	78	106	- 67	-56	211	- 33	78	444	39	33	967	222
RTOR Reduction (vph)	0	0	49	0	0	25	0	6	0	0	18	0
Lane Group Flow (vph)	0	184	18	0	267	8	78	477	0	33	1171	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			4		1	- 2		1	2	
Permitted Phases	4	record () I shall even the control	4	4	August 1 Carlina and 1 pag	4	the transmission of the control of t		Section of Control of Control	STATE WAS THE PROPERTY OF STATES OF	, (1944), 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945, 1945	area a serve o de la companya de la
Actuated Green, G (s)		21.4	21.4		21.4	21.4	7.4	44:2		7.4	44.2	
Effective Green, g (s)		24.4	24.4		24.4	22.4	10.4	47.2	N1 1000 11 10 10 10 10 10 10 10 10 10 10	10.4	47.2	24 (m.26) 10-12-13-13-13-13-13-13-13-13-13-13-13-13-13-
Actuated g/C Ratio		0,27	0.27		0.27	0.25	0.12	0.52		0.12	0.52	
Clearance Time (s)		6.0	6.0		6.0	6.0	5.0	6.0		5.0	6.0	THE PERSON NAMED IN COLUMN
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)		303	429		452	394	205	1833		205	1804	
v/s Ratio Prot							c0.04	0.14		0.02	c0.34	
v/s Ratio Perm		c0.16	0.01	College and College of the College o	0.16	0.01	A MAN TO STATE OF THE STATE OF				- CO- EV POCTALINI PARRITY TO TO THE	and the Control of th
v/c Ratio		0.61	0.04		0,59	0.02	0.38	0.26		0.16	0.65	
Uniform Delay, d1		28.6	24.2		28.5	25.5	36.8	11.8		35.9	15.4	111111111111111111111111111111111111111
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.4	0.0		2.1	0.0	1.2	0.3		0.4	1.8	
Delay (s)		32.0	24.2		30.5	25.5	38.0	12.1		36.2	17.3	
Level of Service		С	С		С	С	D	В		D	В	
Approach Delay (s)		30.0			30.0			15.7			17.8	
Approach LOS		С			С			В			В	
intersection Summery												
HCM Average Control Delay			20.2	H(	CM Level	of Servic	е		С			
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)	n i ni materia (1965)	erana arang di	90.0	Si	ım of lost	time (s)	econtravelored bloth delibble	en seg Hilling (1969) (1965)	8.0	uns i Estamon de de la Madelli (	**************************************	vir andrice (Sept. Arth
Intersection Capacity Utilization	100		69.3%			of Service			С			
Analysis Period (min)		Commence of the Commence of th	15	enne vitaette tanna tahlihitti	o carro i Gardo el Sintifició de Salva	emonocitinos o videlita	oose a riimoo sisafreriiy liidhel	, a specie traffaterfasistrafisjes	rengostrietjaus (stigstly A		omornio en	990 (GARES) (SERVICE)
c Critical Lane Group												

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Movement	EBL	EBT	ESP	WEL	V)E	WBR	NBL	NET	NBR	SBL	<b>(58</b> )	SBR
Lane Configurations		4	7		र्स	7	ሻ	<b>^</b> }		J.	<b>↑</b> }	
Volume (vph)	130	280	130	45	220	60	70	760	70	70	770	90
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	3.0		3.0	5.0	2,0	3.0		2.0	3.0	
Lane Util. Factor	sa na na kitawan sa nagalawa ka kawa na	1.00	1.00	enepagano no reserva a casa.	1.00	1.00	1.00	0.95	TANKS AND A STREET WAS A PART OF THE PART	1.00	0.95	
Frit		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected	AGES CONTROL VINES CONTROL CONT	0.98	1.00	-controls controls (con	0.99	1.00	0.95	1.00	narrani hancarani da	0.95	1.00	
Satd: Flow (prot)		1834	1583		1847	1583	1770	3494		1770	3484	
FIt Permitted		0.67	1.00	SSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS	0.74	1.00	0.16	1.00	tokanananatona	0.17	1.00	nancos mecanaso
Satd Flow (perm)		1248	1583		1371	1583	289	3494		315	3484	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	144	311	144	-50	244	67	78	844	78	78	856	100
RTOR Reduction (vph)	0	0	86	0	0	42	0	7	0	0	9	0
Lane Group Flow (vph)	0	455	58	0	294	25	78	915	0	78	947	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	.veryen medechian mese	pm+pt	NA	Buttone Adentition
Protected Phases		4			4		1	2		1	2	
Permitted Phases	4	-	4	4	n programme de la composition de la co	4	2	rainegrustes outerways	tetrocoto comerciatoco e e	2	TO SOLD HER CORNERS NAME	NAA daan ama gara sa ay
Actuated Green, G (s)		33.0	33.0		33.0	33.0	40.0	33.7		40.0	33.7	
Effective Green, g (s)	SERVANDA NATURA	36.0	36.0	DANGONOWIAN MYTHIO	36.0	34.0	46.0	36.7	manaran makan kana	46.0	36.7	KANDARAN KANDARAN
Actuated g/C Ratio		0.40	0.40	70.7	0.40	0.38	0.51	0.41		0.51	0.41	
Clearance Time (s)	#2584.05054705604	6.0	6.0		6.0	6.0	5.0	6.0	Mariana ana ana	5.0	6.0	urnessissiones
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	phatos benesembers	499	633	teran crawcies worso	548	598	301	1425	e i prima de la composition de la comp	311	1421	eathernay comments
v/s Ratio Prot							c0.03	0.26		0:03	c0.27	ovaj nasevaj
v/s Ratio Perm	GEAVERNUTSESCHES	c0.36	0.04	ANNO GENERALISM	0.21	0.02	0.11	e action remains anneas action	a sanstront com sanctan	0.10	nervensaressers	Statement Herbanistania
v/c Ratio		0.91	0.09		0.54	0.04	0.26	0.64		0.25	0.67	
Uniform Delay, d1		25.5	16.8	TÉMANGA ENGLAPA KENJ	20.6	17.7	13.3	21.4	000000000000000000000000000000000000000	13.0	21,7	and a second
Progression Factor		1.00	1,00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	ESTATUBLE STUDIES AND	20.9	0.1	Kalita kebengangan	1.0	0.0	0.5	2.2	usidan seria manung	0.4	2.5	University on the
Delay (s)		46.4	16.9		21.6	17,7	13.7	23.6		13.5	24.2	
Level of Service	SOCIOS SANCTORANS	D	В	MENNYENIA DANA PARA	C	B	В	C	SPREWALKS KONTON	В	С	annantananantus
Approach Delay (s)		39.3			20.9			22.8			23.4	
Approach LOS		D			С			С			С	
Intersection Summary												
HCM Average Control Delay	Charles Comment		26.1	HO	CM Level	of Service	æ		С			
HCM Volume to Capacity ratio	)		0.73									
Actuated Cycle Length (s)			90.0		ım of lost				8.0			
Intersection Capacity Utilization	n		77.4%	IC	U Level o	of Service		skalete v	D			
Analysis Period (min)	Charleson and charleson	AL 2011 Market 1981 AV	15	Control of the Contro	adag M.O., S. o	MAL - 19 Jan - 1 - 1						
c Critical Lane Group												

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Vicvement	NEN	NET	NER-	SEL	SBT	588	SEL	SET	SER	NUVIL	NVIII.	NWR
Lane Configurations	oner on the second	<b>**</b>	B10GEVATE-PASSAGO	oncession and the same	***************************************	rnana wasa wasanoo	TO AN A TO AN A STATE OF THE ST	4	NO ANDRO DES ÉMPLICACION DE LA CASTA D	00000 COCCOSTANCE CONTRACTOR	ani eranga wananga manar	12313094214314343
Volume (vph)	40	410	0	20	640	275	- 100	20	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0				
Lane Util. Factor	1.00	0.95	and the second	1.00	0.95	entantization schoolses	STEEL VALUE VALUE AND A STREET, VALUE AND A ST	1.00	e negetian et allen soutean voc	Serve ráculares servicios en cicloses	ult alta a tra tan tan laman na kaba	riversorutacensh
Frt	1.00	1.00	0.00	1.00	0.95			0.97				
Flt Protected	0.95	1.00	entreta acumenta de la comp	0.95	1.00	KANANTANIAN DANAN	in awaran wasan watan.	0.97	**************************************	200-000 TO TO TO THE HAVE SEED OF	vanatarina establica	PERSONATION ST
Satd. Flow (prot)	1770	3539		1770	3380			1746		an again the said		
Flt Permitted	0.26	1.00	arconomicano estado	0.49	1.00	nasan manasan caran sa		0.97	granicz, wysto, wyża gra	EUNZUENAUNG ENERGY	rana sarah manana kanana	ADDITION GROSSIANI.
Satd. Flow (perm)	481	3539		920	3380			1746				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	446	0	22	696	299	109	22	43	0	0	0
RTOR Reduction (vph)	0	0	0	0	44	0	0	17	0	0	0	0
Lane Group Flow (vph)	43	446	. 0	22	951	0	0	157	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4		12.000			
Actuated Green, G (s)	54.2	54.2		54,2	54.2			15.8				
Effective Green, g (s)	54.2	54.2		54.2	54.2			15.8	Antonia Commission Antonia and an a		00 may 1 254 0444 and 4 00 2002	armente province
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.20				
Clearance Time (s)	5.0	5.0		5.0	5.0	9 1 10 1 10 1 10 10 10 10 10 10 10 10 10		5.0		marina da constitución de	THE PARTY OF THE P	
Vehicle Extension (s)	3.0	3.0		3,0	3.0			3.0				
Lane Grp Cap (vph)	326	2398		623	2290			345				
v/s Ratio Prot		0.13			c0.28						Single County	
v/s Ratio Perm	0.09	14/12/47/19/20/20/20/20/20/20/20/20/20/20/20/20/20/	CANCESSALLAS ESTA PARA CASA	0.02	Action of Assistance Assistance Assistance	William of the course	25110000 W100W2W02W1	0.09	termen zuenek ernimpe.	es-currenturyn yestu	alserice (Carintino)	AANGEMANA (CC
v/c Ratio	0.13	0.19		0:04	0.42			0.46				
Uniform Delay, d1	4.6	4.8	and the second	4.3	5.8	ovalest o care matazarie	me elottoriettiinisteliinisteliin	28.3	is the about Milesian Colories are	entre de maria esta esta esta esta esta esta esta est	-12-15-16-13-13-13-15-15-15-15-15-15-15-15-15-15-15-15-15-	1369000000000000000000000000000000000000
Progression Factor	0.79	0.79		1.00	1.00			1.00				
Incremental Delay, d2	0.8	0.2	Accessor of the contract of th	0.1	0.6		PER TOTAL PROPERTY OF THE PER TOTAL PER	1.0	e translate diligioche della dilette	iliaid (logaritatin) mellecit partitann	**************************************	Autora in National Control
Delay (s)	4.4	3.9		4.4	6.3			29.3				
Level of Service	Α	Α	20159601222609055940	A	Α	1274121774141217750+1(122)	350.4153141.535444.63544	С	9 (1745.24 Self-sulf 9 (1952.44 / 10	antosisis trabatorios t	ALTO CONTRACTOR OF THE PARTY OF	AVE-MENUMANA IPUN
Approach Delay (s)		4.0			6.3			29.3			0:0	
Approach LOS	0011200014000044000444044	Α	Marie Ma	Verlet plant free Bright Hilliam	A	Notice Control (Control (Contr	MALE THE SECTION OF T	C	erselettinin artikerisele	CONTRACTOR AND CONTRACTOR	A	11/10/00/19/20/20/20
mejseelon/Summany												
HCM Average Control Delay			8.0	H	CM Level	of Servic	е		Α			ALPRES LA CONTRACTOR DE L
HCM Volume to Capacity ra	tio		0.42									
Actuated Cycle Length (s)			80.0		ım of lost				10.0			
Intersection Capacity Utiliza	tion		50.6%	IC	U Level o	f Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	NEL	WBT	NEF	* SBL	SBT	SBR	/ SEI	SET	SER	NWI	MWT	AME
Lane Configurations	ħ	∱ኈ		ሻ	<b>^</b>			4				
Volume (vph)	40	680	10	25	760	120	240	20	70	0	0	0
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0				
Lane Util. Factor	1.00	0.95	en naza karananan orang aka	1.00	0.95	A O TO A COLOR AND LITTER	USEC BENEFIT OF CHINESES IN LONG	1.00	200 TEXANDER OF THE OWNER	ann a thaigh ann a chair an an ann an	CONCREDENCE AND PERSONS	L-180317161-00-17-18
Frt	1.00	1:00		1.00	0,98			0.97				
Flt Protected	0.95	1.00	DO 1 CARRENO A LACRECTA DA TARRESTA DA LA	0.95	1.00			0.96	***************************************	in management of a popular contraction	attitutus Manatala mempantakan kalong	and Continues as a con-
Satd: Flow (prot)	1770	3531		1770	3467			1746				
FIt Permitted	0.26	1.00	esseneggapessenegge	0.34	1.00	su-susumus saas vas	naga sacasa w reamberssagest w	0.96	en to come of States of the States	esent of the section		sometiment spec
Satd Flow (perm)	479	3531		633	3467			1746				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	739	11	27	826	130	261	22	76	0	0	0
RTOR Reduction (vph)	0	1	0	0	14	0	0	13	0	0	0	0
Lane Group Flow (vph)	43	749	0	27	942	0	0	346	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			- 6			- 4				
Permitted Phases	2	CONTRACTOR OF THE CONTRACTOR O	en a son an construction of the construction	6	PARTITION OF THE AMOUNT CONTINUES	or annual representation and relation	4	CONTROL NAME OF THE PARTY OF TH	417-4111-478140-775-178-77	CORP. LOS PARTOS AND PORTOS AND P	/11x3002400004142311311244	Transcript a North Control Control
Actuated Green, G (s)	49.2	49.2		49.2	49.2			20.8				
Effective Green, g (s)	49.2	49.2	64.498.99.90.90.90.90.90.00.00	49.2	49.2		un mano Nu ama de de de de	20.8		***************************************		
Actuated g/C Ratio	0.62	0.62		0.62	0.62			0.26				
Clearance Time (s)	5.0	5.0	po la proprio antico de messoano.	5.0	5.0		anna 700 filia (2009-174 nov. 107	5.0	4000 IS. ASA PROTESTA	onto attenta constitui non		1000-2019-01-27-
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0				
Lane Grp Cap (vph)	295	2172		389	2132			454				
v/s Ratio Prot		0.21			c0.27							
v/s Ratio Perm	0.09			0.04				0.20				
v/c Ratio	0.15	0.34		0.07	0.44			0.76				
Uniform Delay, d1	6.5	7.5		6.2	8.1			27.3				
Progression Factor	0.89	0.92		1.00	1.00			1.00				
Incremental Delay, d2	1.0	0.4		0.3	0.7			7.4				
Delay (s)	6.8	7.4		6.5	8.8			34.7				
Level of Service	Α	Α	**************************************	Α	Α			С				
Approach Delay (s)		7.3		00 (0) (0)	8.7			34.7			0.0	
Approach LOS		Α			Α			С			Α	
Intersection/Summary												
HCM Average Control Delay			12.6	H	CM Level	of Service	•		В			
HCM Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			80.0	Sı	ım of lost	time (s)			10.0			or annually work
Intersection Capacity Utilization	16 8 6		59.3%	CONTRACTOR CONTRACTOR CONTRACTOR	U Level o	บารสมาชิงแรกเหลือแก้และ เกิดสาราช			В			
Analysis Period (min)			15			an angan ng ngan Ngagbaga 2245b	and a state of the	Control of the second s	, a a graphic establishment (SATA)	and the second s		e and the combinations.
c Critical Lane Group												

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Viovenen	EB	EET	EBR	WBI	WET	WBR	Wēj	ME	NER	58	SET	SBR
Lane Configurations		414	7	Ţ	<b>[</b> -}		ሻ	<b>∱</b> ∱		ሻ	ተቡ	
Volume (vph)	40	60	30	80	100	80	50	240	60	110	380	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0	and the same	5.0	5.0		5.0	5.0	
Lane Util. Factor		0.95	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt		1,00	0.85	1.00	0.93		1.00	0.97		1.00	0.97	
Flt Protected	,	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd: Flow (prot)		3470	1583	1770	1739		1770	3433		1770	3447	
Flt Permitted		0.76	1.00	0.68	1.00		0.47	1.00		0.55	1.00	
Satd. Flow (perm)		2702	1583	1274	1739		873	3433		1033	3447	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	65	33	87	109	87	54	261	65	120	413	87
RTOR Reduction (vph)	0	0	27	0	70	0	0	11	0	0	9	0
Lane Group Flow (vph)	0	108	6	87	126	0	54	315	0	120	491	0
Turn Type	Perm	NA	Perm	Perm	NA .		Perm	NA		Perm	NA	
Protected Phases		. 4			8			2			6	
Permitted Phases	4	-complete-season-season-season-season-season-season-season-season-season-season-season-season-season-season-se	4	8	//////////////////////////////////////	en e	2	THE PARTY OF THE P		6		11,11,1
Actuated Green, G (s)		15.6	15.6	15.6	15.6		54.4	54.4		54.4	54.4	
Effective Green, g (s)	200402044000442000444	15.6	15.6	15.6	15.6	CO 100 SC 2 C R C R R C R R C R R C R R C R R C R R C R R C R R C R R C R R C R R C R R C R R C R R C R R C R R	54.4	54.4	TELL CONTROL OF THE PERSON IS	54.4	54.4	11/1/10/25
Actuated g/C Ratio		0.19	0.19	0.19	0.19		0.68	0.68		0.68	0.68	
Clearance Time (s)	MANAGAM ANG MANAGAMAN	5.0	5.0	5.0	5.0	40.40.00 S.	5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		527	309	248	339		594	2334		702	2344	
v/s Ratio Prot					c0.07			0.09			c0.14	
v/s Ratio Perm		0.04	0.00	0.07	Water (1505-47) (65) (65) (65)	ENGSSER (FRENCZANDAN/P.E	0.06	ACCESS TANDERS MERCENANDE	team an earling a series of	0.12	over continuous sense	-10.0863291000000000000000000000000000000000000
v/c Ratio		0.20	0.02	0.35	0.37		0.09	0:13		0.17	0.21	
Uniform Delay, d1	24-0907-1070-02007-1-1-1-1-1	27.0	26.0	27.8	27.9	CALLET HONY HOLY ACCUSED.	4.4	4.5		4.6	4.8	AMERICAN PROPERTY.
Progression Factor		1.00	1:00	1.00	1.00		1.00	1.00		0.41	0.39	
Incremental Delay, d2		0.2	0.0	0.9	0.7	or early to a continuous services.	0.3	0.1		0.5	0.2	
Delay (s)		27.2	26.1	28.7	28.6		4.7	4,6		2.4	2.1	
Level of Service	arrana arraba da	С	С	С	С	223,51114,615,415,415,415	Α	Α		Α	Α	
Approach Delay (s)		26:9			28.7			4.6			2.1	
Approach LOS	appet for the see School and C I for the School and C and	С	22,23,33,23,146,34,45,34,44	erector that the party of the p	С		and the same to have a finding a	Α			Α	
Interselation Sommary												
HCM Average Control Delay		POLOGO PRI O KASARAN SA	10.5	Н	CM Level	of Service	e ····································	24076 WEBWARESTO FEE	В	TARKETON THE SECTION	onantoonsenentee	December 1985
HCM Volume to Capacity ra	itio		0.25									
Actuated Cycle Length (s)		STEENS ASSESSMENT OF THE STEEL S	80.0		um of lost			CONTRACTOR C	10.0	O DOMENTAL DE LA COMPOSITA	yaagaygaan koganen	regogen garreroma
Intersection Capacity Utiliza	tion		46.5%	i i i i i i	U Level o	of Service			Α			
Analysis Period (min)	an ang ang mang mga mga mang mga mga mga mga mga mga mga mga mga mg	STREET, STREET, MANAGEMENT STREET,	15	nana katalan manaka tanak	PARAMINAN GARAGONIA	Automanens versenn	alia bika basharan kanara	NESSANI POENSONEN COMO	pangganggan anastan	AND	mannanananana	MANAGARANAS
c Critical Lane Group												

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yloyement	EBL		F.BP	WBL	(/B/	WBR	- NBL	NET	WER	SEL	SBI	OBR
Lane Configurations		4₽	7	ሻ	Þ		ሻ	<b>ት</b> ጐ		ካ	<b>ሳ</b> ኈ	
Volume (vph)	60	110	10	100	90	280	30	340	130	250	330	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0	The second second	5.0	5.0		5.0	5:0	
Lane Util. Factor	DATORIO VIA TRANSITA	0.95	1.00	1.00	1.00	Cesamon and an analysis	1.00	0.95	KOTOTO LOS CONTRACTOS	1.00	0.95	505000000000000
Fit		1.00	0.85	1 00	0.89		1.00	0.96		1.00	0.98	
Flt Protected	namansansansansa	0.98	1.00	0.95	1.00		0.95	1.00	AGGANGKANASTA	0.95	1.00	
Satd: Flow (prot)		3478	1583	1770	1651		1770	3393		1770	3458	
Flt Permitted		0.58	1.00	0.64	1.00	(1000) (2002)	0.50	1.00	gudang kanggapanan di Kestalanggapan	0.46	1.00	
Satd Flow (perm)		2047	1583	1183	1651	2.00	940	3393		864	3458	2.00
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	120	11	109	98	304	33	370	141	272	359	65
RTOR Reduction (vph)	0	0	9	0	177	0	0	34	0	0	13	0
Lane Group Flow (vph)	0	185	2	109	225	0	33	477	0	272	411	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	CONTRACTOR
Protected Phases		4		_	8.		^	2		_	6	
Permitted Phases	4		4	8		eneroseavarea	2	**************************************		6	F02	ecensus necessia
Actuated Green, G (s)		17.9	17.9	17,9	17.9		52.1	52.1		52.1	52.1	
Effective Green, g (s)	PANAMANANANANANANANANANANANANANANANANANA	17.9	17.9	17.9	17.9	A NESS CARROLLES SA	52.1	52.1 0.65		52.1 0.65	52.1 0.65	
Actuated g/C Ratio		0.22	0.22 5.0	0.22 5.0	0.22 5.0		0.65 5.0	0.65 5.0		0.63 5.0	ບ. <del>ນວ</del> 5.0	
Clearance Time (s)		5.0 3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Vehicle Extension (s)		Control and Control			F1							The second
Lane Grp Cap (vph)		458	354	265	369		612	2210		563	2252	
v/s Ratio Prot		0.00	0.00	0.09	c0.14		0.04	0.14		c0.31	0.12	
v/s Ratio Perm		0.09 0. <b>4</b> 0	0.00 0.01	0.09	0.61	MEANES SERVE	0.04	0.22		0.48	0.18	
v/c Ratio	an constitution (Section	26.5	24.1	26.5	27.9		5.0	0.22 5.7		7.1	5.5	
Uniform Delay, d1 Progression Factor		20.3 1.00	1.00	1:00	1:00		1.00	1.00		0:50	0.53	
Incremental Delay, d2	Control of the contro	0.6	0.0	1.00	2.9		0.2	0.2		2.7	0.2	
Delay (s)	/20001000000000000000000000000000000000	27.1	24.1	27.6	30.8		5.2	5,9		6.3	3.1	100000000000000000000000000000000000000
Level of Service		C C	er.i C	C	- 50.0 C		A	Α		A	A	71.520 SEE WAY
Approach Delay (s)		26.9 ·			30.1		7	5.8		7	4.3	
Approach LOS		20.5 C			C	Kalenda Kalenda		A			A	
	***************************************		SWANNER STREET			unanonananan			maister//istantistens		OMBROWERS CONTROLLER	THE STATE OF THE S
intersection Summery			40.0			- ( 0			-			
HCM Average Control Delay	C-SOM NESS NESS		13.8	H	CM Level	of Service	e		В			MONTH SECURE
HCM Volume to Capacity ratio	)		0.52	•		4:			40.0			
Actuated Cycle Length (s)	A CAN THE SECOND		80.0		um of lost				10.0			
Intersection Capacity Utilization	)n		70.8%	e le	U Level c	n-service			С			
Analysis Period (min)		eneraliste en	15			en e	Economic Action	Deliver of the second of the				0.0000000000000000000000000000000000000
c Critical Lane Group												

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Vovenent		EBT	EBR	WEL	WBT	WER	NBL	NBT	NER	SBL	SBT	886
Lane Configurations	and the same of th	ተተኑ	MANAGA	NAMES ASSESSED ASSESSED	<u>ተተተ</u>	<b>7</b>	DO ANTONIA CONTANDON	44	annananananan	NASAN SANAN SA	<b>^}</b>	ed) accordinate survic
Volume (vph)	245	1670	10	50	1800	130	10	150	10	110	100	200
Ideal Flow (vphpl)	1900 3.0	1900 3.0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util. Factor	1.00	0.91		3.0 1.00	3:0 0.91	3.0 1.00		3.0 0.95	4.0 1.00	3.0 1.00	3.0	
Fri	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.95 0.90	
Fit Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5081		1770	5085	1583		3528	1583	1770	3185	
Flt Permitted	0.95	1.00		0.95	1.00	1,00		1.00	1.00	0.95	1.00	
Satd: Flow (perm)	1770	5081		1770	5085	1583		3528	1583	1770	3185	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	272	1856	11	56	2000	144	11	167	11	122	111	222
RTOR Reduction (vph)	0	0	0	0	0	33	0	0	10	0	189	0
Lane Group Flow (vph)	272	1867	0	56	2000	111	0	178	1	122	144	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Marketo (your Mary)
Protected Phases	5	2		1	- 6		3	3		4	4	
Permitted Phases	CONTROL (1-000) LOSSIA (10 Sector	t-cure reservations and the contract of the co	e destruir det alla autoritation e e	nutticated into expansion	A second addition of a fall of A condition	6	http://www.westawa.com	sanco el especia carigiliques	3		contratornos de la composición de la c	04/19640464
Actuated Green, G (s)	29.7	79.3		8.6	58.2	58.2		12.4	12.4	18.7	18.7	
Effective Green, g (s)	31.7	82.3		10.6	61.2	61.2		14.4	13.4	20.7	20.7	***************************************
Actuated g/C Ratio	0.23	0.59		80.0	0.44	0.44		0.10	0.10	0.15	0.15	
Clearance Time (s)	5.0	6.0	755 P (200 A 200 A 200 A 20 A 20 A 20 A 20 A	5.0	6.0	6.0	Programme Collings Consumer	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	401	2987		134	2223	692	State of the State	363	152	262	471	
v/s Ratio Prot	c0.15	0.37		0.03	c0:39			c0.05	-4	c0.07	0.05	100
v/s Ratio Perm	Maria de Caractería de Car Caractería de Caractería d	300%/2 <u>000/2004</u> /2006		8906-7525 P.S. P.256888	TAIAN JIBROTEN LUANIN	0.07	entra en	TANKATINI MANUSINA	0.00		enen eranenaen	ranten i stateni u be
v/c Ratio	0.68	0.62		0.42	0.90	0.16		0.49	0.01	0.47	0.31	
Uniform Delay, d1	49.5	18.8	OAKSTAUKESVANNY	61.8	36.6	23.8	ereneveneven	59.3	57.3	54.6	53.2	NASSANGONA RASSANGONA
Progression Factor	1.00	1.00		0.91	0.79	0.83		1.00	1:00	1.00	1.00	31.0
Incremental Delay, d2	4.5 54.0	1.0 19.8		1.7 57.9	5.4 34.2	0.4 20.2		1.0	0.0	1.3	0.4	M4981789008
Delay (s) Level of Service	ა4.⊍ D	19.0 B		9/39 E	34,2 C	ZU.Z C		60.4	57.3	55.9	53,6 D	
Approach Delay (s)	U	24.1			33.9			E 60.2	E	Ε	54.2	
Approach LOS		24 J C						E			ט <del>יי</del> .∠ D	
intersection Summary												
HCM Average Control Delay			32.6	H(	CM Level	of Service			C			<u>maanaminada</u>
HCM Volume to Capacity rat			0.73	. 1	0.01	2, 33, 10,						
Actuated Cycle Length (s)	unaki Ville (Ville) kiliki		140.0	Sı	ım of lost	time (s)		vostuolest Villi vei	12.0			
Intersection Capacity Utilizat	ion		75.3%			f Service			o			
Analysis Period (min)	agaman na mga Nasa Salah S		15			energy or all the second		omanica de la composición del composición de la composición de la composición del composición de la co	enatariotalistiksi			a Managara and a series
c Critical Lane Group												

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Vicvement	::251	EST	FBR	WEL	WBT	WBR	NBL	NET	N. E.	Set	SBT	SER
Lane Configurations	ሻ	ተተጉ		ሻ	<b>ተ</b> ተተ	7		ተጉ	7	ሻ	<b>ተ</b> ኑ	HI III
Volume (vph)	300	2280	5	30	1900	140	10	110	50	235	45	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.5	3:0		3.0	3.0	3.0		3.0	4.0	3.0	3.0	
Lane Util. Factor	1.00	0.91	and Capital States of Capital	1.00	0.91	1.00		0.95	1.00	1.00	0.95	AMURZ WALLEY WO
Frt	1.00	1,00		1.00	1.00	0.85		1.00	0.85	1.00	0:87	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00	40.22 all rections 155 the
Satd: Flow (prot)	1770	5083		1770	5085	1583		3525	1583	1770	3095	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00	
Satd: Flow (perm)	1770	5083		1770	5085	1583		3525	1583	1770	3095	
Peak-hour factor, PHF	0.96	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	312	2533	6	33	2111	156	11	122	56	261	50	256
RTOR Reduction (vph)	0	0	0	0	0	36	0	0	51	0	202	0
Lane Group Flow (vph)	312	2539	0	33	2111	120	0	133	5	261	104	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		3	3.		4	4	1000000000
Permitted Phases						6			3			-
Actuated Green, G (s)	25.5	75.9		5.2	56.1	56.1		10.6	10.6	27.3	27.3	
Effective Green, g (s)	27.5	78.9		7.2	59.1	59.1		12.6	11.6	29.3	29.3	
Actuated g/C Ratio	0.20	0.56		0.05	0,42	0.42		0.09	0.08	0.21	0.21	
Clearance Time (s)	4.5	6.0		5.0	6.0	6.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	348	2865		91	2147	668		317	131	370	648	
v/s Ratio Prot	c0.18	0:50		0.02	c0.42			c0.04		c0.15	0.03	
v/s Ratio Perm						0.08		110000000000000000000000000000000000000	0.00			Prince Control of State
v/c Ratio	0.90	0.89		0.36	0.98	0.18		0.42	0.04	0.71	0.16	
Uniform Delay, d1	54.9	26.6		64.2	40.0	25.3		60.2	59.1	51.3	45.3	.,
Progression Factor	1.00	1:00		0.69	0.85	0.99	18 16 18	1.00	1.00	1.00	1.00	
Incremental Delay, d2	24.3	4.5		2.2	14.8	0.5		0.9	0.1	6.0	0.1	
Delay (s)	79,1	31.1		46.2	48.8	25.5		61:1	59:2	57.4	45.4	
Level of Service	E	С	May 2022 COMPAN A CONTRACTOR	D	D	С		E	E	E	D	
Approach Delay (s)		36.4			47.2			60.6			50.9	
Approach LOS		D			D			E			D	
mersection Summan												
HCM Average Control Del		AND STATE OF THE S	42.7	Н	CM Level	of Service	) Mariante de la composition d	mass-suspensional muon	D	-na carango ang	ene anenangara	STREET CONTRACTOR
HCM Volume to Capacity			0.85									
Actuated Cycle Length (s)		nangangangakan anaktori	140.0	STATE OF THE PARTY	ım of lost	of the community of the contract of the contra	gragosograman ter-m	1367547*(195457)(44449*17)	11.5	engagen agga ang karengan kenera a	ga en nya esa againe anya kan man	nia managaran na sa
Intersection Capacity Utiliz	zation		83.0%	IC	U Level o	of Service			E			
Analysis Period (min)	NAMES AND A STATE OF THE STATE	Office probability in this case a con-	15		Dimensional Principles	normannia manana	94549280 NOWN DISCOUNT	Leans are more construction	lea N. D. and Description of The Control	NE CLUS CALLY CALLY CONTROL OF COURSE	Constitution to the base of the	
c Critical Lane Group												

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Movement	158	12.24	EBR	WEL	WET	WER	NBL	NET	WER	SBL	5.1	SBR
Lane Configurations	archestellen merzen in		AUGUSTA STATES	mussianinaninan	<b>₽₽</b>	2355-0 on 1880-2015	An dillion New York	47	enningervale venever	NONTHERMONERS THE C	41	UMURSA VERSA SA PERS
Volume (vph)	45	70	20	280	130	10	20	100	80	30	185	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		550 20 V 2	0.95	energa organisaten e	rencheren voordoor	0.95	200000000000000000000000000000000000000
Fit	1.00	1,00	0.85	1.00	0.99			0.94			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	90000000000000000000000000000000000000		0.99			0.99	energa esta esta esta esta esta esta esta est
Satd. Flow (prot)	1770	1863	1583	1770	3501			3311			3397	AND
Flt Permitted	0.66	1.00	1.00	0.95	1.00			0.91	urren ann an Antonio		0.91	Walio aliangan
Satd: Flow (perm)	1221	1863	1583	1770	3501			3019			3091	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	76	22	304	141	11	- 22	109	87	33	201	71
RTOR Reduction (vph)	0	0	18	0	6	0	0	53	0	0	29	2)(2)(2)(2)(2)(2)(2)(2)(2)(2)(2)(2)(2)(2
Lane Group Flow (vph)	49	76	4	304	146	0	0	165	0	0	276	0
Turn Type	Perm	NA	Perm	Prot	NA	ro-a-coverences	Perm	NA		Perm	NA	VIII IN THE PROPERTY OF THE
Protected Phases		4.		3	8			2			6	
Permitted Phases	<b>4</b> *******************************	rundo/gog pregganer	4	6887478 <b>787</b> 878	ANGEN MENGEN MENGEN MANAGEM MANAGEM MANAGEM MENGEN	enes establisher	2	HENRA NEEDE ANTENDERE	uesetuan naara	6	en e	Constitutions (1972)
Actuated Green, G (s)	14.4	14.4	14.4	18.9	38.3	an Alban		31.7			31.7	
Effective Green, g (s)	14.4	14.4	14.4	18.9	38.3	inala manakana sa	erantski vedanske	31.7	NATIONAL PLANTAGO A A A	SEEVISIAN WARREN	31.7	CONTRACTOR VALUE
Actuated g/C Ratio	0.18	0.18	0.18	0.24	0.48			0.40			0.40	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	Markana area		5.0	o contra de la compansión	erangan karangan baran	5.0	Dates organisms
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		nev - t	3.0			3.0	
Lane Grp Cap (vph)	220	335	285	418	1676	s kalutaja takon ase namaka	ranko esinko Vitoria arribino	1196	AND SALVESTAN AND SALVES	oligi ilmostrantentensessa	1225	stusencesenna
v/s Ratio Prot		c0.04		c0.17	0.04							
v/s Ratio Perm	0.04		0.00	na n	naga wanistanin alika sana s	DATIONAS STATULOS (SA	mesteurenen versten.	0.05	CHANGACIAN PARA CALCACA	568118953414882453459	c0.09	WATER WATER TO SEE
v/c Ratio	0.22	0.23	0.01	0.73	0.09			0.14			0.23	
Uniform Delay, d1	28.0	28.0	27.0	28.2	11.3	namenen		15.4	CHEROLOGICO MECHAN	restanting views, leaves	16.0	stagen on account
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1,00	
Incremental Delay, d2	0.5	0.3	0.0	6.2	0.0	509126000000000000000	tilen ((Ethe District (NGS))	0.2	PARTE CONTRACT	twicenessus iz ever	0.4	STERNING STREET
Delay (s)	28.5	28.4	27.0	34.4	11 (2000) EUG (2004) (400)			15.7			16:4	
Level of Service	С	С	C	С	В	varanen varen	E975-99102-477-530	В	ANGUAN WARANTES AN	erovaen/gesnason	В	MATERIAL PROPERTY OF THE PARTY
Approach Delay (s)		28.2			26.7			15.7			16.4	
Approach LOS		С			С			В			В	
intersection summers												
HCM Average Control Delay		eren gran server	22.0	H(	CM Level	of Servic	e	VECTO CERTIFICAÇÃO	C	Wester Carry Washing	255670 (26F WANDERS VARIETIES	MANAGANA NA
HCM Volume to Capacity ra	tio		0.37									
Actuated Cycle Length (s)	and a second	Access to the second	80.0		ım of lost		BAKAN PEROPENTAKAN PEROP	Malantin and American States	15.0		o esta Visuala esta esta esta esta.	nadala en
Intersection Capacity Utilizat	tion		49.8%	i IC	U Level o	t Service			Α			
Analysis Period (min)	SANANETAN TASAN MARKATAN MARAN	MANAGARAN SANSAN	15	and the second second	one and property accounts of the	SAME DAN MARKATAN MA	ATEMATERIA NO ACTUARANTA	SANGA SANGA MASANASAN	Mpagawainan ara-	etanu engra manena menam	nanene avaneneme-o	SANDARANSA MASS
c Critical Lane Group												

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Möven em	EBL	EBT	EBR	W/EL	WBT	WER	NBL	MBT	NBR	SBL	SET	SBR
Lane Configurations	<b>*</b>	<b>^</b>	7	ሻ	<b>ት</b> ጐ			4P			414	
Volume (vpn)	110	290	60	330	170	-30	40	180	180	30	130	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	n dan sek i kananan karansa i sek	MANTENIA MENGAMBAN	0.95			0.95	
Frt	1.00	1.00	0.85	1.00	0.98			0.93			0:97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	erannia arten hananna natu		1.00	Santagoria de Partir das	CONTRACTOR AND CONTRACTOR INCLUDED	0.99	0.00000000114FE1140000
Satd: Flow (prot)	1770	1863	1583	1770	3459	1		3284			3408	
Flt Permitted	0.62	1.00	1.00	0.95	1.00	Marketin and ever	giga di sikun mpunggangga	0.90		ration of the accompany of the first	0.85	, Johnson State (State of State of Stat
Satd. Flow (perm)	1146	1863	1583	1770	3459			2974			2926	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	315	65	359	185	33	43	196	196	33	141	43
RTOR Reduction (vph)	0	. 0	48	0	15	0	0	133	0	0	24	0
Lane Group Flow (vph)	120	315	17	359	203	0	0	302	0	0	193	0
Turn Type	Perm	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases		- 4		3	8			2 .			6	
Permitted Phases	4		4				2			6		VICE 17 17 11 11 11 11 11 11 11 11 11 11 11
Actuated Green, G (s)	18.5	18.5	18.5	20.6	44.1			25.9			25.9	
Effective Green, g (s)	18.5	18.5	18.5	20.6	44.1			25.9			25.9	
Actuated g/C Ratio	0.23	0.23	0,23	0.26	0.55			0.32			0.32	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	265	431	366	456	1907			963			947	
v/s Ratio Prot		c0.17		c0.20	0.06							
v/s Ratio Perm	0.10		0.01					c0.10		and the second second	0.07	
v/c Ratio	0.45	0.73	0.05	0.79	0.11			0.31			0,20	
Uniform Delay, d1	26.4	28.4	23.9	27.7	8.6	ALE MARKET TO SECURE PROPERTY SEC		20.4	. 4.7 (2.9 (3.9 (4.4 (4.2 (4.2 (4.2 (4.2 (4.2 (4.2 (4.2	ecia en lectroscipo y cynoc cy	19.6	aromeogramm.
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	1.2	6.3	0.1	8.7	0.0			0.9	too III oo II oogeta to oogoga geste	***************************************	0.5	Sycultional Sec
Delay (s)	27.6	34.7	23.9	36:4	8.6			21.2			20,1	
Level of Service	С	C	С	D	Α			С	17120-011-01-01-01-01-01-01-01-01-01-01-01-0		С	
Approach Delay (s)		31.6			25.9			21.2			20.1	
Approach LOS		С			Ç			С		B114-55-45-1145-115-61-51	С	***************************************
intersection Summary												
HCM Average Control Delay	Felicificana consumera accessor	366 86 HARRISTON - 0000 - 1 TO	25.6	Н	CM Level	of Service	9	APPERAL CHESTON I CONTROL CONT	С			
HCM Volume to Capacity ratio	)		0.58									
Actuated Cycle Length (s)			80.0		ım of lost				15.0			a New York of State Visited Visi
Intersection Capacity Utilization	n .		67.9%	IC	U Level o	f Service			C			
Analysis Period (min)			15							ere-our esperantist		or a transfer of the Section Control
c Critical Lane Group												

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Viovenienu	FBL	EBT	EBR	WBL	WBT	WER	NBL	NBT	NER	SEL	SBi	// SER
Lane Configurations	ana	<b>^}</b>	over the trace representation and the second	anamanamanan	<b>ተ</b> ው	ZAZZOŚNIKA POWOWANIE WORD	<b>*</b>	ተቡ	NO. 100 TO 10 TO 1	<b>\</b>	***************************************	<b>7</b>
Volume (vph)	30	65	35	15	75	70	40	100	25	70	190	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	amena yanan da mereb	1.00	0.95	INTERNISATION INTERNISATION	1.00	0.95	Kastesionen (1982/kg	1.00	1.00	1.00
Ert	1.00	0.95		1.00	0.93		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	10106000000000000000	0.95	1.00	1.00
Satd: Flow (prot)	1770	3354		1770	3284		1770	3434		1770	1863	1583
FIt Permitted	0.95	1.00	n ye ar war in wat in the second of the seco	0.95	1.00		0.63	1.00		0.67	1.00	1.00
Satd: Flow (perm)	1770	3354		1770	3284		1170	3434		1240	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	71	38	16	82	76	43	109	27	76	207	174
RTOR Reduction (vph)	0	28	0	0	58	0	0	16	0	0	0	105
Lane Group Flow (vph)	33	81	0	16	100	0	43	120	0	76	207	69
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8	en wer there	^	2		^	6	
Permitted Phases	4	400	COCCOMMISSION COCCOM				2			6	70 C	6
Actuated Green, G (s)	2.2	12.6		1.0	11.4		18.6	18.6		18.6	18.6	18.6
Effective Green, g (s)	2.2 0.05	12.6 0.27		1.0 0.02	11.4 0.24		18.6	18.6 0.39	KERIKEVATEK	18.6	18.6	18.6
Actuated g/C Ratio	5.0	0.2 <i>1</i> 5.0		San Charles and Charles	anni an		0.39	0.39 5.0		0.39	0.39	0.39
Clearance Time (s)	3.0	3.0		5.0 3.0	5.0 3.0	Yes Carries	5.0 3.0	3.0 3.0	randone agens	5.0 3.0	5.0 3.0	5.0
Vehicle Extension (s)			100			The state of the s	***************************************	12.00		C. College of the Control of the		3.0
Lane Grp Cap (vph)	83	895	AND AND STRUCT	38	793		461	1353	Maria (September)	489	734	624
v/s Ratio Prot v/s Ratio Perm	c0.02	0.02		0.01	c0.03		0.04	0.03		0.00	c0.11	0.04
vs Ratio Perm Vc Ratio	0.40	0.09		0.42	0.13		0.04	0.09	ryck organicae	0.06	0.00	0.04
Uniform Delay, d1	21.9	13.0		0.42 22.8	0.13 14.0		0.09 9.0	9.0		0.16 9.2	0,28 9.7	0.11 9.1
Progression Factor	1.00	1.00		1.00	14.0		1.00	1.00		9.2 1.00	9.7 1.00	1,00
Incremental Delay, d2	3.1	0.0		7.4	0.1		0.1	0.0		0.1	0.2	0.1
Delay (s)	25.0	13.0		30.2	14.1	W. C.	9,1	9,0	nose in company	9,4	10.0	9.1
Level of Service	23.0 C	В		- 50. <u>2</u> C	В		э. А	Э.U А		э. <del>н</del> А	A	э. А
Approach Delay (s)		15.8			15.6			9.0			9,5	
Approach LOS		В			В			Α			o.o A	
Intersection Summary HCM Average Control Delay			11.5	Нζ	M Level	of Sando	0		В			
HCM Volume to Capacity ratio	1		0.23	110	VIAI FEACI	01 001 410			ט		#4500#45590E	1014 - 1510 A
Actuated Cycle Length (s)			47.2	Su.	m of lost	time (s)			15.0			
Intersection Capacity Utilization	ın		37.7%		J Level o				13.0			
Analysis Period (min)	O training and the second		15	10	O LOVO! U							
c Critical Lane Group	Marie Company and Company and Company	ran negations						energalenten	DOWN GOVERNMENT	ATOMORPH CONTRACTOR		ACCEPTANCE AND

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Movement	ŒĐ	EET	EBP	WEL	WBI	WBR	NBL	MET	NBR	SBL	SBI	SER
Lane Configurations	ሻ	<b>∱</b> ∱≽		<b>.</b>	<b>†</b> }		Ť	<b>∱</b> }		Ť	ϯ	7
Volume (vph)	160	205	60	15	165	160	95	140	45	120	200	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	DO DA CONTRACTOR DE CONTRACTOR O	1.00	0.95	TO A ROLL OF THE PARTY OF THE P	1.00	0.95	94 ( Table ) AND STREET HOUSE, AND	1.00	1.00	1.00
<u>F</u> rt	1.00	0.97		1.00	0.93		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	Hawa Salasan	0.95	1.00	WWW.TWSW.VSCON	0.95	1.00	Wales a Company	0.95	1.00	1.00
Satd. Flow (prot)	1770	3419		1770	3278		1770	3410		1770	1863	1583
Flt Permitted	0.95	1.00	warayayayayayaya	0.95	1.00	ann an	0.59	1.00	RANGER HARAGES CHEETAN	0.63	1.00	1.00
Satd. Flow (perm)	1770	3419		1770	3278		1107	3410		1165	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	223	65	16	179	174	103	152	49	130	217	185
RTOR Reduction (vph)	0	30	0	0	120	0	0	35	0	0	0	133
Lane Group Flow (vph)	174	258	0	16	233	0	103	166	0	130	217	52
Turn Type	Prot	NA	r the east standing several	Prot	NA	anno al responsor de la comprese de	Perm	NA		Perm	NA	Perm
Protected Phases	7	4	Contraction	3	8			2			6	
Permitted Phases	CONTRACTOR AND CONTRA	Makatina makakatakan ole	EVENT DANIERT INTERIOR	Vio.11144.03.044403.6144.53614	Warra 66 orași a vi dila sea escrito	Automoretomentoreau	2	ara-danadas macamete Visto	ANT CONTRACTOR AND CO	6	LABORAT MANTENAN AND TAXABLE	6
Actuated Green, G (s)	8.7	25.8		1.2	18.3		16.6	16.6		16.6	16.6	16.6
Effective Green, g (s)	8.7	25.8	eral della la Central della materia	1.2	18.3	DANGER STREET, STORES OF STREET	16.6	16.6	SATE AND STRANGASSIONS	16.6	16.6	16.6
Actuated g/C Ratio	0 15	0.44		0.02	0.31		0.28	0.28		0.28	0.28	0.28
Clearance Time (s)	5.0	5.0	NASSATIMATA OBER	5.0	5.0	Vinancia (Vininga No. 1907)	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3:0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	263	1505		36	1024		314	966		330	528	448
v/s Ratio Prot	c0.10	0.08		0.01	c0.07			0.05			c0.12	
v/s Ratio Perm	NI YARAN WARAN TANIN MATRICAN	TO STANDARDS OF CHARLES	wishing the entropy of the	NAMES OF THE PROPERTY OF THE P	camber's modulation as the second	721 (Parket) (PRINCES AND AN PROSEST OF	0.09	s. andreader are construent on the	er unaman ekanessa anacseas	0.11	CONTRACTOR AND	0.03
v/c Ratio	0.66	0.17		0.44	0.23		0.33	0,17		0.39	0.41	0.12
Uniform Delay, d1	23.6	9.9	(NO SCHOOL HER HOUSEAU FRANCE	28.4	14.9	o Halland Calenna Fillionna	16.6	15.8	estorios en estorios de la companyo	16.9	17.0	15.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1,00	1.00
Incremental Delay, d2	6.1	0.1	B O POSTE O NAMEZ PO A CONSISSA O	8.5	0.1	AND STREET	0.6	0.1	a i ango stinapasikowa	0.8	0.5	0.1
Delay (s)	29.7	10.0		36.9	15.0		17,2	15.9		17.7	17.6	15.7
Level of Service	C	A	1155 COLUMN TAN 1155 CO	D	В	TUTBERS WAS ENVIRONMENT	В	В	M5000000000000000000000000000000000000	В	В	В
Approach Delay (s)		17.4			16.0			16.3			16.9	
Approach LOS		В			В			В			В	
intersection Stimmary												
HCM Average Control Delay		Sanda sa	16.7	Н	CM Level	of Servic	e	: Married 1880s - La respecta da con	В	\$33,874.com \$767414pri(\$75M4629458		der einder und demonatione
HCM Volume to Capacity ra	tio		0.38									
Actuated Cycle Length (s)	ayan ayan aya baran a a a a a a a a a a a	######################################	58.6		ım of lost			unamenta - manana	15.0	Company of the control of the contro	annes canager en e-a	#14 ALIEN ALIENS
Intersection Capacity Utilizat	tion		51.0%	ic ic	U Level o	f Service			A			
Analysis Period (min)	San control frague con company		15	Market Harrison Co.	*****			A CONTRACTOR OF THE CONTRACTOR	M. A. Salan and J. A. Salan and Sala			
c Critical Lane Group												

		۶	<b>→</b>	•	· •	+	4	1	†	<i>&gt;</i>	1	<del> </del>	1
	Movement	/EBW	EBI	EBR	N/Bj.	WET	WBR	NBL	NET	NBR	SBL	/SET	SBR
	Lane Configurations	¥	ተተጉ		7	ተተተ			4	7		4	7
	Volume (vph)	65	1720	140	10	1950	25	90	40	15	25	50	140
	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
	Total Lost time (s)	3.0	3.0		3.0	3.0			3.0	3.0		3:0	3.0
	Lane Util. Factor	1.00	0.91	era Cirio de la companya de la comp	1.00	0.91	on the following and the standard attention to the contraction	Eries Dental et Estado e	1.00	1.00		1.00	1.00
	Frt	1.00	0.99		1.00	1.00			1,00	0.85		1.00	0.85
	Flt Protected	0.95	1.00	oracicales esected annual est	0.95	1.00	ananterioristic chiur manuera	NI PALLONINA PORTOT POPUPANO.	0.97	1.00	er a consolere e constituir a rainer es	0.98	1.00
	Satd. Flow (prot)	1770	5028		1770	5076			1800	1583		1832	1583
٠.	Flt Permitted	0.95	1.00	ewinest telephotocom	0.95	1.00	an organization	neorganisagnisagni	0.67	1.00	Till of the Paris No. 10 and 10 a	0.86	1.00
	Satd: Flow (perm)	1770	5028		1770	5076			1247	1583		1602	1583
	Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
	Adj. Flow (vph)	72	1911	156	11	2167	28	100	44	17	28	56	156
	RTOR Reduction (vph)	0	5	0	0	1	0	0	0	14	0	0	128
	Lane Group Flow (vph)	72	2062	0	11	2194	0	0	144	3	0	84	28
	Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
	Protected Phases	1	6		5	2	San Maria		4			4	
	Permitted Phases							4		4	4		4
	Actuated Green, G (s)	9.4	97.5		3.0	91.1			23.5	23.5		23.5	23.5
	Effective Green, g (s)	11.4	100.5		5.0	94.1			25.5	25.5		25.5	25.5
	Actuated g/C Ratio	0.08	0.72		0.04	0.67			0:18	0.18		0.18	0.18
	Clearance Time (s)	5.0	6.0	international control and decora-	5.0	6.0	and the second second second second	An their graph control	5.0	5.0		5.0	5.0
	Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
	Lane Grp Cap (vph)	144	3609		63	3412			227	288		292	288
	<ul> <li>But in the property of the proper</li></ul>	c0.04	0.41		0.01	c0.43							
	v/s Ratio Perm								c0.12	0.00		0.05	0.02
	V/c Ratio	0.50	0.57		0.17	0.64			0.63	0.01		0.29	0.10
	Uniform Delay, d1	61.6	9.4		65.5	13.3			52.9	46.9		49.4	47.7
	Progression Factor	1.08	0.97		1.00	1:00			1.00	1.00		1.00	1.00
	Incremental Delay, d2	2.3	0.6	1951 S. arton I. S. arton and S. art	1.3	0.9			5.7	0.0		0.5	0.2
	Delay (s)	69.0	9.8		66.8	14.2			58,6	46.9		50.0	47.8
	Level of Service	Ε	Α		Е	В			E	D	15-0-76-0-7	D	D
	Approach Delay (s)		11.7			14.5			57.4			48.6	
	Approach LOS		В			В			. Е			D	
	premerijon/Sumprary												
	HCM Average Control Delay			16.4	H	CM Level	of Service	)		В			
	HCM Volume to Capacity ratio			0.63									
	Actuated Cycle Length (s)			140.0	Si	ım of lost	time (s)			9.0		- , seem to concrete the both Addition	oorenaaksti ji fi
	Intersection Capacity Utilization	1		66.2%		U Level o				· ····································			
	Analysis Period (min)		e en companyon propinsi (en est est little)	15		- v. and an established the client	a in communication with the fi		a market and state and the state of the stat	un en		oong paramagan populari	garger and the control of the state of the s
	c Critical Lane Group						nema emperativo.			TO AND THE PROPERTY OF THE PRO			

	, J	-	*	*	4	4	1	†	~	1	<b>↓</b>	4
Vicvement	EΒ	EET	5.3	WBL	W/ETF	WER	AVŽII.	MBT	VBR	SEL	SET	SBR
Lane Configurations	enomentalenteraria	<b>^^}</b>	\$\$\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	saatuusaareentaaaa	ተተተ	VARISH VOTEN STATE OF A		4	161000100000000000000000000000000000000	AMPONINA MANAGEMAN	<b>4</b>	
Volume (vph)	130	2390	280	35	1510	75	110	50	50	45	95	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Util. Factor	1.00	0.91		1.00	0.91	EANGAS CARANTAR RESIDENTE	RUSHMAN WANGON (IVO	1.00	1.00	SOMMENT PROPERTY OF THE PARTY O	1.00	1.00
Fit	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	ALIANNE ANATATA	0.95	1.00			0.97	1.00	on the state of the	0.98	1.00
Satd: Flow (prot)	1770	5005	1110	1770	5049			1801	1583		1833	1583
Flt Permitted	0.95	1.00	CATTERNATION CONTRACTOR	0.95	1.00			0.52	1.00		0.71	1.00
Satd: Flow (perm)	1770	5005	0.00	1770	5049			962	1583		1318	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	144	2656	311	39	1678	83	122	56	56 -	50	106	144
RTOR Reduction (vph)	0	8	0	0	4	0	0	0	45	0	0	114
Lane Group Flow (vph)	144	2959	0	39	1757	0	0	178	11	0	156	30
Turn Type	Prot	NA		Prot	NA	TORIN ENVACE A S	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	
Permitted Phases			governosses assesses		04.0		4	66.7	4	4		4
Actuated Green, G (s)	15.5	89.9		7.4	81.8			26.7	26.7		26.7	26.7
Effective Green, g (s)	17.5	92.9	EATSMINING KOARS	9.4	84.8			28.7	28.7	NGS NASAWANIAN	28.7	28.7
Actuated g/C Ratio	0.12	0.66		0.07	0.61			0.20	0.20		0.20	0.20
Clearance Time (s)	5.0	6.0		5.0	6.0			5.0	5.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0		3:0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	221	3321	MANGENNESSARARINGS	119	3058	enografiyaya ayasayas	BOOMS AND BUILDING	197	325	AZIVESKO GENVA GO	270	325
v/s Ratio Prot	c0.08	c0.59		0.02	0.35			0.40	0.04	9 10 10 197	0.40	
v/s Ratio Perm	0.00	0.00	SEANGA INGGESEK GASERA	0.00	0.57	wasawa matawa		c0.19	0.01	NAMES AND AND AND ASSESSED.	0.12	0.02
v/c Ratio	0.65	0.89		0.33	0.57			0.90	0.04		0.58	0.09
Uniform Delay, d1	58.3	19.4		62.3 1.00	16.7			54.3 1.00	44.6		50.2	45.1
Progression Factor	0.95 6.5	1.28 4.0		2202014084400 <b>27</b> 042550	1.00 0.8			38.2	1:00 0.0		1.00	1.00
Incremental Delay, d2	62.2	4.0 28.7		1.6 63.9	0.6 17.5		T. <b>V</b> .V.	36.2 92.5	44.6		3.0 53.2	0.1
Delay (s) Level of Service	040000000000000000000000000000000000000	20. <i>1</i> C	a all de de	/4/2/2006/00/4/2004/00/2009	<i>и.</i> э В	ALCONION VA		92.0 F	<del>44</del> .0 D		000010000000000000000000000000000000000	45.2
EPPLEATING IN THE CONTRACTOR OF THE CONTRACTOR O	E	30.3		E	18.5			81. <b>1</b>	U	ėlaista kir ir ir	D 49.3	D
Approach Delay (s) Approach LOS		Control of the Control Control of Con-			ло.э В			oı.ı F			popular in a State of the Paris	
		C	~1.	THE RESTRICTION OF THE PARTY OF	D	2016 (21 CHAPTER 1 (22 CHAPTER	TOTAL THE THE WATER OF THE PARTY OF THE PART	Г	***************************************		D	
Intersection Summary												
HCM Average Control Delay		Mitterformation of Assessed Assessed	29.6	) <b>H</b>	CM Level	of Service	e enemonosemoses	racent mecanismans	С	TSS and a popular to	Curricum period constants	distribution distribution
HCM Volume to Capacity ra	tio		0.88									
Actuated Cycle Length (s)		e programa de la composition de la comp	140.0		ım of lost			Agenga sansa nasasa-oro	9.0	подоржуюческий		a chapea (Austrianna)
Intersection Capacity Utiliza	tion		81.1%	IC	U Level o	f Service			D			
Analysis Period (min)	en og staten og state	News News Address	15	SOLID SANGULUS (P. V.SERI)	AND AGAINMENT AND	AMMERICAN AND STREET		Volta outotat etapatora	isan katalang sampan kanasan	negavaestas en come	orbanicosci rigidos en	canana unanan
c Critical Lane Group		Decision of the second second	10.70 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 (10.00 10.00 (10.	envitara de la								

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Movement	ΙĒ	EBT	Wet	Wer	SBL	88R	
Lane Configurations	Ŋ	ተተተ	ተ ተ		ሻሻ	7	
Volume (vph)	10	1740	2020	140	40	20	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	3.0	3.0	3.0		3.0	3.0	
Lane Util. Factor	1.00	0.91	0.91	HTTASOSTI GARVELTOS SOL	0.97	1.00	server en
Fri	1.00	1.00	0.99		1.00	0.85	
Flt Protected	0.95	1.00	1.00		0.95	1.00	SPENANTE C
Satd Flow (prot) Fit Permitted	1770	5085 1.00	5036 1.00		3433	1583	
Satd Flow (perm)	0.95 1770	5085	5036		0.95 3 <b>433</b>	1.00 1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90			
Adi Flow (vph)	0.90 11	1933	2244	0.90 156	0.90 44	0.90 22	NEWS DESIDE
RTOR Reduction (vph)	0	1900	4	0	0	<u>22</u> 19	
Lane Group Flow (vph)	111	1933	2396	0	44	3	
Turn Type	Prot	NA	NA		NA	Perm	
Protected Phases	1	6	2		4	1 Gilli	
Permitted Phases		T.				4	
Actuated Green, G (s)	3.0	110.3	102.3		18.7	18.7	
Effective Green, g (s)	5.0	113.3	105.3	SECULOS SAN SOCIAL MARIES	20.7	20.7	onom medados
Actuated g/C Ratio	0.04	0.81	0.75		0.15	0.15	
Clearance Time (s)	5.0	6.0	6.0		5.0	5.0	10/14/14/14/15/19/19
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	63	4115	3788		508	234	
v/s Ratio Prot	0.01	c0.38	c0:48		c0.01		
v/s Ratio Perm	anesa manaran ana ana an	SAN PORTUGANOS SAN	construction and a	erian seran periodi ereserve	uria (herita) manennem	0.00	TELEVIA NO GOVERNO PARA
v/c Ratio	0.17	0.47	0.63		0.09	0.01	
Uniform Delay, d1	65.5	4.1	8.2	59476959476565500	51.5	50.9	ecoloremoses
Progression Factor	1.00	1.00	1.00		1,00	1.00	
Incremental Delay, d2	1.3	0.4	0.8		0.1	0.0	samentana)
Delay (s) Level of Service	66.8	4.5	9.0		51.6	51.0	
Approach Delay (s)	E	A 4.8	A 9.0	KASLASVISV	D 51.4	D	
Approach LOS		4.0 A	э.о А		31. <del>4</del> D		
• •		^	^		ט		
mersesion Summer							
HCM Average Control Delay	INTERNATION OF THE PROPERTY OF		7.8	HC	M Level	of Service	
HCM Volume to Capacity ratio	)		0.54				
Actuated Cycle Length (s)	ane regeriencii ileae	TOOSPOYMENS TRUST (NAME OF STREET	140.0		m of lost		990m852
Intersection Capacity Utilization	n		52.1%	ICU	J Level o	of Service	
Analysis Period (min)	\$1550 (350) \$0.000 000 ±0.	el Contagnition and the contagnition of the co	15	en sem markanen		ugi qugut kannatananni sanan	atemberani
c Critical Lane Group							

	*	-	<b>←</b>	•	-	4			
Novement		E61	WET	WBR	//SBL	CEF			
Lane Configurations	ሻ	ተተተ	ተተጉ		ሻሻ	7			
Volume (vph)	30	2320	1710	220	190	40			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	39145441V103341816VA146VA145AV2VA14V	and Assessed Angles Alberta (Alberta)	Construent Artiste Article (Strate Orthology)
Total Lost time (s)	3.0	3.0	3.0		3.0	3.0			
Lane Util. Factor	1.00	0.91	0.91	er par estat properties and control	0.97	1.00	The state of the state of the second state of	(1000) (11 cap (10 cap (10) )	and the second second second second
Frt	1.00	1.00	0.98		1.00	0.85			
Flt Protected	0.95	1.00	1.00	anne de Calente Contract	0.95	1.00	eart. National Scientific English of the Scientific Sci	200 an actual actual and a second control of the second and a second a	3000-14 (14 04 14 05 04 15 05 04 15 05 05 05 05 05 05 05 05 05 05 05 05 05
Satd: Flow (prot)	1770	5085	4998		3433	1583			
FIt Permitted	0.95	1.00	1.00	en a contractor	0.95	1.00	CONTINUES	Children (1945) Children (1945) Children (1945)	and a read out course appropriate and course the
Satd. Flow (perm)	1770	5085	4998		3433	1583			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	33	2578	1900	244	211	44			
RTOR Reduction (vph)	0	0	10	0	0	38	ALLEGO CALTELITES XI DELLA COLORES.	ORDER COMPANIES DE SANCIE DE S	
Lane Group Flow (vph)	33	2578	2134	0	211	6			
Turn Type	Prot	NA	NA		NA	Perm	2 (0.00)	Special Collective and any any product position Co.	Trend legic legan (particular trend at the particular trends at the par
Protected Phases	1	6	2	3.650.800.30	4				
Permitted Phases				and the second second	A CONTRACTOR OF THE PARTY OF TH	4			
Actuated Green, G (s)	4.2	111.0	101.8		18.0	18.0			
Effective Green, g (s)	6.2	114.0	104.8	FEX.0557.02514703910	20.0	20.0			
Actuated g/C Ratio	0.04	0.81	0.75		0.14	0.14			
Clearance Time (s)	5.0	6.0	6.0		5.0	5.0			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	78	4141	3741	and the second second second	490	226	2.0012.4011.402.4011.402.4011.	ulinethy production could be have by	harmanistrand research and again.
v/s Ratio Prot	0.02	c0.51	0.43		c0.06	LLV			
v/s Ratio Perm	internation participation and the contraction of th			arang ang ang ang ang ang ang ang ang ang		0.00			
v/c Ratio	0.42	0.62	0.57		0.43	0.03			
Uniform Delay, d1	65.2	4.9	7.7		54.8	51.6	and the second s		
Progression Factor	1:00	1.00	1.00		1.00	1.00			
Incremental Delay, d2	3.7	0.7	0.6		0.6	0.1	i sa		
Delay (s)	68.8	5.6	8.4		55.4	51.7			e e construction de la construct
Level of Service	E	A	A	242021212240000	E	D			
Approach Delay (s)		6.4	8.4		54.8				
Approach LOS	CONTRACTOR OF A STORY	A	A		D				
• •	OCTOX CHESTOPPE CONTRACTOR	n v						elienissiaunieen maan	võitatuostatietassanssanssans
mersection Summery as the									
HCM Average Control Delay		Distribution of the Assessment	9.7	HC	M Level	of Service		Α	
HCM Volume to Capacity ratio	)		0.59						
Actuated Cycle Length (s)			140.0		m of lost			6.0	
Intersection Capacity Utilizatio	n e		56.9%	ICI	J Level c	of Service		В	
Analysis Period (min)	Service Accept and Laborator Accept		15			and days 10 Makedon of			
c Critical Lane Group							5		

## APPENDIX E

## CAPACITY ANALYSIS CALCULATIONS PROJECTED YEAR 2016 PEAK HOUR TRAFFIC ANALYSIS WITH PROJECT

	۶	<b>→</b>	*	•	+	4	1	†	~	<b>/</b>	<b>+</b>	1
Vovement	FBL -	EBT	EBR	WBL	WET	WER	NĒ	WET	NEW	SBL	SPT	SBR
Lane Configurations	anamanan manamanan ar	anuseurenes	ananananan pananan	ung ang ang mengalagan.	4	<b></b>	<b>`</b>	<b>ተ</b> ኡ	KANTON NATURAL WAR	antono no mario ano a	<b>ት</b> }	Oranga pagaware
Volume (vph)	70	100	70	70	200	30	100	480	40	30	1080	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	3.0		3.0	5.0	2.0	3.0		2.0	3.0	
Lane Util. Factor		1.00	1.00	nanyarayayayayaya	1.00	1.00	1.00	0.95	000000000000000000000000000000000000000	1.00	0.95	uuxeaanaaaxaa
Fit		1.00	0.85		1.00	0.85	1.00	0.99	(Marie Landson, 1997)	1.00	0.98	
Flt Protected	menneger and manager, me, to the entire the control of the an	0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	reman officeres
Satd. Flow (prot)		1825	1583		1839	1583	1770	3499		1770	3460	
Flt Permitted	ar interview versen	0.57 1065	1.00 1583	NEW (1987) 1987	0.82 1527	1.00 1583	0.95	1.00 3499		0.95	1.00 3460	
Satd Flow (perm)	0.00			0.00	Access to a consideration of the start, one of	607,010,000,000 a 6 2 2 4 10 0 0 0 0	1770		0.00	1770		2.00
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	78	111	78	78	222	33	111	533	44	33	1200	211
RTOR Reduction (vph)	0	0	56 22	0 0	0 300	24 9	0 111	5 572	0	0 33	13	0
Lane Group Flow (vph)		189		THE REPORT OF THE PARTY.	angered the personal	40-520-00 HAVE STORY - AND STORY	2007.1001024-02012341262	11510-1510-1510-1510-1510-1510-1510-151	U	alloville letero-(1, 2014)-95	1398	U
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases Permitted Phases	A	4	4	A	4	4	I	2		1	2	
	4	aa c	4	4	വവ വ	4	0.0	10.1	Hallander Helling	e 6		ALGERIA SANGAR
Actuated Green, G (s)		22.6 25.6	22.6 25.6	anticolor and	22.6 25.6	22.6 23.6	8.0 11.0	42.4 45.4		8.0 11.0	42.4 45.4	
Effective Green, g (s) Actuated g/C Ratio		25.6 0.28	25.6 0.28		25.6 0.28	0.26	0.12	0.50		0.12	45.4 0.50	AMERICA SAN
Clearance Time (s)		6.0	6.0		6.0	6.0	5.0	6.0		5.0	6.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	5.0	verse se de la company	3.0	5.0	
		303	450		434	415	216	1765		216	1745	Comment of the Comment
Lane Grp Cap (vph) v/s Ratio Prot		<b>3</b> U3	400		404	410	c0.06	0.16		0.02	c0.40	
v/s Ratio Perm		0.18	0.01		c0.20	0.01	60.00	U. IU		0.02	.cu:4u	
v/c Ratio		0.10	0.05		0.69	0.01	0.51	0.32		0.15	0.80	
Uniform Delay, d1		28.0	23.4		28.7	24.6	37.0	13.2		35.3	18.5	
Progression Factor		1.00	1:00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.0	0.0		4.7	0.0	2.1	0.5		0.3	4.0	
Delay (s)		32.0	23.4		33.4	24.6	39.1	13.7		35.7	22:5	
Level of Service		C	C		C	C	D	В	AVESTA STANCES AV	D	C	
Approach Delay (s)		29.5			32.5			17.8			22.8	
Approach LOS		C			C			В			c	
HCM Average Control Delev			22.4	11.	CM 1	of Comit	•		_			
HCM Value to Constitution			23.4	H	oivi Level	of Service	<b>せ</b>		С			
HCM Volume to Capacity ratio			0.72	Ć	ım of la-i	time (a)			0 0			
Actuated Cycle Length (s)		Manager (Single)	90.0		ım of lost				8.0			grander væreten.
Intersection Capacity Utilization Analysis Period (min)	U		78.3%	يا:	o revel (	of Service			D			
c Critical Lane Group	8-7-15-74-94-1-15-15-15-15-15-15-15-15-15-15-15-15-1		15							500020000000		

	•	<b>→</b>	*	€	+	•	*	<b>†</b>	<i>&gt;</i>	<b>\</b>	<del> </del>	4
Viovement	EBL	EBT	EBR	WEL	WET	WER.	MBL	NBT	NBR	- Sel	SBT	SER
Lane Configurations		4	7		લે	7	ሻ	<b>1</b> 1>		7	<b>†</b> }	
Volume (vph)	130	290	170	70	230	60	100	930	100	70	940	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.0	3.0		3.0	5.0	2.0	3.0		2.0	3.0	
Lane Util. Factor	LINGS ALL DE PROGRESSION DE SONS	1.00	1.00	Parties in Commission (Commis	1.00	1.00	1.00	0.95	8580000 + 74 HORBETTARTSHIP + 7	1.00	0.95	DENOMINATION OF THE PARTY OF
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	U.SO. II V 100 AND 100 AND 100 P	0.98	1.00	GERMINA (FERNOVER)	0.99	1.00	0.95	1.00		0.95	1.00	mariae varantan
Satd. Flow (prot)		1834	1583		1841	1583	1770	3488		1770	3493	
FIt Permitted	annesanen aeelly ens	0.64	1.00	SADANG SINGGANARAN	0.62	1.00	0.95	1.00	Daniel Sales de la Constitution de La Constitution de la Constitution	0.95	1.00	awaranan mad
Satd. Flow (perm)		1191	1583		1160	1583	1770	3488		1770	3493	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	144	322	189	78	256	67	111	1033	111	78	1044	100
RTOR Reduction (vph)	0	0	111	0	0	41	. 0	9	0	0	8	0
Lane Group Flow (vph)	0	466	78	0	334	26	111	1135	0	78	1136	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4	4		4			2		1	2	
Permitted Phases	4	04 O	4	4	24.5	4	~~~	62.6		~~~		eranamanian
Actuated Green, G (s)	57 (59, 85, 95)	34.2 37.2	34.2 37.2		34.2 37.2	34.2 35.2	6.9	31.9		6.9	31.9	
Effective Green, g (s)		37.2 0.41	37.2 0.41	Signal Comment	37.2 0.41	აი.z 0.39	9.9 0.11	34.9 0.39	Valencia de la composição	9.9 0.11	34.9 0.39	SIMANAMA
Actuated g/C Ratio Clearance Time (s)		6.0	0. <del>4</del> 1 6.0		6.0	6.0	5.0	0.39 6.0		5.0	6.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	Yan Yan Yan	492	654		479	619	195	1353		195	1355	
v/s Ratio Prot		492	004		4/9	019	c0.06	c0.33		0.04	0.33	
v/s Ratio Perm		c0.39	0.05		0.29	0.02	- CU .UU			U.U <del>1</del>	0.00	
v/s Ratio		0.95	0.12		0.70	0.02	0.57	0.84	Marking All C	0.40	0,84	
Uniform Delay, d1		25.5	16.3		21.8	17.0	38.0	25.0		37.3	25.0	
Progression Factor		1.00	1:00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		27.5	0.1		4.4	0.0	3.8	6.4		1.3	6.3	
Delay (s)		52.9	16.4		26.2	17,0	41.8	31.4		38,6	31.3	
Level of Service	Harris Halling Agents Agent	D	В		C	В	D	C		D	C	ENERGE WESTERNISE
Approach Delay (s)		42.4			24.6			32,3			31.8	
Approach LOS		D	S4010564 (348-34559)		С			С		in prii die de la constitue de	C	25/1/201/201/201/201/201/201/201/201/201/2
Merseaton Sumpary												
HCM Average Control Delay	AND THE PERSON NAMED IN		33.1	H	CM Level	of Service			C	*****************		enconstantine de la constantine de la constantin
HCM Volume to Capacity rati	o .		0.85			2. 23. 110			•			
Actuated Cycle Length (s)			90.0	Su	ım of lost	time (s)		walayasa masa isa	8.0	in the state of the		HAPPEN CONTRACTOR
Intersection Capacity Utilizati	on		86.2%			of Service			E			
Analysis Period (min)	var i summer verificiti i i		15		nedijanejaji (daliyi bil	onero e e e e e e e e e e e e e e e e e e				14	interior de la companya de la compa	evolulo (2000/AI)
c Critical Lane Group			-									

	ኘ	†	P <sup>4</sup>	I,	<del> </del>	¥J	•	×	7	F	×	<u>₹</u>
Movement :	NEL	KET.	NEC.	- SBL	SIN	SER.	351	SET	SER	NW.	N.W.T	ANWR
Lane Configurations	ሻ	<b>^</b>		*	↑↑			ቆ				
Volume (vph)	30	430	0	40	710	400	150	10	30	0	- 0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0				
Lane Util. Factor	1.00	0.95	is a construe and the anti-	1.00	0.95	a i di daga ayan ƙasar par ƙasar ƙasar ƙasar	anna maior an armentandor	1.00	in a continue to the control of the	lendo y a noma a dominaro a la estretar	inedeens of every service and the	
Frt	1.00	1.00		1.00	0.95			0.98				
FIt Protected	0.95	1.00	50 Váci ó reinsor de me	0.95	1.00		vieno de la companio	0.96	NA 1000000000000000000000000000000000000		tata tagat oggistoralist	*
Satd: Flow (prot)	1770	3539		1770	3348			1754				
FIt Permitted	0.19	1.00	RANGESSAN ANNO SANGENSS	0.48	1.00	e National Address Address Too	entropy and a second control of the	0.96	······································	and the second of the second o	Verleum keelkeld promos on leest	Trofis, out to the History
Satd. Flow (perm)	357	3539		901	3348			1754	100			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vpn)	33	467	0	43	772	435	163	11	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	81	0	0	10	0	0	0	0
Lane Group Flow (vph)	33	467	- 0	43	1126	0	0	197	0.	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6	11.0-1216-0.00-2116-0,1-0.00		4				10000	oost to distribution.
Actuated Green, G (s)	53.5	53.5		53,5	53.5			16.5		Y.		
Effective Green, g (s)	53.5	53.5		53.5	53.5			16.5				
Actuated g/C Ratio	0.67	0.67		0.67	0.67			0.21				
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			***************************************	-
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0				
Lane Grp Cap (vph)	239	2367		603	2239			362				
v/s Ratio Prot		0,13			c0.34							
v/s Ratio Perm	0.09	1000 000 ED TO 1 THE WAYNESS	10.2mmillummirminaru	0.05	200001620004A0022000	ent received to receive an open over	State Selection Section Property	0.11	Section Section Control (Section Con-		**************************************	romana romanos
v/c Ratio	0.14	0.20		0.07	0.50			0.55				
Uniform Delay, d1	4.8	5.1	20 1 (10 10 10 10 10 10 10 10 10 10 10 10 10 1	4.6	6.6	to the control of the second s	ACCOUNTS OF THE PARTY OF THE PA	28.4	ALLE THE RELATIONS AND ADDRESS.	na been and an electronic and an electronic	2007501-20 BAA 16750C-110 DE-9	COLD PATERIOR SPACE
Progression Factor	0.78	0.78		1.00	1:00			1.00				
Incremental Delay, d2	1.2	0.2	Production of the Contraction of	0.2	0.8	AND RESOLVE TO SERVICE THE SERVICE AND ADDRESS OF THE SERVICE AND ADDRESS O	and the state of the second	1.7	arcys Sex Sex Sex Figure 1	ent en transcontraction	Mark Andrews Assessment Const.	Arzonionomichia
Delay (s)	4.9	4.1		4.8	7.4			30,1				
Level of Service	Α .	A		Α	Α	F0-5561715716561112655116	and the second	··C		L. C.	. no. no. no. no. no. no. no. no. no. no	nu manusus.
Approach Delay (s)		4.2			7.3			30.1			0.0	
Approach LOS	The state of the s	Α	***************************************		Α	engeneral medit office in	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	С	211002010000000000000000000000000000000	anta di Laborat Provincia di California	Α	
inersection Sommary												
HCM Average Control Dela	ay		8.9	НС	CM Level	of Service	e		Α			
HCM Volume to Capacity r	atio		0.51									
Actuated Cycle Length (s)		converse contentation	80.0	Su	ım of lost	time (s)		***************************************	10.0	and the second second section of the second	and the second second second second second	*** **********************************
Intersection Capacity Utiliz	ation		52.2%		U Level c				Α			
Analysis Period (min)	omeny to province at the Port ACT of the ACT (1997).	, e como e espera de Tripaga de Masil	15	oursecuretten 42986 (1994)	ana a see mat ya 1260000	ex one sass@spenjim) si	en e	garage constitution (All		anomeronda (1990)	ec	new Completions
c Critical Lane Group												40000000000 40000000000000000000000000

	ኘ	<b>†</b>	r*	l <sub>k</sub>	<del> </del>	wJ	•	×	>	*	X	*
Movement	NBL	NBT	NBR	SEL	SET	SER	SE	SEI	SER.	NW.	NWT-	AVAR
Lane Configurations	J.	<b>ት</b> ጮ		J.	<b>^</b>			4				
Volume (vph)	40	710	10	50	880	180	350	20	70	0	- 0	0
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5,0	5.0		5.0	5.0	10.00		5.0				
Lane Util. Factor	1.00	0.95	DESERVADO CANTRALANDESE CO	1.00	0.95	CONTRACTOR	NOMETRICAL PROTESTOR CONTRACT	1.00	NEW STATES OF STREET STREET, S	upungan upagunasi		Vision programme
Frt	1.00	1.00		1.00	0.97			0.98				
Fit Protected	0.95	1.00	NOVEMBER OF THE	0.95	1.00	MONAGO CANA		0.96		Ne Sala alas kara		acienalista
Satd::Flow (prot)	1770	3532		1770	3449			1753				
Flt Permitted	0.17 320	1.00 3532		0.31	1.00			0.96 1753	inaga ayan da a		Maria Ma	INSTANCE OF THE
Satd. Flow (perm)			0.00	576	3449	0.00	0.00		0.00	0.00	0.00	0.00
Peak-hour factor, PHF	0.92 43	0.92 772	0.92 11	0.92 54	0.92 957	0.92 196	0.92 380	0.92 22	0.92 76	0.92 0	0.92 0	0.92
Adj. Flow (vph) RTOR Reduction (vph)	30001400055000040004000604	esessimentenamien	000000000000000000000000000000000000000	50000000000000000000000000000000000000		CONTRACTOR STANDARD	ARTO COMPANY PROPERTY OF COMP	**************************************	Some accessive and accessive	0.5979300000000000000000000000000000000000	year established and the second	0
Lane Group Flow (vph)	0 43	1 782	0 0	0 54	19 1 <b>134</b>	0	0	9 469	0	0	0	0
	Perm	NA	U	Perm	NA	U	Perm	NA	U	U	U	U
Turn Type Protected Phases	remi	NA 2		rem	NA 6		reiiii	NA 4				
Permitted Phases	2	<b>-</b>		6			4	7				
Actuated Green, G (s)	44.0	44.0		44.0	44.0			26.0				
Effective Green, g (s)	44.0	44.0	New York	44.0	44.0			26.0				
Actuated g/C Ratio	0.55	0.55		0.55	0.55	and the same of th		0.32				
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0				Anna Control and
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		A sub all and		
Lane Grp Cap (vph)	176	1943	indicate and a second	317	1897		65,004,000,000,000	570		ant manifestation and the	HERO (COSTANASTO) STATE	ACCUSATION OF THE PROPERTY.
v/s Ratio Prot		0.22			c0.33							
v/s Ratio Perm	0.13	NAMES AND THE STATE OF THE STAT		0.09			JATH VORUS ANDRES AND SAN	0.27	Marian Carlos Como Co		AREACATERY APRIL EXPERT	
v/c Ratio	0.24	0.40		0.17	0.60			0.82				
Uniform Delay, d1	9.4	10.4	er (Pagisar et Bauga et englis Ete	8.9	12.1	6/2/26/04/1/25/6/A/1/12/20/A/1-1	hazest vi zane terza eran hazer	24.9	11775 NA WOOL 27 JELLEY 19	traction to the state of the st	constitution and the second	APPENDATION OF THE PERSON OF
Progression Factor	0.96	0.97		1.00	1.00			1.00				
Incremental Delay, d2	3.1	0.6		1.2	1.4			9.3				) 11-11) // 1// 1/
Delay (s)	12.1	10,6		10.1	13.5	19		34.2				
Level of Service	В	В		В	В			С				promise not to
Approach Delay (s)		10,7			13.3			34,2			0.0	
Approach LOS		В			В			С			Α	
RIGISECTION SUMMED A												
HCM Average Control Delay			16.4	HO	CM Level	of Servic	e		В			
HCM Volume to Capacity ratio	)		0.68									
Actuated Cycle Length (s)	1005790000000000000000000000000000000000	UT-COME, NATURE ( NATURAL AND A NOTAL	80.0		ım of lost		negogagagagagan on commo	CROSSO CARROLL SALES CONTRACTOR	10.0	CONTRACTOR AND A ANTONIO	The state of the s	NACIONA PARENTA PARA
Intersection Capacity Utilization	in		70.6%	IC.	U Level c	f Service			C			
Analysis Period (min)	ga gazit saga aparata wasa sa		15	SISSONA SORIS ERRANGS PAR	STEER CONTRACTOR OF THE	enskrije opposite in november to kr	economento escar	water (Areal Grant Colors Color	******************	eg ti venile di annecession	NACE CONTROL CO	Virging to the control of the contro
c Critical Lane Group												

	1	-	-	•	+	•	1	†	<i>/</i> *	<b>/</b>	ţ	1
Vlovement		EBT	EBR	WEL	112	WER-	WEL	WET	NBR A	384	SBT #	SBR
Lane Configurations	ሻ	<b>†</b>	ř	ሻ	<b>‡</b>		J.	<b>ሳ</b> ኈ		ሻ	<b>↑</b> }	
Volume (vph)	30	70	40	110	130	80	70	250	80	120	400	60
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1:00	0.85	1.00	0.94		1.00	0.96		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	Pierra de la compansión de	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1756		1770	3411		1770	3470	
FIt Permitted	0.46	1.00	1.00	0.71	1.00	oversky verstal to state to	0.47	1.00	EAL GROUP TO RECOVER TO CONSIDER THE	0.54	1.00	
Satd Flow (perm)	855	1863	1583	1318	1756		873	3411		1001	3470	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vpn)	33	76	43	120	141	87	76	272	87	130	435	65
RTOR Reduction (vph)	0	0	34	0	37	0	0	24	0	0	9	0
Lane Group Flow (vph)	33	76	9	120	191	0	76	335	0	130	-491	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4	274.00 ST	4	8			2			6		
Actuated Green, G (s)	16,5	16.5	16.5	16.5	16.5		53.5	53.5		53.5	53.5	
Effective Green, g (s)	16.5	16.5	16.5	16.5	16.5		53.5	53.5		53.5	53.5	
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0,21		0.67	0.67		0.67	0.67	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	an branch i gerala karendara	5.0	5.0	******************	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	176	384	326	272	362		584	2281		669	2321	
v/s Ratio Prot		0.04			c0.11			0.10			c0.14	
v/s Ratio Perm	0.04		0.01	0.09		V42.4.1	0.09			0.13		
v/c Ratio	0.19	0.20	0.03	0:44	0.53		0.13	0,15		0.19	0.21	
Uniform Delay, d1	26.2	26.3	25.3	27.7	28.3	processor i de la companya de la co	4.8	4.9		5.0	5.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.49	0.52	
Incremental Delay, d2	0.5	0.3	0.0	1.1	1.4	Dielogenia koruna est autoria est.	0.5	0.1	- 41 SS 200 S 44 POSS 4-1-4 S 20 POSS 4-1	0.6	0.2	er Construence (Const
Delay (s)	26.7	26.5	25.4	28.9	29.7		5,3	5.0	\$ 50	3.0	2.8	
Level of Service	C	C	C	C	С	SOUTH AND SAUTHERS	Α	A	F1-049000000000000000000000	Α	Α	
Approach Delay (s)		26.2			29.4			5.0			2.9	
Approach LOS		С			С			Α			Α	
ingisedion/Summary												
HCM Average Control Delay			11.6	HO	CM Level	of Servic	е	/***	В			
HCM Volume to Capacity ration	0		0.29						_			1481
Actuated Cycle Length (s)	r annes i persone i persone i primitario del Paris	e and the second of the second	80.0	SL	ım of lost	time (s)	ena receptor disenti di regioni di	errodovatent eta filologia	10.0	energytering og 1912 filletild	areas and a second	Siddiffell Webur
Intersection Capacity Utilization	on		48.6%		U Level o				Α		00.000000000000000000000000000000000000	
Analysis Period (min)	overous series (SSSNSVENINA)	on and the second s	15	eagern rancethysen might	enen mener mener mener ming	on an extra series of the seri	en a reservation religi	raren grant Filled			n-ceanneachtaine	erecutarijanija
c Critical Lane Group												

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Movement	ES	(EB)	1885	WEL	Wet	WER	W NGE		NEF	88	/SB7	SBP
Lane Configurations Volume (vph)	<b>ካ</b> 50	<b>↑</b> 140	<b>ማ</b> 10	<b>ኻ</b> 160	<b>130</b>	310	<b>ካ</b> 40	<b>ተ</b> ጮ	200	<b>ካ</b> 270	<b>ተ</b> ጉ	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	າງ 1900	1900	330 1900	200 1900	270 1900	330 1900	1900
Total Lost time (s)	5.0	5.0	5.0	5,0	5.0	1000	5.0	5.0	1000	5.0	5.0	1000
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	W. 250 W. 200	1.00	0.95	TO ARREST LIBERTALISMOST AND	1.00	0.95	HAGIN DENNAM
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1,00	1.00		1.00	1,00	
Flpb, ped/bikes	1.00	1.00	1.00	0.75	1.00	95000 TO 100	1.00	1.00		1.00	1.00	ROSSEWARENNA
Frt Flt Protected	1,00 0.95	1.00 1.00	0,85 1.00	1.00 0.95	0.89 1.00		1.00 0.95	0.94 1.00		1.00 0.95	0.98 1.00	
Satd. Flow (prot)	1770	1863	1583	1330	1666		1770	3339		1770	3458	
Flt Permitted	0.18	1.00	1.00	0.65	1.00		0.50	1.00		0.42	1.00	
Satd Flow (perm)	327	1863	1583	913	1666		940	3339		782	3458	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (yph)	54	152	11	174	141	337	43	359	217	293	359	65
RTOR Reduction (vph)	0	0	8	0	174	0	0	68	0	0	11	0
Lane Group Flow (vph) Confl. Peds. (#/hr)	54	152	3	174 260	304	0	43	508	0	293	413	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1 - 5(1)(1	4	i Citi	i Cilli	8		- FCHII	2		Гени	6	
Permitted Phases	4		4	8			2	_		6		
Actuated Green, G (s)	22.8	22.8	22.8	22.8	22.8	en de la companya de	47.2	47.2	mestimentasiii	47.2	47.2	uwanninga.
Effective Green, g (s)	22.8	22.8	22.8	22.8	22,8		47,2	47.2		47.2	47.2	
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	A CARLON CONTRACTOR OF THE CON	0.59	0.59	WARRONGW CANALOG	0.59	0.59	en mentalment da
Clearance Time (s) Vehicle Extension (s)	5.0 3.0	5.0 3.0	5.0 3.0	5.0 3.0	5.0 3.0		5,0 3.0	5.0 3.0		5.0 3.0	5.0 3.0	
Lane Grp Cap (vph)	93	531	451	260	475		555	1970		461	2040	1255 AT 125
v/s Ratio Prot		0.08	701	200	0.18		JJJ	0.15		<b>+</b> U1	0.12	
v/s Ratio Perm	0.17		0.00	c0.19			0.05			c0.37		
v/c Ratio	0.58	0.29	0.01	0.67	0.64	Telegra at Environment States	0.08	0.26	The Control of State of Control of Control	0.64	0.20	(Opening)
Uniform Delay, d1	24.5	22.3	20.5	25.3	25.0		7.0	7,9		10,8	7.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.57	1.49	40000000000000
Incremental Delay d2 Delay (s)	8.9 33.4	0.3 22.6	0.0 20.5	6:4 31.7	2.8 27.8	N.	0.3 7.3	0.3 8.2		5.2 22.2	0.2 11.5	
Level of Service	33.4 C	22.0 C	20.3 C	01.7 C	27.0 C		7.3 A	0.2 A		22.2 C	11.3 B	
Approach Delay (s)		25.2			28.8			8.2			15.9	
Approach LOS		С			C			Α			В	
Meiseolon Summay												
HCM Average Control Delay			18.5	HO	M Level	of Servic	е		В	entantantantan e	A STATE OF THE STA	ON THE REAL PROPERTY.
HCM Volume to Capacity rat			0.65		uneartheed being the Com							Mark Mark Cont.
Actuated Cycle Length (s)			80.0		ım of lost				10.0			
Intersection Capacity Utilizat	ion	Parsa ann ann an ann an	76.4%	IC	U Level o	f Service			D	SALVONANIA SALVASIA		MANUAL MANUAL PARTIES AND
Analysis Period (min) c Critical Lane Group			15									
o Gridoar Larre Group												

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Maxement	EA		: EGR	- WEL	W.Sai	WEB	/NBL	wet	NER	(SEL	SET	SER
Lane Configurations	ሻ	ተተ <sub>ጉ</sub>		ሻ	ተተተ	7		414	7	ኝ	<b>ሶ</b> ጉ	
Volume (vpn)	300	1700	10	50	1830	140	10	160	10	120	100	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0	3.0		3:0	4.0	3.0	3.0	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		0.95	1.00	1.00	0.95	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	1.00	
Satd: Flow (prot)	1770	5081		1770	5085	1583		3529	1583	1770	3164	
Flt Permitted	0.95	1.00	ACCASSIVA VALIE I I WING IA ING	0.95	1.00	1.00	NO AN INCOME WATER TO A SPECIAL OF	1.00	1.00	0.95	1.00	rajājaranamistana
Satd: Flow (perm)	1770	5081		1770	5085	1583		3529	1583	1770	3164	Will Street
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	333	1889	11	56	2033	156	11	178	11	133	111	267
RTOR Reduction (vph)	0	0	0	0	0	35	0	0	10	0	240	0
Lane Group Flow (vph)	333	1900	0	56	2033	121	. 0	189	1	133	138	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5.8	2		1	6		3	3		4	4	
Permitted Phases		. I TOTAL MARKACA DA PARTA	Jan 2 700 1174 Pr. 144 - 119 114	PERMITS ARRESTO ASSOCIA	Amazorian Abasa Arazona Nasawa San	6			3			
Actuated Green, G (s)	33.6	71.0		7.0	61.4	61.4		11.9	11.9	12.1	12.1	
Effective Green, g (s)	35.6	74.0	AsceSineneinenic	9.0	64.4	64.4		13.9	12.9	14.1	14.1	Potto and street
Actuated g/C Ratio	0.25	0.53		0.06	0.46	0.46		0.10	0.09	0.10	0.10	
Clearance Time (s)		6.0	enco nunero esperta	5.0	6.0	6.0	entrezen inerrenenia	5.0	5.0	5.0	5.0	WAS TAXABLE STATE
Vehicle Extension (s)		3.0		3.0	3:0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	450	2686		114	2339	728		350	146	178	319	
v/s Ratio Prot	c0.19	0.37		0.03	c0.40			c0.05		c0.08	0.04	35. 41.0
v/s Ratio Perm	nonvoluen erannen mere	I TUTUUNA TAMPINA AA TRAMPAA TA 1915.		e Kananaka salam eskala dased	FÖRFANDREN INNSENDER	0.08	COMMUNICATION CONTRACTOR	CLETCIDE BOOKSTAVATOR	0.00			AVADOM ATTEM TATE
v/c Ratio	0.74	0.71		0.49	0.87	0.17		0.54	0.01	0.75	0.43	
Uniform Delay, d1	47.9	24.8	antenera vydeny vere sve	63.3	34.0	22.1		60.0	57.7	61.2	59.2	Systematic parametric
Progression Factor	1.00	1.00		0.99	0.62	0.52		1.00	1.00	1.00	1:00	
Incremental Delay, d2	6.3	1.6	MASSAMOSO PESSONS	2.9	4.2	0.4	BANNING AND VOTA D.	1.7	0.0	15.7	0.9	PARTE CONTROL OF THE
Delay (s)	54.2	26.4		65.4	25.2	11.9		61,7	57.8	76.9	60.1	
Level of Service	D	C	narang sagaranga	E	C	В		E	E	E	E	GENERALISM STATE
Approach Delay (s)		30.6			25.2			61.5			64.5	
Approach LOS		С			С			E,			E	
Messeolor Summery												
HCM Average Control Delay			32.8	H	CM Level	of Service	)		С			
HCM Volume to Capacity rati	0		0.78									
Actuated Cycle Length (s)		100000000000000000000000000000000000000	140.0		ım of lost				12.0			
Intersection Capacity Utilizati	on		80.5%	iC	U Level o	of Service			D			
Analysis Period (min)	AIREO BOST AIREO FA	NE LEGIEL VOLUME GRALIMETRATE	15	LAMATE IN LANGUAGE	Maria Maria Baran Ba	North and Adaption and the Commission of the Com		WF-015-185-5111	No i the the state of the state	01h 441-811 N		NAMES OF THE PARTY
c Critical Lane Group												

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Viovement	EBL	ÆET	ESP	WBL	WE	WER	w NBL	NBT	NER	SBL	(SB)	SER
Lane Configurations	ሻ	ተተጉ		Ť	<b>ተ</b> ተተ	7	ሻ	<b></b>	7	ሻ	<b>↑</b> }	
Volume (vph)	360	2330	5	20	1930	140	10	120	50	240	50	290
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	4.0	3.0	3.0	
Lane Util. Factor	1.00	*0.95	NAMES OF THE PERSON OF THE PER	1.00	*0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Fπ	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00	TOTALISM SAMESTA VICTORAL	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd: Flow (prot)	1770	5307		1770	5309	1583	1770	1863	1583	1770	3086	
Flt Permitted	0.95	1.00	ingundasen medali	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd: Flow (perm)	1770	5307		1770	5309	1583	1770	1863	1583	1770	3086	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	375	2427	5	21	2010	146	10	125	52	250	52	302
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	47	0	250	0
Lane Group Flow (vph)	375	2432	0	21	2010	109	10	125	5	250	104	0
Turn Type	Prot	NA	21 - 11 - 12 - 12 - 12 - 12 - 12 - 12 -	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5.8	2		1	6		4	4.		3	- 3	
Permitted Phases	ements de tres construentes estats con c	na mangana ang manang mana		U. U. S. C.	Professor California de la companya de California de Calif	6	Now Printers are at the case for a series		4			
Actuated Green, G (s)	33.8	66.2		4,8	51.0	51.0	11.9	11.9	11.9	22.3	22.3	
Effective Green, g (s)	35.8	69.2	The Difference Control of the Analysis of the	6.8	54.0	54.0	13.9	13.9	12.9	24.3	24.3	
Actuated g/C Ratio	0.26	0.49		0.05	0.39	0.39	0.10	0.10	0.09	0.17	0.17	
Clearance Time (s)	ESPANISH OF PROPERTY MINOR	6.0	o reesta no constante proposta de	5.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	453	2623		86	2048	611	176	185	146	307	536	
v/s Ratio Prot	c0.21	0.46		0.01	c0.38		0.01	c0.07		c0.14	0.03	
v/s Ratio Perm	NO. (NO. (NO. (1984)		F. (41105 - 1. 7-2-2-4 - 1-1-2-2-1 - 1 - 1		****	0.07			0.00			
v/c Ratio	0.83	0.93		0.24	0,98	0:18	0.06	0.68	0.03	0.81	0.19	
Uniform Delay, d1	49.2	33.0	Name to the state of the state	64.1	42.5	28.4	57.1	60.9	57.9	55.7	49.5	
Progression Factor	1.00	1.00		0.88	0.91	0.88	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	15.9	7.2	ENVISE NEW WORLD	1.3	14.7	0.6	0.1	9.4	0.1	15.2	0.2	
Delay (s)	65.0	40.2		57.5	53.4	25.5	57.2	70.2	58.0	70:8	49.7	
Level of Service	E	D	Ellans nameraconous	E	D	C	E	E	E	E	D	West consuming
Approach Delay (s)		43.5			51.6			66.1			58:4	
Approach LOS		D			Đ			Ε			Ε	
leicicscion Surmosiy were a												
HCM Average Control Delay			48.9	H	CM Level	of Service	Э		D			
HCM Volume to Capacity ratio	)		0.87									
Actuated Cycle Length (s)			140.0	Sı	ım of lost	time (s)			12.0			
Intersection Capacity Utilization	n		87.2%	IC	U Level c	f Service			E			
Analysis Period (min)			15									una, an a file property (graffice
c Critical Lane Group												

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Movement	- 155 L	EBT	636	WBL.	Well	WBR	Viji	NB.	NER	SEL	* SET	SBR
Lane Configurations	ሻ	<b>.</b> •	7	ሻ	∱ኈ			414			474	
Volume (vph)	45	80	20	440	160	20	20	120	130	50	210	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	ea managa a thean constants an		0.95	ALTERESTI I I I I I I I I I I I I I I I I I I	e mant extract a page contract and state	0.95	MAKANNATZERATURE
Frt	1,00	1.00	0.85	1.00	0.98			0.93			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	oranie vano vinne va	USTANIS ARGUMENTURU	1.00	po podav u travni vatek po		0.99	
Satd. Flow (prot)	1770	1863	1583	1770	3480			3271			3413	
Flt Permitted	0.63	1.00	1.00	0.95	1.00	emenominona.	cara various respectivos de la constanta de la	0.91	VALTARETOTI KOODIOTE	Bergera and a state of the stat	0.85	macamanana a sa
Satd. Flow (perm)	1171	1863	1583	1770	3480			2995			2938	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	87	22	478	174	22	22	130	141	54	228	65
RTOR Reduction (vph)	0	0	18	0	10	0	0	97	0	0	22	0
Lane Group Flow (vph)	49	87	4	478	186	0	0	196	0	0	325	0
Turn Type	Perm	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8	1 50		2			6	
Permitted Phases	4		4		No. 10 - U.P. S.	·	2			6		
Actuated Green, G (s)	13.3	13.3	13.3	26.6	44.9			25.1			25.1	
Effective Green, g (s)	13.3	13.3	13.3	26.6	44.9			25.1			25.1	
Actuated g/C Ratio	0.17	0.17	0.17	0.33	0.56			0.31			0.31	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	rational trade is to an user CPP with the CPP	MINO VORNO DICTOR (NO NO NO	5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	195	310	263	589	1953			940			922	
v/s Ratio Prot		c0.05		c0.27	0.05							
v/s Ratio Perm	0.04		0.00					0.07			c0.11	
v/c Ratio	0.25	0.28	0,01	0.81	0.10			0.21			0.35	
Uniform Delay, d1	29.0	29.2	27.9	24.4	8.1			20.2			21.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.7	0.5	0.0	8.3	0.0			0.5			1.1	
Delay (s)	29.7	29.7	27.9	32.7	8,2	No.		20.7		12.5	22.2	
Level of Service	. С	С	C	С	Α	HOMEON THE PROPERTY OF	EP INSTAURACIO SVISCIA	С	Zwiedz uradnawie war		С	
Approach Delay (s)		29.4			25.6			20.7			22.2	
Approach LOS		С			С			С			С	
puersection/svimmaly.												
HCM Average Control Delay		000-00-00-00-00-00-00-00-00-00-00-00-00	24.2	H(	CM Level	of Servic	<b>e</b>	00a0a000000000000000000000000000000000	С	and the same and the same and	i des provenos en estados	and the second second
HCM Volume to Capacity rat	io		0.53									
Actuated Cycle Length (s)	AASONES VARIES AND THE PERSON OF THE PERSON		80.0		um of lost		Statement of the statem	CONTRACTO A SCIENCE	15.0	manada da algaba kalenda a	A Committee of the American Committee	matery grade at the contract of the contract o
Intersection Capacity Utilizati	ion		62.5%	· IC	U Level o	f Service			ъ			
Analysis Period (min)	No. of Contract of		15	Sacrification and the sacrification of the sacrific								
c Critical Lane Group												

Movement EBL EBJ EBR WBD WBT WBR NBI NBR SBL SET Lane Configurations う ↑ ↑ ↑ トト ゴト ゴト	<b>SBR</b> 40
Lane Configurations ሻ ተ ሾ ኻ ተው ፈጉ ፈጉ	
Volume (vph) 120 350 60 500 190 80 40 200 310 70 130	
Ideal Flow (vphpl)         1900 <td>1900</td>	1900
Total Lost time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0	
Lane Util. Factor 1.00 1.00 1.00 0.95 0.95 0.95 0.95 Frt 1.00 1.00 0.85 1.00 0.96 0.92 0.98	
Frt 1.00 1.00 0.85 1.00 0.96 0.92 0.98 Flt Protected 0.95 1.00 1.00 0.95 1.00 1.00 0.99	
Satd. Flow (prot) 1.770 1.863 1.583 1.770 3382 3228 3402	Week Marrie
Fit Permitted 0.57 1.00 1.00 0.95 1.00 0.91 0.57	Notes that
Satd Flow (perm) 1066 1863 1583 1770 3382 2935 1961	
Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	0.92
Adj. Flow (vph) 130 380 65 543 207 87 43 217 337 76 141	43
RTOR Reduction (vph) 0 0 41 0 31 0 0 260 0 0 19	0
Lane Group Flow (vph) 130 380 24 543 263 0 0 337 0 0 241	Ö
Turn Type Perm NA Perm Prot NA Perm NA Perm NA	HUSSING SOLVE
Protected Phases 4 3 8 2 6	
Permitted Phases 4 4 2 6	
Actuated Green, G (s) 21.0 21.0 25.7 51.7 18.3 18.3	
Effective Green, g (s) 21.0 21.0 25.7 51.7 18.3 18.3	energherenger
Actuated g/C Ratio 0.26 0.26 0.26 0.32 0.65 0.23 0.23	
Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0	AMARIKA MINISA MINISA
Vehicle Extension (s) 3:0 3:0 3:0 3:0 3:0 3:0 3:0 3:0	
Lane Grp Cap (vph) 280 489 416 569 2186 671 449	
v/s: Ratio Prot c0:20 c0:31 0:08	
v/s Ratio Perm 0.12 0.01 0.11 c0.12	
v/c:Ratio 0.46 0.78 0.06 0.95 0.12 0.50 0.54	
Uniform Delay, d1         24.8         27.3         22.1         26.6         5.4         26.9         27.1	
Progression Factor 1:00 1:00 1:00 1:00 1:00 1:00 1:00 1:0	
Incremental Delay, d2 1.2 7.6 0.1 26.5 0.0 2.7 4.5	SANDERS SON AND AND A
Delay (s) 26:0 34.9 22.1 53.1 5:5 29:6 31.7	
Level of Service C C D A C C	MARKAMBOLISO
Approach Delay (s) 31.5 36.4 29.6 31.7	
Approach LOS C D C C	
Intersection/Summery	
HCM Average Control Delay 32.8 HCM Level of Service C HCM Volume to Capacity ratio 0.78	57554335577
Actuated Cycle Length (s) 80.0 Sum of lost time (s) 15.0  Intersection Capacity Utilization 86.4% ICU Level of Service E	
Analysis Period (min) 15	
c Critical Lane Group	

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Movement	EEL	- EBT	FBR	WBL	WB	-WBR	NBL	NET	NBR	SEL.	SBI	8819
Lane Configurations	<b>`</b>	<b>₽₽</b>		ች	<b>†</b>		<b>*</b>	ተኑ		<b>*</b>	<b>^</b>	T SECONOLINA
Volume (vph)	50	65	35	15	75	120	40	130	25	140	260	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5,0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor Fit	1.00 1.00	0.95 0.95		1.00 1.00	1.00 1.00	1.00 0:85	1.00	0.95 0.98		1.00 1.00	1.00	1.00
FIt Protected	0.95	1.00		0.95	1.00	0.65 1.00	1.00 0.95	1.00		0.95	1.00 1.00	0.85 1.00
Satd: Flow (prot)	1770	3354		1770	1863	1583	1770	3454		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.56	1.00		0.65	1.00	1.00
Satd. Flow (perm)	1770	3354	and Sending	1770	1863	1583	1050	3454		1203	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0.92 54	0.92 71	38	0.92 16	0.92 82	130	43	141	0.9Z 27	152	283	228
RTOR Reduction (vph)	0	27	0	0	0 <u>2</u> 0	100	<b>4</b> 3 0	16	∠/ 0	192 0	حومے 0	136
Lane Group Flow (vph)	54	82	0	16	82	31	43	152	0	152	283	92
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	ana atau <b>Y</b> an	Perm	NA	Perm
Protected Phases	7	4		3	. 8	Feilli	Генн	2		reiiii	1NA 6	FEIII
Permitted Phases		1		J	O	8	2	_		6	U	6
Actuated Green, G (s)	3.9	15.1	n sandra karrussiya	1.0	12.2	12.2	20.9	20.9		20.9	20.9	20.9
Effective Green, g (s)	3.9	15.1		1.0	12.2	12.2	20.9	20.9		20.9	20.9	20.9
Actuated g/C Ratio	0.07	0.29		0.02	0.23	0.23	0.40	0.40		0.40	0.40	0.40
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	20.00	3.0	3:0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	133	974	11100511105111110511111	34	437	371	422	1388	eneren benen seran	484	749	636
v/s Ratio Prot	c0.03	c0.02		0.01	c0.04	011	766	0:04		707	c0.15	000
v/s Ratio Perm					200,03	0.02	0.04			0.13		0.06
v/c Ratio	0.41	0.08		0.47	0.19	0.08	0.10	0.11		0.31	0,38	0.14
Uniform Delay, d1	22.9	13.4		25.2	15.9	15.5	9.7	9.7		10.6	11.0	9.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.0	0.0		9.9	0.2	0.1	0.1	0.0		0.4	0.3	0.1
Delay (s)	25.0	13.5		35.2	16.1	15.6	9.8	9.8		11.0	11.3	10.0
Level of Service	C	В	eresen en e	D	В	В	A	<i>Миника (1862)</i> <b>А</b>	nozako anterioz	В	В	A
Approach Delay (s)		17.3			17.2			9.8			10.8	
Approach LOS	13.28.13 (19.50) 54.62 <b>3</b> (19.44)	В			В			A			В	
istejistetaltula stukulaidaksi miine												
HCM Average Control Delay			12.6	HO	CM Level	of Service	e .		В			
HCM Volume to Capacity rati	io :		0.36									
Actuated Cycle Length (s)			52.0		ım of lost				20.0			
Intersection Capacity Utilizati	on		39.0%	IC	U Level o	of Service			A			
Analysis Period (min)	000000000000000000000000000000000000000		15									
c Critical Lane Group									TO SHEET OF THE STATE OF THE ST			

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Movement	EBU	EBT	FBR	WBL	WBT.	WER	NEL	WBT	NBR	SBL	887	SBR
Lane Configurations	ennementerorium.	<b>ተ</b> Ъ	MANGRAM ASSESSMENTONAS	essenson and services			ananananya arawa arawa	ተթ	90 W 5555649455675472856544	are construente de la	***************************************	WANTED WATER TO THE
Volume (vph)	200	210	60	20	165	290	95	200	50	250	270	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util. Factor	5.0 1.00	5.0 0.95		5.0 1,00	5.0 1.00	5.0 1.00	5.0 1.00	5.0 0.95		5.0 1,00	5.0 1.00	5.0
Fit.	1.00	0.95		1.00	1.00	0.85	1.00	0.95		1.00	1.00	1.00 0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd: Flow (prot)	1770	3421		1770	1863	1583	1770	3433		1770	1863	1583
Flt Permitted	0.95	1.00	Antonios disa	0.95	1.00	1.00	0.47	1.00		0.58	1.00	1.00
Satd. Flow (perm)	1770	3421		1770	1863	1583	882	3433		1089	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	228	65	22	179	315	103	217	54	272	293	250
RTOR Reduction (vph)	0	27	0	0	0	228	0	30	0	0	0	169
Lane Group Flow (vph)	217	266	0	22	179	87	103	241	0	272	293	81
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	- 8			2			- 6	
Permitted Phases						8	2			6		6
Actuated Green, G (s)	12.9	29.5		2.6	19.2	19.2	22.5	22.5		22.5	22.5	22.5
Effective Green, g (s)	12.9	29.5	Manage Victoria e Carlo	2.6	19.2	19.2	22.5	22.5	ente limita in continuente a cara-	22.5	22.5	22.5
Actuated g/C Ratio	0.19	0.42		0:04	0.28	0.28	0.32	0.32		0.32	0.32	0.32
Clearance Time (s)	5.0	5.0	023/2020/2021	5.0	5.0	5.0	5.0	5.0	PETER ENGINEERS WATER	5.0	5.0	5.0
Vehicle Extension (s)	3,0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	328	1450	economico de la companya de la comp	66	514	437	285	1110	uwenwernen	352	602	512
v/s Ratio Prot	c0.12	0.08		0.01	c0.10		240	0.07			0.16	
v/s Ratio Perm	0.00	0.40		0.00	0.05	0.05	0.12	0.00		c0.25	- A 46	0.05
v/c Ratio	0.66	0.18		0.33	0.35	0.20	0.36	0:22		0.77	0.49	0.16
Uniform Delay, d1 Progression Factor	26.3 1.00	12.5 1.00		32.7 1.00	20.2 1.00	19.3 1.00	18.0 1.00	17.1 1.00		21.2 1.00	18.9 1.00	16.8 1.00
Incremental Delay, d2	4.9	0.1		3.0	0.4	0.2	0.8	0.1		10.1	0.6	0.1
Delay (s)	31.3	12.6		35,6	20.6	19,5	18.8	17.2		31.3	19.5	16.9
Level of Service	C	н <u>д.о</u> В		D	<u> 20.0</u> C	10.0 B	в	н. <b>.</b> В		C	В	В
Approach Delay (s)		20.5			20.6			17.7		•	22.7	
Approach LOS		C		Since the control of	C	out and the same of the same o		В			С	eriteria
igrepsection Suremary												
HCM Average Control Delay	/		20.9	H	CM Level	of Service	e		С			
HCM Volume to Capacity ra	tio		0.60									
Actuated Cycle Length (s)		***************************************	69.6		ım of lost		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	15.0	area and the second of the sec	and the second stay of the second	ena senzentut (1999) e anti-
Intersection Capacity Utiliza	tion		57.4%	IC	U Level c	f Service			В			
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	FBL	PET.		WEL	WET	WBR:	WEB	W 186	NER	SEL	SBT	SBR
Lane Configurations	n in the second	<b>ተ</b> ተጉ	kerva (dalak dera <del>k)</del> (kerva (dalak )	ች	ተተኈ	PACES CITATORNES	<b>**</b>	þ			4	7
Volume (vph)	90	1750	140	10	2000	30	90	40	15	30	50	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Util. Factor	1.00	0.91	S. CARROLLOS POR PONCIONA	1.00	0.91	STANSANANANAN OSSISSA	1.00	1.00	ereni kompanistra	DESCRIPTION CONTRACTOR	1.00	1.00
Fit	1.00	0.99		1.00	1.00		1.00	0.96			1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00	ALAN YANG SARA	ANTANES ATTENANCES	0.98	1.00
Satd Flow (prot) FIt Permitted	1770	5029		1770	5074		1770	1785			1829	1583
Satd. Flow (perm)	0.95 1770	1.00 5029		0.95 1770	1.00 5074		0.61	1.00 1785			0.88	1.00
	,		0.00	***************************************		0.00	1144		0.00	0.00	1646	1583
Peak-hour factor, PHF Adj. Flow (vph)	0.90 100	0.90 1944	0.90 156	0.90 11	0.90 2222	0.90 33	0.90 100	0.90	0.90 17	0.90	0.90	0.90
RTOR Reduction (vph)	100	19 <del>44</del> 5	190	0		. ຈວ 0	080270057057050050550	44 11	NAMES OF TAXABLE SAME OF TAXABLE SAME	33	56 0	211 104
Lane Group Flow (vph)	100	2095	0	11	2254	0	0 100	50	0 0	0 0	0 89	104
Turn Type	Prot	NA	U	Prot	ZZJ <del>4</del> NA	U	and the second second second second	NA	U	to the second section of the second section is	training the second section of the section of the second section of the section of t	
Protected Phases	1	NA 6		7101 5	NA 2		Perm	NA 4		Perm	NA 4	Perm
Permitted Phases	J	U		J	۷.		4	4		4	4	4
Actuated Green, G (s)	13.0	98.3		3.0	88:3		22.7	22.7		+	22.7	22.7
Effective Green, g (s)	15.0	101.3		5.0	91.3		24.7	24.7			24.7	24.7
Actuated g/C Ratio	0.11	0.72		0.04	0.65		0.18	0.18			0.18	0.18
Clearance Time (s)	5.0	6.0	latini bulkin mise.	5.0	6.0		5.0	5.0	Marie Cale Cale Cale Cale Cale Cale Cale Cal		5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3:0			3.0	3.0
Lane Grp Cap (vph)	189	3638	OVER THE PERSON NAMED IN	63	3308		201	314	. 20.000.000.0000.0000.0000.0000.0000.0	reconstanting)	290	279
v/s Ratio Prot	c0.06	0.42		0.01	c0.44			0.03				
v/s Ratio Perm	a wasan make tamus of is		A CONTRACTOR AND A CONT		ANGELED ALTERNATION WAS T	AN TERROR PORTS AND	c0.09		enancara neser	nas asana si en ana	0.05	0.07
v/c Ratio	0.53	0.58		0.17	0.68		0.50	0.16			0,31	0.38
Uniform Delay, d1	59.2	9.2	and the second s	65.5	15.2	PERSONAL CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CO	52.0	48.9	eranantikoanikanik; ete	rocuso-ermanografiae, actus	50.2	50.9
Progression Factor	0.95	0.49		1.00	1.00		1:00	1,00			1.00	1.00
Incremental Delay, d2	2.4	0.6		1.3	1.2		1.9	0.2	or other property and property	MARK # 200 200 400 400 400 400 400 400 400 400	0.6	0.9
Delay (s)	58.6	5.1		66.8	16.4		54:0	49.1			50.8	51.8
Level of Service	Е	Α		Е	В		D	D			D	D
Approach Delay (s)		7.6			16.6			52.1			51.5	
Approach LOS		Α			В			D			D	
niterseritori/Summercy: 4: 40												
HCM 2000 Control Delay		٠	15.9	HO	CM 2000 i	Level of S	Service		В			
HCM 2000 Volume to Capac	ity ratio		0.63									
Actuated Cycle Length (s)			140.0	Sı	ım of lost	time (s)		,	9.0	e en	ranga kana merina 1977 (1986)	orne della di SARONANI
Intersection Capacity Utilizat	on		66.1%	i ic	U Level o	f Service			- C			
Analysis Period (min)	1100 1411000111	.ucustosta	15						verse-Monskill		and the second s	
c Critical Lane Group												

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Moxemeni	FBL	EBF	ESK	WBL	WBT	WER	NBL	NBT	NER	886	SBT	SER
Lane Configurations	ሻ	<del>↑</del> ↑₽		ď	ተተ <sub>ጉ</sub>		7	f)			ર્ન	7
Volume (vph)	180	2440	280	35	1540	90	110	50	50	60	95	180
(deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Util. Factor	1.00	0.91	NATURE CONTRACTOR CONTRACTOR	1.00	0.91	osinara na antina na m	1.00	1.00	n e Channe y eliku ya yek wa yek	Zerra a La calvana i sucre a Pari Jacob	1.00	1.00
Frit	1.00	0.98		1.00	0.99		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00	nytahantikanansangan	0.95	1.00	OVERETY CHESIAN ASSOCIATION	0.95	1.00	num manatanan		0.98	1.00
Satd: Flow (prot)	1770	5007		1770	5043		1770	1723			1827	1583
Flt Permitted	0.95	1.00	DANSTA PANERBORRESSON STO	0.95	1.00		0.44	1.00	o www.uniowano.com	A Provincia de la compania de la co	0.78	1.00
Satd. Flow (perm)	1770	5007		1770	-5043		821	1723			1461	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vpn)	200	2711	311	39	1711	100	122	56	56	67	106	200
RTOR Reduction (vph)	0	10	0	0	4	0	0	28	0	0	0	161
Lane Group Flow (vph)	200	3012	0	39	1807	0	122	84	0	0	173	39
Turn Type	Prot	NA	a sesence con a company con	Prot	NA	a de santo en carrico de seva y ence	Perm	NA	chestiane hartetisku vas vistukk	Perm	NA	Perm
Protected Phases	1	6		5	2			4			4	The state of the s
Permitted Phases	anni makamatan	Zerostsommuno evitous	tuicestougescenteron	Galling transfer belongs and manners of	LATERAL PROPERTY OF THE TRANSPORTER	A DATE OF THE PARTY OF THE PARTY OF THE	4	Wilderstein alternation of the	Magnager / British Commission ( British Commission	4	AND THE PARTY OF T	4
Actuated Green, G (s)	18.8	83.9		6.7	71.8		23.4	23.4			23.4	23.4
Effective Green, g (s)	20.8	86.9	AMERICA SUPPLIES AND	8.7	74.8	ortaneananeaneaneanean	25.4	25.4	ELLECTOR OF THE PARTY OF THE CO	TEODO CONTACTO MONOS ANOMA	25.4	25.4
Actuated g/C Ratio	0.16	0.67		0.07	0.58		0.20	0.20			0.20	0.20
Clearance Time (s)	5.0	6.0		5.0	6.0	staniguose nerginya	5.0	5.0	needonnous wedonese	25.54.6555A1155A53385A5A	5.0	5.0
Vehicle Extension (s)	3.0	3.0	1000	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	283	3346	er resident all talles and all the	118	2901	range outside the property	160	336		of any or state the state of th	285	309
v/s Ratio Prot	c0.11	c0.60		0.02	0.36			0.05				
v/s Ratio Perm	AMERIKA CIPER CHERRANICO (F	en allen er en	hrs/minimanara-sara		contrarentes en contra	Managaran da anama	c0.15	MATERIAN DE LE COMPANION DE LA		cro. vo. zwienocii etterni	0.12	0.02
v/c Ratio	0.71	0.90		0.33	0.62		0.76	0.25			0.61	0.13
Uniform Delay, d1	51.7	17.9	g Wasawa kacamatan ka	57.9	18.3	National Annies (Company of the Company of the Comp	49.4	44.2	NATIONAL POR LA CONTRACTOR	e may letter vetos transctus	47.7	43.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	7.8	4.4	avuesamenomen.	1.6	1.0	Cantago V. (1925-1914) Summer on	19.1	0.4	Zvalostis razisti di virizi erres	anemasimonemanis	3.6	0.2
Delay (s)	59.5	22,4		59.5	19:3		68.6	44.6			51,4	43.3
Level of Service	E	C	062001-02004-0800	E	В	ATPERCONSTRUCTORS	E	D	and and the contract of the co	and dealers out out out of	D	D
Approach Delay (s)		24.7			20.1			57.1			47.1	
Approach LOS		С			С			E			D	
illecedion/Summary :: #												
HCM 2000 Control Delay	(* 1812 (* 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1818 † 1	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	26.0	Н	CM 2000 I	_evel of S	Service		С	SALED BLUMBING WAS DEED	manama (dangara)	поинаприлов.
HCM 2000 Volume to Capaci	tv ratio		0:86									
Actuated Cycle Length (s)	es <b>e</b> ssenen oktober 13550	augu kongres migali 1988.	130.0	Su	ım of lost	time (s)	STATE OF STA	esani etti KistiXii (ett	9.0		Wild Conference (Conference Conference Confe	69976/IEEEGIATHA
Intersection Capacity Utilizati	on		81.7%	-TENNESS SOURCE STATE OF THE PERSON OF	U Level o				D			
Analysis Period (min)	and the second s	erander (den er	15	anna 1990 I ATEL	นองกระ แบบหน้าสิ่งสินให้เรื่องใ	eneralisti ili ili		-contratable (VIII)		oosettette tillen tillen som	ana manakatan (1916)	overesses en
c Critical Lane Group								0.00	rrego (sumaron (			

$\mathcal{A} \rightarrow \mathcal{A} \leftarrow \mathcal{A} \rightarrow \mathcal{A}$	
Movement EBL EST WET WER SBL SBR	
Lane Configurations ካ ተተተ ተተ	HIII MATANAMANA MATANAMANAMANA MATANAMANA MATANAMANAMANA MATANAMANA MATANAMANAMANA MATANAMANA MATANAMANAMANA MATANAMANA MATANAMANA MATANAMANA MATANAMANA MATANAMANA MATANAMANA MATANAMANA MATANAMANA M
Volume (vph) 10 1790 2160 190 50 20	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900	CONTRACTOR PARAMETERS
Total Lost time (s) 3.0 3.0 3.0 3.0	
Lane Util. Factor 1.00 0.91 0.91 0.97 1.00	CONTROL NOT CONTROL OF CONTROL
Frt 1.00 1.00 0.99 1.00 0.85	
Flt Protected 0.95 1.00 1.00 0.95 1.00	#5000000000000000000000000000000000000
Satd. Flow (prot) 1770 5085 5024 3433 1583	
Flt Permitted 0.95 1.00 1.00 0.95 1.00	The state of the s
Satd. Flow (perm) 1770 5085 5024 3433 1583	
Peak-hour factor, PHF 0.90 0.90 0.90 0.90 0.90 0.90	
Adj. Flow (vph) 11 1989 2400 211 56 22	
RTOR Reduction (vph) 0 0 5 0 0 19	annathroun tall alternation a load
Lane Group Flow (vph) 11 1989 2606 0 56 3	
Turn Type Prot NA NA NA Perm	
Protected Phases 1 6 2 4	
Permitted Phases 4	
Actuated Green, G.(s) 3:0 110.3 102.3 18.7 18.7	
Effective Green, g (s) 5.0 113.3 105.3 20.7 20.7	at woods transfer branches are not a second
Actuated g/C-Ratio 0.04 0.81 0.75 0.15 0.15	
Clearance Time (s) 5.0 6.0 6.0 5.0 5.0	Withhelman
Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0	
Lane Grp Cap (vph) 63 4115 3779 508 234	
v/s Ratio Prot 0:01 c0:39 c0:52 c0:02	
v/s Ratio Perm 0.00	renes and Revious Manager NESSE
v/c Ratio 0.17 0.48 0.69 0.11 0.01	
Uniform Delay, d1 65.5 4.2 8.9 51.7 50.9	on market treament stational designations.
Progression Factor 1:00 1:00 1:00 1:00	
Incremental Delay, d2 1.3 0.4 1.0 0.1 0.0	en and enterior and the original history
Delay (s) 66:8 4:6 10:0 51:8 51:0	
Level of Service E A A D D	e e commerciale de la commerciale del commerciale de la commercial
Approach: Delay (s) 4.9 10.0 51.5	
Approach LOS A A D	THE PARTY OF THE P
Intersection Summary	
HUM Average Control Delay 8.5 HUM Level of Service A	and the second of the second s
HCM Average Control Delay 8.5 HCM Level of Service A HCM Volume to Capacity ratio 0:59	
HCM:Volume to Capacity ratio 0:59	
HCM Volume to Capacity ratio 0.59  Actuated Cycle Length (s) 140.0 Sum of lost time (s) 9.0	
HCM:Volume to Capacity ratio 0.59	

	•	-	₩	•	-	4		
Movement	EBL		WE?	WER	SBL	SEP		
Lane Configurations	15	ተተተ	ተተጐ		ሻሻ	7		THE OWNER OF THE OWNER OWN
Volume (vph)	30	2400	1790	300	260	50		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	seart man the control of the control	NAMES AND ASSOCIATION OF THE PARTY OF THE PA
Total Lost time (s)	2,5	3.0	3.0		2.5	2.5		
Lane Util. Factor	1.00	0.91	0.91	The Company Control of Principles	0.97	1.00	. Tren two triangles of the second	technicity could be made a top could
Frt	1.00	1.00	0.98		1.00	0.85		
Flt Protected	0.95	1.00	1.00	101171111111111111111111111111111111111	0.95	1.00	and the second s	\$131,202,714,000,1918100,00 s100,920,00
Satd. Flow (prot)	1770	5085	4976		3433	1583		
Flt Permitted	0.95	1.00	1.00	-	0.95	1.00		
Satd. Flow (perm)	1770	5085	4976		3433	1583		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	33	2667	1989	333	289	56		
RTOR Reduction (vph)	0	0	13	0	0	47	e-mentalistic orientation contraction to contract themselves to the contraction of the co	energia de la companya del companya della companya
Lane Group Flow (vph)	33	2667	2309	0	289	9		
Turn Type	Prot	NA	NA		NA	Perm		
Protected Phases	1	6	2		4			
Permitted Phases	**************************************		and to emport of the Control of Particles	TO STATE OF THE ST	Sear Charles Street Page	4	deren i 15 semme 1700 dem meter i 15 sem i 15 i 1	novembro de la constanti de la
Actuated Green, G (s)	5.6	109.4	99,3		20.1	20.1		
Effective Green, g (s)	7.6	112.4	102.3	01-00-000-00-00-00-00-00-00-00-00-00-00-	22.1	22.1	and the second s	311410cc13475c4124114c5411
Actuated g/C Ratio	0.05	0.80	0.73		0.16	0.16		
Clearance Time (s)	4.5	6.0	6.0	11 11/4 1 100 11/4 ( 1-12 11/4 ) 11 11 11/4 11/4 11/4 11/4 11/4 1	4.5	4.5	and the second s	and the second s
Vehicle Extension (s)	3,0	3:0	3.0		3.0	3,0		
Lane Grp Cap (vph)	96	4083	3636		542	250		
v/s Ratio Prot	0.02	c0.52	0.46		c0.08			
v/s Ratio Perm	renementarisment passas escue	w.zomawanenjeroje	ndmines villette Artes Vil	40041-940-741-9440941111	SHILL SHIP SHIP SHIP SHIP SHIP SHIP SHIP SHIP	0.01	One areas residence extensive transfer the properties of the contract of the	SHADSSAMALAC SASKA VERSON
v/c:Ratio	0.34	0.65	0.63		0.53	0,04		
Uniform Delay, d1	63.8	5.7	9.5	римиреченове <i>лист</i>	54.2	49.9	u marian u nos autorias marias socias cultura discomentativas de securitorio de securi	A CHARLES CONTRACTOR AND
Progression Factor	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d2	2.1	0.8	0.9	ice and in the second	1.0	0.1	And the second s	WANTED CONTRACTORS
Delay (s)	65.9	6.5	10.3		55.2	50.0		
Level of Service	E	Α	В		Ε	D		
Approach Delay (s)		7.3	10.3		54.4			
Approach LOS		Α	В		D	1 1 1 1 1 1 1 1 1 1	and recognition of the page 11/2	
nterseobon/Sommanyews.								
HCM Average Control Delay			11.6	НС	M Level	of Service	В	
HCM Volume to Capacity rat			0.63					
Actuated Cycle Length (s)	0400949014001 PV: 000464 1 2 VII	erarenti izzezekiletek	140.0	Su	m of lost	time (s)	5.5	elektrik karan karan baran da karan baran ba
Intersection Capacity Utilization 60:5%					of Service	В		
Analysis Period (min)	····.strumusiditeiteilitei	aramenteriologicalistics	15	energet hat a til George et Stelle	enter at 100 to 100 to 100 to	en process and the second section of the second second		
c Critical Lane Group								