LSC TRANSPORTATION CONSULTANTS, INC.



1889 York Street Denver, CO 80206 (303) 333-1105 FAX (303) 333-1107 E-mail: lsc@lscdenver.com

November 29, 2021

Mr. Richard Bratton Gunnison Valley Properties, LLC 864 W. South Boulder Road, Suite 200 Louisville, CO 80027

Re: Gunnison Rising
Summary of Previous Studies
Gunnison, CO
LSC #210040

Dear Mr. Bratton:

In response to the project team's request, LSC Transportation Consultants, Inc. has prepared this memorandum summarizing our work on previous traffic studies and CDOT access permits for the proposed Gunnison Rising development in Gunnison, Colorado.

GUNNISON RISING MASTER TRAFFIC STUDY - BASIS OF ANNEXATION AND PUD APPROVAL

The *Gunnison Rising* - "Authentically Colorado" Master Plan Level Traffic Impact Analysis was completed by LSC on December 12, 2006. A *Transportation Update Memo* was completed on June 8, 2007 to address minor changes in the land use plan. These documents provide the transportation details that supported the annexation of the property into the City of Gunnison and the approved PUD.

US HIGHWAY 50 ACCESS STUDY - CONCEPTUAL APPROVAL OF ACCESS A THROUGH ACCESS F

The City of Gunnison and CDOT completed the November, 2013 Access Study for US Highway 50 from Milepost 157.344 at SH 135 east to Milepost 161.250 which is further east than Ute Lane (East). The study was completed per the agreements reached with the annexation of the Gunnison Rising property noted above and included Access A through Access F. It also assumed local connectivity west to College Avenue, Georgia Avenue, and San Juan Avenue.

GUNNISON RISING GOVERNMENT CAMPUS SUBDIVISION TRAFFIC IMPACT STUDY - BASIS FOR ACCESS PERMITS FOR ACCESS E AND F

The first two access permits issued for Gunnison Rising are a public access aligning with Ute Lane (West) for public access and an emergency-only access aligning with Ute Lane (East).

These access permits will serve the planned Government Campus and RV Campground area of Gunnison Rising. Access Permit #320085 was issued for Access E on September 24, 2020 and updated with Access Permit #321037 on March 15, 2021. Access Permit #320086 was issued for Access F on September 24, 2020. A one-year extension was granted for Access Permit #320086 and a one-year extension will be needed for Access Permit #321037 by March 15, 2022. Once this occurs, both active access permits will have one one-year extension available. These actions were supported by the August 28, 2020 and subsequent February 12, 2021 *Gunnison Rising Government Campus Subdivision TIA* by LSC. The applicant team is actively preparing construction plans for Access E and F to secure approval from CDOT (NTP) to construct the improvements in 2022.

GUNNISON RISING ACCESS POINTS A AND B TRAFFIC IMPACT STUDY

An access permit from CDOT is currently being pursued for Access B. The February 25, 2021 *Gunnison Rising Access Points A and B TIA* by LSC was completed to support this effort. The TIA assumed US 50 access at Access A and Access B and local access west to College Avenue and Georgia Avenue. It was determined through coordination with CDOT that it would be best to submit the TIA for CDOT review and then submit access permit applications once CDOT's comments had been addressed.

CDOT's review of the TIA resulted in CDOT suggesting roundabout control for the Access B intersection on US 50 rather than traffic signal control as presented in the TIA and that the two access points would be consistent with, if not identical to, the *US 50 Access Control Plan* because the applicant is no longer interested in permitting Access C to the east of Access B. The applicant reserves the right to permit Access A and Access D in the future.

A virtual coordination meeting was held with CDOT at which the applicant expressed interest in the roundabout option so CDOT agreed to have their consultant, Kimley-Horn, prepare a conceptual roundabout layout for the applicant to consider. The conceptual layout was provided by CDOT in late August, 2021 and was reviewed positively by the applicant team because a roundabout would calm speeds and could be built with an initial phase and not need a warrant to be met prior to construction as the case would be with traffic signal control. The project team forwarded detailed Survey and CAD files in late September, 2021 to CDOT to further refine the roundabout design. This process is still ongoing. Once a design and cost estimate are available, a roundabout vs. traffic signal decision will be made and the traffic study updated if appropriate and submitted to CDOT with an "Access B" access permit application.

* * * * *

We trust our findings will assist you in your planning efforts for the proposed Gunnison Rising development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

Christopher S. McGranahan, PE, PTOE

Principal

CSM/wc

11-29-21

Enclosures:

 $W: LSC \backslash Projects \\ 2021 \\ 210040-GunnisonRising Phase \\ 2 \backslash Report \\ Nov-2021 \\ GunnisonRising-Summary-112921. \\ wpd \\ Rising-Summary-112921. \\ wpd \\ Ri$

LSC TRANSPORTATION CONSULTANTS, INC.



1889 York Street Denver, CO 80206 (303) 333-1105 FAX (303) 333-1107 E-mail: lsc@lscdenver.com

February 25, 2021

Mr. Richard Bratton Gunnison Valley Properties, LLC 864 W. South Boulder Road, Suite 200 Louisville, CO 80027

Re: Gunnison Rising
Access Points A and B
Gunnison, CO
LSC #210040

Dear Mr. Bratton:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis (CDOT Level III traffic study) for the proposed Gunnison Rising Access Points A and B. As shown on Figure 1, the site is located north and south of US Highway (US) 50 on the far east end of Gunnison, Colorado.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; an adjustment of the traffic volumes for the ongoing pandemic; the typical weekday site-generated traffic volume projections for the site; the short-term and long-term assignment of the projected traffic volumes to the area roadways; the projected short-term and long-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the site's traffic impacts. The scope of work is consistent with the attached TIS Methodology Form.

LAND USE AND ACCESS

The Access Points A and B site is proposed to include about 168 single-family dwelling units, about 72 townhome dwelling units, about 176 apartment dwelling units, about 9,500 square feet of retail space, about 4,000 square feet of restaurant space, about a 1,000 square-foot single-tenant office building, a 1,500 square-foot drinking place, a 200 square-foot coffee shop, and a 2,000 square-foot day care center.

Access is proposed to US 50 in two locations as shown in the site plan in Figure 2. The western access (Access A) will be three-quarter to the north by 2030 and right-in/right-out to the south

by 2041. The eastern access (Access B) will be full movement by 2030 and signalized once traffic signal warrants are met.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **US Highway 50 (US 50)** is an east-west, two-lane US highway adjacent to the site. It is designated R-A (Regional Highway) by CDOT per the attached CDOT Straight Line Diagram. The intersection with Adams Street is stop-sign controlled and shown as a full movement intersection in the *US 50 Access Control Plan* (ACP). An excerpt from the ACP is attached for reference. The posted speed limit in the vicinity of the site is 65 mph.
- **Adams Street** is a north-south, two-lane local roadway west of the site. The intersection with US 50 is stop-sign controlled. No speed limit is posted in the vicinity of the site.
- **College Avenue** is an east-west, two-lane local roadway west of the site. The intersection with Adams Street is stop-sign controlled. No speed limit is posted in the vicinity of the site.

Existing Sight Distance

There is good sight distance in each direction of US 50 from the proposed access locations.

Existing Traffic Conditions

Figure 3a shows the existing January 2021 weekday traffic volumes, existing lane geometry and the existing traffic controls in the vicinity of the site. The weekday peak-hour traffic volumes and average daily traffic volumes are from the attached traffic counts conducted by Counter Measures in January, 2021.

Pandemic Adjustment

Figure 3b shows the estimated July traffic volumes adjusted for the ongoing pandemic. These volumes are consistent with the existing July traffic volumes in the attached Figure 3b of the *Gunnison Rising Government Campus Subdivision TIA* by LSC.

2030 and 2041 Background Traffic

Figure 4 shows the estimated 2030 background traffic which assumes an annual growth rate of 0.2 percent based on the CDOT 20-year factor of 1.04 plus other areas of Gunnison Rising expected to be developed by 2030.

Figure 5 shows the estimated 2041 background traffic which assumes an annual growth rate of 0.2 percent based on the CDOT 20-year factor of 1.04 plus development of the balance of

Gunnison Rising planned through 2041. It also assumes half of the school trips are internal to the north side of US 50.

Existing, 2030, and 2041 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in the study area were analyzed to determine the existing, 2030, and 2041 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **Adams Street/College Avenue:** All movements at this unsignalized intersection currently operate at LOS "A" during both morning and afternoon peak-hours and are expected to do so through 2041.
- **US 50/Adams Street:** All movements at this unsignalized intersection currently operate at LOS "C" or better during both morning and afternoon peak-hours and are expected to do so through 2030. By 2041, all movements are expected to operate at LOS "D" or better with the following exception: The northbound approach is expected to operate at LOS "E" in the afternoon peak-hour.
- **US 50/West Site Access (Access A):** All movements at this stop-sign controlled intersection are expected to operate at LOS "B" or better during both peak-hours through 2041.
- **US 50/East Site Access (Access B):** All movements at this stop-sign controlled intersection are expected to operate at LOS "C" or better during both peak-hours through 2030. By 2041 several movements are expected to operate at LOS "E" or "F" during both peak-hours with stop-sign control.

TRIP GENERATION

Tables 2a and 2b show the estimated average daily, weekday morning peak-hour, and weekday afternoon peak-hour trip generation potential for the proposed site through both 2030 and 2041 based on the rates from *Trip Generation*, 10th Edition, 2017 by the Institute of Transportation Engineers (ITE).

At buildout the site is projected to generate about 4,389 external vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 91 vehicles would enter and about 207 vehicles would exit the site. During the afternoon peakhour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 256 vehicles would enter and about 164 vehicles would exit. These volumes will be reduced by internal trips. The Access Points A and B site land uses are shaded in Tables 2a and 2b. The balance of the land uses in Tables 2a and 2b are the background traffic expected from the balance of Gunnison Rising through both 2030 (Table 2a) and 2041 (Table 2b).

These estimates include an internal trip rate of two percent for the AM peak-hour traffic, five percent for the daily traffic, and eight percent for the PM peak-hour traffic.

TRIP DISTRIBUTION

Figure 6 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; the site's proposed land use; and on the attached TIS methodology form.

TRIP ASSIGNMENT

Figure 7 shows the assignment of site-generated traffic volumes for the site based on the directional distribution percentages (from Figure 6) and the shaded line items in the trip generation estimate (from Tables 2a or 2b).

2030 AND 2041 TOTAL TRAFFIC

Figure 8 shows the 2030 total traffic which is the sum of the 2030 background traffic volumes (from Figure 4) and the site-generated traffic volumes (from Figure 7). Figure 8 also shows the recommended 2030 lane geometry and traffic control.

Figure 9 shows the 2041 total traffic which is the sum of the 2041 background traffic volumes (from Figure 5) and the site-generated traffic volumes (from Figure 7). Figure 9 also shows the recommended 2041 lane geometry and traffic control.

PROJECTED LEVELS OF SERVICE

The intersections in the study area were analyzed as appropriate to determine the 2030 and 2041 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **Adams Street/College Avenue:** All movements at this stop-sign controlled intersection are expected to operate at LOS "A" during both peak-hours through 2041.
- **US 50/Adams Street:** All movements at this stop-sign controlled intersection are expected to operate at LOS "D" or better during both peak-hours through 2030. By 2041, the northbound and southbound approaches are expected to operate at LOS "E" or "F" in both peak-hours. As a signalized intersection it is expected to operate at an overall LOS "A" during both peak-hours.
- **US 50/West Site Access (Access A):** All movements at this stop-sign controlled intersection are expected to operate at LOS "C" or better during both peak-hours through 2041.
- **US 50/East Site Access (Access B):** All movements at this stop-sign controlled intersection are expected to operate at LOS "D" or better during both peak-hours through 2030 with the following exception: The northbound left-turn movement is expected to operate at LOS "E" in the afternoon peak-hour with stop-sign control. By 2041, both the north-

bound left and southbound left-turn movements are expected to operate at LOS "E" or "F" during both peak-hours. As a signalized intersection it is expected to operate at LOS "A" during the morning peak-hour and LOS "B" during the afternoon peak-hour.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

- The site is projected to generate about 4,389 external vehicle-trips on the average week-day, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 91 vehicles would enter and about 207 vehicles would exit the site. During the afternoon peak-hour, about 256 vehicles would enter and about 164 vehicles would exit.
- 2. The trip generation estimates will be reduced by an internal trip rate of two percent for the AM peak-hour traffic, five percent for the daily traffic, and eight percent for the PM peak-hour traffic.

Projected Levels of Service

- 3. All movements at the unsignalized Adams Street/College Avenue and US 50/West Site Access (Access A) intersections are expected to operate at LOS "C" or better through 2041.
- 4. A few side road movements at the US 50/Adams Street and US 50/East Site Access (Access B) intersections are expected to operate at LOS "E" or "F" by 2041. If signalized these intersections are expected to operate at an overall LOS "B" or better.

Conclusions

5. The impact of the Gunnison Rising Access Points A and B can be accommodated by the existing and proposed roadway network with the recommended improvements.

Recommendations

- 6. The recommended improvements are shown in Figure 8.
- 7. The US 50/Eastern Site Access (Access B) intersection should be signalized once traffic signal warrants are met.

* * * * *

We trust our findings will assist you in gaining approval of the proposed Gunnison Rising Access Points A and B development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

Christopher S. McGranahan, PE, PTOE

Principal

CSM/wc

2-25-21

Enclosures: Tables 1 through 2b

Figures 1 - 9

TIS Methodology Form

CDOT Straight Line Diagram

CDOT US 50 Access Control Plan Excerpt

Traffic Count Reports Level of Service Definitions Level of Service Reports

 $W: LSC \backslash Projects \backslash 2021 \backslash 210040-GunnisonRisingPhase2 \backslash Report \backslash GunnisonRising-AccessPoints A \&B-022521.wpd$

Table 1 Intersection Levels of Service Analysis Gunnison Rising Access A and B Gunnison, CO LSC #210040; February, 2021

	Traffic	Existing Level of Service	Level of Service	Backgrou Level of Service	030 und Traffic Level of Service	Total Level of Service	30 Traffic Level of Service	Backgrou Level of Service	141 Ind Traffic Level of Service	Total Level of Service	141 Traffic Level of Service	2041 Tota Mitig Level of Service	ated Level of Service
Intersection Location	Control	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Adams Street/College Avenue WB Approach SB Left/Through Critical Movement Delay	TWSC	A A 9.0	A A 9.0	A A 9.0	A A 9.0	A A 9.1	A A 9.3	A A 9.1	A A 9.3	A A 9.2	A A 9.4		
E. Tomichi Avenue (US 50)/Adams Street NB Approach EB Left WB Left SB Approach Critical Movement Delay	TWSC	B A A B 13.1	C A A B 15.7	C A A B 16.0	C A A C 18.1	C A A C 21.2	D A A C 29.4	D A A D 29.8	E A A D 42.6	E B A E 47.8	F B B F 99.2		
EB Left EB Through/Right WB Left WB Through/Right NB Approach SB Approach Entire Intersection Delay (sec./veh.) Entire Intersection LOS	Signalized											A A A C C C 5.0	A A A C C C 7.2 A
E. Tomichi Avenue (US 50)/West Site Access NB Right EB Left SB Right Critical Movement Delay	TWSC	 	 	 	 	 A A 8.5	 A A 9.1	A 0.0	B 13.8	A A A 9.9	C B A 15.5		
E. Tomichi Avenue (US 50)/East Site Access NB Left NB Through/Right or Right EB Left WB Left SB Left SB Through/Right Critical Movement Delay	TWSC	 	 	C B A 15.2	C B A 17.7	C B A A C B 23.7	E C A A D B 44.1	F C A A D B 51.2	F C A A E B >240	F C A A E C	F E A A F C >240		
EB Left EB Through EB Right WB Left WB Through WB Right NB Left NB Through/Right SB Left SB Through/Right Entire Intersection Delay (sec./veh.) Entire Intersection LOS	Signalized											A A A A D C D B 9.7 A	A A A B A D C C A 12.7 B

Table 2a ESTIMATED TRAFFIC GENERATION THROUGH 2030 Gunnison Rising - Access A & B TIA

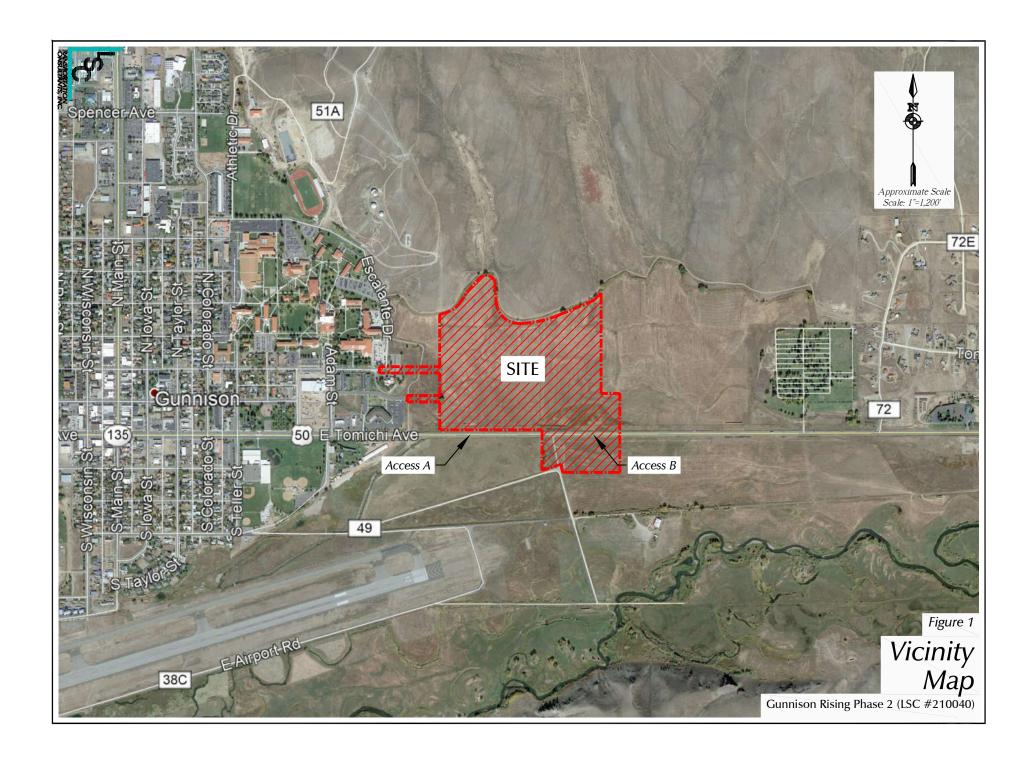
Gunnison, CO LSC #210040; February, 2021

					ration Ra					ps Gene		
					ak-Hour			_		-Hour F		
Phase 1	Trip Generating Category	Quantity	Average Weekday	In	djacent S Out	Street I In	Out	Average _ Weekday	of Adj In	acent St Out	reet Fra In	iffic (
					_		_	rroomaay		Out		
ND NOR	TH OF US HIGHWAY 50 - The shaded a	areas are the "Site"	and all other	s are ba	ckground	d traffic	c.					
021-2025	5 ACCESS A, B, COLLEGE											
2	Single-Family Detached (2)	84 DU ⁽³⁾	9.44	0.185	0.555	0.624	0.366	793	16	47	52	
2	Townhomes (4)	36 DU	7.32	0.106	0.354	0.353	0.207	264	4	13	13	
2	Apartments (4)	64 DU	7.32	0.106	0.354	0.353	0.207	468	7	23	23	
2	Drinking Place ⁽⁵⁾	1.5 KSF ⁽⁶⁾	56.80	0.000		7.498		85	0	0	11	
2	Coffee/Donut Shop (7)	0.2 KSF	505.70		49.559			101	10	10	4	
	Retail ⁽⁸⁾											
2		3.5 KSF	37.75	0.583		1.829		132	2	1	6	
2	Restaurant ⁽⁹⁾	2.5 KSF	83.84	0.489	0.241 Sub-	5.226 Total P	2.574 hase 2 =	210 2,053	1 40	95	13 122	
26-2030	O ACCESS A, B, COLLEGE, GEORGIA				Oub-	Total I	nase z –	2,000	40	30	122	
3	Single-Family Detached	84 DU	9.44	0.185	0.555	0.624	0.366	793	16	47	52	
3	Townhomes	36 DU	7.32	0.106	0.354	0.353	0.207	264	4	13	13	
3	Apartments	112 DU	7.32	0.106	0.354	0.353	0.207	820	12	40	40	
3	Day Care Center ⁽¹⁰⁾	2 KSF	47.62	5.830	5.170	5.226	5.894	95	12	10	10	
3	Restaurant	1.5 KSF	83.84	0.489	0.241	5.226	2.574	126	1	0	8	
3	Retail	1 KSF	37.75	0.583	0.357	1.829	1.981	38	1	0	2	
							hase 3 =	2,136	46	110	125	
IASES (6-10 2041 AND BEYOND	Total Trips T	'ND North of	IIC Liab		Theo	h 2020 –	4 400	86	205	247	
		rotal Imps i	ND NORTH OF	US HIGH	iway 50 i	illoug	11 2030 -	4,189	00	205	241	
AKER D	DISTRICT SOUTH OF US HIGHWAY 50 -	The shaded areas	are the "Site'	" and all	others a	re bacl	ground t	raffic.				
	5 ACCESS E Government Office Building (13)	26 KCE	22.50	0.505	0.005	0.400	4 202	040	00	20	15	
1		36 KSF	22.59	2.505	0.835	0.428		813	90	30	15	
1	General Light Industrial (14)	16 KSF	4.96	0.616	0.084	0.082		79	10	1	1	
3	RV Park ⁽¹⁵⁾	150 Units	1.35	0.076	0.134	0.176		203	11	20	26	
204 0001	- D OD 40				Sub-	Total P	hase 1 =	1,095	111	51	42	
	5 B, CR 49	5.1/OF	07.75	0.500	0.057	4 000	4.004	100	•	•	•	
2	Retail (16)	5 KSF	37.75	0.583	0.357	1.829	1.981	189	3	2	9	
2	Single-Tenant Office (16)	1 KSF	11.25	1.584	0.196 Sub		1.454 hase 2 =	200	<u>2</u> 5	2	9	_
26-2030	D ACCESS E				Gub-	TOLALF	nase z –	200	J	2	3	
1	Government Office Building	8 KSF	22.59	2.505	0.835	0.428	1.283	181	20	7	3	
1	General Light Industrial	20 KSF	4.96	0.616	0.084	0.082	0.548	99	12	2	2	
3	RV Park	150 Units	1.35	0.076	0.134	0.176	0.095	203	11	20	26	
					Sub-	Total P	hase 3 =	483	43	29	31	
26-2030	O ACCESS A, B, CR 49											
4	Single-Tenant Office	2 KSF	11.25	1.584	0.196	0.257		23	3	0	1	
4	Research & Development (17)	3 KSF	11.26	0.315	0.105	0.074		34	1	0	0	
4	Building Materials ⁽¹⁸⁾	20 KSF	18.05	0.989	0.581	0.968	1.092	361	20	12	19	
4	Single-Tenant Office	4 KSF	11.25	1.584	0.196	0.257	1.454	45	6	1	1	
4	Nursery Garden Center (19)	1.5 KSF	68.1	1.215	1.215	3.470	3.470	102	2	2	5	
4	Quick Lube Shop (20)	1.5 KSF	69.57	4.350	1.450	3.654		104	7	2	5	
4	General Light Industrial	3 KSF	4.96	0.616	0.084	0.082		15	2	0	0	
4	Mini-Warehouse (21)	5 KSF	1.51	0.060	0.040	0.080		8	0	0	0	
•	Willia Walleneage	o noi	1.01	0.000			hase 4 =	692	41	17	31	
	_											
	То	tal Trips Maker Dist	rict South of	US High	way 50 1	Throug	h 2030 =	2,470	200	99	113	
				To	otal Trips	Throug	h 2041 =	6,659	286	304	360	
					Inte	rnal Tri	ps (25) =	333	6	6	29	

- (2) ITE Land Use No. 210 Single-Family Detached Housing
- (3) DU = Dwelling Unit
- (4) ITE Land Use No. 220 Multifamily Housing (Low-Rise)
- (5) ITE Land Use No. 925 Drinking Place daily rates assumed to be 5x PM peak hour rate closed in the morning
- (6) KSF = 1,000 square feet
- (7) ITE Land Use No. 936 Coffee/Donut Shop without drive-through Daily rate assumed to be 5x AM peak hour rate
- (8) ITE Land Use No. 820 Shopping Center
- (9) ITE Land Use No. 931 Quality Restaurant PM peak distribution used for AM peak as well
- (10) ITE Land Use No. 565 Day Care Center
- (11) Intentionally left blank
- (12) Intentionally left blank
- (13) ITE Land Use No. 730 Government Office Building
- (14) ITE Land Use No. 110 General Light Industrial
- (15) ITE Land Use No. 416 Campground/Recreational Vehicle Park: no weekday rate so 5x PM Peak Rate was used
- (16) ITE Land Use No. 715 Single Tenant Office Building
- (17) ITE Land Use No. 760 Research & Development Center
- (18) ITE Land Use No. 812 Building Materials & Lumber Store
- (19) ITE Land Use No. 817 Nursery (Garden Center) no AM or PM peak-hour distribution available so 50% in/out was used
- (20) ITE Land Use No. 941 Quick Lubrication Vehicle Shop
- (21) ITE Land Use No. 151 Mini-Warehouse
- (22) Intentionally left blank (23) Intentionally left blank
- (24) Intentionally left blank
- (25) Internal trips were assumed to be two percent in the AM peak-hour, five percent for daily, and eight percent in the PM peak-hour

Table 2b ESTIMATED TRAFFIC GENERATION FOR OVERALL SITE THROUGH 2041 Gunnison Rising - Access A & B TIA Gunnison, CO LSC #210040; February, 2021

•												
•		-			ak-Hour	PM Peak-H			M Peak	s Genera -Hour F	PM Peak	
IND NORTH OF US H	iting Category	Quantity	Average Weekday		djacent Out	Street Traffic In Out		Average Weekday	of Adj In	jacent St Out	reet Traf In	fic Out
	IGHWAY 50 - The shad	ded areas are the "Site"	and all ot	hers are b	oackgro	und traffic.						
2021-2025 ACCESS A	, B, COLLEGE											
	amily Detached (2)	84 DU ⁽³⁾	9.44	0.185	0.555		366	793	16	47 13	52	31 7
2 Apartme		36 DU 64 DU	7.32 7.32	0.106 0.106	0.354 0.354		207 207	264 468	4 7	23	13 23	13
2 Drinking		1.5 KSF ⁽⁶⁾	56.80	0.000	0.000		362	85	0	0	11	6
2 Coffee/D 2 Retail ⁽⁸⁾	onut Shop ⁽⁷⁾	0.2 KSF 3.5 KSF	505.70 37.75	51.581 0.583	49.559 0.357	18.155 18. 1.829 1.9	.155 981	101 132	10 2	10 1	4 6	7
2 Restaura	int ⁽⁹⁾	2.5 KSF	83.84	0.489	0.241			210	1	1	13	74
2026-2030 ACCESS A	, B, COLLEGE, GEOR					o-Total Phase		2,053	40	95	122	
3 Single-F 3 Townhoi	amily Detached nes	84 DU 36 DU	9.44 7.32	0.185 0.106	0.555 0.354		366 207	793 264	16 4	47 13	52 13	31
3 Apartme	nts	112 DU	7.32	0.106	0.354	0.353 0.2	207	820	12	40	40	23
3 Day Car 3 Restaura	e Center ⁽¹⁰⁾ Int	2 KSF 1.5 KSF	47.62 83.84	5.830 0.489	5.170 0.241		894 574	95 126	12 1	10 0	10 8	12
3 Retail		1 KSF	37.75	0.583	0.357 Sub	1.829 1.9 5-Total Phase		2,136	1 46	0 110	2 125	79
	, B, D, COLLEGE, GEO amily Detached	DRGIA 119 DU	9.44	0.185	0.555	0.624 0.3	366	1,123	22	66	74	44
4 Townhoi	nes	54 DU	7.32	0.106	0.354	0.353 0.2	207	395	6	19	19	11
		160 DU	7.32	0.106	0.354 Sul	0.353 0.2 o-Total Phase	207 e 4 =	1,171 2,689	17 45	57 142	56 149	33 88
	, B, D, COLLEGE, GEC amily Detached	D RGIA 105 DU	9.44	0.185	0.555	0.624 0.3	366	991	19	58	66	38
5 Townhor 5 Apartme		45 DU 96 DU	7.32 7.32	0.106 0.106	0.354 0.354		207 207	329 703	5 10	16 34	16 34	20
5 Restaura		2 KSF	83.84	0.489	0.241	5.226 2.5	574	168	1	0	10	
5 Retail 5 Element	ary School ⁽¹¹⁾	3 KSF 300 Students	37.75 1.89	0.583 0.362	0.357 0.308		981 088	113 567	2 109	1 92	5 25	27
5 Middle S		300 Students	2.13	0.313	0.267	0.083 0.0	087	639	94	80	25	26
PHASES 6-10 2041 AM	ID BEYOND					o-Total Phase		3,510	240	281	181	13
		Total Trips TI	ND North o	of US High	hway 50	Through 20	41 =	10,388	371	628	577	372
MAKER DISTRICT SO	UTH OF US HIGHWAY	50 - The shaded areas	are the "S	ite" and a	III other	s are backgr	ound traf	fic.				
2021-2025 ACCESS E	1 Off Delta (13)	00 1/05	00.50	0.505	0.005	0.400	200	040	00	00	45	4.
	nent Office Building ⁽¹³⁾ Light Industrial ⁽¹⁴⁾	36 KSF 16 KSF	22.59 4.96	2.505 0.616	0.835 0.084		283 548	813 79	90 10	30 1	15 1	46
3 RV Park		150 Units	1.35	0.076	0.134	0.176 0.0 5-Total Phase	095	203 1.095	11 111	20 51	26 42	1 ₄
2021-2025 B, CR 49					Sui	o-Total Phase	e 1 =	1,095	111	51		
2 Retail 2 Single-T	enant Office ⁽¹⁶⁾	5 KSF 1 KSF	37.75 11.25	0.583 1.584	0.357 0.196	1.829 1.9 0.257 1.4	981 454	189 11	3 2	2 0	9 0	10
, and the second	Shark Office	11101	11.20	1.001		o-Total Phase		200	5	2	9	1
	nent Office Building	8 KSF	22.59	2.505	0.835		283	181	20	7	3	10
1 General 3 RV Park	Light Industrial	20 KSF 150 Units	4.96 1.35	0.616 0.076	0.084 0.134		548 095	99 203	12 11	2 20	2 26	11 14
2026-2030 ACCESS A						o-Total Phase		483	43	29	31	35
4 Single-T	enant Office	2 KSF	11.25	1.584	0.196	0.257 1.4	454	23	3	0	1	3
4 Researc 4 Building	n & Development ⁽¹⁷⁾ Materials ⁽¹⁸⁾	3 KSF 20 KSF	11.26 18.05	0.315 0.989	0.105 0.581		417 092	34 361	1 20	0 12	0 19	22 22
4 Single-T	enant Office	4 KSF	11.25	1.584	0.196	0.257 1.4	454	45	6	1	1	6
	Garden Center ⁽¹⁹⁾ be Shop ⁽²⁰⁾	1.5 KSF 1.5 KSF	68.1 69.57	1.215 4.350	1.215 1.450		470 046	102 104	2 7	2 2	5 5	5
4 General	Light Industrial	3 KSF	4.96	0.616	0.084	0.082 0.8	548	15	2	0	0	2
4 Mini-Wa	ehouse ⁽²¹⁾	5 KSF	1.51	0.060	0.040 Sul	0.080 0.0 5-Total Phase	090 e 4 =	8 692	0 41	0 17	0 31	47
2031-2035 ACCESS A 4 Researc	B, D, E, CR 49 n & Development	2.5 KSF	11.26	0.315	0.105	0.074 0.4	417	28	1	0	0	
	enant Office	5.5 KSF	11.25	1.584	0.196	0.257 1.4	454	62	9	1	1	;
2036-2041 ACCESS A	B, D, E, CR 49				Sub	o-Total Phase	e 4 =	90	10	1	1	,
•	enant Office	4 KSF	11.25	1.584	0.196		454	45 57	6	1	1	(
	Store ⁽²³⁾	2 KSF 15 KSF	28.52 53.12	1.741 0.807	0.979 0.363		269 415	57 797	3 12	2 5	3 36	36
3 Discount	Light Industrial	3 KSF 6 KSF	4.96 3.37	0.616 0.324	0.084 0.076		548 316	15 20	2 2	0 0	0 1	2
3 General	ii aik	0 101	5.57	0.524		o.oo4 o.o		934	25	8	41	5
			ict South c	of US Hial	hway 50	Through 20	41 =	3,494	235	108		
3 General		Total Trips Maker Distri	ici ocuin c		iway Ju	i i iii ougii zo				100	155	222
3 General		Total Trips Maker Distri	ici ooutii (-	_		13,882	606	736		222 594
3 General		Total Trips Maker Distri	ot oouth		otal Trips	s Through 20	41 =	13,882	606	736	732	594
3 General		Total Trips Maker Distri	or oouth		otal Trips	_	41 = (25) =	13,882 694 13,188				





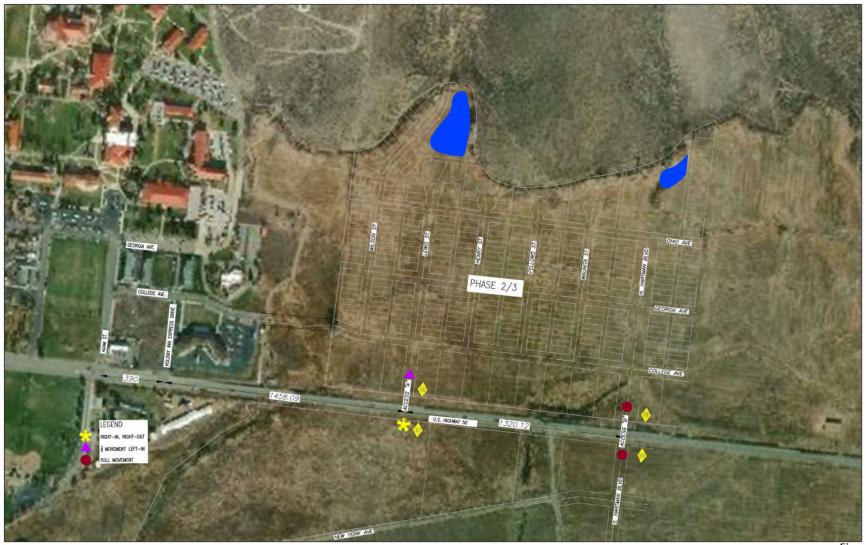
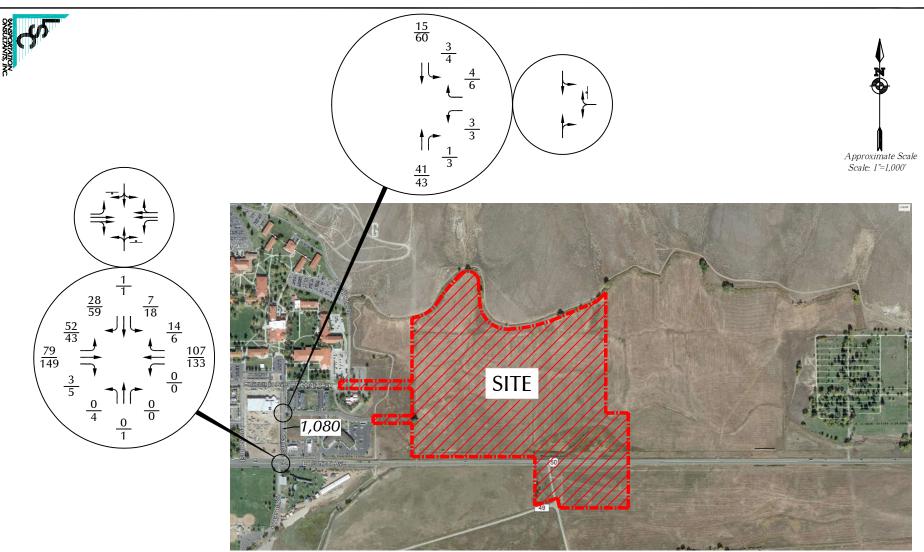


Figure 2

Site Plan



LEGEND:

├ = Stop Sign



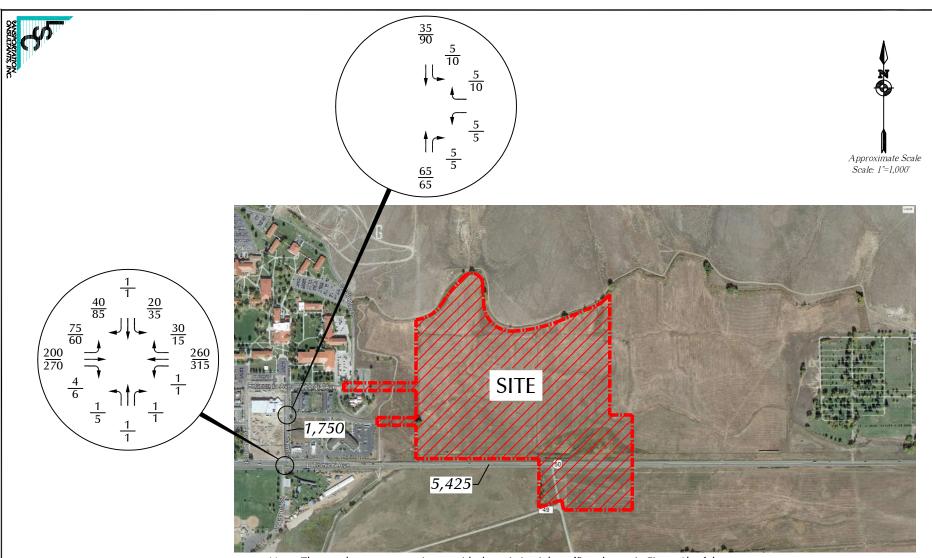
= Speed Limit

 $\frac{26}{35}$ = $\frac{AM \ Peak \ Hour \ Traffic}{PM \ Peak \ Hour \ Traffic}$

1,000 = Average Daily Traffic

Figure 3a

January, 2021 Existing Traffic, Lane Geometry and Traffic Control



Note: These volumes are consistent with the existing July traffic volumes in Figure 3b of the Gunnison Rising Government Campus Subdivision TIA by LSC.

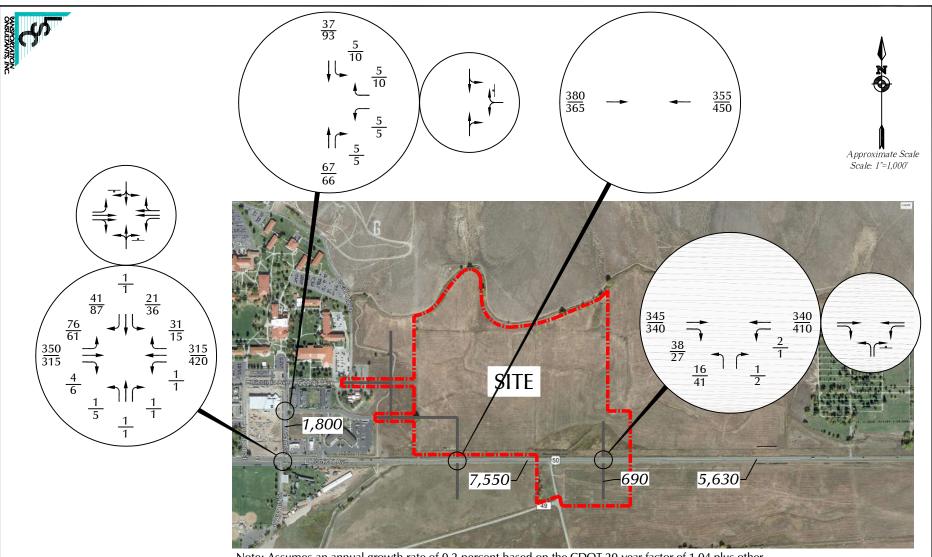
Figure 3b

LEGEND:

 $\frac{26}{35}$ = $\frac{AM \ Peak \ Hour \ Traffic}{PM \ Peak \ Hour \ Traffic}$

1,000 = Average Daily Traffic

Existing July Traffic Adjusted for Pandemic



Note: Assumes an annual growth rate of 0.2 percent based on the CDOT 20-year factor of 1.04 plus other areas of Gunnison Rising expected to be developed by 2030.

LEGEND:

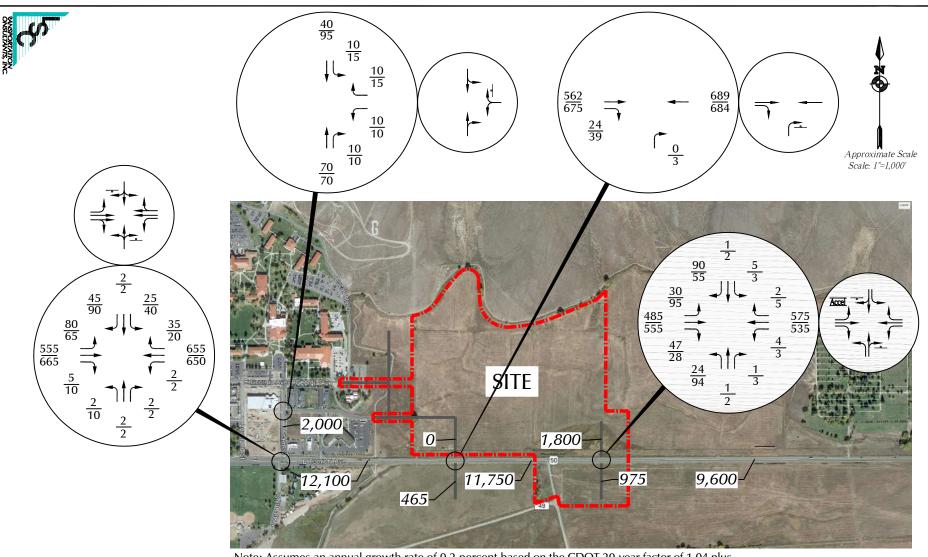
├ = Stop Sign

 $\frac{26}{35} = \frac{AM \text{ Peak Hour Traffic}}{PM \text{ Peak Hour Traffic}}$

1,000 = Average Daily Traffic

Figure 4

Year 2030 Background Traffic, Lane Geometry and Traffic Control



Note: Assumes an annual growth rate of 0.2 percent based on the CDOT 20-year factor of 1.04 plus development of the balance of Gunnison Rising development planned through 2041. Assumes half of school trips are internal to the north side of US 50.

LEGEND:

├ = Stop Sign

 $\frac{26}{35} = \frac{AM \text{ Peak Hour Traffic}}{PM \text{ Peak Hour Traffic}}$

1,000 = Average Daily Traffic

Year 2041 Background Traffic, Lane Geometry and Traffic Control

Gunnison Rising Phase 2 (LSC #210040)

Figure 5



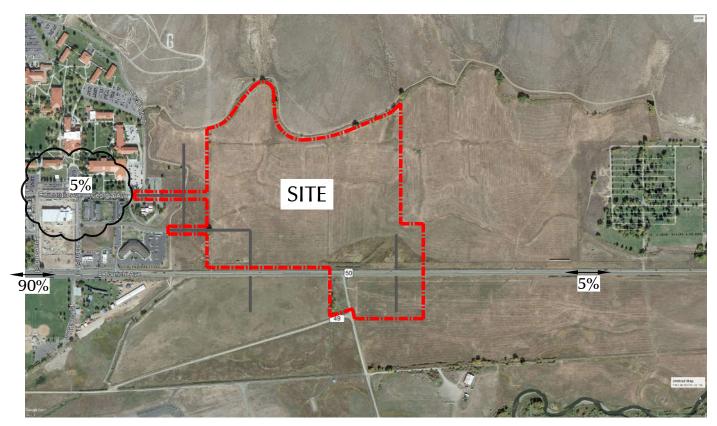




Figure 6

Directional Distribution of Site-Generated Traffic

Gunnison Rising Phase 2 (LSC #210040)

LEGEND:

65%

Percent Directional
Distribution

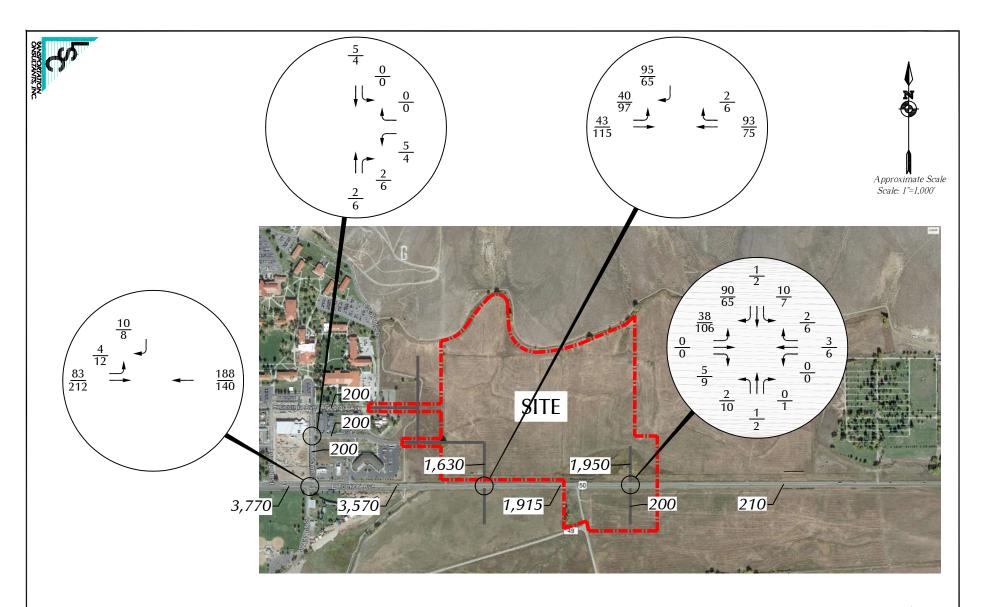


Figure 7

LEGEND:

 $\frac{26}{35}$ = $\frac{AM \ Peak \ Hour \ Traffic}{PM \ Peak \ Hour \ Traffic}$ 1,000 = Average Daily Traffic Assignment of Site-Generated Traffic

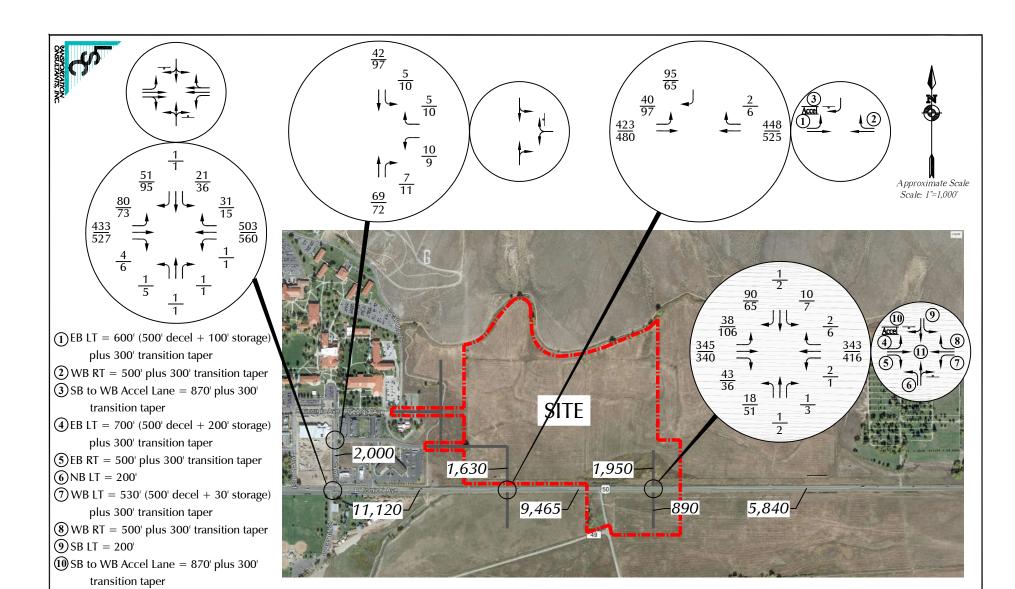


Figure 8

Year 2030 Total Traffic, Lane Geometry and Traffic Control

Gunnison Rising Phase 2 (LSC #210040)

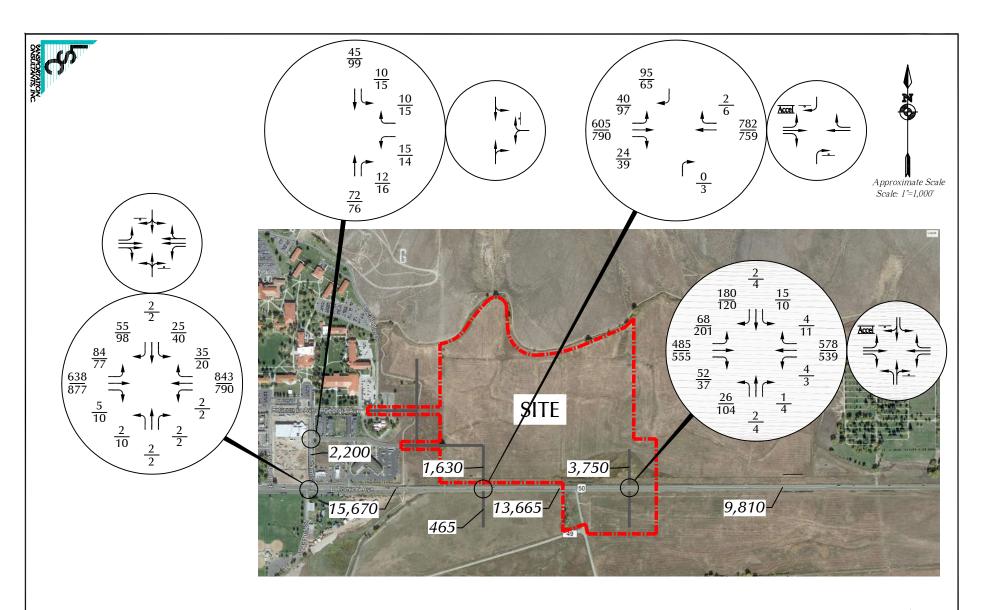
LEGEND:

→ Stop Sign

 $\frac{26}{35}$ = $\frac{AM \ Peak \ Hour \ Traffic}{PM \ Peak \ Hour \ Traffic}$

1,000 = Average Daily Traffic

(1) Traffic Signal Control when Warranted



LEGEND:

├ = Stop Sign

 $\frac{26}{35} = \frac{AM \text{ Peak Hour Traffic}}{PM \text{ Peak Hour Traffic}}$

1,000 = Average Daily Traffic

Figure 9

Year 2041 Total Traffic, Lane Geometry and Traffic Control

Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study.

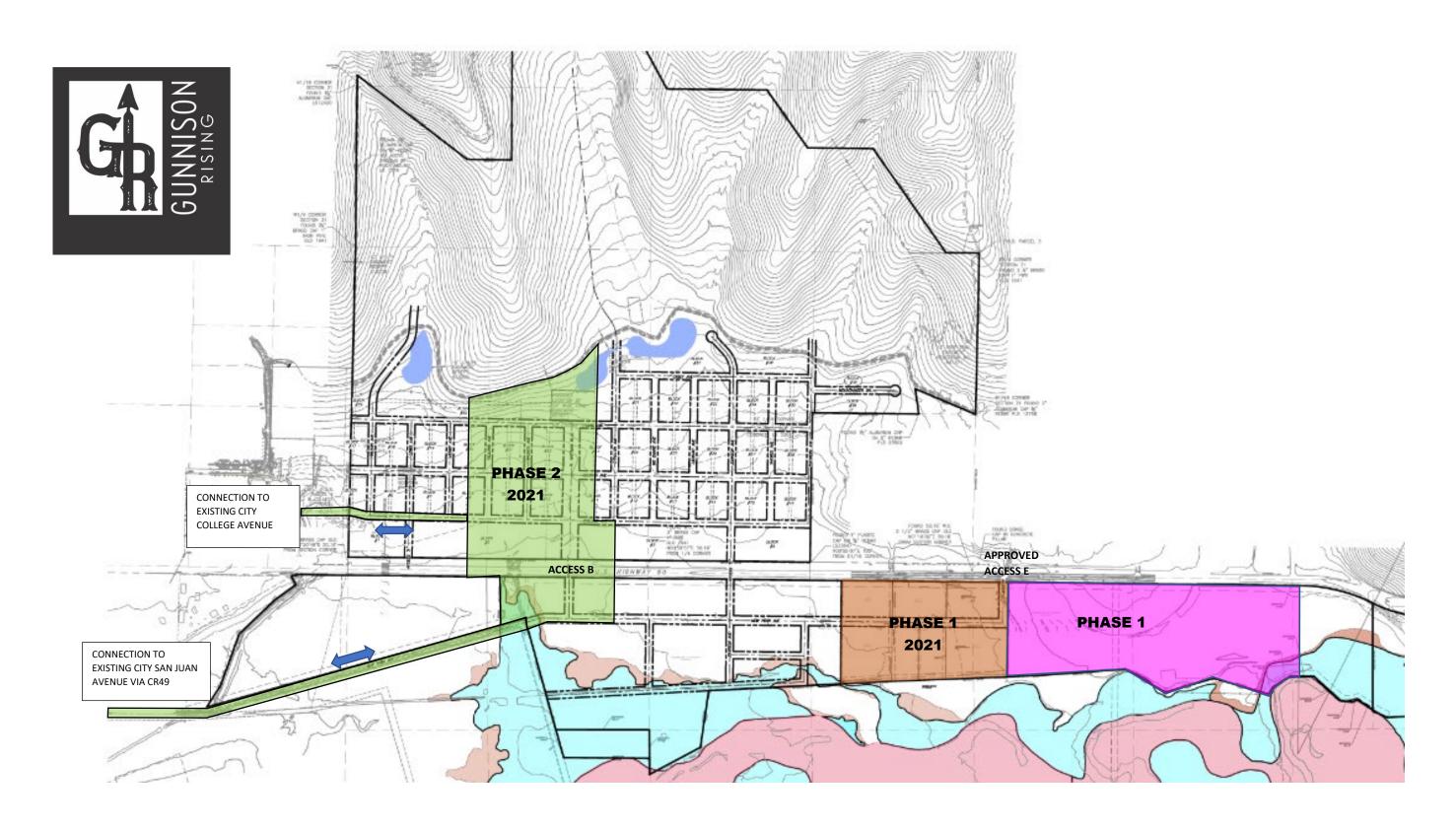
CONTACT INFORMATION				
Consultant: Name:				
I				
Developer/Owner Name:				
PROJECT INFORMATION				
Project Name				
Project Location				
Project Description				
(Attached proposed site plan)				
State Highway				
County				
Mile Post				
Posted Speed Limit				
TIS ASSUMPTIONS				
Study Years	Current Year:	Buildout Yea	ar:	Long Term Year:
Traffic Assessment Level (Provide justification)		1	-	
Study Intersections	1.		6.	
	2.		7.	
	3.		8.	
	4.		9.	
	5.		10.	
Future Growth Rate	☐ OTIS	Regional	TDM	Other
Seasonal Adjustment Factor				



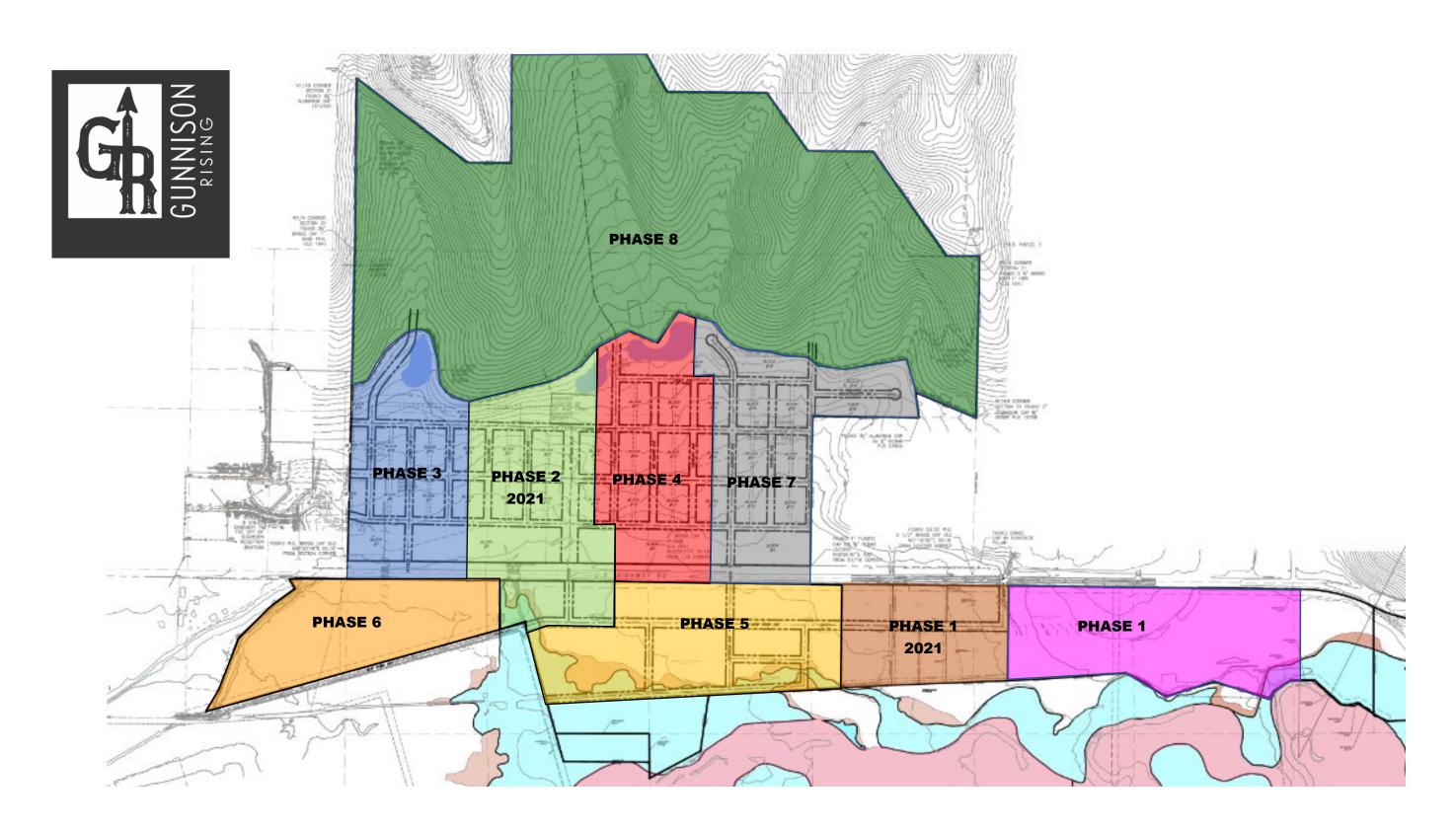
COLORADO

ASSUMPTIONS CONTINUED					
Project Trip Distribution (State assumptions and attach sketch that shows individual movements.)					
Trip Reduction Percentage	Internal Capture:	Up to that per SHAC	t allowed	Pass By:	Will be considered based on Trip Generation Handbook
	Multi-Modal:			Other:	
Study Time Periods	☐ AM (7-9)		☐ PM (4-6)		☐ Weekday
(Check all that apply)	SAT (Midday)		☐ Other		
Existing and Proposed ITE Trip Generation Land Use		. / 0	(050)		
Analysis Methods (Check all that apply)	Super Convenience Mark Synchro or (isolated intersection		HCS		or □ Other ed intersections or when ted queuing issue)
	Signal Warrants			☐ Pedestrian	/Transit/Bicycle
	☐ Safety/Sight Dista	ance		Queuing a	nd Storage
	☐ Other				
Notes and Other Assumptions					
Crash Data		o the cor	sultant. As a	part of the stud	n the vicinity of the proposed dy consultant shall recommend
Simulation Input Files	Consultant to provid the study.	e comput	er files used 1	for analysis witl	h a signed and sealed copy of
CDOT INTERNAL USE ONLY	,				
Review Comments					
☐ Revise and Resubmit					
Engineer Signature/Date	Approved				

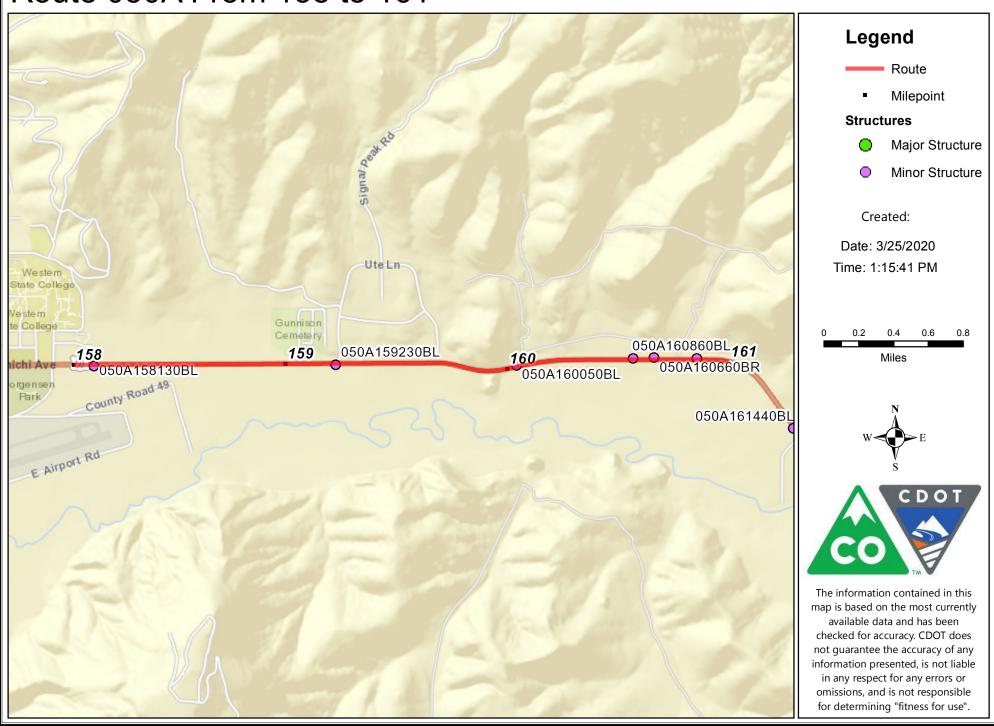
GUNNISON RISING ANTICIPATED PHASING PLAN

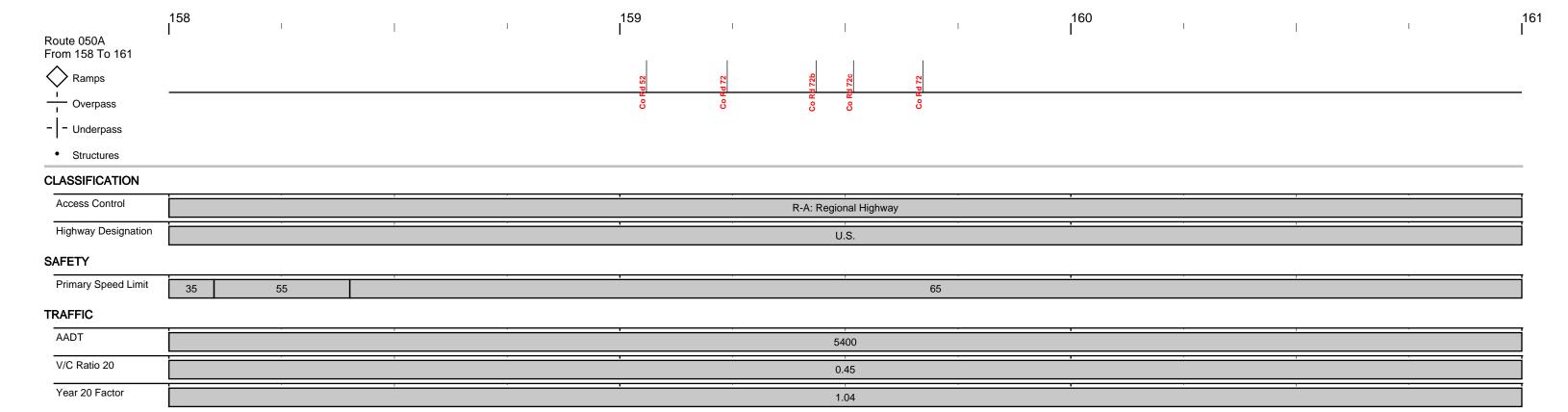


GUNNISON RISING ANTICIPATED PHASING PLAN



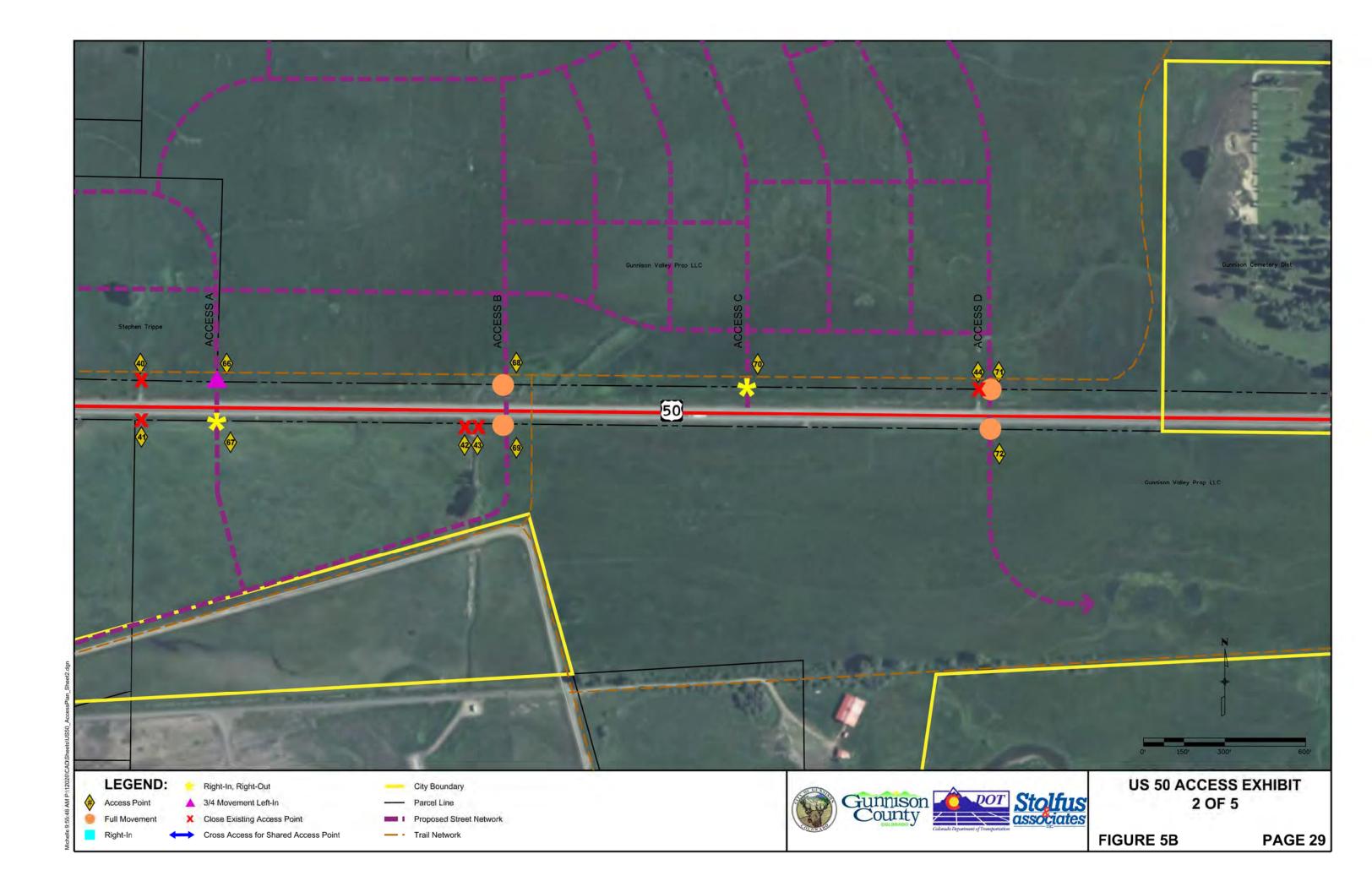
Route 050A From 158 to 161

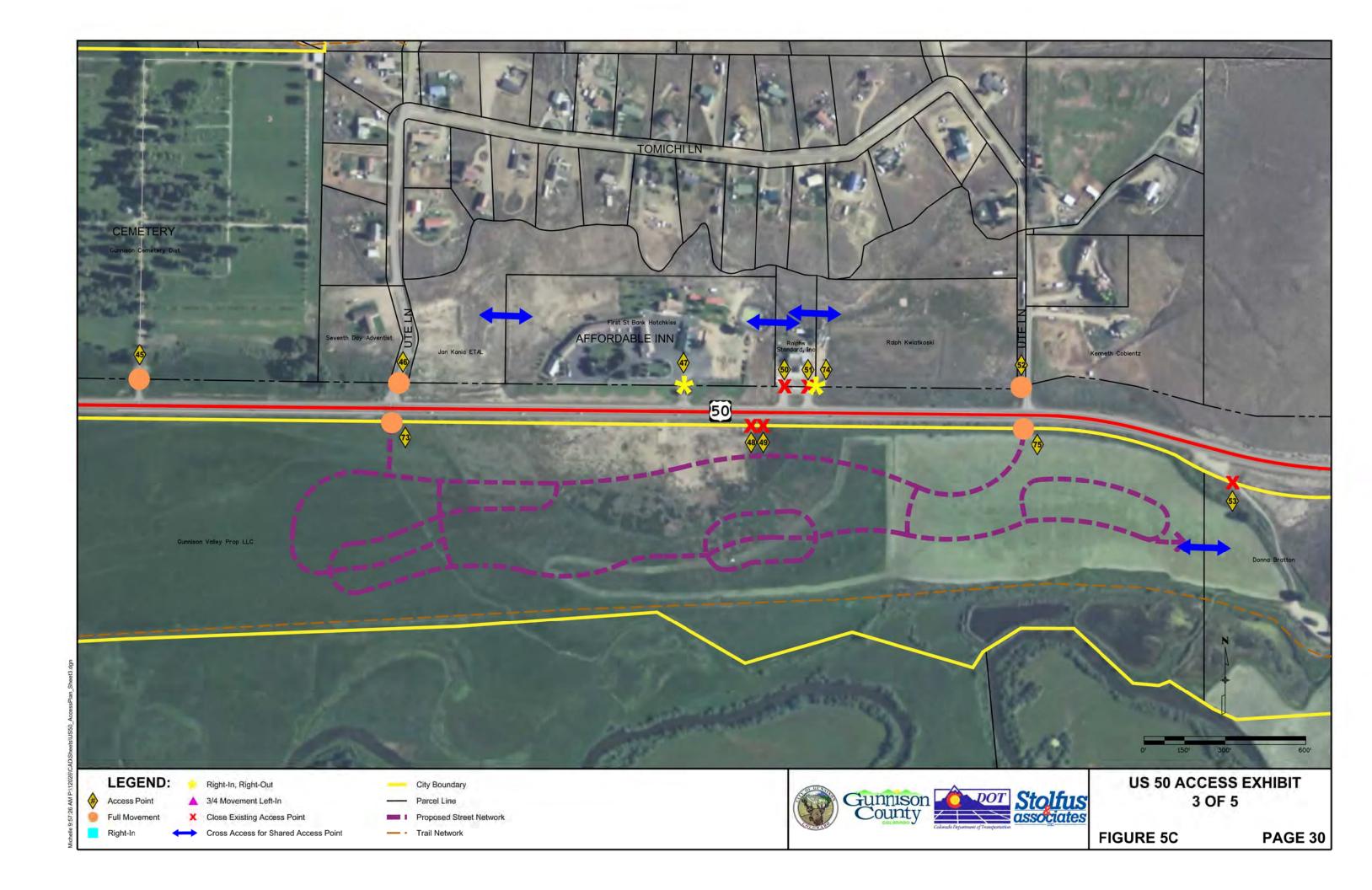




It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.







1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: ADAMS STREET E/W STREET: COLLEGE AVE

CITY: GUNNISON COUNTY: GUNNISON

Groups Printed- VEHICLES

File Name: ADAMSCOLL Site Code : 00000017 Start Date : 1/12/2021 Page No : 1

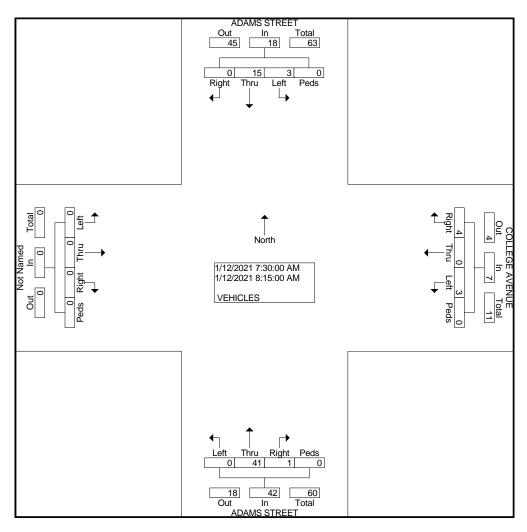
	Α	DAMS	STREE	T	COLLEGE AVENUE Westbound					ADAMS STREET								
		South	bound			West	oound			North	bound			Eastb	oound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
06:30 AM	0	0	0	0	0	0	2	0	0	5	0	0	0	0	0	0	7	
06:45 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	
Total	0	1	0	0	0	0	2	0	0	8	0	0	0	0	0	0	11	
								1										
07:00 AM	1	1	0	1	1	0	2	0	0	1	0	0	0	0	0	0	7	
07:15 AM	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0	0	8	
07:30 AM	1	4	0	0	0	0	1	0	0	5	0	0	0	0	0	0	11	
07:45 AM	1	1 8	0	0	0	0	<u>0</u>	0	0	14 26	0	0	0	0	0	0	16 42	
Total	3	8	0	1	1	0	3	0	0	26	0	0	0	0	0	0	42	
08:00 AM	1	7	0	0	1	0	1	0	0	8	0	0	0	0	0	0	18	
08:15 AM	0	3	0	0	2	0	2	0	0	14	1	0	0	0	0	o l	22	
00.107.11	Ŭ	Ū	Ū	0	_	Ū	_	o ,	Ū		•	0	Ū	Ů	Ū	0		
Total	1	10	0	0	3	0	3	0	0	22	1	0	0	0	0	0	40	
04:00 PM	2	10	0	1	0	0	1	0	0	10	1	0	0	0	0	0	25	
04:15 PM	0	13	0	0	0	0	2	0	0	9	0	0	0	0	0	0	24	
04:30 PM	1	14	0	2	0	0	1	0	0	12	0	0	0	0	0	0	30	
04:45 PM	1	15	0	0	1	0	1	0	0	17	1	0	0	0	0	0	36	
Total	4	52	0	3	1	0	5	0	0	48	2	0	0	0	0	0	115	
				_ 1	_			_ 1	_		_	- 1	_		_	_ 1		
05:00 PM	1	19	0	0	2	0	3	0	0	4	2	0	0	0	0	0	31	
05:15 PM	1	12	0	0	0	0	1	0	0	10	0	0	0	0	0	0	24	
05:30 PM	3	9	0	0	2	0	1	0	0	8	1	0	0	0	0	0	24	
05:45 PM	3 8	8 48	0	0	1 5	0	<u>0</u>	0	0	6 28	0	0	0	0	0	0	18 97	
Total	ð	48	Ü	υļ	Э	U	5	U	U	∠8	3	0	U	0	0	υļ	97	
Grand Total Apprch % Total %	16 11.5 5.2	119 85.6 39.0	0.0 0.0	4 2.9 1.3	10 35.7 3.3	0.0 0.0	18 64.3 5.9	0.0 0.0	0 0.0 0.0	132 95.7 43.3	6 4.3 2.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	0 0.0 0.0	305	
rotar 70	J	55.0	0.0		3.0	3.0	5.0	5.0	3.0	.5.0		3.0	5.0	5.0	0.0	3.0		

1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: ADAMS STREET E/W STREET: COLLEGE AVE

CITY: GUNNISON COUNTY: GUNNISON File Name : ADAMSCOLL Site Code : 00000017 Start Date : 1/12/2021 Page No : 2

		ADAI	MS ST	REET		(COLLE	GE A	VENU	E		ADAN	MS ST	REET							
		Sc	uthbo	und			W	estbou	und			No	rthbo	und			Ea	astbou	ınd		
Start	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Int.
Time	Leit	u	ht	S	Total	Leit	u	ht	s	Total	ווטב	u	ht	s	Total	בפונ	u	ht	s	Total	Total
Peak Hour I	rom 0	7:30 A	AM to (08:15	4M - P	eak 1 d	of 1														
Intersecti on	07:30) AM																			
Volume	3	15	0	0	18	3	0	4	0	7	0	41	1	0	42	0	0	0	0	0	67
Percent	16. 7	83. 3	0.0	0.0		42. 9	0.0	57. 1	0.0		0.0	97. 6	2.4	0.0		0.0	0.0	0.0	0.0		
08:15	0	3	0	٥	3	2	0	2	0	4	0	14	1	0	15	0	0	0	0	0	22
Volume	U	3	U	U	3	_	U	_	U	7	U	14	'	U	13	0	U	U	U	١	22
Peak																					0.761
Factor																					
High Int.	08:00	MA (08:15	5 AM				08:15	AM									
Volume	1	7	0	0	8	2	0	2	0	4	0	14	1	0	15						
Peak					0.56					0.43					0.70						
Factor					3					8					0						

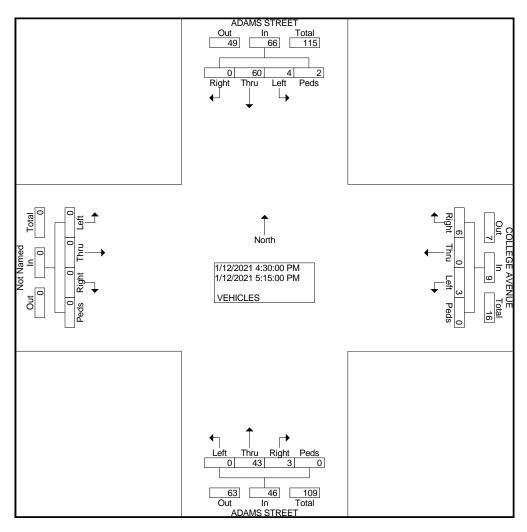


1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: ADAMS STREET E/W STREET: COLLEGE AVE

CITY: GUNNISON COUNTY: GUNNISON File Name : ADAMSCOLL Site Code : 00000017 Start Date : 1/12/2021 Page No : 2

		ADAN	иs st	REET		C	OLLE	GE A	VENU	Е		ADAN	/IS ST	REET							
		So	uthbo	und			W	estbou	ınd			No	rthbo	und			Ea	astbou	ınd		
Start	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Int.
Time	Leit	u	ht	S	Total	Leit	u	ht	S	Total		u	ht	S	Total	Leit	u	ht	s	Total	Total
Peak Hour I	rom 0	4:30 F	M to 0	05:15 I	PM - P6	eak 1 c	f 1														
Intersecti on	04:30	PM																			
Volume	4	60	0	2	66	3	0	6	0	9	0	43	3	0	46	0	0	0	0	0	121
volume	4		U	2	00	33.	U	_	U	9	U	-	3	U	40	U	U	U	U	U	121
Percent	6.1	90. 9	0.0	3.0		33.	0.0	66. 7	0.0		0.0	93. 5	6.5	0.0		0.0	0.0	0.0	0.0		
04:45	1	15	0	0	16	1	0	1	0	2	0	17	1	0	18	0	0	0	0	۸	36
Volume		13	U	U	10	'	U	'	U		U	17	'	U	10	U	U	U	U	0	30
Peak																					0.840
Factor																					
High Int.	05:00	PM				05:00	PM				04:45	PM									
Volume	1	19	0	0	20	2	0	3	0	5	0	17	1	0	18						
Peak					0.82					0.45					0.63						
Factor					5					0					9						



1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: ADAMS STREET E/W STREET: EAST TOMICHI AVE (US 50)

CITY: GUNNISON COUNTY: GUNNISON

Grand Total

Apprch %

Total %

21.4

3.5

76.1

12.5

0.2

0.1

0.5

0.1

2.0

0.3

92.0

33.7

7.8

2.9

0.0

0.0

50.0

0.4

30.0

0.2

0.0

0.0

28.2

13.0

20.0

0.2

70.0

32.3

1.8

8.0

0.0

0.0

File Name: ADAMSUS50 Site Code : 00000015 Start Date : 1/11/2021 Page No : 1

Groups Printed- VEHICLES EAST TOMICHI AVE (US EAST TOMICHI AVE (US ADAMS STREET ADAMS STREET 50) 50) Southbound Northbound Westbound Eastbound Int. Start Time Left Thru Right Peds Left Thru Right Peds Left Thru Right Peds Left Thru Right Peds Total 1.0 1.0 1.0 1.0 1.0 1.0 Factor 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 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 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

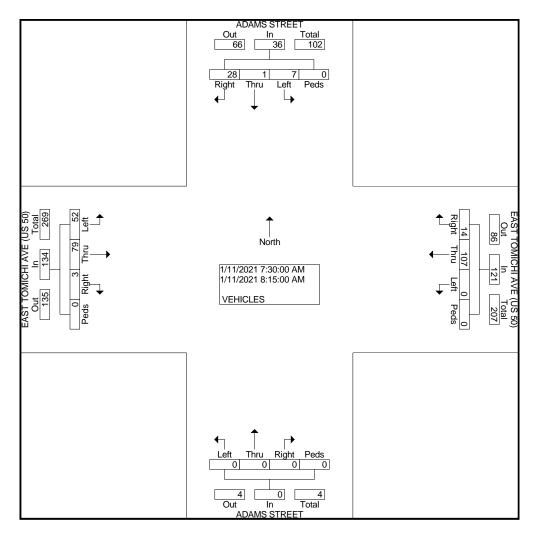
1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: ADAMS STREET

E/W STREET: EAST TOMICHI AVE (US 50)

CITY: GUNNISON COUNTY: GUNNISON File Name : ADAMSUS50 Site Code : 00000015 Start Date : 1/11/2021 Page No : 2

			MS ST outhbo	REET und	-	EA	ST TO	MICH 50) estbo		(US			MS ST orthbo	REET	-	EAS	ST TO	MICH 50) astbou		(US	
Start	Left	Thr	٠ ١		App.	Left	Thr	Rig	Ped	App.	Left	Thr			App.	Left	Thr	Rig		App.	_Int.
Time		u	ht	S	Total		u	ht	S	Total		u	ht	S	Total		u	ht	S	Total	Total
Peak Hour F	rom 0	6:30 <i>F</i>	AM to (08:15	AM - Pe	eak 1 d	of 1														
Intersecti on	07:30	AM																			
Volume	7	1	28	0	36	0	107	14	0	121	0	0	0	0	0	52	79	3	0	134	291
Percent	19. 4	2.8	77. 8	0.0		0.0	88. 4	11. 6	0.0		0.0	0.0	0.0	0.0		38. 8	59. 0	2.2	0.0		
07:45 Volume	0	0	9	0	9	0	42	3	0	45	0	0	0	0	0	14	17	3	0	34	88
Peak																					0.827
Factor High Int.	08:15	Λ Ν Λ				07:45					6:15:	00 AM	1			08:00	\				
Volume	3	Aivi	8	0	11	07.40	42	3	0	45	0.13.	00 AIV	0	0	0	15	21	0	0	36	
Peak	3	U	0	U	0.81	0	42	3	U	0.67	U	U	U	U	U	13	۷ ا	U	U	0.93	
Factor					8					2										0.93	



COUNTER MEASURES INC.

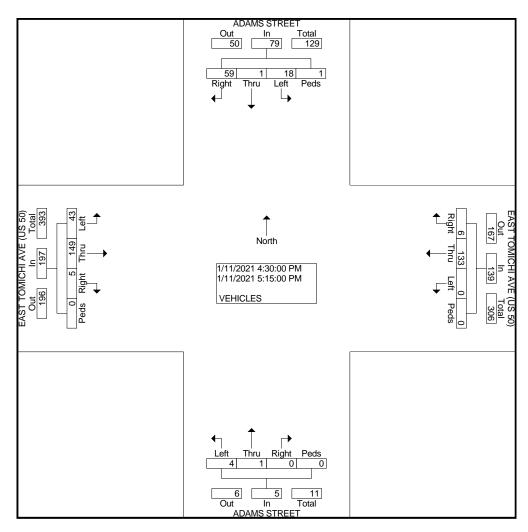
1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: ADAMS STREET

E/W STREET: EAST TOMICHI AVE (US 50)

CITY: GUNNISON COUNTY: GUNNISON File Name: ADAMSUS50 Site Code : 00000015 Start Date : 1/11/2021 Page No : 2

			MS ST outhbo		-	EA	ST TO	MICH 50) estbo		(US			MS ST orthbo	REET	-	EAS	ST TO	MICH 50) astbou		(US	
Start	Left	Thr			App.	Left	Thr	Rig	Ped	App.	Left	Thr			App.	Left	Thr	Rig	Ped	App.	Int.
Time		u	ht	S	Total		u	ht	S	Total		u	ht	S	Total		u	ht	S	Total	Total
Peak Hour F	rom 0	4:00 F	PM to (05:45	PM - P6	eak 1 d	of 1														
Intersecti	04:30	РМ																			
Volume	18	1	59	1	79	0	133	6	0	139	4	1	0	0	5	43	149	5	0	197	420
Percent	22. 8	1.3	74. 7	1.3		0.0	95. 7	4.3	0.0		80. 0	20. 0	0.0	0.0		21. 8	75. 6	2.5	0.0		
04:30 Volume	4	0	17	0	21	0	38	1	0	39	4	1	0	0	5	10	36	1	0	47	112
Peak																					0.938
Factor																					
High Int.	04:30	PΜ				04:30	PM				04:30	PM				05:15	5 PM				
Volume	4	0	17	0	21	0	38	1	0	39	4	1	0	0	5	16	41	0	0	57	
Peak					0.94					0.89					0.25					0.86	
Factor					0					1					0					4	



COUNTER MEASURES INC.

1889 YORK STREET DENVER, COLORADO 80206

Site Code: 211103 Station ID: 211103

303-333-7409

Location: ADAMS STREET N/O US 50 (TOMICHI AVE) City: GUNNISON County: GUNNISON Direction: NORTH/SOUTH

Start	12-Jan-21									
Time	Tue	NORTHBOU	SOUTHBOU							Total
12:00 AM		0	0							0
01:00		1	0							1
02:00		1	0							1
03:00		1	0							1
04:00		0	0							0
05:00		1	0							1
06:00		4	1							5 25 42
07:00		24 37	1 E							2 5
08:00			5							42
09:00		56	19							75 86
10:00		52	34							
11:00		39	44							83
12:00 PM		60	71							131
01:00		75	32							107
02:00		42	37							79
03:00		40	67							107
04:00		60	50							110
05:00		38	49							87
06:00		27	17							44
07:00		23	10							33
08:00		29	7							33 36 14
09:00		10	4							14
10:00		5	4							9
11:00		3	0							4000
Total		628	452							1080
Percent		58.1%	41.9%							40.00
AM Peak	-	00.00	11:00	-	-	-	-	-	-	10:00
Vol.	-	56	44	-	-	-	-	-	-	86
PM Peak	-	13:00	12:00	-	-	-	-	-	-	12:00
Vol.	<u> </u>	75	71	-	-	<u> </u>	-	-	-	131
Grand Total		628	452							1080
Percent		58.1%	41.9%							
ADT		ADT 1,080		AADT 1,080						

LEVEL OF SERVICE DEFINITIONS

From Highway Capacity Manual, Transportation Research Board, 2016, 6th Edition

SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

LOS	Average Vehicle Delay sec/vehicle	Operational Characteristics
A	<10 seconds	Describes operations with low control delay, up to 10 sec/veh. This LOS 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.
В	10 to 20 seconds	Describes operations with control delay greater than 10 seconds and up to 20 sec/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
С	20 to 35 seconds	Describes operations with control delay greater than 20 and up to 35 sec/veh. These higher delays may result from only fair progression, longer cycle length, 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.
D	35 to 55 seconds	Describes operations with control delay greater than 35 and up to 55 sec/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55 to 80 seconds	Describes operations with control delay greater than 55 and up to 80 sec/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.
F	>80 seconds	Describes operations with control delay in excess of 80 sec/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of 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.

LEVEL OF SERVICE DEFINITIONS

From Highway Capacity Manual, Transportation Research Board, 2016, 6th Edition

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS) Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

LOS	Average Vehicle Control Delay	Operational Characteristics
Α	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
В	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. The delay could be up to 15 seconds. Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
С	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.
D	25 to 35 seconds	This is the point at which a traffic signal may be warranted for this intersection. The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
E	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. There is a high probability that this intersection will meet traffic signal warrants. The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
F	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. The only remedy for these long delays is installing a traffic signal or restricting the accesses. The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.

Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr	1.1 WBL	WBR	NDT			
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h		WBR	NIDT			
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h			NBT	NBR	SBL	SBT
Traffic Vol, veh/h Future Vol, veh/h		WEIT	1	NON	ODL	<u>ુ</u>
Future Vol, veh/h	5	5	65	5	5	35
	5	5	65			35
Conflicting Peas, #/nr				5	5	
0' 0 1 1		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storag	je, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	6	72	6	6	39
IVIVIIIL I IOW	U	U	12	U	U	37
Major/Minor	Minor1	N	Major1	١	Major2	
Conflicting Flow All	126	75	0	0	78	0
Stage 1	75	_	-	_	_	-
Stage 2	51	-	_	_	_	_
Critical Hdwy	6.42	6.22	_		4.12	_
				-	4.12	
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518		-		2.218	-
Pot Cap-1 Maneuver	869	986	-	-	1520	-
Stage 1	948	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	866	986	_	_	1520	_
Mov Cap-2 Maneuver		-	_	_	1020	_
Stage 1	948				_	
			-	-		-
Stage 2	967	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s			0		0.9	
HCM LOS	A		U		0.7	
HCIVI LUS	А					
Minor Lane/Major Mv	mt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-			1520	-
HCM Lane V/C Ratio				0.012		
		-				-
HCM Control Delay (s	<i>)</i>	-	-	9	7.4	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(ve	n)		_	0	0	_

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	† \$		ሻ	† \$			4			4	
Traffic Vol, veh/h	75	200	4	1	260	30	1	1	1	20	1	40
Future Vol, veh/h	75	200	4	1	260	30	1	1	1	20	1	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	222	4	1	289	33	1	1	1	22	1	44
Major/Minor M	lajor1		<u> </u>	Major2		<u> </u>	Minor1		<u> </u>	/linor2		
Conflicting Flow All	322	0	0	226	0	0	537	714	113	586	700	161
Stage 1	-	-	-	-	-	-	390	390	-	308	308	-
Stage 2	-	-	-	-	-	-	147	324	-	278	392	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1235	-	-	1340	-	-	427	355	918	394	362	855
Stage 1	-	-	-	-	-	-	606	606	-	677	659	-
Stage 2	-	-	-	-	-	-	841	648	-	705	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1235	-	-	1340	-	-	383	331	918	372	337	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	331	-	372	337	-
Stage 1	-	-	-	-	-	-	565	565	-	632	658	-
Stage 2	-	-	-	-	-	-	795	647	-	656	564	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0			13.1			11.9		
HCM LOS							В			В		
Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBI n1			
Capacity (veh/h)		446	1235	-		1340	-	-	589			
HCM Lane V/C Ratio		0.007		_		0.001	_		0.115			
HCM Control Delay (s)		13.1	8.1		-	7.7	_	-				
HCM Lane LOS		В	Α	-	-	Α	_	_	В			
HCM 95th %tile Q(veh)		0	0.2	-	_	0	_	_	0.4			
			0.2						J. 1			

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
	₩.	WDIX		NDIX	JUL	
Lane Configurations		10	∱	Е	10	र्व 90
Traffic Vol, veh/h	5	10	65	5	10	
Future Vol, veh/h	5	10	65	5	10	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	11	72	6	11	100
IVIVIIIL I IOVV	U	11	12	U	- 11	100
Major/Minor N	Minor1	N	Major1	N	Major2	
Conflicting Flow All	197	75	0	0	78	0
Stage 1	75	-	-	-	-	-
Stage 2	122	_	_	_	-	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	1.12	_
Critical Hdwy Stg 2	5.42	_			_	_
	3.518		-	-	2.218	-
Follow-up Hdwy			-			
Pot Cap-1 Maneuver	792	986	-	-	1520	-
Stage 1	948	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	786	986	-	-	1520	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	896	_	_	_	-	_
olago 2	0.0					
Approach	WB		NB		SB	
HCM Control Delay, s	9		0		0.7	
HCM LOS	Α					
Minor Long/Major Mayor	.+	NDT	NDDV	MDI1	CDI	CDT
Minor Lane/Major Mvm	It	NBT	MRKA	VBLn1	SBL	SBT
Capacity (veh/h)		-	-		1520	-
HCM Lane V/C Ratio		-	-	0.018		-
HCM Control Delay (s)		-	-	9	7.4	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(veh)		-	-	0.1	0	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ħβ		ሻ	ħβ			4			4	
Traffic Vol, veh/h	60	270	6	1	315	15	5	1	1	35	1	85
Future Vol, veh/h	60	270	6	1	315	15	5	1	1	35	1	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	300	7	1	350	17	6	1	1	39	1	94
Major/Minor N	Major1			Major2		N	Minor1		Λ	/linor2		
Conflicting Flow All	367	0	0	307	0	0	616	807	154	646	802	184
Stage 1	-	-	-	-	-	-	438	438	-	361	361	-
Stage 2		_	-	_	_	_	178	369		285	441	
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	_	_		_	-	6.54	5.54	-	6.54	5.54	
Critical Hdwy Stg 2	-	-	_	_	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	_	_	2.22	_	_	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1188	-	_	1250	-	-	375	314	864	357	316	827
Stage 1	-	-	-	-	-	-	567	577	-	630	624	-
Stage 2	-	-	-	-	-	-	806	619	-	698	575	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1188	-	-	1250	-	-	317	296	864	340	298	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	296	-	340	298	-
Stage 1	-	-	-	-	-	-	535	545	-	595	623	-
Stage 2	-	-	-	-	-	-	712	618	-	656	543	-
Approach	EB			WB			NB			SB		
	1.5			0			15.7			13.1		
HCM Control Delay, s HCM LOS	1.0			U			15.7 C			13.1 B		
TICIVI LUS							C			ט		
		IDL 4	EDI	EDT	EDD	MADI	MOT	14/00	201 4			
Minor Lane/Major Mvm	it l	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S				
Capacity (veh/h)		345	1188	-	-	1250	-	-	579			
HCM Cantral Palace (2)		0.023		-		0.001	-		0.232			
HCM Control Delay (s)		15.7	8.2	-	-	7.9	-	-	13.1			
HCM Lane LOS		C	A	-	-	A	-	-	В			
HCM 95th %tile Q(veh)		0.1	0.2	-	-	0	-	-	0.9			

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
		אטא		אטוו	JDL	
Lane Configurations	¥	_	<u>}</u>	_	-	ન
Traffic Vol, veh/h	5	5	67	5	5	37
Future Vol, veh/h	5	5	67	5	5	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	6	74	6	6	41
WWITH FIOW	Ü	Ü	74	Ü	Ü	41
Major/Minor N	Minor1	N	Major1		Major2	
Conflicting Flow All	130	77	0	0	80	0
Stage 1	77	-	-	-	-	-
Stage 2	53	_	_	_	_	_
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	0.22		-	4.12	
			-	-		-
Critical Hdwy Stg 2	5.42	2 210	-	-	2 210	-
Follow-up Hdwy	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	864	984	-	-	1518	-
Stage 1	946	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	861	984	-	-	1518	-
Mov Cap-2 Maneuver	861	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	966		_	_	_	_
Jugo 2	,00					
Approach	WB		NB		SB	
HCM Control Delay, s	9		0		0.9	
HCM LOS	Α					
Minor Lane/Major Mvm	ıt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-		1518	-
HCM Lane V/C Ratio		-	-	0.012	0.004	-
HCM Control Delay (s)		-	-	9	7.4	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(veh)		-	-	0	0	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ħβ		ሻ	ħβ			4			4	
Traffic Vol, veh/h	76	350	4	1	315	31	1	1	1	21	1	41
Future Vol, veh/h	76	350	4	1	315	31	1	1	1	21	1	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	389	4	1	350	34	1	1	1	23	1	46
Major/Minor M	lajor1		_ [Major2		_ [Minor1		N	/linor2		
Conflicting Flow All	384	0	0	393	0	0	737	945	197	732	930	192
Stage 1		-	-		-	-	559	559	-	369	369	-
Stage 2	_	-	_	_	-	_	178	386	-	363	561	-
Critical Hdwy	4.14	-	_	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	_	-	-	-	6.54	5.54	-	6.54	5.54	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
	1171	-	-	1162	-	-	307	260	811	309	266	817
Stage 1	-	-	-	-	-	-	481	509	-	623	619	-
Stage 2	-	-	-	-	-	-	806	609	-	628	508	-
Platoon blocked, %		-	-		-	-						
	1171	-	-	1162	-	-	273	241	811	290	247	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	241	-	290	247	-
Stage 1	-	-	-	-	-	-	446	472	-	578	618	-
Stage 2	-	-	-	-	-	-	759	608	-	581	471	-
Ŭ												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			16			13.4		
HCM LOS	1.0			- 0			С			В		
Minor Lane/Major Mvmt	, ,	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	CDI n1			
	. ' '											
Capacity (veh/h)			1171	-	-	1162	-	-	497			
HCM Control Doloy (s)			0.072	-		0.001	-		0.141			
HCM Lang LOS		16 C	8.3	-	-	8.1	-	-	13.4			
HCM Lane LOS HCM 95th %tile Q(veh)		0	A 0.2	-	-	A	-	-	0.5			
HOW YOUR MILE Q(VEN)		U	0.2	-	-	0	-	-	0.5			

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	7	ሻ	↑	*	7
Traffic Vol, veh/h	345	38	2	340	16	1
Future Vol, veh/h	345	38	2	340	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	300	-	100	0
Veh in Median Storage,	# 0	-	-	0	0	_
Grade, %	0	-	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	383	42	2	378	18	1
WWW. TOW	303	72		370	10	
	ajor1		Major2		Minor1	
Conflicting Flow All	0	0	425	0	765	383
Stage 1	-	-	-	-	383	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1134	-	371	664
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1134	-	370	664
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	689	-
Stage 2	-		_	_	689	_
Jugo L					307	
	F-5					
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.9	
HCM LOS					В	
Minor Lane/Major Mvmt	1	NBLn11	VBLn2	EBT	EBR	WBL
Capacity (veh/h)		370	664	-		1134
HCM Lane V/C Ratio		0.048		_		0.002
HCM Control Delay (s)		15.2	10.4	_	_	8.2
HCM Lane LOS		C	В	_	_	Α
HCM 95th %tile Q(veh)		0.2	0	_	_	0
		J.L	- 0			

Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	Stop - 0	WBR 10 10 0 Stop None 90 2 11	NBT 66 66 0 Free - 0 90 2 73 Major1	NBR 5 5 0 Free None 90 2 6	SBL 10 10 0 Free 90 2 11	SBT 93 93 0 Free None 0 0 90 2 103
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	5 5 5 7 0 Stop - 0 0 90 2 6 Minor1 201 76	10 10 0 Stop None - - - 90 2 11	66 66 0 Free - 0 0 90 2 73	5 5 0 Free None - - - 90 2 6	10 10 0 Free - - - 90 2	93 93 0 Free None - 0 0 90 2
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	5 5 5 7 0 Stop - 0 0 90 2 6 Minor1 201 76	10 10 0 Stop None - - - 90 2 11	66 66 0 Free - 0 0 90 2 73	5 5 0 Free None - - - 90 2 6	10 10 0 Free - - - 90 2	93 93 0 Free None - 0 0 90 2
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	5 5 7 8top 90 90 90 2 6 Minor1 201 76	10 0 Stop None - - - 90 2 11	66 66 0 Free - 0 0 90 2 73	5 0 Free None - - - 90 2 6	10 0 Free - - - 90 2	93 93 0 Free None - 0 0 90 2
Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	5 Stop 0 9e, # 0 90 2 6 Minor1 201 76	10 0 Stop None - - - 90 2 11	66 0 Free - 0 0 90 2 73	5 0 Free None - - - 90 2 6	10 0 Free - - - 90 2	93 0 Free None - 0 0 90 2
Conflicting Peds, #/hi Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	90 90 90 90 2 6 Minor1 201 76	0 Stop None - - - 90 2 11	0 Free - 0 0 90 2 73	0 Free None - - - 90 2 6	0 Free - - - 90 2	0 Free None - 0 0 90 2
Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	Stop - 0 ge, # 0 90 2 6 Minor1 201 76	Stop None - - - 90 2 11	Free - 0 0 90 2 73	Free None - - - 90 2 6	Free 90 2 11	Free None 0 0 90 2
RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	90 2 6 Minor1 201	None 90 2 11	- 0 0 90 2 73	None 90 2 6 M	- - - 90 2	None - 0 0 90 2
Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	0 ge, # 0 90 2 6 Minor1 201 76	- - - 90 2 11	- 0 0 90 2 73	- - - 90 2 6	90 2	0 0 90 2
Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	ge, # 0 0 90 2 6 Minor1 201 76	90 2 11 N	0 90 2 73	- - 90 2 6	90 2 11	0 0 90 2
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	0 90 2 6 Minor1 201 76	90 2 11 N	0 90 2 73 Major1	90 2 6	90 2 11	90 2
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	90 2 6 Minor1 201 76	90 2 11 N 76	90 2 73 Major1	90 2 6	90 2 11	90 2
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	2 6 Minor1 201 76	2 11 N 76	2 73 Major1	2 6 N	2 11	2
Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	2 6 Minor1 201 76	2 11 N 76	2 73 Major1	2 6 N	2 11	2
Mvmt Flow Major/Minor Conflicting Flow All Stage 1	6 Minor1 201 76	11 N 76	73 Major1	6 N	11	
Major/Minor Conflicting Flow All Stage 1	Minor1 201 76	N 76	Major1	N		103
Conflicting Flow All Stage 1	201 76	76			Major2	
Conflicting Flow All Stage 1	201 76	76			Major2	
Stage 1	76		0	Λ		
Stage 1	76	-		U	79	0
			-	-	-	-
Stage 2		_	_	_	-	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	1.12	_
Critical Hdwy Stg 2	5.42	_			-	_
Follow-up Hdwy	3.518		-	-	2.218	-
			-			
Pot Cap-1 Maneuver		985	-	-	1519	-
Stage 1	947	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuve		985	-	-	1519	-
Mov Cap-2 Maneuve	r 782	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	894	-	-	-	-	-
J J .						
Approach	WB		NB		SB	
HCM Control Delay,			0		0.7	
HCM LOS	Α					
Minor Lane/Major Mv	mt	NBT	NIDD\/	VBLn1	SBL	SBT
	HIL		NDIXV			
Capacity (veh/h)		-	-		1519	-
HCM Lane V/C Ratio		-	-	0.018		-
HCM Control Delay (S)	-	-	9	7.4	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(ve	h)	-	-	0.1	0	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	† }		ሻ	† \$			4			4	
Traffic Vol, veh/h	61	315	6	1	420	15	5	1	1	36	1	87
Future Vol, veh/h	61	315	6	1	420	15	5	1	1	36	1	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	350	7	1	467	17	6	1	1	40	1	97
Major/Minor N	/lajor1		<u> </u>	Major2		<u> </u>	Minor1		<u> </u>	Minor2		
Conflicting Flow All	484	0	0	357	0	0	726	976	179	790	971	242
Stage 1	-	-	-	-	-	-	490	490	-	478	478	-
Stage 2	-	-	-	-	-	-	236	486	-	312	493	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1075	-	-	1198	-	-	312	250	833	281	251	759
Stage 1	-	-	-	-	-	-	529	547	-	537	554	-
Stage 2	-	-	-	-	-	-	746	549	-	673	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1075	-	-	1198	-	-	258	234	833	266	235	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	234	-	266	235	-
Stage 1	-	-	-	-	-	-	496	513	-	503	553	-
Stage 2	-	-	-	-	-	-	649	548	-	628	511	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			18.1			15.3		
HCM LOS							С			С		
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1			
Capacity (veh/h)			1075	-		1198	-	-				
HCM Lane V/C Ratio		0.028		_		0.001	_		0.282			
HCM Control Delay (s)		18.1	8.6	-	-	8	-	-				
HCM Lane LOS		С	A	-	_	A	_	-	C			
HCM 95th %tile Q(veh)		0.1	0.2	-	-	0	-	-	1.1			
2(1011)												

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u> </u>	7	ሻ	<u> </u>	ሻ	7
Traffic Vol, veh/h	340	27	1	410	41	2
Future Vol, veh/h	340	27	1	410	41	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None				
	-		200	None	100	None
Storage Length	- " 0	300	300	-	100	0
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	386	31	1	466	47	2
Major/Minor I	Major1	1	Major2	-	Minor1	
						204
Conflicting Flow All	0	0	417	0	854	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1142	-	329	662
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	_	-	1142	_	329	662
Mov Cap-2 Maneuver	-	_		_	329	-
Stage 1	_	_	_	-	687	_
Stage 2	_	_	_	_	629	_
Stage 2					027	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		17.4	
HCM LOS					С	
		UDI 1	UDI 5			14/5:
Minor Lane/Major Mvm	nt I	VBLn1 I		EBT	EBR	
Capacity (veh/h)		329	662	-		1142
HCM Lane V/C Ratio			0.003	-	-	0.001
HCM Control Delay (s)		17.7	10.5	-	-	8.2
HCM Lane LOS		С	В	-	-	Α
HCM 95th %tile Q(veh))	0.5	0	-	-	0

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
	WDL	WDK		NDK	JDL	<u>उठा</u>
Lane Configurations Traffic Vol, veh/h	'T' 10	5	♣	7	5	식 42
Future Vol, veh/h	10		69	7		42
	0	5			5	42
Conflicting Peds, #/hr			0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	6	77	8	6	47
Major/Minor I	Minor1	N	Major1	1	Major2	
Conflicting Flow All	140	81	0	0	85	0
Stage 1	81	-	-	-	-	-
Stage 2	59	_	_	-	-	-
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	-	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy	3.518	3 318	_	-	2.218	_
Pot Cap-1 Maneuver	853	979	_	_	1512	_
Stage 1	942	-	_	-	-	_
Stage 2	964	_	_	_	_	-
Platoon blocked, %	701		_	_		_
Mov Cap-1 Maneuver	850	979	_	_	1512	-
Mov Cap-2 Maneuver	850	-	_	_	1012	_
Stage 1	942	_	_	_	_	_
Stage 2	960	_	_	_	_	_
Stage 2	700					
Approach	WB		NB		SB	
HCM Control Delay, s	9.1		0		8.0	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBT	NIRDV	WBLn1	SBL	SBT
	IL					
Capacity (veh/h)		-	-		1512	-
HCM Cantral Dalay (a)		-		0.019		-
HCM Long LOS		-	-		7.4	0
HCM Lane LOS	١	-	-		A	А
HCM 95th %tile Q(veh))	-	-	0.1	0	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑ ↑		ሻ	↑ ↑			4			4	
Traffic Vol, veh/h	80	433	4	1	503	31	1	1	1	21	1	51
Future Vol, veh/h	80	433	4	1	503	31	1	1	1	21	1	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	481	4	1	559	34	1	1	1	23	1	57
Major/Minor M	ajor1		N	Major2		N	Minor1		N	/linor2		
Conflicting Flow All	593	0	0	485	0	0	943	1256	243	997	1241	297
Stage 1	-	-	-	-	-	-	661	661	-	578	578	
Stage 2	-	-	_	-	-	-	282	595	-	419	663	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	_	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	979	-	-	1074	-	-	217	170	758	198	174	699
Stage 1	-	-	-	-	-	-	418	458	-	468	499	-
Stage 2	-	-	-	-	-	-	701	491	-	582	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	979	-	-	1074	-	-	184	154	758	183	158	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	184	154	-	183	158	-
Stage 1	-	-	-	-	-	-	380	416	-	425	499	-
Stage 2	-	-	-	-	-	-	642	491	-	527	415	-
Ŭ.												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			21.2			17.2		
HCM LOS	1.7			U			C C			C		
TIOW LOO												
Minor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	CDI n1			
Capacity (veh/h)		226	979	-	-	1074	-	-	376			
HCM Control Dolay (c)		0.015		-	-	0.001	-		0.216			
HCM Lang LOS			9	-	-	8.4	-	-	17.2			
HCM Lane LOS HCM 95th %tile Q(veh)		C 0	A 0.3	-	-	A	-	-	C 0.8			
HOW YOU WILL Q(VEII)		U	0.3	-	-	0	-	-	υ.δ			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
					SDL	
Lane Configurations	ች	100	110		0	7
Traffic Vol, veh/h	40	423	448	2	0	95
Future Vol, veh/h	40	423	448	2	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	300	-	-	300	-	0
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	470	498	2	0	106
IVIVIIIL I IOW	44	470	470		U	100
Major/Minor	Major1	N	Major2	N	Vinor2	
Conflicting Flow All	500	0	-	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	_	-	-	-	_
Critical Hdwy Stg 1	-	_	_	_	_	_
Critical Hdwy Stg 2	_			_	_	_
Follow-up Hdwy	2.218	-	-		-	-
		-	-			
Pot Cap-1 Maneuver	1064	-	-	-	0	0
Stage 1	-	-	-	-	0	0
Stage 2	-	-	-	-	0	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1064	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
J. W. G.						
Approach	EB		WB		SB	
HCM Control Delay, s	0.7		0		0	
HCM LOS					Α	
Minor Long/Major Mym	.+	EDI	EDT	WDT	WDD	CDI n1
Minor Lane/Major Mvm	11	EBL	EBT	WBT	WBR S	PREUI
Capacity (veh/h)		1064	-	-	-	-
HCM Lane V/C Ratio		0.042	-	-	-	-
HCM Control Delay (s)		8.5	-	-	-	0
110141 100		Α	-	-	-	Α
HCM Lane LOS		$\overline{}$				
HCM Lane LOS HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<u></u>	7	ሻ	<u></u>	7	ሻ	f)		ሻ	f)	
Traffic Vol, veh/h	38	345	43	2	343	2	18	1	1	10	1	90
Future Vol, veh/h	38	345	43	2	343	2	18	1	1	10	1	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	383	48	2	381	2	20	1	1	11	1	100
Major/Minor M	1ajor1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	431	0	0	904	854	383	877	900	381
Stage 1	-	-	-	-	-	-	467	467	-	385	385	-
Stage 2	-	-	-	-	-	-	437	387	-	492	515	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1175	-	-	1129	-	-	258	296	664	269	278	666
Stage 1	-	-	-	-	-	-	576	562	-	638	611	-
Stage 2	-	-	-	-	-	-	598	610	-	558	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1175	-	-	1129	-	-	212	285	664	260	267	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	285	-	260	267	-
Stage 1	-	-	-	-	-	-	555	542	-	615	610	-
Stage 2	-	-	-	-	-	-	506	609	-	536	516	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0			22.7			12.3		
HCM LOS							С			В		
Minor Lane/Major Mvmt		NBLn1 I	\IRI n2	EBL	EBT	EBR	WBL	WBT	\M/DD	SBLn1	SRI n2	
		212	399	1175	LDT	LDK	1129	WDI	WDK.	260	655	
Capacity (veh/h) HCM Lane V/C Ratio			0.006		-	-	0.002	-	-	0.043		
HCM Control Delay (s)		23.7	14.1	8.2	-	-	8.2	-		19.5	11.5	
HCM Lane LOS		23.7 C	14.1 B	8.2 A	-	-	8.2 A	-	-	19.5 C	11.5 B	
HCM 95th %tile Q(veh)		0.3	0	0.1	-	-	0	-	-	0.1	0.5	
HOW 75th 70the Q(VEH)		0.5	U	U. I	-	-	U		_	0.1	0.5	

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥	W DIX	4	HOIN	ODL	<u>ુ</u>
Traffic Vol, veh/h	9	10	72	11	10	97
Future Vol, veh/h	9	10	72	11	10	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Siup -	None		None		None
			-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	11	80	12	11	108
Major/Minor I	Minor1	N	Major1	N	Major2	
Conflicting Flow All	216	86	0	0	92	0
Stage 1	86	-	-	-	-	-
Stage 2	130	-	-	-	-	
Critical Hdwy		6.22			4.12	
	6.42		-	-		-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy			-		2.218	-
Pot Cap-1 Maneuver	772	973	-	-	1503	-
Stage 1	937	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	766	973	-	-	1503	-
Mov Cap-2 Maneuver	766	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Ŭ						
Annragah	MD		ND		CD	
Approach	WB		NB		SB	
HCM Control Delay, s	9.3		0		0.7	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBT	NBRV	WBLn1	SBL	SBT
Capacity (veh/h)				863	1503	
HCM Lane V/C Ratio		-	-	0.024		-
		-	-	9.3	7.4	0
HCM Control Delay (s) HCM Lane LOS		-	-			
HCM 95th %tile Q(veh)	1	-	-	A	A	А
ncivi yain %ille Olven	1	-		0.1	0	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ħβ		ሻ	ħβ			4			4	
Traffic Vol, veh/h	73	527	6	1	560	15	5	1	1	36	1	95
Future Vol, veh/h	73	527	6	1	560	15	5	1	1	36	1	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	586	7	1	622	17	6	1	1	40	1	106
Major/Minor M	ajor1		N	Major2		1	Minor1		<u> </u>	/linor2		
Conflicting Flow All	639	0	0	593	0	0	1066	1393	297	1089	1388	320
Stage 1	-	_	-	_	_	-	752	752	-	633	633	-
Stage 2	-	-	_	-	-	-	314	641	-	456	755	_
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	941	-	-	979	-	-	177	141	699	170	142	676
Stage 1	-	-	-	-	-	-	368	416	-	434	472	-
Stage 2	-	-	-	-	-	-	671	468	-	554	415	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	941	-	-	979	-	-	139	129	699	157	130	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	129	-	157	130	-
Stage 1	-	-	-	-	-	-	336	380	-	397	472	-
Stage 2	-	-	-	-	-	-	564	468	-	504	379	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0			29.4			22.5		
HCM LOS	1.1			- 0			D			C		
110.11. 200												
Minor Long/Major M		IDI1	EDI	EDT	EDD	WDI	WDT	WDD	CDI n1			
Minor Lane/Major Mvmt	<u> </u>	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S				
Capacity (veh/h)		155	941	-	-	979	-	-	350			
HCM Card at Data (2)			0.086	-		0.001	-		0.419			
HCM Control Delay (s)		29.4	9.2	-	-	8.7	-	-	22.5			
HCM Lane LOS		D	A	-	-	A	-	-	С			
HCM 95th %tile Q(veh)		0.2	0.3	-	-	0	-	-	2			

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*			7		7
Traffic Vol, veh/h	97	480	525	6	0	65
Future Vol, veh/h	97	480	525	6	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	300	-	_	300	_	0
Veh in Median Storage		0	0	-	0	-
Grade, %	J, II -	0	0	_	0	_
Peak Hour Factor	90	90	90	90	90	90
	2	2	2			2
Heavy Vehicles, %				2	2	
Mvmt Flow	108	533	583	7	0	72
Major/Minor	Major1	N	Major2	N	Minor2	
Conflicting Flow All	590	0	-	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-
Critical Hdwy Stg 1	_	_	_	_	_	_
Critical Hdwy Stg 2	_	_	_	_	_	-
Follow-up Hdwy	2.218	_	_	_	_	_
Pot Cap-1 Maneuver	985	-	_	_	0	0
Stage 1	700	_	_	_	0	0
Stage 2	_	_	_	-	0	0
Platoon blocked, %	_		_		U	U
Mov Cap-1 Maneuver	985	-	_	-	_	_
		-	-			
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	1.5		0		0	
HCM LOS					A	
110111 200					, ,	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR S	SBLn1
Capacity (veh/h)		985	-	-	-	-
HCM Lane V/C Ratio		0.109	-	-	-	-
HCM Control Delay (s))	9.1	-	-	-	0
HCM Lane LOS		Α	-	-	-	Α
HCM 95th %tile Q(veh)	0.4	-	-	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	†	7	ች	†	7	ች	1			(
Traffic Vol, veh/h	106	340	36	1	416	6	51	2	3	7	2	65
Future Vol, veh/h	106	340	36	1	416	6	51	2	3	7	2	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	118	378	40	1	462	7	57	2	3	8	2	72
Major/Minor N	Najor1		1	Major2		1	Minor1			Minor2		
Conflicting Flow All	469	0	0	418	0	0	1119	1085	378	1101	1118	462
Stage 1	-	-	-	-	-	-	614	614	-	464	464	-
Stage 2	-	-	-	-	-	-	505	471	-	637	654	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1093	-	-	1141	-	-	184	217	669	189	207	600
Stage 1	-	-	-	-	-	-	479	483	-	578	564	-
Stage 2	-	-	-	-	-	-	549	560	-	465	463	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1093	-	-	1141	-	-	147	193	669	171	184	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	193	-	171	184	-
Stage 1	-	-	-	-	-	-	427	431	-	516	563	-
Stage 2	-	-	-	-	-	-	481	559	-	411	413	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0			41.6			13.8		
HCM LOS							Ε			В		
Minor Lane/Major Mvm	t ſ	NBLn1 I	VBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBL n2	
Capacity (veh/h)		147	337		-		1141	-	-		562	
HCM Lane V/C Ratio			0.016		-		0.001	_		0.045		
HCM Control Delay (s)		44.1	15.9	8.7	-	-	8.2	-	-		12.4	
HCM Lane LOS		E	С	A	-	_	A	_	-	D	В	
HCM 95th %tile Q(veh)		1.6	0.1	0.4	-	-	0	-	-	0.1	0.5	

1.7					
WRI	WBR	NRT	NBR	SBI	SBT
	אטוע		NON	ODL	<u>ક્રમ</u>
	10		10	10	40
					40
					0
					Free
					None
		-			None
		-			-
					0
					0
					90
					2
11	11	78	11	11	44
Minor1	N	Maior1	N	Maior2	
					0
					-
					-
					-
		-	-		-
		-	-		-
		-	-		-
	975	-	-	1506	-
	-	-	-	-	-
957	-	-	-	-	-
		-	-		-
836	975	-	-	1506	-
836	-	-	-	-	-
	_	-	_	-	-
	_	_	_	_	_
, 00					
9.1		0		1.5	
Α					
nt	NRT	NRDV	VRI n1	SRI	SBT
It	NDI	NDIN			301
	-	-			-
		_	0.025	0.007	-
	-		0.4	7.4	
	-	-	9.1	7.4	0
)	-	-	9.1 A 0.1	7.4 A 0	0 A
	WBL 10 10 0 Stop 0 90 2 11 150 84 66 6.42 5.42 5.42 3.518 842 939 957 836 836 939 950 WB	WBL WBR 10 10 10 10 0 0 Stop Stop - None 0 - 90 90 2 2 11 11 Minor1	WBL WBR NBT 10 10 70 10 10 70 0 0 0 Stop Stop Free - None 0 0 - 0 90 90 90 2 2 2 11 11 78 Minor1 Major1 150 84 0 84 66 6.42 6.22 - 5.42 5.42 5.42 5.42 5.42 5.42 5.42 83.518 3.318 - 842 975 - 939 957 836 975 - 836 939 957 WB NB 9.1 0 A	WBL WBR NBT NBR 10 10 70 10 10 10 70 10 0 0 0 0 Stop Stop Free Free - None - None 0 - - - 0 - 0 - 90 90 90 90 2 2 2 2 11 11 78 11 Minor1 Major1 1 150 84 0 0 84 - - - 66 - - - 642 6.22 - - 5.42 - - - 939 - - - 939 - - - 936 - - - 939 - - - <	WBL WBR NBT NBR SBL Y I I I I 10 10 70 10 10 10 0 0 0 0 0 0 0 0 0 Stop Free Free Free Free - None - None - 0 - 0 - - 90 90 90 90 90 90 2 2 2 2 2 2 2 1 11 <td< td=""></td<>

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	† }		*	†			4			4	
Traffic Vol, veh/h	80	555	5	2	655	35	2	2	2	25	2	45
Future Vol, veh/h	80	555	5	2	655	35	2	2	2	25	2	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
•	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	617	6	2	728	39	2	2	2	28	2	50
Major/Minor Major/Minor	ajor1		١	Major2		N	Minor1		N	Minor2		
Conflicting Flow All	767	0	0	623	0	0	1167	1569	312	1240	1553	384
Stage 1	-	-	-	-	-	-	798	798	-	752	752	-
Stage 2	-	-	-	-	-	-	369	771	-	488	801	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	842	-	-	954	-	-	149	110	684	131	112	614
Stage 1	-	-	-	-	-	-	346	396	-	368	416	-
Stage 2	-	-	-	-	-	-	623	408	-	530	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	842	-	-	954	-	-	124	98	684	118	100	614
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	98	-	118	100	-
Stage 1		-	-	-	-	-	309	354	-	329	415	-
Stage 2	-	-	-	-	-	-	568	407	-	469	353	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0			29.8			27.9		
HCM LOS							D			D		
Minor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SRI n1			
Capacity (veh/h)	<u> </u>	152	842	LDI	LDIX	954	-	- 71010	236			
HCM Lane V/C Ratio		0.044		-		0.002			0.339			
HCM Control Delay (s)		29.8	9.8	-	-	8.8	-	-				
HCM Lane LOS		27.0 D	7.0 A	-	-	Α	-		27.9 D			
HCM 95th %tile Q(veh)		0.1	0.4		_	0	_	_	1.4			
110W 70W 70W Q(VCH)		- U. I	0.7						1.7			

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u>LDI</u>	LDK	WDL		NDL	NDK
Traffic Vol, veh/h	562	24	0	689	0	0
Future Vol, veh/h	562	24	0	689	0	0
Conflicting Peds, #/hr	0	0	0	007	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	Jiop -	None
Storage Length	-	300	_	-	-	0
Veh in Median Storage,		-	_	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	624	27	0	766	0	0
IVIVIIIL I IOW	024	21	U	700	U	U
	ajor1		Major2	N	Minor1	
Conflicting Flow All	0	0	-	-	-	624
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	485
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	485
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
J						
Annroach	EB		WB		NB	
Approach						
HCM Control Delay, s	0		0		0	
HCM LOS					Α	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBT	
Capacity (veh/h)		-	_	-	_	
HCM Lane V/C Ratio		-	-	-	-	
HCM Control Delay (s)		0	-	-	-	
HCM Lane LOS		A	-	-	-	
HCM 95th %tile Q(veh)		-	-	-	-	
, ,						

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ľ		7	ř		7	ř	ĵ,		۲	ĵ,	
Traffic Vol, veh/h	30	485	47	4	575	2	24	1	1	5	1	90
Future Vol, veh/h	30	485	47	4	575	2	24	1	1	5	1	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	539	52	4	639	2	27	1	1	6	1	100
Major/Minor N	1ajor1			Major2		1	Minor1			Minor2		
Conflicting Flow All	641	0	0	591	0	0	1304	1254	539	1279	1304	639
Stage 1	041	-	U	371	-	-	605	605	-	647	647	-
Stage 2	_				_	_	699	649	_	632	657	
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	4.12	-	-	4.12	-	-	6.12	5.52	0.22	6.12	5.52	0.22
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
3 0	2.218	-	-	2.218	-	-	3.518		3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	943	-	-	985	-	-	137	172	542	143	160	476
•	943	-	•	700	-	-	485	487	542	460	467	4/0
Stage 1 Stage 2	-	-	-	-	-	-	430	466	-	468	467	-
Platoon blocked, %	-	-	-	-	-	-	430	400	•	400	402	-
Mov Cap-1 Maneuver	943	-	-	985	-	-	104	165	542	138	154	476
Mov Cap-1 Maneuver		-	-	700	-		104	165	542	138	154	4/0
	-	-	-	-	-	-	468	470		444	465	-
Stage 1	-	-	-	-	-	-	337	470	-	450	446	-
Stage 2	-	-	-	-	-	-	33 <i>1</i>	404	-	450	440	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			48.8			15.8		
HCM LOS							Е			С		
Minor Lane/Major Mvmt	t I	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)		104	253	943	-	-	985	-	-	138	465	
HCM Lane V/C Ratio			0.009		_	-	0.005	-	-		0.217	
HCM Control Delay (s)		51.2	19.4	9	-	-	8.7	-	-	32.2	14.9	
HCM Lane LOS		F	C	Á	_	_	Α	_	_	D	В	
HCM 95th %tile Q(veh)		0.9	0	0.1	-	-	0	-	-	0.1	0.8	
/ 0 / 0 0 2 (/ 0 !!)		0.7		3.1						0.1	0.0	

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
	WDL	אטוע		אטוז	JDL	<u>उठा</u>
Lane Configurations		15	♣	10	15	
Traffic Vol, veh/h	10	15	70	10	15	95
Future Vol, veh/h	10	15	70	10	15	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	17	78	11	17	106
IVIVIIIL FIOW	- 11	17	70	- 11	17	100
Major/Minor N	/linor1	N	/lajor1	N	Major2	
Conflicting Flow All	224	84	0	0	89	0
Stage 1	84	_	_	_	_	-
Stage 2	140	_	_	-	_	-
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	-	_
	5.42		-			_
Critical Hdwy Stg 2		2 210	-	-	2 210	
	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	764	975	-	-	1506	-
Stage 1	939	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	755	975	-	-	1506	-
Mov Cap-2 Maneuver	755	-	-	-	-	-
Stage 1	939	-	_	-	-	-
Stage 2	876	_	_	_	-	_
Jugo Z	570					
Approach	WB		NB		SB	
HCM Control Delay, s	9.3		0		1	
HCM LOS	Α					
Minor Lane/Major Mvm	t	NBT	NBRV		SBL	SBT
Capacity (veh/h)		-	-	873	1506	-
HCM Lane V/C Ratio		-	-	0.032	0.011	-
HCM Control Delay (s)		-	-	9.3	7.4	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(veh)		-	-	0.1	0	-

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	† \$		ሻ	† \$			4			4	
Traffic Vol, veh/h	65	665	10	2	650	20	10	2	2	40	2	90
Future Vol, veh/h	65	665	10	2	650	20	10	2	2	40	2	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	739	11	2	722	22	11	2	2	44	2	100
Major/Minor M	1ajor1			Major2		<u> </u>	Minor1		<u> </u>	Minor2		
Conflicting Flow All	744	0	0	750	0	0	1255	1637	375	1252	1631	372
Stage 1	-	-	-	-	-	-	889	889	-	737	737	-
Stage 2	-	-	-	-	-	-	366	748	-	515	894	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	859	-	-	855	-	-	128	100	623	129	101	625
Stage 1	-	-	-	-	-	-	304	360	-	376	423	-
Stage 2	-	-	-	-	-	-	626	418	-	511	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	859	-	-	855	-	-	99	91	623	118	92	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	91	-	118	92	-
Stage 1	-	-	-	-	-	-	278	330	-	344	422	-
Stage 2	-	-	-	-	-	-	522	417	-	463	328	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0			42.6			34.9		
HCM LOS							E			D		
Minor Lane/Major Mvmt	<u> </u>	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1			
Capacity (veh/h)		111	859	-	-	855	-	-	262			
HCM Lane V/C Ratio			0.084	_		0.003	_	_	0.56			
HCM Control Delay (s)		42.6	9.6	-	-	9.2	-	-	34.9			
HCM Lane LOS		12.0 E	A	-	_	Α	_	_	D			
HCM 95th %tile Q(veh)		0.5	0.3	-	-	0	-	-	3.1			
2(7011)			5.5									

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u></u>	T T	NDL		NDL	NDIX *
Traffic Vol, veh/h	T 675	39	0	↑ 684	0	3
Future Vol, veh/h	675	39		684		3
			0		0	
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	300	-	-	-	0
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	750	43	0	760	0	3
Major/Minor	Major1	N	//oior?	N	linar1	
	Major1		Major2		Minor1	750
Conflicting Flow All	0	0	-	-	-	750
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	411
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	411
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	_	_	_	_	-	_
Stage 2	_	_	_	_	_	_
Olago Z						
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		13.8	
HCM LOS					В	
Minor Lanc/Major Mum	at N	NBLn1	EBT	EBR	WPT	
Minor Lane/Major Mvn	it I		EDI	EDK	VVDI	
Capacity (veh/h)		411	-	-	-	
HCM Lane V/C Ratio		0.008	-	-	-	
HCM Control Delay (s)		13.8	-	-	-	
HCM Lane LOS		В	-	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	

ntersection													
nt Delay, s/veh	19.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations	ሻ	†	7	*	†	7	*	ĵ.		ሻ	f)		
raffic Vol, veh/h	95	555	28	3	535	5	94	2	3	3	2	55	
uture Vol, veh/h	95	555	28	3	535	5	94	2	3	3	2	55	
onflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
ign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
T Channelized	-	-	None	-	-	None	-	-	None	·-	-	None	
torage Length	300	-	300	300	-	300	100	-	-	100	-	-	
eh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-	
rade, %	-	0	-	-	0	-	-	0	-	-	0	-	
eak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
eavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
vmt Flow	106	617	31	3	594	6	104	2	3	3	2	61	
ajor/Minor N	Major1			Major2			Minor1			Minor2			
onflicting Flow All	600	0	0	648	0	0	1464	1435	617	1447	1460	594	
Stage 1	-	-	_	_	-	-	829	829	-	600	600	-	
Stage 2	_	-	_	-	_	_	635	606	_	847	860	_	
ritical Hdwy	4.12	-	_	4.12	_	_	7.12	6.52	6.22	7.12	6.52	6.22	
ritical Hdwy Stg 1	- 1112	_	_		_	_	6.12	5.52	-	6.12	5.52	-	
itical Hdwy Stg 2	_	_	_	_	_	_	6.12	5.52	_	6.12	5.52	_	
ollow-up Hdwy	2.218	_	_	2.218	_	_	3.518	4.018	3.318		4.018	3.318	
ot Cap-1 Maneuver	977	_	_	938	_	_	106	134	490	109	129	505	
Stage 1	-	_	_	-	_	_	365	385	-	488	490	-	
Stage 2	_	_	_	_	_	_	467	487	_	357	373	_	
latoon blocked, %		_	_		_	_	107	107		007	0,0		
lov Cap-1 Maneuver	977	_	_	938	_	_	~ 84	119	490	98	115	505	
ov Cap 1 Maneuver	-	_	_	- 700	_	_	~ 84	119	- 770	98	115	-	
Stage 1	-		-	_	_	-	326	343	_	435	489	_	
Stage 2	_	_	_	_	_	_	407	486	_	314	333	_	
Jugo Z							107	.00		317	300		
pproach	EB			WB			NB			SB			
CM Control Delay, s	1.3			0			254.5			15.7			
ICM LOS							F			С			
							•						
/linor Lane/Major Mvm	t	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1	SBLn2		
Capacity (veh/h)		84	218	977	_	_	938		_	98	451		
ICM Lane V/C Ratio			0.025		_	_	0.004	_	_	0.034	0.14		
ICM Control Delay (s)		266.9	21.9	9.1	-	_	8.9	_	_	43	14.3		
CM Lane LOS		F	C	A	_	-	A	_	_	E	В		
ICM 95th %tile Q(veh)		7.7	0.1	0.4	-	-	0	-	-	0.1	0.5		
lotes			J.,	2						5.7	0.0		
otes : Volume exceeds car	nooit.	¢. D	olov ove	nondo 2	000	Corr	nutetie:	Met D	ofinad	*. AII	molar	(aluma a	in plotos:
ADMINIO EXCEPTIC CAL	Jacily	\$: D(elay exc	eeus 30	UUS	+: Com	putation	I NOLD	ennea	: All	major \	volume l	in platoon

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
		NOK		NDK	SDL	
Lane Configurations	Y	10	₽	10	10	4
Traffic Vol, veh/h	15	10	72	12	10	45
Future Vol, veh/h	15	10	72	12	10	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e, # 0	-	0	-	-	0
Grade, %	0	_	0	_	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	11	80	13	11	50
IVIVIIIL FIOW	17	H	00	13	11	50
Major/Minor N	Minor1	N	Major1	N	Major2	
Conflicting Flow All	159	87	0	0	93	0
Stage 1	87	_	_	_	_	-
Stage 2	72	_	_	_	_	_
Critical Hdwy	6.42	6.22	_	_	4.12	-
Critical Hdwy Stg 1	5.42	- 0.22	_	_	7.12	_
	5.42			-	-	-
Critical Hdwy Stg 2			-	-		
Follow-up Hdwy	3.518		-		2.218	-
Pot Cap-1 Maneuver	832	971	-	-	1501	-
Stage 1	936	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	971	-	-	1501	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	943	_	_	_	-	_
olago 2	7.0					
Approach	WB		NB		SB	
HCM Control Delay, s	9.2		0		1.3	
HCM LOS	Α					
NA'		NDT	NDDV	VDI 1	CDI	CDT
Minor Lane/Major Mvm	11	NBT		VBLn1	SBL	SBT
Capacity (veh/h)		-	-		1501	-
HCM Lane V/C Ratio		-	-	0.032		-
HCM Control Delay (s)		-	-	9.2	7.4	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(veh)		-	-	0.1	0	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱		7	∱ }			4			4	
Traffic Vol, veh/h	84	638	5	2	843	35	2	2	2	25	2	55
Future Vol, veh/h	84	638	5	2	843	35	2	2	2	25	2	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	709	6	2	937	39	2	2	2	28	2	61
Major/Minor N	1ajor1		N	Major2		ſ	Minor1		N	/linor2		
Conflicting Flow All	976	0	0	715	0	0	1372	1878	358	1503	1862	488
Stage 1	-	-	-	-	-	-	898	898	-	961	961	-
Stage 2	-	-	-	-	-	-	474	980	-	542	901	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	703	-	-	881	-	-	105	71	638	84	72	526
Stage 1	-	-	-	-	-	-	301	356	-	275	333	-
Stage 2	-	-	-	-	-	-	540	326	-	492	355	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	703	-	-	881	-	-	81	61	638	73	62	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	61	-	73	62	-
Stage 1	-	-	-	-	-	-	261	309	-	239	332	-
Stage 2	-	-	-	-	-	-	473	325	-	422	308	-
Ü												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0			44			47.8		
HCM LOS							Ε			E		
Minor Lane/Major Mvmt	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1			
Capacity (veh/h)		99	703	-	-	881	-	-	171			
HCM Lane V/C Ratio			0.133	-	_	0.003	-		0.533			
HCM Control Delay (s)		44	10.9	-	-	9.1	-	-				
HCM Lane LOS		E	В	-	-	Α	-	-	E			
HCM 95th %tile Q(veh)		0.2	0.5	-	-	0	-	-	2.7			

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7		†	7			7			7
Traffic Vol, veh/h	40	605	24	0	782	2	0	0	0	0	0	95
Future Vol, veh/h	40	605	24	0	782	2	0	0	0	0	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	300	-	300	-	-	300	-	-	0	-	-	0
Veh in Median Storage	.,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	672	27	0	869	2	0	0	0	0	0	106
Major/Minor N	Major1			Major2		1	Minor1		<u> </u>	Minor2		
Conflicting Flow All	871	0	0	-	-	0	-	-	672	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
	2.218	-	-	-	-	-	-	-	3.318	-	-	-
Pot Cap-1 Maneuver	774	-	-	0	-	-	0	0	456	0	0	0
Stage 1	-	-	-	0	-	-	0	0	-	0	0	0
Stage 2	-	-	-	0	-	-	0	0	-	0	0	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	774	-	-	-	-	-	-	-	456	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			0			0		
HCM LOS							A			A		
Minor Lane/Major Mvm	ıt N	NBLn1	EBL	EBT	EBR	WBT	WBR S	SBLn1				
Capacity (veh/h)		_	774	_	_	_	_	-				
HCM Lane V/C Ratio			0.057	_	_	_	_	_				
HCM Control Delay (s)		0	9.9	-	-	-	-	0				
HCM Lane LOS		A	A	-	-	_	-	A				
HCM 95th %tile Q(veh)		-	0.2	-	-	-	-	-				
/ Julio 2(1011)												

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		†	7	*	↑	7	*	1		*	î,	
Traffic Vol, veh/h	68	485	52	4	578	4	26	2	1	15	2	180
Future Vol, veh/h	68	485	52	4	578	4	26	2	1	15	2	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	539	58	4	642	4	29	2	1	17	2	200
Major/Minor N	/lajor1		1	Major2		1	Minor1			Minor2		
Conflicting Flow All	646	0	0	597	0	0	1444	1345	539	1372	1399	642
Stage 1	-	-	-	-	-	-	691	691	-	650	650	-
Stage 2	-	-	-	-	-	-	753	654	-	722	749	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	939	-	-	980	-	-	110	151	542	123	141	474
Stage 1	-	-	-	-	-	-	435	446	-	458	465	-
Stage 2	-	-	-	-	-	-	402	463	-	418	419	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	980	-	-	59	138	542	113	129	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	138	-	113	129	-
Stage 1	-	-	-	-	-	-	400	410	-	421	463	-
Stage 2	-	-	-	-	-	-	230	461	-	381	385	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.1			105.1			20.6		
HCM LOS							F			С		
Minor Lane/Major Mvm	t ſ	NBLn1 i	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)		59	184	939	-	-	980	-	-		460	
HCM Lane V/C Ratio			0.018	0.08	-	-	0.005	-	-	0.147	0.44	
HCM Control Delay (s)		114.4	24.9	9.2	-	-	8.7	-	-		18.8	
HCM Lane LOS		F	С	Α	-	-	Α	-	-	E	С	
HCM 95th %tile Q(veh)		1.9	0.1	0.3	-	-	0	-	-	0.5	2.2	

Intersection						
Int Delay, s/veh	1.6					
		WDD	NDT	NDD	CDI	CDT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y	15	ĵ»	1/	15	વ
Traffic Vol, veh/h	14	15	76	16	15	99
Future Vol, veh/h	14	15	76	16	15	99
Conflicting Peds, #/hr	0	0	0	0	0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	17	84	18	17	110
N / a : a = / N / i : a = = .	1!1		1-11		\	
	Minor1		Major1		Major2	
Conflicting Flow All	237	93	0	0	102	0
Stage 1	93	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	751	964	-	-	1490	-
Stage 1	931	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	742	964	-	-	1490	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	872	-	_	_	_	_
olago z	0,2					
Approach	WB		NB		SB	
HCM Control Delay, s	9.4		0		1	
HCM LOS	Α					
Minor Lane/Major Mvm	ıt	NBT	NIRDV	VBLn1	SBL	SBT
	it .	NDI	INDIX			301
Capacity (veh/h) HCM Lane V/C Ratio		-	-	842	1490	-
		-	-	0.038		-
HCM Control Delay (s) HCM Lane LOS		-	-	9.4	7.4	0
HUMITADE LOS		-	-	Α	Α	Α
HCM 95th %tile Q(veh)			_	0.1	0	-

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		† \$		ሻ	† \$			4			4	
Traffic Vol, veh/h	77	877	10	2	790	20	10	2	2	40	2	98
Future Vol, veh/h	77	877	10	2	790	20	10	2	2	40	2	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	974	11	2	878	22	11	2	2	44	2	109
Major/Minor M	lajor1		1	Major2		N	Minor1		ľ	Minor2		
Conflicting Flow All	900	0	0	985	0	0	1596	2056	493	1553	2050	450
Stage 1	-	-	-	-	-	-	1152	1152	-	893	893	-
Stage 2	-	-	-	-	-	-	444	904	-	660	1157	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	751	-	-	697	-	-	71	55	522	77	55	556
Stage 1	-	-	-	-	-	-	210	270	-	303	358	-
Stage 2	-	-	-	-	-	-	563	354	-	418	269	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	751	-	-	697	-	-	50	49	522	67	49	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	49	-	67	49	-
Stage 1	-	-	-	-	-	-	186	239	-	268	357	-
Stage 2	-	-	-	-	-	-	449	353	-	365	238	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0			90.4			99.2		
HCM LOS							F			F		
Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1			
Capacity (veh/h)		57	751	-	-	697	-		172			
HCM Lane V/C Ratio		0.273		_		0.003	_		0.904			
HCM Control Delay (s)		90.4	10.4	-	-	10.2	-	-				
HCM Lane LOS		F	В	-	_	В	_	-	F			
HCM 95th %tile Q(veh)		1	0.4	-	-	0	-	-	6.7			
2(1011)												

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EDL Š	EDI	EDR	WDL	WD1	WDR	NDL	NDT	NDR	JDL	וטכ	JDK 7
Traffic Vol, veh/h	1 97			٥	T 759		Λ	٥	1 3	٥	Λ	65
Future Vol, veh/h	97	790 790	39 39	0	759	6	0	0	3	0	0	65
										0		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	300	-	300	-	-	300	-	-	0	-	-	0
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	878	43	0	843	7	0	0	3	0	0	72
Major/Minor I	Major1		ľ	Major2		N	/linor1		N	Minor2		
Conflicting Flow All	850	0	0	-	-	0	-	-	878	-	-	-
Stage 1	-	-	-	_	-	-	-	-	-	_	-	_
Stage 2	-	-	_	-	_	_	_	_	_	_	_	_
Critical Hdwy	4.12	-	-	-	-	-	-	-	6.22	-	-	-
Critical Hdwy Stg 1	-		_	_	_	_	_	-	-	_	_	_
Critical Hdwy Stg 2	-	_	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	_	_	_	_	3.318	_	_	_
Pot Cap-1 Maneuver	788	-	-	0	-	-	0	0	347	0	0	0
Stage 1	-	_	_	0	_	_	0	0	-	0	0	0
Stage 2	-	_	_	0	-	_	0	0	_	0	0	0
Platoon blocked, %		_	_		_	_						
Mov Cap-1 Maneuver	788	_	_	_	-	_	_	-	347	_	_	_
Mov Cap-2 Maneuver	-	_	_	_	_	_	_	_	-	_	_	_
Stage 1	-	_	_	_	_	-	_	-	_	_	_	_
Stage 2	_	_	_	_	_	_	_	_	_	_	_	_
Stage 2												
Approach	EB			WB			NB			SB		
							15.5					
HCM LOS	1.1			0						0		
HCM LOS							С			Α		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBT	WBR S	SBLn1				
Capacity (veh/h)		347	788	-	-	-	-	-				
HCM Lane V/C Ratio			0.137	-	-	-	-	-				
HCM Control Delay (s)		15.5	10.3	-	-	-	-	0				
HCM Lane LOS		С	В	-	-	-	-	Α				
HCM 95th %tile Q(veh))	0	0.5	-	-	-	-	-				

ntersection													
nt Delay, s/veh	75.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations	*	•	7	*		7	ሻ	î,		ች	ĵ.		
raffic Vol, veh/h	201	555	37	3	539	11	104	4	4	10	4	120	
ture Vol, veh/h	201	555	37	3	539	11	104	4	4	10	4	120	
onflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
gn Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
orage Length	300	-	300	300	-	300	100	-	-	100	-	-	
eh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-	
rade, %	-	0	-	-	0	-	-	0	-	-	0	-	
eak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
eavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
lvmt Flow	223	617	41	3	599	12	116	4	4	11	4	133	
ajor/Minor I	Major1		ı	Major2		1	Minor1			Minor2			
onflicting Flow All	611	0	0	658	0	0	1743	1680	617	1693	1709	599	
Stage 1	-		-	-	-	-	1063	1063	-	605	605	-	
Stage 2	-	-	-	-	-	-	680	617	-	1088	1104	-	
ritical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
ritical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
ritical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
ollow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
ot Cap-1 Maneuver	968		-	930	-	-	~ 68	95	490	74	91	502	
Stage 1	-	-	-	-	-	-	270	300	-	485	487	-	
Stage 2	-	-	-	-	-	-	441	481	-	261	287	-	
latoon blocked, %		-	-		-	-							
lov Cap-1 Maneuver	968	-	-	930	-	-	~ 39	73	490	57	70	502	
lov Cap-2 Maneuver	-	-	-	-	-	-	~ 39	73	-	57	70	-	
Stage 1	-	-	-	-	-	-	208	231	-	373	486	-	
Stage 2	-	-	-	-	-	-	320	480	-	195	221	-	
J													
pproach	EB			WB			NB			SB			
ICM Control Delay, s	2.5			0		\$ 1	1026.8			22.6			
HCM LOS							F			С			
//linor Lane/Major Mvm	nt	NBLn1	VBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)		39	127	968	-	-	930	-	-	57	419		
HCM Lane V/C Ratio		2.963		0.231	-	-	0.004	-	-	0.195			
HCM Control Delay (s)		\$ 1103	35.5	9.8	-	-	8.9	-	-	82.9	17.7		
ICM Lane LOS		F	E	А	-	-	A	-	-	F	С		
ICM 95th %tile Q(veh))	12.9	0.2	0.9	-	-	0	-	-	0.7	1.4		
Votes													
: Volume exceeds cap	nacity	\$· De	lav evo	eeds 30)Os	+. Cum	nutatio	n Not D	efined	*· ∆I	l maior y	volume	in platoc
. Volume exceeds cap	oucity	ψ. DC	hay cal	ocus Ji	.03	· · · COIII	Patatiol	יוויטניטיי	onnou		major	VOIGITIE	iii piatooi

2: Adams Street &	E. Tom	ichi A	enue/						AM Peak
	•	→	•	←	•	†	>	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	*	ħβ	7	ħβ		4		4	
Traffic Volume (vph)	84	638	2	843	2	2	25	2	
Future Volume (vph)	84	638	2	843	2	2	25	2	
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	7	4	3	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	23.0	9.5	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	12.0	53.0	12.0	53.0	25.0	25.0	25.0	25.0	
Total Split (%)	13.3%	58.9%	13.3%	58.9%	27.8%	27.8%	27.8%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.5	1.0	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)	4.5	5.0	4.5	5.0		5.0		5.0	
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	
Act Effct Green (s)	74.3	73.3	70.2	66.3		7.8		7.8	
Actuated g/C Ratio	0.83	0.81	0.78	0.74		0.09		0.09	
v/c Ratio	0.19	0.25	0.00	0.38		0.04		0.49	
Control Delay	3.0	3.5	2.0	4.3		31.4		25.2	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	
Total Delay	3.0	3.5	2.0	4.3		31.4		25.2	
LOS	А	Α	Α	Α		С		С	
Approach Delay		3.4		4.3		31.4		25.2	
Approach LOS		Α		Α		С		С	
Intersection Summary									

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 42 (47%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

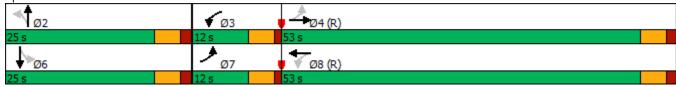
Maximum v/c Ratio: 0.49

Intersection Signal Delay: 5.0
Intersection Capacity Utilization 47.4%

Intersection LOS: A ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Adams Street & E. Tomichi Avenue



	•	→	\rightarrow	•	←	•	1	†	-	ţ	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations	, j	†	7	¥	†	7	,	f)	7	f)	
Traffic Volume (vph)	68	485	52	4	578	4	26	2	15	2	
Future Volume (vph)	68	485	52	4	578	4	26	2	15	2	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	7	4		3	8			2		6	
Permitted Phases	4		4	8		8	2		6		
Detector Phase	7	4	4	3	8	8	2	2	6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	23.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	12.0	53.0	53.0	12.0	53.0	53.0	25.0	25.0	25.0	25.0	
Total Split (%)	13.3%	58.9%	58.9%	13.3%	58.9%	58.9%	27.8%	27.8%	27.8%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	
Act Effct Green (s)	70.8	69.3	69.3	66.6	62.2	62.2	8.6	8.6	8.6	8.6	
Actuated g/C Ratio	0.79	0.77	0.77	0.74	0.69	0.69	0.10	0.10	0.10	0.10	
v/c Ratio	0.14	0.38	0.05	0.01	0.50	0.00	0.35	0.02	0.13	0.61	
Control Delay	2.7	7.0	2.6	2.8	9.5	0.0	48.8	31.0	37.6	14.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.7	7.0	2.6	2.8	9.5	0.0	48.8	31.0	37.6	14.2	
LOS	Α	А	Α	Α	А	Α	D	С	D	В	
Approach Delay		6.1			9.4			47.2		16.0	
Approach LOS		Α			Α			D		В	
Intercaction Cummen.											

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 60

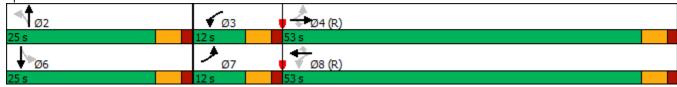
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 9.7 Intersection LOS: A Intersection Capacity Utilization 66.7% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Site Access & E. Tomichi Avenue



	•	-	•	•	1	†	-	ţ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations	ሻ	∱ ⊅	ሻ	∱ β		4		4	
Traffic Volume (vph)	77	877	2	790	10	2	40	2	
Future Volume (vph)	77	877	2	790	10	2	40	2	
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	
Protected Phases	7	4	3	8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	7	4	3	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	23.0	9.5	23.0	23.0	23.0	23.0	23.0	
Total Split (s)	12.0	53.0	12.0	53.0	25.0	25.0	25.0	25.0	
Total Split (%)	13.3%	58.9%	13.3%	58.9%	27.8%	27.8%	27.8%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.5	1.0	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)	4.5	5.0	4.5	5.0		5.0		5.0	
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	
Act Effct Green (s)	71.1	69.0	66.9	62.0		9.0		9.0	
Actuated g/C Ratio	0.79	0.77	0.74	0.69		0.10		0.10	
v/c Ratio	0.18	0.36	0.00	0.37		0.13		0.62	
Control Delay	3.4	4.8	4.0	6.7		33.9		24.6	
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	
Total Delay	3.4	4.8	4.0	6.7		33.9		24.6	
LOS	А	Α	А	Α		С		С	
Approach Delay		4.7		6.7		33.9		24.6	
Approach LOS		Α		Α		С		С	
Latana a d'an Camana									

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 42 (47%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

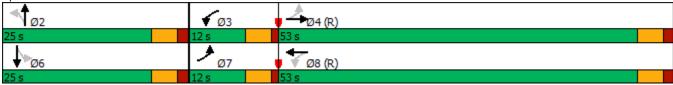
Maximum v/c Ratio: 0.62

Intersection Signal Delay: 7.2
Intersection Capacity Utilization 49.0%

Intersection LOS: A ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Adams Street & E. Tomichi Avenue



		_	*	•	•	_		T	-	¥	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Configurations	ř	+	7	7		7	¥	f)	*	f)	
Traffic Volume (vph)	201	555	37	3	539	11	104	4	10	4	
Future Volume (vph)	201	555	37	3	539	11	104	4	10	4	
Turn Type pr	m+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	7	4		3	8			2		6	
Permitted Phases	4		4	8		8	2		6		
Detector Phase	7	4	4	3	8	8	2	2	6	6	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
1 ()	10.0	23.0	23.0	10.0	23.0	23.0	23.0	23.0	23.0	23.0	
	12.0	53.0	53.0	12.0	53.0	53.0	25.0	25.0	25.0	25.0	
	3.3%	58.9%	58.9%	13.3%	58.9%	58.9%	27.8%	27.8%	27.8%	27.8%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	
` '	65.4	64.0	64.0	58.6	53.0	53.0	13.9	13.9	13.9	13.9	
	0.73	0.71	0.71	0.65	0.59	0.59	0.15	0.15	0.15	0.15	
	0.43	0.47	0.04	0.01	0.55	0.01	0.67	0.03	0.05	0.38	
Control Delay	9.0	5.9	0.1	5.0	14.7	0.0	53.4	22.9	29.9	9.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.0	5.9	0.1	5.0	14.7	0.0	53.4	22.9	29.9	9.4	
LOS	Α	Α	Α	Α	В	Α	D	С	С	Α	
Approach Delay		6.4			14.3			51.4		11.0	
Approach LOS		А			В			D		В	

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 60

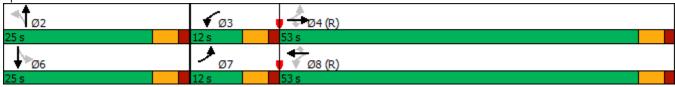
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 12.7 Intersection LOS: B
Intersection Capacity Utilization 69.6% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Site Access & E. Tomichi Avenue



LSC TRANSPORTATION CONSULTANTS, INC.



1889 York Street Denver, CO 80206 (303) 333-1105 FAX (303) 333-1107 E-mail: lsc@lscdenver.com

August 28, 2020

Mr. Byron Chrisman Gunnison Valley Properties, LLC 864 W. South Boulder Road Louisville, CO 80027

> Re: Gunnison Rising Government Campus Subdivision Gunnison, CO LSC #191121

Dear Mr. Chrisman:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis (CDOT Level III traffic study) for the proposed Gunnison Rising Government Campus Subdivision. As shown on Figure 1, the site is located south of US Highway (US) 50 near the intersection with Ute Lane West (CR 72) in Gunnison, Colorado.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday site-generated traffic volume projections for the site; the short-term and long-term assignment of the projected traffic volumes to the area roadways; the projected short-term and long-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the site's traffic impacts. The scope of work is consistent with the attached TIS Methodology Form approved by CDOT with the exception of a few proposed land use details that were modified throughout the process.

LAND USE AND ACCESS

The site is proposed to include a government office campus with about 68,000 square feet of office/light industrial space, a 5,000 square-foot convenience/gas store, and an RV Campground with about 300 sites. Access is proposed to US 50 aligning with Ute Lane West (CR 72) as shown in the site plan in Figure 2. Emergency only access is proposed to US 50 aligning with Ute Lane East (CR 72). A preliminary plat for the government campus portion of the site is attached for reference.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **US Highway 50 (US 50)** is an east-west, two-lane US highway north of the site. It is designated R-A (Regional Highway) by CDOT per the attached CDOT Straight Line Diagram. The intersection with Ute Lane West (CR 72) is stop-sign controlled and shown as a full movement intersection in the *US 50 Access Control Plan* (ACP). An excerpt from the ACP is attached for reference. The posted speed limit in the vicinity of the site is 65 mph.
- **Ute Lane West (CR 72)** is a two-lane county roadway north of the site. The intersection with US 50 is stop-sign controlled. The posted speed limit in the vicinity of the site is 25 mph.

Existing Sight Distance

There is very good sight distance in each direction of US 50 from the proposed access location aligning with Ute Lane West (CR 72).

Existing Traffic Conditions

Figure 3a shows the existing weekday traffic volumes, existing lane geometry and the existing traffic controls in the vicinity of the site. The weekday peak-hour traffic volumes and average daily traffic volumes are from the attached traffic counts conducted by Counter Measures in February, 2020.

Figure 3b shows the estimated July traffic volumes based on a seasonal adjustment factor of 2.27 for US 50 traffic and a conservative 1.50 factor for Ute Lane West (CR 72).

2024 and 2040 Background Traffic

Figure 4 shows the estimated 2024 background traffic and Figure 5 shows the estimated 2040 background traffic. The background traffic volumes on SH 50 assume an annual growth rate of about 0.2 percent based on CDOT's 20-year factor of 1.04 per the approved TIS methodology. Little or no growth was assumed for side street traffic as any future development will be required to prepare its own traffic impact analysis.

Existing, 2024, and 2040 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in the study area were analyzed to determine the existing, 2024, and 2040 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

• **US 50/Ute Lane West (CR 72):** All movements at this unsignalized intersection currently operate at LOS "B" or better during both morning and afternoon peak-hours and are expected to do so through 2040.

TRIP GENERATION

Table 2 shows the estimated average daily, weekday morning peak-hour, and weekday afternoon peak-hour trip generation potential for the proposed site based on the rates from *Trip Generation*, 10th Edition, 2017 by the Institute of Transportation Engineers (ITE).

By 2024, the site is projected to generate about 2,365 external vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 155 vehicles would enter and about 118 vehicles would exit the site. During the afternoon peakhour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 131 vehicles would enter and about 152 vehicles would exit.

At buildout, the site is projected to generate about 3,252 external vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 231 vehicles would enter and about 173 vehicles would exit the site. During the afternoon peakhour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 192 vehicles would enter and about 212 vehicles would exit.

TRIP DISTRIBUTION

Figure 6 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; the site's proposed land use; and on the approved TIS methodology form. The RV Campground was added after the form was approved the assumed directional distribution for the campground is half to the west and half to the east.

TRIP ASSIGNMENT

Figure 7 shows the assignment of 2024 site-generated traffic volumes for the site based on the directional distribution percentages (from Figure 6) and the 2024 trip generation estimate (from Table 2).

Figure 8a shows the assignment of 2040 government-campus site-generated traffic volumes for the site based on the directional distribution percentages (from Figure 6) and the 2040 government campus trip generation estimate (from Table 2).

Figure 8b shows the assignment of 2040 RV Campground site-generated traffic volumes for the site based on the directional distribution percentages (from Figure 6) and the 2040 RV Campground trip generation estimate (from Table 2).

2024 AND 2040 TOTAL TRAFFIC

Figure 9 shows the 2024 total traffic which is the sum of the 2024 background traffic volumes (from Figure 4) and the 2024 site-generated traffic volumes (from Figure 7). Figure 9 also shows the recommended 2024 lane geometry and traffic control.

Figure 10 shows the 2040 total traffic which is the sum of the 2040 background traffic volumes (from Figure 5) and the 2040 site-generated traffic volumes (from Figures 8a and 8b). Figure 10 also shows the recommended 2040 lane geometry and traffic control.

PROJECTED LEVELS OF SERVICE

The intersections in the study area were analyzed as appropriate to determine the 2024 and 2040 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

• **US 50/Ute Lane West (SH 72):** All movements at this stop-sign controlled intersection are expected to operate at LOS "D" or better in both peak-hours through 2024. The north-bound left/through movement is expected to operate at LOS "F" in the 2040 afternoon peak-hour at site buildout with the recommended improvements. The intersection would operate at an overall LOS "B" or better through 2040 with traffic signal control.

TRAFFIC SIGNAL WARRANT ANALYSIS

Figures 11a and 11b show the traffic volumes for 2024 and 2040 total traffic plotted on a four-hour and peak-hour traffic signal warrant chart. Neither warrant is expected to be met with the land uses proposed through 2024 but both will likely be met by 2040 with full site buildout. Per the *State Highway Access Code*, a traffic signal warrant would need to be met to allow traffic signal installation in the future.

95TH PERCENTILE QUEUE LENGTHS

Table 3 shows the estimated 95th percentile queue lengths for the signalized scenarios. The recommended northbound right-turn lane should be about 200 feet to avoid being blocked by queued vehicles waiting to turn left or proceed straight across US 50.

ACCESS PERMIT APPLICATION

An access permit application should be made to CDOT for the proposed uses through 2024 to avoid needing to permit a traffic signal - the traffic volumes for this scenario are shown in Figures 7 and 9.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. By 2024, the site is projected to generate about 2,365 external vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 155 vehicles would enter and about 118 vehicles would exit the

site. During the afternoon peak-hour, about 131 vehicles would enter and about 152 vehicles would exit.

2. At buildout, the site is projected to generate about 3,252 external vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 231 vehicles would enter and about 173 vehicles would exit the site. During the afternoon peak-hour, about 192 vehicles would enter and about 212 vehicles would exit.

Projected Levels of Service

3. All movements at the unsignalized US 50/Ute Lane West (CR 72) intersection are expected to operate at LOS "D" or better through 2024. The northbound left/through movement is expected to operate at LOS "F" in the 2040 afternoon peak-hour at site buildout with the recommended improvements. The intersection will operate at an overall LOS "B" or better through 2040 with traffic signal control.

Conclusions

4. The impact of the Gunnison Rising Government Campus Subdivision can be accommodated by the existing and proposed roadway network with the following recommendations.

Recommendations

- 5. The applicant should construct an eastbound right-turn deceleration lane on US 50 approaching the site access intersection. An appropriate length for the 65 mph posted speed limit would be a 500-foot lane plus a 300-foot transition taper. This lane will be needed by 2024.
- 6. The applicant should stripe a westbound left-turn deceleration lane on US 50 approaching the site access intersection. An appropriate length for the 65 mph posted speed limit would be 575 feet (500 feet for deceleration plus 75 feet for vehicle storage) and a 300-foot transition taper. This lane will be needed by 2024.
- 7. The applicant should construct a northbound to eastbound acceleration lane on US 50 heading east from the site access intersection. An appropriate length for the 65 mph posted speed limit would be 1,080 feet plus a 300-foot transition taper. This lane is recommended by 2024.
- 8. The applicant should construct a dedicated northbound right-turn lane along with a shared through/left lane. The length of the right-turn lane should be about 200 feet to avoid being blocked by queued vehicles waiting to turn left or proceed straight across US 50.
- 9. Traffic signal control will not be warranted by the land uses through 2024 but will likely be by 2040 if the site reaches buildout.

10. The applicant should submit an access permit application for the land uses proposed through 2024 to avoid needing to permit a future traffic signal. The impacts through 2024 are shown in Figures 7 and 9.

We trust our findings will assist you in gaining approval of the proposed Gunnison Rising Government Campus Subdivision. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

Christopher S. McGranahan, PE, PTOE

Principal

CSM/wc

8-28-20

SIONAL

Tables 1 - 3 Enclosures:

Figures 1 - 11b

Approved TIS Methodology Form

Preliminary Plat for Government Campus Portion of the site

CDOT Straight Line Diagram

CDOT US 50 Access Control Plan Excerpt

Traffic Count Reports

Level of Service Definitions Level of Service Reports

Queuing Reports

Table 1
Intersection Levels of Service Analysis
Gunnison Rising Government Campus Subdivision
Gunnison, CO

LSC #191121; August, 2020

2024

2040

				20)24			20	140		'
		Existinç	g Traffic	Backgrou	und Traffic	2024 Tota	al Traffic ⁽¹⁾	Backgrou	ınd Traffic	2040 Total	I Traffic ⁽¹⁾
		Level of	Level of	Level of	Level of	Level of	Level of	Level of	Level of	Level of	Level of
	Traffic	Service	Service	Service	Service	Service	Service	Service	Service	Service	Service
Intersection Location	Control	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	T14/00										
US Highway 50/Ute Lane/Site Access	TWSC						_			_	_
NB Left/Through						С	D			D	F
NB Right						Α	В			В	В
EB Left		Α	Α	Α	Α	Α	Α	Α	Α	Α	Α
WB Left						Α	Α			Α	Α
SB Approach		В	В	В	В	В	В	В	В	В	В
Critical Movement Delay		10.3	10.9	10.3	10.9	18.6	26.5	10.4	11.0	26.6	54.0
	Signalized										ļ
EB Left	3										Α
EB Through											A
EB Right											A
WB Left											A
WB Through/Right											A
NB Left/Through											D
NB Right											A
SB Approach											В
	•										12.6
Entire Intersection Delay (sec./veh.)	1										
Entire Intersection LOS											В

Note:

⁽¹⁾ The site access intersection aligning with Ute Lane (west) is shown as a full movement intersection in the *US 50 Access Control Plan*. Traffic signal control is not expected to be warranted by the land uses proposed through 2024 but could be warranted with additional development beyond 2024.

Table 2 ESTIMATED TRAFFIC GENERATION Gunnison Rising Government Campus Subdivision Gunnison, CO

LSC #191121; August, 2020

				Trip Generation Rates (1)			Vehicle-Trips Generated							
					ak-Hour		ak-Hour		AM Peak-Hour PM Peak-Hour					
Buildout			Average	of	Adjacent	Street Tra	affic	Average	of Adjacent Street Traffic					
Year	Trip Generating Category	Quantity	Weekday	ln	Out	ln	Out	Weekday	In	Out	ln	Out		
	CURRENTLY PROPOSED	LAND USE												
2021	Government Office (2)	8.0 KSF (3)	22.59	2.505	0.835	0.428	1.283	181	20	7	3	10		
2021	Light Industrial ⁽⁴⁾	4.0 KSF	4.96	0.616	0.084	0.082	0.548	20	2	0	0	2		
	S .					2021 S	Subtotal =	201	22	7	3	12		
2023	Government Office	12.0 KSF	22.59	2.505	0.835	0.428	1.283	271	30	10	5	15		
2023	Light Industrial	4.0 KSF	4.96	0.616	0.084	0.082	0.548	20	2	0	0	2		
	J					2023 5	Subtotal =	291	32	10	5	17		
2024	Convenience Market (5)	5.0 KSF	624.2	20.295	20.295	24.645	24.645	3,121	101	101	123	123		
					:	2024 Tota	al Trips =	3,613	155	118	131	152		
					2024	Passby 1	Γrips ⁽⁸⁾ =	1,248	40	40	49	49		
					2024 Ne	et Externa	al Trips =	2,365	115	78	82	103		
							•	,						
2025	Government Office	8.0 KSF	22.59	2.505	0.835	0.428	1.283	181	20	7	3	10		
2025	Light Industrial	4.0 KSF	4.96	0.616	0.084	0.082	0.548	20	2	0	0	2		
2025	RV Campground ⁽⁶⁾	150 OC ⁽⁷⁾	1.35	0.076	0.134	0.176	0.095	203 404	11 33	20 27	26 29	14 26		
						2025 3	Subtotal =	404	33	21	29	20		
2030	Government Office	4.0 KSF	22.59	2.505	0.835	0.428	1.283	90	10	3	2	5		
2030	Light Industrial	10.0 KSF	4.96	0.616	0.084	0.082	0.548	50	6	1	1	5		
2030	RV Campground (6)	150 OC (7)	1.35	0.076	0.134	0.176	0.095	203	11	20	26	14		
						2030 S	Subtotal =	343	27	24	29	24		
2035	Government Office	4.0 KSF	22.59	2.505	0.835	0.428	1.283	90	10	3	2	5		
2035	Light Industrial	10.0 KSF	4.96	0.616	0.084	0.082	0.548	50	6	1	1	5		
	, and the second					2035 S	Subtotal =	140	16	4	3	10		
					Buil	dout Tota	al Trips =	4,500	231	173	192	212		
				I	Buildout	Passby T	rips ⁽⁸⁾ =	1,248	40	40	49	49		
				Bu	ildout Ne	t Externa	l Trips =	3,252	191	133	143	163		

Notes

- (1) Source: Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.
- (2) ITE Land Use No. 730 Government Office Building
- (3) KSF = 1,000 square feet
- (4) ITE Land Use No. 110 General Light Industrial
- (5) ITE Land Use No. 853 Convenience Market with Gas Pumps
- (6) ITE Land Use No. 416 Campground/Recreational Vehicle Park: no weekday rate so 5x PM Peak Rate was used
- (7) OC = occupied campsites
- (8) Typically about 60% of Convenience Store trips are expected to be passby trips but the through traffic on US 50 is relatively low. The pass-by trips were assumed to be only 40 percent to maintain a conservative analysis.

Table 3 95th Percentile Queue Lengths Gunnison Rising Government Campus Subdivision Gunnison, CO LSC #191121; August 2020

	2040 Total
Intersection Location	PM Peak (feet)
Highway 50/Ute Lane/Site Access	
EB Left	12
EB Through	115
EB Right	21
WB Left	37
WB Through/Right	128
NB Left/Though	142
NB Right	31
SB Approach	19





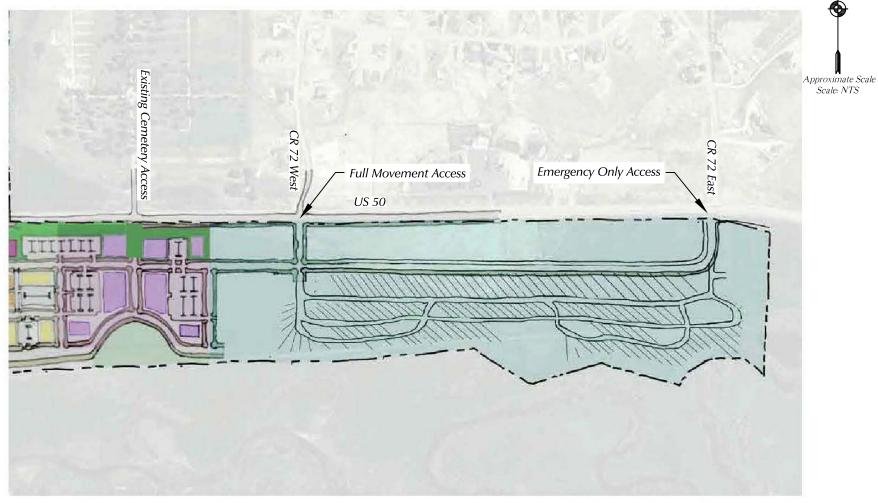
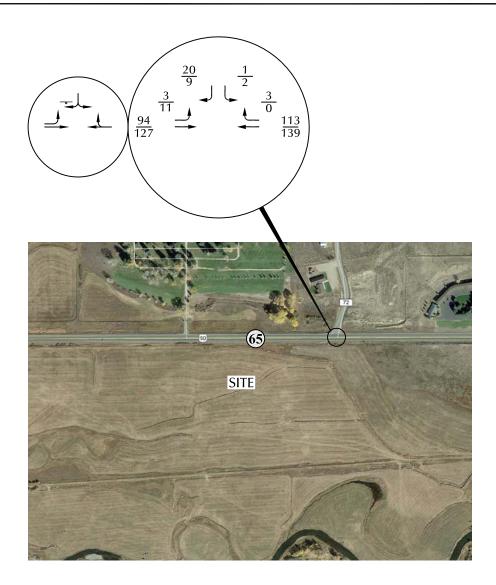


Figure 2

Site Plan

Gunnison Rising Government Campus Subdivision (LSC #191121)







= Stop Sign

= Speed Limit

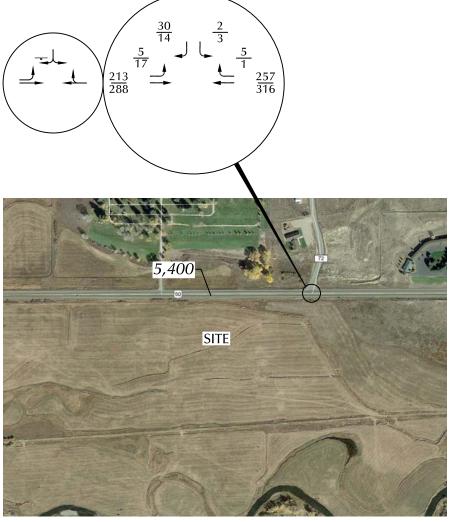
2,500 = Average Daily Traffic



Approximate Scale Scale: 1"=600"

Existing Traffic, Lane Geometry and Traffic Control Gunnison Rising Government Campus Subdivision (LSC #191121)







Note: These volumes were adjusted from February to July by using a seasonal adjustment factor of 2.27 for US 50 through traffic. The side road volumes were factored by 1.50 to be conservative

LEGEND:

= Stop Sign

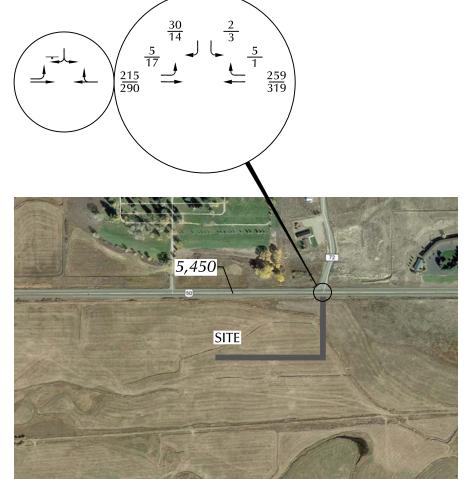
= Speed Limit

2,500 = Average Daily Traffic

Figure 3b

July Adjusted Existing Traffic, Lane Geometry and Traffic Control Gunnison Rising Government Campus Subdivision (LSC #191121)







Note: Assumes an annual growth rate of about 0.2 percent based on CDOT's 20-year factor of 1.04.

LEGEND:

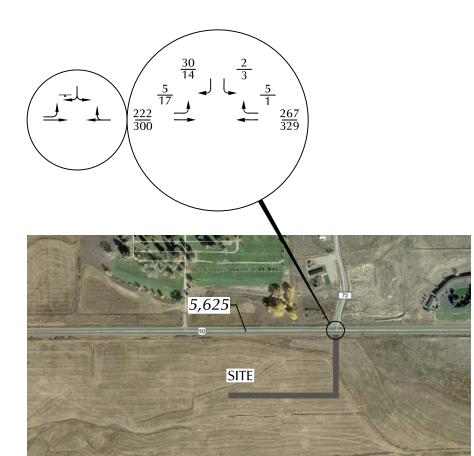
= Stop Sign

2,500 = Average Daily Traffic

Figure 4

Year 2024 Background Traffic, Lane Geometry and Traffic Control Gunnison Rising Government Campus Subdivision (LSC #191121)







Note: Assumes an annual growth rate of about 0.2 percent based on CDOT's 20-year factor of 1.04.

LEGEND:

= Stop Sign

2,500 = Average Daily Traffic

Figure 5

Year 2040 Background Traffic, Lane Geometry and Traffic Control Gunnison Rising Government Campus Subdivision (LSC #191121)





Figure 6

LEGEND:

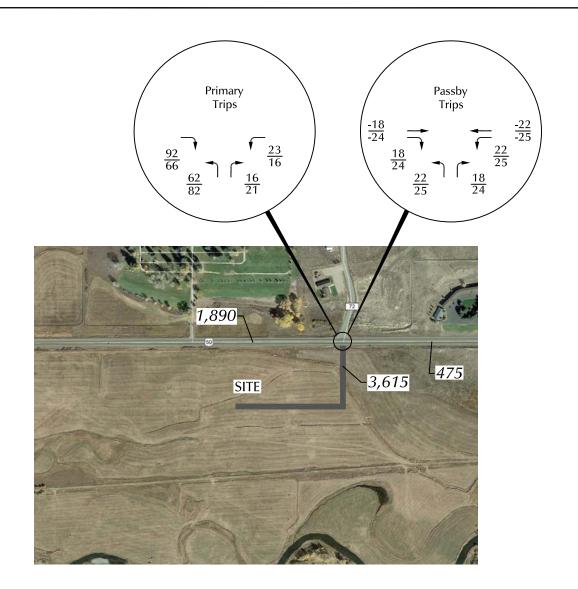
\frac{5\%}{5\%} =

Percent Directional Distribution Government Campus Vehicle Traffic Percent Directional Distribution RV Campground Vehicle Traffic

Directional Distribution of Site-Generated Traffic

Gunnison Rising Government Campus Subdivision (LSC #191121)







Approximate Scale Scale: 1"=600'

LEGEND:

 $= \frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

2,500 = Average Daily Traffic

Year 2024 Assignment of Government Campus Site-Generated Traffic Gunnison Rising Government Campus Subdivision (LSC #191121)



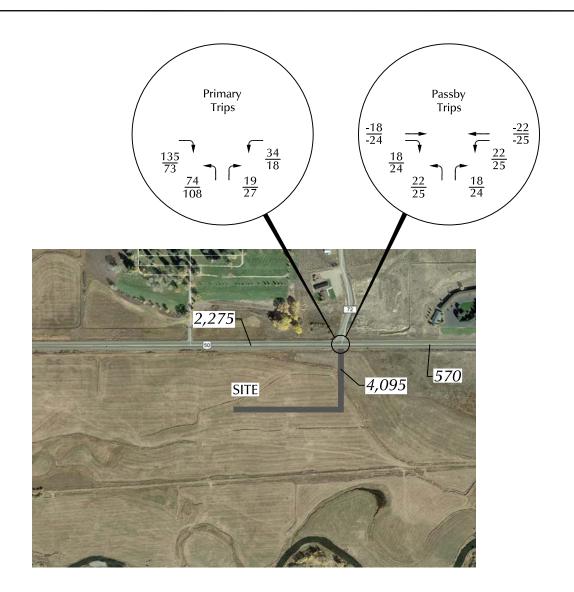




Figure 8a

LEGEND:

 $= \frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

2,500 = Average Daily Traffic

Year 2040 Assignment of Government Campus Site-Generated Traffic Gunnison Rising Government Campus Subdivision (LSC #191121)



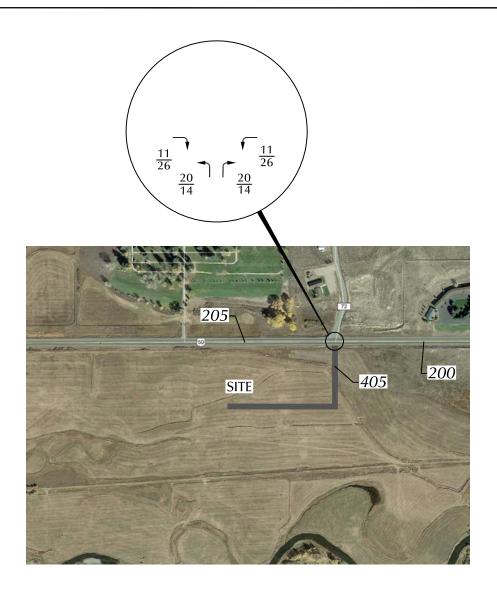




Figure 8b

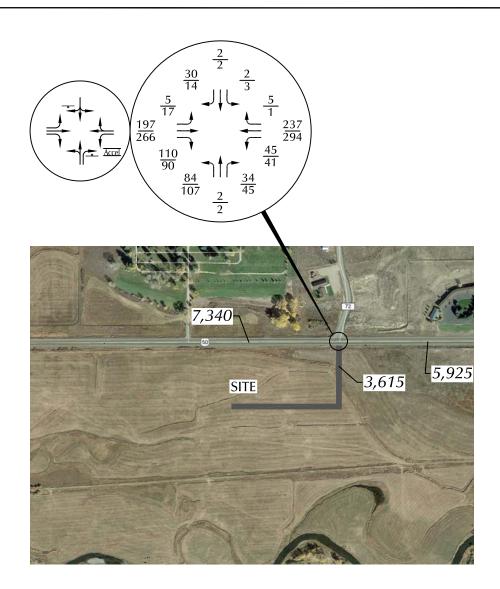
LEGEND:

 $= \frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

2,500 = Average Daily Traffic

Year 2040 Assignment of RV Campground Site-Generated Traffic Gunnison Rising Government Campus Subdivision (LSC #191121)







LEGEND:

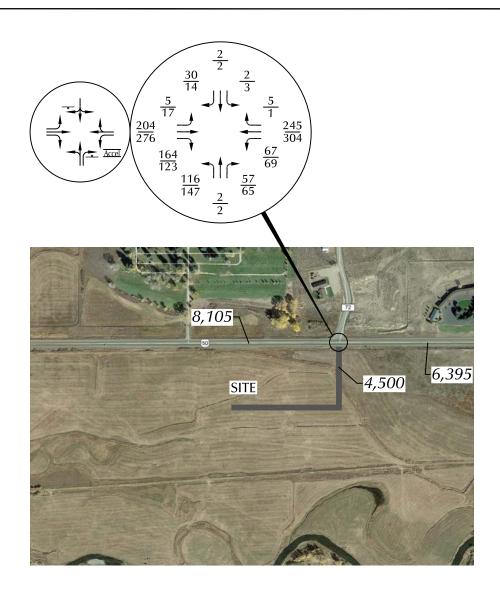
= Stop Sign

2,500 = Average Daily Traffic

Figure 9

Year 2024 Total Traffic, Lane Geometry and Traffic Control Gunnison Rising Government Campus Subdivision (LSC #191121)







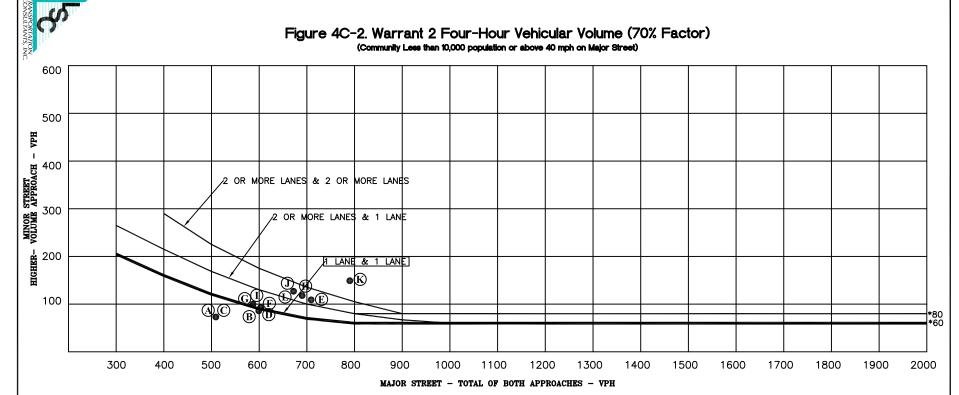
LEGEND:

= Stop Sign

2,500 = Average Daily Traffic

Figure 10

Year 2040 Total Traffic, Lane Geometry and Traffic Control Gunnison Rising Government Campus Subdivision (LSC #191121)



* Note: 80 vph applies as the lower threshold volumes for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

2024 Total Traffic

- \triangle AM Hour Before = (509,73)
- **B** AM Peak Hour = (599,86)
- \bigcirc AM Hour After = (509,73)
- \bigcirc PM Hour Before = (603,93)
- **(E)** PM Peak Hour= (709,109)
- (F) PM Hour After = (603,93)

2040 Total Traffic

- \bigcirc AM Hour Before = (587,100)
- (H) AM Peak Hour = (690,118)
- (1) AM Hour After = (587,100)
- (**J**) PM Hour Before = (672,127)
- $(\hat{\mathbf{K}})$ PM Peak Hour= (790,149)
- (L) PM Hour After = (672,127)

Notes:

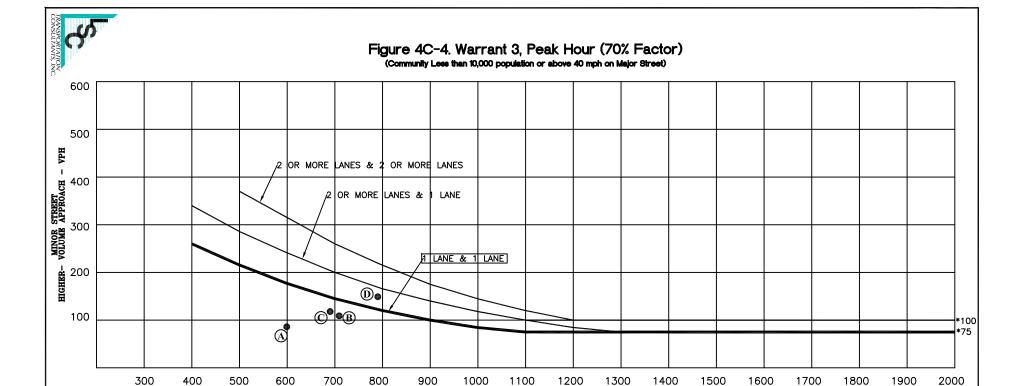
1. Major street volume includes EB LT, EB through, EB RT, WB LT, WB through and WB RT. Minor street volume includes only the NB LT and NB through.

2. A four hour warrant will not be met by 2024 but will likely be met by 2040 with full site buildout.

Figure 11a

Warrant 2 - Four-Hour Vehicular Volume US Highway 50/Site Access

Gunnison Rising Government Campus Subdivision (LSC #191121)



*Note: 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

2024 Total Traffic

- \triangle AM Peak Hour = (599,86)
- **(B)** PM Peak Hour= (709,109)

2040 Total Traffic

- © $\overline{\text{AM Peak Hour}} = (690,118)$
- **(D)** PM Peak Hour= (790,149)

Notes:

1. Major street volume includes EB LT, EB through, EB RT, WB LT, WB through and WB RT. Minor street volume includes only the NB LT and NB through.

2. A peak hour warrant will not be met in 2024 but will likely be met by 2040 with full site buildout.

Figure 11b

Warrant 3 - Peak-Hour Vehicular Volume US Highway 50/Site Access

Gunnison Rising Government Campus Subdivision (LSC #191121)

Transportation Impact Study Methodology Form

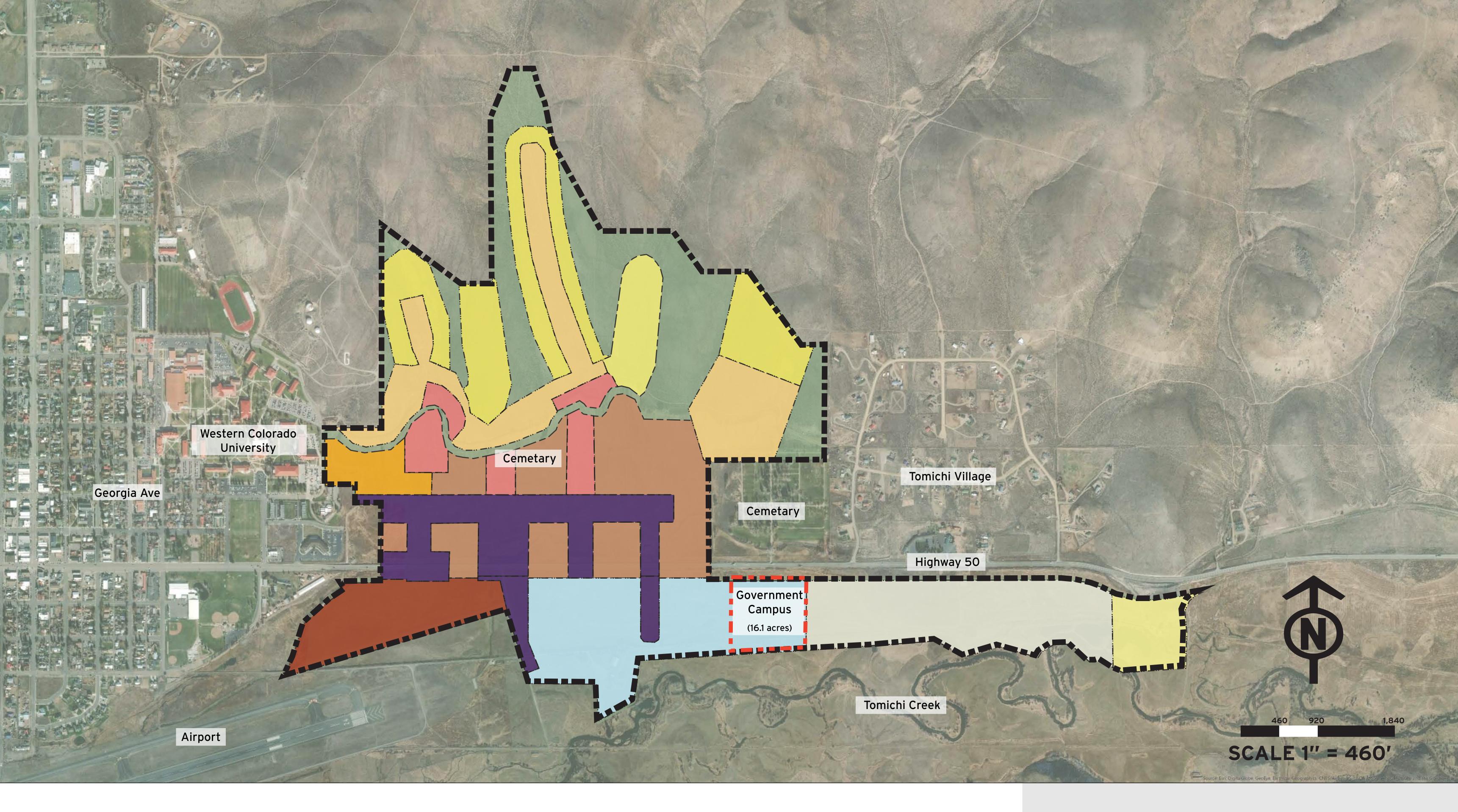
Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study.

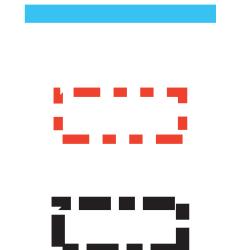
Form submitted to CDOT 02/05/2020.

CONTACT INFORMATION				
Consultant: Name:				
_ ·				
Email:				
Developer/Owner Name:				
PROJECT INFORMATION				
Project Name				
Project Location				
Project Description				
(Attached proposed site plan,)			
State Highway				
County				
Mile Post				
Posted Speed Limit				
TIS ASSUMPTIONS				
Study Years	Current Year:	Buildout Yea	ar:	Long Term Year:
Traffic Assessment Level (Provide justification)				
Study Intersections	1.		6.	
	2.		7.	
	3.		8.	
	4.		9.	
	5.		10.	
Future Growth Rate	□ отіs	☐ Regional	TDM	☐ Other
Seasonal Adjustment Factor				



ASSUMPTIONS CONTINUED							
Project Trip Distribution (State assumptions and attach sketch that shows individual movements.)							
Trip Reduction Percentage	Internal Capture:			Pass By:			
	Multi-Modal:			Other:			
Study Time Periods	☐ AM (7-9)		☐ PM (4-6)		☐ Weekday		
(Check all that apply)	SAT (Midday)		☐ Other				
Existing and Proposed ITE Trip Generation Land Use							
Analysis Methods (Check all that apply)	Synchro or HCS (isolated intersections only) SimTraffic or Other (closely spaced intersections or when known/expected queuing issue)						
	☐ Signal Warrants			☐ Pedestrian	/Transit/Bicycle		
	Safety/Sight Dista	ance		Queuing ar	nd Storage		
	Other						
Notes and Other Assumptions							
Crash Data		o the con	sultant. As a	part of the stud	the vicinity of the proposed ly consultant shall recommend		
Simulation Input Files	Consultant to provide the study.	e comput	er files used 1	for analysis with	n a signed and sealed copy of		
CDOT INTERNAL USE ONLY							
Review Comments							
☐ Revise and Resubmit							
Engineer Signature/Date [☐ Approved R	becca &	Htino				





Canal Trail

Government Campus Boundary

Gunnison PUD Boundary

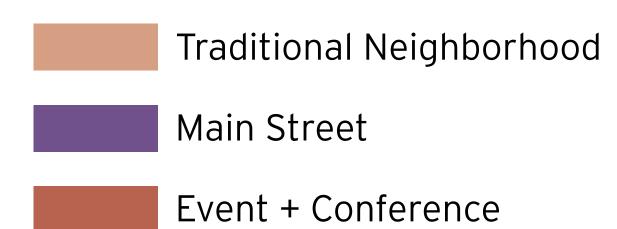




Multifamily

Maker Space

RV Park

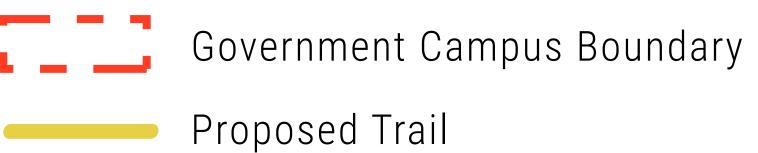


GOVERNMENT CAMPUS

Site Vicinity Map

January 2020





Future Trail Connection

Proposed Road

_ _ _ _ _

Future Street Connection



Landscaping / Open Space



Building



Landscaping / Plaza



Workyard / Storage



Snow Storage

GOVERNMENT CAMPUS

(Conceptual Site Plan)

January 2020

USGLO WITNESS CORNER U.S. HIGHWAY 50 SOUTH RIGHT OF WAY S 89'47'13" W 862.00' S 89'47'13" W 206.81' N 89'47'13" E 443.00' N 89'47'13" E 419.00' ______50' LANDSCAPE BUFFER ______ LOT 1 LOT 5 2.98 ACRES 2.75 ACRES N 89'47'13" E 443.00' N 89'47'13" E 419.00' _____ S 89"47'13" W 862.00' GATEWAY STREET PROPOSED ACCESS EASEMENT 220.00' A parcel of land within the NE1/4 of Section 6, Township 49 North, Range 1 East, New Mexico LOT 2 LOT 3 LOT 4 Commencing at the northeast corner of said Section 6, as witnessed by a USLGO brass cap, 2.12 ACRES 2.20 ACRES thence South 01'37'40" East 49.93 feet to the south boundary of U.S. Highway 50; thence 4.32 ACRES South 89'47'13" West 206.81 feet along said boundary the the POINT OF BEGINNING, thence the following courses: 1. South 00"12'47" East 799.62 feet to the south boundary of Tomichi Creek Corridor Annexation, according to the plat therof recorded at Recetion No. 597050; EAST BOUNDARY OF TO PLANNING AND ZONING COMMISSION APPROVAL This plat is approved by the City of Gunnison Planning and Zoning Commission 2. South 86'55'49 West 499.76 feet long said boundary; this_____, 2020. 3. South 86'09'44" West 363.57 feet along said booundary; 4. North 00°12'47" West 849.92 feet to the south boundary of said U.S. Highway 50; Chairman 5. North 89°47'13" East 862.00 feet along said boundary to the POINT OF BEGINNING. CITY COUNCIL APPROVAL This plat is approved for filing and the City hereby accepts the dedication of the streets and roads shown hereon subject to the __L____ provisions in "Street Maintenance" set forth above, and further __________ accepts the dedication of the easements shown hereon. Signed this_____day of______, 2020. S 86'55'49" W 499.78' CITY OF GUNNISON CERTIFICATE OF STREET AND UTILITY MAINTENANCE Public notice is hereby given that neither the dedicated roads nor RECORDER'S CERTIFICATE the public utilities shown on this plat will be maintained by the This plat was filed for record in the office of the County Clerk and City of Gunnison until and unless the subdivider constructs the LEGEND Recorder of Gunnison County at____M on the____day of_ streets and roads and utilities in accordance with the subdivision 2020, Reception No._____. agreement, if any, and the subdivision regulations in effect at the Found USGLO brass cap witness corner date of the recording of this plat and approval of the City has been Rebar with plastic cap "LS 34979" - to be set issued to that effect. When the City approves a street or utility for maintenance, the street or utility shall become public in all County Clerk and Recorder senses of the word and the subdivider has no further obligations in regards to that particular street or utility. Deputy SURVEYOR'S CERTIFICATE NOTES: 1. Property located by field measurements to found monuments shown. Basis of bearings is the north line I, Timothy E. Pearson, a registered land surveyor in the State of GOVERNMENT CAMPUS SUBDIVISION Colorado, certify that this plat and the survey referred to herein of Section 6 being S 89'46'00" W. were made under my direction and control and that both are true and 2. Boundaries of the GOV Zone were obtained from information shown on Gunnison Rising PUD Zoning Plan Map, dated 7—30—09, which was provided by the City of Gunnison Community Development correct to the best of my knowledge. THE NE1/4 OF SECTION 6, T49N, R1E, N.M.P.M. also within Dated this _____, 2020. TOMICHI CREEK CORRIDOR ANNEXATION, REC. NO. 597050 CITY OF GUNNISON, GUNNISON COUNTY, COLORADO 3. This survey is based partly on an ALTA / ASCM Land Title survey, dated 11-01-05, prepared by Del-Mont Consultants, which was provided by cliient. PEARSON SURVEYING DATE: 3/11/20 Timothy E. Pearson

Colorado L.S. No. 34979

Scale: 1" = 60'

LATEST REVISION DATE :

P.O. BOX 652

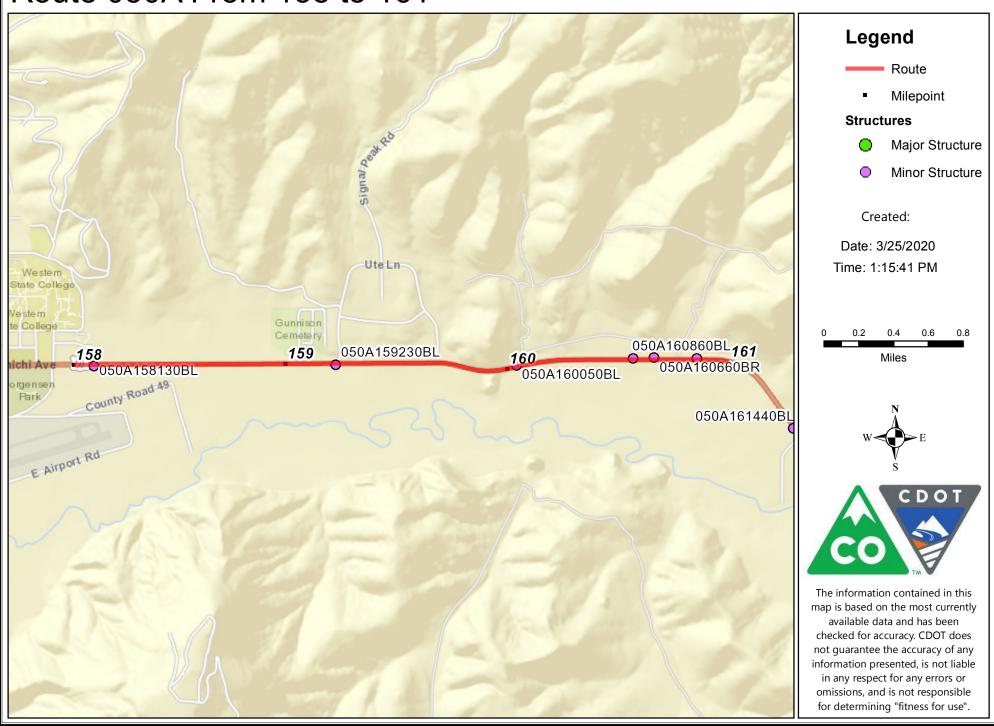
970-641-2910

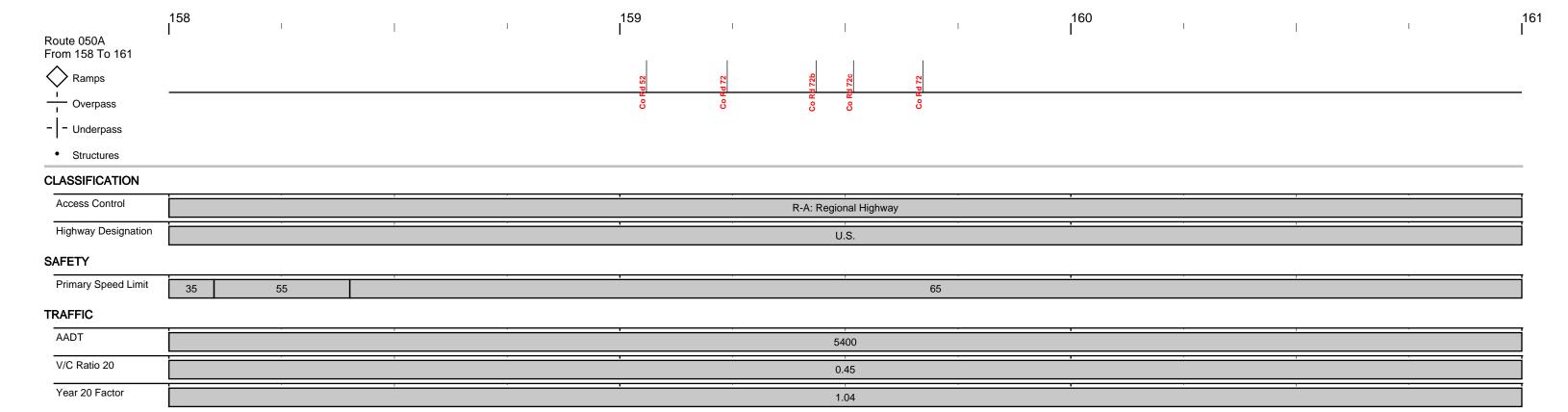
GUNNISON, CO 81230

PROJECT # 20-1-1

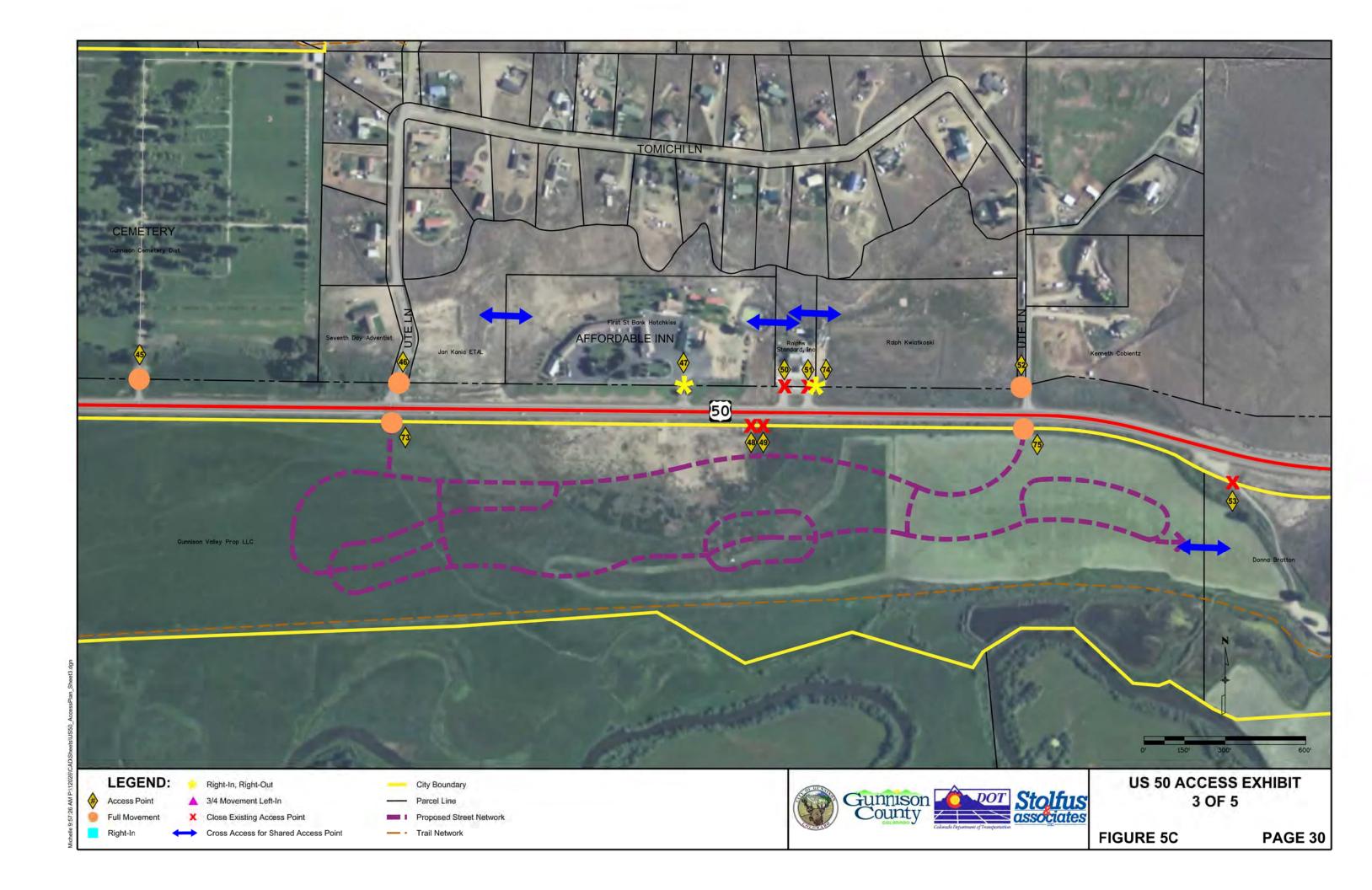
SHEET 1 OF

Route 050A From 158 to 161





It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.



COUNTER MEASURES INC.

1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: UTE LANE E/W STREET: HWY-50 CITY: GUNNISON COUNTY: GUNNISON

Site Code : 00000015 Start Date : 2/18/2020 Page No : 1

File Name: UTEHWY50

Groups Printed- VEHICLES

			UTE I				HW' Westk				North	oound			HW` Eastb			
	Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
_	06:30 AM	0	0	4	0	0	10	0	0	0	0	0	0	0	16	0	0	30
	06:45 AM	0	0	5	0	0	19	0	0	0	0	0	0	1	16	0	0	41
	Total	0	0	9	0	0	29	0	0	0	0	0	0	1	32	0	0	71
	07:00 AM	0	0	2	0	0	20	0	0	0	0	0	0	0	10	0	0	32
	07:15 AM	0	0	5	0	0	22	0	0	0	0	0	0	0	11	0	0	38
	07:30 AM	0	0	6	0	0	22	0	0	0	0	0	0	0	22	0	0	50
_	07:45 AM	1	0	10	0	0	34 98	3	0	0	0	0	0	1	24 67	0	0	73
	Total	1	U	23	0	U	98	3	0	U	U	U	0	1	67	U	U	193
	08:00 AM	0	0	1	0	0	28	0	0	0	0	0	0	0	22	0	0	51
	08:15 AM	0	0	3	0	0	29	0	0	0	0	0	0	2	26	0	0	60
	00.107111	O	Ü	O	0	Ü	20	Ū	0	Ü	Ü	Ü	0	_	20	O	0	00
_	Total	0	0	4	0	0	57	0	0	0	0	0	0	2	48	0	0	111
	04:00 PM	1	0	4	0	0	29	0	0	0	0	0	0	2	34	0	0	70
	04:15 PM	0	0	2	ō	Ö	36	0	0	0	0	0	0	2	21	0	ō	61
	04:30 PM	0	0	2	0	0	28	0	0	0	0	0	0	1	39	0	0	70
	04:45 PM	1	0	1	0	0	46	0	0	0	0	0	0	6	33	0	0	87
	Total	2	0	9	0	0	139	0	0	0	0	0	0	11	127	0	0	288
	05:00 PM	0	0	3	0	0	25	0	0	0	0	0	0	7	34	0	0	69
	05:15 PM	1	0	4	0	0	19	0	0	0	0	0	0	4	29	0	0	57
	05:30 PM	0	0	3	0	0	25	1	0	0	0	0	0	1	29	0	0	59
_	05:45 PM	0	0	5 15	0	0	25 94	0	0	0	0	0	0	6 18	33	0	0	69
	Total	1	U	15	0	0	94	1	0	0	0	U	0	18	125	0	0	254
	Grand Total	4	0	60	0	0	417	4	0	0	0	0	0	33	399	0	0	917
	Apprch %	6.3	0.0	93.8	0.0	0.0	99.0	1.0	0.0	0.0	0.0	0.0	0.0	7.6	92.4	0.0	0.0	311
	Total %	0.4	0.0	6.5	0.0	0.0	45.5	0.4	0.0	0.0	0.0	0.0	0.0	3.6	43.5	0.0	0.0	
	. 0.0. 70	٠	0.0	0.0	0.0	0.0		٠. ١	5.5	0.0	0.0	0.0	0.0	0.0		0.0	0.0	

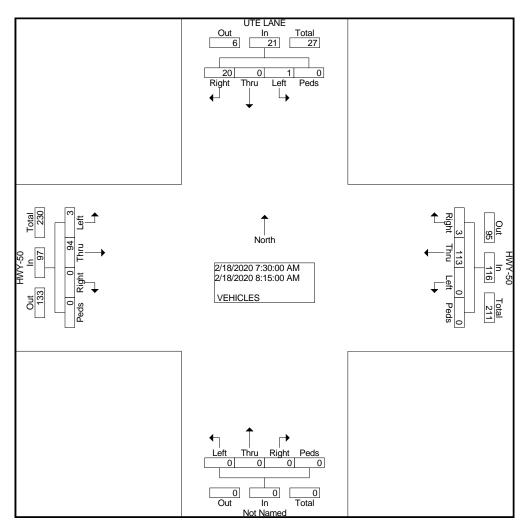
COUNTER MEASURES INC.

1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: UTE LANE E/W STREET: HWY-50 CITY: GUNNISON COUNTY: GUNNISON

File Name: UTEHWY50 Site Code : 00000015 Start Date : 2/18/2020 Page No : 2

			TE LA					HWY-5	-									HWY-5	-		
		So	uthbo	und			W	estbo	und			No	rthbo	und			Ea	astbou	ınd		
Start	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Int.
Time	Leit	u	ht	S	Total	Leit	u	ht	S	Total	Leit	u	ht	s	Total	Leit	u	ht	s	Total	Total
Peak Hour I	From 0	6:30 A	AM to (08:30	4M - P	eak 1 d	of 1														
Intersecti on	07:30) AM																			
Volume	1	0	20	0	21	0	113	3	0	116	0	0	0	0	0	3	94	0	0	97	234
Percent	4.8	0.0	95. 2	0.0		0.0	97. 4	2.6	0.0		0.0	0.0	0.0	0.0		3.1	96. 9	0.0	0.0		
07:45	1	0	10	0	11	0	34	3	0	37	0	0	0	0	0	1	24	0	0	25	73
Volume	•	ŭ		Ū			٠.	Ū	ŭ	٠.	·	Ū	ŭ	ŭ	ŭ			Ū	Ū		
Peak																					0.801
Factor																					
High Int.	07:45	AM				07:45					6:15:0	00 AM				08:15	5 AM				
Volume	1	0	10	0	11	0	34	3	0	37	0	0	0	0	0	2	26	0	0	28	
Peak					0.47					0.78										0.86	
Factor					7					4										6	



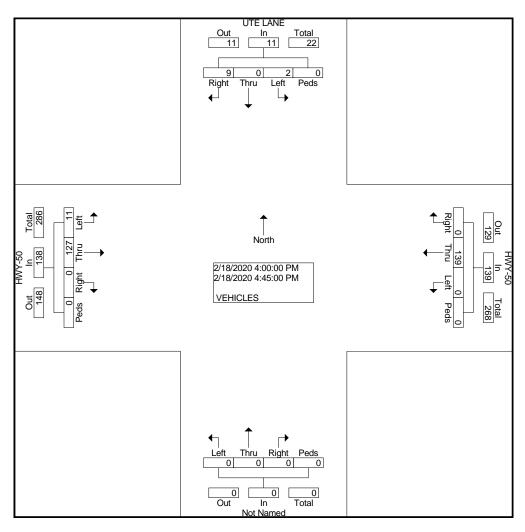
COUNTER MEASURES INC.

1889 YORK STREET DENVER.COLORADO 303-333-7409

N/S STREET: UTE LANE E/W STREET: HWY-50 CITY: GUNNISON COUNTY: GUNNISON

File Name: UTEHWY50 Site Code : 00000015 Start Date : 2/18/2020 Page No : 2

			TE LA					HWY-5	-									HWY-5			
		So	uthbo	und			W	estbo	und			No	orthbo	und			Ea	astbou	nd		
Start	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Int.
Time	Leit	u	ht	S	Total	Leit	u	ht	S	Total	Leit	u	ht	s	Total	Leit	u	ht	s	Total	Total
Peak Hour F	rom 0	4:00 F	PM to (05:45 F	PM - P6	eak 1 d	of 1														
Intersecti on	04:00	PM																			
Volume	2	0	9	0	11	0	139	0	0	139	0	0	0	0	0	11	127	0	0	138	288
Percent	18. 2	0.0	81. 8	0.0		0.0	100 .0	0.0	0.0		0.0	0.0	0.0	0.0		8.0	92. 0	0.0	0.0		
04:45	1	0	1	0	2	0	46	0	0	46	0	0	0	0	0	6	33	0	0	39	87
Volume	'	U		U	_		40	U	U	40	U	U	U	U	U	0	55	U	U	33	01
Peak																					0.828
Factor																					
High Int.	04:00	PM				04:45	5 PM									04:30	PM				
Volume	1	0	4	0	5	0	46	0	0	46	0	0	0	0	0	1	39	0	0	40	
Peak					0.55					0.75										0.86	
Factor					0					5										3	



LEVEL OF SERVICE DEFINITIONS

From Highway Capacity Manual, Transportation Research Board, 2016, 6th Edition

SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

LOS	Average Vehicle Delay sec/vehicle	Operational Characteristics
Α	<10 seconds	Describes operations with low control delay, up to 10 sec/veh. This LOS 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.
В	10 to 20 seconds	Describes operations with control delay greater than 10 seconds and up to 20 sec/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
С	20 to 35 seconds	Describes operations with control delay greater than 20 and up to 35 sec/veh. These higher delays may result from only fair progression, longer cycle length, 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.
D	35 to 55 seconds	Describes operations with control delay greater than 35 and up to 55 sec/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55 to 80 seconds	Describes operations with control delay greater than 55 and up to 80 sec/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.
F	>80 seconds	Describes operations with control delay in excess of 80 sec/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of 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.

LEVEL OF SERVICE DEFINITIONS

From Highway Capacity Manual, Transportation Research Board, 2016, 6th Edition

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS) Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

, ippiioa	-	pp Control, All-Way Stop Control, and Roundabouts
LOS	Average Vehicle Control Delay	Operational Characteristics
A	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
В	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. The delay could be up to 15 seconds. Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
C	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.
D	25 to 35 seconds	This is the point at which a traffic signal may be warranted for this intersection. The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
Ш	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. There is a high probability that this intersection will meet traffic signal warrants. The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
H.	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. The only remedy for these long delays is installing a traffic signal or restricting the accesses. The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
				WDK		SDR
Lane Configurations	7	712	}		¥	20
Traffic Vol, veh/h	5	213	257	5	2	30
Future Vol, veh/h	5	213	257	5	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	254	306	6	2	36
		_		_		
	Major1		Major2		Vinor2	
Conflicting Flow All	312	0	-	0	575	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	_	-		3.318
Pot Cap-1 Maneuver	1248	_	-	_	480	731
Stage 1	-	_	_	_	745	-
Stage 2	_	_	_	-	779	_
Platoon blocked, %		_		_	117	
Mov Cap-1 Maneuver	1248	-	-		478	731
		-	-	-	564	
Mov Cap-2 Maneuver	-	-	-	-		-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	779	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.2		0		10.3	
HCM LOS	0.2				В	
HOW LOS					J	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)		1248	-	-	-	718
HCM Lane V/C Ratio		0.005	-	-	-	0.053
HCM Control Delay (s))	7.9	-	-		10.3
HCM Lane LOS		Α	-	-	_	В
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	T)			VVDIX	₩ W	JUK
Lane Configurations		200	}	1		11
Traffic Vol, veh/h	17	288	316	1	3	14
Future Vol, veh/h	17	288	316	1	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage	2,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	335	367	1	3	16
				-	_	
	Major1		Major2		Minor2	
Conflicting Flow All	368	0	-	0	743	368
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	_	_	_		3.318
Pot Cap-1 Maneuver	1191	_	_	-	383	677
Stage 1	-	_	_	_	700	-
Stage 2	_			-	695	_
Platoon blocked, %	-	-	-		073	-
	1101	-	-	-	27/	/77
Mov Cap-1 Maneuver	1191	-	-	-	376	677
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	695	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.5		0		10.9	
HCM LOS	0.5		U		В	
FICIVI LOS					Ь	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		1191	-	_	_	633
HCM Lane V/C Ratio		0.017	_	-	_	0.031
HCM Control Delay (s)		8.1	_	-	_	
HCM Lane LOS		Α	_	_	_	В
HCM 95th %tile Q(veh))	0.1	_	_	_	0.1
HOW FOUT FOUTE CE(VEIT)	,	U. I				0.1

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	T T	<u> </u>	₩ ₽	אטוע	ÿ.	אופט
Traffic Vol, veh/h			259		2	30
	5	215		5		
Future Vol, veh/h	5	215	259	5	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage	,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	6	256	308	6	2	36
IVIVIIII I IUW	U	200	300	U	2	30
Major/Minor N	Major1	N	Major2	N	Minor2	
Conflicting Flow All	314	0		0	579	311
Stage 1		_	_	_	311	-
Stage 2	_	_	_	_	268	_
Critical Hdwy	4.12				6.42	6.22
		-	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1246	-	-	-	477	729
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1246	_	_	_	475	729
Mov Cap-2 Maneuver	-	_	_	_	562	-
					739	
Stage 1	-	-	-	-		-
Stage 2	-	-	-	-	777	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.2		0		10.3	
	0.2		U			
HCM LOS					В	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR:	SBI n1
Capacity (veh/h)		1246	-	-	-	716
HCM Lane V/C Ratio		0.005				0.053
			-	-		
HCM Control Delay (s)		7.9	-	-	-	10.3
HCM Lane LOS		Α	-	-	-	В
HCM 95th %tile Q(veh)		0	-	-	-	0.2

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7	ሻ	f)			र्स	7		4	
Traffic Vol, veh/h	5	197	110	45	237	5	84	2	34	2	2	30
Future Vol, veh/h	5	197	110	45	237	5	84	2	34	2	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	140	-	100	100	-	-	-	-	0	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2	4	4	4	2	4	2
Mvmt Flow	6	224	125	51	269	6	95	2	39	2	2	34
Major/Minor I	Major1			Major2			Minor1		ľ	Minor2		
Conflicting Flow All	275	0	0	349	0	0	628	613		674	735	272
Stage 1	_,,	-	-	-	-	-	236	236	-	374	374	-
Stage 2	_	_	_	_	_	_	392	377	-	300	361	_
Critical Hdwy	4.12	-	-	4.14	-	-	7.14	6.54	-	7.12	6.54	6.22
Critical Hdwy Stg 1	-	_	_	-	_	_	6.14	5.54	_	6.12	5.54	-
Critical Hdwy Stg 2	_	_	-	_	_	_	6.14	5.54	-	6.12	5.54	-
Follow-up Hdwy	2.218	_	_	2.236	_	_	3.536	4.036	_	3.518	4.036	3.318
Pot Cap-1 Maneuver	1288	_	-	1199	_	_	393	405	0	368	344	767
Stage 1	-	_	_	-	_	_	763	706	0	647	614	-
Stage 2	-	-	-	-	-	-	629	612	0	709	622	-
Platoon blocked, %		-	-		_	-						
Mov Cap-1 Maneuver	1288	-	-	1199	-	-	360	386	-	353	327	767
Mov Cap-2 Maneuver	-	_	_	-	_	_	360	386	-	353	327	-
Stage 1	-	-	-	-	-	-	759	702	-	644	588	-
Stage 2	-	-	_	_	_	_	573	586	-	703	619	_
g												
Approach	EB			WB			NB			SB		
	0.1			1.3			18.6			10.7		
HCM Control Delay, s HCM LOS	0.1			1.3			18.6 C			10.7 B		
TIGIVI EUS							C			D		
Minor Lane/Major Mvm	nt I	NBLn1 N	VBLn2	EBL	EBT	EBR	WBL	WBT	WBR S			
Capacity (veh/h)		361	-		-	-	1199	-	-	668		
HCM Lane V/C Ratio		0.271	-	0.004	-	-	0.043	-	-	0.058		
HCM Control Delay (s)		18.6	0	7.8	-	-	8.1	-	-	10.7		
HCM Lane LOS		С	Α	Α	-	-	Α	-	-	В		
HCM 95th %tile Q(veh))	1.1	-	0	-	-	0.1	-	-	0.2		

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች		7		ĵ.			र्स	7		4	
Traffic Vol, veh/h	17	266	90	41	294	1	107	2	45	3	2	14
Future Vol, veh/h	17	266	90	41	294	1	107	2	45	3	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	100	100	-	-	-	-	0	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2	4	4	4	2	4	2
Mvmt Flow	19	302	102	47	334	1	122	2	51	3	2	16
Major/Minor N	Major1			Major2		ı	Minor1			Minor2		
Conflicting Flow All	335	0	0	404	0	0	778	769	302	847	871	335
Stage 1	-	-	-	-	-	-	340	340	-	429	429	-
Stage 2	-	-	_	_	_	_	438	429	-	418	442	_
Critical Hdwy	4.12	-	-	4.14	-	-	7.14	6.54	6.24	7.12	6.54	6.22
Critical Hdwy Stg 1	-	_	_	-	_	_	6.14	5.54	-	6.12	5.54	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.54	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.536		3.336		4.036	3.318
Pot Cap-1 Maneuver	1224	-	-	1144	-	-	311	329	733	282	287	707
Stage 1	-	-	-	-	-	-	671	636	-	604	581	-
Stage 2	-	-	-	-	-	-	594	581	-	612	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1224	-	-	1144	-	-	289	311	733	250	271	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	311	-	250	271	-
Stage 1	-	-	-	-	-	-	660	626	-	594	557	-
Stage 2	-	-	-	-	-	-	555	557	-	558	564	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1			21.8			12.8		
HCM LOS	0.1			•			C			В		
Minor Lane/Major Mvm	nt	NBLn1 N	IIRI n2	EBL	EBT	EBR	WBL	WBT	WBR	SRI n1		
	it .	289	733	1224	LDI	LDIX	1144	WDT	WDR.	485		
Capacity (veh/h) HCM Lane V/C Ratio		0.429		0.016	-	-	0.041	-	-	0.045		
HCM Control Delay (s)		26.5	10.3		-	-	8.3	-		12.8		
HCM Lane LOS		20.5 D	10.3 B	8 A	-	-	8.3 A	-	-	12.8 B		
HCM 95th %tile Q(veh)	١	2	0.2	0	-	-	0.1	-	-	0.1		
HOW FOUT WITHE Q(VeH)			U.Z	U	-	-	0.1	-	-	0.1		

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	†	1		W	02.1
Traffic Vol, veh/h	5	222	267	5	2	30
Future Vol, veh/h	5	222	267	5	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	140	-	-	-	0	-
Veh in Median Storage		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	264	318	6	2	36
N A = ' =/N A'	11-1-1		4-1-0		A! C	
	Major1		Major2		Minor2	001
Conflicting Flow All	324	0	-	0	597	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1236	-	-	-	466	720
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	464	720
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	771	-
Annroach	EB		WB		SB	
Approach						
HCM Control Delay, s	0.2		0		10.4	
HCM LOS					В	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR:	SBL _{n1}
Capacity (veh/h)		1236	-	-	-	707
HCM Lane V/C Ratio		0.005	-	-	-	0.054
HCM Control Delay (s)		7.9	-	-	-	10.4
HCM Lane LOS		Α	-	-	-	В
HCM 95th %tile Q(veh))	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	<u> </u>	₩ <u></u>	WDIC	¥ ^r	UDIN
Traffic Vol, veh/h	17	300	329	1	3	14
Future Vol, veh/h	17	300	329	1	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	140	-	_	-	0	-
Veh in Median Storage		0	0	_	0	_
Grade, %	-	0	0	_	0	_
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	349	383	1	3	16
IVIVIII I IOVV	20	347	303	!	J	10
	Major1		/lajor2		Minor2	
Conflicting Flow All	384	0	-	0	773	384
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1174	-	-	-	367	664
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	361	664
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	685	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.4		0		11	
	0.4		U		_	
HCM LOS					В	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)		1174	-	-	-	620
HCM Lane V/C Ratio		0.017	-	-	-	0.032
HCM Control Delay (s)		8.1	-	-	-	11
HCM Lane LOS		Α	-	-	-	В
HCM 95th %tile Q(veh))	0.1	-	-	-	0.1
	,	J. 1				5.1

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<u></u>	7	ሻ	f)			र्स	7		4	
Traffic Vol, veh/h	5	204	164	67	245	5	116	2	57	2	2	30
Future Vol, veh/h	5	204	164	67	245	5	116	2	57	2	2	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	100	100	-	-	-	-	0	-	-	-
Veh in Median Storage	2,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	20	20	2	2	20	20	20	2	20	2
Mvmt Flow	6	232	186	76	278	6	132	2	65	2	2	34
Major/Minor I	Major1			Major2		ľ	Minor1		1	Minor2		
Conflicting Flow All	284	0	0	418	0	0	695	680	232	804	863	281
Stage 1	-	-	-	-	-	-	244	244	-	433	433	-
Stage 2	-	-	_	-	_	-	451	436	_	371	430	_
Critical Hdwy	4.12	-	_	4.3	-	-	7.3	6.7	6.4	7.12	6.7	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.7	-	6.12	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.7	-	6.12	5.7	-
Follow-up Hdwy	2.218	-	-	2.38	-	-	3.68	4.18	3.48	3.518		3.318
Pot Cap-1 Maneuver	1278	-	-	1051	-	-	334	351	765	301	274	758
Stage 1	-	-	-	-	-	-	721	672	-	601	552	-
Stage 2	-	-	-	-	-	-	555	550	-	649	554	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1278	-	-	1051	-	-	298	324	765	258	253	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	298	324	-	258	253	-
Stage 1	-	-	-	-	-	-	717	669	-	598	512	-
Stage 2	-	-	-	-	-	-	490	510	-	589	551	-
, in the second second												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.8			21.2			11.2		
HCM LOS							С			В		
Minor Lane/Major Mvm	nt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1		
Capacity (veh/h)		298	765	1278	-	-	1051	-	-	616		
HCM Lane V/C Ratio			0.085		-	-	0.072	-	-	0.063		
HCM Control Delay (s)		26.6	10.1	7.8	-	-	8.7	-	-	11.2		
HCM Lane LOS		D	В	A	-	-	A	-	-	В		
HCM 95th %tile Q(veh))	2.2	0.3	0	-	-	0.2	-	-	0.2		

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑	7	ሻ	f.			र्स	7		4	
Traffic Vol, veh/h	17	276	123	69	304	1	147	2	65	3	2	14
Future Vol, veh/h	17	276	123	69	304	1	147	2	65	3	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	100	100	-	-	-	-	0	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	20	20	2	2	20	20	20	2	20	2
Mvmt Flow	19	314	140	78	345	1	167	2	74	3	2	16
Major/Minor I	Major1			Major2			Minor1		1	Minor2		
Conflicting Flow All	346	0	0	454	0	0	863	854	314	962	994	346
Stage 1	340	-	-	-	-	-	352	352	-	502	502	J 10
Stage 2	_	_	_	_	_	-	511	502	_	460	492	_
Critical Hdwy	4.12	_	_	4.3	_	_	7.3	6.7	6.4	7.12	6.7	6.22
Critical Hdwy Stg 1	- 1.12	_	_	-	_	_	6.3	5.7	-	6.12	5.7	- 0.22
Critical Hdwy Stg 2	-	-	_	_	_	_	6.3	5.7	_	6.12	5.7	_
Follow-up Hdwy	2.218	_	_	2.38	_	_	3.68	4.18	3.48	3.518	4.18	3.318
Pot Cap-1 Maneuver	1213	_	-	1018	_	-	256	277	686	235	228	697
Stage 1	-		_	-	_	_	629	601	-	552	513	-
Stage 2	-	-	-	-	-	-	514	513	-	581	519	-
Platoon blocked, %			_		_	_	0.1	0.0		001	0.7	
Mov Cap-1 Maneuver	1213	-	-	1018	-	-	231	252	686	194	207	697
Mov Cap-2 Maneuver	-	-	-	-	_	-	231	252	-	194	207	-
Stage 1	-	_	-	-	-	-	619	591	-	543	473	-
Stage 2	-	-	_	-	-	-	462	473	_	508	511	-
g · -												
Approach	ГР			WD			ND			CD		
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.6			40.9			14		
HCM LOS							Е			В		
Minor Lane/Major Mvm	nt	NBLn1 I	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR:	SBL _{n1}		
Capacity (veh/h)		231	686	1213	-	-	1018	-	-	420		
HCM Lane V/C Ratio			0.108		-	-	0.077	-	-	0.051		
HCM Control Delay (s)		54	10.9	8	-	-	8.8	-	-	14		
HCM Lane LOS		F	В	Α	-	-	Α	-	-	В		
HCM 95th %tile Q(veh))	5	0.4	0	-	-	0.2	-	-	0.2		

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኻ	1	7	ሻ	ĵ.			4	7		4	
Traffic Volume (vph)	17	276	123	69	304	1	147	2	65	3	2	14
Future Volume (vph)	17	276	123	69	304	1	147	2	65	3	2	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		100	100		0	0		0	0		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.899	
Flt Protected	0.950			0.950				0.953			0.993	
Satd. Flow (prot)	1770	1863	1346	1504	1863	0	0	1509	1346	0	1634	0
Flt Permitted	0.554			0.577				0.714			0.962	
Satd. Flow (perm)	1032	1863	1346	914	1863	0	0	1131	1346	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134						71		15	
Link Speed (mph)		65			65			30			30	
Link Distance (ft)		1490			1465			936			1270	
Travel Time (s)		15.6			15.4			21.3			28.9	
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
Heavy Vehicles (%)	2%	2%	20%	20%	2%	2%	20%	20%	20%	2%	20%	2%
Adj. Flow (vph)	18	300	134	75	330	1	160	2	71	3	2	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	300	134	75	331	0	0	162	71	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	•	9	15	0	9	15	0	9	15	0	9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6 CLEV			6 CL Ev			6 CL Ev			6 CL Ev	
Detector 2 Type Detector 2 Channel		Cl+Ex			CI+Ex			CI+Ex			CI+Ex	
		0.0			0.0			0.0			0.0	
Detector 2 Extend (s)	Perm	0.0 NA	Perm	Perm	NA		Perm	NA	Dorm	Dorm	NA	
Turn Type Protected Phases	Pellil	1NA 4	Pellii	Pellil	NA 8		Pellii	NA 2	Perm	Perm	NA 6	
TIUICUICU FIIASES		4			0			Z			U	

_	_	-	-		
PM Peak	_	tra	affic	si	anal

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2		2	6		
Detector Phase	4	4	4	8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5		23.0	23.0	23.0	23.0	23.0	
Total Split (s)	60.0	60.0	60.0	60.0	60.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	66.7%	66.7%	66.7%	66.7%	66.7%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	54.5	54.5	54.5	54.5	54.5		25.0	25.0	25.0	25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max	Max	Max		None	None	None	None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0	0	0	0	
Act Effct Green (s)	57.7	57.7	57.7	57.7	57.7			17.1	17.1		17.1	
Actuated g/C Ratio	0.68	0.68	0.68	0.68	0.68			0.20	0.20		0.20	
v/c Ratio	0.03	0.24	0.14	0.12	0.26			0.72	0.22		0.06	
Control Delay	6.4	6.8	1.7	6.9	7.0			48.6	8.4		14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	6.4	6.8	1.7	6.9	7.0			48.6	8.4		14.4	
LOS	А	A	А	А	A			D	А		B	
Approach Delay		5.3			7.0			36.3			14.4	
Approach LOS		А			Α			D			В	

Intersection Summary

Area Type: Other

Cycle Length: 90

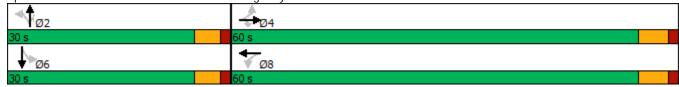
Actuated Cycle Length: 85.3 Natural Cycle: 50

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.72

Intersection Signal Delay: 12.6 Intersection LOS: B Intersection Capacity Utilization 48.5% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Site Access/Ute Lane & Highway 50



3: Site Access/Ute Lane & Highway 50

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PM Peak -	traffic signal	

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	NBR	SBT	
Lane Group Flow (vph)	18	300	134	75	331	162	71	20	
v/c Ratio	0.03	0.24	0.14	0.12	0.26	0.72	0.22	0.06	
Control Delay	6.4	6.8	1.7	6.9	7.0	48.5	8.4	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.4	6.8	1.7	6.9	7.0	48.5	8.4	14.4	
Queue Length 50th (ft)	3	53	0	12	59	77	0	2	
Queue Length 95th (ft)	12	115	21	37	128	142	31	19	
Internal Link Dist (ft)		1410			1385	856		1190	
Turn Bay Length (ft)	140		100	100					
Base Capacity (vph)	697	1259	953	617	1259	332	445	475	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.03	0.24	0.14	0.12	0.26	0.49	0.16	0.04	
Intersection Summary									

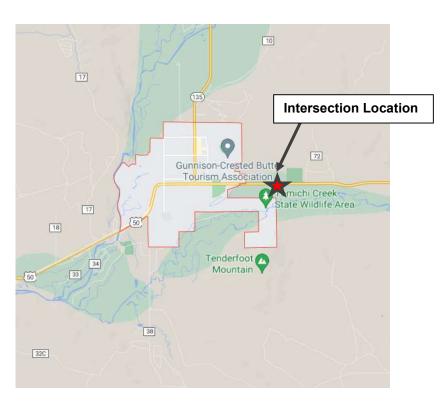


ROUNDABOUT OPERATIONAL ANALYSIS MEMO

050A & Access B Gunnison, CO

CDOT REGION 3

September 2021



Prepared by:

Mark Lenters, P.E., and Jay VonAhsen Kimley-Horn and Associates, Inc. 4582 South Ulster Street, Suite 1500 Denver, CO 80237

Prepared for: CDOT Region 3 Traffic and Safety Unit

September 03, 2021



PROPOSED ROUNDABOUT

Location: 050A & Access B, Gunnison, CO, MP 158.50

Traffic Volume Source: Gunnison Rising Access Points A and B Traffic Impact Analysis (TIA)

prepared by LSC Transportation Consultants, Inc. dated February 25, 2021

Analysis Parameters: Truck Percentages = 2% (all movements)

Peak Hour Factor (PHF) = 0.90

Design Parameters:

Table 1

PARAMETER	Single-lane Roundabout
Approach road half-width, ft	12.0
Entry width, ft (effective width, not physical width)	13.0
Effective flare length, ft	65.0
Entry radius, ft	Varies, 65 – 85
Inscribed circle diameter, ft	130
PHI – Conflict (entry) angle, deg	25.0
Splitter Island Length from ICD, ft (along Hwy 50)	350
Nominal widths on approaches (FOC to FOC), ft	18.0
Circulating Width, ft	20.0
Design Vehicle	WB-67

Notes:

- 1. The splitter island length along Hwy 50 has been increased from a typical high-speed approach value of 200ft to 350ft to account for the 65mph posted speed limit. This additional splitter island length assists with the transitional zone where approaching motorist speed is being slowed down via the use of horizontal curvature and the introduction of a physical raised divider (the splitter island). Superelevation within 500ft of the ICD of the roundabout should be prohibited to ensure driver eye height maintains a constant visual of roadway surface along the approach to the roundabout.
- 2. The intersection's average daily volume is well below the typical threshold of a single-lane roundabout daily capacity of 20,000 to 25,000 vpd. This level of daily traffic converted to peak hour traffic would not be foreseen to create any type of capacity constraint for the proposed single-lane roundabout scenario.



Results:

Table 2 - Year 2041 Roundabout Capacity Analysis

MODEL		EAST LEG - WB Approach	NORTH LEG – SB Approach	WEST LEG – EB Approach	SOUTH LEG – Northbound Approach	OVERALL INTERSECTION
Arcady	AM Peak	5.8 (A)	4.8 (A)	6.0 (A)	5.0 (A)	5.7 (A)
	PM Peak	6.4 (A)	4.9 (A)	6.2 (A)	5.5 (A)	6.1 (A)
НСМ 6	AM Peak	9.1 (A)	9.6 (A)	8.1 (A)	5.6 (A)	8.6 (A)
	PM Peak	13.8 (B)	8.5 (A)	11.2 (B)	9.4 (A)	11.8 (B)

Right-of-Way:

Approximate right-of-way boundaries have been sketched on Exhibit 1.0 based on the Gunnison County Map Viewer tool sourced from https://gis.gunnisoncounty.org/default_map.aspx. The southern leg of the proposed roundabout would assume to be provided with sufficient ROW width at the time the adjacent development files its plat documents.



Above: 130ft ICD roundabout southern leg. Red line represents ROW boundary traced from the Gunnison County Map Viewer database.



Sight Distance:



Above: Eastbound view near the proposed roundabout intersection (Source: Google Earth)

The longitudinal grade of Hwy 50 is relatively flat adjacent to the proposed intersection location. The topography to the north is steeply upward and to the south is steeply downward. Associated vertical sight distance checks will be important during the engineering phase to maintain reciprocal sight distance for motorists and stopping sight distance for approaching, circulating, and exiting vehicles.

Conclusion:

it is recommended a single-lane roundabout be further considered at the subject intersection by performing right-of-way boundary survey and preliminary engineering design to determine if other limiting factors may be present at this location.





Methodology:

The anticipated capacity of the proposed roundabout intersection was analyzed using Junctions 10 roundabout design and capacity analysis software. Two models were created and analyzed to compare a range of predicted capacity based on an empirical model (Arcady) and the current U.S. roundabout capacity model (HCM 6th Edition).

Arcady (Assessment of Roundabout Capacity and Delay) is a roundabout capacity model based on U.K. empirical research into geometry-capacity relationships. The findings on capacity performance for U.S. roundabouts to-date and our experience suggests a reduction in the Arcady capacity assumed for modeling this type of intersection as a roundabout is appropriate. The Arcady analysis includes a capacity equation reduction of 10% for the design year (2041) analysis. Since Arcady is an empirical data-based model, design parameters have been assigned to analyze the roundabout concept design. The parameters in Table 1 were assigned to the Concept Design (Exhibit 1.0 – Appendix A) as well as the Arcady roundabout capacity model.

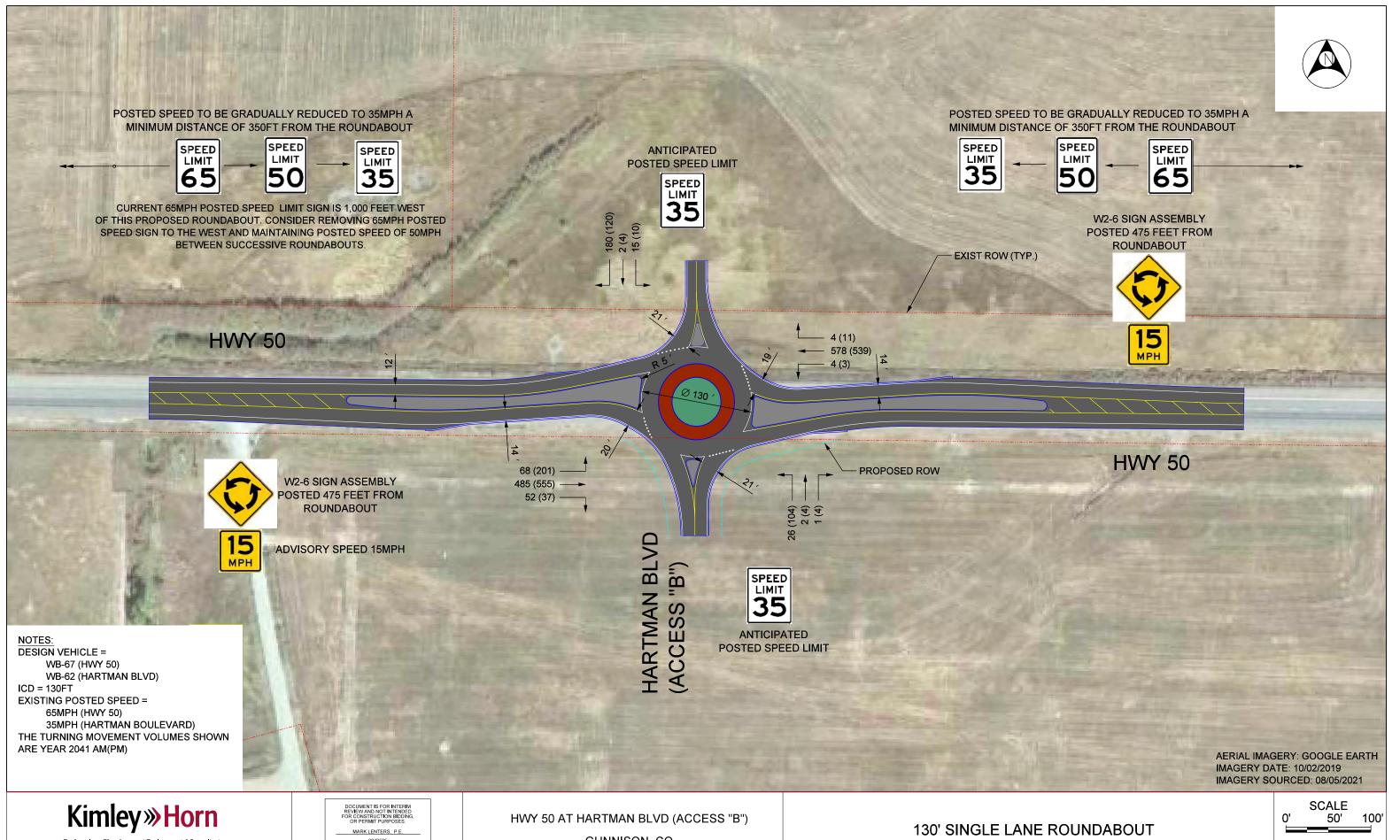
Kimley » Horn

APPENDIX A:

Exhibit 1.0 – Roundabout Concept Design

Exhibit 1.1 – Fastest Path Speed Performance Checks

Exhibit 1.2 – AutoTURN® Truck Turning Paths



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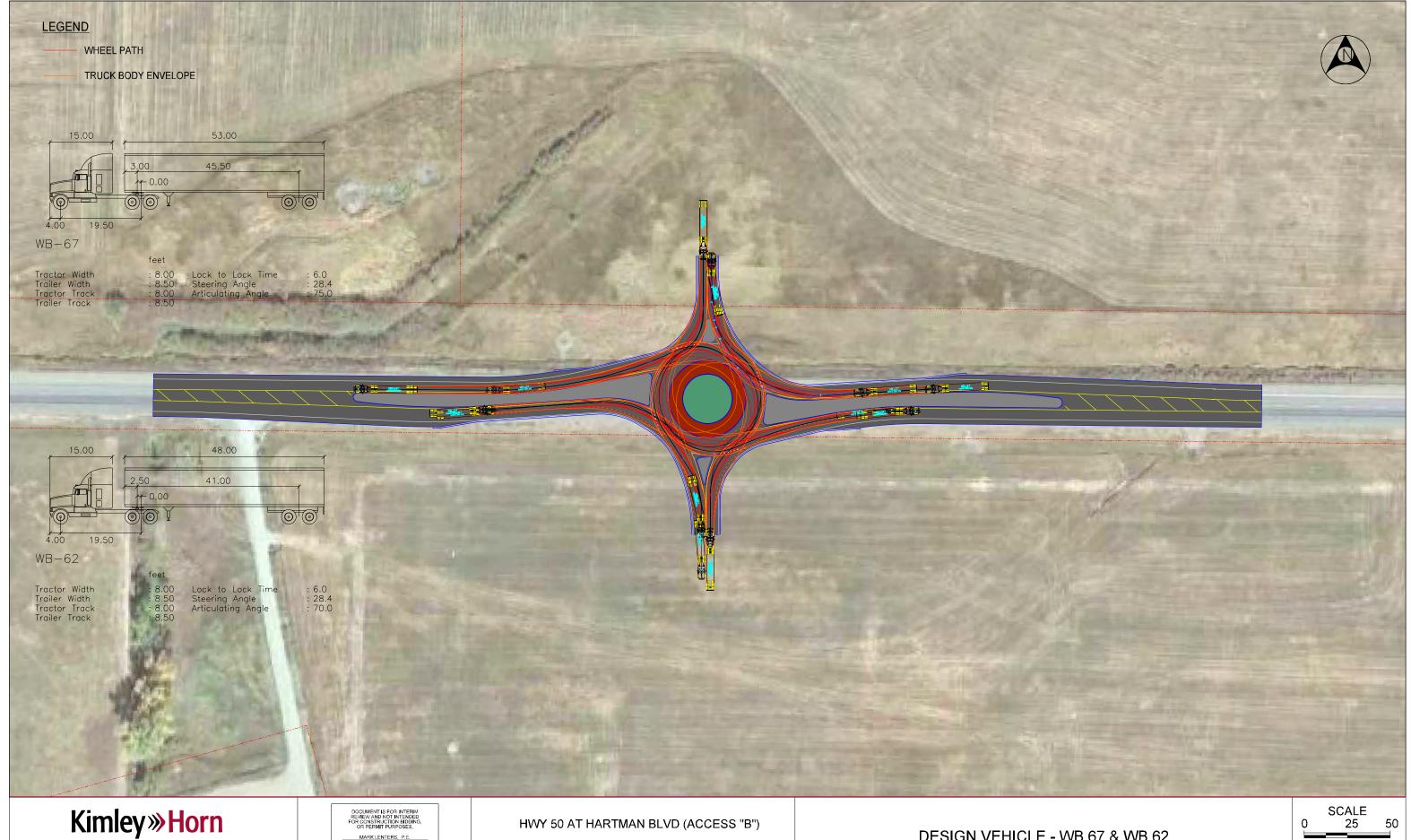
0049585 COLORADO LICENSE NO.

GUNNISON, CO

EXHIBIT: 1.0



EXHIBIT: 1.1



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GUNNISON, CO

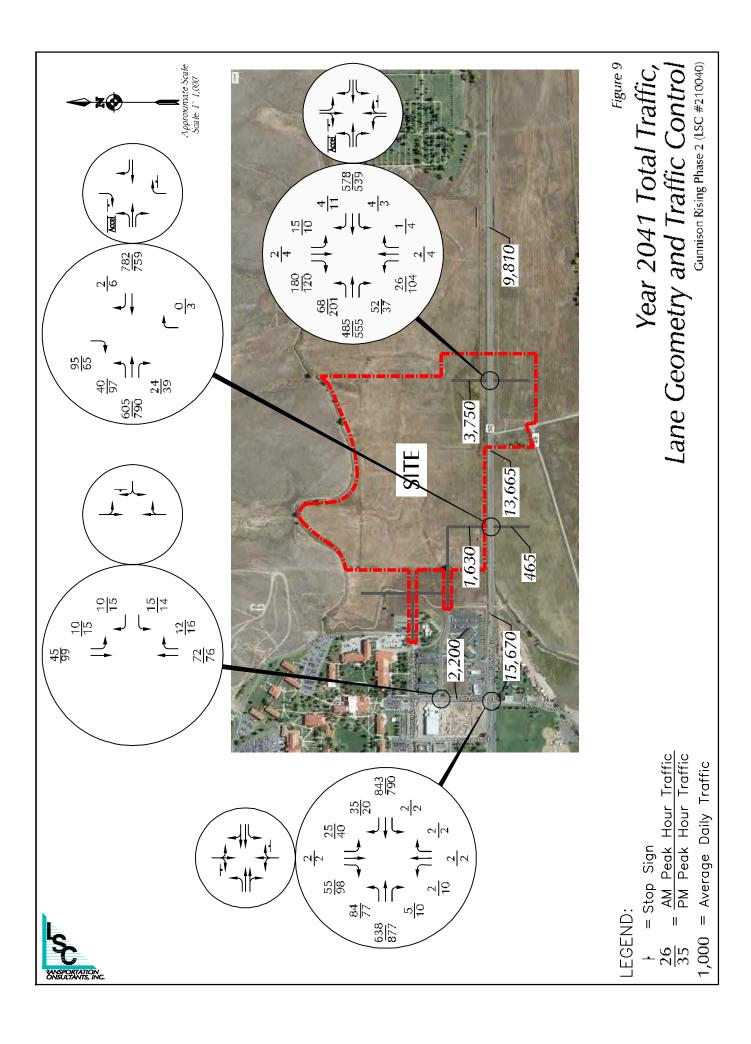
DESIGN VEHICLE - WB 67 & WB 62

EXHIBIT: 1.2



APPENDIX B:

Design Year Traffic Volumes (Year 2041)





APPENDIX C:

Roundabout Capacity Analysis Report (Arcady model)

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021

For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Location #2 Gunnison Arcady Model Year 2041 Traffic.j10

Path: \Kimley-Horn.com\SE_ATL\ATL_Roadway\000 ROUNDABOUTS\2021\CDOT\CDOT Feasibility

Studies\02 50A New Int Gunnison\01_CALCS

Report generation date: 9/3/2021 10:15:44 AM

»2041, AM »2041, PM

Summary of intersection performance

	AM									PM								
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	V/C	LOS	Int Del (s)	Int LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	V/C	LOS	Int Del (s)	Int LOS	Res Cap
									20	41								
Leg 1		0.6	2.1	5.77	0.38	Α			112		0.7	2.7	6.35	0.42	Α			92
Leg 2	D1	0.1	0.5	4.79	0.05	Α	5.68	_	%	D2	0.0	0.5	4.89	0.03	Α	6.07	_	%
Leg 3	וטו	0.7	1.9	6.03	0.43	Α	5.06	A	[Leg	D2	0.8	2.4	6.19	0.44	Α	0.07	A	[Leg
Leg 4		0.3	1.2	4.95	0.22	Α			3]		0.4	1.1	5.47	0.26	Α			1]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Int LOS and Int Del are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	8/12/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Analyst	KIMLEY-HORN\Jay.VonAhsen
Description	

Units

Dista	ance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
	ft	mph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (ft)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	V/C Threshold	Av. Delay threshold (s)	Q threshold (PCE)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts	
18.86	✓				✓	Delay	0.85	36.00	20.00		500	

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2041	AM	PHF	08:00	09:00	15	✓
D2	2041	РМ	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2041, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Int Del (s)	Int LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.68	Α

Intersection Network

Driving side	Lighting	Res Cap (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	112	Leg 3	5.68	А

Legs

Legs

Leg	Name	Description	No yield line
1	untitled		
2	untitled		
3	untitled		
4	untitled		

Roundabout Geometry

				_				
Leg	V (ft)	E (ft)	l' (ft)	R (ft)	D (ft)	PHI (deg)	Entry only	Exit only
1	12.00	13.00	65.0	75.0	130.0	25.0		
2	12.00	13.00	65.0	64.0	130.0	25.0		
3	12.00	13.00	65.0	84.0	130.0	25.0		
4	12.00	13.00	65.0	65.0	130.0	25.0		

Slope / Intercept / Capacity

Leg Intercept Adjustments

	Leg	Туре	Reason	Intercept Adj (%)
	1	Percentage		90.00
	2	Percentage		90.00
Г	3	Percentage		90.00
	4	Percentage		90.00

Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
1	0.555	1102
2	0.551	1094
3	0.557	1107
4	0.551	1095

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	
D1	2041	AM	PHF	08:00	09:00	15	✓	

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck %s	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		PHF	✓	317	100.000
2		PHF	✓	34	100.000
3		PHF	✓	373	100.000
4		PHF	✓	175	100.000

Peak Hour Factor Data (Traffic)

Leg	Hourly volume (Veh/hr)	Peak hour factor	Peak time segment
1	317	0.84	SecondQuarter
2	34	0.84	SecondQuarter
3	373	0.84	SecondQuarter
4	175	0.84	SecondQuarter

Origin-Destination Data

Demand (Veh/hr)

			То		
		1	2	3	4
	1	0	5	245	67
From	2	2	0	30	2
	3	204	5	0	164
	4	57	2	116	0

Vehicle Mix

Truck %s

			То		
		1	2	3	4
	1	2	2	2	2
From	2	2	2	2	2
	3	2	2	2	2
	4	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Intersection Arrivals (Veh)
1	0.38	5.77	0.6	2.1	А	317	317

2	0.05	4.79	0.1	0.5	А	34	34
3	0.43	6.03	0.7	1.9	Α	373	373
4	0.22	4.95	0.3	1.2	А	175	175

Main Results for each time segment

08:00 - 08:15

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	277	69	107	1021	0.271	275	228	0.0	0.4	4.817	Α
2	30	7	372	868	0.034	30	10	0.0	0.0	4.294	Α
3	326	81	62	1051	0.310	324	340	0.0	0.4	4.940	Α
4	153	38	183	972	0.157	152	202	0.0	0.2	4.385	Α

08:15 - 08:30

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	377	94	146	999	0.378	376	312	0.4	0.6	5.772	Α
2	40	10	508	793	0.051	40	14	0.0	0.1	4.786	Α
3	444	111	84	1038	0.428	443	464	0.4	0.7	6.035	Α
4	208	52	251	935	0.223	208	277	0.2	0.3	4.948	А

08:30 - 08:45

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	337	84	131	1008	0.335	338	280	0.6	0.5	5.374	Α
2	36	9	456	822	0.044	36	13	0.1	0.0	4.585	Α
3	397	99	76	1043	0.380	397	416	0.7	0.6	5.579	Α
4	186	47	225	950	0.196	186	248	0.3	0.2	4.717	Α

08:45 - 09:00

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	277	69	108	1021	0.271	277	230	0.5	0.4	4.845	А
2	30	7	374	866	0.034	30	10	0.0	0.0	4.302	Α
3	326	81	62	1051	0.310	326	342	0.6	0.5	4.974	А
4	153	38	185	972	0.157	153	204	0.2	0.2	4.398	А

Q Variation Results for each time segment

08:00 - 08:15

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.00	0.00	0.37	0.37			N/A	N/A
2	0.04	0.03	0.25	0.45	0.48			N/A	N/A
3	0.45	0.00	0.00	0.45	0.45			N/A	N/A
4	0.19	0.00	0.00	0.19	0.19			N/A	N/A

08:15 - 08:30

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile	Marker	Probability of reaching or	Probability of exactly
	(ven)	(veii)	(veii)	(veii)	(veii)	message	message	exceeding marker	reaching marker

	1	0.60	0.03	0.25	0.60	0.60	N/A	N/A
	2	0.05	0.03	0.26	0.46	0.49	N/A	N/A
	3	0.74	0.03	0.26	0.74	0.74	N/A	N/A
Γ	4	0.28	0.03	0.25	0.46	0.48	N/A	N/A

08:30 - 08:45

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker Probability of reaching or exceeding marker		Probability of exactly reaching marker
1	0.51	0.03	0.29	0.98	2.15			N/A	N/A
2	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3	0.62	0.03	0.28	0.62	1.95			N/A	N/A
4	0.25	0.03	0.29	0.78	1.15			N/A	N/A

08:45 - 09:00

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.37	0.00	0.00	0.37	0.37			N/A	N/A
2	0.04	0.00	0.00	0.04	0.04			N/A	N/A
3	0.45	0.00	0.00	0.45	0.45			N/A	N/A
4	0.19	0.00	0.00	0.19	0.19			N/A	N/A

2041, PM

Data Errors and Warnings

Severit	Area	Item	Description
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Int Del (s)	Int LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.07	Α

Intersection Network

Driving side	Lighting	Res Cap (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	92	Leg 1	6.07	Α

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2041	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck %s	2.00

Demand overview (Traffic)

Leg	Linked leg	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	374	100.000
2		ONE HOUR	✓	19	100.000
3		ONE HOUR	✓	416	100.000
4		ONE HOUR	✓	214	100.000

Origin-Destination Data

Demand (Veh/hr)

		То						
		1	2	3	4			
	1	0	1	304	69			
From	2	3	0	14	2			
	3	276	17	0	123			
	4	65	2	147	0			

Vehicle Mix

Truck %s

		То					
		1	2	3	4		
	1	2	2	2	2		
From	2	2	2	2	2		
	3	2	2	2	2		
	4	2	2	2	2		

Results

Results Summary for whole modelled period

Leg	Max V/C	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Intersection Arrivals (Veh)
1	0.42	6.35	0.7	2.7	Α	343	515
2	0.03	4.89	0.0	0.5	Α	17	26
3	0.44	6.19	0.8	2.4	Α	382	573
4	0.26	5.47	0.4	1.1	Α	196	295

Main Results for each time segment

17:00 - 17:15

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	282	70	124	1011	0.278	280	258	0.0	0.4	4.913	А
2	14	4	389	858	0.017	14	15	0.0	0.0	4.266	А
3	313	78	55	1054	0.297	312	348	0.0	0.4	4.836	А
4	161	40	222	951	0.169	160	145	0.0	0.2	4.547	А

17:15 - 17:30

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	336	84	149	998	0.337	336	309	0.4	0.5	5.436	Α
2	17	4	467	815	0.021	17	18	0.0	0.0	4.509	Α
3	374	93	66	1048	0.357	373	417	0.4	0.5	5.328	Α
4	192	48	266	927	0.208	192	174	0.2	0.3	4.898	А

17:30 - 17:45

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	412	103	182	979	0.421	411	378	0.5	0.7	6.327	Α
2	21	5	571	758	0.028	21	22	0.0	0.0	4.884	Α
3	458	115	81	1040	0.440	457	511	0.5	0.8	6.167	Α
4	236	59	325	894	0.264	235	213	0.3	0.4	5.462	Α

17:45 - 18:00

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	412	103	183	979	0.421	412	379	0.7	0.7	6.347	Α
2	21	5	573	757	0.028	21	22	0.0	0.0	4.888	Α
3	458	115	81	1040	0.441	458	512	0.8	0.8	6.187	Α
4	236	59	326	894	0.264	236	214	0.4	0.4	5.469	А

18:00 - 18:15

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	336	84	150	997	0.337	337	310	0.7	0.5	5.458	Α
2	17	4	469	814	0.021	17	18	0.0	0.0	4.514	А
3	374	93	67	1048	0.357	375	419	0.8	0.6	5.356	Α
4	192	48	267	926	0.208	193	175	0.4	0.3	4.911	Α

18:15 - 18:30

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	282	70	125	1011	0.279	282	259	0.5	0.4	4.944	Α
2	14	4	392	857	0.017	14	15	0.0	0.0	4.274	А
3	313	78	56	1054	0.297	314	351	0.6	0.4	4.867	Α
4	161	40	223	950	0.170	161	146	0.3	0.2	4.563	Α

Q Variation Results for each time segment

17:00 - 17:15

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.38	0.00	0.00	0.38	0.38			N/A	N/A
2	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3	0.42	0.00	0.00	0.42	0.42			N/A	N/A
4	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:15 - 17:30

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.50	0.50	1.00	1.40	1.45			N/A	N/A
2	0.02	0.02	0.25	0.45	0.48			N/A	N/A
3	0.55	0.55	1.00	1.40	1.45			N/A	N/A
4	0.26	0.00	0.00	0.26	0.26			N/A	N/A

17:30 - 17:45

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.72	0.03	0.26	0.72	0.72			N/A	N/A
2	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3	0.78	0.03	0.26	0.78	0.78			N/A	N/A
4	0.35	0.03	0.25	0.46	0.48			N/A	N/A

17:45 - 18:00

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.72	0.03	0.28	0.74	2.67			N/A	N/A
2	0.03	0.00	0.00	0.03	0.03			N/A	N/A
3	0.78	0.03	0.28	0.78	2.43			N/A	N/A
4	0.36	0.03	0.32	1.08	1.08			N/A	N/A

18:00 - 18:15

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.51	0.51	1.00	1.40	1.45			N/A	N/A
2	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3	0.56	0.55	1.00	1.40	1.45			N/A	N/A
4	0.26	0.00	0.00	0.26	0.26			N/A	N/A

18:15 - 18:30

Leg	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1	0.39	0.00	0.00	0.39	0.39			N/A	N/A
2	0.02	0.00	0.00	0.02	0.02			N/A	N/A
3	0.43	0.00	0.00	0.43	0.43			N/A	N/A
4	0.21	0.00	0.00	0.21	0.21			N/A	N/A



APPENDIX D:

Roundabout Capacity Analysis Report (HCM 6 model)

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519
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Filename: Location #2 Gunnison HCM Model Year 2041 Traffic.j10

Path: \Kimley-Horn.com\SE_ATL\ATL_Roadway\000 ROUNDABOUTS\2021\CDOT\CDOT Feasibility

Studies\02 50A New Int Gunnison\01_CALCS Report generation date: 9/3/2021 10:16:56 AM

»2041, AM »2041, PM

Summary of intersection performance

		AM						PM										
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	V/C	LOS	Int Del (s)	Int LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	V/C	LOS	Int Del (s)	Int LOS	Res Cap
									20	21								
Leg 1			3.3	9.06	0.54	Α			58			5.0	13.80	0.65	В			28
Leg 2	D1		1.4	9.59	0.33	Α	8.64	A	%	D2		0.9	8.47	0.23	Α	11.76	В	%
Leg 3	וטו		3.0	8.06	0.51	Α	0.04	_ ^	[Leg	02		5.4	11.22	0.66	В	11.70	В	Leg
Leg 4			0.1	5.61	0.05	Α			2]			0.8	9.41	0.22	Α			1]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Int LOS and Int Del are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	8/12/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Analyst	KIMLEY-HORN\Jay.VonAhsen
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
ft	mph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (ft)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	V/C Threshold	Av. Delay threshold (s)	Q threshold (PCE)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts	
18.86	✓				✓	Delay	0.85	36.00	20.00	✓	500	

HCM Calibration

HCM Calibration	Lane type	Num circulating lanes	Num exit lanes	Α	В
1	Single lane	1		1380.00	-0.00102
2	Single lane	2		1420.00	-0.00085
3	Nearside	1		1420.00	-0.00091
4	Nearside	2		1420.00	-0.00085
5	Offside	1		1420.00	-0.00091
6	Offside	2		1350.00	-0.00092
7	Yielding bypass		1	1380.00	-0.00102
8	Yielding bypass		2	1420.00	-0.00085
9	Non-yielding bypass		1	99999.00	0.00000

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	PHF	08:00	09:00	15	✓
D2	2021	PM	PHF	17:00	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	(%) Network capacity scaling factor (%			
A1	✓	100.000	100.000			

2041, AM

Data Errors and Warnings

Severity	Area Item		Description			
Warning	HCM Model	D1 - 2021, AM	Demand Set 1: HCM models are most typically used with PHF traffic flow profiles and single time segments. Use of HCM models with other flow profiles is at the user's own risk			
Warning	HCM Model		One or more intersections use HCM methodologies. These methods are not associated with TRL. The user should apply judgement when interpreting the results.			
Warning	Warning Queue variations Analysis Options		Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.			

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Int Del (s)	Int LOS
1	untitled	HCM Roundabout		1, 2, 3, 4	8.64	Α

Intersection Network

Driving	side	Lighting	Res Cap (%)	First leg reaching threshold	Network delay (s)	Network LOS
Righ	t	Normal/unknown	58	Leg 2	8.64	А

Legs

Legs

Leg	Name	Description
1	untitled	
2	untitled	
3	untitled	
4	untitled	

HCM Lanes

Leg	HCM Lane	Lane type	Number of conflicting lanes	Destination legs
1	1	Single lane	1	1, 2, 3, 4
2	1	Single lane	1	1, 2, 3, 4
3	1	Single lane	1	1, 2, 3, 4
4	1	Single lane	1	1, 2, 3, 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2041	AM	PHF	08:00	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck %s	2.00

Demand overview (Traffic)

I en	Linked lea	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)

1	PHF	✓	586	100.000
2	PHF	✓	197	100.000
3	PHF	✓	605	100.000
4	PHF	✓	29	100.000

Peak Hour Factor Data (Traffic)

Leg	Hourly volume (Veh/hr)	Peak hour factor	Peak time segment
1	586	0.90	SecondQuarter
2	197	0.90	SecondQuarter
3	605	0.90	SecondQuarter
4	29	0.90	SecondQuarter

Origin-Destination Data

Demand (Veh/hr)

			То		
		1	2	3	4
	1	0	4	578	4
From	2	15	0	180	2
	3	485	68	0	52
	4	1	2	26	0

Vehicle Mix

Truck %s

			То		
		1	2	3	4
	1	2	2	2	2
From	2	2	2	2	2
	3	2	2	2	2
	4	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C	Max Delay (s)	Max Q95 (Veh) Max LOS		Av. Demand (Veh/hr)	Total Intersection Arrivals (Veh)
1	0.54	9.06	3.3	A	586	586
2	0.33	9.59	1.4	Α	197	197
3	0.51	8.06	3.0	Α	605	605
4	0.05	5.61	0.1	A	29	29

Main Results for each time segment

08:00 - 08:15

	Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Q95 (Veh)	Delay (s)	Unsignalised level of service
Γ	1	543	136	89	0.00	1233	0.440	543	464	2.3	7.390	А
Γ	2	182	46	563	0.00	753	0.242	182	69	0.9	7.511	А
				Î		Î						

3	560	140	19	0.00	1326	0.423	560	726	2.1	6.799	Α	
4	27	7	526	0.00	783	0.034	27	54	0.1	4.934	А	

08:15 - 08:30

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Q95 (Veh)	Delay (s)	Unsignalised level of service
1	651	163	107	0.00	1211	0.538	651	557	3.3	9.065	Α
2	219	55	676	0.00	670	0.327	219	82	1.4	9.593	Α
3	672	168	23	0.00	1320	0.509	672	871	3.0	8.063	А
4	32	8	631	0.00	702	0.046	32	64	0.1	5.607	Α

08:30 - 08:45

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Q95 (Veh)	Delay (s)	Unsignalised level of service
1	608	152	100	0.00	1220	0.498	608	520	2.9	8.335	A
2	204	51	631	0.00	702	0.291	204	77	1.2	8.673	A
3	627	157	22	0.00	1323	0.474	627	813	2.6	7.525	A
4	30	8	589	0.00	733	0.041	30	60	0.1	5.326	A

08:45 - 09:00

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Q95 (Veh)	Delay (s)	Unsignalised level of service
1	543	136	89	0.00	1233	0.440	543	464	2.3	7.390	A
2	182	46	563	0.00	753	0.242	182	69	0.9	7.511	A
3	560	140	19	0.00	1326	0.423	560	726	2.1	6.799	Α
4	27	7	526	0.00	783	0.034	27	54	0.1	4.934	А

Q Variation Results for each time segment

HCM: Lane Results

Lane Results: 08:00-08:15

Leg	HCM Lane	Destination legs	Demand (Veh/hr)	Throughput (Veh/hr)	Ped flow (Ped/hr)	Conflicting flow (Veh/hr)	Capacity (Veh/hr)	Q95 (Veh)	Delay (s)	V/C	Los
1	1	1, 2, 3, 4	543	543	0.00	89	1233	2.30	7.39	0.44	A
2	1	1, 2, 3, 4	182	182	0.00	563	753	0.95	7.51	0.24	A
3	1	1, 2, 3, 4	560	560	0.00	19	1326	2.15	6.80	0.42	Α
4	1	1, 2, 3, 4	27	27	0.00	526	783	0.11	4.93	0.03	Α

Lane Results: 08:15-08:30

Leg	HCM Lane	Destination legs	Demand (Veh/hr)	Throughput (Veh/hr)	Ped flow (Ped/hr)	Conflicting flow (Veh/hr)	Capacity (Veh/hr)	Q95 (Veh)	Delay (s)	V/C	Los
1	1	1, 2, 3, 4	651	651	0.00	107	1211	3.33	9.06	0.54	Α
2	1	1, 2, 3, 4	219	219	0.00	676	670	1.42	9.59	0.33	Α
3	1	1, 2, 3, 4	672	672	0.00	23	1320	3.00	8.06	0.51	Α
4	1	1, 2, 3, 4	32	32	0.00	631	702	0.14	5.61	0.05	Α

Lane Results: 08:30-08:45

Leg	HCM Lane	Destination legs	Demand (Veh/hr)	Throughput (Veh/hr)	Ped flow (Ped/hr)	Conflicting flow (Veh/hr)	Capacity (Veh/hr)	Q95 (Veh)	Delay (s)	V/C	LOS
1	1	1, 2, 3, 4	608	608	0.00	100	1220	2.87	8.34	0.50	Α
2	1	1, 2, 3, 4	204	204	0.00	631	702	1.21	8.67	0.29	Α
3	1	1, 2, 3, 4	627	627	0.00	22	1323	2.63	7.53	0.47	Α
4	1	1, 2, 3, 4	30	30	0.00	589	733	0.13	5.33	0.04	Α

Lane Results: 08:45-09:00

Leg	HCM Lane	Destination legs	Demand (Veh/hr)	Throughput (Veh/hr)	Ped flow (Ped/hr)	Conflicting flow (Veh/hr)	Capacity (Veh/hr)	Q95 (Veh)	Delay (s)	V/C	Los
1	1	1, 2, 3, 4	543	543	0.00	89	1233	2.30	7.39	0.44	Α
2	1	1, 2, 3, 4	182	182	0.00	563	753	0.95	7.51	0.24	Α
3	1	1, 2, 3, 4	560	560	0.00	19	1326	2.15	6.80	0.42	Α
4	1	1, 2, 3, 4	27	27	0.00	526	783	0.11	4.93	0.03	Α

2041, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	HCM Model	D2 - 2021, PM	Demand Set 2: HCM models are most typically used with PHF traffic flow profiles and single time segments. Use of HCM models with other flow profiles is at the user's own risk
Warning	HCM Model		One or more intersections use HCM methodologies. These methods are not associated with TRL. The user should apply judgement when interpreting the results.
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Intersection Network

Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Int Del (s)	Int LOS
1	untitled	HCM Roundabout		1, 2, 3, 4	11.76	В

Intersection Network

Driving side	Lighting	Res Cap (%)	First leg reaching threshold	Network delay (s)	Network LOS
Right	Normal/unknown	28	Leg 1	11.76	В

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2041	PM	PHF	17:00	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCE Factor for a Truck (PCE)
✓	✓	Truck %s	2.00

Demand overview (Traffic)

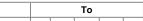
Leg	Linked leg	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
1		PHF	✓	553	100.000
2		PHF	✓	134	100.000
3		PHF	✓	793	100.000
4		PHF	✓	112	100.000

Peak Hour Factor Data (Traffic)

Leg	Hourly volume (Veh/hr)	Peak hour factor	Peak time segment
1	553	0.90	SecondQuarter
2	134	0.90	SecondQuarter
3	793	0.90	SecondQuarter
4	112	0.90	SecondQuarter

Origin-Destination Data

Demand (Veh/hr)



		1	2	3	4
	1	0	11	539	3
From	2	10	0	120	4
	3	555	201	0	37
	4	4	4	104	0

Vehicle Mix

Truck %s

			То		
		1	2	3	4
	1	2	2	2	2
From	2	2	2	2	2
	3	2	2	2	2
	4	2	2	2	2

Results

Results Summary for whole modelled period

Leg	Max V/C	Max Delay (s)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Intersection Arrivals (Veh)
1	0.65	13.80	5.0	В	553	553
2	0.23	8.47	0.9	Α	134	134
3	0.66	11.22	5.4	В	793	793
4	0.22	9.41	0.8	Α	112	112

Main Results for each time segment

17:00 - 17:15

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Q95 (Veh)	Delay (s)	Unsignalised level of service
1	512	128	286	0.00	1005	0.510	512	527	3.0	9.796	Α
2	124	31	598	0.00	726	0.171	124	200	0.6	6.831	Α
3	734	184	16	0.00	1331	0.552	734	706	3.5	8.738	Α
4	104	26	709	0.00	647	0.160	104	41	0.6	7.427	Α

17:15 - 17:30

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Q95 (Veh)	Delay (s)	Unsignalised level of service
1	614	154	343	0.00	947	0.649	614	632	5.0	13.797	В
2	149	37	718	0.00	641	0.232	149	240	0.9	8.466	Α
3	881	220	19	0.00	1327	0.664	881	848	5.4	11.224	В
4	124	31	851	0.00	558	0.223	124	49	0.8	9.407	Α

17:30 - 17:45

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Q95 (Veh)	Delay (s)	Unsignalised level of service
1	573	143	320	0.00	969	0.592	573	590	4.0	11.903	В
2	139	35	670	0.00	674	0.206	139	224	0.8	7.756	Α

3	822	206	18	0.00	1328	0.619	822	791	4.5	10.103	В	
4	116	29	794	0.00	592	0.196	116	46	0.7	8.540	А	

17:45 - 18:00

Leg	Total Demand (Veh/hr)	Intersection Arrivals (Veh)	Circulating flow (Veh/hr)	Ped demand (Ped/hr)	Capacity (Veh/hr)	V/C	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Q95 (Veh)	Delay (s)	Unsignalised level of service
1	512	128	286	0.00	1005	0.510	512	527	3.0	9.796	A
2	124	31	598	0.00	726	0.171	124	200	0.6	6.831	A
3	734	184	16	0.00	1331	0.552	734	706	3.5	8.738	Α
4	104	26	709	0.00	647	0.160	104	41	0.6	7.427	А

Q Variation Results for each time segment

HCM: Lane Results

Lane Results: 17:00-17:15

Leg	HCM Lane	Destination legs	Demand (Veh/hr)	Throughput (Veh/hr)	Ped flow (Ped/hr)	Conflicting flow (Veh/hr)	Capacity (Veh/hr)	Q95 (Veh)	Delay (s)	V/C	Los
1	1	1, 2, 3, 4	512	512	0.00	286	1005	2.97	9.80	0.51	Α
2	1	1, 2, 3, 4	124	124	0.00	598	726	0.61	6.83	0.17	Α
3	1	1, 2, 3, 4	734	734	0.00	16	1331	3.52	8.74	0.55	Α
4	1	1, 2, 3, 4	104	104	0.00	709	647	0.57	7.43	0.16	Α

Lane Results: 17:15-17:30

Leg	HCM Lane	Destination legs	Demand (Veh/hr)	Throughput (Veh/hr)	Ped flow (Ped/hr)	Conflicting flow (Veh/hr)	Capacity (Veh/hr)	Q95 (Veh)	Delay (s)	V/C	LOS
1	1	1, 2, 3, 4	614	614	0.00	343	947	4.96	13.80	0.65	В
2	1	1, 2, 3, 4	149	149	0.00	718	641	0.89	8.47	0.23	Α
3	1	1, 2, 3, 4	881	881	0.00	19	1327	5.41	11.22	0.66	В
4	1	1, 2, 3, 4	124	124	0.00	851	558	0.85	9.41	0.22	Α

Lane Results: 17:30-17:45

Leg	HCM Lane	Destination legs	Demand (Veh/hr)	Throughput (Veh/hr)	Ped flow (Ped/hr)	Conflicting flow (Veh/hr)	Capacity (Veh/hr)	Q95 (Veh)	Delay (s)	V/C	Los
1	1	1, 2, 3, 4	573	573	0.00	320	969	4.02	11.90	0.59	В
2	1	1, 2, 3, 4	139	139	0.00	670	674	0.77	7.76	0.21	Α
3	1	1, 2, 3, 4	822	822	0.00	18	1328	4.55	10.10	0.62	В
4	1	1, 2, 3, 4	116	116	0.00	794	592	0.72	8.54	0.20	Α

Lane Results: 17:45-18:00

Leg	HCM Lane	Destination legs	Demand (Veh/hr)	Throughput (Veh/hr)	Ped flow (Ped/hr)	Conflicting flow (Veh/hr)	Capacity (Veh/hr)	Q95 (Veh)	Delay (s)	V/C	LOS
1	1	1, 2, 3, 4	512	512	0.00	286	1005	2.97	9.80	0.51	Α
2	1	1, 2, 3, 4	124	124	0.00	598	726	0.61	6.83	0.17	Α
3	1	1, 2, 3, 4	734	734	0.00	16	1331	3.52	8.74	0.55	Α
4	1	1, 2, 3, 4	104	104	0.00	709	647	0.57	7.43	0.16	Α

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Transportation Update Memo

Date: June 8, 2007

To: Tim Seibert, NES

From: Christopher McGranahan, P.E., PTOE

Project: Gunnison Gateway Annexation

LSC #066650

UPDATED WEEKDAY TRIP GENERATION

The weekday trip generation table that was included in the December 12, 2006 Traffic Impact Analysis (TIA) is attached along with the updated table for the recently revised land use plan.

Weekday Traffic

The original trip generation table included in the TIA estimated the site would generate about 34,900 trips on the average weekday. The updated trip generation table estimates the updated land use for the site would generate about 32,150 trips on the average weekday. This results in a decrease of about eight percent.

Weekday Morning Peak-Hour Traffic

The original trip generation table included in the TIA estimated the site would generate about 2,370 trips during the typical weekday morning peak hour. The updated trip generation table estimates the updated land use for the site would generate about 2,200 trips during the typical weekday morning peak hour. This results in a decrease of more than seven percent.

Weekday Afternoon Peak-Hour Traffic

The original trip generation table included in the TIA estimated the site would generate about 3,485 trips during the typical weekday afternoon peak hour. The updated trip generation table estimates

the updated land use for the site would generate about 3,190 trips during the typical weekday afternoon peak hour. This results in a decrease of between eight and nine percent.

Summary of Trip Generation Updates

The proposed single-family home and condo/townhome densities were decreased significantly. This is expected to result in a reduction in weekday traffic of about 3,625 trips per day.

The number of spaces available in the Recreational Vehicle Park was increased from 400 to 500. This is expected to result in an increase in weekday traffic of about 400 trips per day.

The addition of an elementary school is expected to result in an increase in weekday traffic of about 150 trips per day. These would be the trips external to the site.

The Business Park component of the site located in TAZs G and H has increased from about 688,700 square feet to about 716,400 square feet. This is expected to result in an increase in weekday traffic of about 330 trips per day.

Change in Access To/From the West

The original TIA assumed about 1,250 trips per day would use Escalante Drive to access the core of Gunnison. It assumed about 2,100 trips per day would use Georgia Avenue to access the core of Gunnison. If Western State College has issues with improvements to Escalante Drive or additional traffic on Escalante Drive then the traffic distribution assumed in the TIA will need to be revised appropriately.

Georgia Avenue intersects Escalante Drive west of the proposed site. If Georgia Avenue were to remain the primary non-highway access to/from the west it would be difficult to prevent site traffic from using Escalante Drive as the two streets intersect just west of the site. An option is being explored that would make Virginia Street the primary non-highway access to/from the west. This has several benefits over Georgia Avenue including: the intersection of Virginia Street with State Highway 135 is currently signalized while the intersection of Georgia Avenue with State Highway 135 is two-way stop-sign controlled; Virginia Street does not intersection with Escalante Drive, making Escalante Drive much less attractive to non-college traffic; a single-lane roundabout could be implemented at the intersection of Virginia Street and Adams Street to maintain good traffic operations for both streets near the front door of Western State College; a roundabout could be a nice entry feature for Western State College. One negative for this option is that it will require Virginia Street to be constructed through the currently open land west of Adams Street owned by Western State College.

Proposed Traffic Volumes on Virginia Street

With Virginia Street as the only non-highway east/west connection to the core of Gunnison, it is expected that the 1,250 weekday trips previously assigned to Escalante Drive and the 2,100 weekday trips previously assigned to Georgia Avenue would redirect to Virginia Street. The total weekday trips that would ultimately impact Virigina is expected to be in the range of 3,500 and 5,000 trips per day. It is expected a significant portion of this site traffic on Virginia Street would distribute north and south on Colorado, which currently serves as a bypass around the downtown core. As various developments are proposed in the site it is recommended the traffic operations be monitored at the intersection of Virginia Street and Colorado to determine if any modifications are needed to the existing traffic control.

Proposed Access Plan on US Highway 50

The site access intersections on US Highway 50 identified in the original TIA were located partly based on CDOT's requirement of half-mile spacing for full-movement intersections. Review comments from the City of Gunnison and their traffic consultant, Bill Fox, have indicated a desire for two additional site access intersections on the west end of the site to extend the existing street grid found in the core of Gunnison to the west. It is likely CDOT will have issues with these additional access intersections.

CDOT has commented in writing that their agreement to half-mile access spacing was under the assumption that all accesses would be City Streets. They prefer not to grant access rights that only serve a campground, trailhead, business park, commercial, etc. I believe what they would like to see is an east/west road south of US Highway 50 that could connect all or most of the access points locally. If we take the position that this is not possible due to floodplain, ground water, topography, etc., we may have to provide evidence of this to CDOT.

Street Connection Proposed by Steve Westbay

Steve Westbay with the City of Gunnison has proposed a local roadway connection through the site that would connect US Highway 50 and State Highway 135. This route as drawn would be very difficult to achieve based on the existing topography. The alignment proposed is a relatively direct route and has the feeling of a bypass. This may encourage vehicles accessing Crested Butte from east of Gunnison to bypass a majority of the commercial enterprises in Gunnison. It may be more appropriate to have a less direct route that would serve as more of a local access from the middle to the north end of the site to/from the west.

Table 1a - December 2006 Weekday Trip Generation Estimates - Buildout Gunnison Rising - "Authentically Colorado"

				Trip Generation Rates ⁽²⁾			Total Trips Generated						
	Land	Land	Trip	Average	Mor	ning	After	rnoon	Average	Mor	ning	After	noon
	Use	Use	Generation	Weekday	Peak	Peak Hour Peak		Hour	Weekday	Peak Hour		Peak	Hour
TAZ ⁽¹⁾	Code	Description	Units	Traffic	ln	Out	ln	Out	Traffic	ln	Out	In	Out
A	210	Single-Family Detached Housing	624 DU ⁽³⁾	9.57	0.19	0.56	0.65	0.36	5,972	117	351	403	227
В	230	Residential Condominium/Townhouse	426 DU	5.86	0.07	0.37	0.36	0.18	2,496	32	156	154	76
C	416	Campground/Recreational Vehicle Park (4)	400 Occupied Spaces	4.00	0.11	0.16	0.27	0.12	1,600	45	63	108	48
D	210	Single-Family Detached Housing	388 DU	9.57	0.19	0.56	0.65	0.36	3,713	73	218	251	141
E	230	Residential Condominium/Townhouse	202 DU	5.86	0.07	0.37	0.36	0.18	1,184	15	74	73	36
	820	Shopping Center	174.2 KSF ⁽⁵⁾	50.36	0.69	0.44	2.26	2.45	8,775	121	77	394	426
F	820	Shopping Center	59.2 KSF	50.36	0.69	0.44	2.26	2.45	2,984	41	26	134	145
G	770	Business Park	392.3 KSF	11.83	1.17	0.22	0.29	0.97	4,641	459	88	113	379
<u>H</u>	770	Business Park	296.4 KSF	11.83	1.17	0.22	0.29	0.97	3,507	347	66	86	286
		Equestrian Center (6)	20 Acres	1.14	0.10	0.10	0.10	0.10	23	2	2	2	2
		Buildout Total							34,894	1,252	1,120	1,717	1,767

Notes:

- (1) TAZ = traffic analysis zone
- (2) Source: "Trip Generation, 6th Edition, 1997" by the Institute of Transportation Engineers
- (3) DU = dwelling unit
- (4) The "Trip Generation, 6th Edition" rate was used and applied at the "Trip Generation, 7th Edition" directional distribution, since no distribution was available in the 6th edition. The average weekday traffic rate was estimated by LSC.
- (5) KSF = thousand square feet
- (6) Rates estimated by LSC

Source: LSC Transportation Consultants, Inc.

Table 1a - June 2007 Weekday Trip Generation Estimates - Buildout Gunnison Rising - "Authentically Colorado"

				Ţ	rip Gene	ration R	ates ⁽²⁾		Total Trips Generated			rated	
	Land	Land	Trip	Average	Mor	ning	After	noon	Average	Mor	ning	After	noon
	Use	Use	Generation	Weekday	Peak	Hour	Peak	Hour	Weekday	Peak	Hour	Peak	Hour
TAZ ⁽¹⁾	Code	Description	Units	Traffic	ln	Out	In	Out	Traffic	ln	Out	In	Out
Α	210	Single-Family Detached Housing	540 DU ⁽³⁾	9.57	0.19	0.56	0.65	0.36	5,168	101	304	349	196
	520	Elementary School ⁽⁴⁾	300 Students	0.51	0.09	0.06	0.00	0.01	153	26	18	0	2
В	230	Residential Condominium/Townhouse	305 DU	5.86	0.07	0.37	0.36	0.18	1,787	23	111	110	54
C	416	Campground/Recreational Vehicle Park (5)	500 Occupied Spaces	4.00	0.11	0.16	0.27	0.12	2,000	57	78	135	60
D	210	Single-Family Detached Housing	190 DU	9.57	0.19	0.56	0.65	0.36	1,818	36	107	123	69
Е	230	Residential Condominium/Townhouse	165 DU	5.86	0.07	0.37	0.36	0.18	967	12	60	60	29
	820	Shopping Center	174.2 KSF ⁽⁶⁾	50.36	0.69	0.44	2.26	2.45	8,773	121	77	394	426
F	820	Shopping Center	59.2 KSF	50.36	0.69	0.44	2.26	2.45	2,981	41	26	134	145
G	770	Business Park	466.5 KSF	11.83	1.17	0.22	0.29	0.97	5,519	546	104	135	451
H	770	Business Park	249.9 KSF	11.83	1.17	0.22	0.29	0.97	2,957	293	56	72	241
		Equestrian Center ⁽⁷⁾	68 Acres	0.37	0.03	0.03	0.03	0.03	25	2	2	2	2
		Buildout Total		-					32,149	1,257	943	1,513	1,676

Notes:

- (1) TAZ = traffic analysis zone
- (2) Source: "Trip Generation, 6th Edition, 1997" by the Institute of Transportation Engineers
- (3) DU = dwelling unit
- (4) These rates are 50% of the actual Elementary School rates because this table estimates external trips it is estimated that 50% of school traffic will be internal to the site
- (5) The "Trip Generation, 6th Edition" rate was used and applied at the "Trip Generation, 7th Edition" directional distribution, since no distribution was available in the 6th edition.

 The average weekday traffic rate was estimated by LSC.
- (6) KSF = thousand square feet
- (7) Rates estimated by LSC

Source: LSC Transportation Consultants, Inc.

Gunnison Rising - "Authentically Colorado" Master Plan Level Traffic Impact Analysis

December 12, 2006



LSC TRANSPORTATION CONSULTANTS, INC.



516 North Tejon Street Colorado Springs, CO 80903 (719) 633-2868 FAX (719) 633-5430

E-mail: lsc@lsccs.com Web Site: http://www.lsccs.com

December 12, 2006

Mr. Timothy Seibert N.E.S., Inc. 508 South Tejon Street Colorado Springs, Colorado 80903

RE: Gunnison Rising - "Authentically Colorado"

Master Plan Level

Traffic Impact Analysis Report

Gunnison, Colorado LSC #066650

Dear Mr. Seibert:

In response to your request, LSC Transportation Consultants, Inc. has prepared this Master Plan level traffic impact analysis report for the proposed Gunnison Rising - "Authentically Colorado" mixed-use development. We trust that the report will assist you in annexing this property into the City of Gunnison. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTA

By

Christopher S. McGranahan, P.E., PTO

Senior Transportation Engineer

CSM:DCJ:bjwb

12-12-06

Gunnison Rising - "Authentically Colorado" Master Plan Level Traffic Impact Analysis

December 12, 2006

Prepared for:

Mr. Timothy Seibert N.E.S., Inc. 508 South Tejon Street Colorado Springs, CO 80903 (719) 471-0073

Prepared by:

LSC Transportation Consultants, Inc. 516 North Tejon Street Colorado Springs, CO 80903 (719) 633-2868

LSC #066650

December 12, 2006

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Executive Summary



Executive Summary

LSC Transportation Consultants, Inc. has prepared this Master Plan level traffic impact analysis report for the proposed Gunnison Rising - "Authentically Colorado" mixed-use development located along US Highway 50 (US 50) east of the City of Gunnison, Colorado. The property is proposed for annexation into the City of Gunnison.

PROPOSED LAND USE AND ACCESS PLAN

Buildout of the property is proposed as approximately 1,012 single-family houses, 628 townhouse/condominium units, 233,400 square feet of shopping center space, 688,700 square feet of business park space, a 400-space recreational vehicle park/campground, and a 20-acre equestrian center.

There are numerous site access intersections proposed to US 50, as well as local site access intersections via Georgia Avenue and Escalante Drive. The locations of these site access intersections are shown on the various report figures.

TRIP GENERATION

Buildout of the site is projected to generate about 34,895 vehicle-trips during a typical weekday, with about half of the vehicles entering and half of the vehicles exiting the site. During the weekday morning peak hour, about 1,250 vehicles would enter and 1,120 vehicles would exit the site. During the weekday afternoon peak hour, about 1,715 vehicles would enter and 1,765 vehicles would exit the site.

Buildout of the site is projected to generate about 33,390 vehicle-trips during a typical Saturday, with about half of the vehicles entering and half of the vehicles exiting the site. During the Saturday mid-day peak hour, about 1,730 vehicles would enter and 1,485 vehicles would exit the site.

WEEKDAY AND SATURDAY TRAFFIC COMPARISON

The existing and projected site-generated traffic volumes are expected to be higher during the typical weekday than during the typical Saturday. For this reason, the weekday scenario was analyzed in detail.

PROJECTED LEVELS OF SERVICE

All of the movements at the analyzed signalized intersections are projected to operate at acceptable levels of service (LOS) during the peak hours through the year 2027 with the recommended roadway improvements. A few of the movements at the analyzed stop-sign controlled intersections are projected to operate at LOS E or F during the peak hours with the recommended roadway improvements. Potential mitigation for these LOS E and F intersections is discussed in the report.

TRAFFIC SIGNAL PROGRESSION EFFICIENCY

Generally speaking, the proposed traffic signals are fairly well spaced, but some are not within 200 feet of the one-half mile spacing preferred by the Colorado Department of Transportation (CDOT), which requires a progression efficiency analysis. The progression efficiencies on US 50 between New York Street and the proposed Gunnison Rising traffic signals are projected to meet or exceed the CDOT requirement of 35 percent.

The progression efficiencies assumed that the section of US 50 between Adams Street and the Residential Village development will be an extension of the existing five-lane urban cross section to the west, with curb and gutter and a posted speed limit of 45 miles per hour (mph). US 50 is proposed as one through lane in each direction with a rural cross section to the east of the Residential Village development, and with shoulders and roadside ditches. Posting this rural section at either 45 or 65 mph would result in a progression efficiency of approximately 41.5 percent. Posting this rural section at 55 mph would result in a progression efficiency of 35 percent.

RECOMMENDED ROADWAY IMPROVEMENTS

The roadway improvements required to achieve the projected levels of service shown on Tables 2a, 2b, and 2c are detailed on Table 3, along with a suggested party responsible for funding each roadway improvement. Figures 8a and 8b show the majority of the recommended roadway improvements.

LOCAL NEIGHBORHOOD TRAFFIC IMPACTS

A majority of the site-generated traffic volume is expected to access the site via US 50. Secondary local site access would be to and from the west via Georgia Avenue and Escalante Drive. Escalante Drive is currently a private college street that has no way to restrict non-college traffic. There is little non-college traffic currently using Escalante Drive due to the layout of the existing street system. With an eastern extension of Georgia, it will be more attractive for non-college traffic to use Escalante Drive as an additional east/west route. If Escalante Drive remains private and unimproved, there will likely be less traffic using Escalante than predicted in this analysis. It is expected that traffic capacity will be adequate on Georgia Avenue to accommodate the projected future traffic with or without improvements to Escalante Drive.

From Georgia Avenue and Escalante Drive, it is expected that the site-generated traffic would use Colorado Street to distribute north and south. The site-generated traffic that has an origin or destination east of State Highway 135 (SH 135) is expected to use the local street grid between Colorado Street and SH 135. The site-generated traffic that has an origin or destination on or west of SH 135 is expected to use Colorado Street to access the existing SH 135 traffic signals at Virginia Street, Denver Street, and Spencer Avenue.

CDOT STATE HIGHWAY ACCESS PERMIT

It is expected that site specific traffic studies will be completed for the various phases of the project in order to obtain any necessary CDOT State Highway Access Permits.





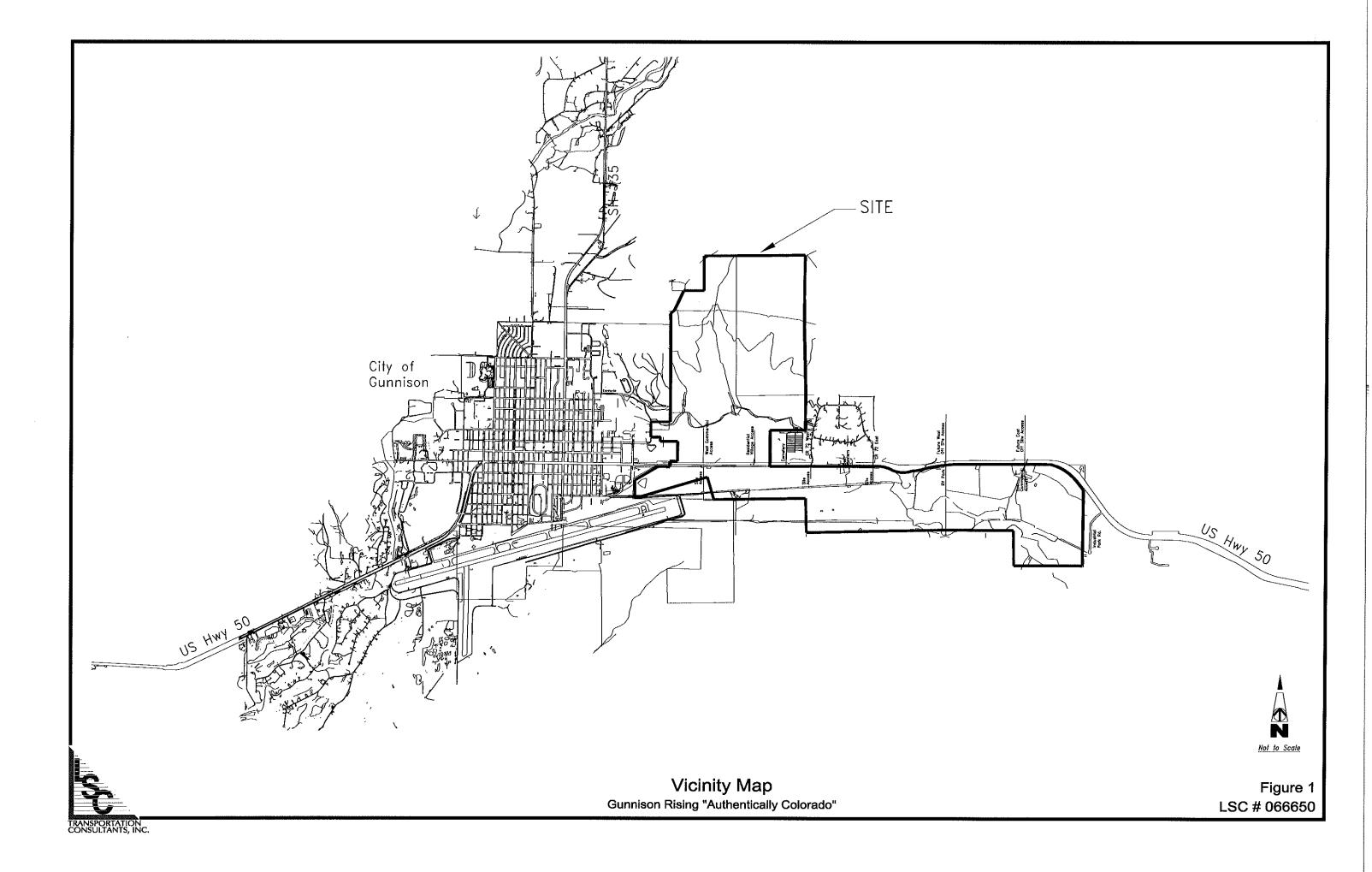
SECTION A

Introduction

LSC Transportation Consultants, Inc. has prepared this Master Plan level traffic impact analysis report for the proposed Gunnison Rising - "Authentically Colorado" mixed-use development. As shown on Figure 1, the site is located along US Highway 50 (US 50) east of the City of Gunnison, Colorado. The property is proposed for annexation into the City of Gunnison.

This report is being prepared for submittal to the City of Gunnison and the Colorado Department of Transportation (CDOT). The report identifies the development's traffic impacts on the surrounding roadway system, as well as the roadway system improvements needed to mitigate the traffic impacts. The intersections included in the analysis were agreed to by the City of Gunnison and CDOT staff during preliminary discussions. It is expected that site specific traffic studies will be completed for the various phases of the project in order to obtain any necessary CDOT State Highway Access Permits.

The report contains the following: a determination of the existing traffic and roadway conditions in the vicinity of the site including the lane geometries, traffic controls, and levels of service; the projected average weekday, weekday peak-hour, average Saturday, and Saturday peak-hour vehicle-trips to be generated by the site; the assignment of the projected traffic volumes to the surrounding roadway system; a projection of the future background and total traffic volumes on the roadway system for the year 2027; the resulting traffic impacts; and the recommended improvements to the surrounding roadway system.

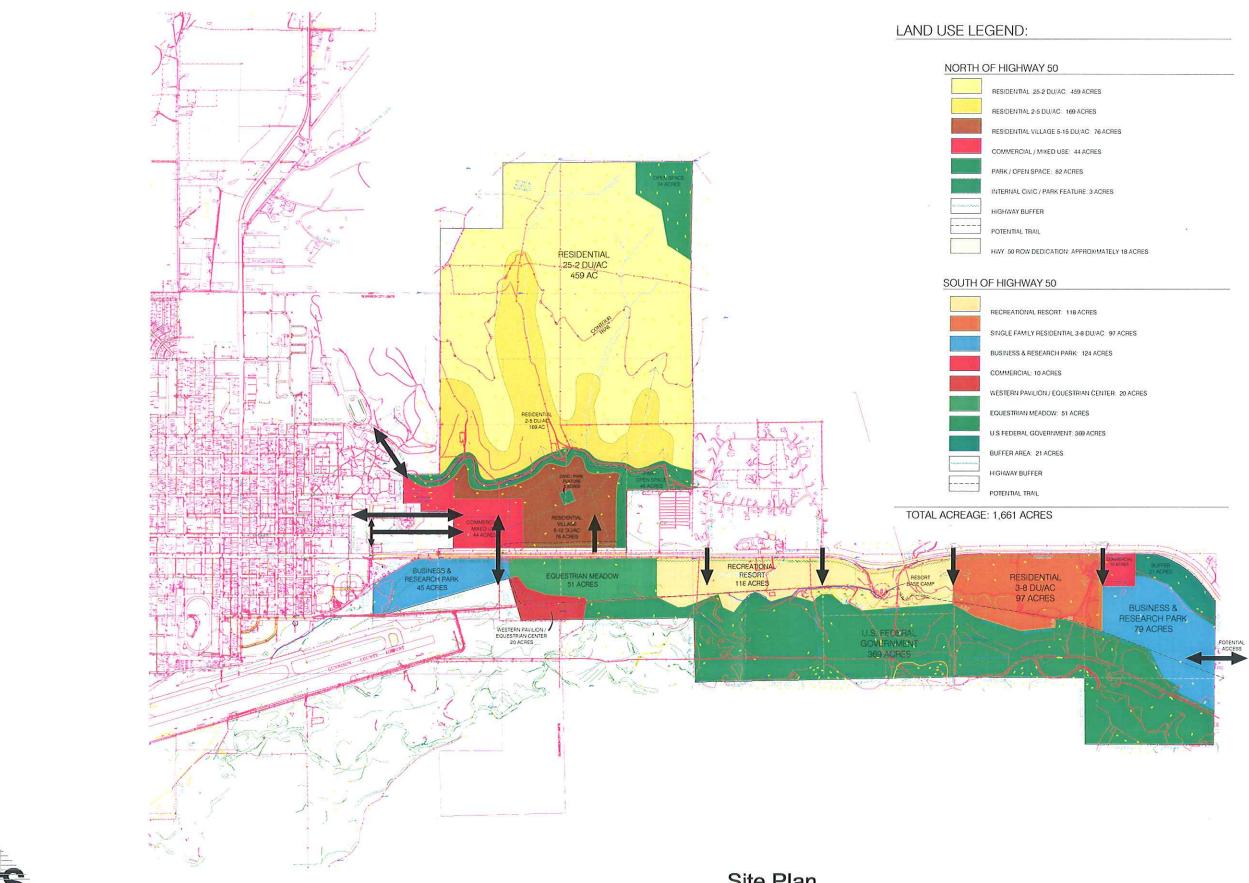


SECTION B

Land Use and Access Plan

The existing land use in the vicinity of the site is primarily agricultural.

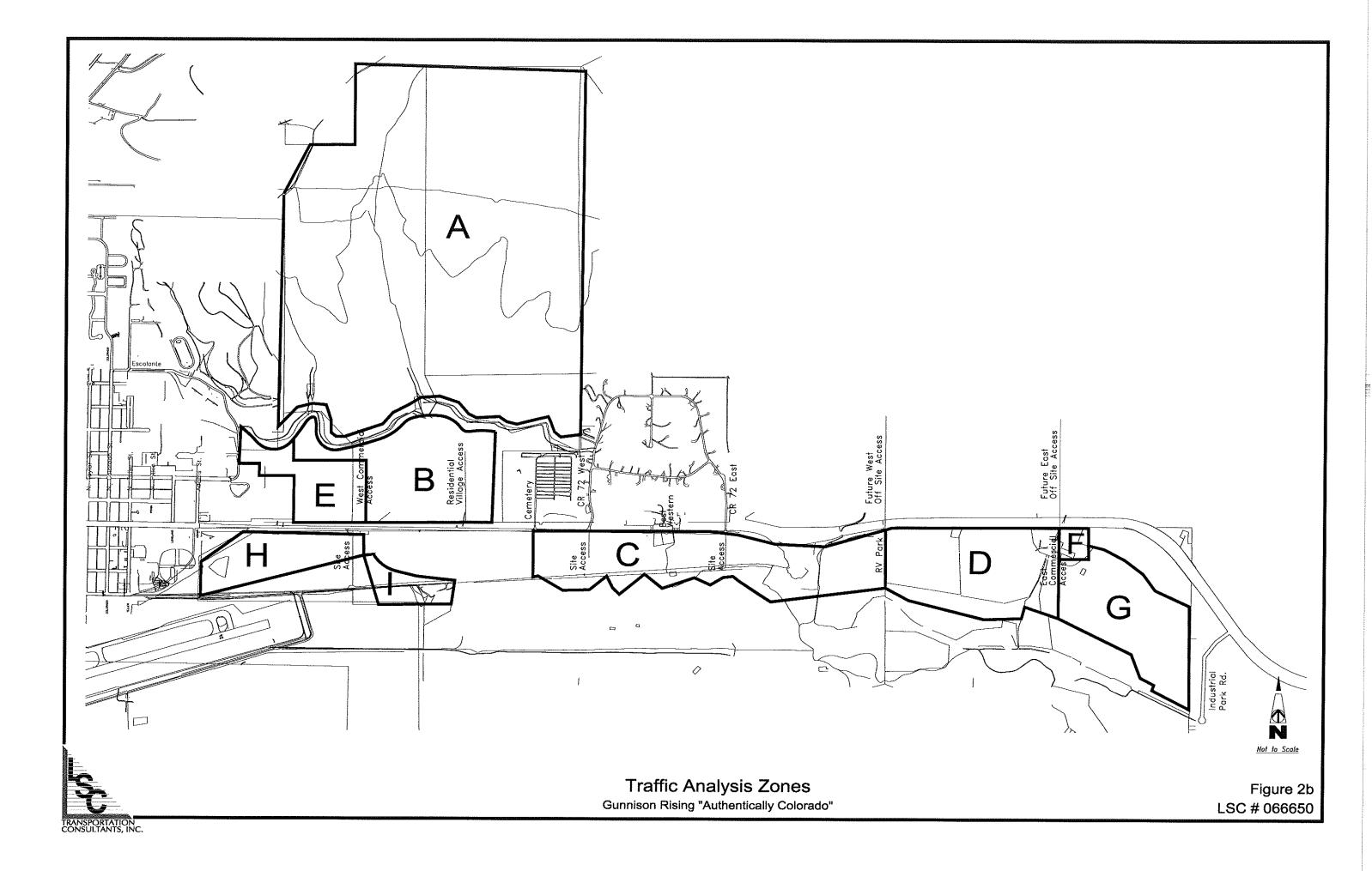
Figure 2a shows the preliminary site plan and the proposed site access intersections. The various traffic analysis zones (TAZ) are shown in Figure 2b. Buildout of the property is proposed as approximately 1,012 single-family houses, 628 townhouse/condominium units, 233,400 square feet of shopping center space, 688,700 square feet of business park space, a 400-space recreational vehicle park/campground, and a 20-acre equestrian center.





Site Plan
Gunnison Rising "Authentically Colorado"

Figure 2a LSC # 066650



SECTION C

Area Roadways

The roadways in the vicinity of the site are shown on Figure 1, and are listed below followed by a brief description.

- **US Highway 50 (US 50)** is locally known as Tomichi Avenue. US 50 is a major east/west route extending across Colorado. Locally, US 50 extends west to the City of Montrose and east to Monarch Pass. In the vicinity of the site, US 50 is classified as a Regional Highway (RA) by CDOT and has a two-lane rural cross section with a posted speed limit of 65 miles per hour (mph). To the west of the site, US 50 is a five-lane urban section through the City of Gunnison with a posted speed limit of 35 mph.
- **State Highway 135 (SH 135)** is locally known as Main Street. SH 135 is a north/south route extending north from US 50 in the City of Gunnison to the City of Crested Butte. In the City of Gunnison, SH 135 is classified as a Urban Arterial (NRB) by CDOT and has a five-lane urban cross section with a posted speed limit varying from 25 to 40 mph. To the north of the City of Gunnison, SH 135 becomes a two-lane rural cross section classified as a Regional Highway (RA) with a posted speed limit of 55 mph.
- **County Road 72 (CR 72)** is an existing gravel County Road that loops around to form two three-leg intersections with US 50 east of the City of Gunnison. CR 72 serves a low density rural subdivision, and has relatively low traffic volumes.
- **Industrial Park Road** is an existing gravel County Road that forms a three-leg intersection with US 50 east of the City of Gunnison. Industrial Park Road has a posted speed limit of 20 mph, and serves a number of existing industrial uses that generate relatively low traffic volumes.
- Adams Street is a local north/south City street on the east side of the City of Gunnison, that provides direct access to the south side of Western State College and an existing McDonalds restaurant. There is no posted speed limit on Adams Street. At US 50, Adams Street is stop-sign controlled with no pavement markings. Adams Street is wide enough that right-turning vehicles are not blocked by the queued vehicles wishing to turn left or go straight. The Pioneer Museum is located on the southeast corner of the US 50/Adams Street intersection.
- **Colorado Street** is a north/south City street that provides access to the west side of Western State College, and serves as traffic relief for the signalized US 50/SH 135 intersection by providing an alternative connection between

US 50 and SH 135. Colorado Street has a bicycle lane and parallel parking on each side of the street.

- **Georgia Avenue** is an east/west City street extending through much of the City of Gunnison, with parking on both sides of the street for much of its length. Georgia Avenue's eastern terminus is at Western State College. An existing parking lot will need to be relocated in order to allow Georgia Avenue to extend into the Gunnison Rising site.
- **Virginia Street** is an east/west City street extending through much of the City of Gunnison, with parking on both sides of the street for much of its length. Virginia Street's eastern terminus is at Loveland Street. An existing park prevents extending Virginia Street into the Gunnison Rising site. Virginia Street has one of the few existing traffic signals on SH 135 north of US 50.
- **Escalante Drive** is a private college street running along the east and north borders of Western State College. Escalante Drive terminates at Georgia Avenue on the east and Colorado Street on the west. Preliminary discussions have occurred with Western State College representatives regarding roadway improvements to Escalante Drive and converting Escalante Drive to a public street. These roadway improvements and conversion would provide relief for Georgia Avenue and US 50 for the site-generated traffic wishing to travel to and from the west.

SECTION D

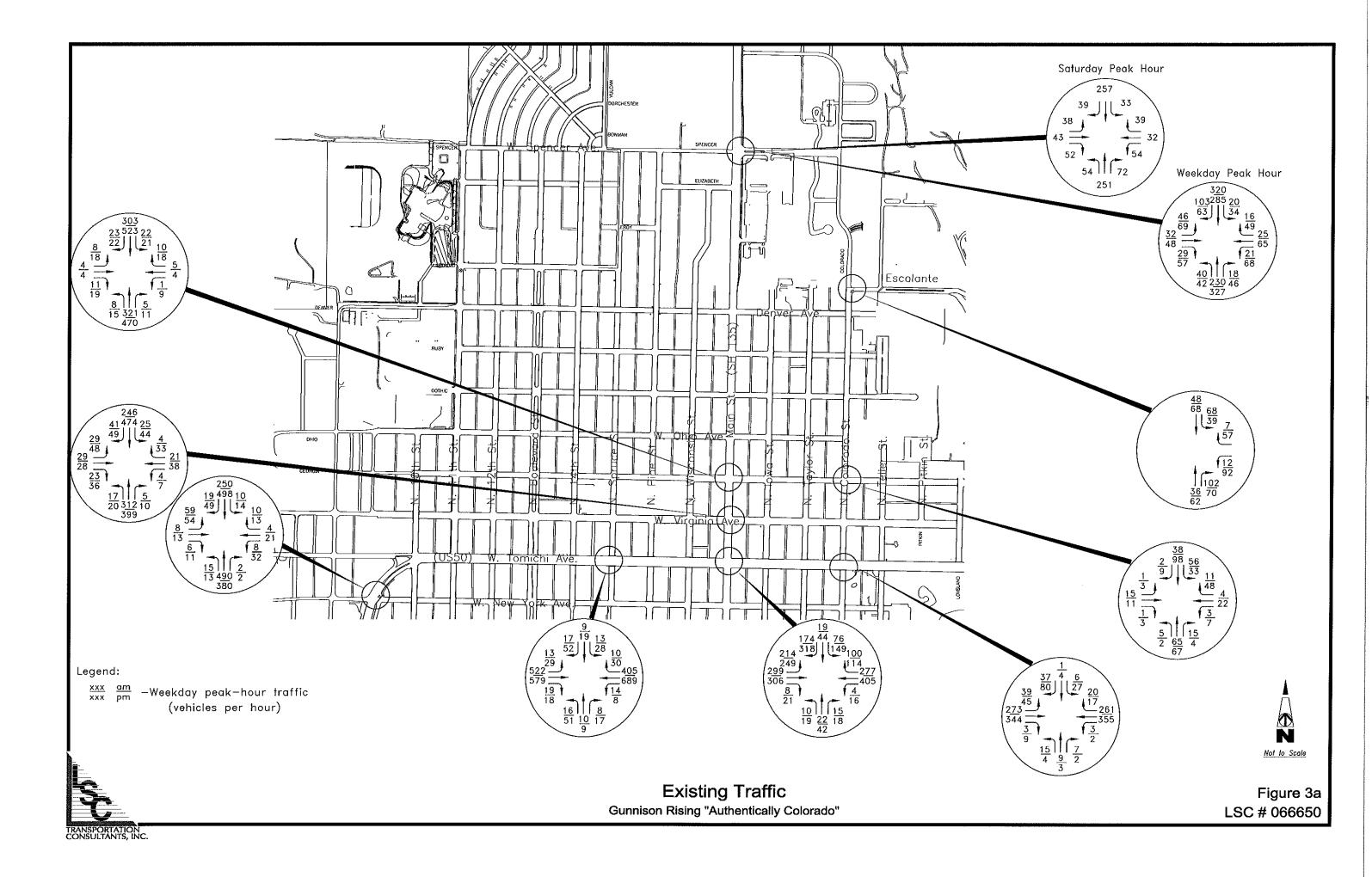
2007 Existing Traffic Volumes

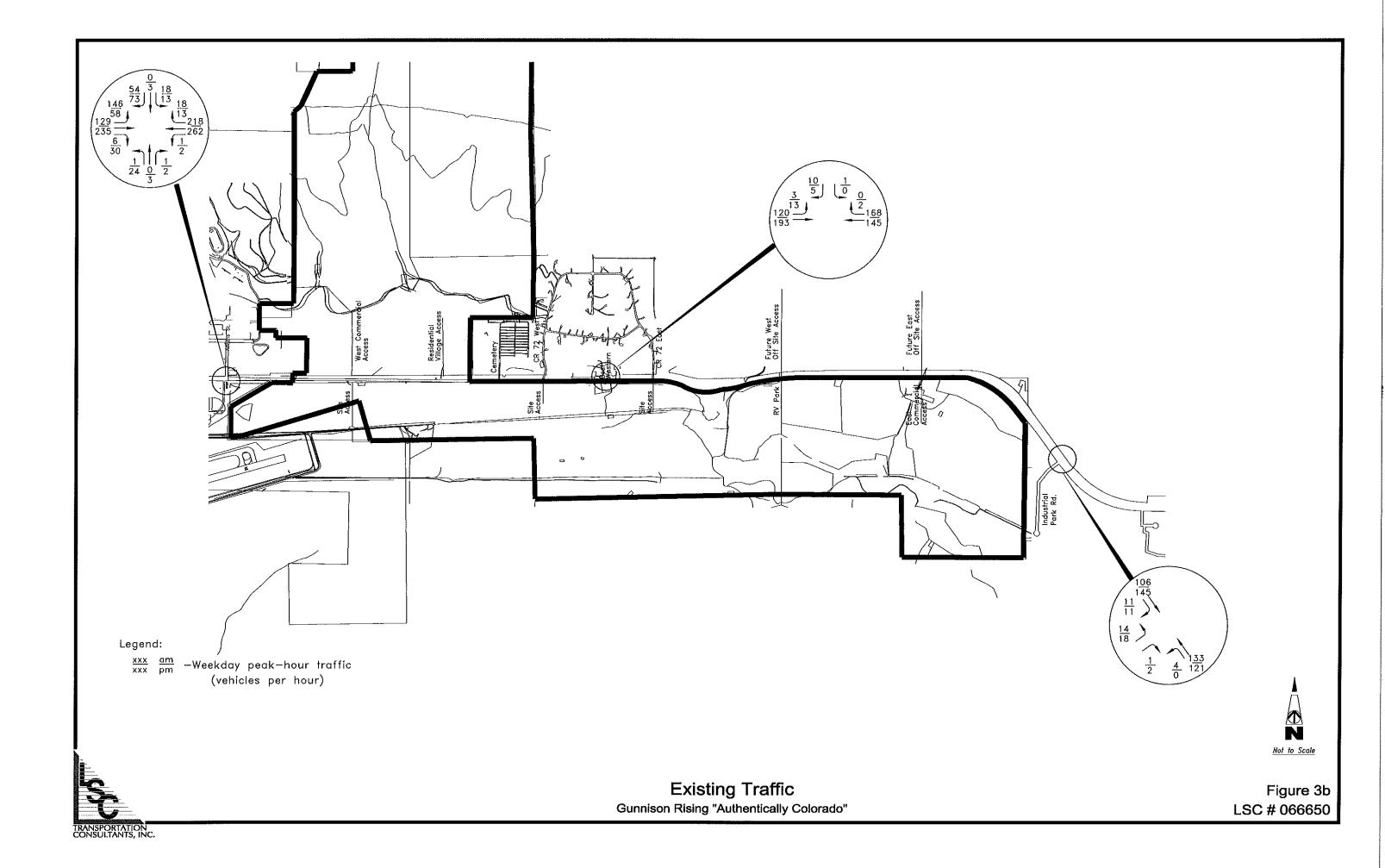
Figures 3a and 3b show the existing peak-hour traffic volumes for the analyzed intersections. The traffic volumes were from traffic counts conducted by LSC in September and October 2006. The traffic count reports are attached in Appendix A.

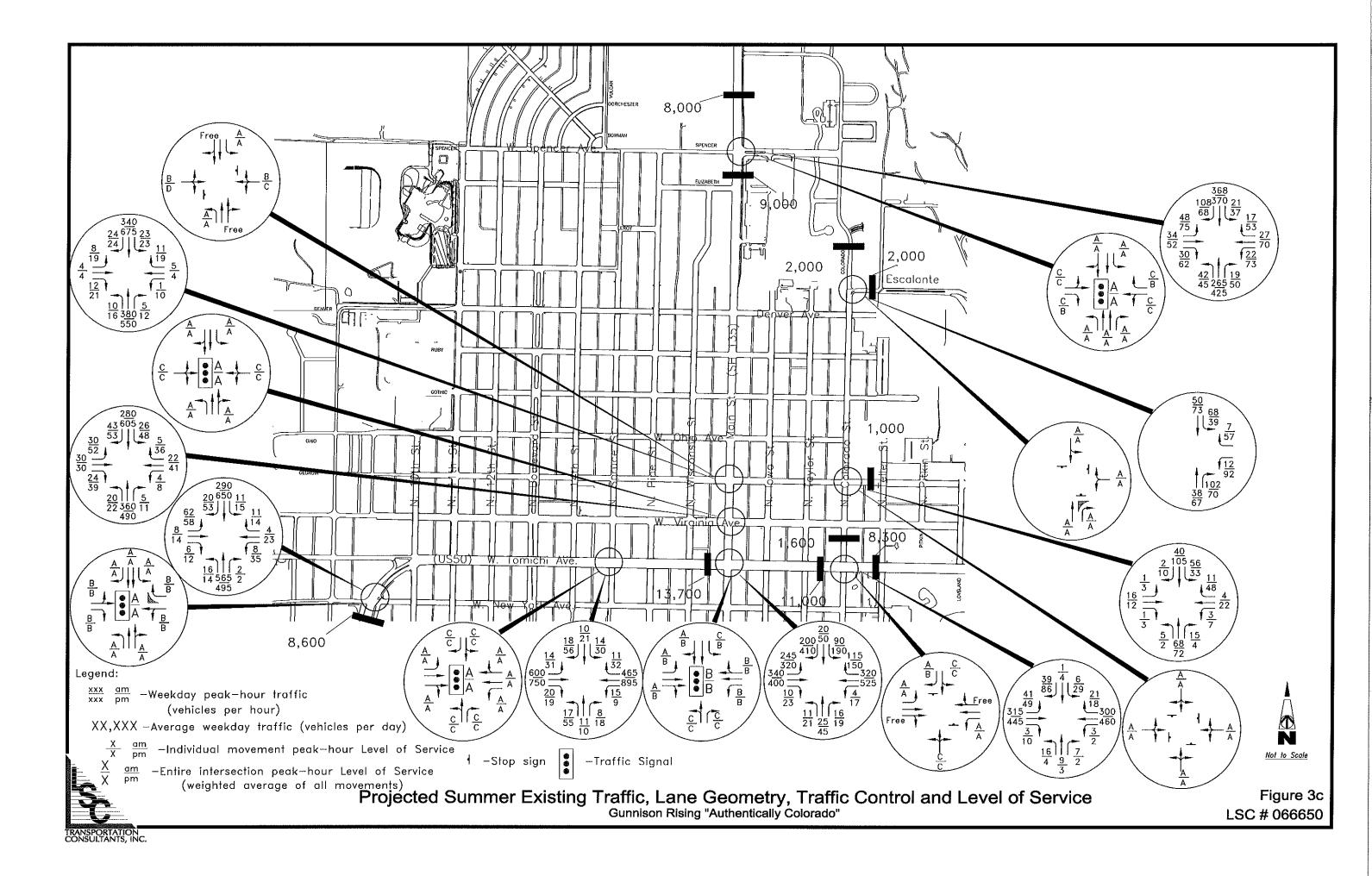
It was agreed with the City of Gunnison and CDOT staff that a summer peak-season adjustment factor would be needed in order to account for the higher summer traffic volumes seen in the City of Gunnison. The peak-hour traffic counts conducted at the SH 135/Spencer Avenue intersection were compared with the traffic counts conducted at this intersection during the year 2006 summer season. The following summer peak-season adjustment factors were developed based on a comparison of these two traffic counts.

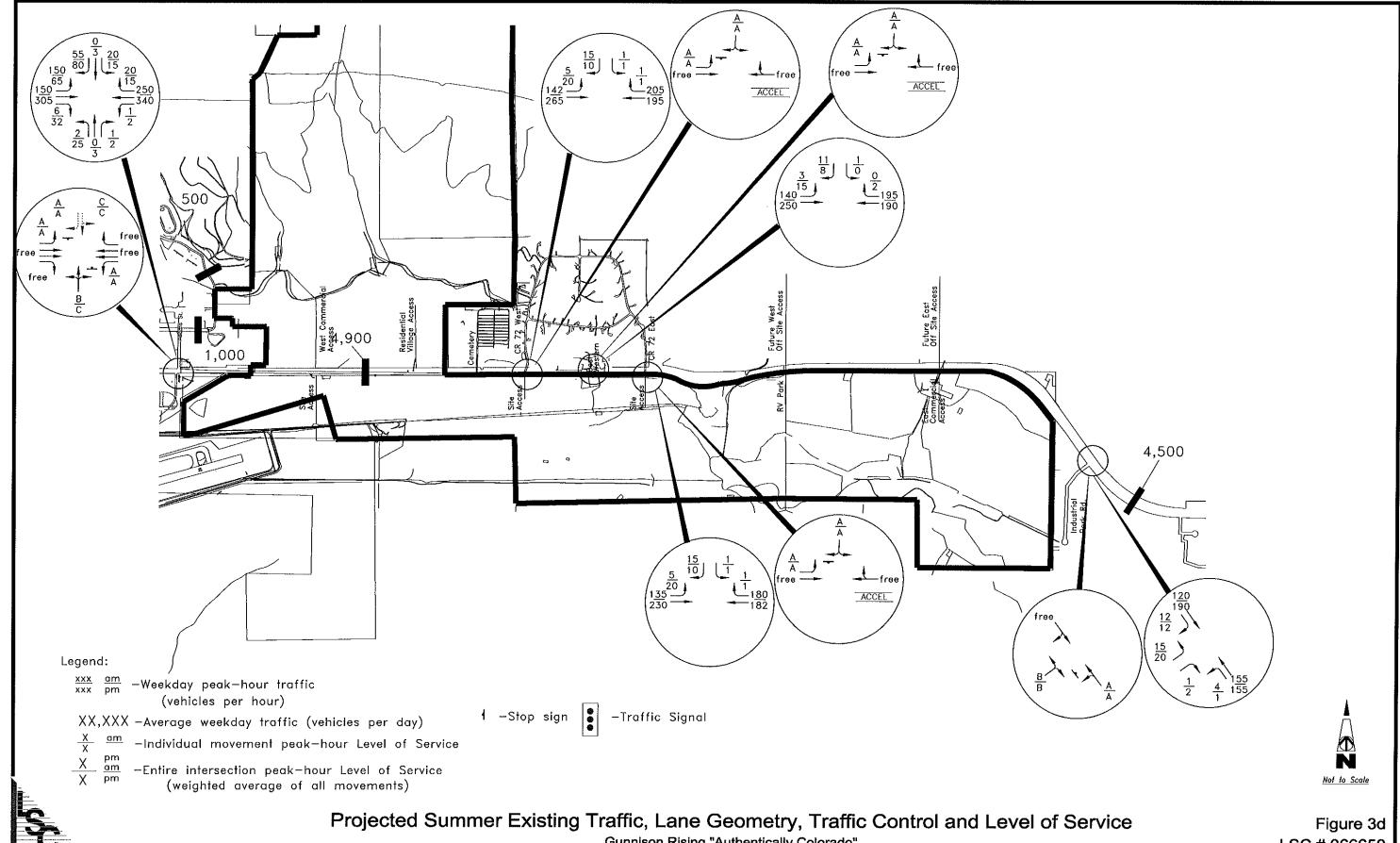
- US 50 and SH 135 through traffic: The weekday morning peak-hour traffic volumes were increased by 15 percent. The weekday afternoon peak-hour traffic volumes were increased by 30 percent.
- City street local traffic: The weekday morning peak-hour traffic volumes were increased by about five percent. The weekday afternoon peak-hour traffic volumes were increased by about eight percent. The exception was the local streets adjacent to Western State College, which were not adjusted because the Western State College traffic volumes are much lower during the summer months.

Figures 3c and 3d show the estimated summer peak-season traffic volumes for the analyzed intersections based on the traffic counts and the summer peak-season adjustment factors. Figures 3c and 3d also show the existing lane geometries, traffic controls, and levels of service for the analyzed intersections.









Gunnison Rising "Authentically Colorado"

LSC # 066650

SECTION E

Trip Generation

Estimates of the traffic volumes expected to be generated by the development have been made using the nationally published trip generation rates found in *Trip Generation*, 6th Edition, 1997 by the Institute of Transportation Engineers (ITE). Table 1a shows the projected average weekday, weekday morning peak-hour, and weekday afternoon peak-hour vehicle-trips to be generated by the development. Table 1b shows the projected average Saturday and Saturday mid-day peak-hour vehicle-trips to be generated by the development.

Buildout of the site is projected to generate about 34,895 vehicle-trips during a typical weekday, with about half of the vehicles entering and half of the vehicles exiting the site. During the weekday morning peak hour, which typically occurs for one hour between 6:30 and 8:30 a.m., about 1,250 vehicles would enter and 1,120 vehicles would exit the site. During the weekday afternoon peak hour, which typically occurs for one hour between 4:00 and 6:00 p.m., about 1,715 vehicles would enter and 1,765 vehicles would exit the site.

Buildout of the site is projected to generate about 33,390 vehicle-trips during a typical Saturday, with about half of the vehicles entering and half of the vehicles exiting the site. During the Saturday mid-day peak hour, which typically occurs for one hour between 12:00 and 2:00 p.m., about 1,730 vehicles would enter and 1,485 vehicles would exit the site.

Table 1a
Weekday Trip Generation Estimates - Buildout
Gunnison Rising - "Authentically Colorado"

				Trip Generation Rates (2)					Total Tri	ps Gene	rated		
	Land	Land	Trip	Average	Morning		Afternoon		Average	Mor	ning	After	noon
	Use Use		Generation	Weekday	Peak Hour		Peak	Hour	Weekday	Peak Hour		Peak	Hour
TAZ ⁽¹⁾	Code	Description	Units	Traffic	In	_{ln} Out _{In}		Out	Traffic	In	Out	In	Out
A	210	Single-Family Detached Housing	624 DU ⁽³⁾	9.57	0.19	0.56	0.65	0.36	5,972	117	351	403	227
B	230	Residential Condominium/Townhouse	426 DU	5.86	0.07	0.37	0.36	0.18	2,496	32	156	154	76
С	416	Campground/Recreational Vehicle Park (4)	400 Occupied Spaces	4.00	0.11	0.16	0.27	0.12	1,600	45	63	108	48
D	210	Single-Family Detached Housing	388 DU	9.57	0.19	0.56	0.65	0.36	3,713	73	218	251	141
F	230	Residential Condominium/Townhouse	202 DU	5.86	0.07	0.37	0.36	0.18	1,184	15	74	73	36
	820	Shopping Center	174.2 KSF ⁽⁵⁾	50.36	0.69	0.44	2.26	2.45	8,775	121	77	394	426
F	820	Shopping Center	59.2 KSF	50.36	0.69	0.44	2.26	2.45	2,984	41	26	134	145
G	770	Business Park	392.3 KSF	11.83	1.17	0.22	0.29	0.97	4,641	459	88	113	379
<u>H</u>	770	Business Park	296.4 KSF	11.83	1.17	0.22	0.29	0.97	3,507	347	66	86	286
I		Equestrian Center (6)	20 Acres	1.14	0.10	0.10	0.10	0.10	23	2	2	2	2
		Buildout Total							34,894	1,252	1,120	1,717	1,767

Notes:

- (1) TAZ = traffic analysis zone (as shown in Figure 2b)
- (2) Source: "Trip Generation, 6th Edition, 1997" by the Institute of Transportation Engineers
- (3) DU = dwelling unit
- (4) The "Trip Generation, 6th Edition" rate was used and applied at the "Trip Generation, 7th Edition" directional distribution, since no distribution was available in the 6th edition.

 The average weekday traffic rate was estimated by LSC.
- (5) KSF = thousand square feet
- (6) Rates estimated by LSC

Table 1b
Saturday Trip Generation Estimates - Buildout
Gunnison Rising - "Authentically Colorado"

				Trip Gene	ration Ra	ates ⁽²⁾	Total Trips Generated			
	Land	Land	Trip	Average	Satu	ırday	Average	Satu	ırday	
	Use	Use	Generation	Saturday	Peak	Hour	Saturday	Peak	Hour	
TAZ (1)	Code	Description	Units	Traffic	In	Out	Traffic	In	Out	
A	210	Single-Family Detached Housing	624 DU ⁽³⁾	10.09	0.51	0.43	6,296	317	270	
В	230	Residential Condominium/Townhouse	426 DU	5.67	0.25	0.22	2,415	108	92	
С	416	Campground/Recreational Vehicle Park (4)	400 Occupied Spaces	6.00	0.27	0.12	2,400	108	48	
D	210	Single-Family Detached Housing	388 DU	10.09	0.51	0.43	3,915	197	168	
Е	230	Residential Condominium/Townhouse	202 DU	5.67	0.25	0.22	1,145	51	44	
_	820	Shopping Center	174.2 KSF ⁽⁵⁾	66.72	3.37	3.11	11,625	588	543	
F	820	Shopping Center	59.2 KSF	66.72	3.37	3.11	3,952	200	184	
G	770	Business Park (6)	392.3 KSF	2.28	0.23	0.19	896	89	73	
Н	770	Business Park	296.4 KSF	2.28	0.23	0.19	677	67	55	
I	_	Equestrian Center (7)	20 Acres	3.42	0.30	0.30	68	6	6	
		Buildout Total					33,390	1,730	1,483	

Notes:

- (1) TAZ = traffic analysis zone (as shown in Figure 2b)
- (2) Source: "Trip Generation, 6th Edition, 1997" by the Institute of Transportation Engineers
- (3) DU = dwelling unit
- (4) The average Saturday traffic rate was estimated by LSC. The Saturday peak-hour traffic rate was assumed to be the same as the weekday afternoon peak-hour rates.
- (5) KSF = thousand square feet
- (6) The peak-hour rates were taken as the ratio of the average Saturday traffic rate to the average weekday and peak-hour rates.
- (7) Rates estimated by LSC

Weekday and Saturday Traffic Comparison

EXISTING TRAFFIC COMPARISON

The weekday and Saturday peak-hour traffic counts at the SH 135/Spencer Avenue intersection were compared in order to determine which time period had the highest traffic volume. The Saturday SH 135 traffic volumes were found to be approximately 85 percent of the weekday SH 135 traffic volumes. The Saturday Spencer Avenue traffic volumes were found to be approximately 82 percent of the weekday Spencer Avenue traffic volumes.

TRIP GENERATION COMPARISON

Based on the information provided in Section E, the weekday average daily traffic volumes are approximately 4.5 percent higher than the Saturday average daily traffic volumes. The weekday afternoon peak-hour traffic volumes are approximately 8.5 percent higher than the Saturday mid-day peak-hour traffic volumes.

COMPARISON SUMMARY

The existing traffic volumes and the projected site-generated traffic volumes are expected to be higher during the typical weekday than during the typical Saturday. For this reason, the weekday scenario was analyzed in detail.

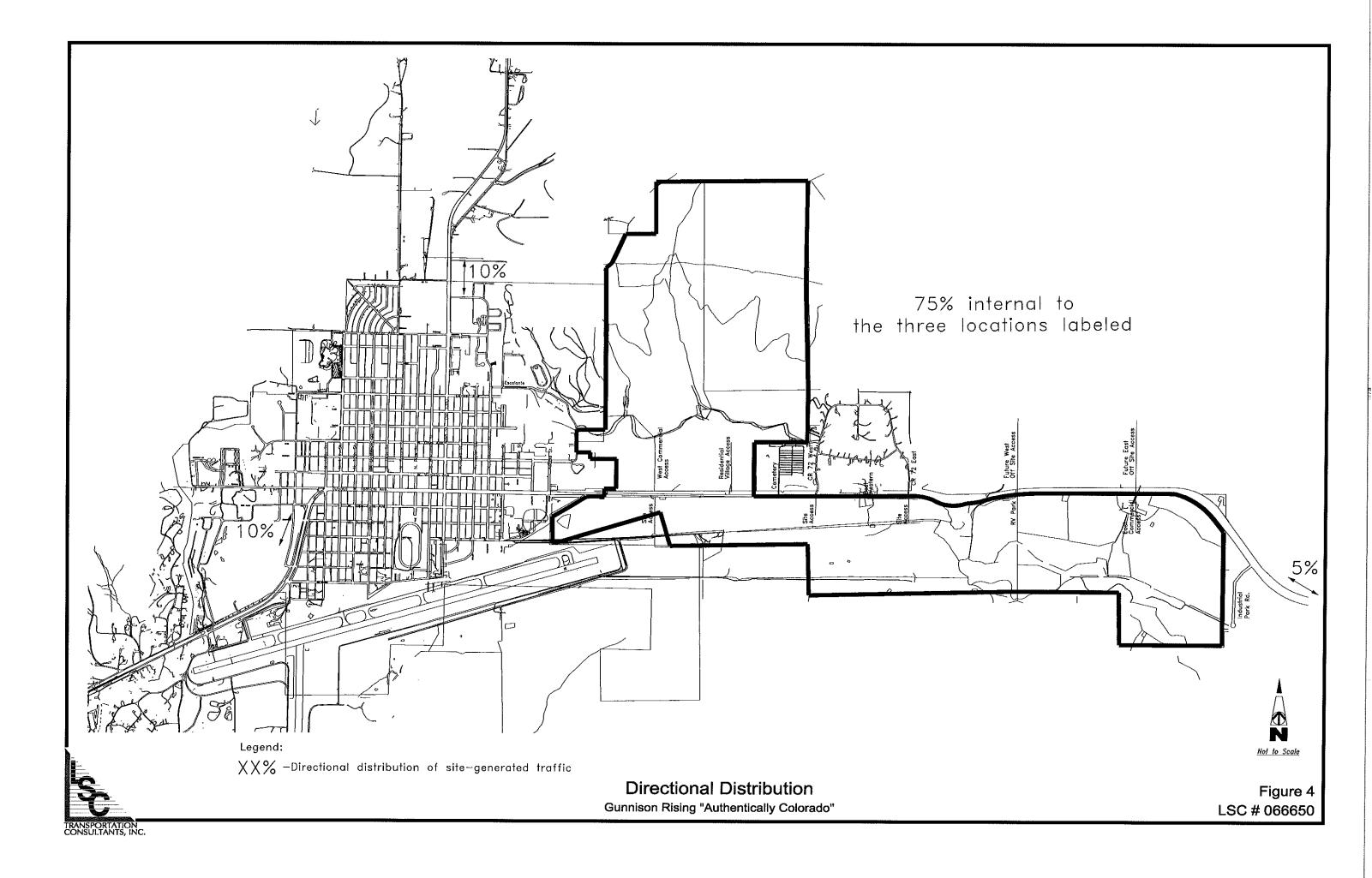
SECTION G

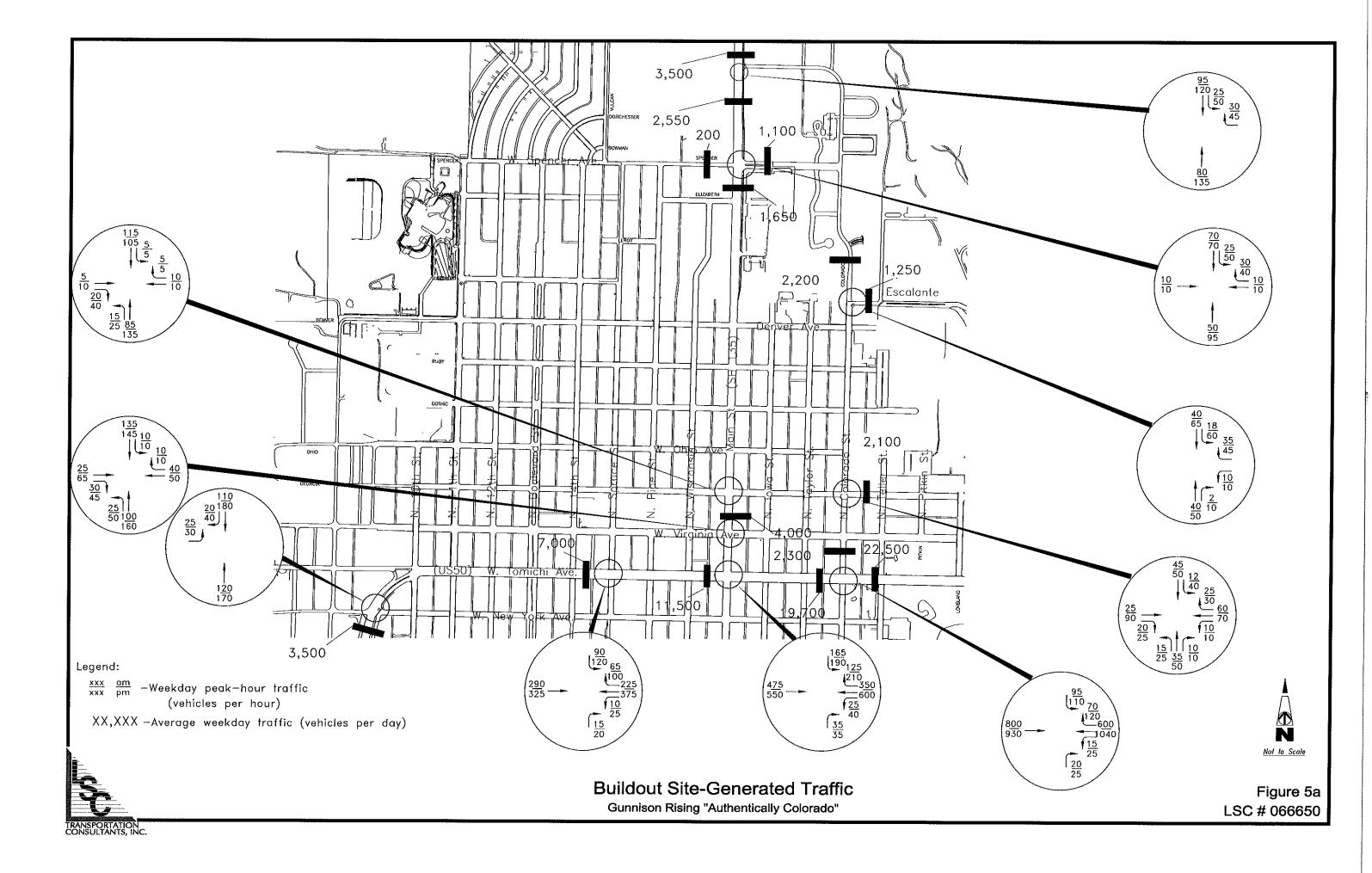
Directional Distribution and Trip Assignment

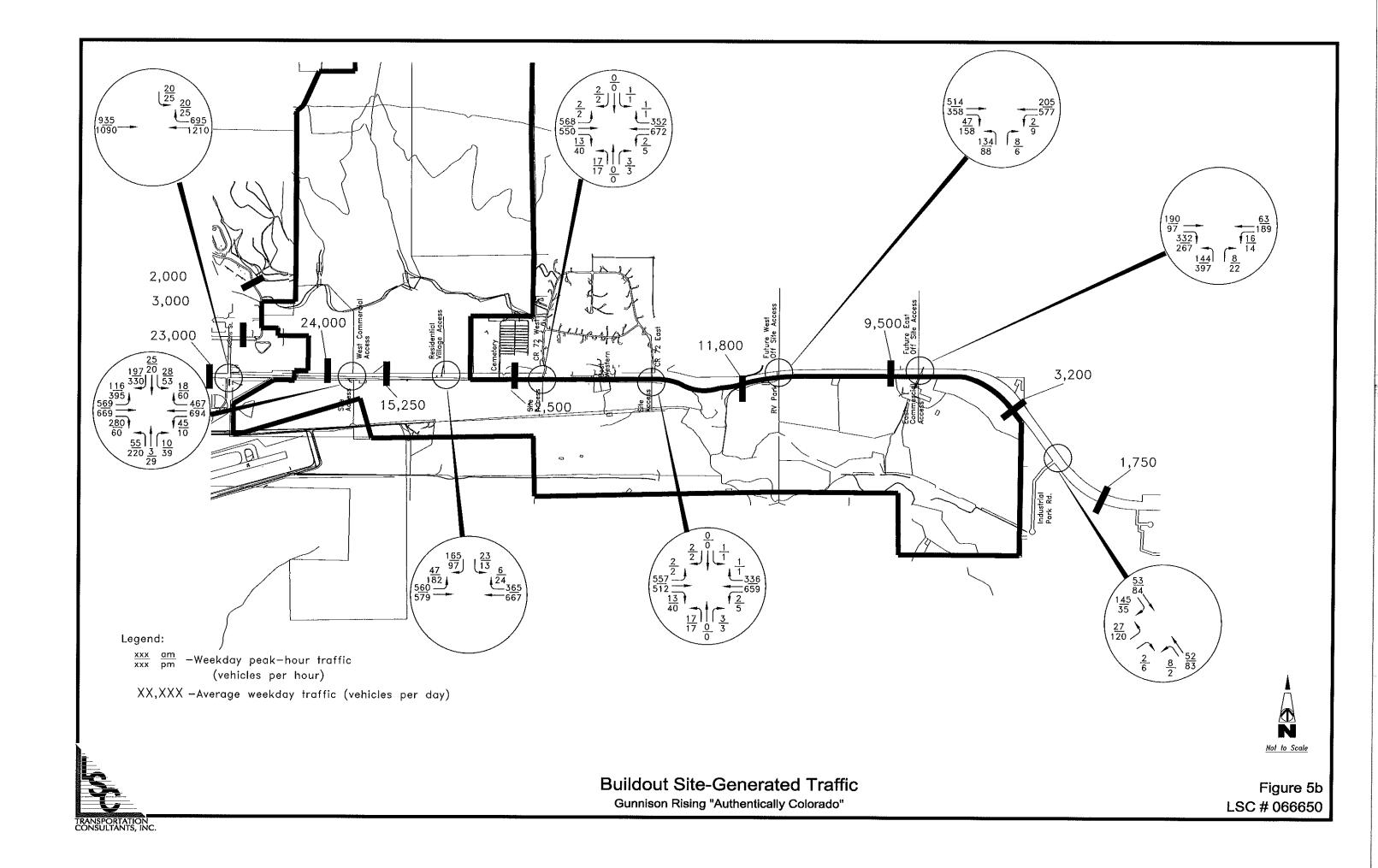
The directional distribution of the traffic volumes to be generated by the site is an important factor in determining the development's traffic impacts. There are many factors that determine the distribution including: the site's location with respect to the residential, employment, and activity centers; the site's location with respect to the balance of the City of Gunnison area; the site's proposed land uses; and the roadway system serving the site.

Figure 4 shows the projected directional distribution for the buildout sitegenerated traffic volumes for the year 2027.

The 2027 buildout site-generated traffic volumes on the adjacent roadway system were determined by applying the 2027 distribution percentages (from Figure 4) to the trip generation estimates (from Table 1a). Figures 5a and 5b show the projected 2027 buildout site-generated traffic volumes.







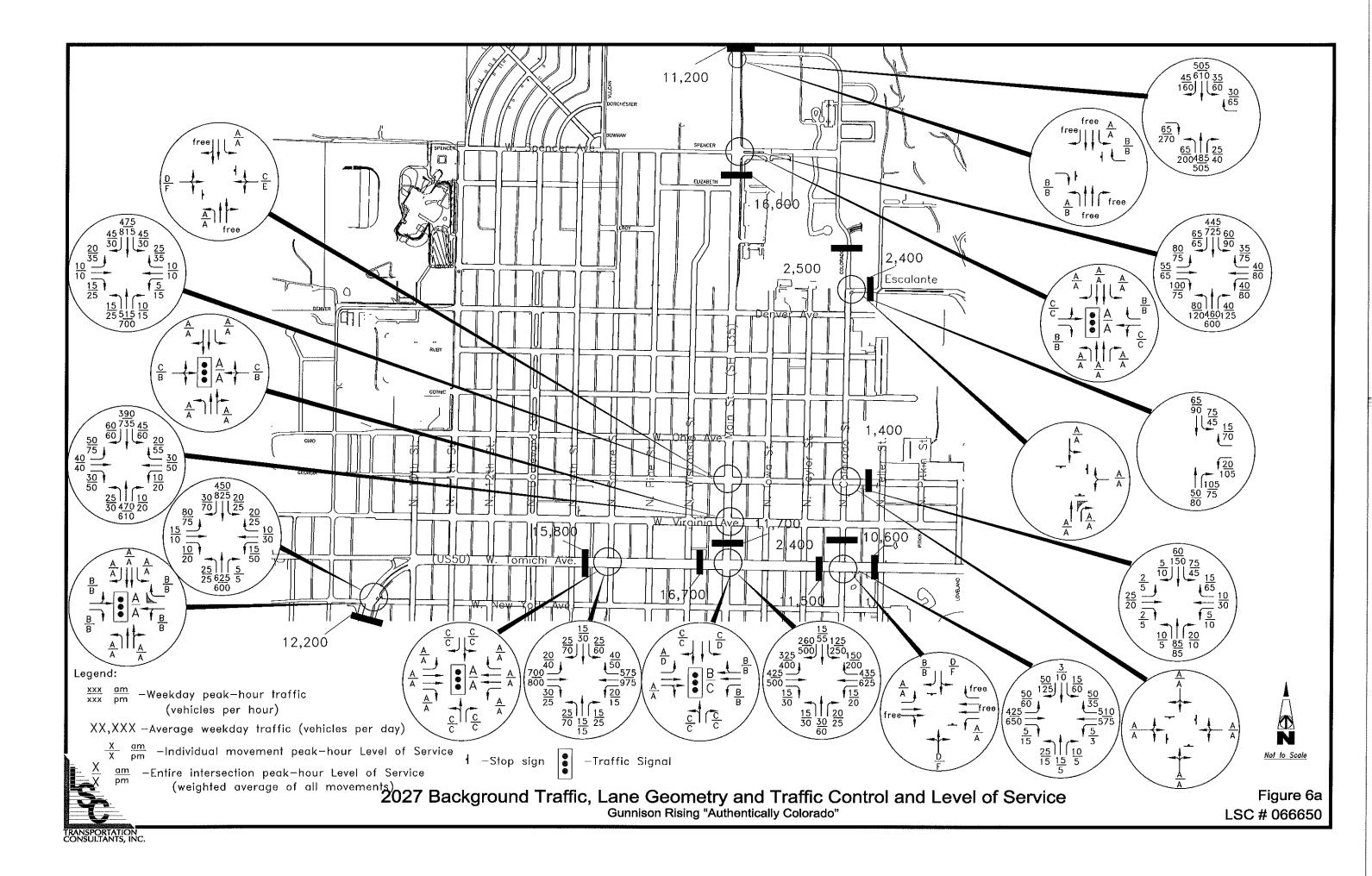
SECTION H

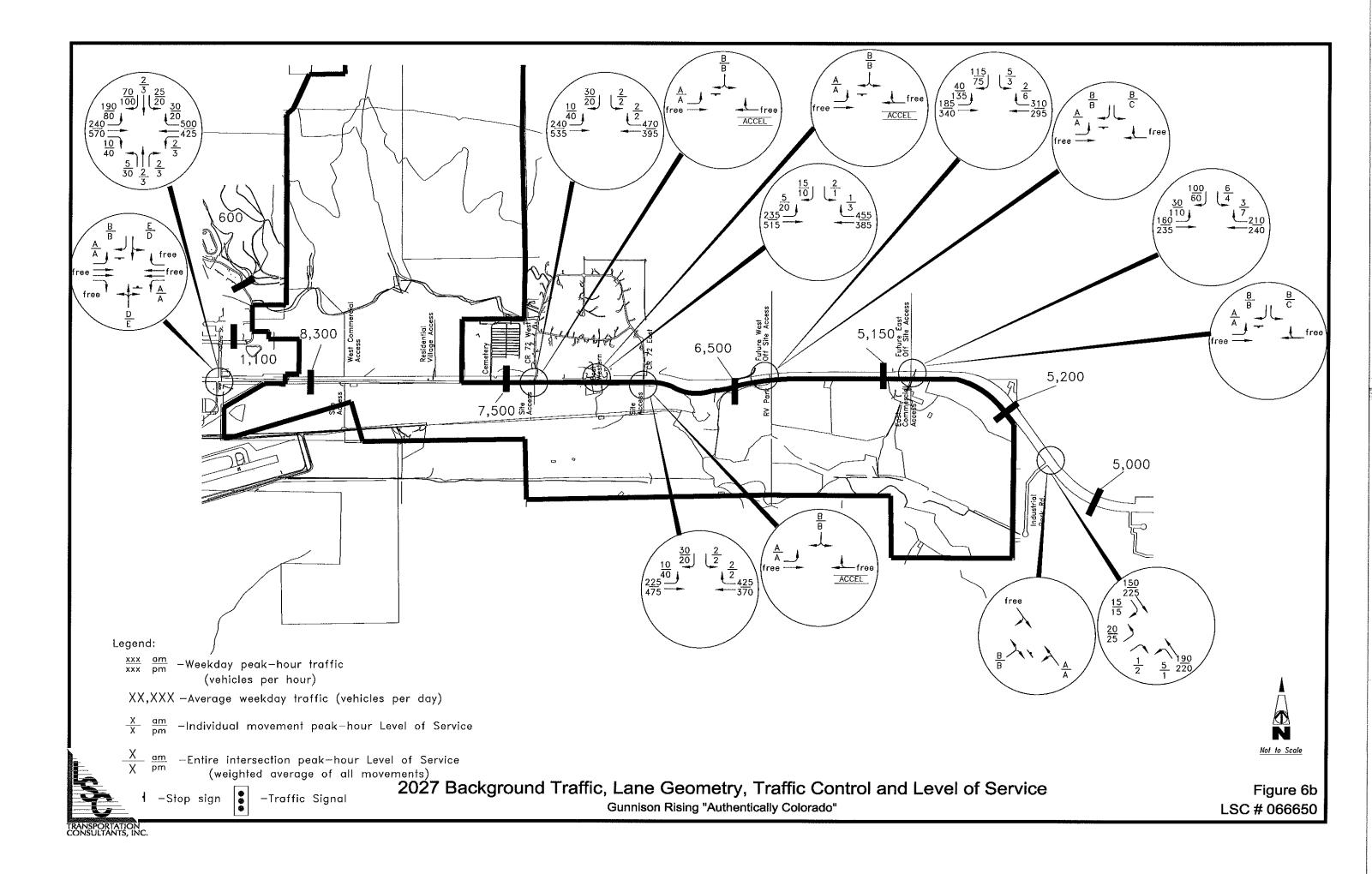
2027 Background Traffic

Figures 6a and 6b show the background traffic volume estimates for the year 2027. Background traffic is the traffic estimated to be on the adjacent roadway system without consideration of the site-generated traffic volumes. The background traffic volumes include the traffic generated by the surrounding developments and the through traffic on the adjacent roadways.

CDOT required that the access intersections be assumed to serve the area north of US 50 east of the CR 72 east intersection. Two access points were shown north of US 50 aligning with the proposed site access intersections. In order to be conservative, it was assumed that a total of 400 single-family houses would be served by these two off-site access points. If this area develops with a more rural density, the traffic generated would be much less than that shown on Figure 6b.

Figures 6a and 6b also show the recommended lane geometries, traffic controls, and levels of service at the analyzed intersections.



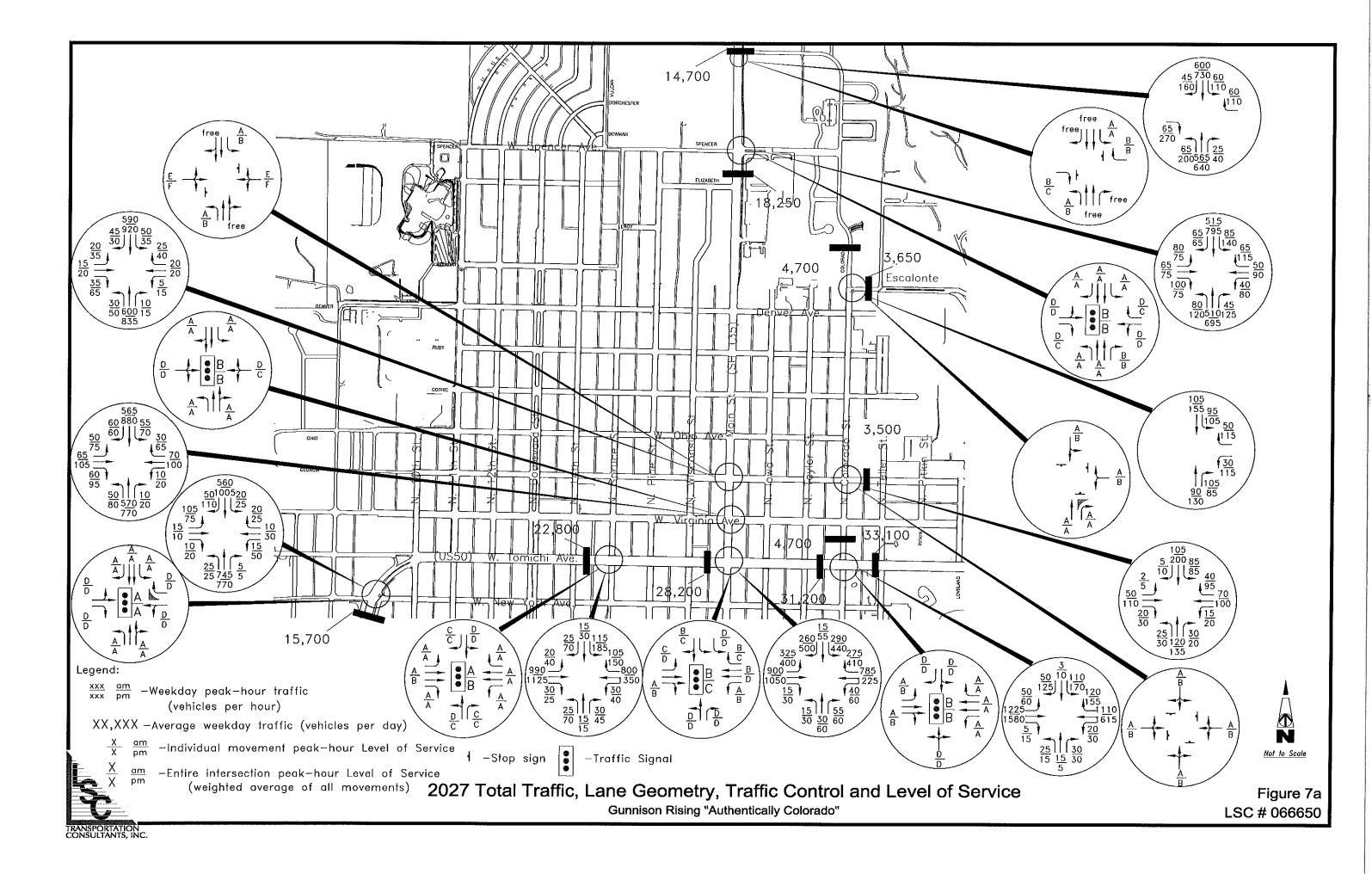


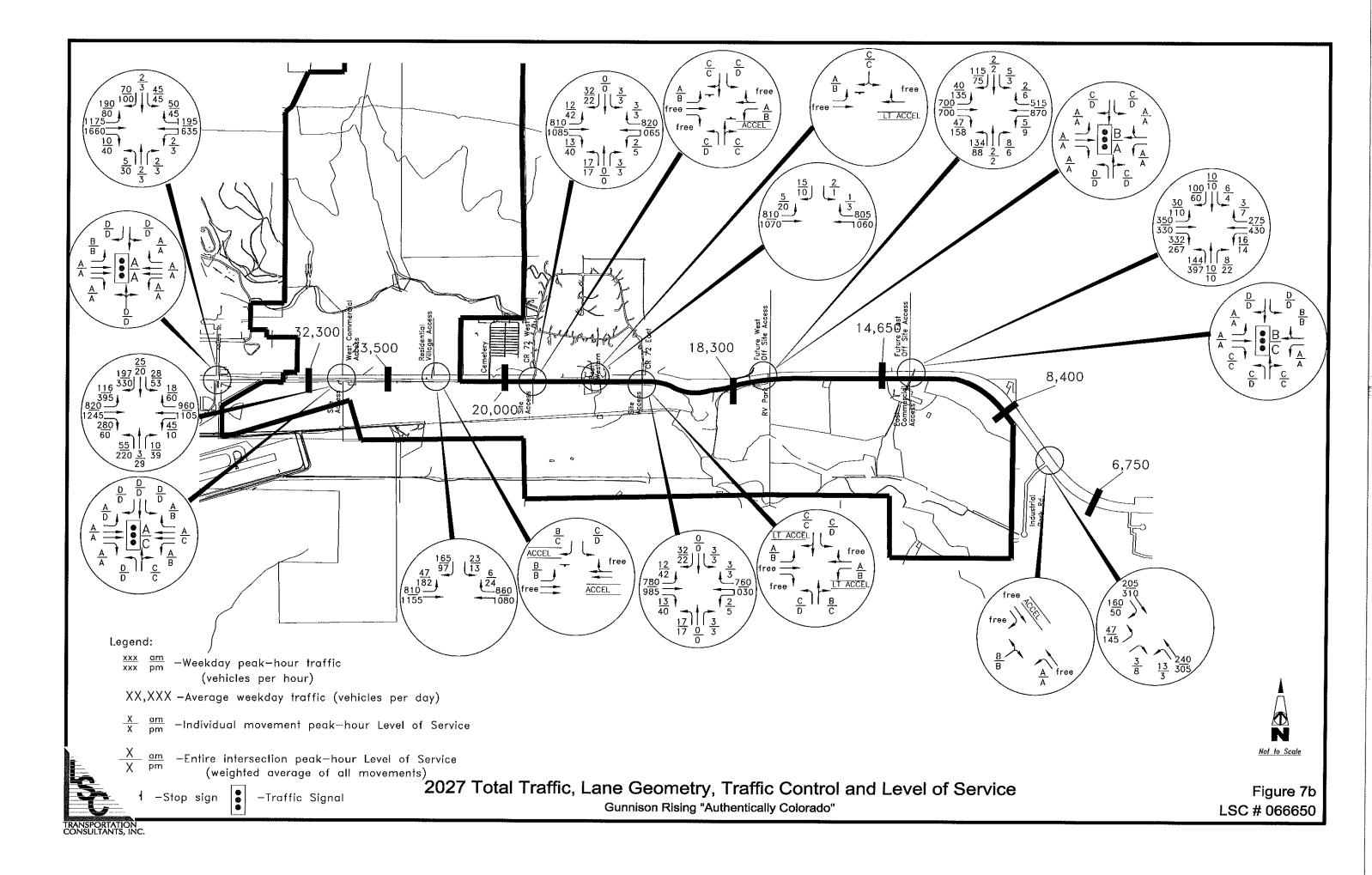
SECTION I

2027 Total Traffic

Figures 7a and 7b show the projected total traffic volumes for the year 2027. The 2027 total traffic volumes are the sum of the 2027 buildout site-generated traffic volumes (from Figures 5a and 5b) plus the 2027 background traffic volumes (from Figures 6a and 6b).

Figures 7a and 7b also show the recommended lane geometries, traffic controls, and levels of service at the analyzed intersections.





Projected Levels of Service, Traffic Signal Progression Efficiency, and CDOT Permits

PROJECTED LEVELS OF SERVICE

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of very little congestion or delay. LOS F is indicative of a high level of congestion or delay.

The Synchro Version 6 software package was used to project the levels of service for the analyzed intersections. Tables 2a, 2b, and 2c show the projected levels of service for each of the analyzed time periods. The level of service reports are attached in Appendix B.

The roadway improvements required to achieve the levels of service shown on Tables 2a, 2b, and 2c are detailed on Table 3, along with a suggested party responsible for funding each roadway improvement. Figures 8a and 8b show the majority of the recommended roadway improvements.

All of the movements at the analyzed signalized intersections are projected to operate at acceptable levels of service during the peak hours through the year 2027 with the recommended roadway improvements. The following movements at the analyzed stop-sign controlled intersections are projected to operate at LOS E or F during the peak hours with the recommended roadway improvements.

2027 Background Traffic

US 50/Adams Street: The northbound approach at the intersection is projected to operate at LOS E (with an average delay of 42 seconds per vehicle) during the afternoon peak hour. The southbound shared left-turn/through movement at this intersection is projected to operate at LOS E (with an average delay of 36 seconds

per vehicle) during the morning peak hour. It is unlikely that the City of Gunnison or CDOT would mitigate the LOS E movement, as it is not excessive.

US 50/Colorado Street: The northbound approach at the intersection is projected to operate at LOS F (with an average delay of 50 seconds per vehicle) during the afternoon peak hour. The southbound shared left-turn/through movement at this intersection is projected to operate at LOS F (with an average delay of 60 seconds per vehicle) during the afternoon peak hour. It is unlikely that the City of Gunnison or CDOT would mitigate the LOS F movement, as it is not excessive.

SH 135/Georgia Avenue: The eastbound approach at the intersection is projected to operate at LOS F (with an average delay of 116 seconds per vehicle) during the afternoon peak hour. The westbound approach at the intersection is projected to operate at LOS E (with an average delay of 50 seconds per vehicle) during the afternoon peak hour. This intersection is not a likely candidate for signalization, due to its proximity to the existing traffic signal at the SH 135/Virginia Street intersection. If the SH 135/Georgia Avenue intersection were restricted to a rightin/right-out or three-quarter movement, the intersection is projected to operate at acceptable levels of service. The eastbound and westbound left-turn and through movements at this intersection could be served by the additional capacity available at the SH 135/Virginia Street intersection's traffic signal. Other possible mitigation could include converting the SH 135/Virginia Street intersection to right-in/right-out and signalizing the SH 135/Georgia Avenue intersection.

2027 Total Traffic

SH 135/Georgia Avenue: The eastbound approach at the intersection is projected to operate at LOS E (with an average delay of 43 seconds per vehicle) during the morning peak hour and LOS F (with an average delay of over 700 seconds per vehicle) during the afternoon peak hour. The westbound approach at the intersection is projected to operate at LOS E (with an average delay of 35 seconds per vehicle) during the morning peak hour and LOS F (with an average delay of over 400 seconds per vehicle) during the afternoon peak hour. This intersection is not a likely candidate for signalization, due to its proximity to the existing traffic signal at the SH 135/Virginia Street intersection. If the SH 135/Georgia Avenue intersection were restricted to a right-in/right-out or three-quarter movement, the intersection is projected to operate at acceptable levels of service. The eastbound and westbound left-turn and through movements at this intersection could be served by the additional capacity available at the SH 135/Virginia Street intersection's traffic signal. Other possible mitigation could include converting the SH 135/Virginia Street intersection to right-in/right-out and signalizing the SH 135/Georgia Avenue intersection.

TRAFFIC SIGNAL PROGRESSION EFFICIENCY

Generally speaking, the proposed traffic signals are fairly well spaced, but some are not within 200 feet of the one-half mile spacing preferred by CDOT. In this situation, the *Colorado State Highway Access Code* requires a minimum 35 percent progression efficiency. A traffic signal progression efficiency analysis was conducted for US 50 from New York Street through the proposed Gunnison Rising traffic signals. The time/space diagrams for the traffic signal progression efficiency analysis are attached in Appendix C.

As shown on Table 4, the progression efficiencies on US 50 from New York Street through the proposed Gunnison Rising traffic signals are expected to meet or exceed CDOT's 35 percent requirement.

The progression efficiencies shown on Table 4 assume that the section of US 50 between Adams Street and the Residential Village development will be an extension of the five-lane urban cross section to the west, with curb and gutter and a posted speed limit of 45 mph. US 50 is proposed as one through lane in each direction with a rural cross section to the east of the Residential Village development, and with shoulders and roadside ditches. Posting this rural section at either 45 or 65 mph would result in a progression efficiency of approximately 41.5 percent. Posting this rural section at 55 mph would result in a progression efficiency of 35 percent.

Table 2a Levels of Service

October 2006 Existing Traffic Adjusted Upward to Reflect Peak Summer Traffic Gunnison Rising - "Authentically Colorado"

	Traffic Control	Da-i	Seasonally Adjusted Existing Traffic												
Intersection		Peak Hour	Intersection	section EB (1)			WB			NB			SB		
		Hour	LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US Highway 50/	Traffic Signal	AM	А	В	В	В	В	В	В	Α	Α	Α	Α	Α	А
New York Street (2)	Traffic Signal	PM	А	В	В	В	В	В	В	А	Α	Α	Α	А	А
US Highway 50/	Traffic Signal	AM	А	А	А	Α	Α	А	Α	С	С	С	С	С	С
Spruce Street	Traffic Signal	PM	А	А	А	А	Α	А	Α	С	С	С	С	С	С
US Highway 50/	Traffic Signal	AM	В	А	Α	Α	В	В	В	С	С	С	С	В	В
State Highway 135	Trailic Signal	PM	В	В	В	В	В	В	В	С	С	С	В	В	В
US Highway 50/	TWSC (3)	AM	_	А	free	free	Α	free	free	С	С	С	С	С	А
Colorado Street	TWSC (9)	PM	_	А	free	free	Α	free	free	С	С	С	С	С	В
US Highway 50/	TWSC	AM	_	Α	free	free	Α	free	free	В	В	В	С	С	А
Adams Street		PM	_	А	free	free	А	free	free	С	С	С	С	С	А
US Highway 50/	AWSC (4)	AM	_	А	free	free	_	free	free	_	_	_	Α	_	А
County Road 72 West		PM	_	А	free	free	_	free	free	_	_	_	А	_	А
US Highway 50/	AWSC	AM	_	А	free	_	_	free	free	_	_	_	Α	_	А
Best Western Access		PM	_	А	free	_	_	free	free	_	_	_	Α	_	А
US Highway 50/	AWSC	AM	_	А	free	free	_	free	free	_	_	_	А	_	А
County Road 72 East	AVVSC	PM	_	А	free	free	_	free	free	_	_	_	Α	_	Α
US Highway 50/	AWSC	AM	_	_	free	free	Α	А	_	В	_	В	_	_	_
Industrial Park Road	AVVSC	PM	_	_	free	free	Α	А	_	В	_	В	_	_	_
State Highway 135/	Traffic Signal	AM	А	С	С	С	С	С	С	А	А	А	Α	А	А
Virginia Street	Traffic Signal	PM	А	С	С	С	С	С	С	А	Α	Α	Α	А	А
State Highway 135/	TWSC	AM	_	В	В	В	В	В	В	Α	free	free	Α	free	free
Georgia Avenue	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PM	_	D	D	D	С	С	С	Α	free	free	Α	free	free
State Highway 135/	Traffic Signal	AM	Α	С	С	С	С	С	С	А	А	А	А	А	А
Spencer Avenue	Traille Signal	PM	Α	С	С	В	С	С	В	А	А	А	А	А	А
Colorado Street/	AWSC	AM	_	А	А	А	А	А	А	А	А	А	А	А	А
Georgia Avenue	AVVOC	PM	_	А	А	Α	Α	А	А	А	А	А	А	А	Α
Colorado Street/	AWSC	AM	_	_	_	_	Α	_	А	_	А	А	А	А	_
Escalante Drive	AVVSC	PM	_	_	_	_	Α	_	Α	_	А	Α	Α	Α	_

Notes:

- (1) EB = eastbound, WB = westbound, NB = northbound, SB = southbound, LT = left turn, TH = through, RT = right turn
- (2) US Highway 50 is oriented north/south and New York Street is oriented east/west at this intersection.
- (3) TWSC = two-way stop-sign control
- (4) AWSC = all-way stop-sign control

Table 2b Levels of Service 2027 Background Traffic Gunnison Rising - "Authentically Colorado"

	Traffic Control	Peak	2027 Background Traffic												
Intersection		Hour	Intersection					WB			NB	1		SB	
			LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
US HIghway 50/	Traffic Signal	AM	Α	В	В	В	В	В	В	Α	Α	Α	Α	Α	Α
New York Street (2)	. ramo o grian	PM	Α	В	В	В	В	В	В	Α	Α	Α	Α	Α	Α
US Highway 50/	Traffic Signal	AM	A	Α	Α	Α	Α	Α	Α	С	С	С	С	С	С
Spruce Street	Tramo Oigilai	PM	Α	Α	Α	Α	Α	Α	Α	С	С	С	С	С	С
US Highway 50/	Traffic Signal	AM	В	Α	Α	А	В	В	В	С	С	С	С	С	С
State Highway 135	Tramo Oigilai	PM	С	D	Α	Α	В	В	В	С	С	С	D	С	С
US Highway 50/	TWSC (3)	AM	_	Α	free	free	Α	free	free	D	D	D	D	D	В
Colorado Street	1 4430 (*)	PM	_	Α	free	free	Α	free	free	F (50.1s)	F (50.1s)	F (50.1s)	F (59.9s)	F (59.9s)	В
US Highway 50/	TWSC	AM	_	Α	free	free	Α	free	free	D	D	D	E (36.4s)	E (36.4s)	В
Adams Street	1 00 30	PM	_	Α	free	free	А	free	free	E (41.5s)	E (41.5s)	E (41.5s)	D	D	В
US Highway 50/	AWSC (4)	AM	_	А	free	_		free	free	_	_	_	В	_	В
County Road 72 West	AWSC	PM	_	Α	free	_	_	free	free	_	_	_	В	_	В
US Highway 50/	AWSC	AM	_	Α	free	_	_	free	free	_	_	_	В	_	В
Best Western Access	AVVSC	PM	_	Α	free	_	_	free	free	_	_	_	В	_	В
US Highway 50/	AWSC	AM	_	Α	free	free	_	free	free	_	_	_	В	_	В
County Road 72 East		PM	_	Α	free	free	_	free	free	_	_	_	В	_	В
US Highway 50/	AWSC	AM	_	Α	free	_	_	free	free	_	_	_	В	_	В
Future West Off-Site Access	AVVSC	PM	_	Α	free	_	_	free	free	_	_	_	С	_	В
US Highway 50/	A14/00	AM	_	Α	free	_		free	free	_		_	В	_	В
Future East Off-Site Access	AWSC	PM	_	Α	free	_		free	free	_		_	С	_	В
State Highway 135/	414/00	AM	_	_	free	free	А	Α	_	В	_	В	_	_	
Industrial Park Road	AWSC	PM	_	_	free	free	А	Α	_	В	_	В	_	_	
State Highway 135/	T (" 0: 1	AM	Α	С	С	С	С	С	С	Α	Α	Α	Α	Α	Α
Virginia Street	Traffic Signal	PM	Α	В	В	В	В	В	В	Α	А	А	Α	А	Α
State Highway 135/	TMOO	AM	_	D	D	D	С	С	С	Α	free	free	Α	free	free
Georgia Avenue (5)	TWSC	PM	_	F (116.4s)	F (116.4s)	F (116.4s)	E (49.6s)	E (49.6s)	E (49.6s)	Α	free	free	А	free	free
State Highway 135/		AM	Α	С	С	В	C	C	В	Α	A	A	Α	A	А
Spencer Avenue	Traffic Signal	PM	Α	С	С	В	С	С	В	Α	A	A	Α	A	A
State Highway 135/		AM		_	_	В		_	В	A	free	free	A	free	free
Colorado Street	TWSC	PM	_	_	_	В	_	_	В	В	free	free	A	free	free
Colorado Street/		AM	_	Α	Α	A	Α	Α	A	A	A	A	A	A	A
Georgia Avenue	AWSC	PM	_	A	A	A	A	A	A	A	A	A	A	A	A
Colorado Street/		AM	_	_	_	_	A	_	A		A	A	A	A	
Escalante Drive	AWSC	PM		_		_	A	_	A		A	A	A	A	

Notes:

- (1) EB = eastbound, WB = westbound, NB = northbound, SB = southbound, LT = left turn, TH = through, RT = right turn
- (2) US Highway 50 is oriented north/south and New York Street is oriented east/west at this intersection.
- (3) TWSC = two-way stop-sign control
- (4) AWSC = all-way stop-sign control
- (5) Potential mitigation could be conversion to a three-quarter or right-in/right-out intersection. Another option would be to signalize this intersection and then convert the SH 135/Virginia intersection to three-quarter or right-in/right-out.

Table 2c Levels of Service 2027 Total Traffic Gunnison Rising - "Authentically Colorado"

	Traffic Control	Peak	2027 Total Traffic												
Intersection		Hour	Intersection		EB ⁽¹⁾	1		WB	1		NB	1		SB	т
			LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	R1
US Highway 50/	Traffic Signal	AM	A	D	D	D	D	D	D	Α	Α	Α	Α	Α	А
New York Street (2)		PM	A	D	D	D	D	D	D	Α	Α	Α	Α	Α	Α
US Highway 50/	Traffic Signal	AM	Α	Α	Α	Α	Α	Α	Α	D	D	С	D	D	(
Spruce Street	Traine Oignai	PM	В	Α	В	Α	Α	Α	Α	С	С	С	D	D	(
US Highway 50/	Traffic Signal	AM	В	С	Α	Α	Α	В	В	D	D	D	D	В	Е
State Highway 135	Traine Signal	PM	С	D	В	В	В	D	С	D	D	D	D	С	(
US Highway 50/	Traffic Signal	AM	В	Α	Α	Α	Α	Α	Α	D	D	D	D	D	
Colorado Street	Trailic Signal	PM	В	В	В	В	Α	Α	Α	D	D	D	D	D	[
US Highway 50/	Traffic Signal	AM	Α	В	Α	Α	Α	Α	Α	D	D	D	D	D	
Adams Street	Trailic Signal	PM	Α	В	Α	Α	Α	Α	Α	D	D	D	D	D	
US Highway 50/	Troffic Cianal	AM	А	Α	Α	Α	Α	Α	Α	D	С	С	D	D	
West Commercial Access	Traffic Signal	PM	С	D	Α	Α	В	С	В	D	С	С	D	D	[
US Highway 50/	111(0.0 (3)	AM	_	В	free	_	_	free	free		_	_	С	_	Е
Residential Village Access	AWSC (3)	PM	_	В	free	_		free	free	_	_		D	_	
US Highway 50/		AM	_	А	free	free	Α	free	free	С	С	С	С	С	(
County Road 72 West	TWSC (4)	PM	_	В	free	free	В	free	free	D	С	С	D	С	(
US Highway 50/	AWSC	AM	_	A	free	_	_	free	free		_	_	C		(
Best Western Access		PM	_	В	free	_	_	free	free	_	_		C	_	
US Highway 50/		AM	_	A	free	free	Α	free	free	С	В	В	C	С	
County Road 72 East	TWSC	PM	_	В	free	free	В	free	free	D	C	С	D	C	
US Highway 50/		AM	В	A	A	A	A	A	A	D	С	С	C	C	(
Future West Off-Site Access	Traffic Signal	PM	A	A	A	A	A	A	A	D	D	D	D	D	
US Highway 50		AM	В	A	A	C	A	В	В	C	С	С	D	D	-
Future East Off-Site Access	Traffic Signal	PM	С	A	A	С	A	В	В	<u>O</u>	С	С	D	D	
State Highway 135/		AM	_	_	free	free	A	free	_	В	_	В			_
Industrial Park Road	AWSC	PM	_		free	free	A	free		В		В			
State Highway 135/		AM	В	D	D	D	D	D	D D	A	A	A	A	A	-
Virginia Street	Traffic Signal	PM	В	D	D	D	С	С	С	A	A	A	A	A	<i>- 7</i>
State Highway 135/		AM	<u> </u>	E (42.5s)	E (42.5s)	E (42.5s)	E (35.1s)	E (35.1s)	E (35.1s)	A	free	free	A	free	fre
Georgia Avenue (5)	TWSC	PM	_	F (771.6s)	F (771.6s)	F (771.6s)	F (401.8s)	F (401.8s)	F (401.8s)	<u> </u>	free	free	В	free	fre
		AM	В	D D	D D	D D	D D	D D	D D	<u>Б</u>	1	В	A		
State Highway 135/	Traffic Signal	PM	В	D	D	С	D	D	С		Α Λ	В		A	,
Spencer Avenue						1				Α	A	1	A	A	
State Highway 135/	TWSC	AM	_		_	В	_	_	В	A	free	free	A	free	fre
Colorado Street		PM				C			В	В	free	free	A	free	fr
Colorado Street/	AWSC	AM		A	A	A	A	A	A	A	A	A	A	A	,
Georgia Avenue	+	PM	_	В	В	В	В	В	В	В	В	В	В	В	E
Colorado Street/	AWSC	AM	_	_	_	_	A	_	A	_	A	A	A	A	_
Escalante Drive		PM	_	_	_	_	В	_	В	_	Α	Α	В	В	_

Notes:

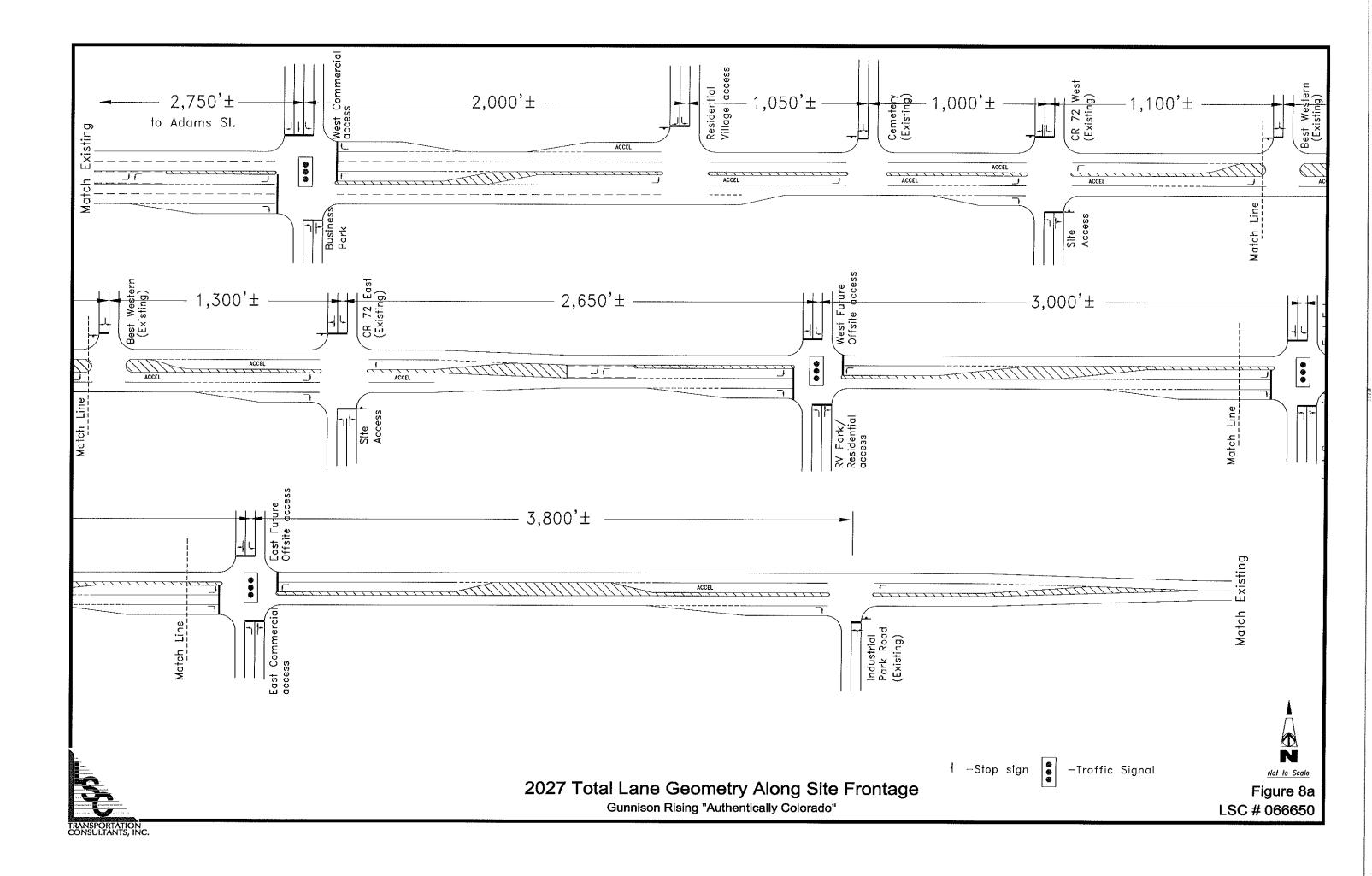
- (1) EB = eastbound, WB = westbound, NB = northbound, SB = southbound, LT = left turn, TH = through, RT = right turn
- (2) US Highway 50 is oriented north/south and New York Street is oriented east/west at this intersection.
- (3) AWSC = all-way stop-sign control
- (4) TWSC = two-way stop-sign control
- (5) Potential mitigation could be conversion to a three-quarter or right-in/right-out intersection. Another option would be to signalize this intersection and then convert the SH 135/Virginia intersection to three-quarter or right-in/right-out.

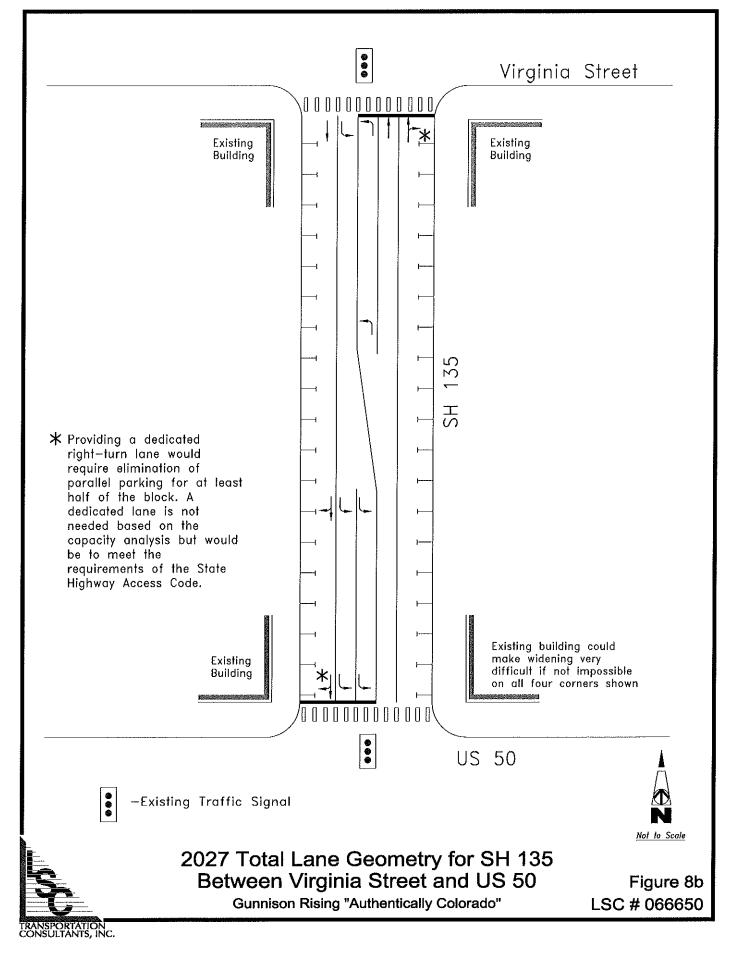
Table 3 Time Horizon For Improvements Gunnison Rising - "Authentically Colorado"

Time Horizon	Required Geometry and Traffic Control (1)	Responsibility	
	US Highway 50 Improvements		
	Add WB RT ⁽³⁾ and EB RT deceleration lane at Spruce Street and Adams Street. Add WB RT deceleration lane at Colorado Street.	Others (4)	
2027 Background Traffic ⁽²⁾	Add EB LT deceleration lane and separate SB RT and LT lanes at the east and west off-site access aligning with the Gunnison Rising recreational vehicle park access and east commercial access.	Others	
	State Highway 135 Improvements		
	Add SB RT deceleration lane at Spencer Avenue. Add west leg and convert intersection to three-quarter movement at Colorado Street.	Others	
	US Highway 50 Improvements		
	Convert traffic control from TWSC ⁽⁵⁾ to traffic signal control at Adams Street. ⁽⁶⁾	Others with contribution from Gunnison Rising	
2027 Total Traffic	Convert traffic control from TWSC to traffic signal control at Colorado Street. (7)	Others with contribution from Gunnison Rising	
Zozi rotal rraino	Construct all of the improvements shown of Figure 8a that are not included above as 2027 background improvements.	Gunnison Rising	
	State Highway 135 Improvements		
	Construct all of the improvements shown on Figure 8b.	Gunnison Rising with contribution from Others	
	Convert Georgia Avenue intersection to three-quarter or right-in/right-out or signalize Georgia Avenue intersection and convert Virginia Avenue intersection to three-quarter or right-in/right-out.	Gunnison Rising with contribution from Others	

Notes:

- (1) To achieve the levels of service shown on Tables 2b and 2c
- (2) All of the 2027 background traffic improvements were based on the "CDOT State Highway Access Code" requirements, and are not required to achieve acceptable levels of service.
- (3) NB = northbound, SB = southbound, EB = eastbound, WB = westbound, RT = right turn, LT = left turn, TH = through
- (4) Others could be future developments and/or state and local funding.
- (5) TWSC = two-way stop-sign control
- (6) Adams Street is about one-half mile east of the existing State Highway 135 traffic signal and one-half mile west of the proposed Colorado Rising west commercial access traffic signal.
- (7) Colorado Street falls between the one-half mile spaced intersections of State Highway 135 and Adams Street. This intersection is critical for the relief of State Highway 135 and the US Highway 50/State Highway 135 intersection. Figure 4 shows the progression efficiency achievable along US Highway 50 can meet or exceed the CDOT requirement of 35 percent with this non-standard traffic signal spacing.





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Table 4 US Highway 50 Progression Efficiency Gunnison Rising - "Authentically Colorado"

Timeline	Progression Efficiency From New York Street to the East										
	45 mph posted speed on US Highway 50 east of the proposed Residential Village access	55 mph posted speed on US Highway 50 east of the proposed Residential Village access	65 mph posted speed on US Highway 50 east of the proposed Residential Village access								
2027 Background Traffic	41.5 Percent	35.0 Percent	41.5 Percent								
2027 Total Traffic	41.5 Percent	35.0 Percent	41.5 Percent								

LOCAL NEIGHBORHOOD TRAFFIC IMPACTS

A majority of the site-generated traffic volume is expected to access the site via US 50. Secondary local site access would be to and from the west via Georgia Avenue and Escalante Drive. Escalante Drive is currently a private college street that has no way to restrict non-college traffic. There is little non-college traffic currently using Escalante Drive due to the layout of the existing street system. With an eastern extension of Georgia Avenue it will be more attractive for non-college traffic to use Escalante Drive as an additional east/west route. If Escalante Drive remains private and unimproved, there will likely be less traffic using Escalante than predicted in this analysis. It is expected that traffic capacity will be adequate on Georgia Avenue to accommodate the projected future traffic with or without improvements to Escalante Drive.

From Georgia Avenue and Escalante Drive, it is expected that the site-generated traffic would use Colorado Street to distribute north and south. The site-generated traffic that has an origin or destination east of SH 135 is expected to use the local street grid between Colorado Street and SH 135. The site-generated traffic that has an origin or destination on or west of SH 135 is expected to use Colorado Street to access the existing SH 135 traffic signals at Virginia Street, Denver Street, and Spencer Avenue.

CDOT STATE HIGHWAY ACCESS PERMIT

It is expected that site specific traffic studies will be completed for the various phases of the project in order to obtain any necessary CDOT State Highway Access Permits.

Conclusions and Recommendations

The following conclusions and recommendations were drawn regarding the traffic impacts of the proposed Gunnison Rising - "Authentically Colorado" mixed-use development.

TRIP GENERATION

Buildout of the site is projected to generate about 34,895 vehicle-trips during a typical weekday, with about half of the vehicles entering and half of the vehicles exiting the site. During the weekday morning peak hour, about 1,250 vehicles would enter and 1,120 vehicles would exit the site. During the weekday afternoon peak hour, about 1,715 vehicles would enter and 1,765 vehicles would exit the site.

Buildout of the site is projected to generate about 33,390 vehicle-trips during a typical Saturday, with about half of the vehicles entering and half of the vehicles exiting the site. During the Saturday mid-day peak hour, about 1,730 vehicles would enter and 1,485 vehicles would exit the site.

WEEKDAY AND SATURDAY TRAFFIC COMPARISON

The existing and projected site-generated traffic volumes are expected to be higher during the typical weekday than during the typical Saturday. For this reason, the weekday scenario was analyzed in detail.

PROJECTED LEVELS OF SERVICE

All of the movements at the analyzed signalized intersections are projected to operate at acceptable levels of service (LOS) during the peak hours through the year 2027 with the recommended roadway improvements. A few of the movements at the analyzed stop-sign controlled intersections are projected to operate at LOS E or F during the peak hours with the recommended roadway improvements.

TRAFFIC SIGNAL PROGRESSION EFFICIENCY

Generally speaking, the proposed traffic signals are fairly well spaced, but some are not within 200 feet of the one-half mile spacing preferred by CDOT, which requires a progression efficiency analysis. The progression efficiencies on US 50 from New York Street through the proposed Gunnison Rising traffic signals are expected to meet or exceed CDOT's requirement of 35 percent.

The progression efficiencies assume that the section of US 50 between Adams Street and the Residential Village development will be an extension of the existing five-lane urban cross section to the west, with curb and gutter and a posted speed limit of 45 mph. US 50 is proposed as one through lane in each direction with a rural cross section to the east of the Residential Village development, and with shoulders and roadside ditches. Posting this rural section at either 45 or 65 mph would result in a progression efficiency of approximately 41.5 percent. Posting this rural section at 55 mph would result in a progression efficiency of 35 percent.

RECOMMENDED ROADWAY IMPROVEMENTS

The roadway improvements required to achieve the levels of service shown on Tables 2a, 2b, and 2c are detailed on Table 3, along with a suggested party responsible for funding each roadway improvement. Figures 8a and 8b show the majority of the recommended roadway improvements.

LOCAL NEIGHBORHOOD TRAFFIC IMPACTS

A majority of the site-generated traffic volume is expected to access the site via US 50. Secondary local site access would be to and from the west via Georgia Avenue and Escalante Drive. Escalante Drive is currently a private college street that has no way to restrict non-college traffic. There is little non-college traffic currently using Escalante Drive due to the layout of the existing street system. With an eastern extension of Georgia Avenue it will be more attractive for non-college traffic to use Escalante Drive as an additional east/west route. If Escalante Drive remains private and unimproved, there will likely be less traffic using Escalante than predicted in this analysis. It is expected that traffic capacity will be adequate

on Georgia Avenue to accommodate the projected future traffic with or without improvements to Escalante Drive.

From Georgia Avenue and Escalante Drive, it is expected that the site-generated traffic would use Colorado Street to distribute north and south. The site-generated traffic that has an origin or destination east of SH 135 is expected to use the local street grid between Colorado Street and SH 135. The site-generated traffic that has an origin or destination on or west of SH 135 is expected to use Colorado Street to access the existing SH 135 traffic signals at Virginia Street, Denver Street, and Spencer Avenue.

CDOT STATE HIGHWAY ACCESS PERMIT

It is expected that site specific traffic studies will be completed for the various phases of the project in order to obtain any necessary CDOT State Highway Access Permits.

Appendix A: Traffic Count Reports



516 N. Tejon St. Colorado Springs, CO 80903 Phone (719) 633-2868 E-mail: lsc@lsccs.com

File Name: New York 22

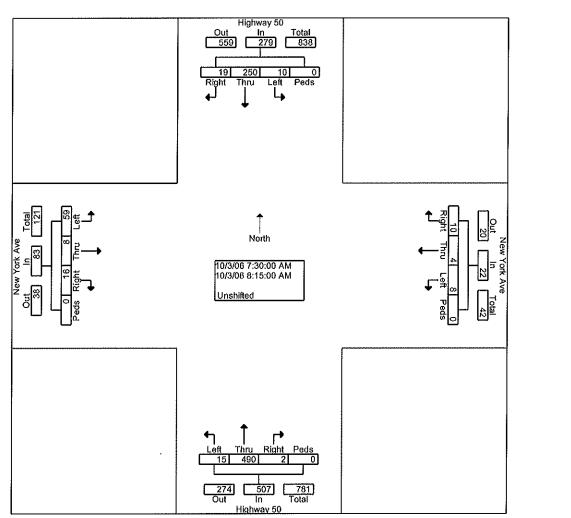
Site Code : 01003061 Start Date : 10/03/2006

Groups	Printed-	Unshifted
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			Highw	ay 50			New Yo	rk Ave			Highw	/ay 50			New Yo			
			No	rth			Ea	st			So	uth			We	est		
Start Ti	ime	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Fac	ctor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30	AM	4	22	0	0	0	0	0	0	0	26	0	0	1	1	6	0	60
06:45	AM	2	27	1	0	0	1	0	0	1	63	3	0	3	1	5	0	107
To	otal	6	49	1	0	0	1	0	0	1	89	3	0	4	2	11	0	167
07:00	AM	1	36	0	0	2	0	3	0	0	58	0	0	2	1	16	0	119
07:15	AM	5	52	1	0	1	0	0	0	0	82	2	0	0	1	13	0	157
07:30	AM	4	35	1	0	0	1	0	0	1	79	1	0	2	2	16	0	142
07:45	AM	4	67	4	0	4	1	2	0	0	155	4	0	6	1	19	0	267
To	otal	14	190	6	0	7	2	5	0	1	374	7	0	10	5	64	0	685
08:00	AM	3	75	1	0	2	1	2	0	0	146	8	0	1	4	14	0	257
08:15	AM	8	73	4	0	4	1	4	0	1	110	2	0	7	1	10	0	225
Grand To	otal	31	387	12	0	13	5	11	0	3	719	20	0	22	12	99	0	1334
Approf	ւ %	7.2	90.0	2.8	0.0	44.8	17.2	37.9	0.0	0.4	96.9	2.7	0.0	16.5	9.0	74.4	0.0	
Tota		2.3	29.0	0.9	0.0	1.0	0.4	0.8	0.0	0.2	53.9	1.5	0.0	1.6	0.9	7.4	0.0	

File Name: New York 22 Site Code: 01003061 Start Date: 10/03/2006

		Hi	ghway				Nev	v York				Hi	ghway				Ne	w York			
			North	1				East					South	<u> </u>				Wes	<u>t</u>		
Start	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	_ Int.
Time	ht	u		S	Total	ht	u J	_~	S	Total	ht	u l		S	Total	ht]	u		S	Total	Total
Peak Hour f	rom (6:30 A	M to	08:15	AM - Pe	eak 1 c	of 1														
Intersecti	07:30) AM																			
on	07.00	, , ,,,,,,,																			
Volume	19	250	10	0	279	10	4	8	0	22	2	490	15	0	507	16	8	59	0	83	891
Percent	6.8	89.	3.6	0.0		45.	18.	36.	0.0		0.4	96.	3.0	0.0		19.	9.6	71.	0.0		
	0.0	6	0.0	0.0		5	2	4	0.0		0	6	0.0	0.0		3	0.0	1	0.0		
07:45	4	67	4	0	75	4	1	2	0	7	0	155	4	0	159	6	1	19	0	26	267
Volume	7	01	7	V	7.0	7	•	2	U	'		100	-1	U	100	. •	'	10	v	20	
Peak																					0.834
Factor																					
High Int.	08:15	5 AM				08:15	AM				07:45	AM				07:45	AM				
Volume	8	73	4	0	85	4	1	4	0	9	0	155	4	0	159	6	1	19	0	26	
Peak					0.82					0.61					0.79					0.79	
Factor					1					1					7					8	



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File Name: New York 21

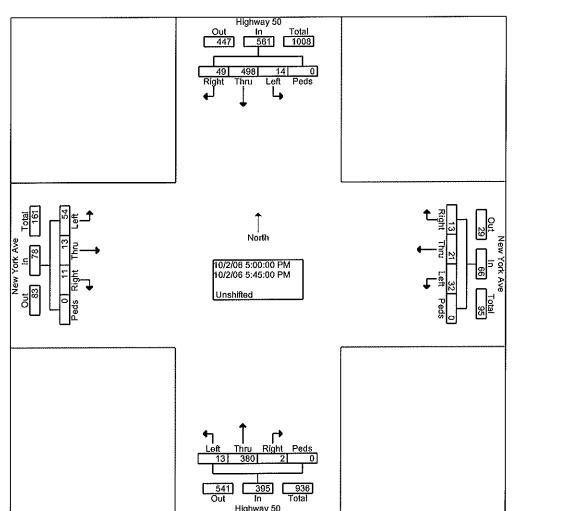
Site Code : 01002062 Start Date : 10/02/2006

Groups Prin	ted- Unshifted
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ſ			Highw Nor				New Yo				Highw So				New Yo We			
ŀ	Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
r	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
٠	04:15 PM	11	101	3	0	2	5	1	0	1	76	4	0	3	0	9	0	216
	04:30 PM	14	99	4	0	4	1	7	0	1	86	5	0	3	2	12	0	238
	04:45 PM	3	105	3	0	1	1	3	0	1	103	5_	0	3	2	15	0	245
_	Total	28	305	10	0	7	7	11	0	3	265	14	0	9	4	36	0	699
	05.00.514	•		^	0.1		_	•	0.1		123	2	0	4	3	12	0	324
	05:00 PM	8	144	8	0	6	5	8	0	1	75	4	0	4	2	14	ŏ	259
	05:15 PM	17	126	0	0	Z	/	10	0	1		4	ŷ	1				
	05:30 PM	12	106	1	0	4	3	11	0	0	91	5	U	4	4	18	0	259
	05:45 PM	12	122	5	0	1	6	3	0	0_	91	2	0	2	4	10	0	258
****	Total	49	498	14	0	13	21	32	0	2	380	13	0	11	13	54	0	1100
	06:00 PM	11	135	3	0	4	7	3	0	0	72	2	0	3	1	18	0	259
	Grand Total	88	938	27	0	24	35	46	0	5	717	29	0	23	18	108	0	2058
	Apprch %	8.4	89.1	2.6	0.0	22.9	33.3	43.8	0.0	0.7	95.5	3.9	0.0	15.4	12.1	72.5	0.0	
	Total %	4.3	45.6	1.3	0.0	1.2	1.7	2.2	0.0	0.2	34.8	1.4	0.0	1.1	0.9	5.2	0.0	

File Name: New York 21 Site Code: 01002062 Start Date: 10/02/2006

		Hi	ghway		······	<u> </u>	Nev	v York				H	ghway				Ne	w York West		******	
			North					East					South					WES	` 		L
Start	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Int.
Time	ht	u		S	Total	ht	u l		S	Total	ht	u		S	Total	<u>ht</u>	u		S I	Total	Total J
Peak Hour I	rom ()4:15 F	M to	06:00 I	PM - P	eak 1 c	of 1														
Intersecti on	05:00) PM																			
Volume	49	498	14	0	561	13	21	32	0	66	2	380	13	0	395	11	13	54	0	78	1100
Percent	8.7	88. 8	2.5	0.0		19. 7	31. 8	48. 5	0.0		0.5	96. 2	3.3	0.0		14. 1	16. 7	69. 2	0.0		
05:00 Volume	8	144	8	0	160	6	5	8	0	19	1	123	2	0	126	4	3	12	0	19	324
Peak																					0.849
Factor																					
High Int.	05:00) PM				05:00	PM				05:00	PM :				05:30	PM				
Volume	8	144	8	0	160	6	5	8	0	19	1	123	2	0	126	4	4	18	0	26	
Peak					0.87	Ì				0.86					0.78					0.75	
Factor					7					8					4					0	



516 N. Tejon St.

Colorado Springs, CO 80903

Phone (719) 633-2868 E-mail: lsc@lsccs.com

File Name: Spruce 1 Site Code: 00915061

Start Date : 09/15/2006

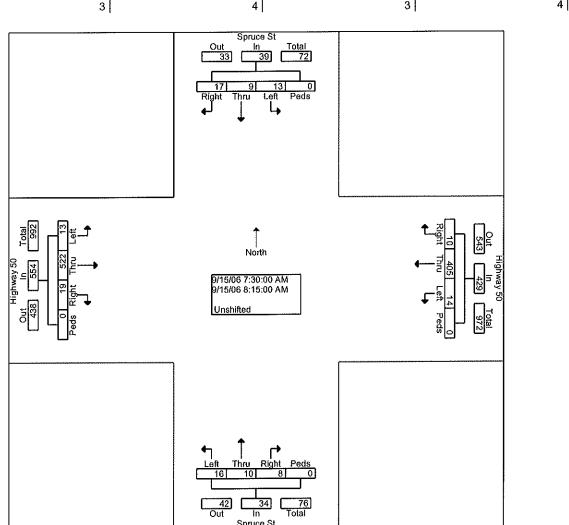
								Groups	Printed-	 Unshift 	ed							
			Spruc Nor				Highw Ea	•			Sprud Sou				Highw We			
	Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
_	06:30 AM	0	0	1	0	0	33	2	0	0	0	0	0	0	45	0	0	81
	06:45 AM	2	1	1	0	0	46	1	0	1	0	0	0	0	74	1	0	127
_	Total	2	1	2	0	0	79	3	0	1	0	0	0	0	119	1	0	208
	07:00 AM	2	2	3	0	0	52	0	0	0	0	1	0	3	78	1	0	142
	07:15 AM	1	2	0	0	2	77	1	0	1	0	1	0	0	91	1	0	177
	07:30 AM	4	2	1	0	4	89	3	0	3	1	3	0	1	96	1	0	208
	07:45 AM	5	2	5	0	2	103	5	0	1	3	4	0	5	184	5	0	324
	Total	12	8	9	0	8	321	9	0	5	4	9	0	9	449	8	0	851
	08:00 AM	4	2	3	0	3	91	2	0	2	3	3	0	6	140	6	0	265
	08:15 AM	4	3	4	0	1	122	4	0	2	3	6	0	7	102	1	0	259
	Grand Total	22	14	18	0	12	613	18	0	10	10	18	0	22	810	16	0	1583
	Apprch %	40.7	25.9	33.3	0.0	1.9	95.3	2.8	0.0	26.3	26.3	47.4	0.0	2.6	95.5	1.9	0.0	
	Total %	1.4	0.9	1.1	0.0	0.8	38.7	1.1	0.0	0.6	0.6	1.1	0.0	1.4	51.2	1.0	0.0	

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Colorado Springs, CO 80903

Phone (719) 633-2868 E-mail: lsc@lsccs.com File Name: Spruce 1 Site Code: 00915061 Start Date: 09/15/2006

		S	Spruce North				Н	ighway East				5	Spruce South				Н	ighway Wes	<u> </u>		
Start	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	Арр.	Rig	Thr	Left	Ped	App.	Rig ht	Thr	Left	Ped	App. Total	Int. Total
Time	ht]	<u>u </u>	N. 4 4 - 1	S 00.45	Total	ht	u]		8	Total	ht	u		S	Total	111	<u>u</u>		21	TOTAL	IOlai
Peak Hour F	-rom u	6:30 F	AIVI TO	08:15	AIVI - PE	eak 10)T T				ı					ì					l
Intersecti on	07:30	AM																			
Volume	17	9	13	0	39	10	405	14	0	429	8	10	16	0	34	19	522	13	0	554	1056
Percent	43. 6	23. 1	33. 3	0.0		2.3	94. 4	3.3	0.0		23. 5	29. 4	47. 1	0.0		3.4	94. 2	2.3	0.0		
07:45 Volume	5	2	5	0	12	2	103	5	0	110	1	3	4	0	8	5	184	5	0	194	324 0.815
Peak Factor																07.4					0.015
•						08:15			_		08:15		_	_		07:48		_	^	404	
Volume Peak Factor	5	2	5	0	12 0.81 3	1	122	4	0	127 0.84 4	2	3	6	0	0.77 3	5	184	5	U	194 0.71 4	



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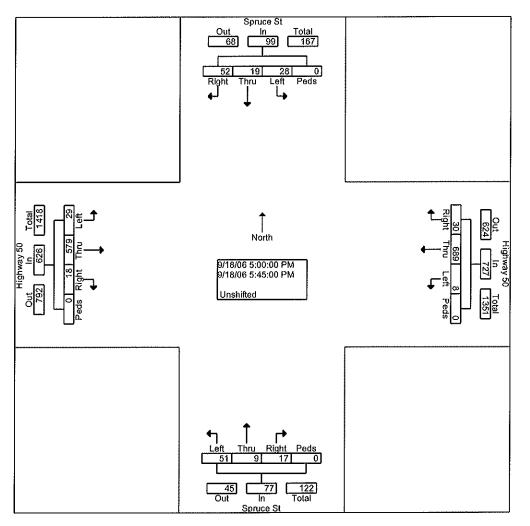
File Name: Spruce 2 Site Code: 00918062 Start Date: 09/18/2006

Grou	ps	Pri	nt	ed	- ل	<u> Ins</u>	hif	led
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		Sprud No				Highw Ea	•			Sprud Soi				Highw We			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:15 PM	5	3	2	0	7	139	7	0	3	6	4	0	5	149	5	0	335
04:30 PM	8	2	6	0	1	161	10	0	2	6	5	0	2	133	8	0	344
04:45 PM	5	4	10	0	10	147	0	0	6	2	8	0	1	160	4	0	357
Total	18	9	18	0	18	447	17	0	11	14	17	0	8	442	17	0	1036
05:00 PM	19	8	8	0	4	192	6	0	9	7	17	0	4	176	5	0	455
05:15 PM	15	2	7	0	8	147	1	0	3	0	16	0	6	137	6	0	348
05:30 PM	11	6	5	0	3	180	0	0	3	0	6	0	4	116	5	0	339
05:45 PM	7	3	8	0	15	170	1	0	2	2	12	0	4	150	13	0	387
Total	52	19	28	0	30	689	8	0	17	9	51	0	18	579	29	0	1529
06:00 PM	11	9	9	0	6	158	4	0	1	5	9	0	3	123	5	0	343
Grand Total	81	37	55	0	54	1294	29	0	29	28	77	0	29	1144	51	0	2908
Apprch %	46.8	21.4	31.8	0.0	3.9	94.0	2.1	0.0	21.6	20.9	57.5	0.0	2.4	93.5	4.2	0.0	
Total %	2.8	1.3	1.9	0.0	1.9	44.5	1.0	0.0	1.0	1.0	2.6	0.0	1.0	39.3	1.8	0.0	

File Name: Spruce 2 Site Code: 00918062 Start Date: 09/18/2006

		S	pruce North				Н	ighway East	50			S	Spruce				Н	ighway West		·····	
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour I	rom 0	4:15 F	M to	06:00	PM - Pe	eak 1 d	of 1		***************************************												
Intersecti on	05:00	PM																			
Volume	52	19	28	0	99	30	689	8	0	727	17	9	51	0	77	18	579	29	0	626	1529
Percent	52. 5	19. 2	28. 3	0.0		4.1	94. 8	1.1	0.0		22. 1	11. 7	66. 2	0.0		2.9	92. 5	4.6	0.0		
05:00 Volume	19	8	8	0	35	4	192	6	0	202	9	7	17	0	33	4	176	5	0	185	455
Peak Factor																					0.840
High Int.	05:00					05:00					05:00	PM		_	/	05:00		_	_	(
Volume Peak Factor	19	8	8	0	35 0.70 7	4	192	6	0	202 0.90 0	9	7	17	0	33 0.58 3	4	176	5	0	185 0.84 6	



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File Name: Main 1

Site Code : 00913061 Start Date : 09/13/2006

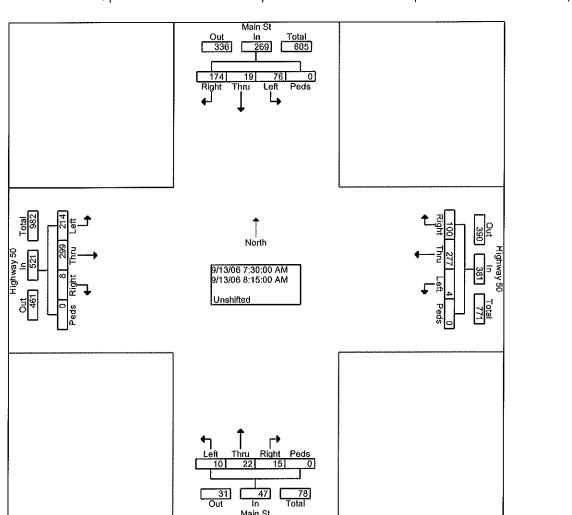
E 111411. 100	(W),OO	30.00											•	~90.			
							Groups	Printed-	Unshift	ed							
		Mair	ı St			Highw	ay 50			Mair	n St			Highw	ay 50		
		No	rth			Ĕa	•			Sou	uth			₩e	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left		Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	12	0	10	0	15	26	0	0	0	1	1	0	1	23	26	0	115
06:45 AM	20	4	9	0	15	38	0	0	1	2	1	0	1	48	36	0	175
Total	32	4	19	0	30	64	0	0	1	3	2	0	2	71	62	0	290
								_									
07:00 AM	34	3	14	0	15	35	0	0	0	5	0	0	0	34	36	0	176
07:15 AM	27	1	17	0	17	51	2	0	2	2	2	0	0	55	54	0	230
07:30 AM	40	3	19	0	20	49	1	0	2	3	1	0	0	47	58	0	243
07:45 AM	43	7	22	0	38	75	0	0	3	6	5	0	2	107	59	0	367
Total	144	14	72	0	90	210	3	0	7	16	8	0	2	243	207	0	1016
MA 00:80	53	4	10	0	28	91	2	0	6	4	2	0	3	78	45	0	326
08:15 AM	38	5	25	0	14	62	1	0	4	9	2	0	3	67	52	0	282
Grand Total	267	27	126	0	162	427	6	0	18	32	14	0	10	459	366	0	1914
Apprch %	63.6	6.4	30.0	0.0	27.2	71.8	1.0	0.0	28.1	50.0	21.9	0.0	1.2	55.0	43.8	0.0	
Total %	13.9	1.4	6.6	0.0	8.5	22.3	0.3	0.0	0.9	1.7	0.7	0.0	0.5	24.0	19.1	0.0	
10(01 /0	10.0	1.7	0.0	0.0	0.0	22.0	0.0	0.0	0.0	• • • •	0.1	3,0	0.0	_ 1.0	, , , , ,	3.0 ;	

516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868 E-mail: lsc@lsccs.com

File Name: Main 1 Site Code : 00913061 Start Date : 09/13/2006

			Main S North				Н	ighway East					Main S				Н	ighway West			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	6:30 A	M to	08:15	AM - Pe	eak 1 d	of 1														
Intersecti on	07:30	AM																			
Volume	174	19	76	0	269	100	277	4	0	381	15	22	10	0	47	8	299	214	0	521	1218
Percent	64. 7	7.1	28. 3	0.0		26. 2	72. 7	1.0	0.0		31. 9	46. 8	21. 3	0.0		1.5	57. 4	41. 1	0.0		
07:45 Volume Peak	43	7	22	0	72	38	75	0	0	113	3	6	5	0	14	2	107	59	0	168	367 0.830
Factor High Int.	07:45	AM				08:00	MA (08:15	AM				07:45	5 AM				
Volume Peak Factor	43	7	22	0	72 0.93 4	28	91	2	0	121 0.78 7	4	9	2	0	15 0.78 3	2	107	59	0	168 0.77 5	



516 N. Tejon St. Colorado Springs, CO 80903

Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Main 2

Site Code : 00913062

Start Date : 09/13/2006

		_						Groups	Printed	- Unshift	ed							
ſ			Mair No				Highw Ea				Maii Soi				Highw We			
	Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
t	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
_	04:15 PM	65	4	23	0	26	81	4	0	4	2	3	0	4	78	57	0	351
	04:30 PM	73	9	34	0	33	95	4	0	1	10	4	0	3	79	53	0	398
	04:45 PM	79	6	28	0	30	96	3	0	3	10	5	0	4	67	64	0	395
_	Total	217	19	85	0	89	272	11	0	8	22	12	0	11	224	174	0	1144
													_ 1	_				4.00
	05:00 PM	85	12	52	0	29	108	4	0	3	11	3	0	9	77	73	0	466
	05:15 PM	71	14	29	0	25	98	5	0	5	9	3	0	5	76	59	0	399
	05:30 PM	97	8	38	0	29	97	2	0	6	14	7	0	3	75	60	0	436
	05:45 PM	65	10	30	0	31	102	5	0	4	8	6	0	4	78	57	0	400
-	Total	318	44	149	0	114	405	16	0	18	42	19	0	21	306	249	0	1701
																	- 1	
	06:00 PM	72	11	22	0	16	98	3	0	6	10	3	0	11	59	53	0	364
	Grand Total	607	74	256	0	219	775	30	0	32	74	34	0	43	589	476	0	3209
	Apprch %	64.8	7.9	27.3	0.0	21.4	75.7	2.9	0.0	22.9	52.9	24.3	0.0	3.9	53.2	43.0	0.0	
	Total %	18.9	2.3	8.0	0.0	6.8	24.2	0.9	0.0	1.0	2.3	1.1	0.0	1.3	18.4	14.8	0.0	

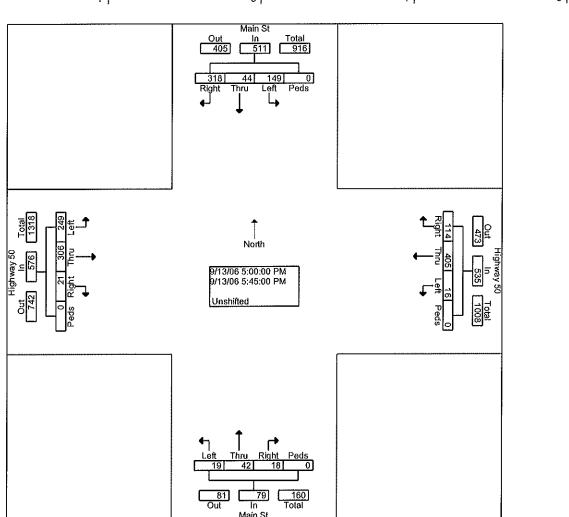
516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Main 2 Site Code : 00913062 Start Date : 09/13/2006

			Main 9 North				H	ighway East					Main South				Н	ighway West			
Start	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	Арр.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Int.
Time	ht	u		S	Total	ht	u	LOIL	S	Total	ht	u		S	Total	ht [u	2011	s I	Total	Total
Peak Hour I	rom 0	4:15 F	PM to	06:00 I	PM - P(eak 1 d	of 1														
Intersecti on	05:00	PM																			
Volume	318	44	149	0	511	114	405	16	0	535	18	42	19	0	79	21	306	249	0	576	1701
Percent	62. 2	8.6	29. 2	0.0		21. 3	75. 7	3.0	0.0		22. 8	53. 2	24. 1	0.0		3.6	53. 1	43. 2	0.0		
05:00	85	12	52	0	149	29	108	4	0	141	3	11	3	0	17	9	77	73	0	159	466
Volume Peak															ļ					I	0.913
Factor																					0.010
High Int.	05:00	PM (05:00	PM				05:30	PM				05:00	PM (
Volume	85	12	52	0	149	29	108	4	0	141	6	14	7	0	27	9	77	73	0	159	
Peak					0.85					0.94					0.73					0.90	
Factor					7					9					1					6	



516 N. Tejon St. Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Colorado St 2

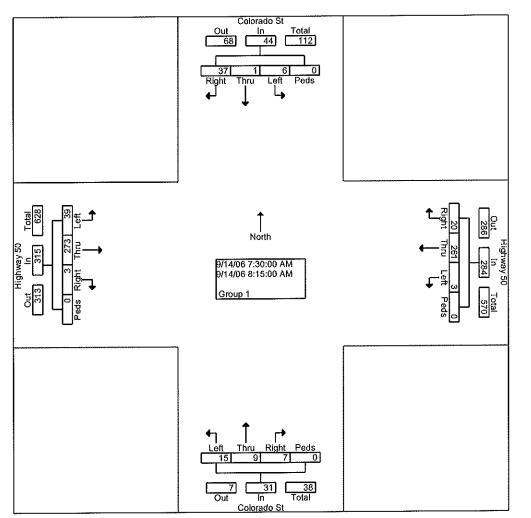
Site Code : 00000000 Start Date : 09/14/2006

							Groups	Printed	i- Group	1							
		Colora	ido St			Highw	ay 50			Colora				Highw			
		No	rth			Ea	st			Sou	<u>ıth</u>			We	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
06:30 AM	4	1	3	0	0	26	0	0	0	1	6	0	3	30	1	0	75
06:45 AM	9	0	0	0	3	38	0	0	0	0	4	0	2	37	3	0	96
Total	13	1	3	0	3	64	0	0	0	1	10	0	5	67	4	0	171
07:00 AM	8	2	0	0	3	56	0	0	0	1	0	0	4	27	8	0	109 103
07:15 AM	5	0	2	0	2	45	1	0	U	0	4	ŭ	6	25	13	0	
07:30 AM	9	0	0	0	1	50	0	0	U	1	5	Ů,	2	47	11	0	126
07:45 AM	10	1	2	0		70	0	0	4	1	2		<u>V</u> _	93	9	0	199
Total	32	3	4	0	13	221	1	0	4	3	11	0	12	192	41	0	537
08:00 AM 08:15 AM Grand Total Apprch %	8 10 63 80.8	0 0 4 5.1	3 1 11 14.1	0 0 0.0	9 3 28 6.1	64 77 426 93.0	3 0 4 0.9	0 0 0.0	2 1 7 14.9	7 0 11 23.4	5 3 29 61.7	0 0 0.0	0 1 18 3.8	60 73 392 82.7	10 9 64 13.5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	171 178 1057
Total %	6.0	0.4	1.0	0.0	2.6	40.3	0.4	0.0	0.7	1.0	2.7	0.0	1.7	37.1	6.1	0.0	

File Name: Colorado St 2 Site Code: 00000000

Start Date : 09/14/2006

		Co	lorade North				Hi	ghway East				Co	olorade South				H	ghway Wesi			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour F Intersecti on	rom 0 07:30		AM to	08:15 /	AM - Pe	eak 1 (of 1													ļ	
Volume Percent	37 84. 1	1 2.3	6 13. 6	0.0	44	20 7.0	261 91. 9	3 1.1	0.0	284	7 22. 6	9 29. 0	15 48. 4	0.0	31	3 1.0	273 86. 7	39 12. 4	0.0	315	674
07:45 Volume Peak	10	1	2	0	13	7	70	0	0	77	4	1	2	0	7	0	93	9	0	102	199 0.847
Factor High Int. Volume Peak Factor	07:45 10	5 AM 1	2	0	13 0.84 6	08:15 3	5 AM 77	0	0	80 0.88 8	08:00 2	AM 7	5	0	14 0.55 4	07:45 0	93	9	0	102 0.77 2	



516 N. Tejon St. Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Colorado St 1

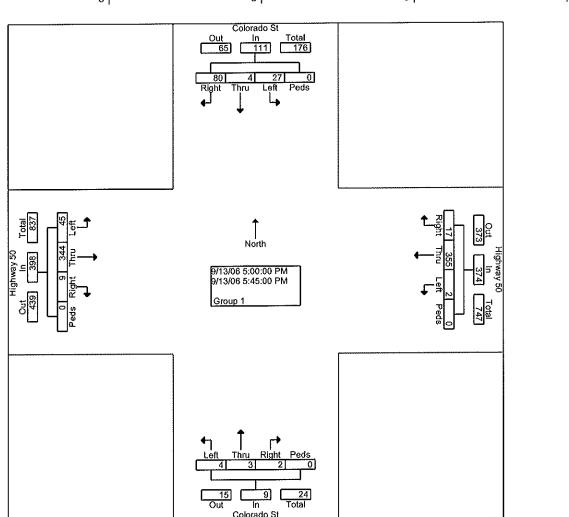
Site Code : 00000000 Start Date : 09/13/2006

Groups	Printed-	Group	1
GIUUUS	F HILLGU-	GIUUU	- 1

			Colora No				Highw Ea					ado St uth			Highw We	•		
	Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
	04:15 PM	14	0	11	0	4	62	0	0	1	2	1	0	0	75	15	0	185
	04:30 PM	19	1	5	0	2	82	2	0	0	1	0	0	3	101	10	0	226
	04:45 PM	19	3	5	0	3	103	0	0	1	0	3	0	1	51	12	0	201
	Total	52	4	21	0	9	247	2	0	2	3	4	0	4	227	37	0	612
									- 1			_	- 1				ا م	000
	05:00 PM	17	2	9	0	2	87	0	0	1	0	0	0	4	101	10	0	233
	05:15 PM	20	1	4	0	2	81	0	0	1	0	1	0	3	77	10	0	200
	05:30 PM	20	1	6	0	2	67	1	0	0	0	2	0	0	75	6	0	180
	05:45 PM	23	0	8	0	11	120	1	0	0	3	1	0	2	91	19	0	279
	Total	80	4	27	0	17	355	2	0	2	3	4	0	9	344	45	0	892
	06:00 PM	24	4	11	0	3	86	3	0	0	2	2	0	2	67	10	0]	214
G	Grand Total	156	12	59	0	29	688	7	0	4	8	10	0	15	638	92	0	1718
	Apprch %	68.7	5.3	26.0	0.0	4.0	95.0	1.0	0.0	18.2	36.4	45.5	0.0	2.0	85.6	12.3	0.0	
	Total %	9.1	0.7	3.4	0.0	1.7	40.0	0.4	0.0	0.2	0.5	0.6	0.0	0.9	37.1	5.4	0.0	

File Name: Colorado St 1 Site Code: 00000000 Start Date: 09/13/2006

		Co	olorado North				Hi	ghway East				Co	olorade				Н	ighway Wes			
Start Time	Rig ht	Thr		Ped s	App. Total	Rig ht	Thr	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour F		4:15 F	M to				of 1			1000								L			1
Intersecti on	05:00	PM																			
Volume	80	4	27	0	111	17	355	2	0	374	2	3	4	0	9	9	344	45	0	398	892
Percent	72. 1	3.6	24. 3	0.0		4.5	94. 9	0.5	0.0		22. 2	33. 3	44. 4	0.0		2.3	86. 4	11. 3	0.0		
05:45 Volume	23	0	8	0	31	11	120	1	0	132	0	3	1	0	4	2	91	19	0	112	279
Peak										•					1					•	0.799
Factor	0E+4E	: DM				05:45	MG				05:45	DM.				05:00	PM				
High Int. Volume	05:45 23	0	8	0	31	11	120	1	0	132	00.40	3	1	0	4	4	101	10	0	115	1
Peak					0.89					0.70					0.56					0.86 5	
Factor					5					8					3					9	



516 N. Tejon St.

Colorado Springs, CO 80903

Phone (719) 633-2868 E-mail: lsc@lsccs.com File Name: Adams 1

Site Code : 00009141 Start Date : 09/14/2006

Page No : 1

Groups Printed- Unshifted

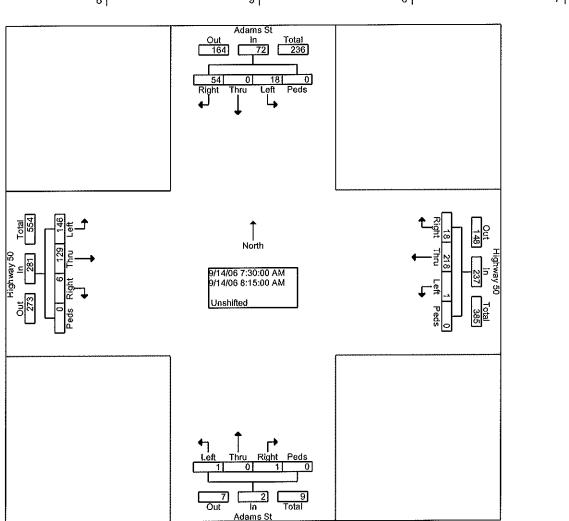
		Adam Noi				Highw Ea	•			Adan Sot				Highw We			
Start Time	Right	Thru	Left	Peds	Int. Total												
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	15	0	4	0	6	20	0	0	0	0	0	0	0	23	9	0	77
06:45 AM	4	0	2	0	2	33	0	0	0	0	0	0	0	21	9	0	71_
Total	19	0	6	0	8	53	0	0	0	0	0	0	0	44	18	0	148
07:00 AM	5	0	2	0	2	40	0	0	0	0	0	0	0	21	11	0	81
07:15 AM	10	0	1	0	3	41	0	0	0	0	0	0	0	11	13	0	79
07:30 AM	9	0	3	0	3	36	1	0	0	0	1	0	0	29	33	0	115
07:45 AM	16	0	6	0	6	71	0	0	0	0	0	0	3	33	46	0	181
Total	40	0	12	0	14	188	1	0	0	0	1	0	3	94	103	0	456
08:00 AM	16	0	3	0	6	59	0	0	0	0	0	0	1	28	35	0	148
08:15 AM	13	0	6	0	3	52	0	0	1	0	0	0	2	39	32	0	148
Grand Total	88	0	27	0	31	352	1	0	1	0	1	0	6	205	188	0	900
Apprch %	76.5	0.0	23.5	0.0	8.1	91.7	0.3	0.0	50.0	0.0	50.0	0.0	1.5	51.4	47.1	0.0	
Total %	9.8	0.0	3.0	0.0	3.4	39,1	0.1	0.0	0.1	0.0	0.1	0.0	0.7	22.8	20.9	0.0	

516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868 E-mail: lsc@lsccs.com

File Name: Adams 1 Site Code : 00009141 Start Date : 09/14/2006

		P	Adams North				Н	ighway East		onimination		A	dams South				Н	ighway West			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	L.eft	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	6:30	M to	08:15	AM - Pe	eak 1	of 1														
Intersecti on	07:30	AM																			
Volume	54	0	18	0	72	18	218	1	0	237	1	0	1	0	2	6	129	146	0	281	592
Percent	75. 0	0.0	25. 0	0.0		7.6	92. 0	0.4	0.0		50. 0	0.0	50. 0	0.0		2.1	45. 9	52. 0	0.0		
07:45 Volume Peak	16	0	6	0	22	6	71	0	0	77	0	0	0	0	0	3	33	46	0	82	181 0.818
Factor High Int.	07:45	AM.				07:45	5 AM				07:30	АМ				07:45	AM			,	
Volume Peak Factor	16	0	6	0	22 0.81 8	6	71	0	0	77 0.76 9	0	0	1	0	0.50 0	3	33	46	0	82 0.85 7	



516 N. Tejon St. Colorado Springs, CO 80903

Phone (719) 633-2868 E-mail: lsc@lsccs.com File Name : Adams 2 Site Code : 00009142 Start Date : 09/14/2006

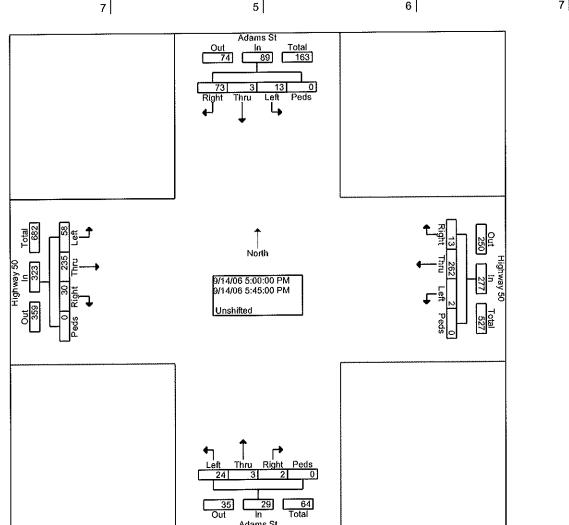
		$\overline{}$						Groups	Printed-	Unshift	ed							
			Adam Noi				Highw Ea				Adam Sou				Highw We			
	Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
┢	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
_	04:15 PM	22	0	4	0	12	51	0	0	0	0	7	0	7	60	10	0	173
	04:30 PM	22	0	3	0	7	54	0	0	0	2	4	0	4	48	9	0	153
	04:45 PM	21	3	8	0	4	52	0	0	2	0	3	0	8	47	14	0	162
	Total	65	3	15	0	23	157	0	0	2	2	14	0	19	155	33	0	488
	05:00 PM	26	0	3	0	2	58	1	0	1	0	4	0	8	60	16	0	179
	05:15 PM	17	2	3	0	4	55	1	0	1	0	1	0	3	58	12	0	157
	05;30 PM	15	1	5	0	6	80	0	0	0	0	5	0	9	54	14	0	189
	05:45 PM	15	0	2	0	1	69	0	0	0	3	14	0	10	63	16	0	193
BANNECA	Total	73	3	13	0	13	262	2	0	2	3	24	0	30	235	58	0	718
	06:00 PM	11	1	8	0	0	41	0	0	0	0	0	0	0	42	19	0	122
	Grand Total	149	7	36	0	36	460	2	0	4	5	38	0	49	432	110	0	1328
	Apprch %	77.6	3.6	18.8	0.0	7.2	92.4	0.4	0.0	8.5	10.6	80.9	0.0	8.3	73.1	18.6	0.0	
	Total %	11.2	0.5	2.7	0.0	2.7	34.6	0.2	0.0	0.3	0.4	2.9	0.0	3.7	32.5	8.3	0.0	

516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868 E-mail: lsc@lsccs.com

File Name: Adams 2 Site Code : 00009142 Start Date : 09/14/2006

		Ā	dams North		***************************************		Н	ighway East				P	dams				Н	ighway Wesl			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour I	rom 0	4:15 F	M to	06:00	PM - P	eak 1 d	of 1				1					ı				1	1
Intersecti on	05:00	PM				***************************************															
Volume	73	3	13	0	89	13	262	2	0	277	2	3	24	0	29	30	235	58	0	323	718
Percent	82. 0	3.4	14. 6	0.0		4.7	94. 6	0.7	0.0		6.9	10. 3	82. 8	0.0		9.3	72. 8	18. 0	0.0		
05:45 Volume	15	0	2	0	17	1	69	0	0	70	0	3	14	0	17	10	63	16	0	89	193
Peak										,	Ì										0.930
Factor																					
High Int.	05:00	PM				05:30			_		05:45			^	47	05:45		40	0	89	
Volume	26	0	3	0	29	6	80	0	0	86	0	3	14	0	17	10	63	16	U	0.90	
Peak					0.76					0.80					0.42					0.90	
Factor					7					5					6					1	



516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Best Western 1

Site Code : 00000000 Start Date : 09/19/2006

Page No : 1

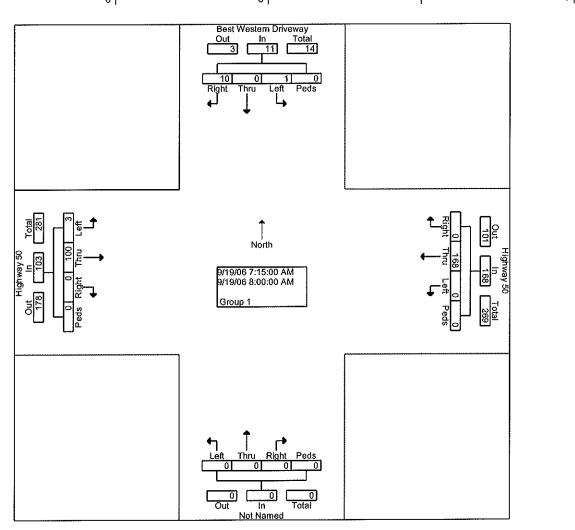
Groups Printed- Group 1

	Best	Wester		way		Highw Ea	ay 50		. 0.001	Soi	⊔th			Highw We			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	1	0	1	0	0	12	0	0	0	0	0	0	0	15	2	0	31
06:45 AM	2	0	0	0	0	18	0	0	0	0	0	0	0	24	0	0	44
Total	3	0	1	0	0	30	0	0	0	0	0	0	0	39	2	0]	75
07:00 AM	0	0	0	0	0	14	0	0	0	0	0	0	0	12	0	0	26
07:15 AM	1	0	0	0	0	37	0	0	0	0	0	0	0	31	0	0	69
07:30 AM	3	0	0	0	0	44	0	0	0	0	0	0	0	23	0	0	70
07:45 AM	4	0	1	0	0	50	0	0	0	0	0	0	0	22	2	0	79
Total	8	0	1	0	0	145	0	0	0	0	0	0	0	88	2	0	244
08:00 AM 08:15 AM	2	0	0	0	0	37 32	0	0	0	0	0	0	0	24 29	1 0	0	64 63
	15	0	2	ő	0	244	0	ŏ	ñ	ñ	ñ	ŏ	ő	180	5	ő	446
Grand Total	88.2	0.0	11.8	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.3	2.7	0.0	
Apprch % Total %	3.4	0.0	0.4	0.0	0.0	54.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.4	1.1	0.0	

File Name: Best Western 1

Site Code : 00000000 Start Date : 09/19/2006

	Ве	est We		Drivev	vay		Hi	ghway					South	<u></u>			Н	ighway Wes			
			North					East			<u></u>		South					4469			
Start	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Int.
Time	ht	U	LOIL	S	Total	ht	u	LOIL	s	Total	ht	u		S	Total	ht	u	2011	S	Total	Total
Peak Hour I	rom 0	6:30 /	AM to	08:15 /	4M - Pe	eak 1 d	of 1														
Intersecti on	07:15	δAM																			
Volume	10	0	1	0	11	0	168	0	0	168	0	0	0	0	0	0	100	3	0	103	282
Percent	90. 9	0.0	9.1	0.0		0.0	100 .0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	97. 1	2.9	0.0	***************************************	
07:45 Volume Peak	4	0	1	0	5	0	50	0	0	50	0	0	0	0	0	0	22	2	0	24	79 0.892
Factor High Int.	07:45	5 AM				07:45	S AM				6:15:0	00 AM				07:15	AM				
Volume Peak Factor	4		1	0	5 0.55 0	0	50	0	0	50 0.84 0	0	0	0	0	0	0	31	0	0	31 0.83 1	ı



516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868 E-mail: lsc@lsccs.com

File Name: Best Western 2

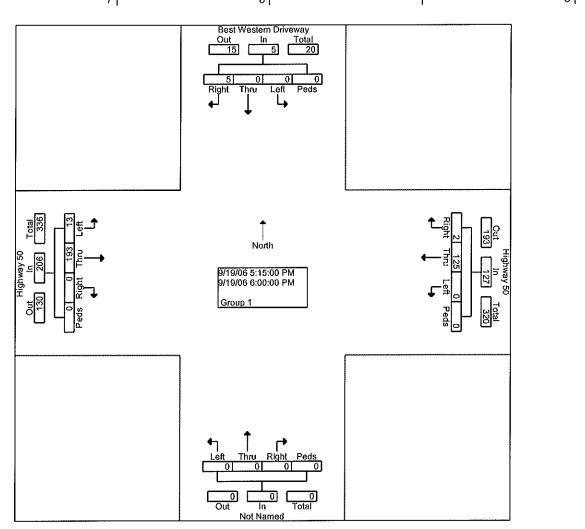
Site Code : 00000000 Start Date : 09/19/2006

	Best	Wester No		way		Highw Ea	•			So	uth			Highw We	-		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:15 PM	0	0	0	0	0	40	0	0	0	0	0	0	0	31	2	0	73
04:30 PM	3	0	0	0	1	44	0	0	0	0	0	0	0	36	4	0	88
04:45 PM	0	0	0	0	0	39	0	0	0	0	0	0	0	40	2	0	<u>81</u>
Total	3	0	0	0	1	123	0	0	0	0	0	0	0	107	8	0	242
		_		ام		00	0	0.1				0	۱ ۵	41	4	0	78
05:00 PM	0	0	0	0	0	36	0	0	0	0	Û	U	0		1		
05:15 PM	0	0	0	0	1	30	0	0	0	0	0	0	U	56	3	0	90
05:30 PM	1	0	0	0	0	33	0	0	0	0	0	0	0	44	1	0	79
05:45 PM	1	0	0	0	1	36	0	0	0	0	0	0	0	40	2	0	80
Total	2	0	0	0	2	135	0	0	0	0	0	0	0	181	7	0	327
06:00 PM	3	0	0	0	0	26	0	0	0	0	0	0	0	53	7	0	89
Grand Total	8	0	0	0	3	284	0	0	0	0	0	0	0	341	22	0	658
Apprch %	100.0	0.0	0.0	0.0	1.0	99.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.9	6.1	0.0	
Total %	1.2	0.0	0.0	0.0	0.5	43.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.8	3.3	0.0	

File Name: Best Western 2

Site Code : 00000000 Start Date : 09/19/2006

	Ве	est We		Drivev	vay	<u> </u>	Hi	ghway				- Marie Con					Н	ighway			
			North	<u>1</u>				East					Sout					Wes			
Start Time	Rig ht	Thr	Left	Ped s	App. Total	Rig ht	Thr	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped	App. Total	Rig ht	Thr u	Left	Ped	App. Total	Int. Total
Peak Hour I			PM to				of 1		9 1	Total		<u>V.</u>		L	TOTAL		<u></u>		<u> </u>	10101	. 1991
Intersecti on	05:15	PM																			
Volume	5	0	0	0	5	2	125	0	0	127	0	0	0	0	0	0	193	13	0	206	338
Percent	100 .0	0.0	0.0	0.0		1.6	98. 4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93. 7	6.3	0.0		
05:15 Volume Peak	0	0	0	0	0	1	30	0	0	31	0	0	0	0	0	0	56	3	0	59	90 0.939
Factor																					0.000
High Int.	06:00	PM				05:45					4:00:0					06:00					
Volume Peak Factor	3	0	0	0	3 0.41 7	1	36	0	0	37 0.85 8	0	0	0	0	0	0	53	7	0	60 0.85 8	



516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Industrial Site

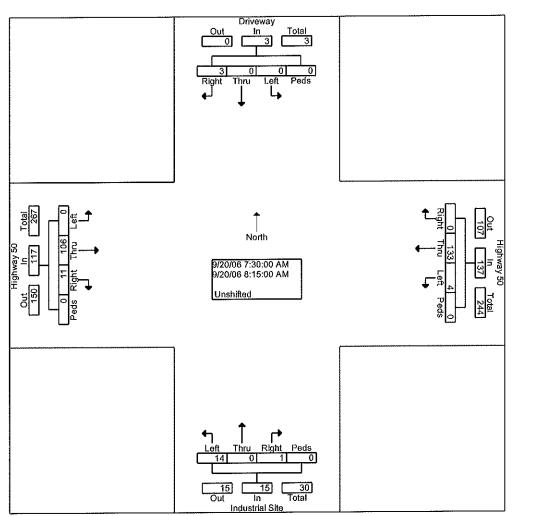
Site Code : 00920061 Start Date : 09/20/2006

ınan, isc	WISC	JS.UUI	11										1 45	0 110			
	_						Groups	Printed-	- Unshifte	ed							
		Drive	way			Highw	ay 50			Industri	ial Site			Highwa			
		Noi	th			Ea	st			Sou	uth			We	st		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	0	0	0	10	0	0	0	0	0	0	7	17	0	0	34
06:45 AM	0	0	0	0	0	20	4	0	0	0	4	0	10	19	0	0	57
Total	0	0	0	0	0	30	4	0	0	0	4	0	17	36	0	0	91
07:00 AM	1	0	0	0	1 0	25	0	0	0	0	7	0	1	20	0	0	54
07:15 AM	0	Ô	0	0	l o	36	1	0	0	0	5	0	4	18	0	0	64
07:30 AM	2	Ō	Ó	0	0	24	0	0	0	0	3	0	4	23	0	0	56
07:45 AM	0	0	0	0	0	39	2	0	0	0	4	0	4	25	0	0	74
Total	3	0	0	0	0	124	3	0	0	0	19	0	13	86	0	0	248
08:00 AM	0	0	0	0	1 0	36	2	0	0	0	4	0	0	31	0	0	73
08:15 AM	1	Ō	0	0	l o	34	0	0	1	0	3	0	3	27	0	0	69
Grand Total	4	0	0	0	0	224	9	0	1	0	30	0	33	180	0	0	481
Apprch %	100.0	0.0	0.0	0.0	0.0	96.1	3.9	0.0	3.2	0.0	96.8	0.0	15.5	84.5	0.0	0.0	
Total %	0.8	0.0	0.0	0.0	0.0	46.6	1.9	0.0	0.2	0.0	6.2	0.0	6.9	37.4	0.0	0.0	

File Name: Industrial Site

Site Code : 00920061 Start Date : 09/20/2006

			Drivewa North	•			Н	ighway East				lno	lustrial South				Н	ighway Wesi			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour I	From 0	6:30 /	AM to 0	08:15	AM - Po	eak 1 d	of 1				-										1
Intersecti on	07:30	AM																			
Volume	3	0	0	0	3	0	133	4	0	137	1	0	14	0	15	11	106	0	0	117	272
Percent	100 .0	0.0	0.0	0.0		0.0	97. 1	2.9	0.0		6.7	0.0	93. 3	0.0		9.4	90. 6	0.0	0.0		
07:45 Volume Peak	0	0	0	0	0	0	39	2	0	41	0	0	4	0	4	4	25	0	0	29	74 0.919
Factor High Int.	07:30	AM				07:45	5 AM				07:45	AM				08:00	MA (
Volume Peak Factor	2	0	0	0	2 0.37 5	0	39	2	0	41 0.83 5	0	0	4	0	0.93 8	0	31	0	0	31 0.94 4	



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> Driveway North

> > Left

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E-mail: lsc@lsccs.com

Start Time

04:30 PM

04:45 PM

05:00 PM

05:15 PM

05:30 PM

05:45 PM

Factor 04:15 PM

Total

Right

1.0

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File Name: Industrial Site 2

Site Code : 00009192 Start Date : 09/19/2006

Page No : 1

37

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								_				
		Groups	Printed	 Unshift 	ed							
_	Highwa Ea				Industr So				Highw We			
	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
	37	0	0	0	0	2	0	3	24	1	0	67
	39	0	0	0	0	5	0	4	35	1	0	85
	26	0	0	1	0	3	0	0	36	0	0	68
-	102	0	0	1	0	10	0	7	95	2	0	220
	32	0	0	0	0	2	0	5	30	1	0	70
	24	0	0	1	0	8	0	2	44	1	0	83
	24	0	0	0	0	2	0	1	41	0	0	68

0

Total	0	0	2	0	3	109	0	0	2	0	14	0	8	152	2	0	292
06:00 PM	0	0	0	0	0	24	0	0	0	0	1	0	1	39	0	0 [65
Grand Total	1	0	2	0	5	235	0	0	3	0	25	0	16	286	4	0	577
Apprch %	33.3	0.0	66.7	0.0	2.1	97.9	0.0	0.0	10.7	0.0	89.3	0.0	5.2	93.5	1.3	0.0	
Total %	0.2	0.0	0.3	0.0	0.9	40.7	0.0	0.0	0.5	0.0	4.3	0.0	2.8	49.6	0.7	0.0	

0

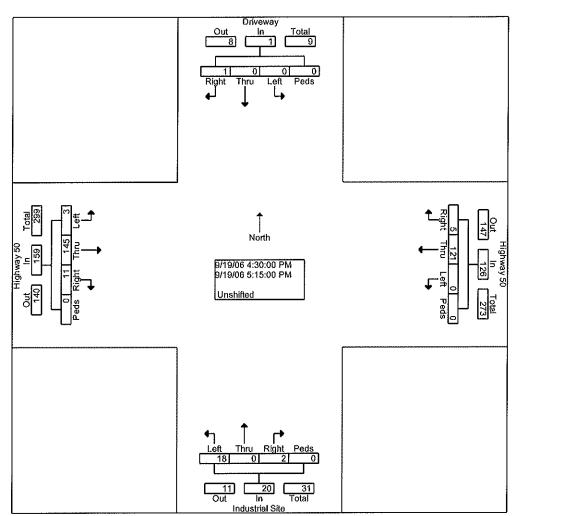
0

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File Name: Industrial Site 2

Site Code : 00009192 Start Date : 09/19/2006

			Drivew North				Н	ighway East			l	Ind	lustrial South				H	ighway Wesi			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Th r u		Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour I	From 0	4:15 F	PM to	06:00	PM - Pe	eak 1 d	of 1														
Intersecti on	04:30	PM																			
Volume	1	0	0	0	1	5	121	0	0	126	2	0	18	0	20	11	145	3	0	159	306
Percent	100 .0	0.0	0.0	0.0		4.0	96. 0	0.0	0.0		10. 0	0.0	90. 0	0.0		6.9	91. 2	1.9	0.0		
04:30 Volume Peak	1	0	0	0	1	0	39	0	0	39	0	0	5	0	5	4	35	1	0	40	85 0.900
Factor High Int.	04:30	PM.				04:30	PM				05:15	PM				05:15	. PM				0.800
Volume Peak Factor	1	0	0	0	1 0.25 0	0	39	0	0	39 0.80 8	1	0	8	0	9 0.55 6	2	44	1	0	47 0.84 6	



516 N. Tejon St.

Colorado Springs, CO 80903

Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Virginia 1

Site Code : 00009131

Start Date : 09/13/2006

							Groups	Printed	Unshift	ed							
		Mair No				Virgin Ea				Mair Sou				Virgin W∈			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	2	21	1	0	0	0	0	0	1	44	0	0	1	1	1	0	72
06:45 AM	3	31	3	0	1	0	0	0	2	50	0	0	2	1	5	0	98
Total	5	52	4	0	1	0	0	0	3	94	0	0	3	2	6	0	170
07:00 AM	5	52	1	0	0	1	0	0	0	54	1	0	1	3	4	0	122
07:15 AM	5	46	0	0	0	0	0	0	0	70	2	0	2	2	3	0	130
07:30 AM	7	58	3	0	0	3	0	0	2	80	1	0	7	. 1	5	0	167
07:45 AM	6	65	8	0	1	9	1	0	1	93	3	0	5	11_	5	0	208
Total	23	221	12	0	1	13	1	0	3	297	7	0	15	17	17	0	627
08:00 AM	15	63	4	0	2	6	0	0	2	70	9	0	4	12	5	0	192
08:15 AM	13	60	10	0	1	3	3	0	0	69	4	0	7	5	14	0	189
Grand Total	56	396	30	0	5	22	4	0	8	530	20	0	29	36	42	0	1178
Apprch %	11.6	82.2	6.2	0.0	16.1	71.0	12.9	0.0	1.4	95.0	3.6	0.0	27.1	33.6	39.3	0.0	
Total %	4.8	33.6	2.5	0.0	0.4	1.9	0.3	0.0	0.7	45.0	1.7	0.0	2.5	3.1	3.6	0.0	

516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868

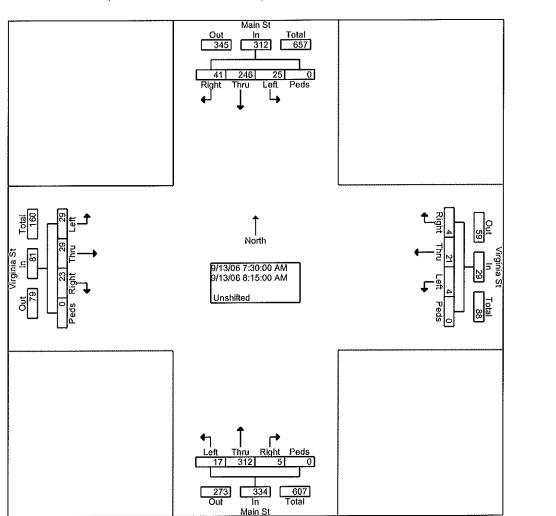
E-mail: lsc@lsccs.com

File Name: Virginia 1 Site Code : 00009131

Start Date : 09/13/2006

Page	No	:	

			Main S North		•	Virginia St East							Main S								
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour I Intersecti on	From 0		\M to	08:15	4M - Ρ	eak 1 c	if 1	······································	•												
Volume Percent	41 13. 1	246 78. 8	25 8.0	0.0	312	4 13. 8	21 72. 4	4 13. 8	0 0.0	29	5 1.5	312 93. 4	17 5.1	0.0	334	23 28. 4	29 35. 8	29 35. 8	0.0	81	756
07:45 Volume Peak	6	65	8	0	79	1	9	1	0	11	1	93	3	0	97	5	11	5	0	21	208 0.909
Factor High Int. Volume Peak Factor	08:15 13	5 AM 60	10	0	83 0.94 0	07:45 1	AM 9	1	0	11 0.65 9	07:45 1	93	3	0	97 0.86 1	08:15 7	5 AM 5	14	0	26 0.77 9	



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Colorado Springs, CO 80903

Phone (719) 633-2868 E-mail: lsc@lsccs.com File Name: Virginia 2

Site Code : 00009132

Start Date : 09/13/2006

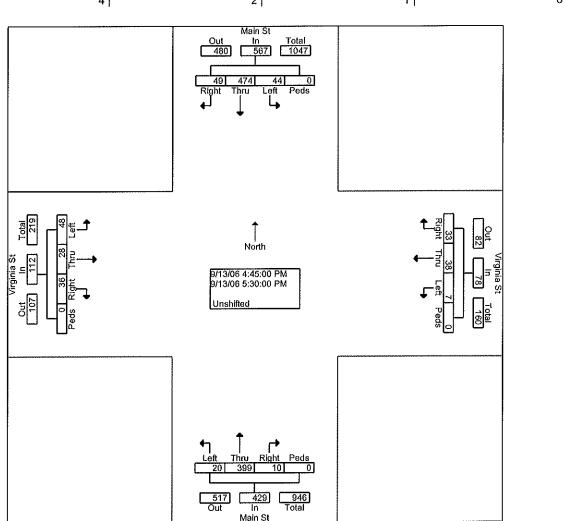
man, ioo	(W)		• •										-	- 0			
							Groups	Printed-	 Unshift 	ed							
		Mair	ı St			Virgir	nia St			Maii	n St			Virgin	ia St	1	
		Noi				Ε̈́ε				So	uth			We	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1,0	1.0	
04:15 PM	13	86	6	0	8	9	2	0	2	78	4	0	7	10	19	0	244
04:30 PM	15	107	9	0	1	3	3	0	10	79	5	0	5	10	18	0	265
04:45 PM	13	99	12	0	10	14	3	0	2	103	9	0	9	11	13	0	298
Total	41	292	27	0	19	26	8	0	14	260	18	0	21	31	50	0	807
05:00 PM	12	141	13	0	11	6	1	0	1	103	5	0	7	5	16	0	321
05:15 PM	13	109	13	0	8	14	1	0	2	97	4	0	10	5	11	0	287
05:30 PM	11	125	6	0	4	4	2	0	5	96	2	0	10	7	8	0	280
05:45 PM	9	105	9	0	4	7	0	0	2	90	4	0	8	12	10	0	260
Total	45	480	41	0	27	31	4	0	10	386	15	0	35	29	45	0	1148
06:00 PM	14	101	6	0	9	11	2	0	1	73	1	0	8	8	9	0	243
Grand Total	100	873	74	0	55	68	14	0	25	719	34	0	64	68	104	0	2198
Apprch %	9.6	83.4	7.1	0.0	40.1	49.6	10.2	0.0	3.2	92.4	4.4	0.0	27.1	28.8	44.1	0.0	
Total %	4.5	39.7	3.4	0.0	2.5	3.1	0.6	0.0	1.1	32.7	1.5	0.0	2.9	3.1	4.7	0.0	

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Colorado Springs, CO 80903

Phone (719) 633-2868 E-mail: lsc@lsccs.com File Name: Virginia 2 Site Code: 00009132 Start Date: 09/13/2006

			Main S North				Virginia St East						Main S								
Start Time	Rig ht	Thr	Left	Ped s	App. Total	Rig ht	Thr	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr	Wes Left	Ped s	App. Total	Int. Total
Peak Hour I)4:15 I	M to	لتب	***************************************	L	of 1			, 0 15								,			
Intersecti on	04:45	5 PM																			
Volume	49	474	44	0	567	33	38	7	0	78	10	399	20	0	429	36	28	48	0	112	1186
Percent	8.6	83. 6	7.8	0.0	:	42. 3	48. 7	9.0	0.0		2.3	93. 0	4.7	0.0		32. 1	25. 0	42. 9	0.0		
05:00 Volume Peak	12	141	13	0	166	11	6	1	0	18	1	103	5	0	109	7	5	16	0	28	321 0.924
Factor High Int.	05:00) PM				04:45	РМ				04:45	PM				04:45	РМ				
Volume Peak Factor	12	141	13	0	166 0.85 4	10	14	3	0	27 0.72 2	2	103	9	0	114 0.94 1	9	11	13	0	33 0.84 8	



516 N. Tejon St. Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Georgia 1 Site Code: 00914061 Start Date : 09/14/2006

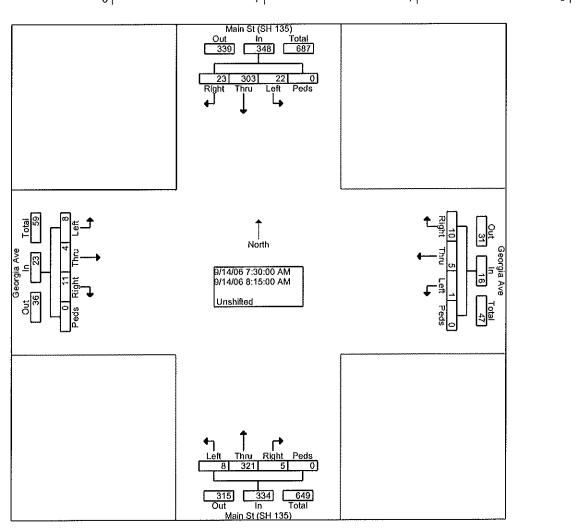
	<u> </u>		• • •										•	~9° .	••		
							Groups	Printed-	- Unshift	ed							
	١	∕lain St (SH 135))		Georgi	a Ave	1		/lain St (SH 135)			Georgi	a Ave		
		Noi	rth			Ea	st	1		Soi	uth			We	st		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	1	40	1	0	0	1	0	0	0	45	1	0	1	0	1	0	91
06:45 AM	5	46	1	0	0	0	0	0	1	61	1	0	0	0	0	0	115
Total	6	86	2	0	0	1	0	0	1	106	2	0	1	0	1	0	206
07:00 AM	4	34	1	0	2	0	0	0	1	69	2	0	0	1	1	0	115
07:15 AM	3	51	1	0	1	0	0	0	0	73	1	0	0	0	2	0	132
07:30 AM	6	58	3	0	2	2	0	0	1	72	1	0	2	1	2	0	150
07:45 AM	9	92	7	0	4	0	0	0	1	92	4	0	3	1	1	0	214
Total	22	235	12	0	9	2	0	0	3	306	8	0	5	3	6	0	611
08:00 AM	4	79	8	0	4	2	0	0	2	75	2	0	2	1	1	0	180
08:15 AM	4	74	4	0	0	1	1	0	1	82	1	0	4	1	4	0	177
3rand Total	36	474	26	0	13	6	1	o l	7	569	13	0	12	5	12	0	1174
Apprch %	6.7	88.4	4.9	0.0	65.0	30.0	5.0	0.0	1.2	96.6	2.2	0.0	41.4	17.2	41.4	0.0	
Total %	3.1	40.4	2.2	0.0	1,1	0.5	0.1	0.0	0.6	48.5	1.1	0.0	1.0	0.4	1.0	0.0	

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File Name: Georgia 1 Site Code : 00914061 Start Date : 09/14/2006

	<u> </u>	Mair		H 135)		Ĭ	G	eorgia				Mair		H 135)			G	eorgia			
	<u> </u>		North	,				East					South			ļ,		Wes	шение		L
Start	Rig	Thr	Left	Ped	Арр.	Rig	Thr	Left	Ped	Арр.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App	_ Int.
Time	ht	u	LCIL	s	Total	ht	u	Leit	S	Total	ht l	u	LOIL	s	Total	ht	u	2010	sl	Total	Total
Peak Hour	From (6:30 /	AM to	08:15	AM - P	eak 1 d	of 1														
Intersecti	07.00					1															
on	07:30) AIVI																			
Volume	23	303	22	0	348	10	5	1	0	16	5	321	8	0	334	11	4	8	0	23	721
		87.				62.	31.					96.	۰. ۱	0.0		47.	17.	34.	0.0		
Percent	6.6	1	6.3	0.0		5	3	6.3	0.0		1.5	1	2.4	0.0		8	4	8	0.0		
07:45	_		_	_		_	_	_	_					^	0.77				^	_	04.4
Volume	9	92	7	0	108	4	0	0	0	4	1	92	4	0	97	3	1	1	0	5	214
Peak										1	Ì				•					•	0.842
Factor																					
High Int.	07:45	A A A				08:00	ΔΜ			:	07:45	MA				08:15	AM.				
Volume	9	92	7	0	108	4	2	0	0	6	4	92	4	0	97	4	1	4	0	9	
	9	92	,	U		4	2	v	U	- 1	'	32	-7	U	0.86	7	,	ч	v	0.63	
Peak					0.80					0.66					0.00						
Factor					6	{				7	1				1 1					9	



516 N. Tejon St. Colorado Springs, CO 80903 Phone (719) 633-2868 E-mail: lsc@lsccs.com

File Name : Georgia 2 Site Code : 00914062

Start Date : 09/14/2006

Page No : 1

Groups Printed- Unshifted

	٨	/Aain St (S Nor		1	///	Georgi Ea			١	,	(SH 135) uth						
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:15 PM	5	99	4	0	6	2	1	0	3	87	1	0	13	2	4	0	227
04:30 PM	9	110	7	0	7	5	4	0	3	104	4	0	7	1	2	0	263
04:45 PM	5	124	3	0	5	1	2	0	4	94	5	0	9	1	5	0	258
Total	19	333	14	0	18	8	7	0	10	285	10	0	29	4	11	0	748
05:00 PM	6	131	8	0	9	1	3	0	5	122	8	0	10	0	5	0	308
05:15 PM	7	137	1	0	5	1	1	0	2	112	0	0	4	2	4	0	276
05:30 PM	6	117	5	0	4	1	1	0	3	118	3	0	3	1	6	0	268
05:45 PM	3	138	7	0	0	1	4	0	1_	118	4	0	2	1	3	0	282
Total	22	523	21	0	18	4	9	0	11	470	15	0	19	4	18	0	1134
06:00 PM	3	126	2	0	0	1	4	0	2	89	3	0	4	0	3	0	237
Grand Total	44	982	37	0	36	13	20	0	23	844	28	0	52	8	32	0	2119
Apprch %	4.1	92.4	3.5	0.0	52.2	18.8	29.0	0.0	2.6	94.3	3.1	0.0	56.5	8.7	34.8	0.0	
Total %	2.1	46.3	1.7	0.0	1.7	0.6	0.9	0.0	1.1	39.8	1.3	0.0	2.5	0.4	1.5	0.0	

516 N. Tejon St.

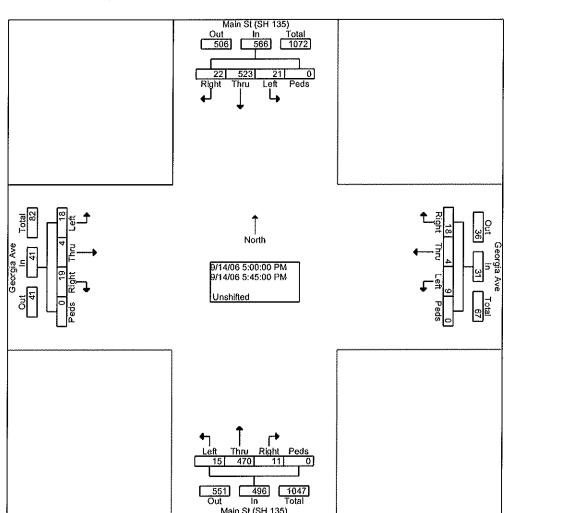
Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: Georgia 2 Site Code : 00914062

Start Date : 09/14/2006

		Main	St (SI North			Georgia Ave East						Mair	St (Sl South	H 135) 1							
Start	Rig	Thr	Left	Ped	Арр.	Rig	Thr	Left	Ped	Арр.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Int.
Time	ht	u	38445	S	Total	ht	u l		S	Total	ht	<u>u</u>		S	Total	ht	u	***********	<u> </u>	Total	Total
Peak Hour I	~rom ∪	J4:15 F	INF TO	บช:บบ เ	PIVI - P	еак то	πп				1					1					ı
Intersecti on	05:00) PM																			
Volume	22	523	21	0	566	18	4	9	0	31	11	470	15	0	496	19	4	18	0	41	1134
Percent	3.9	92. 4	3.7	0.0		58. 1	12. 9	29. 0	0.0		2.2	94. 8	3.0	0.0		46. 3	9.8	43. 9	0.0		
05:00 Volume	6	131	8	0	145	9	1	3	0	13	5	122	8	0	135	10	0	5	0	15	308
Peak)						0.920
Factor																					
High Int.	05:48	5 PM				05:00	PM				05:00	PM			j	05:00	PM				
Volume	3	138	7	0	148	9	1	3	0	13	5	122	8	0	135	10	0	5	0	15	
Peak					0.95					0.59					0.91					0.68	
Factor					6					6					9					3	



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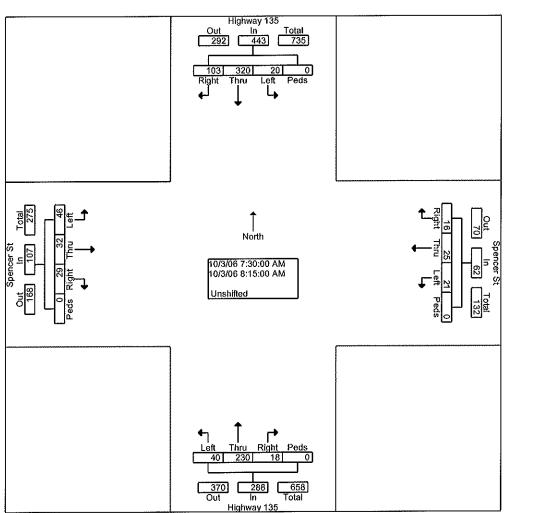
File Name: Spencer 32 Site Code: 00010031

Start Date : 10/03/2006

L-IIIaii. 130	(ω_i)	JU. JU.	11										•	~5			
	•					(Groups	Printed	- Unshif	ted							
	[Highwa	v 135			Spend	er St			Highwa	ay 135			Spend	er St		
		No				Ea	st			Sou				We	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	2	21	1	0	0	1	0	0	2	31	1	0	3	1	7	0	70
06:45 AM	4	47	1	0	1	2	1	0	4	38	3	0	8	1	5	0	115
Total	6	68	2	0	1	3	1	0	6	69	4	0	11	2	12	0	185
					-												
07:00 AM	7	50	1	0	0	0	2	0	3	47	1	0	9	2	12	0	134
07:15 AM	8	38	2	0	2	1	3	0	2	98	1	0	7	4	12	0	178
07:30 AM	18	66	2	0	5	2	1	0	2	52	8	0	3	3	11	0	173
07:45 AM	17	96	5	0	3	2	3	0	5	61	5	0	11	11	18	0	237
Total	50	250	10	0	10	5	9	0	12	258	15	0	30	20	53	0	722
08:00 AM	27	86	6	0	2	7	10	0	6	66	14	0	10	9	9	0	252
08:15 AM	41	72	7	0	6	14	7	0	5	51	13	0	5	9	8	0	238
Grand Total	124	476	25	0	19	29	27	0	29	444	46	0	56	40	82	0	1397
Apprch %	19.8	76.2	4.0	0.0	25.3	38.7	36.0	0.0	5.6	85.5	8.9	0.0	31.5	22.5	46.1	0.0	
Total %	8.9	34.1	1.8	0.0	1.4	2.1	1.9	0.0	2.1	31.8	3.3	0.0	4.0	2.9	5.9	0.0	

File Name : Spencer 32 Site Code : 00010031 Start Date : 10/03/2006

		Hiç	hway			<u> </u>	S	pence				Hiç	hway South				S	pence Wes			
Clast	Dia	76.	North		Ann	66.1	Thr	East	Ped	Ann	Dia l	The	T	Ped	Ann	Rig	Thr		Ped	App.	Int.
Start	Rig ht	Thr	Left	Ped	App. Total	Rig ht	Thri	Left	reu	App. Total	Rig ht	Thr	L.eft	S	App. Total	ht	u	Left	s	Total	Total
Peak Hour I		16.20 /	NA to (30:15			. u]		3 [TULQI		<u>u</u> 1	1		TOTAL	110 [- I O(GI)	
	rioiii u	70.30 F	AIVI LO C	JO. 10 Z	- 1 YI - 1 Y	sanı c	,, ,				ı					1					ł
Intersecti	07:30	MA C																			
on									_						000		-00	40	_	407	000
Volume	103	320	20	0	443	16	25	21	0	62	18	230	40	0	288	29	32	46	0	107	900
Percent	23.	72.	4.5	0.0		25.	40.	33.	0.0		6.3	79.	13.	0.0		27.	29.	43.	0.0		
Felcent	3	2	4.5	0.0		8	3	9	0.0		0.0	9	9	0.0		1	9	0	0.0		
08:00	27	86	6	0	119	2	7	10	0	19	6	66	14	0	86	10	9	9	0	28	252
Volume	21	00	U	U	פוו		,	10	U	19		00	17	U	- 00	. 10	•	J	v		
Peak																					0.893
Factor						ļ															
High Int.	08:15	5 AM				08:15	AM				08:00	AM (07:45	MA				
Volume	41	72	7	0	120	6	14	7	0	27	6	66	14	0	86	11	11	18	0	40	
Peak	• •	. –		•	0.92	-				0.57					0.83					0.66	
Factor					3					4					7					9	
1 40101					•	•				٠,										,	



516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

File Name: SH135-spencer noon

Site Code : 00000000

Start Date : 09/30/2006

Page No : 1

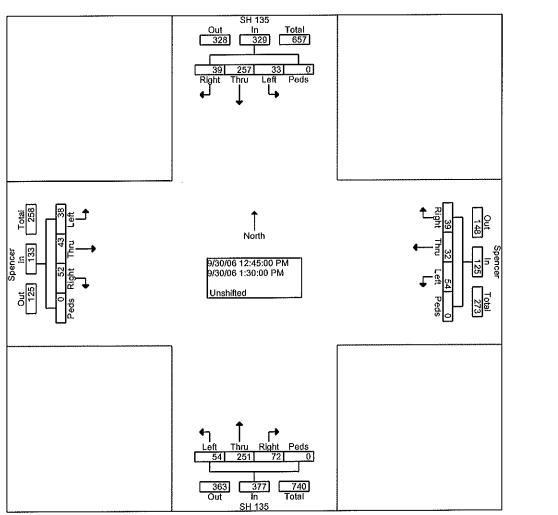
Groups Printed- Unshifted

							Groups	rinteu	· Unaiiii								
		SH	135			Spe	ncer			SH	135			Sper	ncer	1	
		No	rth			Ea	st			Sot	ıth			We	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
12:00 PM	9	42	7	0	11	12	23	0	12	44	9	0	16	13	15	0	213
12:15 PM	10	58	11	0	3	13	13	0	20	66	11	0	17	8	7	0	237
12:30 PM	12	49	15	0	11	7	18	0	21	58	5	0	20	6	10	0	232
12:45 PM	8	70	6	0	8	8	14	0	12	73	13	0	12	15	1 <u>1</u>	0	250
Total	39	219	39	0	33	40	68	0	65	241	38	0	65	42	43	0	932
01:00 PM	8	62	6	0	6	6	15	0	16	48	10	0	10	14	12	0	213
01:15 PM	12	61	8	0	12	11	10	0	24	55	18	0	14	10	8	0	243
01:30 PM	11	64	13	0	13	7	15	0	20	75	13	0	16	4	7	0	258
01:45 PM	17	56	14	0	12	5	13	0	23	66	5	0	7	7	16	0	241
Total	48	243	41	0	43	29	53	0	83	244	46	0	47	35	43	0	955
Grand Total	87	462	80	0	76	69	121	0	148	485	84	0	112	77	86	0	1887
Apprch %	13.8	73.4	12.7	0.0	28.6	25.9	45.5	0.0	20.6	67.6	11.7	0.0	40.7	28.0	31.3	0.0	
Total %	4.6	24.5	4.2	0.0	4.0	3.7	6.4	0.0	7.8	25.7	4.5	0.0	5.9	4.1	4.6	0.0	

File Name: SH135-spencer noon Site Code: 00000000

Start Date: 09/30/2006

			SH 13 North				(Spence East		•			SH 13 Souti					Spenc West			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left.	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour F	rom 1	2:00 F	M to	01:45 F	PM - P6	eak 1 c	f 1														
Intersecti on	12:45	5 PM																			
Volume	39	257	33	0	329	39	32	54	0	125	72	251	54	0	377	52	43	38	0	133	964
Percent	11. 9	78. 1	10. 0	0.0		31. 2	25. 6	43. 2	0.0		19. 1	66. 6	14. 3	0.0		39. 1	32. 3	28. 6	0.0		
01:30 Volume Peak	11	64	13	0	88	13	7	15	0	35	20	75	13	0	108	16	4	7	0	27	258 0.934
Factor High Int.	01:30					01:30	РМ				01:30			•	400	12:45			•	00.1	
Volume Peak Factor	11	64	13	0	88 0.93 5	13	7	15	0	35 0.89 3	20	75	13	0	108 0.87 3	12	15	11	U	38 0.87 5	



Groups Printed- Unshifted

516 N. Tejon St. Colorado Springs, CO 80903

69

285

10

Phone (719) 633-2868 E-mail: lsc@lsccs.com

05:45 PM

Total

File Name: Spencer 31 Site Code : 00010022 Start Date : 10/02/2006

Page No : 1

			Highwa No	•			Spend Ea				Highwa Sot	-			Spend We			
	Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
	04:15 PM	6	62	3	0	13	7	15	0	16	67	8	0	5	18	8	0	228
	04:30 PM	12	74	5	0	10	21	14	0	14	76	8	0	14	10	7	0	265
	04:45 PM	17	82	12	0	13	11	14	0	16	53	3	0	5	11	13	0	250
-	Total	35	218	20	0	36	39	43	0	46	196	19	0	24	39	28	0	743
	05:00 PM	19	65	8	0 [17	17	16	0	18	93	14	0	14	12	17	0	310
	05:15 PM	18	69	7	0	8	17	16	0	11	94	11	0	14	6	16	0	287
	05:30 PM	17	82	9	0	16	17	17	0	7	73	7	0	11	12	16	0	284

10 46

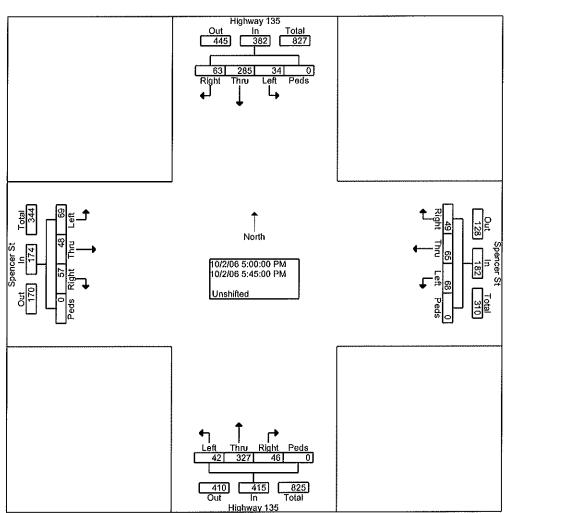
06:00 PM	11	96	15	0	8	17	13	0	7	78	10	0	5	12	6	0	278
Grand Total	109	599	69	0	93	121	124	0	99	601	71	0	86	99	103	0	2174
Apprch %	14.0	77.1	8.9	0.0	27.5	35.8	36.7	0.0	12.8	78.0	9.2	0.0	29.9	34.4	35.8	0.0	
Total %	5.0	27.6	3.2	0.0	4.3	5.6	5.7	0.0	4.6	27.6	3.3	0.0	4.0	4.6	4.7	0.0	

19 68

14 65

File Name: Spencer 31 Site Code: 00010022 Start Date: 10/02/2006

		Hiç	jhway North				S	pence East				Hig	hway South				S	pence Wes			
Start Time	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour I	rom ()4:15 F	M to	06:00	PM - P	eak 1 c	f 1		***************************************												
Intersecti on	05:00	PM																			
Volume	63	285	34	0	382	49	65	68	0	182	46	327	42	0	415	57	48	69	0	174	1153
Percent	16. 5	74. 6	8.9	0.0		26. 9	35. 7	37. 4	0.0		11. 1	78. 8	10. 1	0.0		32. 8	27. 6	39. 7	0.0		
05:00 Volume	19	65	8	0	92	17	17	16	0	50	18	93	14	0	125	14	12	17	0	43	310
Peak Factor																					0.930
High Int.	05:30		_	_		05:00			_		05:00			_		05:45				50 1	l
Volume	17	82	9	0	108	17	17	16	0	50	18	93	14	0	125	18	18	20	0	56	
Peak					0.88					0.91					0.83					0.77	
Factor					4	l				0					0					/	



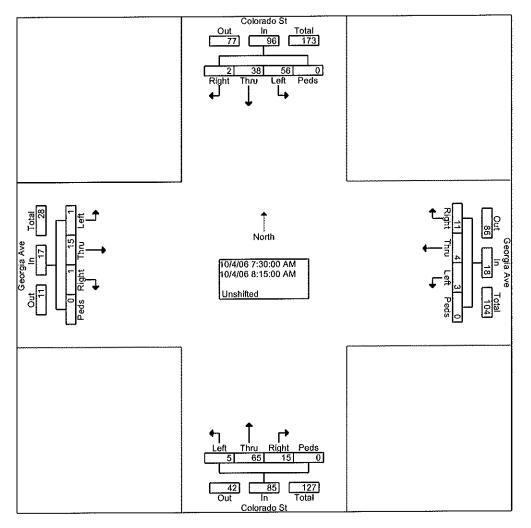
516 N. Tejon St. Colorado Springs, CO 80903

Phone (719) 633-2868 E-mail: lsc@lsccs.com File Name: Colorado 2 Site Code: 01004061 Start Date: 10/04/2006

	:-maii. isc	Wisc	JS.COI	П										Г	aye i	NO .		
								Groups	Printed-	- Unshifte	ed							
		**********	Colora	ido St			Georgi	a Ave			Colora	do St			Georgia	a Ave		
			No	rth			Ea	st			Sou	uth			We	st		
	Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Г	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
	06:30 AM	0	4	4	0	1	0	0	0	0	4	0	0	0	0	0	0	13
	06:45 AM	0	5	1	0	2	0	0	0	0	6	0	0	0	3	0	0	17
Arraia	Total	0	9	5	0	3	0	0	0	0	10	0	0	0	3	0	0	30
					'													
	07:00 AM	0	4	3	0	3	0	1	0	1	8	0	0	0	0	0	0	20
	07:15 AM	0	9	4	0	1	1	1	0	1	10	0	0	0	0	1	0	28
	07:30 AM	0	8	4	0	2	2	0	0	3	16	0	0	1	1	1	0	38
	07:45 AM	2	12	24	0	1	2	1	0	5	18	1	0	0	5	0	0	71
	Total	2	33	35	0	7	5	3	0	10	52	1	0	1	6	2	0	157
						'												
	08:00 AM	0	9	21	0	3	0	2	0	2	21	3	0	0	4	0	0	65
	08:15 AM	0	9	7	0	5	0	0	0	5	10	1	0	0	5	0	0	42
	Grand Total	2	60	68	0	18	5	5	0	17	93	5	0	1	18	2	0	294
	Apprch %	1.5	46.2	52.3	0.0	64.3	17.9	17.9	0.0	14.8	80.9	4.3	0.0	4.8	85.7	9.5	0.0	
	Total %	0.7	20.4	23.1	0.0	6.1	1.7	1.7	0.0	5.8	31.6	1.7	0.0	0.3	6.1	0.7	0.0	
	. 5(01 /0	211			3.0				1				,					

File Name : Colorado 2 Site Code : 01004061 Start Date : 10/04/2006

	<u> </u>	Co	lorado				Ğe	orgia . East				Co	olorado South				G	eorgia West			
Start Time	Rig ht	Thr	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Int. Total
Peak Hour I		6:30 Å	M to	08:15 /	4M - P	eak 1 c	of 1		aramonomonom			OL-ALASHUHANININA N									
Intersecti on	07:30	AM																			
Volume	2	38	56	0	96	11	4	3	0	18	15	65	5	0	85	1	15	1	0	17	216
Percent	2.1	39. 6	58. 3	0.0		61. 1	22. 2	16. 7	0.0		17. 6	76. 5	5.9	0.0		5.9	88. 2	5.9	0.0		
07:45 Volume Peak	2	12	24	0	38	1	2	1	0	4	5	18	1	0	24	0	5	0	0	5	71 0.761
Factor High Int.	07:45	AM				08:00	AM				08:00	AM				07:45	AM.				
Volume Peak Factor	2	12	24	0	38 0.63 2	3	0	2	0	5 0.90 0	2	21	3	0	26 0.81 7	0	5	0	0	5 0.85 0	•



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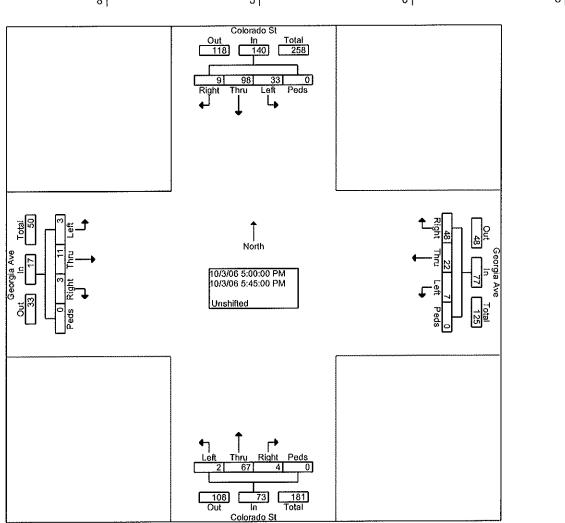
File Name: Colorado 1 Site Code : 01003062

Start Date : 10/03/2006

							Groups	Printed-	 Unshift 	eď							
		Colora				Georg				Colora				Georgi		I	
		Noi	rth			Ea	st			Sou	uth			We	est		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:15 PM	3	19	4	0	5	6	2	0	0	10	0	0	0	4	3	0	56
04:30 PM	1	25	4	0	8	2	0	0	0	10	1	0	2	0	1	0	54
04:45 PM	1	20	5	0	10	7	1	0	1_	19	1	0	0	2	1	0	68
Total	5	64	13	0	23	15	3	0	1	39	2	0	2	6	5	0	178
																,	
05:00 PM	2	23	9	0	9	10	3	0	1	21	2	0	0	5	0	0	85
05:15 PM	3	21	8	0	9	3	2	0	1	14	0	0	1	3	1	0	66
05:30 PM	1	22	6	0	15	5	1	0	1	21	0	0	2	3	1	0	78
05:45 PM	3	32	10	0	15	4	1	0	1	11	0	0	0	0	1_	0	78
Total	9	98	33	0	48	22	7	0	4	67	2	0	3	11	3	0	307
																- 1	
06:00 PM	0	30	8	0	7	5	1	0	2	14	2	0	1	3	1	0	74
Grand Total	14	192	54	0	78	42	11	0	7	120	6	0	6	20	9	0	559
Apprch %	5.4	73.8	20.8	0.0	59.5	32.1	8.4	0.0	5.3	90.2	4.5	0.0	17.1	57.1	25.7	0.0	
Total %	2.5	34.3	9.7	0.0	14.0	7.5	2.0	0.0	1.3	21.5	1.1	0.0	1.1	3.6	1.6	0.0	

File Name : Colorado 1 Site Code : 01003062 Start Date : 10/03/2006

7474		C	olorado North				G	eorgia East		***************************************	***************************************	С	olorad Souti				G	eorgia . West	aman in resident and a second and	·	
Start	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Rig ht	Thr	Left	Ped s	App. Total	Rig ht	Thr	Left	Ped s	App.	Int. Total
Time Peak Hour I	ht j	<u>u</u> 4:45 0	DNA to 1	06:00	Total	ht i	U _f 1		S	Total	111.]	u_j		3	TULAL		<u> </u>		31	Iotai	Total
Intersecti			י טו יעו	00.00	191 ~ 1 4	Jan I C															
on	05:00	PM																			
Volume	9	98	33	0	140	48	22	7	0	77	4	67	2	0	73	3	11	3	0	17	307
Percent	6.4	70. 0	23. 6	0.0		62. 3	28. 6	9.1	0.0		5.5	91. 8	2.7	0.0		17. 6	64. 7	17. 6	0.0		
05:00	2	23	9	0	34	9	10	3	0	22	1	21	2	0	24	0	5	0	0	5	85
Volume Peak															į					1	0.903
Factor																					
High Int.	05:45	РМ				05:00	РΜ				05:00	PM				05:30	PM			j	
Volume	3	32	10	0	45	9	10	3	0	22	1	21	2	0	24	2	3	1	0	6	
Peak					0.77					0.87					0.76					0.70	
Factor					8					5					0					8	



516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868

E-mail: lsc@lsccs.com

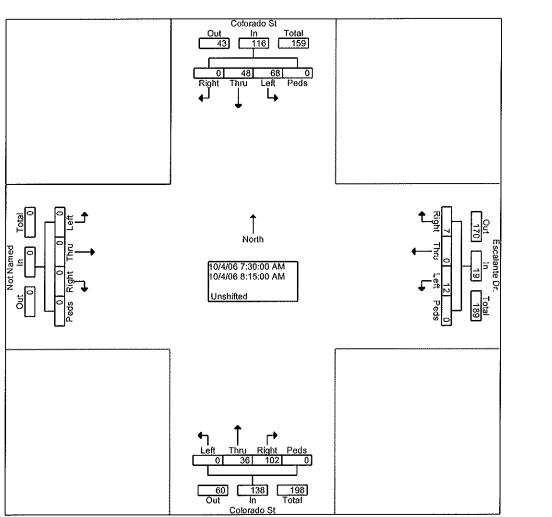
File Name: Escalante 2 Site Code: 00000000

Start Date : 10/04/2006

1114111. 150	(ω_i)	,0,001	1										•	9		-	
	_						Groups	Printed-	- Unshift	ed							
-1		Colora	do St			Escala				Colora	do St						
		Nor				Ea	st			Sou	ıth			We	st		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	}
06:30 AM	0	7	1	0	1	0	0	0	1	3	0	0	0	0	0	0	13
06:45 AM	0	8	0	0	1	0	1	0	1	3	0	0	0	0	0	0	14
Total	0	15	1	0	2	0	1	0	2	6	0	0	0	0	0	0	27
07:00 AM	0	7	3	0	4	0	1	0	2	3	0	0	0	0	0	0	20
07:15 AM	0	6	9	0	1	0	2	0	13	4	0	0	0	0	0	0	35
07:30 AM	0	6	13	0	2	0	2	0	17	9	0	0	0	0	0	0	49
07:45 AM	0	18	23	0	1	0	2	0	39	13	0	0	0	0	0	0	96
Total	0	37	48	0	8	0	7	0	71	29	0	0	0	0	0	0	200
08:00 AM	0	17	16	0	2	0	4	0	20	8	0	0	0	0	0	0	67
08:15 AM	0	7	16	0	2	0	4	0	26	6	0	0	0	0	0	0	61
Grand Total	0	76	81	0	14	0	16	0	119	49	0	0	0	0	0	0	355
Apprch %	0.0	48.4	51.6	0.0	46.7	0.0	53.3	0.0	70.8	29.2	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	21.4	22.8	0.0	3.9	0.0	4.5	0.0	33.5	13.8	0.0	0.0	0.0	0.0	0.0	0.0	

File Name: Escalante 2 Site Code: 00000000 Start Date: 10/04/2006

		C	olorado				Es	calante East				C	olorade South				LOCALLOD HAND HOUSE	Wes			
Start Time	Rig ht	Thr	Left	Ped	App. Total	Rig ht	Thr u	Left	Ped	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr	Left	Ped	App. Total	Int. Total
Peak Hour I			M to	08:15 /		howenewood			31	rotai	111	<u>u j</u>	i		TOTAL	111.1			31	iviai	Total
Intersecti on	07:30	AM																			
Volume	0	48	68	0	116	7	0	12	0	19	102	36	0	0	138	0	0	0	0	0	273
Percent	0.0	41. 4	58. 6	0.0		36. 8	0.0	63. 2	0.0		73. 9	26. 1	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume Peak	0	18	23	0	41	1	0	2	0	3	39	13	0	0	52	0	0	0	0	0	96 0.711
Factor High Int.	07:45	AM				08:00	АМ				07:45	AM				6:15:0	MA OC	l			0 ,
Volume Peak Factor	0	18	23	0	41 0.70 7	2	0	4	0	6 0.79 2	39	13	0	0	52 0.66 3						



516 N. Tejon St.

Colorado Springs, CO 80903 Phone (719) 633-2868 E-mail: Isc@lsccs.com

File Name: Escalante 1

Site Code : 00010032 Start Date : 10/03/2006

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Groune	Drinted.	Unshifted

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| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds
 | Right
 | Thru

 | Left | Peds | Right | Thru | Left | Peds | Int.
Total
 |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0
 | 1.0
 | 1.0

 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | •
 |
| 04:15 PM | 0 | 12 | 4 | 0 | 11 | 0 | 26 | 0
 | 14
 | 9

 | 0 | 0 | 0 | 0 | 0 | 0 | 76
 |
| 04:30 PM | 0 | 15 | 3 | 0 | 12 | 0 | 16 | 0
 | 11
 | 10

 | 0 | 0 | 0 | 0 | 0 | 0 | 67
 |
| 04:45 PM | 0 | 12 | 11 | 0 | 13 | 0 | 23 | 0
 | 11
 | 20

 | 0 | 0 | 0 | 0 | | | 90
 |
| Total | 0 | 39 | 18 | 0 | 36 | 0 | 65 | 0
 | 36
 | 39

 | 0 | 0 | 0 | 0 | 0 | 0 | 233
 |
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| 05:00 PM | 0 | 21 | 8 | 0 | | | | 1
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 | 0 | 0 | 0 | 0 | | - 1 | 114
 |
| 05:15 PM | 0 | 17 | _ | 0 | | 0 | | - 1
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 | 0 | 0 | 0 | 0 | | 1 | 82
 |
| 05:30 PM | 0 | 11 | 12 | 0 | 10 | 0 | 28 | 0
 |
 |

 | 0 | 0 | 0 | 0 | 0 | 1 | 93
 |
| 05:45 PM | 0 | 19 | 14_ | 0 | 14 | 11 | 18 | 0
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 |

 | 0 | 0 | 0 | 0 | 0 | | 100
 |
| Total | 0 | 68 | 39 | 0 | 57 | 1 | 92 | 0
 | 70
 | 62

 | 0 | 0 | 0 | 0 | 0 | 0 | 389
 |
| | | | | | | | |
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 | | | | | | . 1 |
 |
| 06:00 PM | 0 | 16 | 5 | 0 | 13 | 0 | 18 | - 1
 |
 |

 | | 0 | 0 | - | | 1 | 80
 |
| Grand Total | 0 | 123 | 62 | 0 | 106 | 1 | 175 | 0
 | 118
 | 117

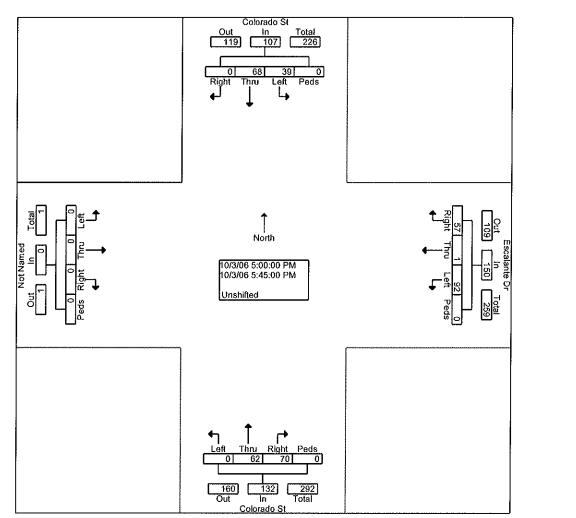
 | 0 | 0 | 0 | | | 1 | 702
 |
| Apprch % | 0.0 | 66.5 | 33.5 | 0.0 | 37.6 | 0.4 | 62.1 | 0.0
 | 50.2
 | 49.8

 | 0.0 | | | | | : |
 |
| Total % | 0.0 | 17.5 | 8.8 | 0.0 | 15.1 | 0.1 | 24.9 | 0.0
 | 16.8
 | 16.7

 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
 |
| | Factor 04:15 PM 04:30 PM 04:45 PM Total 05:00 PM 05:15 PM 05:30 PM Total 06:00 PM Grand Total Appreh % | Factor 1.0 04:15 PM 0 04:30 PM 0 04:45 PM 0 Total 0 05:00 PM 0 05:15 PM 0 05:30 PM 0 Total 0 Total 0 6:00 PM 0 Grand Total 0 Apprch % 0.0 | Start Time Right Thru Factor 1.0 1.0 04:15 PM 0 12 04:30 PM 0 15 04:45 PM 0 12 Total 0 39 05:00 PM 0 21 05:15 PM 0 17 05:30 PM 0 11 05:45 PM 0 19 Total 0 68 06:00 PM 0 16 Grand Total 0 123 Apprich 0.0 66.5 | Factor 1.0 1.0 1.0 04:15 PM 0 12 4 04:30 PM 0 15 3 04:45 PM 0 12 11 Total 0 39 18 05:15 PM 0 17 5 05:30 PM 0 11 12 05:45 PM 0 19 14 Total 0 68 39 06:00 PM 0 16 5 Grand Total 0 123 62 Apprch % 0.0 66.5 33.5 | Start Time Right Thru Left Peds Factor 1.0 1.0 1.0 1.0 04:15 PM 0 12 4 0 04:30 PM 0 15 3 0 04:45 PM 0 12 11 0 Total 0 39 18 0 05:00 PM 0 21 8 0 05:15 PM 0 17 5 0 05:30 PM 0 11 12 0 05:45 PM 0 19 14 0 Total 0 68 39 0 06:00 PM 0 16 5 0 Grand Total 0 123 62 0 Apprich % 0.0 66.5 33.5 0.0 | Start Time Right Thru Left Peds Right Factor 1.0 1.0 1.0 1.0 1.0 1.0 04:15 PM 0 12 4 0 11 04:30 PM 0 15 3 0 12 04:45 PM 0 12 11 0 13 0 12 04:45 PM 0 12 11 0 13 0 36 0 37 36 0 37 36 0 37 4 0 14 0 14 0 | North Ea Start Time Right Thru Left Peds Right Thru Factor 1.0 1.0 1.0 1.0 1.0 1.0 1.0 04:15 PM 0 12 4 0 11 0 0 11 0 0 12 0 0 12 0 0 12 0 0 12 0 0 12 0 0 0 13 0 0 0 0 0 0 13 0 | North East Start Time Right Thru Left Peds Right Thru Left Factor 1.0 <td>North East Start Time Right Thru Left Peds Right Thru Left Peds Factor 1.0<td>North East Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Factor 1.0 1.1 1.0 1.1 1.0 1.1 1.0 1.1 1.0 1.0 1.0 1.0 1.0 1.0 <td< td=""><td>North East Sou Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Factor 1.0</td></td<><td>Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Factor 1.0</td><td> Start Time Right Thru Left Peds Right R</td><td> Start Time Right Thru Left Peds Right </td><td>Start Time Right Thru Left Peds Right Thru 04:15 PM 0 1.0</td><td> Start Time Right Thru Left Peds Right Thru Left Thru Left Thru Thru Left Thru Thru Thru Thru Thru Thru Thru Thru Thru</td><td> Start Time Right Thru Left Peds Right Peds Right Thru Left Peds Right Right Peds Right Right </td></td></td> | North East Start Time Right Thru Left Peds Right Thru Left Peds Factor 1.0 <td>North East Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Factor 1.0 1.1 1.0 1.1 1.0 1.1 1.0 1.1 1.0 1.0 1.0 1.0 1.0 1.0 <td< td=""><td>North East Sou Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Factor 1.0</td></td<><td>Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Factor 1.0</td><td> Start Time Right Thru Left Peds Right R</td><td> Start Time Right Thru Left Peds Right </td><td>Start Time Right Thru Left Peds Right Thru 04:15 PM 0 1.0</td><td> Start Time Right Thru Left Peds Right Thru Left Thru Left Thru Thru Left Thru Thru Thru Thru Thru Thru Thru Thru Thru</td><td> Start Time Right Thru Left Peds Right Peds Right Thru Left Peds Right Right Peds Right Right </td></td> | North East Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Factor 1.0 1.1 1.0 1.1 1.0 1.1 1.0 1.1 1.0 1.0 1.0 1.0 1.0 1.0 <td< td=""><td>North East Sou Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Factor 1.0</td></td<> <td>Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Factor 1.0</td> <td> Start Time Right Thru Left Peds Right R</td> <td> Start Time Right Thru Left Peds Right </td> <td>Start Time Right Thru Left Peds Right Thru 04:15 PM 0 1.0</td> <td> Start Time Right Thru Left Peds Right Thru Left Thru Left Thru Thru Left Thru Thru Thru Thru Thru Thru Thru Thru Thru</td> <td> Start Time Right Thru Left Peds Right Peds Right Thru Left Peds Right Right Peds Right Right </td> | North East Sou Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Factor 1.0 | Start Time Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Peds Right Thru Left Factor 1.0 | Start Time Right Thru Left Peds Right R | Start Time Right Thru Left Peds Right | Start Time Right Thru Left Peds Right Thru 04:15 PM 0 1.0 | Start Time Right Thru Left Peds Right Thru Left Thru Left Thru Thru Left Thru Thru Thru Thru Thru Thru Thru Thru Thru | Start Time Right Thru Left Peds Right Peds Right Thru Left Peds Right Right Peds Right Right |

File Name : Escalante 1 Site Code : 00010032 Start Date : 10/03/2006

		Co	olorado North				Es	calant East				C	olorad South		***************************************		in a second	Wes			
Start	Rig	Thr	Left	Ped	Арр.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Rig	Thr	Left	Ped	App.	Int.
Time	ht	u l	LOIL	s	Total	ht	u	Len	s	Total	ht l	u	Leit	S	Total	ht	u l	LCIL	s	Total	Total
Peak Hour I	From 0	4:15 F	M to	06:00 I	PM - P	eak 1 d	of 1														
Intersecti on	05:00	PM																			
Volume	0	68	39	0	107	57	1	92	0	150	70	62	0	0	132	0	0	0	0	0 [389
Percent	0.0	63. 6	36. 4	0.0		38. 0	0.7	61. 3	0.0		53. 0	47. 0	0.0	0.0		0.0	0.0	0.0	0.0		
05:00 Volume	0	21	8	0	29	20	0	26	0	46	25	14	0	0	39	0	0	0	0	0	114
Peak															ì)	0.853
Factor																					
High Int.	05:45	PM				05:00	PM				05:00	PM				4:00:0	00 PM				
Volume	0	19	14	0	33	20	0	26	0	46	25	14	0	0	39					ĺ	
Peak					0.81					0.81					0.84					1	
Factor					1					5					6					******	



Appendix B: Level of Service Reports



	۶		*	•	4	4	4	†	/	>	↓	*/
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		€	7	*	↑ ↑		靳	个个	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util, Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0,95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
FIt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1786	1583		1806	1583	1770	3436		1770	3438	1583
FIt Permitted		0.74	1.00		0.82	1,00	0.57	1.00		0.43	1,00	1.00
Satd. Flow (perm)		1383	1583		1519	1583	1054	3436		793	3438	1583
Volume (vph)	62	8	6	8	4	11	16	565	2	11	290	20
Peak-hour factor, PHF	0.85	0.65	0.65	0.65	0.60	0.70	0.75	0.95	0.60	0.70	0.95	0.75
Adj. Flow (vph)	73	12	9	12	7	16	21	595	3	16	305	27
RTOR Reduction (vph)	0	0	7	0	0	13	0	0	0	0	0	10
Lane Group Flow (vph)	0	85	2	0	19	3	21	598	0	16	305	17
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%_	2%	5%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)	:	8.1	8.1		8.1	8.1	29.1	29.1		29.1	29.1	29.1
Effective Green, g (s)		9.1	9.1		9.1	9.1	31.1	31.1		31.1	31.1	31.1
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.65	0.65		0.65	0.65	0.65
Clearance Time (s)		5.0	5.0		5.0	5.0	6.0	6.0		6.0	6.0	6.0
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)		261	299		287	299	680	2217		512	2218	1021
v/s Ratio Prot								c0.17			0.09	
v/s Ratio Perm		c0.06	0.00		0.01	0.00	0,02			0.02		0.01
v/c Ratio		0.33	0.01		0.07	0.01	0.03	0.27		0.03	0.14	0.02
Uniform Delay, d1		16.9	15.9		16.1	15.9	3.1	3.7		3.1	3.3	3.1
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1,00	1.00
Incremental Delay, d2		0.7	0.0		0.1	0.0	0.1	0.3		0.1	0.1	0.0
Delay (s)		17.6	15.9		16.2	15.9	3.2	4.0		3.2	3.5	3.1
Level of Service		В	В		В	В	Α	Α		Α	Α	Α
Approach Delay (s)		17.5			16.0			3,9			3.4	
Approach LOS		В			В			Α			Α	1-1-1
Intersection Summary												
HCM Average Control D	elay		5.3		ICM Le	vel of Se	ervice		Α			
HCM Volume to Capaci	ty ratio		0.28									
Actuated Cycle Length (s)		48.2			ost time			8.0			
Intersection Capacity Ut			32.9%	[6	CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15									
c Critical Lane Group												

	→	-	7	•	4	4	*	†	<i>/</i> *	1		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7		4	7	*	ተ ጮ		ሻ	ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0,95		1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1793	1583		1810	1583	1770	3436		1770	3438	1583
Flt Permitted		0.73	1.00		0.78	1.00	0.39	1.00		0.46	1.00	1.00
Satd. Flow (perm)		1357	1583		1461	1583	722	3436		853	3438	1583
Volume (vph)	58	14	12	35	23	14	14	495	2	15	650	53
Peak-hour factor, PHF	0.85	0.70	0.70	0.85	0.80	0.70	0.70	0.95	0.60	0.75	0.95	0.85
Adj. Flow (vph)	68	20	17	41	29	20	20	521	3	20	684	62
RTOR Reduction (vph)	0	0	14	0	0	16	0	0	0	0	0	22
Lane Group Flow (vph)	0	88	3	0	70	4	20	524	0	20	684	40
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)	*******	8.3	8.3		8.3	8.3	29.1	29.1		29.1	29.1	29.1
Effective Green, g (s)		9,3	9,3		9.3	9.3	31.1	31.1		31.1	31.1	31.1
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.64	0.64		0.64	0.64	0.64
Clearance Time (s)		5.0	5.0		5.0	5.0	6.0	6.0		6.0	6.0	6.0
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)		261	304		281	304	464	2208		548	2209	1017
v/s Ratio Prot								0.15			c0.20	
v/s Ratio Perm		c0.06	0.00		0.05	0.00	0.03			0.02		0.03
v/c Ratio		0.34	0.01		0.25	0.01	0.04	0.24		0.04	0.31	0.04
Uniform Delay, d1		16,9	15.8		16.6	15.8	3.2	3.6		3.2	3.9	3,2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		8.0	0.0		0.5	0.0	0.2	0.3		0.1	0.4	0.1
Delay (s)		17.7	15.8		17.1	15.8	3.4	3.9		3.3	4.2	3.2
Level of Service		В	В		В	В	Α	Α		Α	Α	Α
Approach Delay (s)		17.4			16.8			3.9			4.1	
Approach LOS		В			В			Α			Α	
Intersection Summary									2.5			
HCM Average Control D	elay		5.7	l H	ICM Le	vel of Se	ervice		Α			
HCM Volume to Capacit			0.32									
Actuated Cycle Length (48.4	S	ium of l	ost time	(s)		8.0			A 44 15 14 15 14 15 15 15 15 15 15 15 15 15 15 15 15 15
Intersection Capacity Ut			35.2%	IC	CU Lev	el of Sei	vice		Α			
Analysis Period (min)			15									
a Critical Lana Craun												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€Î	7		ની	7*	ሻ	↑ }		14	ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	. Helsylendes	1.00	0,95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0,97	1.00	0.95	1.00	1 (8) 150 (6) - 10 (6) 60 (7)	0.95	1:00	1.00
Satd. Flow (prot)		1790	1583		1810	1583	1770	3433		1770	3438	1583
Flt Permitted		0.74	1.00	1,000 (00.11)	0.81	1.00	0.48	1,00		0.39	1.00	1.00
Satd. Flow (perm)		1382	1583		1506	1583	895	3433		735	3438	1583
Volume (vph)	80	15	10	15	10	20	- 25	625	5	20	450	30
Peak-hour factor, PHF	0.90	0.75	0.70	0.75	0.70	0.80	0.80	0.95	0.65	0.80	0.95	0.85
Adj. Flow (vph)	89	20	14	20	14	25	31	658	8	25	474	35
RTOR Reduction (vph)	0	0	11	0	0	20	0	1	0	0	0	13
Lane Group Flow (vph)	0	109	3	0	34	5	31	665	5.00	25	474	22
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%
Turn Type	Perm	Appropriate Section 1	Perm	Perm	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4	gegysterviere Spasieren er	4	8		8	2			6		6
Actuated Green, G (s)		8.9	8.9		8.9	8.9	29.1	29.1		29.1	29.1	29.1
Effective Green, g (s)		9.9	9.9		9.9	9.9	31.1	31.1		31.1	31,1	31.1
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.63	0.63		0.63	0.63	0.63
Clearance Time (s)		5.0	5.0	1583 888 5	5.0	5.0	6.0	6.0		6.0	6.0	6.0
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)	10000000000000000000000000000000000000	279	320	100 March - 100 Ma	304	320	568	2179		467	2182	1005
v/s Ratio Prot								c0.19			0.14	
v/s Ratio Perm		c0.08	0.00		0.02	0.00	0.03			0.03		0.01
v/c Ratio		0.39	0.01		0.11	0.02	0.05	0.31		0.05	0.22	0.02
Uniform Delay, d1		16.9	15.6		16.0	15.7	3.4	4.1		3.4	3.8	3,3
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.9	0.0		0.2	0.0	0.2	0.4		0,2	0.2	0.0
Delay (s)		17.8	15.6		16.1	15.7	3.6	4.4	enconence energy of the	3.6	4.0	3.4
Level of Service	30.000	В	В		В	В	Α	Α		Α	A	Α
Approach Delay (s)		17.6			15.9			4.4	CONTRACTOR OF THE PARTY		4.0	en entre encounante
Approach LOS		. В	di Ç		В			Α	4.		Α.	
Intersection Summary												
HCM Average Control D	elay		5.9	F	ICM Le	vel of Se	ervice		- A			
HCM Volume to Capacit		e en seeth Marini Pallin	0.33									
Actuated Cycle Length (49.0	S	Sum of I	ost time	(s)		8.0	40 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	ACTORAGE ACTORAGE	
Intersection Capacity Ut			39.3%	10	CU Leve	el of Ser	vice		Α			
Analysis Period (min)	processors and the second seco		15			Antagenesis asis Education						
Out the second control of the second control	reaction of the control of	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7		4	77	ሻ	∱ }		ř	ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1,00	0.95	1,00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1,00	1.00
Satd. Flow (prot)		1786	1583		1806	1583	1770	3433		1770	3438	1583
Flt Permitted	600 F	0.69	1.00		0.76	1,00	0.31	1,00		0.41	1.00	1.00
Satd. Flow (perm)		1289	1583		1407	1583	569	3433		760	3438	1583
Volume (vph)	75	10	20	50	- 30 -	25	25	600	5	25	825	70
Peak-hour factor, PHF	0.90	0.70	0.80	0.85	0.85	0.80	0.80	0.95	0.65	0.80	0.95	0.85
Adj. Flow (vph)	83	14	25	59	35	31	31	632	8	31	868	82
RTOR Reduction (vph)	0	0	20	0	0	25	0	1	0	0	0	30
Lane Group Flow (vph)	- 0	97	5	0	94	6	31	639	0	31	868	52
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		8.7	8.7		8.7	8.7	29.1	29.1		29.1	29.1	29.1
Effective Green, g (s)	1000	9.7	9.7		9.7	9.7	31.1	31.1	(Marie Constitution of the	31.1	31,1	31.1
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.64	0.64		0.64	0.64	0.64
Clearance Time (s)		5.0	5.0		5.0	5.0	6.0	6.0		6.0	6.0	6.0
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)		256	315		280	315	363	2188		484	2191	1009
v/s Ratio Prot								0.19			c0.25	
v/s Ratio Perm		c0.08	0.00		0.07	0.00	0.05			0.04		0.03
v/c Ratio		0.38	0.02		0.34	0.02	0.09	0.29		0.06	0.40	0.05
Uniform Delay, d1		16,9	15.7		∃16.8	15.7	3.4	3.9		3.3	4.3	3.3
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	a	1.00	1.00	1.00
Incremental Delay, d2		0.9	0.0		0.7	0.0	0.5	0.3		0.3	0.5	0.1
Delay (s)		17.9	15.7		17.5	15.8	3.9	4.3	a to consequence	3.6	4.8	3.4
Level of Service	935/9EUSES 9	В	В		∘В	В	Α	Α		A	Α	A
Approach Delay (s)		17.4			17.1			4.3	v s w krany a coucho koo	CONTROL NAME OF THE	4.7	
Approach LOS		В			В			Α.			Α	
Intersection Summary						166						
HCM Average Control D	elay		6.2	Н	ICM Le	vel of Se	ervice		Α		12. (Ç.)	
HCM Volume to Capacit		. 0000000010000	0.39									
Actuated Cycle Length (48.8	S	ium of l	ost time	(s)		8.0			
Intersection Capacity Ut			40.8%	10	CLLLeve	el of Ser	vice		Α			
	Ilization		40.070	1.	JO LOW	31 01 001	*100					
Analysis Period (min)	ilization		15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्भ	7		લ	f	`	ተኈ		*	^	
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	and the second	3.0	3.0	3.0
Lane Util. Factor		1.00	1.00		1,00	1.00	1.00	0.95		1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0,96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1787	1583		1810	1583	1770	3434		1770	3438	1583
FIt Permitted		0.73	1,00		0.82	1.00	0.42	1.00		0.34	1.00	1.00
Satd. Flow (perm)		1369	1583		1531	1583	784	3434		625	3438	1583
Volume (vph)	105	15	10	15	10	20	25	745	5	20	560	50
Peak-hour factor, PHF	0.95	0.75	0.70	0.75	0.70	0.80	0.85	0.95	0.65	0.80	0.95	0.85
Adj. Flow (vph)	111	20	14	20	14	25	29	784	8	25	589	59
RTOR Reduction (vph)	0	0	12	0	0	21	0	1	0	0	0	13
Lane Group Flow (vph)	0	131	2	0	34	4	29	791	0	25	589	46
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		14.3	14.3		14.3	14.3	74.7	74.7		74.7	74.7	74.7
Effective Green, g (s)		16.3	16.3		16.3	16.3	77.7	77.7		77.7	77.7	77,7
Actuated g/C Ratio		0.16	0.16		0.16	0.16	0.78	0.78		0.78	0.78	0.78
Clearance Time (s)		5.0	5.0		5.0	5.0	6,0	6.0		6.0	6.0	6.0
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)		223	258		250	258	609	2668		486	2671	1230
v/s Ratio Prot								c0.23			0.17	
v/s Ratio Perm		c0.10	0.00		0.02	0.00	0.04			0.04		0.03
v/c Ratio		0.59	0.01		0.14	0.02	0.05	0.30		0.05	0.22	0.04
Uniform Delay, d1		38.7	35.1		35.8	35.1	2.6	3.2		2.6	3.0	2.6
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		0.09	0.17	0.06
Incremental Delay, d2		3.9	0.0		0.2	0.0	0.1	0.3		0.2	0.2	0.1
Delay (s)		42.7	35.1		36.1	35.1	2.7	3.5		0.4	0.7	0.2
Level of Service		D	D		D	D	Α	Α		Α	Α	Α
Approach Delay (s)		41.9			35.7			3.5	,	and a second control of	0.6	ela el maioria da la
Approach LOS		D			D			Α			Α	
Intersection Summary												
HCM Average Control D			6.8	H	ICM Le	vel of Se	ervice		Α			
HCM Volume to Capacit			0.35									
Actuated Cycle Length (s)		100.0	S	Sum of I	ost time	(s)		6.0			
Intersection Capacity Ut			40.7%	10	CU Leve	el of Sei	vice		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	. 7		4	7	*	1		ሻ	ተ ተ	7
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	3.0
Lane Util. Factor		1,00	1.00		1.00	1.00	1.00	0,95		1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
FIt Protected		0,96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1786	1583		1808	1583	1770	3434		1770	3438	1583
FIt Permitted		0.60	1.00		0.71	1.00	0.25	1.00		0.33	1.00	1.00
Satd. Flow (perm)		1116	1583		1331	1583	465	3434		612	3438	1583
Volume (vph)	75	10	20	50	30	25	25	770	5	25	1005	110
Peak-hour factor, PHF	0.90	0.70	0.75	0.85	0.80	0.80	0.80	0.95	0.65	0.80	0.95	0.95
Adj. Flow (vph)	83	14	27	59	38	31	31	811	8	31	1058	116
RTOR Reduction (vph)	0	0	23	0	0	27	0	0	0	0	0	24
Lane Group Flow (vph)	0	97	4	0	97	4	31	819	0	31	1058	92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		12.3	12.3		12.3	12.3	76.7	76.7		76.7	76.7	76.7
Effective Green, g (s)		14.3	14.3		14.3	14.3	79.7	79.7		79.7	79.7	79.7
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.80	0.80		0.80	0.80	0.80
Clearance Time (s)		5.0	5.0		5.0	5.0	6.0	6,0		6.0	6.0	6.0
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)		160	226		190	226	371	2737		488	2740	1262
v/s Ratio Prot								0.24			c0.31	
v/s Ratio Perm		c0.09	0.00		0.07	0.00	0.07			0.05		0.06
v/c Ratio		0.61	0.02		0.51	0.02	0.08	0.30		0.06	0.39	0.07
Uniform Delay, d1		40.2	36,8		39.6	36.8	2.2	2.7		2.2	3.0	2.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		0.20	0.14	0.00
Incremental Delay, d2		6.4	0.0		2.3	0.0	0.4	0.3		0.2	0.3	0.1
Delay (s)		46.6	36.8		41.9	36.9	2.6	3.0		0.6	0.7	0.1
Level of Service		D	D		D	D	Α	A .		Α	Α	Α
Approach Delay (s)		44.4			40.7			3.0			0.7	
Approach LOS		D			D			Α			Α	
Intersection Summary												
HCM Average Control D	elay		6.1	H	CM Le	vel of Se	ervice		Α			
HCM Volume to Capacit	ty ratio		0.42									
Actuated Cycle Length (100.0			ost time			6.0			
Intersection Capacity Ut	ilization		45.8%	IC	CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኣ	† }		*1	↑ ↑			લી	7		4	<u> </u>
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0,95			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		0,95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1770	3300		1770	3303			1809	1583		1810	1583
FIt Permitted	0.47	1.00		0.39	1.00			0.81	1.00		0.81	1,00
Satd. Flow (perm)	869	3300		727	3303			1506	1583		1510	1583
Volume (vph)	14	600	20	15	465	11	17	11	8	14	10	18
Peak-hour factor, PHF	0.70	0.95	0.75	0.75	0.95	0.70	0.75	0.70	0.65	0.70	0.70	0.75
Adj. Flow (vph)	20	632	27	20	489	16	23	16	12	20	14	24
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	10	0	0	21
Lane Group Flow (vph)		657	0	20	503	0	0	39	2	0	34	3
Heavy Vehicles (%)	2%	9%	2%	2%	9%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	35.3	34.3		35.3	34.3			6.9	6.9		6.9	6.9
Effective Green, g (s)	37.3	36.3		37.3	36.3			7.9	7.9		7.9	7.9
Actuated g/C Ratio	0.65	0.63		0.65	0.63			0.14	0.14		0.14	0.14
Clearance Time (s)	4.0	6.0		4.0	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)	582	2094		492	2096			208	219		209	219
v/s Ratio Prot	0.00	c0.20		c0.00	0.15							
v/s Ratio Perm	0.02			0.03				c0.03	0.00		0.02	0.00
v/c Ratio	0.03	0.31		0.04	0.24			0.19	0.01		0.16	0.02
Uniform Delay, d1	3.5	4.8		3.5	4.5			21.8	21,3		21.7	21.3
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	0.4		0.0	0.3			0.4	0.0		0.4	0.0
Delay (s)	3.5	5.2		3.5	4.8			22.2	21.3		22.1	21.3
Level of Service	Α	ΑΑ		Α	Α			С	С		Ç	C
Approach Delay (s)		5.1			4.7		11 da 111	22.0			21.8	errom milatare is
Approach LOS		Α			A			C			C	
Intersection Summary												
HCM Average Control I	Delay		6.4		HCM Le	vel of Ser	vice		Α			
HCM Volume to Capac	ity ratio		0.29									
Actuated Cycle Length	(s)		57.2			ost time (12.0			
Intersection Capacity U	tilization	1	33.9%	l	CU Lev	el of Serv	ice		Α	on the contract of the contrac		
Analysis Period (min)			15									
c Critical Lane Group				1111	,							

	*		*	√	*	•	4	†	/	-	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	J A.	^		ኻ	† }			4	٦Ť		र्स	7"
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lane Util, Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1:00			0.96	1.00		0.97	1.00
Satd. Flow (prot)	1770	3303		1770	3301			1789	1583		1811	1583
FIt Permitted	0.24	1.00		0,33	1.00			0.72	1.00		0.79	1.00
Satd. Flow (perm)	447	3303		611	3301			1345	1583		1477	1583
Volume (vph)	31	750	19	9	895	32	55	10	18	30	21	56
Peak-hour factor, PHF	0.85	0.95	0.75	0.65	0.95	0.85	0.85	0.70	0.75	0.85	0.80	0.85
Adj. Flow (vph)	36	789	25	14	942	38	65	14	24	35	26	66
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	20	0	0	56
Lane Group Flow (vph)	36	812	0	14	978	0	0	79	4	0	61	10
Heavy Vehicles (%)	2%	9%	2%	2%	9%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	38.8	36.5		36.2	35.2			8.6	8.6		8.6	8.6
Effective Green, g (s)	40.8	38.5		38.2	37.2			9.6	9.6		9.6	9.6
Actuated g/C Ratio	0.67	0.63		0.63	0.61	•		0.16	0.16		0.16	0.16
Clearance Time (s)	4.0	6.0		4.0	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)	348	2081		401	2010			211	249		232	249
v/s Ratio Prot	c0.00	0.25		0.00	c0.30							
v/s Ratio Perm	0.07			0.02				c0.06	0.00		0.04	0,01
v/c Ratio	0,10	0.39		0.03	0.49			0.37	0.02		0.26	0.04
Uniform Delay, d1	3.9	5.5		4.4	6.6			23.1	21.8		22.6	21.8
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.6		0.0	0.8			1.1	0.0		0.6	0.1
Delay (s)	4.0	6.1		4.4	7.5			24.2	21.8		23.2	21.9
Level of Service	Α	Α.		Α	A			С	С		С	C
Approach Delay (s)		6.0			7.4			23.6			22.6	
Approach LOS		Α			Α			C			С	
Intersection Summary											Committee of the Commit	
HCM Average Control I	Delav -		8,6		ICM Le	vel of Ser	vice		A			
HCM Volume to Capac			0.45		:-:::::				**			
Actuated Cycle Length			61.1	<u> </u>	Sum of k	ost time (s)		12.0			
Intersection Capacity U			42.8%			el of Serv			Α			
Analysis Period (min)			15									
c Critical Lane Group			nageren "; "fell	************				**************************************		18111111111111111111111111		

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Movement EBL EBT EBR WBL WBT WBR NBL NB	IT NBR	SBL	SBT	SBR
	4 7		4	*
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190			1900	1900
Total Lost time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0	.0 4.0		4.0	4.0
Lane Util. Factor 1.00 0.95 1.00 1.00 0.95 1.00 1.00		age a segment of the second	1.00	1.00
Frt 1.00 1.00 0.85 1.00 1.00 0.85 1.0			1.00	0.85
Fit Protected 0.95 1.00 1.00 0.95 1.00 1.00 0.9	And a service of the control of a self-time.	Opportugation and the control of the	0.97	1.00
Satd. Flow (prot) 1770 3312 1583 1770 3312 1583 180			1808	1583
Fit Permitted 0.41 1.00 1.00 0.35 1.00 1.00 0.7			0.79	1.00
Satd. Flow (perm) 770 3312 1583 651 3312 1583 147			1472	1583
	5 - 15		15	25
Peak-hour factor, PHF 0.80 0.95 0.85 0.80 0.95 0.85 0.80 0.7			0.75	0.80
Adj. Flow (vph) 25 737 35 25 605 47 31 2	20 20	STATE OF THE PART OF	20	31
RTOR Reduction (vph) 0 0 13 0 0 18 0	0 17		0	27
	51 3		51	4
Heavy Vehicles (%) 2% 9% 2% 2% 9% 2% 2°	<u>% 2%</u>		2%	2%
Turn Type pm+pt Perm pm+pt Perm Perm	Perm	Perm		Perm
Protected Phases 7 4 3 8	2	COLUMN TO COLO	6	es es la comptitation
Permitted Phases 4 4 8 8 2	2	emme November at 1997	1000	6
710000000 010011, 0 (0)	.4 7.4		7.4	7.4
	.4 8.4		8.4	8.4
Actuated g/C Ratio 0.65 0.62 0.62 0.65 0.62 0.62 0.1			0.14	0.14
	.0 5.0		5.0	5.0
volitore and the contract of t	.0 3.0		3.0	3.0
Lane Grp Cap (vph) 539 2047 978 465 2047 978 21	10 226		210	226
v/s Ratio Prot 0.00 c0.22 c0.00 0.18				s=410011 to
v/s Ratio Perm 0.03 0.01 0.03 0.02 c0.0	to a manager of a large	2011/1016/1011/mmm.g. v	0.03	0.00
v/c Ratio 0.05 0.36 0.02 0.05 0.30 0.03 0.2			0.24	0.02
Uniform Delay, d1 3.6 5.5 4.4 3.6 5.3 4.4 22			22.4	21.7
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00			1.00	1.00
	.6 0.0		0.6	0.0
Delay (s) 3.6 6.0 4.4 3.7 5.6 4.4 23			23.0	21.7
	c c		C	C
Approach Delay (s) 5.9 5.5 22		er van de de konokultokonekkoez	22.5	proceedants with Alice
Approach LOS A A	C		С	
Intersection Summary				
HCM Average Control Delay 7.3 HCM Level of Service	Α			
HCM Volume to Capacity ratio 0.33		spania in a la la colo		ege ev a live gravatatus
Actuated Cycle Length (s) 58.9 Sum of lost time (s)	12.0			
Intersection Capacity Utilization 36.0% ICU Level of Service	А	١		
Analysis Period (min) 15			The area of the contraction and	Serge Constitution (SSC)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ϋ́	† †	7	ሻ	^	7			<i>,</i> 7		ની	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1,00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1,00	1.00	0.95	1,00	1.00		0.96	1.00		0.97	1.00
Satd. Flow (prot)	1770	3312	1583	1770	3312	1583		1791	1583		1802	1583
Flt Permitted	0.21	1.00	1,00	0,32	1.00	1.00		0.70	1.00		0.74	1.00
Satd. Flow (perm)	394	3312	1583	602	3312	1583		1299	1583		1373	1583
Volume (vph)	40	800	25	15	975	50	70	15	25	60	30	-70
Peak-hour factor, PHF	0.85	0.95	0.80	0.75	0.95	0.85	0.85	0.75	0.80	0.85	0.85	0.85
Adj. Flow (vph)	47	842	31	20	1026	59	82	20	31	71	35	82
RTOR Reduction (vph)	0	0	11	0	0	24	0	0	26	0	0	68
Lane Group Flow (vph)	47	842	20	20	1026	35	0	102	5	0	106	14
Heavy Vehicles (%)	2%	9%	2%	2%	9%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4	Anto Constitution Ann.	3	8	**************************************		2			6	
Permitted Phases	4		4	- 8		8	2		2	6		6
Actuated Green, G (s)	42.3	38.7	38.7	37.3	36.2	36.2		9.9	9.9		9.9	9.9
Effective Green, g (s)	44.3	40.7	40.7	39.3	38.2	38.2		10.9	10.9		10.9	10.9
Actuated g/C Ratio	0.68	0.63	0.63	0.61	0.59	0.59		0.17	0.17		0.17	0.17
Clearance Time (s)	4.0	6.0	6.0	4.0	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	P. P. S.	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	346	2083	996	386	1955	935	3801955	219	267		231	267
v/s Ratio Prot	c0.01	0.25		0.00	c0.31	Taring manager	Alemannen a.	t period and a particular ter-		5.44.44.4		10111211213
v/s Ratio Perm	0.09	eanni each con Can Can Annail	0.01	0.03		0.02	. 44 : 130m kg (142) 14 : 44 : 180 : 47	c0,08	0.00	ne-strateri i de la sala Sala de la sala de la Mangala de la sala de l	0.08	0.01
v/c Ratio	0.14	0.40	0.02	0.05	0.52	0.04	- 14 - 11 - 11 - 12 - 14 - 15 - 17 - 15 - 17 - 15 - 17 - 15 - 17 - 15 - 17 - 15 - 17 - 15 - 17 - 15 - 17 - 15 - 17 - 15 - 17 - 15 - 17 - 17	0.47	0.02	1,00000	0.46	0.05
Uniform Delay, d1	4.1	6.0	4.5	5.1	7.9	5.5		24.3	22.4		24.2	22.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	Parameter of the Heaville	1.00	1.00	1176146070100110	1.00	1.00
Incremental Delay, d2	0.2	0.6	0.0	0.1	1.0	0.1		1.6	0.0	(S) (\$4.45254)	1.4	0.1
Delay (s)	4.3	6.6	4.5	5.1	8.9	5.6	er er i film filme figte.	25.8	22.5	No effer yes out recrea, in 21 12	25.7	22.6
Level of Service	A	angelet A	A	A	Α	Α	A statementije A statementije	C	C	Bargenty-e	С	С
Approach Delay (s)	(in an abbitation)	6.4	4475 V 10 FOOT SERVICE A	69807 (0.425 F.F.)	8.6	Secure of Autobases of	13 m 12 m	25.1	24 144 23 100 (622) 6000	······································	24.4	and middlesser and a second
Approach LOS		A			A		33.55.50.0	C			С	
Intersection Summary												
HCM Average Control D)elav		9.9	2000 - 10	ICM Le	vel of Se	ervice		Α			
HCM Volume to Capaci		96.0501.079.979	0.53	va tren urla dili ili	g de en	sevenced to Win Fin	······································	merauthh.t.r.f.*v*	company	anders of the State of St		erenten var til er i 1
Actuated Cycle Length (64.7		Sum of I	ost time	(s)		16.0			
Intersection Capacity Ut		esa8864884################################	51.5%			el of Ser		etababwi ele 149 TVT eTVTV	Α	anagaith ann an III e		2003-000-00-0
Analysis Period (min)	V		15							(1991) M. (-1992) (1997) M. (-1992) (1997) M. (-1992)		
	Ministration of the Control of the C					. 145.046.646.646.646	and the second second second second			A - Art in Grome to entrent		

	<i>></i>	-	•	*	+	•	4	†	/	\	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*5	ተተ	7	ሻ	↑ ↑	7		4	7		बै	<i>7</i> f
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		3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1,00	1.00	0.95	1.00	1.00		0.97	1.00		0,96	1.00
Satd. Flow (prot)	1770	3343	1583	1770	3343	1583		1809	1583		1786	1583
Flt Permitted	0,30	1.00	1.00	0.23	1.00	1.00		0.80	1.00		0.72	1.00
Satd. Flow (perm)	561	3343	1583	435	3343	1583		1493	1583		1344	1583
Volume (vph)	20	990	30	30	800	105	25	15	30	115	15	25
Peak-hour factor, PHF	0.80	0.95	0.85	0.85	0.95	0.95	0.85	0.75	0.85	0.95	0.75	0.80
Adj. Flow (vph)	25	1042	35	35	842	111	29	20	35	121	20	31
RTOR Reduction (vph)	0	0	11	0	0	34	0	0	29	0	0	26
Lane Group Flow (vph)		1042	24	35	842	77	0	49	6	0	141	5
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	70.0	66.4	66.4	70.0	66.4	66.4		15.0	15.0		15.0	15.0
Effective Green, g (s)	74.0	69.4	69.4	74.0	69.4	69.4		17.0	17.0		17.0	17.0
Actuated g/C Ratio	0.74	0.69	0,69	0.74	0.69	0.69		0.17	0.17		0.17	0.17
Clearance Time (s)	4.0	6.0	6.0	4.0	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	3.0
Lane Grp Cap (vph)	471	2320	1099	383	2320	1099		254	269		228	269
v/s Ratio Prot	0.00	c0.31		c0.00	0.25							
v/s Ratio Perm	0.04		0.02	0.06		0.05		0.03	0.00		c0.10	0.00
v/c Ratio	0.05	0.45	0.02	0.09	0.36	0.07		0.19	0.02		0.62	0.02
Uniform Delay, d1	3.7	6.8	4.8	4.0	6.3	4.9		35,6	34.6		38.5	34.6
Progression Factor	0.85	0.95	0.55	0.18	0.17	0.04		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.0	0.6	0.0	0.1	0.4	0.1		0.4	0.0		4.9	0.0
Delay (s)	3.2	7.1	2.7	0.8	1.5	0.3		36.0	34.6		43.4	34.6
Level of Service	Α	Α	Α	Α	Α	Α		D	С		D	C
Approach Delay (s)		6.8			1.3			35.4			41.8	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM Average Control I	Delay		8.1	ŀ	ICM Le	vel of Se	ervice		Α			
HCM Volume to Capac	ity ratio		0.46			•						
Actuated Cycle Length			100.0		Sum of	ost time	(s)		9.0			
Intersection Capacity U			47.9%	1	CU Lev	el of Sei	vice		Α			
Analysis Period (min)			15					Marki				
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*5	ተተ	7	75	↑↑	7		4	7		ર્લ	
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		3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.96	1.00
Satd. Flow (prot)	1770	3343	1583	1770	3343	1583		1791	1583		1787	1583
Fit Permitted	0.12	1.00	1.00	0.18	1.00	1.00		0.51	1.00		0.65	1.00
Satd. Flow (perm)	218	3343	1583	341	3343	1583		941	1583		1211	1583
Volume (vph)	40	1125	25	40	1350	150	70	15	45	185	30	70
Peak-hour factor, PHF	0.85	0.95	0.85	0.85	0.95	0.95	0.90	0.75	0.85	0.95	0.85	0.90
Adj. Flow (vph)	47	1184	29	47	1421	158	78	20	53	195	35	78
RTOR Reduction (vph)	0	0	10	0	0	58	0	0	41	0	0	60
Lane Group Flow (vph)	47	1184	19	47	1421	100	0	98	12	0	230	18
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4	jauras ta sacetares s. Pa 1740 tipos tipos s.	4	8		8	2		2	6		6
Actuated Green, G (s)	64.7	61.4	61.4	62.3	60.2	60.2		21.5	21.5		21.5	21.5
Effective Green, g (s)	68.7	64.4	64.4	66.3	63.2	63.2		23.5	23.5		23.5	23.5
Actuated g/C Ratio	0.69	0.64	0.64	0.66	0.63	0.63		0.24	0.24		0.24	0.24
Clearance Time (s)	4.0	6.0	6.0	4,0	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	3.0
Lane Grp Cap (vph)	217	2153	1019	270	2113	1000		221	372		285	372
v/s Ratio Prot	c0.01	0.35		0.01	c0.43							
v/s Ratio Perm	0.14		0.01	0.11		0.06		0.10	0.01		c0.19	0.01
v/c Ratio	0.22	0.55	0.02	0.17	0.67	0.10		0.44	0.03		0.81	0.05
Uniform Delay, d1	8.5	9.8	6,4	7.0	11.8	7.2		32.7	29.5		36.1	29.6
Progression Factor	0.83	1.02	0.85	0.17	0.14	0.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	1.0	0.0	0.1	0.7	0.1		1.4	0.0		15.3	0.1
Delay (s)	7.5	11.0	5.5	1.3	2.4	0.1		34.1	29.5		51.4	29.7
Level of Service	Α	В	Α	Α	Α	Α		С	С		D	С
Approach Delay (s)	The control of the control of the	10.7			2.1			32.5			45.9	
Approach LOS		В			Α			С			D	
Intersection Summary												
HCM Average Control	Delay		10.8		HCM Le	vel of Se	rvice		В			
HCM Volume to Capac			0.71	•								,
Actuated Cycle Length			100.0			ost time			12.0			
Intersection Capacity U			62.5%	l	CU Lev	el of Serv	vice		В			
Analysis Period (min)			15									
c Critical Lane Group												

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR SBR
Ideal Flow (vphpl) 1900 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 0.95 1.00 0.85 1.00 0.85 1.00 0.87 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Ideal Flow (vphpl) 1900 4.0 0.95 1.00 0.85 1.00 0.87 7.00 0.85 1.00 0.95 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Total Lost time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Frt 1.00 0.99 1.00 0.96 1.00 0.85 1.00 0.87 Fit Protected 0.95 1.00 0.95 1.00 0.98 1.00 0.95 1.00 Satd. Flow (prot) 1703 3301 1770 3204 1832 1583 1703 2965 Fit Permitted 0.40 1.00 0.53 1.00 0.81 1.00 0.51 1.00 Satd. Flow (perm) 723 3301 988 3204 1505 1583 916 2965 Volume (vph) 245 340 10 4 320 115 11 25 16 90 20 200 Peak-hour factor, PHF 0.95 0.95 0.70 0.60 0.95 0.95 0.70 0.80 0.75 0.85 0.75 0.95 Adj. Flow (vph) 258 358 14 7 337 121 16 31 21 106 27 211 <tr< td=""></tr<>
Fit Protected 0.95 1.00 0.95 1.00 0.98 1.00 0.95 1.00 Satd. Flow (prot) 1703 3301 1770 3204 1832 1583 1703 2965 Fit Permitted 0.40 1.00 0.53 1.00 0.81 1.00 0.51 1.00 Satd. Flow (perm) 723 3301 988 3204 1505 1583 916 2965 Volume (vph) 245 340 10 4 320 115 11 25 16 90 20 200 Peak-hour factor, PHF 0.95 0.95 0.70 0.60 0.95 0.95 0.70 0.80 0.75 0.85 0.75 0.95 Adj. Flow (vph) 258 358 14 7 337 121 16 31 21 106 27 211 RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 47 3 106 86 0
Satd. Flow (prot) 1703 3301 1770 3204 1832 1583 1703 2965 Fit Permitted 0.40 1.00 0.53 1.00 0.81 1.00 0.51 1.00 Satd. Flow (perm) 723 3301 988 3204 1505 1583 916 2965 Volume (vph) 245 340 10 4 320 115 11 25 16 90 20 200 Peak-hour factor, PHF 0.95 0.95 0.70 0.60 0.95 0.95 0.70 0.80 0.75 0.85 0.75 0.95 Adj. Flow (vph) 258 358 14 7 337 121 16 31 21 106 27 211 RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 47 3 106 86 0
Fit Permitted 0.40 1.00 0.53 1.00 0.81 1.00 0.51 1.00 Satd. Flow (perm) 723 3301 988 3204 1505 1583 916 2965 Volume (vph) 245 340 10 4 320 115 11 25 16 90 20 200 Peak-hour factor, PHF 0.95 0.95 0.70 0.60 0.95 0.95 0.70 0.80 0.75 0.85 0.75 0.95 Adj. Flow (vph) 258 358 14 7 337 121 16 31 21 106 27 211 RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 0 47 3 106 86 0
Satd. Flow (perm) 723 3301 988 3204 1505 1583 916 2965 Volume (vph) 245 340 10 4 320 115 11 25 16 90 20 200 Peak-hour factor, PHF 0.95 0.95 0.70 0.60 0.95 0.95 0.70 0.80 0.75 0.85 0.75 0.95 Adj. Flow (vph) 258 358 14 7 337 121 16 31 21 106 27 211 RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 47 3 106 86 0
Volume (vph) 245 340 10 4 320 115 11 25 16 90 20 200 Peak-hour factor, PHF 0.95 0.95 0.70 0.60 0.95 0.95 0.70 0.80 0.75 0.85 0.75 0.95 Adj. Flow (vph) 258 358 14 7 337 121 16 31 21 106 27 211 RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 47 3 106 86 0
Peak-hour factor, PHF 0.95 0.95 0.70 0.60 0.95 0.95 0.70 0.80 0.75 0.85 0.75 0.95 Adj. Flow (vph) 258 358 14 7 337 121 16 31 21 106 27 211 RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 47 3 106 86 0
Peak-hour factor, PHF 0.95 0.95 0.70 0.60 0.95 0.95 0.70 0.80 0.75 0.85 0.75 0.95 Adj. Flow (vph) 258 358 14 7 337 121 16 31 21 106 27 211 RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 47 3 106 86 0
RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 47 3 106 86 0
RTOR Reduction (vph) 0 2 0 0 34 0 0 0 18 0 152 0 Lane Group Flow (vph) 258 370 0 7 424 0 0 47 3 106 86 0
Earlo Cloop Low (VRII)
Heavy Vehicles (%) 6% 9% 2% 2% 9% 6% 2% 2% 6% 2% 6%
Turn Type pm+pt pm+pt pm+pt Perm pm+pt
Protected Phases 7 4 3 8 5 2 1 6
Permitted Phases 4 8 2 2 6
Actuated Green, G (s) 41.6 36.5 30.6 29.5 7.4 7.4 17.8 17.8
Effective Green, g (s) 43.6 38.5 32.6 31.5 9.5 9.5 19.9 19.9
Actuated g/C Ratio 0.61 0.54 0.46 0.44 0.13 0.13 0.28 0.28
Clearance Time (s) 5.1 6.0 4.0 6.0 6.1 6.1 5.1 6.1
Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Lane Grp Cap (vph) 552 1777 463 1412 200 210 325 825
v/s Ratio Prot c0.05 0.11 0.00 0.13 c0.03 0.03
v/s Ratio Perm c0.23 0.01 0.03 0.00 c0.06
v/c Ratio 0.47 0.21 0.02 0.30 0.24 0.01 0.33 0.10
Uniform Delay, d1 6.8 8.6 10.6 12.9 27.7 26.9 20.0 19.2
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Incremental Delay, d2
Delay (s) 7.4 8.8 10.6 13.4 28.4 27.0 20.6 19.2
Level of Service A A B B C C C B
Approach Delay (s) 8.3 13.4 27.9 19.6
Approach LOS A B C B
Intersection Summary
HCM Average Control Delay 13.3 HCM Level of Service B
HCM Volume to Capacity ratio 0.41
Actuated Cycle Length (s) 71.5 Sum of lost time (s) 8.0
Intersection Capacity Utilization 47.7% ICU Level of Service A
Analysis Period (min) 15

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተኩ		ሻ	ተ ኩ			र्स	7	ሻ	ተ ኈ	
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	0.95		1.00	0,95			1.00	1.00	1.00	0.95	
Frt	1.00	0.99		1.00	0.97			1.00	0.85	1.00	0.87	
FIt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1,00	
Satd. Flow (prot)	1703	3294		1770	3221			1833	1583	1703	2970	
FIt Permitted	0.26	1.00		0,49	1.00			0.75	1.00	0.57	1.00	
Satd. Flow (perm)	465	3294		916	3221			1390	1583	1014	2970	
Volume (vph)	320	400	23	17	525	150	21	45	19	190	50	410
Peak-hour factor, PHF	0.95	0.95	0.80	0.75	0.95	0.95	0.80	0.85	0.75	0.95	0.85	0.95
Adj. Flow (vph)	337	421	29	23	553	158	26	53	25	200	59	432
RTOR Reduction (vph)	0	4	0	0	26	0	0	0	21	0	291	0
Lane Group Flow (vph)	337	446	0	23	685	0	0	79	4	200	200	0
Heavy Vehicles (%)	6%	9%	2%	2%	9%	6%	2%	2%	2%	6%	2%	6%
Turn Type	pm+pt			pm+pt		p	m+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	40.5	34.0		31.0	28.5			9.0	9.0	21.0	21.0	
Effective Green, g (s)	43.5	37.0		35.0	31,5			12.1	12.1	24.1	24.1	
Actuated g/C Ratio	0.59	0.50		0.48	0.43			0.16	0.16	0.33	0.33	
Clearance Time (s)	5.1	6.0		4.0	6.0			6.1	6.1	5,1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	426	1656		476	1379			229	260	416	973	
v/s Ratio Prot	c0.10	0.14		0.00	0.21					c0.06	0.07	
v/s Ratio Perm	c0.37			0.02				0,06	0.00	c0.10		
v/c Ratio	0.79	0.27		0.05	0.50			0.34	0.02	0.48	0.21	
Uniform Delay, d1	9,3	10.5		10.3	15.3			27.2	25.8	18.9	17.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	9,7	0.4		0.0	1.3			0.9	0.0	0.9	0.1	
Delay (s)	19.0	10.9		10.3	16.6			28.1	25.8	19.8	18.0	
Level of Service	В	В		В	В			$\mathbb{N} \setminus \mathbb{C}$	С	В	В	
Approach Delay (s)		14.4			16.4			27.6	5 5 5 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5	ar er e anna en e Ana	18.5	
Approach LOS		В			В			С			В	
Intersection Summary				* **				- 1				
HCM Average Control [16.8	H	ICM Lev	rel of Sei	rvice		В			
HCM Volume to Capaci			0.67			opinion i i i i i i i i					222222222	
Actuated Cycle Length			73.6			ost time (6.0			
Intersection Capacity U	tilization		67.9%	[(CU Leve	el of Serv	rice		C	eleti eteti ile tututut (h. 1	ngayang galabkan keker	vinsi promovikaci
Analysis Period (min)			15									

•		nor-fig.	*	€	4—	4	*	†	1	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	† 1>		*	^ }			4	7	Ϋ́	↑ }	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1,00	0.95		1.00	0.95			1.00	1.00	1.00	0.95	
Frt	1.00	0.99		1.00	0.96			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1,00		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1703	3300		1770	3207			1829	1583	1703	2933	
FIt Permitted	0,33	1.00		0.48	1.00			0.77	1.00	0.52	1.00	
Satd. Flow (perm)	586	3300		901	3207			1443	1583	928	2933	
Volume (vph)	325	425	15	15	435	150	15	30	20	125	15	260
Peak-hour factor, PHF	0.95	0.95	0.75	0.75	0.95	0.95	0.75	0.85	0.80	0.95	0.85	0.95
Adj. Flow (vph)	342	447	20	20	458	158	20	35	25	132	18	274
RTOR Reduction (vph)	0	3	0	0	34	0	0	0	22	0	213	0
Lane Group Flow (vph)		464	0	20	582	0	0	55	3	132	79	0
Heavy Vehicles (%)	6%	9%	2%	2%	9%	6%	2%	2%	2%	6%	2%	6%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	51.7	46.6		36.8	35.7			8.1	8.1	15.4	15,4	
Effective Green, g (s)	53.7	48.6		38.8	37.7			10.2	10.2	17.5	17,5	
Actuated g/C Ratio	0.68	0.61		0.49	0.48			0.13	0.13	0.22	0.22	
Clearance Time (s)	5.1	6.0		4.0	6.0			6.1	6.1	5.1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	567	2025		453	1527			186	204	237	648	
v/s Ratio Prot	c0.09	0.14		0.00	0.18					c0.02	0.03	
v/s Ratio Perm	c0.32			0.02				0.04	0.00	c0.10		
v/c Ratio	0.60	0.23		0.04	0.38			0.30	0.02	0.56	0.12	
Uniform Delay, d1	6.1	6.9		10.4	13.3			31.2	30.1	27.5	24.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.8	0.3		0,0	0.7			0.9	0.0	2.8	0.1	
Delay (s)	7.9	7.1		10.5	14.0			32.1	30.1	30.3	24.8	
Level of Service	Α	Α		В	В			С	С	С	С	
Approach Delay (s)		7.5			13.9			31.5			26.5	
Approach LOS		Α			В			С			С	
Intersection Summary					W.						.19	
HCM Average Control I	Delay		14.7		HCM Lev	el of Se	ervice		В			
HCM Volume to Capac	ity ratio		0.58									
Actuated Cycle Length			79.2		Sum of l				8.0			
Intersection Capacity U	tilization		59.7%	1	CU Leve	el of Ser	vice		В			
Analysis Period (min)	unzauon		15			taning a committee		against a contract to		general resources		************

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u>J</u>	↑ }		'n	ተ ኈ			ની	7	ሻ	<u></u> ^Դ	
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	0.95		1.00	0.95			1.00	1.00	1.00	0,95	
Frt	1.00	0.99		1.00	0.96			1.00	0.85	1.00	0.87	-1054040604-114-11-12
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1703	3323		1770	3235			1832	1583	1703	2963	arstrant to e.c. to et
Flt Permitted	0.20	1.00		_0.44	1.00			0,72	1.00	0.53	1.00	
Satd. Flow (perm)	363	3323		823	3235			1335	1583	942	2963	
Volume (vph)	400	500	30	20	625	200	30	-60	25	250	55	500
Peak-hour factor, PHF	0.95	0.95	0.85	0.80	0.95	0.95	0.85	0.85	0.80	0.95	0.85	0.95
Adj. Flow (vph)	421	- 526	35	25	658	211	35	71	31	263	65	526
RTOR Reduction (vph)	0	5	0	0	32	0	0	0	25	0	247	0
Lane Group Flow (vph)	421	556	0	25	837	0	0	106	6	263	344	0
Heavy Vehicles (%)	6%	8%	2%	2%	8%	6%	2%	2%	2%	6%	2%	6%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4	odsetjeci.		- 8			2		2	6		
Actuated Green, G (s)	52.6	47.5		36.7	35.6			12.3	12.3	20.3	20.3	
Effective Green, g (s)	55.6	50.5		40.7	38.6			15.4	15,4	23.4	23.4	
Actuated g/C Ratio	0.65	0.59		0.48	0.45			0.18	0.18	0.28	0.28	
Clearance Time (s)	5.1	6.0		4.0	6.0			6.1	6.1	5,1	6.1	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	458	1974		417	1469			242	287	304	816	
v/s Ratio Prot	c0.15	0.17	**************************************	0.00	0.26	L (84.84) 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	110 00 00000 III 100 III 1000			c0.05	0.12	
v/s Ratio Perm	c0.45		ennessetenier Schäftliche Etc	0.03			yay ke jerajish. Geografia	0.08	0.00	c0.19	o Sandardell Olipuisüller	
v/c Ratio	0.92	0.28	W 200 60 to 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.06	0.57			0.44	0.02	0.87	0.42	
Uniform Delay, d1	14.2	8.4		11.7	17.1		97.58 p. 65% (57	31.0	28.6	29.4	25.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	-23.3	0.4		0.1	1,6			1.3	0.0	21.7	0.4	
Delay (s)	37.5	8.8		11.8	18.7			32.2	28.6	51.1	25.6	
Level of Service	D	Α	radio especialisti Profesionalisti	В	В	Bonne de Nede Bons Personal	n (b. 1936 kg. 1913). 1831 - Albarda Geo	С	С	D	C	
Approach Delay (s)	0000,0000000000000000000000000000000000	21.1	SEC 100 M 01000 M 1 M 1 M 1		18.5			31.4			33.5	
Approach LOS		C			В			C			С	
Intersection Summary												
HCM Average Control E	Delay		24.5	la illust l	ICM Lev	el of Se	rvice		С			
HCM Volume to Capaci		vova seratorod ar tro cirili i	0.90		enn men tonern vigel (i.j.)	>>>> 000000000000000000000000000000000						
Actuated Cycle Length			85.0		Sum of k	st time	(s)		6.0			
Intersection Capacity U		u, nu uvataretetetet	81.7%		CU Leve				D			
Analysis Period (min)			15		30 202				3 (9)			

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Movement-	EBL-	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<u>ተ</u>		14	^	7	*	Þ		ካካ	1→	
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	3.0	
Lane Util, Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.90		1.00	0.86	
Flt Protected	0.95	1,00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	3429		1770	3438	1553	1770	1681		3367	1574	
Flt Permitted	0.28	1.00		0.17	1.00	1.00	0.49	1.00		0.95	1.00	
Satd. Flow (perm)	510	3429		316	3438	1553	907	1681		3367	1574	
Volume (vph)	325	900	15	40	785	275	15	30	55	290	15	260
Peak-hour factor, PHF	0.95	0.95	0.75	0.85	0.95	0.95	0.75	0.85	0.85	0.95	0.75	0.95
Adj. Flow (vph)	342	947	20	47	826	289	20	35	65	305	20	274
RTOR Reduction (vph)	0	1	0	0	0	162	0	56	0	0	210	0
Lane Group Flow (vph)	342	966	0	47	826	127	20	44	0	305	84	0
Heavy Vehicles (%)	4%	5%	2%	2%	5%	4%	2%	2%	2%	4%	2%	4%
Turn Type	pm+pt			pm+pt		Perm	pm+pt			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2					
Actuated Green, G (s)	55.6	54.7		40.9	40.9	40.9	11.6	10.4		9.9	20.2	
Effective Green, g (s)	57.7	57.7		43.9	43.9	43.9	15,7	13.5		12.0	23.3	
Actuated g/C Ratio	0.58	0.58		0.44	0.44	0.44	0.16	0.14		0.12	0.23	
Clearance Time (s)	5.1	6.0		4.0	6.0	6.0	4.0	6.1		5.1	6.1	
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)	522	1979		209	1509	682	161	227		404	367	
v/s Ratio Prot	c0.12	0.28		0.01	c0.24		0.00	0.03		c0.09	c0.05	
v/s Ratio Perm	c0.26			0.09		0.08	0.02					
v/c Ratio	0.66	0.49		0.22	0.55	0.19	0.12	0.19		0.75	0.23	
Uniform Delay, d1	20.9	12.5		17.7	20.7	17.1	36.0	38,4		42.6	31.1	
Progression Factor	0.76	0.64		0.44	0.49	0.97	1.00	1.00		0.84	0.62	
Incremental Delay, d2	5.9	0.8		0.5	1.3	0.5	0.3	0.4		7.6	0.3	
Delay (s)	21.8	8.8		8.2	11.5	17.2	36.3	38.8		43.2	19.5	,
Level of Service	С	Α		Α	В	В	D	D		D	В	
Approach Delay (s)		12.2			12.7			38.4			31.6	
Approach LOS		В			В			D			С	
Intersection Summary												
HCM Average Control	Delay		17.0	\	1CM Le	vel of S	ervice		В			
HCM Volume to Capac	ity ratio		0.57									
Actuated Cycle Length	(s)		100.0		Sum of I				9.0			
Intersection Capacity L	Itilization		66.6%	ı	CU Lev	el of Se	rvice		С			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<u>ተ</u> ጉ			十 个	7	ሻ	લી		ሻሻ	Þ	
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	3.0	
Lane Util. Factor	1.00	0,95		1,00	0.95	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.92		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1,00		0.95	1,00	
Satd. Flow (prot)	1736	3425		1770	3438	1553	1770	1723		3367	1586	
FIt Permitted	0.12	1.00		0.12	1.00	1.00	0.38	1.00		0.95	1.00	
Satd. Flow (perm)	216	3425		220	3438	1553	703	1723		3367	1586	
Volume (vph)	400	1050	30	60	1225	410	30	60	60	440	55	500
Peak-hour factor, PHF	0.95	0.95	0.85	0.85	0.96	0.95	0.85	0.90	0.90	0.95	0.85	0.95
Adj. Flow (vph)	421	1105	35	71	1276	432	35	67	67	463	65	526
RTOR Reduction (vph)	0	2	0	0	0	262	0	36	0	0	283	0
Lane Group Flow (vph)	421	1138	0	71	1276	170	35	98	0	463	308	0
Heavy Vehicles (%)	4%	5%	2%	2%	5%	4%	2%	2%	2%	4%	2%	4%
Turn Type	pm+pt			pm+pt		Perm	pm+pt			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2					
Actuated Green, G (s)	53.5	52.6		34.2	34.2	34.2	9.3	7.5		16.3	23.1	e Sadan na aasaan
Effective Green, g (s)	55.6	55.6		37,2	37.2	37.2	13.4	10.6		18.4	26.2	
Actuated g/C Ratio	0.56	0.56		0.37	0.37	0.37	0.13	0.11		0.18	0.26	er vicen vicense medele
Clearance Time (s)	5.1	6.0		4.0	6.0	6.0	4.0	6.1		5.1	6.1	
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)	451	1904		135	1279	578	124	183		620	416	
v/s Ratio Prot	c0.20	0.33		0.02	c0.37		0.01	0.06		c0.14	c0.19	-x - x
v/s Ratio Perm	0.31			0.18		0.11	0.03					
v/c Ratio	0.93	0.60		0.53	1.00	0.29	0.28	0.54		0.75	0.74	. 10.2 - 0.100 0.000
Uniform Delay, d1	34.3	14.8		23,3	31.4	22.1	38.8	42.4		38.6	33.8	
Progression Factor	0.81	0.64		0.44	0.59	1.30	1.00	1.00	20, 22, 10, 20, 20, 20, 20, 20, 20, 20, 20, 20, 2	0.83	0.43	oryanies nek
Incremental Delay, d2	26,1	1.2		2.4	19.8	0.8	1.3	3.0		4.4	6.3	
Delay (s)	54.0	10.7		12.6	38.2	29.6	40.1	45.4		36.5	20.9	
Level of Service	D	В		В	D	С	D	D.		D	C	
Approach Delay (s)		22.3			35.1			44.3		e e e e e e e e e e e e e e e e e e e	27.7	a nasa waka wasa
Approach LOS		С			D			D			С	
Intersection Summary												
HCM Average Control I	Delav		29.4		HCM Le	vel of Se	ervice		С			
HCM Volume to Capac			0.86									
Actuated Cycle Length			100.0		Sum of I	ost time	(s)		6.0			
Intersection Capacity U			99.8%			el of Sei			F			
Analysis Period (min)			15									
c Critical Lane Group	o, marine e esta a partir.	***										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	† †		ሻ	1			4			बी	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	41	315	3	3	300	21	16	9	7	6	1 1	39
Peak Hour Factor	0.85	0.95	0.60	0.60	0.95	0.80	0.75	0.65	0.65	0.65	0.60	0.85
Hourly flow rate (vph)	48	332	5	5	316	- 26	21	14	11	9	2	46
Pedestrians						Sec. 2					* a	
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)								·····	data area a mongripoli		arrana la de	
Median type								None			None	
Median storage veh)												
Upstream signal (ft)		1100										
pX, platoon unblocked							- 01E	700	400	040	770	
vC, conflicting volume	342			337			645	783	168	619	772	171
vC1, stage 1 conf vol								ig galaca iyaan i oo	!	·		
vC2, stage 2 conf vol	0.40			207			CAE	783	168	619	772	171
vCu, unblocked vol	342			337	41		645	703 6.5	6.9	7.5	6.5	6.9
tC, single (s)	4.1			4.1			7.5	0.0	0.9		0.0	0.9
tC, 2 stage (s)							3.5	4.0	3.3	3.5	4.0	3.3
tF (s)	2.2 96			2.2 100			93	96	99	97	99	95
p0 queue free %				1219			325	310	846	344	314	843
cM capacity (veh/h)	1214			1219						344	J 157	Q 1 2
Direction, Lane#	EB 1	EB 2	EB 3	WB1	WB 2	WB3	NB 1	SB 1	SB2			
Volume Total	48	221	116	5	211	132	46	11	46			
Volume Left	48	0	0	5	0	0	21	9	0			
Volume Right	0	0	5	0	0	26	11	0	46			
cSH	1214	1700	1700	1219	1700	1700	373	339	843			
Volume to Capacity	0.04	0,13	0.07	0.00	0,12	0.08	0.12	0.03	0.05			
Queue Length 95th (ft)	3	0	0	0	0	0	10	2	4			
Control Delay (s)	8.1	0.0	0.0	8.0	0.0	0.0	16.0	16.0	9.5			
Lane LOS	Α			Α			С	С	Α			
Approach Delay (s)	1.0			0.1			16.0	10.8				
Approach LOS							С	В				
Intersection Summary												
Average Delay	Managar		2.1									
Intersection Capacity Uti	lization		30.7%		CU Leve	el of Sen	vice		Α			
Analysis Period (min)			15						,			

	<u></u>		*	•	◄—	*	1	†	<i>*</i>	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኝ	† 1>		ች	↑ ↑			43-			ર્લ	Ţ.
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	49	445	10	2	460	18	4	. 3	2	29	4	86
Peak Hour Factor	0.85	0.95	0.70	0.60	0.95	0.75	0.60	0.60	0.60	0.80	0.60	0.85
Hourly flow rate (vph)	58	468	14	3	484	24	7	5	3	36	7	101
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)					ÇI-Ş							
Percent Blockage												
Right turn flare (veh)	31	1.4	[23.24.11.11.11.11.11.11.11.11.11.11.11.11.11					None			None	
Median type								INUITE			340110	
Median storage veh) Upstream signal (ft)		1100										
pX, platoon unblocked		1100										
vC, conflicting volume	508			483			944	1106	241	858	1101	254
vC1, stage 1 conf vol		2 11										
vC2, stage 2 conf vol												
vCu, unblocked vol	508			483			944	1106	241	858	1101	254
tC, single (s)	4.1			4.1			7,5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			96	97	100	84	97	86
cM capacity (veh/h)	1053			1076			175	197	760	234	198	745
Direction, Lane#	EB 1	EB 2	EB 3	WB1	WB 2	WB 3	NB 1	SB1	SB 2	, N		
Volume Total	58	312	170	3	323	185	15	43	101			
Volume Left	58	0	0	3	0	0	7	36	0			
Volume Right	0	0	14	0	0	24	3	0	101			
cSH	1053	1700	1700	1076	1700	1700	221	227	745		·····	
Volume to Capacity	0.05	0.18	0.10	-0.00	0.19	0.11	0.07	0.19	0.14			
Queue Length 95th (ft)	4	0	0	0	0	0	5	17	12			
Control Delay (s)	8.6	0.0	0.0	8,4	0.0	0.0	22.5 C	24.5 C	10.6 B			
Lane LOS	A			A 0.1			22.5	14.7	D			
Approach LOS	0.9			V.I			C	14.7 B				
Approach LOS	**************************************	2200,000 E 20EMOS 64 30M 1040000 MARIE	energialny dylak dalah kita sere					<u> </u>	en de montes de l'activates de l'act			
Intersection Summary												
Average Delay			2.5	g	~ 1 d'a se	a y normy nach (nic	i . s agai Jamanna		i., jandin a nim			
Intersection Capacity Ut	ilization		31.9%	[(U Leve	el of Ser	vice		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	ИВТ	NBR	SBL	SBT	SBR
Lane Configurations	ኻ	ሶ β	18 July 10 Sept 0000000 15	ሻ	^ ^	7	44.4.4.5.5.55.2.265666	ℯ₿		SOANEAN HARRA	્ 4	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%	· · · · · · · · · · · · · · · · · · ·	O APS	0%	**************************************		0%	``` ` ````` ` ```
Volume (veh/h)	_ 50	425	5	5	510	50	25	15	10	15	0.60	50 0.85
Peak Hour Factor	0.85	0.95	0.65	0.65	0.95	0.85	0.85	0.75	0.70	0.75 20	0.60	59
lourly flow rate (vph)	59	447	8	8	537	59	29	20	14	49.		Danier HV
^o edestrians		333	50.00000007755						y significant			00 % - 141-171 V
ane Width (ft)				0.0000			S. Salationer					Perental Control
Walking Speed (ft/s) Percent Blockage			-3-80000000			558445855655 - SS					aryngen och til Arrosta och til	
Right turn flare (veh)						650050055100		<u> 1941</u> -10-10-10-10-10-10-10-10-10-10-10-10-10-	uesses dependencia et al	140.00 Sept. (40.00)	America de la como de	
Median type			n se Spointanel A			evapageagt\$11160		None			None	
Median storage veh)	200000		- X (22106-10-1-	[54] 54 % BREWISCO	Street, not in 19 out	08010881100000000 NO	North North and Security	Arteción, Primer de 1995	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	* 2.7 c + 450030140000	200211211121111111111111111111111111111	
Upstream signal (ft)		1100										
oX, platoon unblocked		#99.5cm 107.45-4-1	200 may 200 manu - 200	ng grand in America sec		renverses and a						
C, conflicting volume	596	0.8865-00		455			914	1180	228	918	1125	268
C1, stage 1 conf vol												
C2, stage 2 conf vol	. 140 hgg http://		Jacobská Tarodoní									
vCu, unblocked vol	596			455		ra serre con escripcio	914	1180	228	918	1125	268
tC, single (s)	4.1			4.1	30		7.5	6.5	6,9	7.5	6.5	6.9
C, 2 stage (s)		ms in successions		nessamense <u>ss</u> se <u>su</u> ne a	an kasana panggas	mgamma ayulay 1870k	nesser <u>a</u> m <u>a</u>		Trans A la	2000 / 7 – 33		
F (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0 97	3.3 92
p0 queue free %	94		8888999 B.500 A.0	99		######################################	85 195	89 176	98 775	90 193	190	730
cM capacity (veh/h)	977			1102		#01 1 1 1 1 1 1 1 1 1	เลอ	2 1 2 10 11 1 100 100 000 0000	December 1 198 (1986)	1700/04/24/00/4/2001	130	
Direction, Lane#	EB 1	EB 2	EB3	WB 1	WB 2	WB3	WB 4	NB 1	SB 1	SB 2		
Volume Total	59	298	157	8	268	268	59	64	25	59		
Volume Left	59	0	0	8	0	0	0	29	20	0	n mood trough visione koke	sengum russasia ng
Volume Right	0	0	8	0	0	0	59	14	0	_59		
cSH	977	1700	1700	1102	1700	1700	1700	225	192	730		68689421443
Volume to Capacity	0.06	0.18	0.09	0,01	0.16	0.16	0.03	0.28	0.13	0.08		
Queue Length 95th (ft)	5	0	0	1 **********	0	0	0	28	11 26 E	7 ∵งกั∛		
Control Delay (s)	8.9	-0.0	0.0	8.3	0,0	0,0	0.0	27,2 D	26.5 D	10.4 B	Winds Heist	Svot Marining
Lane LOS	A	Resignation of the second second	G-12-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2	A 0.1				ں 27.2	15.2	D		Sasilien.
Approach Delay (s)	1.0			-	elektri kiri			Z/.Z D	19.4 C		3865400 CONTRA	
Approach LOS			LOCAL SERVICE	2000								
Intersection Summary												
Average Delay			2.8			9979999 99 P	was greater to the same		wygrania - Posts	KSK88217F777F	teren ekkeyekatabarra	7779 Per 1 : 32.00
Intersection Capacity Uti	lization		36.9%		CU Lev	el of Ser	vice		Α			
Analysis Period (min)		omercia.	15	710 1 1/46/30/58/6/7000	икопиломоти «Лин» 20	Recoveration (14.474.174)			844025-05-45-05-X	V 0 0150000000000		
eriosenia del BBISSO DE CARA DE BISSO DE CARA												

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Movement	EBL	EBT	EBR	WBL	MBI	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ት ጮ		×	^	74		4			4	7
Sign Control		Free			Free			Stop			Stop	
Grade	t na nazive aud prapagowa i kom	0%		. The state state at	0%			0%			0%	
Volume (veh/h)	60	650	15	3	575	35	15	5	5	60	10	125
Peak Hour Factor	0.85	0.95	0.75	0.65	0.95	0.85	0.80	0.70	0.70	0.90	0.75	0.95
Hourly flow rate (vph)	71	684	20	- 5	605	41	19	7	7	67	13	132
Pedestrians							is to see a Asiababa			restore in a constant	nagaratika	sur cooperation to
Lane Width (ft)	0.00		9 9 9 0						30, 85686			100 (00 00 00 00 00 00 00 00 00 00 00 00
Walking Speed (ft/s)					onposamonim municipa e 171	er en væresstenning.	, contractor stract	gamesaman mining king king	100-100-200-200-200-200-200-200-200-200-	essante estivitat	No de la compania de	10000000000
Percent Blockage												
Right turn flare (veh)	escription, to the s	CARACE #	· · · · · · · · · · · · · · · · · · ·	seedings were see	n di nesi kwake mainini ni	land o nazirah dalah	anan halipiyat kun kari	er <u>. V</u> otest 1930.5	nijingan ya jajiyas	gesterik Wilson		Marine Me
Median type		V. 945. (GL. 1)						None			None	
Median storage veh)	NEST TO THE CONTRACTOR	- % WWW.T		40000000000000000000000000000000000000	4 N. 19 Apple 8800 (2007). C			N. (1990)		-088663757410	You have F	TOTAL BARRAS
Upstream signal (ft)		1100		0.00		and the	0.98	0.98	0.98	0.98	0.98	
pX, platoon unblocked	0.40	51,00074/8888758400	vanus siidea	0.98 704			1285	1491	352	1108	1460	303
vC, conflicting volume	646			7.04			1200	1901	002	1100	1.100	000
vC1, stage 1 conf vol								e phathaith sin ills		Allender		sectional lidea
vC2, stage 2 conf vol vCu, unblocked vol	646		2014/15/2009	682			1273	1482	323	1093	1450	303
tC, single (s)	4.1		-40000000000000000000000000000000000000	4.1	e e e e guarde por porte por el constante p Constante por el constante por		7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	article date of the last		Averendekkep		S-6206 SC44 1907			MARKATATA A	(Ayrona ranasa)	and the Control of the Control	- prop to \$5000000000000000000000000000000000000	TALL ALMANDED
tF (s)	2.2			2.2	S SOORGALES		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92	43 41 50 50 50 50 50 50 50 50 50 50 50 50 50		99			78	94	99	55	89	81
cM capacity (veh/h)	935			891			85	112	661	147	117	693
Direction, Lane#	EB1	EB 2	EB3	WB1	WB 2	WB3	WB 4	NB 1	SB 1	SB 2		
Volume Total	71	456	248	5	303	303	41	33	80	132		
Volume Left	71	0	2-10 0	5	0	0	0	19	67	0		CHENT - 1
Volume Right	. 0	Ö	20	0	. 0	0	41	7	0	132	ocesion, ica A.S. Magazini	
cSH	935	1700	1700	891	1700	1700	1700	112	141	693	v 344	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Volume to Capacity	0.08	0.27	0.15	0.01	0.18	0.18	0.02	0.30	0.57	0.19		
Queue Length 95th (ft)	6	0	0	0	0	0	0	28	72	17		V 275/2/201
Control Delay (s)	9,2	0.0	0.0	9.1	0.0	0.0	0,0	50.1	59.9	11.4		
Lane LOS	Α	e ir idaliyaddir. Ballara y	ng i provincia vista di seleta	Α	- 1.0 Years of #004004274777	Take all and the second	1872711 - 1 N. T. T.	F	F	В		
Approach Delay (s)	8.0			-0.1				50.1	29.7			
Approach LOS	Deficience and including	- The Control of the						F	D			
Intersection Summary												
Average Delay	10		5.2	e contrar a								-
Intersection Capacity Uti	lization		39.8%		CU Leve	el of Ser	vice		Α			
Analysis Period (min)		The second designs	15									
	oseografii e e e e e Gastavõese e e e e e		enternentati Rooffen vara									
- 200 A SECTION OF THE CONTRACT OF THE CONTRAC												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑ }		15	ተተ	7		₽		*5	4	
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	0.95	\$ 0.50	1.00	0.95	1.00		1,00		1.00	1.00	Yell Will
Frt	1.00	1.00		1.00	1.00	0.85		0.95		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98		0.95	1.00	
Satd. Flow (prot)	1770	3341		1770	3343	1583		1729		1770	1605	
Flt Permitted	0.18	1.00		0.19	1.00	1.00		0.98		0.95	1.00	
Satd. Flow (perm)	339	3341		354	3343	1583		1729		1770	1605	
Volume (vph)	50	1225	5	20	1110	120	25	15	30	110	3	50
Peak-hour factor, PHF	0.85	0.95	0.65	0.80	0.95	0.95	0.80	0.75	0.85	0.95	0.60	0.85
Adj. Flow (vph)	59	1289	8	25	1168	126	31	20	35	116	5	59
RTOR Reduction (vph)	0	1	0	0	0	42	0	24	0	0	52	0
Lane Group Flow (vph)	59	1296	0	25	1168	84	0	62	0	116	12	0
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt			Perm	aree yaw	Perm	Split			Split		
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	72.0	72.0		65.6	65.6	65.6		5.0		11.0	11.0	
Effective Green, g (s)	73,0	73.0		66.6	66.6	66.6		6.0		12.0	12.0	
Actuated g/C Ratio	0.73	0.73		0.67	0.67	0.67		0.06		0.12	0.12	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	296	2439		236	2226	1054		104		212	193	
v/s Ratio Prot	0.01	c0.39			0.35			c0.04		c0.07	0.01	
v/s Ratio Perm	0.14			0.07		0.05						
v/c Ratio	0.20	0.53		0.11	0.52	0.08		0.59		0.55	0.06	
Uniform Delay, d1	5.5	6.0		6.0	8,6	5.9		45.8		41,4	39.0	
Progression Factor	0.88	1.37		0.69	0.63	0.24		1.00		1.00	1.00	
Incremental Delay, d2	0,3	0,7		0.8	8.0	0.1		8.7		9.8	0.6	
Delay (s)	5.1	8,9		5.0	6.2	1.6		54.5		51.2	39.6	
Level of Service	Α	Α		Α	Α	Α		D		D	D	
Approach Delay (s)	g een en meer meere me	8.7	***********		5.8			54.5			47.1	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM Average Control	Delay		11.1	H	ICM Le	vel of Se	ervice		В			
HCM Volume to Capac			0.54									
Actuated Cycle Length			100.0		Sum of	ost time	(s)		9.0			
Intersection Capacity U			60.1%			el of Sei			В			
Analysis Period (min)			15									
c Critical Lane Group)											
2 2 Herre 2.04P												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑ Դ		ሻ	^	7*		4		ኻ	P	enwent no oo oo
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	0.95		1.00	0.95	1.00		1.00		1.00	1,00	
Frt	1.00	1.00		1.00	1.00	0.85		0.92		1.00	0.86	
Fit Protected	0.95	1.00		0.95	1,00	1.00		0.98		0.95	1.00	
Satd. Flow (prot)	1770	3339		1770	3343	1583		1696		1770	1610	eren era eta eta eta eta eta eta eta eta eta et
FIt Permitted	0.07	1.00		0.10	1.00	1.00		0.98		0.95	1.00	
Satd. Flow (perm)	133	3339		196	3343	1583		1696		1770	1610	
Volume (vph)	60	1580	15	30	1615	155	15	5	30	170	10	125
Peak-hour factor, PHF	0.85	0.95	0.75	0.85	0.95	0.95	0.75	0.65	0.85	0.95	0.70	0.95
Adj. Flow (vph)	71	1663	20	35	1700	163	20	8	35	179	14	132
RTOR Reduction (vph)	0	1	0	0	0	56	0	34	0	0	86	0
Lane Group Flow (vph)	71	1682	0	35	1700	107	0	29	0	179	60	0
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%
	pm+pt		William Mark	Perm		Perm	Split		Seave and	Split		
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	71.0	71.0		64.6	64.6	64.6		3.0		14.0	14.0	
Effective Green, g (s)	72.0	72.0		65.6	65.6	65.6		4.0		15.0	15.0	
Actuated g/C Ratio	0.72	0.72		0.66	0.66	0.66		0.04		0.15	0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0		4.0	4,0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	151	2404		129	2193	1038		68		266	242	
v/s Ratio Prot	0.02	c0.50	v		c0.51			c0.02		c0.10	0.04	
v/s Ratio Perm	0,32			0.18		0.07						
v/c Ratio	0.47	0.70		0.27	0.78	0.10		0.43		0.67	0.25	
Uniform Delay, d1	12.0	7.9		7.2	12.0	6.3		46.9		40.2	37,5	
Progression Factor	1.07	1.14		0.60	0.50	0.32		1.00		1.00	1.00	
Incremental Delay, d2	1.9	1.4		4.1	2.2	0.2		4.4		12.8	2.4	
Delay (s)	14.7	10.4		8.4	8.2	2,2		51.3		53.0	40.0	
Level of Service	В	В		Α	Α	Α		D		D	D	
Approach Delay (s)								51.3			47.1	
	erre rie saud dierr	10.6			7.7			01.0			77,1	A CARLO SECTION AND ADMINISTRATION OF THE PARTY OF THE PA
Approach LOS		10.6 B			7.7 A			51.3 D			D	
Intersection Summary					Α			A CONTRACTOR OF THE PARTY OF TH			4 5 4 4 5 4 4 5 <u> </u>	
			12.8	ŀ	Α	vel of Se	ervice	A CONTRACTOR OF THE PARTY OF TH	В		4 5 4 4 5 4 4 5 <u> </u>	
Intersection Summary)elay		12.8 0.74		A ICM Le			A CONTRACTOR OF THE PARTY OF TH			4 5 4 4 5 4 4 5 <u> </u>	
Intersection Summary HCM Average Control D	elay ty ratio			S	A ICM Le	ost time	(s)	A CONTRACTOR OF THE PARTY OF TH	B 12.0		4 5 4 4 5 4 4 5 <u> </u>	
Intersection Summary HCM Average Control D HCM Volume to Capacit	elay ty ratio s)	В	0.74	S	A ICM Le		(s)	A CONTRACTOR OF THE PARTY OF TH			4 5 4 4 5 4 4 5 <u> </u>	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ }		ሻ	ት ጉ			4			4	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	150	150	- 6		250	20	2	0	1	20	0	55
Peak Hour Factor	0.95	0.95	0.65	0.60	0.95	0.75	0.60	0.60	0.60	0.75	0.60	0.85
Hourly flow rate (vph)	158	158	9	2	263	27	3	0	2	27	0	65
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)		·				(-1					Taka da kacamata	
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked				407	· · · · · · · · · · · · · · · · · · ·		670	771	84	676	763	145
vC, conflicting volume	290			167			678	11-1-	04	0/0	7.03	- Hay
vC1, stage 1 conf vol						[
vC2, stage 2 conf vol	200			167			678	771	84	676	763	145
vCu, unblocked vol	290 4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, single (s)	4.1			4.1					0.3			
tC, 2 stage (s) tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			100		::	99	100	100	91	100	93
cM capacity (veh/h)	1269			1408			283	288	959	306	291	876
The state of the s		propagation (1984)										
Direction, Lane#	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1 27	SB 2			
Volume Total	158	105	62	2	175	114	5	27 27	65			
Volume Left	158	0	0 9	2 0	0 0	0 27	3 2		0 65			
Volume Right	4200	1700		1408	1700	1700	370	306	876			
cSH	1269	1700	1700 0.04	0.00	0.10	0.07	0.01	0.09	0.07			
Volume to Capacity	0.12	0.06	***************************************	0.00	0.10	0.07	1	7	6			
Queue Length 95th (ft)	11 8.2	0.0	0.0	7.6	0.0	0.0	14.9	17.9	9.4			
Control Delay (s)	- 0.2 A		0.0	7.0 A		U.U		C	э. ч А			
Lane LOS	4.0			0.0			14.9	11.9				
Approach Delay (s) Approach LOS				0.0			. п. о В	В				
	CONTRACT NOTICE AND ARREST	ervenus especialis accumination		The state of the s					***************************************		CONTRACTOR CONTRACTOR	
Intersection Summary		1 2 2										
Average Delay			3.5									
Intersection Capacity Ut	ilization		29.2%		CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ጘ	<u>ት</u>		75	ተቡ			4			र्स	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%		er en de la companya	0%	
Volume (veh/h)	65	305	32	2	340	15	25	3	2 000	15	3	80
Peak Hour Factor	0.85	0.95	0.85	0.60	0.95	0.75	0.80 31	0.60 5	0.60 3	0.75 20	0.60 5	0.85 94
Hourly flow rate (vph)	76	321	38	3	358	20	31	3	3	20		34
Pedestrians			<u> </u>									
Lane Width (ft) Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)										::::::::::::::::::::::::::::::::::		
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	378			359			775	877	179	694	886	189
vC1, stage 1 conf vol			1									
vC2, stage 2 conf vol				250			775	077	470	604	886	189
vCu, unblocked vol	378			359 -4.1			775 - 7,5	877 6.5	179 6.9	694 7.5	6.5	6.9
tC, single (s)	4.1			4.1					0.8			0.5
tC, 2 stage (s) tF (s)	2.2			2.2			3.5	4,0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			87	98	100	93	98	89
cM capacity (veh/h)	1177			1197			238	266	833	307	263	821
		EB 2	EB 3	WB1	WB 2	WB 3	NB 1	SB 1	SB2			
Direction, Lane # Volume Total	EB 1 76	214	145	3	239	139	40	25	94			
Volume Left	76	2 14 0	143 0	3	239	0	31	20	0			
Volume Right	- 0	0.	38	0	0	20	3	0	94			
cSH	1177	1700	1700	1197	1700	1700	257	297	821	.:		
Volume to Capacity	0.06	0.13	0.09	0.00	0.14	0.08	0.15	0,08	0.11			
Queue Length 95th (ft)	5	0	0	0	0	0	13	7	10			
Control Delay (s)	8.3	0.0	0.0	8.0	0.0	0.0	21.5	18.2	10.0			
Lane LOS	Α			Α			С	С	Α			
Approach Delay (s)	1.5			0.1			21.5	11.7				
Approach LOS							С	В				
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Ut	ilization		31.8%		CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15				:::::::::::::::::::::::::::::::::::::::	. Autum decement				4

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Je.	ተት	7	*1	ተተ	7		₩.		and the second second Second	- 4	7
Sign Control		Free		Salazari i	Free			Stop		o de la la composición de la composición dela composición de la co	Stop	
Grade		0%			0%		00000.000 E000.0	0%	contract, 3 of 51 <u>—</u> 2, 375		0%	
Volume (veh/h)	190	240	10	2	500	30	5	2	2	25	2	70
Peak Hour Factor	0.95	0.95	0.70	0.60	0.95	0.85	0.65	0.60	0.60	0.85	0.65	0.90
Hourly flow rate (vph)	200	253	14	3	526	35	8	3	3	29	3	78
Pedestrians	wanning an elek	515 - 415 AV 546 AV FACTOR TO		erevetennistiko		garayyy chin	330.0000000000000000000000000000000000			-8.0000E000	1975 volski 197 9	
Lane Width (ft)										50/86#IFE 61		
Walking Speed (ft/s)			enerenene	VA 19401998465674 - C	0.0000000000000000000000000000000000000				38555E344556			
Percent Blockage	Special Control			on for the								
Right turn flare (veh)		Brosker (1988)	9256677507F0			33355555555555555555555555555555555555		None			None	
Median type Median storage veh)								INOLIC			1,0110	
Upstream signal (ft)			200064474170 200064474170			A SUBBROCES					Video Company	
pX, platoon unblocked			\$	(A3) Calife	5889973 1115 115 115 115 115 115 115 115 115 1	-1714/4000-balladastr		6688 055035015		PERMITTE HORING	989690[Sec. 01], 2000.	- 100 0000000 mm
vC, conflicting volume	562			267			1002	1221	126	1064	1200	263
vC1, stage 1 conf vol		(PASCON) PASCONS	igg Mirrory of the sec		Attivitation and unitarity of 0.7	>ct)) 5697(6757 / h - ::	CONTRACTOR	paramatan ng pangkan pangkan ng p	mouthbased benefits amount of	nenje v v kine in svenskeh	\$ miles # 1	
vC2, stage 2 conf vol										5. 3 (8) A	eder Million in Organization	
vCu, unblocked vol	562	7 4 1 (THINK THE STORES	864 (T. 18 11 14 14 14 14 14 14 14 14 14 14 14 14	267	Ja. 1	PENELLILLA . * ·	1002	1221	126	1064	1200	263
tC, single (s)	4.1			4.1		enaggiogodae Pengganagan	7,5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	y and remainded your array with			The St. of								
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3,3
p0 queue free %	80			100			95	98	100	80	98	89
cM capacity (veh/h)	1006			1294			146	143	900	147	147	735
Direction, Lane#	EB1	EB2	EB3	EB4	WB1	WB2	WB 3	WB 4	NB 1	SB1	SB 2	
Volume Total	200	126	126	14	3	263	263	35	14	32	78	
Volume Left	200	0	0	0	3	0	0	0	8	29	0	000000000000000000000000000000000000000
Volume Right	0	0	0.	14	0	0	0	35	3	0	78	ADBLE FOR
cSH	1006	1700	1700	1700	1294	1700	1700	1700	180	147	735	Acades2000ii
Volume to Capacity	0,20	0.07	0.07	0.01	0.00	0.15	0.15	0.02	0.08	0.22	0.11	
Queue Length 95th (ft)	18	0	0	0	0	0	0	0	6	20	9 10.5	
Control Delay (s)	9.5	0.0	0.0	0.0	7,8	0.0	0,0	0.0	26.7 D	36,4 E	10.5	
Lane LOS	A	400###################################	Ekin Warre		A				26.7	18.1		
Approach Delay (s)	4.1				0.0					10.1 C		
Approach LOS									ט	· ·		
Intersection Summary												
Average Delay	era payror		3.7		OI 11	al of Co-	vice		Λ.			
Intersection Capacity Ut	ilization		39,2%		CU Leve	91 OI SEI	VICE III			ystra nyffi	Marine (1975)	valder Held
Analysis Period (min)		55 55 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	15					evegareta (SA)	oka gaja assori sati ki Sin Gajar Taning	48181 PRISE		
					versioni sell	3587 25 470000			Kanada (Kanada Kanada Kana Kanada kanada kanad		Productions	0.099904540,004}

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ነና	ተተ	74	*5	ተተ	7		4		. 1 20 (2000)	4	7
Sign Control		Free	9003 - 1100 9003 - 1100	2378	Free	5. rs - 2.38		Stop			Stop	
Grade		0%			0%			0%			0%	-000-774
Volume (veh/h)	80	570	40	3	425	20	30	3	3	20	_ 3	100
Peak Hour Factor	0.90	0.95	0.85	0.60	0.95	0.80	0.85	0.65	0.65	0.85	0.65	0.95
Hourly flow rate (vph)	89	600	47	5	447	25	35	5	- 5	24	5	105
Pedestrians		.,		n sun su su tuamutat	enten na na akam	addition to a six of a	goggrade foregative tile.	Lysperson community		govern er Austrië	HETEROTRICA A	A48869/GECEST
Lane Width (ft)			(a. 155,05 (C.)							S. S. San San		
Walking Speed (ft/s)	ere - 11 - 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1	dortumo sen monto con conce	. Post of contrasting and	:	anna an an an an an an an an	ergegraum open 60 42	oosaanoo aa	.a.e.e.eeeeeeee.e.e.e.	- 1705 1 CONSTRUCT	50/10-11-110-10-20-		ATTEMATICAL AND A STATE OF THE
Percent Blockage						567-19-19-19-19-19-19-19-19-19-19-19-19-19-						
Right turn flare (veh)	BREALINA AL	-85818889555555555	sa nanakakatati		erena Terrena	848495245124-54744		None			None	
Median type							70000000000000000000000000000000000000	INOHE			140116	
Median storage veh)	angerreents, en	o continue de la cont			9055510000							
Upstream signal (ft)								Accompany (A		KONGE (POPER)		ng (A. A. A
pX, platoon unblocked				647	00000000000000000000000000000000000000		1119	1260	300	942	1282	224
vC, conflicting volume	472			U -1 /			::1:1:1:1 :9 ::	1200		angaigh.	eran	
vC1, stage 1 conf vol vC2, stage 2 conf vol				Magazin Charle								
vCz, stage z com voi vCu, unblocked vol	472			647			1119	1260	300	942	1282	224
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)				1000000-01915-5199	N-602869-0-1-1-1	55-103 -07/00227 -055	. j. 134 - 154 USANISA	miner programme	kata ka 301. San S	ourantenten en en	110 c.	
tF (s)	2.2	90 (COMPAGE)		2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92	N 10754 (6754646077)	vota s Promes	99	11970788884 N. T. 1. 1.	. 1 - 1 - 1 - 1 - 1 - 1	72	97	99	88	97	86
cM capacity (veh/h)	1086		E PARTS	934			127	154	696	197	150	780
Direction, Lane #	EB1	EB 2	EB 3	EB 4	WB 1	WB2	WB 3	WB 4	NB 1	SB1	SB 2	
Volume Total	89	300	300	47	5	224	224	25	45	28	105	
Volume Left	89	0	0	0	5	0	0	0	35	24	0	**
Volume Right	0.	0	. 0	47	0	0	0	25	5	0	105	
cSH	1086	1700	1700	1700	934	1700	1700	1700	142	188	780	
Volume to Capacity	0.08	0.18	0.18	0.03	0.01	0.13	0.13	0.01	0.31	0.15	0.14	
Queue Length 95th (ft)	7	0	0	0	0	0	0	0	31	13	12	
Control Delay (s)	8.6	0,0	0.0	0,0	8.9	0.0	0.0	0.0	41.5	27.6	10,3	
Lane LOS	Α		**************************************		Α				Е	D	В	
Approach Delay (s)	1,0	NOE.			0.1		Kora i		41.5	14.0	New Parts	
Approach LOS									Е	В		
Intersection Summary			10									
Average Delay			3.3			may are guest work	maajiriya wayaaa		urojogi ca na -	ana Nasasanii M	TTGGGG VENN	vejaaren alakokuk ura
Intersection Capacity Ut	ilization		37,8%	- nc-10	CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15	ne endedermenter	o estra es estector m	** - * 1 * * * * * 250.00	personal superior superior	Colorana antonio.	0.0033356647	4.A +00.V0Xx0259777	prygaga 49 rojekt 2021	8888800 kitchiologi
								WERGEN)				atoliki X

	٠		7	•	4-	1	*	†	<i>/</i> **	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^	7	*5	^	7		₩			- €	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1,00	1.00		0.97			0,95	1.00
Satd. Flow (prot)	1770	3312	1583	1770	3312	1583		1759	·		1778	1583
Fit Permitted	0.20	1.00	1.00	0.21	1.00	1.00		0.85			0.73	1.00
Satd. Flow (perm)	382	3312	1583	391	3312	1583		1541			1354	1583
Volume (vph)	190	1175	10	2	1195	50	5	2	2	45	2	70
Peak-hour factor, PHF	0.95	0.95	0.70	0.60	0.95	0.85	0.65	0.60	0.60	0.80	0.60	0.85
Adj. Flow (vph)	200	1237	14	3	1258	59	8	3	3	56	3	82
RTOR Reduction (vph)	0	0	2	0	0	10	0	3	0	0	0	74
Lane Group Flow (vph)	200	1237	12	3	1258	49	0	11	0	0	59	- 8
Heavy Vehicles (%)	2%	9%	2%	2%	9%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		Perm
Protected Phases	open er til til til er er	4	and deep to see a see.	to the season of the season of	8	**! ********		2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)	82.5	82.5	82.5	82.5	82.5	82.5	** 1	9.5			9.5	9.5
Effective Green, g (s)	82.5	82.5	82.5	82.5	82.5	82.5		9.5			9.5	9.5
Actuated g/C Ratio	0.82	0.82	0.82	0.82	0.82	0.82		0.10			0.10	0.10
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0
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)	315	2732	1306	323	2732	1306		146			129	150
v/s Ratio Prot	pm, rum, rum Iu Ju Vrijeru Vrij	0.37	Saucha e a secesión de sel s		0.38	i i fi i i fiel geregije e e i			•			
v/s Ratio Perm	c0,52		0.01	0.01		0.03		0.01			c0.04	0.00
v/c Ratio	0.63	0.45	0.01	0.01	0.46	0.04		0.08			0.46	0.05
Uniform Delay, d1	3.2	2.4	1.5	1.5	2.5	1.6		41.3			42.8	41.2
Progression Factor	1.32	0.53	0.82	0.17	1.12	0.11		1.00			1.00	1.00
Incremental Delay, d2	8.1	0.5	0.0	0.0	0.5	0.0		0.2			2.6	0.1
Delay (s)	12.4	1.8	1.3	0.3	3.3	0.2		41.5		1 4 4 1 1 1 1 1	45.4	41.3
Level of Service	В	Α	Α	Α	Α	Α		D			D	D
Approach Delay (s)	N 50.00000000000000000000000000000000000	3.2	remail and distinct	94 C.	3.1		Vi Vi	41.5			43.0	
Approach LOS	ing stract	Α	Tarana Xir		Α			D			D	
Intersection Summary	Nalar:		5.3	T	JON L ~	vel of Se	vico		A			
HCM Average Control D					ICIVI LE	ver or Se	VICE		gyidudu /N d	ikipa na sapagki		
HCM Volume to Capacit		es equence (2008)	0.62	villa en entre P	Sum of t	oot time	/o\	98449998086	മറ			
Actuated Cycle Length (100.0			ost time			8.0			
Intersection Capacity Ut	ilization		58.4%	* 	ou Lev	el of Ser	VICE		В		regognavijako	
Analysis Period (min)			15	va sarii	gugepteniki				unainerinijesii:	et satistical	oles - which (Poste)	ench-relations
c Critical Lane Group												

	<u></u>	→	•	- €	+	4	4	†	<i>*</i>	-	 	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	^	7	Y	^	7		4	,		4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	. Ne herri el mase	4.0	aante ere treene ere er		4.0	4.0
Lane Util. Factor	1.00	0,95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96			0.96	1,00
Satd. Flow (prot)	1770	3312	1583	1770	3312	1583		1766	and the second second second	ne ginanananynynengsygyi	1781	1583
FIt Permitted	0.11	1.00	1.00	0.11	1.00	1.00		0.74			0.78	1.00
Satd. Flow (perm)	214	3312	1583	207	3312	1583		1354			1453	1583
Volume (vph)	80	1660	40	3	1635	45	30	3	3	45	3	100
Peak-hour factor, PHF	0.90	0.95	0.85	0.60	0.95	0.80	0.85	0.60	0.60	0.80	0.60	0.95
Adj. Flow (vph)	89	1747	47	5	1721	56	35	5	5	56	5	105
RTOR Reduction (vph)	0	0	8	0	0	10	0	5	0	0	0	47
Lane Group Flow (vph)	89	1747	39	5	1721	46	0	40	0	0	61	58
Heavy Vehicles (%)	2%	9%	2%	2%	9%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)	82.3	82.3	82.3	82.3	82.3	82.3		9.7			9.7	9.7
Effective Green, g (s)	82.3	82.3	82.3	82.3	82.3	82.3		9.7			9,7	9.7
Actuated g/C Ratio	0.82	0.82	0.82	0.82	0.82	0.82		0.10			0.10	0.10
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0
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	2726	1303	170	2726	1303		131			141	154
v/s Ratio Prot		c0.53			0.52							
v/s Ratio Perm	0.42		0.02	0.02		0.03		0.03			c0.04	0.04
v/c Ratio	0.51	0.64	0.03	0.03	0.63	0.04		0.31			0.43	0.38
Uniform Delay, d1	2.7	3.3	1.6	1,6	3.3	1.6		42.0			42.6	42.3
Progression Factor	1.06	1.00	1.86	0.32	0.47	0.08		1.00			1.00	1.00
Incremental Delay, d2	7.2	8.0	0.0	0.2	8.0	0.0		1.3			2.1	1.5
Delay (s)	10.0	4.2	3.0	0.7	2.3	0.2		43.4		v	44.7	43.9
Level of Service	В	Α	Α	Α	Α	Α		D			D	D
Approach Delay (s)		4,4			2.3			43.4			44.2	entenne e een
Approach LOS		A			Α			D			D	
Intersection Summary	16											
HCM Average Control D)elav		5.6	ŀ	ICM Le	vel of Se	rvice		Α			
HCM Volume to Capaci		24 05 11 04 04 04 04 04 04 04 04 04 04 04 04 04	0.62	gjugniga kisihist	ana e i da ji	e see e see e e	145.75		er er er er falle gelich (gelich geh	egeg este digitare di ete di		ender, ordered ordi
Actuated Cycle Length (100.0	۶	Sum of I	ost time	(s)		8.0			
Intersection Capacity Ut			68.3%			el of Serv		ues portrollire in Mis	С		5.1.5 MITSEL	, e erg in in nin ning sk
Analysis Period (min)			15									
c Critical Lane Group	garateria (1804)	enegacija sijak se	\$			e e i i e e è e e e e e e e e				Ass. 11. 12. 12. 12. 12. 12. 12. 12. 12. 12	44 - 27 - 47	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	个个	7*	J.	ተተ	7	Ϋ́	[}		ሻ	†	۴
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		3.0	3.0	3.0
Lane Util. Factor	1,00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1,00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0,95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3471	1583	1770	3471	1583	1770	1657		1770	1863	1583
Flt Permitted	0.22	1.00	1.00	0,33	1.00	1.00	0.56	1.00		0.75	1.00	1.00
Satd. Flow (perm)	412	3471	1583	612	3471	1583	1041	1657		1388	1863	1583
Volume (vph)	116	820	280	45	960	18	55	3	10	28	25	197
Peak-hour factor, PHF	0.95	0.95	0.95	0.85	0.95	0.75	0.85	0.60	0.70	0.80	0.80	0.95
Adj. Flow (vph)	122	863	295	53	1011	24	65	5	14	35	31	207
RTOR Reduction (vph)	0	0	71	0	0	8	0	11	0	0	0	188
Lane Group Flow (vph)	122	863	224	53	1011	16	65	8	0	35	31	19
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		Perm	Perm		Perm	pm+pt			Perm		Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)	74.8	74.8	74.8	63.6	63.6	63.6	17.2	17.2		8.4	8.4	8.4
Effective Green, g (s)	75.8	75.8	75,8	64.6	64.6	64.6	18.2	18.2		9.4	9.4	9.4
Actuated g/C Ratio	0.76	0.76	0.76	0.65	0.65	0.65	0.18	0.18		0.09	0.09	0.09
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	424	2631	1200	395	2242	1023	232	302		130	175	149
v/s Ratio Prot	0.02	c0.25			c0.29		c0.02	0.00			0.02	
v/s Ratio Perm	0,19		0.14	0.09		0.01	c0.03			0.03		0.01
v/c Ratio	0.29	0.33	0.19	0.13	0.45	0.02	0.28	0.02		0.27	0.18	0.13
Uniform Delay, d1	4.6	3.9	3.4	6,9	8.8	6.3	34.8	33.6		42.1	41.7	41.6
Progression Factor	0.50	0.36	0.52	0.96	1.00	1.05	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.3	0.3	0.3	0.7	0.6	0.0	0.7	0.0		1.1	0,5	0.4
Delay (s)	2.6	1.7	2.1	7.3	9.5	6.7	35.4	33.6		43.2	42.2	42.0
Level of Service	Α	Α	Α	Α	Α	Α	D	С		D	D	D
Approach Delay (s)		1.9			9.3			35.0			42.1	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM Average Control I			9.9	HENRY P	ICM Le	vel of S	ervice		Α			
HCM Volume to Capac			0.41						5 4. 4.	, na mai penisaran en	uran maleue (n. 1919).	a saarjiin isaana is
Actuated Cycle Length			100.0			ost time			9.0			
Intersection Capacity U	tilization		52.7%		CU Lev	el of Se	rvice		Α		ere ere er er er er er	
Analysis Period (min)			15									
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ነኝ	ተተ	7	*	个 个	7	145	7>		*	†	7
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		3.0	3.0	3.0
Lane Util, Factor	1,00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1,00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3471	1583	1770	3471	1583	1770	1702		1770	1863	1583
Flt Permitted	0.13	1.00	1.00	0.21	1.00	1,00	0.59	1,00		0.70	1.00	1.00
Satd. Flow (perm)	242	3471	1583	391	3471	1583	1097	1702		1313	1863	1583
Volume (vph)	395	1245	60	10	1105	60	220	29	39	53	20	330
Peak-hour factor, PHF	0.95	0.95	0.85	0.70	0.95	0.85	0.95	0.85	0.85	0.85	0.80	0.95
Adj. Flow (vph)	416	1311	71	14	1163	71	232	34	46	62	25	347
RTOR Reduction (vph)	0	0	20	0	0	35	0	36	0	0	0	241
Lane Group Flow (vph)	416	1311	51	14	1163	36	232	44	0	62	25	106
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt		Perm	Perm		Perm	pm+pt			Perm		Perm
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)	71.4	71.4	71.4	50.0	50.0	50.0	20.6	20.6		10.6	10.6	10.6
Effective Green, g (s)	72.4	72.4	72.4	51.0	51.0	51.0	21.6	21.6		11.6	11.6	11.6
Actuated g/C Ratio	0.72	0.72	0.72	0.51	0.51	0.51	0.22	0.22		0.12	0.12	0.12
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	456	2513	1146	199	1770	807	284	368		152	216	184
v/s Ratio Prot	c0.17	0.38			0.34		c0.06	0.03			0.01	
v/s Ratio Perm	c0.49		0.03	0.04		0.02	c0.12			0.05		0.07
v/c Ratio	0.91	0.52	0.04	0.07	0.66	0.04	0.82	0.12		0.41	0.12	0.57
Uniform Delay, d1	24.0	6.1	3.9	12.5	18.1	12.3	36.8	31.5		41.0	39.6	41.9
Progression Factor	1.40	0.53	0.27	1.11	1.29	1.38	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	18.5	0,6	0,1	0.6	1.7	0.1	16.4	0.1		1.8	0.2	4.3
Delay (s)	52.0	3,9	1.1	14.4	24.9	17.0	53.3	31.7		42.8	39.8	46.1
Level of Service	D	Α	Α	В	С	В	D	С		D	D	D
Approach Delay (s)		14.9			24.3			47.7			45.3	
Approach LOS		В			С			D			D	
Intersection Summary												
HCM Average Control I	Delay		24.2	Barrer I	ICM Le	vel of S	ervice		С			
HCM Volume to Capac			0.88			15.50						
Actuated Cycle Length			100.0		Sum of I	ost time	(s)		6.0			
Intersection Capacity U		171 . 2 771 7	81.3%		CU Lev				D			
Analysis Period (min)			15									
c Critical Lane Group	-7 - 4 - 527 - 47 - 334	1441144000		. ","							•	*

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Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	ሻ	ተ ተ	ት }) ^N	7						
Sign Control		Free	Free		Stop							
Grade	none e e e e e e e e e e e e e e e e e e	0%	0%	erties treumention	0%		Neutral Lagrage		Saaatte Setin	a esta de esta acc	dee Jasatie Va	este de la celebra de la c La celebra de la celebra d
Volume (veh/h)	47	810	860	6	23	165						
Peak Hour Factor	0.85	0.95	0.95	0.65	0.80	0.95						
Hourly flow rate (vph)	55	853	905	9	29	174	BARANAN (PAR		BARTHIA E	estime.	a Bornella Maria	
Pedestrians Lane Width (ft)				gengen fedi	×1000000000000000000000000000000000000							
Walking Speed (ft/s)	dige celificativ			palatan kan ki								
Percent Blockage												
Right turn flare (veh)	10,000 pt 4010 fee effective	- 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,										
Median type				1	WLTL							
Median storage veh)					3							
Upstream signal (ft)												
pX, platoon unblocked		ene sesson mor					* ** *,	a saartaasa sa	e e a cuertecca.	-1 1.s.	Nord State Control	
vC, conflicting volume	914			highest.	1447	457						
vC1, stage 1 conf vol	03,4133,800,643,00		SOUTH CONTROL	NI FOR CHE VI RIKOBE TINTRO	910		Patrodojanjoras	gata sakataka	a estata (espa	oscupaja	engera gya	ya sakaanda ka
vC2, stage 2 conf vol	04.4				537 1447	457		BEALDAYA N	REPORTED TO	ijetjelete		
vCu, unblocked vol	914 4.1	SKANEEURSA	villa avalety (s.	NAMES OF STREET	6.8	45 <i>1</i> 6.9	Variation (
tC, single (s) tC, 2 stage (s)	7.1				5.8	0.9						
tF (s)	2.2				3.5	3,3						
p0 queue free %	93			inke Donnkoo kar	91	68		managed from th	The profession of the contract of	aliani mma		
cM capacity (veh/h)	741				327	550						
Direction, Lane#	EB 1	EB 2	EB 3	WB 1	WB2	SB 1	SB 2					
Volume Total	55	426	426	604	311	29	174					
Volume Left	55	0	0	0	0	29	0		e a legito in a reine recordin	Parada Parada		25 (17 5 24 12) LE 12 12 13 13
Volume Right	0	0	0	0	9	0	174					
cSH	741	1700	1700	1700	1700	327	550					
Volume to Capacity	0.07	0.25	0.25	0.36	0.18	0.09	0.32					
Queue Length 95th (ft)	6	0	0	0	0	7	34	ranningens gesteller	o es a sobre e destruite		raikina minkinya.	gaga gaga garanan ng
Control Delay (s)	10.2	0,0	0.0	0.0	0.0	17.1	14.5					
Lane LOS	В	alla Salaka Nisati	anan aren	1.595 a .5 a .5	erocarra talah	C	B		. Austria y Nichtera	engetegtetisk	and essenting	jaganos en er 430 bilb
Approach Delay (s)	0.6			0,0		14.9						
Approach LOS						В						
Intersection Summary												
Average Delay			1.8									oca en en anticomo estado en e
Intersection Capacity Uti	lization		40.8%		CU Lev	el of Ser	vice		Α			
Analysis Period (min)	eeta just Naar I e		15	va Maria kumar	Lagrantana a artista	1 444 178 V 154 A 54 A 5) and runkularunon	anayan in	AggSA - Smith	. N. S.	v jarkanek t	ya pung palangan sahalah
										tit deplik		

	•	→		***	V	**						100 to
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
₋ane Configurations	ሻ	ተተ	_ተቡ	valoris sa estado Astro	_ ች	الإ ما الما الما الما الما الما الما الما ا	200000000000000000000000000000000000000	u k su k s s Sag 979	095004500440	Material (1987)	en vrogeske de v	
Sign Control		Free	Free		Stop			Siedladik				
Grade	oli da o	0%	0%	Januari o 🗸 i	0%	i galawa 🔫 a		0.0504.5044				
/olume (veh/h)	182	1155	1080	24	13	97 0.95		nebetijti		Heatterke)		Adalah (Making)
Peak Hour Factor	0.95	0.95 1216	0.95 1137	0.85 28	0.70 19	102		- SEE SOURCE				
Hourly flow rate (vph) Pedestrians	192	1210	\$14 0 7	20) james 1 9 .	104						ir centros (e)
ane Width (ft)			ing kalaby	SEE SESSE								
Valking Speed (ft/s)			MNIMBERS.					000000000000000000000000000000000000000				-1
Percent Blockage	ALMA BINE											
Right turn flare (veh)	(and a section of	en ja Balak, dala	ud, y hym meu britani.	unin garana k		a provide a provide de					ć	
vledian type				1	WLTL							
vledian storage veh)			· · · · · · · · · · · · · · · · · · ·		3							
Jpstream signal (ft)												
X, platoon unblocked												
C, conflicting volume	1165				2142	583						
/C1, stage 1 conf vol					1151			e superfect ates	,	mana munana na hisi	. a vever a ama una una	unu e sen a neversitario
/C2, stage 2 conf vol					991							
/Cu, unblocked vol	1165		: - \$1,000-H0009819000		2142	583		newstee.	State All (1995)			0.8279.838.0.35.63
C, single (s)	4.1				6.8	6.9						
C, 2 stage (s)	and a sale	endigingstate is	jesnika prepresen.	punky dibujingi nye	5.8	3.3	6565666 GRANGE	en Personalis	Hay kang diga	and sections	ije propositel	niki pilijini
F (s)	2.2 68				3.5 90	ა.ა 78	Neles en				ALL SECTION OF	i produce produce
o0 queue free % cM capacity (veh/h)	595		9495949911:		183	456						
		rp o	EDA	NATES A			മാര					
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2 102					Section 1
Volume Total	192	608	608	758	407	19 19	102					nijestinjegstove
Volume Left	192 0	0 0	0 0	0 0	0 28	0	102			(Caraciónia)		
Volume Right SH	595	1700	1700	1700	1700	183	456		Midjerye Dinise.		asiyaşı ilmina bi	reid thill; all educat
Volume to Capacity	0.32	0.36	0.36	0.45	0.24	0.10	0.22				\$ \$ \$ \$ \$ \$ £	
Queue Length 95th (ft)	35	0.00	0.00	0.70	0	8	21		5 4 1 2 P 4 5 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ş -1721/14212111117-71	atajna seem kiransa kira k	AND
Control Delay (s)	13.9	0.0	0.0	0.0	0.0	26.9	15.2					
ane LOS	В	ender (Titalia	gg constat till		egy a tetral	D	С		1			e levi pava tareme
	1.9			0.0		17.0						
Approach LOS						С						
ntersection Summary												
Average Delay			1.7	Y						110000000000000000000000000000000000000	mod market spirite spirite	
ntersection Capacity Uti	lization		54.0%	\$\$\$\$\$\$ 1	CU Levi	el of Sei	rvice			Α		
Analysis Period (min)	والمتحدد		15	e established		31- 31: 33 <u>51</u>	· · · · · · · · · · · · · · · · · · ·	a estre a sin	Tallya sassas any			11/11/11/05/14/11
manyone i onea (min)		444444		. e nero mese a a a fo	detail Alexandra	e a de acestro de la ligita la	New Yorks and the		SHAND DONAL	ne day a day ne en	544475 VELLS	surfacilità disaster

		→	-	_	400	*
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	†	1 -		Y	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	5	142	205	0.00	0.60	0.75
Peak Hour Factor	0.65 8	0.95 149	0.95 216	0.60 2	0.60	20
Hourly flow rate (vph) Pedestrians			Z I_U			
Lane Width (ft)						
Walking Speed (ft/s)	4,00,000					
Percent Blockage						
Right turn flare (veh)						
Median type		-1		Ţ	WLTL	
Median storage veh)		_: 11			3	
Upstream signal (ft)						
pX, platoon unblocked vC, conflicting volume	217				381	217
vC1, stage 1 conf vol	411		Time on the		217	
vC2, stage 2 conf vol					165	
vCu, unblocked vol	217				381	217
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3:3
p0 queue free %	99				100	98
cM capacity (veh/h)	1352				777	823
Direction, Lane#	EB 1	EB2	WB 1	SB 1		
Volume Total	8	149	217	22		
Volume Left	8	0	0	2		
Volume Right	0	0	2	20		
cSH	1352	1700	1700 0.13	819		
Volume to Capacity Queue Length 95th (ft)	0.01 0	0.09 0	U. 13	0.03 2		
Control Delay (s)	7.7	0.0	0.0	9.5		
Lane LOS	Α			Α		
Approach Delay (s)	0.4		0.0	9.5		
Approach LOS	7177711 a.a.a	. ,		Α		
Intersection Summary						
Average Delay			0.7	neot (See 1290).		
Intersection Capacity Ut	ilization		20.9%	i ic	U Leve	el of Service
Analysis Period (min)			15		.,	

	≯	-	←	*	\	4		
Movement	EBL	EBT	WBT	WBR	SBL	SBR		- Santage
Lane Configurations	ሻ	^	p.		W			25
Sign Control	69 (22.00)	Free	Free	35,766,421,12	Stop			N. O.
Grade Volume (veh/h)	-20	0% 265	0% 195	1	0% 1	10		e e
Peak Hour Factor	0.80	0.95	0.95	0.60	0.60	0.70	ggeneration (1) in the state of the second of the state of the state of the second of the state of the second of t	3
Hourly flow rate (vph)	25	279	205	- 2	2	14		900000
Pedestrians		No. 1 Control to a restata		ee so es annocember of	NA Norwalia e repubboso	adam menganan salah salah Sest)ig
Lane Width (ft)	8-1495	3 18 60 60 10		300 Bess 1	300000			À
Walking Speed (ft/s) Percent Blockage			98 -211-2141	1450168844564F				Ž.
Right turn flare (veh)	V. 10 (1988) (14 11 -						50400 000 2 cm (
Median type			10 E37 (1)	Т	WLTL	A Comment of the comm		25.00
Median storage veh)				5 Jan 1994 N 55 5555 (PA	3			4
Upstream signal (ft)		April 1			19000			Š
pX, platoon unblocked vC, conflicting volume	207		3488888888		535	206		9
vC1, stage 1 conf vol		AGARTER OF A BOW	N. 1888 (CALLET 1997)		206		elempijosijum (1,5 m.). 19. grassijumijum (1,5 m.). 19. grassijosed (1,5 m.). 19. grassijumijum (1,5 grassijumi	4
vC2, stage 2 conf vol		ores de la company	Villager Villager		- 329	South States		100000
vCu, unblocked vol	207		each distribution in the second	o - no outre nobec printing	535	206		Çi.
tC, single (s)	4.1			-: 90 (5 0 (55 0 - 5	6.4 5.4	6,2		8
tC, 2 stage (s) tF (s)	2.2		554500 (5.5 (5.5 (5.5 (5.5 (5.5 (5.5 (5.5 (3.5	3.3		3
p0 queue free %	98			PERMINIPERSON	100	98		
cM capacity (veh/h)	1364	57		300500-01	685	834		889
Direction, Lane #	EB1	EB2	WB 1	SB 1				
Volume Total	25	279	207	16				350
Volume Left	25	0	0	2	rapar ya sansasi ()	eko katakataran bosebe jerbilik kaj		. Iş
Volume Right	0 1364	0 1700	2 1700	14 - 816				3
cSH Volume to Capacity	0.02	0.16	0.12	0.02	Space de leur Petro			4
Queue Length 95th (ft)	1	0.,0	0	1	State of the state	n ni miji salikuma na mata na		
Control Delay (s)	7.7	0.0	0.0	9.5				ď,
Lane LOS	Α		****** * ***	A				34
Approach LOS	0.6		0.0	9.5 A				No.
Approach LOS				^				
Intersection Summary			0.7					1000
Average Delay Intersection Capacity Ut	ilizətlən		0.7 26.6%	le le	CULEVA	el of Service	A	id Si
Analysis Period (min)	mzalion		20.0 % 15	98988935114V	JU 2000	2. 01 001 VIO	ik tidat tan na nating material antata mengan pangganggan a persaman pengganggan ang panggan sa	200
The second secon				(1980) (1980)				

	▶	-	4	4	-	-4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*1	ተ	ĵ.		Ϋ́	
Sign Control		Free	Free	10.542	Stop	
Grade		0%	0%	2 - 21 - 2 - 200 TO TELEVISION	0%	
Volume (veh/h)	_10	240	470	2	2	30
Peak Hour Factor	0.70	0.95	0.95	0.60	0.60	0.85
Hourly flow rate (vph)	14	253	495	3	3	35
Pedestrians						
Lane Width (ft) Walking Speed (ft/s)		000000				
Percent Blockage		nessonic	-1750825075			
Right turn flare (veh)		988 885555 - 17	e CREBATATION CO	Almo - Rosavosam		388 (Caraller on the 1981 Account of the 1981
Median type				Section T.	WLTL:	
Median storage veh)	180e0eversus, e. 1. 1100	** I reference besselve in a line or			3	
Upstream signal (ft)				(ca- :: : : : : : : : : : : : : : : : : :		
pX, platoon unblocked			ee oo oo oo oo oo	automatico de NAS	::::::::::::::::::::::::::::::::::::::	
vC, conflicting volume	498				778	496
vC1, stage 1 conf vol	nu. nu re 8:3094105		happallingini (* 6 %	obsvocifySSSSSS	496	
vC2, stage 2 conf vol	400				281 778	496
vCu, unblocked vol	498 4.1	8 65243 (1057) (111912454901005	6.4	and the community of the control of
tC, single (s) tC, 2 stage (s)	Hali	37, 44, 37000			5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99	erskellerel deld	Kradon Broth vo	-CFC8605821 E. 4 - L94	99	94
cM capacity (veh/h)	1066				580	573
	EB 1	EB 2	WB 1	SB 1		
Direction, Lane # Volume Total	14	253	498	39		
Volume Left	14	0 0	 0	3		
Volume Right	.0	Ŏ	3	35		
cSH	1066	1700	1700	574	e v s egyndyndin mann	
Volume to Capacity	0.01	0.15	0.29	0.07	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Queue Length 95th (ft)	1	0	0	5		
Control Delay (s)	8.4	0,0	0.0	11.7		
Lane LOS	Α			В	ek NIZIKI IZIVA A BOARLA	
Approach Delay (s)	0.5		0.0	11.7		
Approach LOS				В		
Intersection Summary				7 - 100 7 - 100		
Average Delay			0.7			
Intersection Capacity Ut	ilization	1437 EN 1841	34.9%	10	CU Leve	vel of Service A
Analysis Period (min)		NUMBER OF STREET	15	Section 1. 1 - 1. 1 - 1.	NASSESSEE SANT	
	3.000					

	▶		₩—	*	-	*					
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations	ች	个	4		Ìγ						
Sign Control		Free	Free	1888 1985 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Stop						khara arad da 2,000 jag Bura arad sa arad da 3
Grade	40	0% 535	0% 395	2	0% 2	20					
Volume (veh/h) Peak Hour Factor	40 0.85	0.95	0.95	0.60	0.60	0.80	0.500356655416467				Partie participal State
Hourly flow rate (vph)	47	563	416	3	3	25			Salawa (1991) Rajuga eta 1		
Pedestrians									SENSENS SANSTIANA TOTAL		DAGETTER SAME LANG
Lane Width (ft)						yadan i					
Walking Speed (ft/s)	50000000000000000000000000000000000000			ing vigaweya.						22.755.37.57.55.5	
Percent Blockage Right turn flare (veh)						A MEETING A		. 1940 1-644-544			enegation and nether that
Median type	one and the second seco		www.egec.ege	Ţ	WLTL			anyskistist Medden sa			
Median storage veh)				t ta an ann an an Geallaig	3	. ALANAMATA		900000 TETU S 1 1	en e a compressioner		
Upstream signal (ft)	100 page grant					1792507		60960 6413 (J	5.77.1 (5.78.2) (5.70		
pX, platoon unblocked vC, conflicting volume	419			Nei congressos es	1075	417					
vC1, stage 1 conf vol	SECTION :	* 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1	enemented interesting		417	\$5\$1.00.143,150.00	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	#11/19/2019 1 A. 190	S SUMMERS AND STREET	umen, i kine vil dertetu kebeberke	#Realist and an activities for their
vC2, stage 2 conf vol	HARTITA AND AND AND AND AND AND AND AND AND AN				657		Control logo Control				
vCu, unblocked vol	419		NEWSON NO HONG	****************	1075	417				vaktor est elek i	
tC, single (s)	4.1				6.4 5.4	6.2					
tC, 2 stage (s) tF (s)	2.2				3.5	3.3					
p0 queue free %	96	Between with the set to be set to	5000tharperton, 1211 (312)	1.1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	99	96					
cM capacity (veh/h)	1140				465	635		2-19940-1141 4-54906-1151			
Direction, Lane#	EB1	EB 2	WB1	SB 1							
Volume Total	47	- 563	419	28	- Note and						
Volume Left	47	0	0	3	L1763498988133		Negation (p. 10		\$2570,000 (B) (B) 4	(-2000-000-000-000-000-00-00-00-00-00-00-	
Volume Right cSH	0 1140	0 1700	3 1700	25 609			e es engagoparum (in)				
Volume to Capacity	0.04	0.33	0.25	0.05							
Queue Length 95th (ft)	3	0	0	4	90) Music era es vera succes	88 888 (11141141)	***************************************		110034161-0- suavavaria 200		Pater and a contract
Control Delay (s)	8.3	0.0	0.0	11.2				585 1			
Lane LOS	A	5440-046-4 P-964	ssedina a	В	SECOPEU GOLDÁAN	CvC10449389188244	45 5 25 20 25 20 20 20 20 20 20 20 20 20 20 20 20 20				V20038658805454
Approach Delay (s) Approach LOS	0,6		0.0	11.2 B	ayan iyoto			v segan, e			
Intersection Summary			0.7								
Average Delay Intersection Capacity Uti	lization		38.2%		CU Leve	el of Ser	rvice		Α	1868 657 557 557 5 88 6 5 6 7 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	
Analysis Period (min)		eranin 1944	15	, popular na nakođel	anteriora de	, a real and the second of the	gang gapan sebagan sebabah	es actività d'actività de la constant de la constan		an recommendation of the second	CONTRACTOR OF THE

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑	7	ሻ	֏		ኻ	Ъ		ሻ	4	
Sign Control		Free		22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Free			Stop			Stop	
Grade	erenanta de es	0%	itarahing W icem		0%	erende (FARK		0%	datawa 🔭 W		0%	
Volume (veh/h)	12	810	13	2	820	3	17	0 0.60	3 0.60	0.60	0.60	32 0.85
Peak Hour Factor	0.70	0.95	0.70	0.60	0.95 863	0.60 5	0.75 23	0.60	0.00 5	0.60 5	0.60	38
Hourly flow rate (vph) Pedestrians	17	853	19	3	003		۷3	Marik V al			vasaus <u>Mi</u> ji	
Lane Width (ft)												
Walking Speed (ft/s)			ir atteata kitti									
Percent Blockage												
Right turn flare (veh)	in promise and an income		V00908550950	MORE SERVED SERVED 1886	en inskrånders på tette filterenen.		en en ville e segui e e e gegagnio e			J. 11. 11. 11. 11. 11. 11. 11. 11. 11. 1		
Median type							T	WLTL		7	WLTL	
Median storage veh)	A Salam man man and a gray		21/2/2017					3			3	
Upstream signal (ft)												
pX, platoon unblocked		otiva ti ur ta tua.			uni ili manana un si titori	tida kanada Janaba wa		.dr.d. 			000 	::::::::::::::::::::::::::::::::::::::
vC, conflicting volume	868			871			1794	1762	853	1764	1778	866
vC1, stage 1 conf vol	anna kana (kekaleti).	vojsko stania	rependent ver mile v	N. CONTRACTOR NOTES	100000000000000000000000000000000000000	svecenoceer	887	887		872	872	096A76954
vC2, stage 2 conf vol	000			074			907 1794	875 1762	853	892 1764	905 1778	866
vCu, unblocked vol	868 4.1			871 4,1			1794 7.1	6.5	6.2	7,1	6.5	6.2
tC, single (s) tC, 2 stage (s)	4.1						6.1	5.5	V.Z	6.1	5.5	۷,۷
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98		ogagiligan (kebesan) se	100	Admiliant transfer		90	100	99	98	100	89
cM capacity (veh/h)	776			774			236	282	359	263	284	353
Direction, Lane#	EB1	EB 2	EB 3	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2			
Volume Total	17	853	19	3	868	23	5	5	38			
Volume Left	17	0	0	3	0	23	0	5	0			
Volume Right	0	0	19	0	5	0	5	0	- 38			
cSH	776	1700	1700	774	1700	236	359	263	353	a a se estados vistos		
Volume to Capacity	0.02	0.50	0.01	0.00	0.51	0.10	0.01	0.02	0.11			
Queue Length 95th (ft)	2	0	0	0	0	8	1 	1	9		(1874)	erengan dan
Control Delay (s)	9.7	0,0	0.0	9.7	0.0	21.9	15.2	19.0 C	16.4 C			
Lane LOS	A		galona xdovišašk	A O O	vaeyayottetaja	C 20.6	C	16.7			Verrierosessos	
Approach Delay (s) Approach LOS	0.2			0.0		20.0 C		10.7 C				
Intersection Summary												
Average Delay			0.8			- On the state of	with the state of	000000000000000000000000000000000000000			WHITE STATE OF THE	
Intersection Capacity Ut	ilization		57.6%](CU Leve	el of Ser	vice		В			
Analysis Period (min)		er gere er er er er bet in de er er ka	15		A NOW THE PERMIT	s . 11	** * **********************************					
ASSESSED AND RESIDENCE AND RES		viente en			V.)-12-12-12-12-12-12-12-12-12-12-12-12-12-							

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Movement	EBL,	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	74	ሻ	4		ሻ	ĵ _a		ኻ	þ	enenanenn alaa entitaa
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%		all National State of	0%	ette ette ili ilize
Volume (veh/h)	42	1085	40	5	1065	3	17	0	3	3	0	22
Peak Hour Factor	0.85	0.95	0.85	0.65	0.95	0.60	0.80	0.60	0.60	0.60	0.60	0.80
Hourly flow rate (vph)	49	1142	47	8	1121	5	21	0	5	5	0	28
Pedestrians						en necessaria (n. 1941).		ngnga agawa ay na na atu Su S				enegale elektrosona
Lane Width (ft)												
Walking Speed (ft/s)						adad wasan san i	and a single state	er en de la companya		unitalis i de la esta esta esta esta esta esta esta est		namen a stanovnik statelije.
Percent Blockage						Salabaka						
Right turn flare (veh)					anara mpanarana na akka a N		rangan kanan kanan kanan		MONTH HANGE	984888888	enta in terrini VIII	propressios
Median type							J	WLTL			WLTL	
Median storage veh)				programe a la surfació		territoria de Charles	ASKUMSKI MODELI (* 1981)	4	rus er er er er et et et.	e a se sobsolveno	3	nvarengarensering
Upstream signal (ft)												
pX, platoon unblocked		e eest saatsees ee	ana kanangan ang Ara	tera ta aliante	a janga tahun haga at gar	- Carlotture of a design	:::ai:ai=::	1000001	ana ara ara			2202
vC, conflicting volume	1126			1189			2405	2382	1142	2385	2427	1124
vC1, stage 1 conf vol	in allowers as 4.4.6	N. P. P. P. D. P.	manasan kecas Andra	acentes estates estates.	manana amanana		1241	1241	era terkiaran yan bas	1139	1139	(Paraminin
vC2, stage 2 conf vol							1164	1141	4440	1246	1288	4404
vCu, unblocked vol	1126			1189		90099900 Kariya	2405	2382	1142	2385	2427	1124
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5 5.5	6.2
tC, 2 stage (s)	sasasa MATA		spanista (1900)	.6555 	PROGRESS SERVE		6.1	5.5	ം വ	6.1 3.5	4.0	3.3
tF (s)	2.2			2.2			3.5	4.0 100	3.3 98	ა.ა 97	100	3.3 89
p0 queue free %	92	FACAMENNOS AM	97806503119503	99		420103103555	85	186	244	9 <i>1</i> 159	180	250
cM capacity (veh/h)	620			587			142		,	109	100	200
Direction, Lane#	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2			
Volume Total	49	1142	47	8	1126	21	5	5	28			
Volume Left	49	0	0	8	0	21	0 5	5 0	0 28		vakienisisiski	
Volume Right	0	4700	47	0 	5 1700	142	try marrowski (1975)	159	250			
cSH	620	1700	1700	587		142 0.15	244 0.02	0.03	0,11			
Volume to Capacity	0.08	0.67	0.03	0.01	0.66	0. 15 13	2	0.03 2	9			seyeconomics)
Queue Length 95th (ft)	6	0	0	1 11.2	0 0,0	34.7	 20.1	28.4	21.2			
Control Delay (s)	11.3	0.0	0.0	Artist Annual Control	U,U		C	20. 4 D	Z 1.Z			
Lane LOS	В		vijas repilētij	B 0.1	Sagar Porti Halinid	D 31.9		22,3		\$1541 HOLDE		
Approach Delay (s)	0.5			\$955 .V. H.S		ا داد D		22.3 C				
Approach LOS						U		<u> </u>	***************************************			
Intersection Summary												
Average Delay	erellining Angelon		0.9	WOMEN THE SECTION IN	OH 1.	al of C=			<u> </u>			
Intersection Capacity Ut	ilization		71.4%		CU Leve	el or ser	vice		С			
Analysis Period (min)	e de la Communicación La Communicación de la C		15	lastras (politicalis)			yanganganan			8888.888899		

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	ሻ	†	1>		**		
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Volume (veh/h)	3	140	195	0	1	11	
Peak Hour Factor	0.60	0.95	0.95	0.60	0.60	0.70	
Hourly flow rate (vph)	5	147	205	0	2	16	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)					1871 TI		
Median type				1	WLTL		
Median storage veh)					3		
Upstream signal (ft) pX, platoon unblocked							
vC, conflicting volume	205		: 71:77:11:7:11:		363	205	
vC1, stage 1 conf vol	200				205	200	
vC2, stage 2 conf vol					157		
vCu, unblocked vol	205				363	205	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s)					5.4	: :	
tF (s)	2.2				3.5	3,3	
p0 queue free %	100			1.1 111. 11.11	100	98	
cM capacity (veh/h)	1366				788	835	
Direction, Lane#	EB 1	EB 2	WB 1	SB 1			
Volume Total	5	147	205	17			
Volume Left	5	0	0	2		7	
Volume Right	o o	o o	ō				
cSH	1366	1700	1700	830		[] [[] [] [] [] [] [] [] [] [
Volume to Capacity	0.00	0.09	0.12	0.02			
Queue Length 95th (ft)	0	0	0	2			
Control Delay (s)	7.6	0.0	0,0	9.4			
Lane LOS	Α			Α			
Approach Delay (s)	0.3		0.0	9.4			
Approach LOS				Α			
Intersection Summary							
Average Delay			0.5				
Intersection Capacity Ut	ilization		20.3%	10	CU Leve	of Service	
Analysis Period (min)			15				

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ኣ	ተ	1→		it _y sf	
Sign Control		Free	Free		Stop	
Grade	ranovanismente nu nu o	0%	0%	mnerumur 🔟 🖂	0%	
Volume (veh/h)	15	250	190	2	0.00	
Peak Hour Factor	0.75 20	0.95 263	0.95 200	0.60 3	0.60	
Hourly flow rate (vph) Pedestrians	- 20	203	200			Q
Lane Width (ft)	N. (2) (4)					
Walking Speed (ft/s)	. 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20000000000000000000000000000000000000	-C	Marine (1900)		
Percent Blockage						
Right turn flare (veh)						
Median type	3 0 0	686-15-1 enhance		ans I	WLTL	
Median storage veh)	2012/12/2013/2015/6	074883405FEFFVFFF	TECHNOLOGIA KANS	NO-1158685-VPT-P-DT-T	3	
Upstream signal (ft)		Cathoritiscus CV		sowether		
pX, platoon unblocked vC, conflicting volume	203	1000150435		1473 Y. N. M.	505	202
vC1, stage 1 conf vol	200		-7-100-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-0 -7-100-1-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-1-0-0-0-0		202	
vC2, stage 2 conf vol					303	
vCu, unblocked vol	203	zuod 1000+foeut 1=fedic.		A THE RESIDENCE OF THE PROPERTY OF THE	505	
tC, single (s)	4.1				6,4	
tC, 2 stage (s)			ogravana alaka (k. 4)	. nga keka garanggananta	5.4	
tF(s)	2.2				3.5	
p0 queue free %	99 1368	y vojukaleniemski			100 704	
cM capacity (veh/h)					1 Y T	
Direction, Lane#	EB 1	EB 2	WB 1	SB 1		
Volume Total	20	263	203	8		
Volume Left	20 0	0	0 	0 8		
Volume Right cSH	1368	0 1700	3 1700	839	02/00/01/05/2	
Volume to Capacity	0.01	0.15	0,12	0.01		
Queue Length 95th (ft)	1	0	0	1	\$ 174 KING SEPARATE	
Control Delay (s)	7.7	0.0	0.0	9.3		
Lane LOS	Α			Α		
Approach Delay (s)	0.5	100 mm	0.0	9.3		
Approach LOS				Α		
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Uti	lization		23,2%	IC	CU Leve	vel of Service A
Analysis Period (min)	paesa perimon so so co	: 3 . 5 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 /	15	. N. K. N. N. STAR (New York Street)	(V9/808/508/508	

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Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ካ		_ }		YY		-55 (1) 43 (BSDIA (BBB) (1772 (177		
Sign Control Grade		Free 0%	Free 0%		Stop 0%		V 5556 (G. 100)		
Volume (veh/h)	5	235	455	1	2	15			
Peak Hour Factor	0.65	0.95	0.95	0.60	0.60	0.75	5	eng en distributed (1888-1888).	
Hourly flow rate (vph)	8	247	479	2	3	20			
Pedestrians Lane Width (ft)				800			na i na inggang dan mang	a i kon kan ada kata William	
Walking Speed (ft/s)						egapak protije da jako erekti streda t en be	:	ug den green viskeboordebberken soorte	
Percent Blockage				ngga Curinya ili affanya			A Continue of the Continue of		
Right turn flare (veh)				anda T	WLTL				
Median type Median storage veh)				(#) (#) (A)	vv∟1∟ 3				
Upstream signal (ft)				(0015/001749477777 1300/05/1994					
pX, platoon unblocked	6000000000 a 200	ua a terunsuccessidua	amperiore vistory	NRC008888804784154	1770) — 14 m 177				
vC, conflicting volume	481	- 03 (3840 - 1 03		1,530,4 <u>1,530,554,61,5</u> .000,640,644,5	743 480	480			
vC1, stage 1 conf vol vC2, stage 2 conf vol	V (C. S			00 00 00 00 00 00 00 00 00 00 00 00 00	263	Sections			
vCu, unblocked vol	481			***************************************	743	480			ATTITUTE NOTE 1 MANAGEMENTS NO
tC, single (s)	4.1		9000 (5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		6.4	6.2	9.74.5	nk territorio († 1980) 30.275 - Honor Honor	
tC, 2 stage (s) tF (s)	2.2	1982-1983-1983			5.4 3.5	3.3			
p0 queue free %	99				99	97		e Nei Egyttige occur ophino to a sion	
cM capacity (veh/h)	1082	N POWER TO SEE			593	586			
Direction, Lane #	EB1	EB 2	WB 1	SB 1					
Volume Total	8	247	481	23					
Volume Left	8	0	0	3					
Volume Right cSH	0 1082	0 1700	2 1700	20 587					
Volume to Capacity	0.01	0.15	0.28	0.04					
Queue Length 95th (ft)	1	0	0	3			Nengoviedka (1880)	vi is a tismassaugu (1990)	
Control Delay (s)	8.4	0.0	0.0	11,4 B					
Lane LOS Approach Delay (s)	A 0.3		0.0	11.4					
Approach LOS	**************************************	88.888888888474578.43		В		alium il veriliani ve usi vi este indictionement e un un	, The second of the medical and the second of the second o	2 4 4 70 70 12 20 20 20 20 20 20 20 20 20 20 20 20 20	
Intersection Summary								2.3	
Average Delay			0.4			The second secon			makan ka ka kabanaman na ka
Intersection Capacity Ut	ilization		34.0%		CU Leve	el of Service		Α	
Analysis Period (min)	1456-141084-151-1-1		15		0.525(504,550)	oentrees - Corolly (14,000,000)			
		Baye basasak		0.000					gandhara vaqaybuu siyesi

		-	₩-	•	1	*						
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	ካ	^			'ty'	Haran er deda	\$555550 Hz Ho Hito	es:3504(000)	v.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Sign Control		Free	Free		Stop							
Grade	20	0% 515	0% 385	3 .	0%	10	334353 - S E E E E E E E.					
Volume (veh/h) Peak Hour Factor	0.80	0.95	0.95	0.60	0.60	0.70		SERRES COLO	(** 1454)08540E	e de el form el familia	eurby Alains medits	ganteja (n. 1916)
Hourly flow rate (vph)	25	542	405	5	2	14		SECTION.				Ē. G. Mik
Pedestrians	acerter 10 aug	TT 49-50 / 19.11 - 1.11 - 1.19	5-P-6100-75-No.1-0-1-0-1	A PANALONI MONOGOLICA								aportivo de vila 144,4645
Lane Width (ft)												
Walking Speed (ft/s)	90-4-5 NACSA 93	KOKOKOOPIN PEIK	::::::::::::::::::::::::::::::::::::::	ang a doga sas oo	TTANK BOTERS	2000 - NGS						
Percent Blockage		an later response	11 (1890)									
Right turn flare (veh) Median type		SASSES SA		т	WLTL							
Median storage veh)		547845 W.T. 1.74 114	ere treme blessended d		3	Balance in Nation of Artic	2004-0-1, TT					
Upstream signal (ft)												
pX, platoon unblocked	888788 • • • Y	participation in Nobel V	400000000000000000	5400000000000	#74000 E	- AOG -	367415455 <i>S</i>	C.5035803514		57050 F0 F58	25175-20 9 LOS S.C.	
vC, conflicting volume	410				1000 408	408						
vC1, stage 1 conf vol vC2, stage 2 conf vol		Jana Ali	vo a statistick		592			. S. N. S. 15 11 12 (8) (8) (17)				
vCu, unblocked vol	410				1000	408		***************************************	Anti- Milas			
tC, single (s)	4.1		12000E		6.4	6.2						
tC, 2 stage (s)		NANTO O NEED ACTORISMO	na novembrasa	www.co.co.co.co.co.co.co.co.co.co.co.co.co.	5.4		::::::::::::::::::::::::::::::::::::::		FF6 1 43578	agavara :	.558 528 7566.035	
tF (s)	2.2 98				3.5 100	3.3 98			Pode on 18		1 - 1920 hitaer - 1821	
p0 queue free % cM capacity (veh/h)	90 1149	858.44.537			502	643						
	40474 179000 044600 000	ED-0	WB1	SB1	M 1							
Direction, Lane # Volume Total	EB 1 25	EB 2 542	410	্ত্রত 16						200		
Volume Left	25	0 0	0	2		-Superior of the services		WKKE LIFE	(* - 1 * - 40 %)	North Contraction		MOD 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Volume Right	0	0	5	14								200 - 100 -
cSH	1149	1700	1700	625	s as a series of the series of	omp#filmfinger Stoom virtuals tyle	068.80900ss.nsss		dr - 1150-0160/8/5		988/9015/April 199	697075000488
Volume to Capacity	0.02	0.32	0,24	0.03				-16 VE 9 V 7 T 1 SUI SE 9 T 7 V 9 SUI SE 9 T 9 T 9 T 9 T 9 T 9 T 9 T 9 T 9 T 9				
Queue Length 95th (ft) Control Delay (s)	2 8.2	0 0,0	0 0.0	2 10.9								
Lane LOS	0.Z A	0.0		В						, kang laip salah 1968.		gaz a sara daga
Approach Delay (s)			0.0	10.9								
Approach LOS				В								
Intersection Summary												
Average Delay			0.4						ENTOS A	Visited Town	e og kod garatagot.	National Control of the Control of t
Intersection Capacity Ut	ilization		37.1%	<u> </u>	CU Leve	el of Ser	vice		Α		24 088 789	
Analysis Period (min)	1,400,000000000000000000000000000000000		15									
					gegget yek i il				ggagaga alian ang indig t	enggapaa vyri		un eggene feltőlőlelő

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	↑	f		Υγ	
Sign Control		Free	Free		Stop	
Grade		0%	0%	an metalik a co	0%	
Volume (veh/h)	5	810	805 0.95	0.60	0.60	0.70
Peak Hour Factor Hourly flow rate (vph)	0.80 6	0.95 853	0.95 847	0.60	0.00	21
Pedestrians		000	W. 947.	Albijirija 4 de	ada da 9 .0	Same 😓 📆 er grad fordere er ser priktiveren er er britisk en ser generalen er der er en parte er generalen. De er
Lane Width (ft)						
Walking Speed (ft/s)		inanimani ang mgm-gging	aft afternaum	3 47 S. S. E. I. I. I. I.	er ere ere arabet	
Percent Blockage						
Right turn flare (veh)						
Median type				SHEET	WLTL	
Median storage veh)	575 N. C.		es de Antinopia	ere ere ere ere	3	
Upstream signal (ft)	NAME AND SECTION OF THE					
pX, platoon unblocked vC, conflicting volume	849	98:50A-63:			1713	848
vC1, stage 1 conf vol	. O O	11000100000	A Residente Casa (1919)	, 200, (200, 200, 200, 200, 200, 200, 20	848	est en 🕊 🕊 en jede til seste street samme jede de en i treet i de skrive de en en en en en jede i treet i tre
vC2, stage 2 conf vol					865	
vCu, unblocked vol	849				1713	848
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)		zarovania na antara			5.4	Programme in the commence of t
tF(s)	2.2				3.5	3.3
p0 queue free %	99		entrope		99 333	94 361
cM capacity (veh/h)	789				- 333	301
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total Volume Left	6 6	853 0	849 0	25 3		
Volume Right	0	0	2	21		
cSH	789	1700	1700	357	n kalinuru Pausurininurk	serrat (see en time timit die geneemen van de de gegen gegen en de gegen en de de de gegen en de de de de de d En met komment de
Volume to Capacity	0.01	0.50	0.50	0.07		
Queue Length 95th (ft)	1	0	0	6		
Control Delay (s)	9.6	0.0	0.0	15.8		
Lane LOS	Α	e a diabeta especie a se		С	a trade a conserva a set	en arrana e e e e e e en angue e a rangua arranga mai e de compania di Signala de Maria (1997). Par
Approach Delay (s)	0.1		0.0	15.8		
Approach LOS				С		
Intersection Summary						
Average Delay		126252991972591260553	0.3	geografication was expe-	O. 1. T.	
Intersection Capacity Ut	ilization		52.6%		UU Lev	el of Service A
Analysis Period (min)			15			
		a pilot taribili		HOLENA EN BONEDO	dus Secretifi	e negotige e tra ele grand de mético e tra de propieto de la completió de la Contractió de la completió Monde Monte.

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	†	ĵ.		¥	
Sign Control		Free	Free		Stop	
Grade	iiii aa	0%	0%	3	0% 1	10
Volume (veh/h) Peak Hour Factor	20 0.80	1070 0.95	1060 0.95	0.60	0.60	0.70
Hourly flow rate (vph)	25	1126	1116	5.55	2	14
Pedestrians	ngga sa l Ti Mani		an engagean	and the control of the con-	ig an elle an er	
Lane Width (ft)						
Walking Speed (ft/s)						en programment de la companya de la
Percent Blockage						
Right turn flare (veh)	ARANG KREEKSESSOR		en en en en en en en en en	884888893 .	WLTL	
Median type Median storage veh)				ar anggu <u>t</u>	3	
Upstream signal (ft)						
pX, platoon unblocked	kang berahasan pada ar	417.117.117.117.418.117.		titi justi susuta		
vC, conflicting volume	1121				2295	1118
vC1, stage 1 conf vol		erauda viran a arangania.	warnens warnen auf en.	era nekelarsenen annang (1118	
vC2, stage 2 conf vol	4404				1176 2295	1118
vCu, unblocked vol	1121 4.1				6.4	6.2
tC, single (s) tC, 2 stage (s)	7.1				5.4	
tF(s)	2.2				3.5	3.3
p0 queue free %	96				99	94
cM capacity (veh/h)	623				230	252
Direction, Lane#	EB1	EB2	WB 1	SB 1		
Volume Total	25	1126	1121	16		
Volume Left	25	0 0	0 5	2 14	etaya ki basiyas	
Volume Right cSH	0 623	1700	1700	249		
Volume to Capacity	0.04	0.66	0.66	0.06		
Queue Length 95th (ft)	3	0	0	5		
Control Delay (s)	11.0	0.0	0.0	20.4		
Lane LOS	В	ana destara terrena i	arrana ara	С	ers and endine Na Arr	
Approach Delay (s)	0.2		0.0	20.4		
Approach LOS				С	I FOR DESCRIPTION OF THE OWNER, THE	
Intersection Summary						
Average Delay		\$888888	0.3	(%) (%) (%) (%) (%) (%) (%) (%) (%) (%)	CHLAV	el of Service C
Intersection Capacity Ut Analysis Period (min)	ilization		66,3% 15	egiştiyindi.	ou rev	er ôl'oetxice programment of the programment of the second
Analysis Fellou (IIIIII)						
	DESCRIPTION OF THE PARTY.	ransas protest (1990) (r	an aras perindiri	magnes in Chan	eris kurskurda harurkir	

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ነኝ	^	^		**	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	5	135	180	0.00	1	0.75
Peak Hour Factor	0.65 8	0.95 142	0.95 189	0.60 2	0.60 2	0.75
Hourly flow rate (vph) Pedestrians	<u> </u>	142	109			
Lane Width (ft)						
Walking Speed (ft/s)	**************************************					
Percent Blockage						
Right turn flare (veh)						
Median type					WLTL	
Median storage veh)	4.200		-1180081		3	
Upstream signal (ft) pX, platoon unblocked						
vC, conflicting volume	191				348	190
vC1, stage 1 conf vol			- (************************************		190	
vC2, stage 2 conf vol					157	
vCu, unblocked vol	191				348	190
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)	0.0				5.4 3.5	3.3
tF (s) p0 queue free %	2.2 99				100	98
cM capacity (veh/h)	1382				796	851
***************************************		rn a	MAJES KA	op 4		
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total Volume Left	- 8 8	142 0	191 0	22 2		
Volume Right	0	0	2	20		
cSH	1382	1700	1700	847	2017 2007 11 11 11 11 11	
Volume to Capacity	0.01	0.08	0.11	0.03		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	7.6	0.0	0.0	9.4		
Lane LOS	A			A		
Approach Delay (s) Approach LOS	0.4		0.0	9.4 A		
	-			^		
Intersection Summary						
Average Delay	*** :::::::		0.7		and the second	1 : c
Intersection Capacity Ut	ilization		19.5%		u Leve	el of Service A
Analysis Period (min)			15			

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	^	ĵ≱ Eroo		∖∤ f Ston	
Sign Control Grade		Free 0%	Free 0%		Stop 0%	
Volume (veh/h)	20	230	182	1	1	10
Peak Hour Factor	0.75	0.95	0.95	0.60	0.60	0.70
Hourly flow rate (vph) Pedestrians	27	242	192	2	2	14
Lane Width (ft)				eronggere Constant		
Walking Speed (ft/s)		ommune and service	awammaa saan	vi 500/500/500	-15,000000000000000000000000000000000000	
Percent Blockage						
Right turn flare (veh) Median type					WLTL	
Median storage veh)				ne este a sectores	3	
Upstream signal (ft)	S. (1900)					
pX, platoon unblocked vC, conflicting volume	193	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			488	192
vC1, stage 1 conf vol				and the first temperature and the second	192	
vC2, stage 2 conf vol	193		(295 488	192
vCu, unblocked vol tC, single (s)	4.1	AND TOTAL			6.4	6.2
tC, 2 stage (s)		** \$45.55mg988.cm. =_= m.m.	De la compression de la compre		5.4	
tF (s)	2.2 98				3.5 100	98
p0 queue free % cM capacity (veh/h)	1380				709	849
Direction, Lane#	EB 1	EB2	WB 1	SB1		Control and Contro
Volume Total	27	242	193	16		
Volume Left	27	0	0	2		
Volume Right	0 1380	0 1700	2 1700	14 832		
cSH Volume to Capacity	0.02	0.14	0.11	0.02		
Queue Length 95th (ft)	1	0	0	1	n sa ni na pagagaga	
Control Delay (s)	7.7	0,0	0.0	9.4		
Lane LOS Approach Delay (s)	A 8.0		0.0	A 9.4		
Approach LOS		*1 - 50% 1895.bgmm - + 2	: :: - : : : : : : : : : : : : : : : :	Α		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Uti	lization		26.3% 15	- 10	CU Leve	el of Service A
Analysis Period (min)	64025-1111 803-1111		10			

	, *	-	4	•	-	4
Movement	EBL	EBT'	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	†	4Î		**	
Sign Control	100 CO	Free	Free	34045	Stop	
Grade		0%	0%	14111400004442	0%	
Volume (veh/h)	10	225	425	2	2	30
Peak Hour Factor	0.70	0.95	0.95	0.60	0.60	0.80
Hourly flow rate (vph)	14	-237	447	3	3	38
Pedestrians Lane Width (ft)		400401/5/11				
Walking Speed (ft/s)			:70406065549L21			5 and 1885 and 1886 a The control of the control of
Percent Blockage						
Right turn flare (veh)	50 - 10 - 11 - 1 - 1 - 1 - 1 - 1 - 1 - 1	agamas, s., sas misa si	0040000000WW-00-H-1-H-1-H-1			**************************************
Median type	-3515-1314			T	WLTL	
Median storage veh)					3	
Upstream signal (ft)						
pX, platoon unblocked	ung diga kalangan	sprante (Newscape SSE)	00000000000000000000000000000000000000	oso berokaka	5555 -2-2-3	110
vC, conflicting volume	451	Eng. 1 (770) 1610 897		0 ()	714	5/25/5/2000 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
vC1, stage 1 conf vol					449 26 5	and the control of th
vC2, stage 2 conf vol vCu, unblocked vol	451				714	
tC, single (s)	4.1				6.4	and the same and t
tC, 2 stage (s)	188608 J. O. A.	348988867823V	3430330VZ00000	100 (100 (100 (100 (100 (100 (100 (100	5.4	A series of the
tF (s)	2.2				3:5	3:3
p0 queue free %	99				99	and the control of th
cM capacity (veh/h)	1110			960 C254	608	610
Direction, Lane#	EB 1	EB2	WB 1	SB1		
Volume Total	14	237	451	41		
Volume Left	14	0	0	3	211124 (21)	WWW.ACC. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Volume Right	0	0	3	38	ligger	
cSH	1110	1700	1700	610	haranen territoria.	
Volume to Capacity	0.01	0.14	0.27	0.07	2 6845 5 TO 1	
Queue Length 95th (ft)	1	0	0	5		
Control Delay (s)	8.3	0,0	0,0	11.3	3 (1668) (Anton 1849) Alexander - Control	
Lane LOS	A		0.0	B aaaa	00055544555	
Approach Delay (s)	0.5		0.0	11.3 B		
Approach LOS				D		
Intersection Summary						
Average Delay	evalonjiji kotor er	. 1-0	0.8	ewaanaaa	~ 114 MMT====	
Intersection Capacity U	tilization	A CONTRACTOR	32.5%		JU Leve	vel of Service A
Analysis Period (min)		58 500 0 58 58 58 58 58	15			
				600000000000000000000000000000000000000		

	ᄼ		4	*	-	4	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	ሻ	↑	}		* ***	8082507755075	
Sign Control Grade	A DOSTANCE OF THE STATE OF THE	Free 0%	Free 0%		Stop 0%		
Volume (veh/h)	40	475	370	2	2	20	
Peak Hour Factor	0.85	0.95	0.95	0.60 3	0.60 3	0.80 25	
Hourly flow rate (vph) Pedestrians	47	500	389	3		25	
Lane Width (ft)		10000					
Walking Speed (ft/s) Percent Blockage							
Right turn flare (veh)						University (Classical States)	
Median type				T	WLTL		
Median storage veh) Upstream signal (ft)			SHAMES	\$60 3 08.000	3		
pX, platoon unblocked							
vC, conflicting volume	393	e Carani		(a)	985	391	
vC1, stage 1 conf vol vC2, stage 2 conf vol		Option Restrict		teascheathi	391 594	v (58-508-501-501-17)	
vCu, unblocked vol	393	9/8000/07/2017		ole 99 6 Auro 9 69 6 600 0	985	391	
tC, single (s)	4.1				6.4 5.4	6.2	
tC, 2 stage (s) tF (s)	2.2		- 24 (50) 20 (4-1) 33 (5 5 5 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		3.5	3.3	
p0 queue free %	96				99	96	
cM capacity (veh/h)	1166	A ART A STAGE			497	657	
Direction, Lane#	EB 1	EB 2	WB 1	SB 1			
Volume Total Volume Left	47 47	500 0	393 0	28 3			
Volume Right	0	0	3	25			
cSH	1166	1700 0.29	1700 0.23	633 0.04		4.155 00 80 00 80 80 80 80 80 80 80 80 80 80	
Volume to Capacity Queue Length 95th (ft)	0.04 3	0.29	0.23	0.04 4	planting 1, 100 minutes and 10		
Control Delay (s)	8,2	0.0	0.0	11.0			
Lane LOS Approach Delay (s)	A		0.0	B 11.0			
Approach LOS	U.7		0.0	В			a pikanggangan terminan di Paran Pangganggan dan panggan di Panggangan di Panggangan di Panggangan di Panggang Pangganggangan di Panggangangan di Pangganggangganggan di Panggangganggan di Panggangganggan di Pangganggangga
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Ut	ilization		36.3% 15	i (C	CU Leve	l of Serv	ice A
Analysis Period (min)			10				

	۶	→	7	√	←	4	*	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7	¥	}		*	₽		ሻ	ጉ	es e la companya de l
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	780	13	2	760	3	17	0	3	3	0	32
Peak Hour Factor	0.70	0.95	0.70	0.60	0.95	0.60	0.75	0.60	0.60	0.60	0.60	0.85
Hourly flow rate (vph)	17	821	19	3	800	5	23	0	5	5	0	38
Pedestrians						4 5 15 164 01409 405 6000	2080/3/06280/4/06340204	< 0.000 0	one of the second control of the	UNKAK 0000 14 000 000 000 100	(18000000000000000000000000000000000000	valaktor totaktor
Lane Width (ft)												
Walking Speed (ft/s)									. 4. E 4. 4. 4. 4 . 4 .	au escula e escentuati	tikod tikođitaljitik so o	e di se come come e cono
Percent Blockage												
Right turn flare (veh)					er egg eg mekkmin en men kom		ann on nanananan		nes avendo esculvervados	ere en recours est q <u>or</u>		onorwani kinesi teba
Median type							u esa J	WLTL		\mathbb{I}	WLTL	
Median storage veh)		www.uuuugooweeoo.ee	50 kg John Howeld Room (1905) Ar	91-111100111111111		NAMES OF STREET	na n	3			3	100000000000000000000000000000000000000
Upstream signal (ft)												
pX, platoon unblocked	Andrea de la fill ser	entantena teta t	en seel servers	manu hitu s	la sa kang ang dan mag	s untinutususenunt elekse	10 ta and a 20 to 10 to	40 2 2 2 2 2			994000°	11110000
vC, conflicting volume	805			840			1700	1667	821	1670	1683	802
vC1, stage 1 conf vol			gaagaa sayaga	ga eskakakasa ka	3 4 54 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	en danse en Arrein, noorde	855	855	0.0000000000000000000000000000000000000	809	809	sara ekokaken waa
vC2, stage 2 conf vol							844	812	004	860	874	000
vCu, unblocked vol	805	Na esta esta de la compania	CHESINARI (1900)	840	ang sangga pangga Al	55,499,835,855	1700	1667	821	1670	1683	802
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	**************************************				Education and the Art	synytessennervärgs/c	6.1	5.5		6.1	5.5	- (A)
tF(s)	2.2		ya kasa daga	2,2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98		ocevenentsk	100	#85#8#8#8#	an vala and taken a	91	100	99	98	100	90
cM capacity (veh/h)	819			795		Şanjaya-nağıya	256	299	374	281	300	384
Direction, Lane#	EB 1	EB 2	EB3	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2		- ii	
Volume Total	17	821	19	3	805	23	5	5	38			
Volume Left	17	0	0	3	0	23	0 	5	0	sanasi wa Miki	agracina (sarab	one a mesa cross
Volume Right	0	0	19	0	5	0	5	0	38			
cSH	819	1700	1700	795	1700	256	374	281	384	SOMBRANCINIS (S.		905-800-8
Volume to Capacity	0,02	0.48	0.01	0.00	0.47	0.09	0.01	0.02	0.10			
Queue Length 95th (ft)	2	0	0	0	0	7	1 - 449	1	8 4 = 4	A COST CONTRACT	errana e	AS GERBER
Control Delay (s)	9.5	0.0	0.0	9.5	0.0	20.4	14.7	18.1	15.4			
Lane LOS	A	Shirikan in trans	tanikas (naikikums V	A		C	B	C	C			o deposit profes
Approach Delay (s)	0.2			0.0		19.4		15.7				
Approach LOS						С		С				TABLE 132 12
Intersection Summary												
Average Delay	ypessings, are see	Jahrentine ereera	0.8	14 35518 43554154454144			enegativaterenegagigigigi	erangan palah besara s	sasansan . P	agrangka karansa ayan sa	ana talah da kara	0.0000000000000000000000000000000000000
Intersection Capacity Uti	lization		55.3%	l l	JU Leve	el of Ser	vice		В			
Analysis Period (min)			15	on on the side of the C	v.Suerra, Savau (1794, 1774	ediada escendeda e	varantik isr indi		viluja i sus America i su	ระบางกระการกลัง แล้ว "		(nganaga Se

	. ◆	-	*	€	+	•	*	†	<i>p</i>	1	ļ	4
Movement	EBL	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7	ኻ	4		ሻ	7+		ሻ	7>	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	42	985	40	5	1030	3	17	0	3	3	0	22
Peak Hour Factor	0.85	0.95	0.85	0.65	0.95	0.60	0.80	0.60	0.60	0.60	0.60	0.80
Hourly flow rate (vph)	49	1037	47	8	1084	5	21	0	5	5	0	28
Pedestrians	********		alan a san Asan are sa	ga, rage salas agra	nanga nanawanananga ngaar	973-13-1400 W 1603-1400 P603	080000000000000000000000000000000000000	Nacional de Constantino de Constantino		1-11111111111111-1111		August Schaffer (1984)
Lane Width (ft)												
Walking Speed (ft/s)	gazaran karangan	line intereste estada en	Denoters Villentrees (0.050,1044-0.054-050		onigrava Autoria	Security of the second	Paragana kanada	North Commence State	Super-contract		Codecacaked
Percent Blockage												isanang\$
Right turn flare (veh)	AANS AARES STORES	-::::::::::::::::::::::::::::::::::::::		H200000000			1859 / 1859 1858 1858 1859 1859 1859 1859 1859 1859 1859 1859 1859 1859 1859 1859 	1 A / I TE	900000000000		144	
Median type								WLTL		Residential I	WLTL	
Median storage veh)						ERSON SAN	Janasa ka	3			3	0.0000000000000000000000000000000000000
Upstream signal (ft) pX, platoon unblocked												
vC, conflicting volume	1089			1084			2263	2240	1037	2243	2285	1087
vC1, stage 1 conf vol	1005		egisearaceptis	1004			1136	1136	1001	1102	1102	1003
vC2, stage 2 conf vol			5000409089				1127	1105		1141	1183	
vCu, unblocked vol	1089			1084			2263	2240	1037	2243	2285	1087
tC, single (s)	4.1			4.1		An Savage Willia	7,1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5	entre de la estada e Estada estada estad	6.1	5.5	Windler Rolling
tF (s)	2,2			2.2			3.5	4.0	3,3	3.5	4.0	3.3
p0 queue free %	92			99			86	100	98	97	100	90
cM capacity (veh/h)	641			644			148	191	281	178	199	263
Direction, Lane#	EB1	EB2	EB 3	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2			
Volume Total	49	1037	47	8	1089	21	5	5	28			
Volume Left	49	0	0	8	0	21	0	5	0			
Volume Right	0	0	47	0	5	0	5	0	28			
cSH	641	1700	1700	644	1700	148	281	178	263		12/71/12/4/20/4/5/11/2	
Volume to Capacity	0.08	0.61	0.03	0.01	0.64	0.14	0.02	0.03	0.10			
Queue Length 95th (ft)	6	0	0		0	12	1	2	9	unice victories	00000000000000000	V 05 000 6050 M 04 (56 5 00)
Control Delay (s)	11.1	0.0	0.0	10.7	0.0	33.3	18,0	25,7	20.3	Artist Residen		
Lane LOS	B	ny verkonore vivo cut	Carry are attended with an	В		D	С	D	С	ara su sur sur sur sur sur sur sur sur sur	.60 (NA 00) No.	r December Districts
Approach Delay (s) Approach LOS	0.5			0.1		30.4 D		21.1 C		Shroani bibli Succession		
Intersection Summary												
Average Delay			0.9				7					
Intersection Capacity Uti	ilization		68.7%	in in the first of	CU Leve	of Ser	vice		С			
Analysis Period (min)	medicit.	कर्णकृत्याच्याकी वेदानीक	15	ugran gewalanga 🧗	A AND AND	*:-X::-XX!		og tilltigtigte (448)	nen fra T f		editrilina	
Fermion contribution was supplied as a few factors of the few feet for the few feet for the few feet feet for the feet feet feet feet feet feet feet		es es e a tanta la facto Nation (1976 feet)	- 1 1 - 1 - 1 - 1 - 1 - 1	1.000			e, increasing the Chapter of					

		-	4	*	-	*			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ካ	 _^	_ }>	1999 644 654 472 777	h				98888
Sign Control Grade		Free 0%	Free 0%		Stop 0%				V. 2005
Volume (veh/h)	40	185	310	2	5	115			(88E)
Peak Hour Factor	0.85	0.95	0.95	0.60	0.65	0.95			Mg.ccq
Hourly flow rate (vph)	47	195	326	3	8	121			
Pedestrians Lane Width (ft)	100 E 10 E 100 E		V-V-1-18 (0:66)				100 (100 (100 (100 (100 (100 (100 (100		
Walking Speed (ft/s)			P. 12-47-980-986	Designation (Section)	Particular States (Control of Control of Con	eren er um 1999 f. e. et e.			Augustus a
Percent Blockage								1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1	1899ani 2004-1
Right turn flare (veh) Median type				i di sancioni di	None		The second s		
Median storage veh)					.,,,,,,				1.0000000
Upstream signal (ft)		a debetarante. Kapangan ayan dalah							49374
pX, platoon unblocked vC, conflicting volume	330		w.3515335		617	328			
vC, conficting volume vC1, stage 1 conf vol	Jou	kerio et e e e e e e e e e e e e e e e e e e		99,000,375,5	Y11			en er	408080400°F
vC2, stage 2 conf vol									
vCu, unblocked vol	330 4.1			(1201289949494	617 6.4	328 6.2			15000 15000
tC, single (s) tC, 2 stage (s)	4.1.	906045755		40 00 000	0,4	94			(Colding)
tF (s)	2.2				3.5	3.3			
p0 queue free %	96	sissa taraki	2×422200000000	Serie i di Maria	98 426	83 713	or been abbette (CDC) er er er er er Er er		Davidy Davidy
cM capacity (veh/h)	1230				436	7.13			
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2 121				
Volume Total Volume Left	47 47	195 0	330 0	- 8 - 8	121				udakiji
Volume Right	0	0	3	0.4	121				
cSH	1230	1700	1700	436	713	s kasa kalandah di di Araka da kacamatan da kasa ka		rangan kan ay sa ay sa an daga ka 400 Cirila.	90,849
Volume to Capacity Queue Length 95th (ft)	0.04 3	0,11 0	0.19 0	0.02 1	0.17 15				
Control Delay (s)	8.0	0.0	0.0	13.4	11,1				
Lane LOS	Α			В	В	nt kin - Trin Challestee Tee (DRAIN School) (N. 1)	A.C100000000000000000000000000000000000		
Approach Delay (s)	1.6		0.0	11.2 B					2514
Approach LOS				D					. 1
Intersection Summary Average Delay			2.6						
Intersection Capacity Ut	ilization		2.0 33.1%	 (CU Leve	l of Service	Α		
Analysis Period (min)			15				ggantern og skipting og in 1848.		.77559s0
Section Commence of the Commen						art of the control of			

Movement
Sign Control Free Free Stop Grade 0% 0% 0% Volume (veh/h) 135 340 295 6 3 75 Peak Hour Factor 0.95 0.95 0.95 0.60 0.90 Hourly flow rate (vph) 142 358 311 9 5 83 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) None Median type None None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Grade 0% 0% 0% 0% Volume (veh/h) 135 340 295 6 3 75 Peak Hour Factor 0.95 0.95 0.95 0.65 0.60 0.90 Hourly flow rate (vph) 142 358 311 9 5 83 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Volume (veh/h) 135 340 295 6 3 75 Peak Hour Factor 0.95 0.95 0.95 0.65 0.60 0.90 Hourly flow rate (vph) 142 358 311 9 5 83 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Peak Hour Factor 0.95 0.95 0.95 0.65 0.60 0.90 Hourly flow rate (vph) 142 358 311 9 5 83 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Hourly flow rate (vph) 142 358 311 9 5 83 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 None None None 957 315
Median type None Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 320 957 315
pX, platoon unblocked vC, conflicting volume 320 957 315
vC, conflicting volume 320 957 315
VC 1, Stage 1 Com voi
vC2, stage 2 conf vol
vCu, unblocked vol 320 957 315
tC, single (s) 4.1 6.4 6.2 tC, 2 stage (s)
tF(s) 2.2 3.5 3.3
p0 queue free % 89 98 89
cM capacity (veh/h) 1240 253 725
Direction, Lane # EB 1 EB 2 WB 1 SB 1 SB 2
Volume Total 142 358 320 5 83
Volume Left 142 0 0 5 0
Volume Right 0 0 9 0 83 cSH 1240 1700 1700 253 725
Volume to Capacity 0.11 0.21 0.19 0.02 0.11
Queue Length 95th (ft) 10 0 0 2 10
Control Delay (s) 8.3 0.0 0.0 19.5 10.6
Lane LOS A C B
Approach Delay (s) 2.4 0.0 11.1 Approach LOS B
Intersection Summary Average Delay 2.4
Average Delay 2.4 Intersection Capacity Utilization 36.7% ICU Level of Service A
Analysis Period (min) 15

	<i>,</i>	-	*	•	₩-	•	4	†	<i>></i>	/	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	74	*	*۲	ሻ	₽		*1	ጉ	1 1/2/21	ሻ	₽	or versionered
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	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1,00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88		1.00	0.85	runne sene skusins
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1759	1583	1770	1758		1770	1639		1770	1590	1 + M & 1111 + + + + . 1
FIt Permitted	0,42	1.00	1.00	0.32	1.00		0.56	1.00		0.75	1.00	
Satd. Flow (perm)	775	1759	1583	590	1758		1045	1639		1393	1590	
Volume (vph)	40	700	47	2	515	2	134	2	8	5	2	115
Peak-hour factor, PHF	0.85	0.95	0.85	0.60	0.95	0.60	0.95	0.60	0.65	0.65	0.60	0.95
Adj. Flow (vph)	47	737	55	3	542	3	141	3	12	8	3	121
RTOR Reduction (vph)	0	0	13	0	0	0	0	10	0	0	99	0
Lane Group Flow (vph)	47	737	42	3	545	0	141	5	0	8	25	0
Heavy Vehicles (%)	2%	8%	2%	2%_	8%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	75.1	75.1	75.1	75.1	75.1		16.9	16.9		16.9	16.9	and the second
Effective Green, g (s)	76.1	76.1	76.1	76.1	76.1		17.9	17.9		17.9	17.9	
Actuated g/C Ratio	0.76	0.76	0.76	0.76	0.76		0.18	0.18		0.18	0.18	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
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)	590	1339	1205	449	1338		187	293		249	285	
v/s Ratio Prot		c0.42			0.31			0.00			0.02	
v/s Ratio Perm	0.06		0.03	0.01			c0.13			0.01		
v/c Ratio	0.08	0.55	0.03	0.01	0.41		0.75	0.02		0.03	0.09	
Uniform Delay, d1	3.0	4.9	2.9	2.9	4.1		39.0	33.8		33,9	34.2	
Progression Factor	0.23	0.24	0.04	0.81	0.99		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	1.6	0.1	0.0	0.9		15.8	0.0		0.1	0.1	
Delay (s)	1.0	2.8	0.2	2.4	5.0		54.7	33.8		33.9	34.4	veren no a su a v
Level of Service	Α	Α	Α	Α	Α		D	С		С	С	
Approach Delay (s)		2.5			5.0			52.7			34.3	e di Salata de la como
Approach LOS		Α			Α			D			С	
Intersection Summary							11					
HCM Average Control D	elay		10.5	H	ICM Le	vel of S	ervice		В			
HCM Volume to Capaci			0.59									
Actuated Cycle Length			100.0		of I	ost time	(s)		6.0			
Intersection Capacity U			57.6%	Į.	CU Leve	el of Sei	vice		В			
Analysis Period (min)			15									
o Critical Lana Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	J.	Ť	74	ሻ	- 1		N.	Þ		፫	Þ	5477955 (2 L L
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	3.0	
Lane Util. Factor	1.00	1,00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.89		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1,00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1759	1583	1770	1758		1770	1653		1770	1593	
Flt Permitted	0.25	1.00	1.00	0.33	1.00		0.63	1.00		0.75	1.00	
Satd. Flow (perm)	467	1759	1583	622	1758		1181	1653		1397	1593	
Volume (vph)	135	700	158	9	870	6	88	2	6	3	2	75
Peak-hour factor, PHF	0.95	0.95	0.95	0.70	0.95	0.65	0.90	0.60	0.65	0.60	0,60	0.90
Adj. Flow (vph)	142	737	166	13	916	9	98	3	9	5	3	83
RTOR Reduction (vph)	0	0	33	0	0	0	0	8	0	0	72	0
Lane Group Flow (vph)	142	737	133	13	925	0	98	4	0	5	14	0
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases	,, - 1	4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	79.2	79.2	79.2	79.2	79.2		12.8	12.8		12.8	12.8	
Effective Green, g (s)	80.2	80.2	80.2	80.2	80.2		13.8	13.8		13,8	13.8	
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80		0.14	0.14		0.14	0.14	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
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)	375	1411	1270	499	1410		163	228		193	220	
v/s Ratio Prot	, margaret alle est personale e	0.42			c0.53			0.00			0.01	
v/s Ratio Perm	0.30		0.08	0.02			c0.08			0.00		
v/c Ratio	0.38	0.52	0.10	0.03	0.66		0.60	0.02		0.03	0.07	
Uniform Delay, d1	2.8	3.4	2.1	2.0	4.1		40,5	37.2		37.3	37.5	
Progression Factor	0.29	0.25	0.00	1.15	1.29		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.6	1.2	0.1	0.1	1.8		6.1	0.0		0.1	0.1	
Delay (s)	3.4	2.1	0.2	2.4	7.2		46.6	37.3		37.3	37.6	
Level of Service	Α	Α	Α	Α	Α		D	D		D	D	
Approach Delay (s)		1.9			7.1			45.6			37.6	
Approach LOS		Α			Α			D			D	
Intersection Summary												
HCM Average Control D			7.8	###\\# !	ICM Le	vel of Se	ervice		Α			
HCM Volume to Capaci			0.65					andrese e e e e e e e e e e e e e e e e e e		80000 Februarie		i i je jaki katema
Actuated Cycle Length (100.0			ost time			6.0			
Intersection Capacity Ut	ilization		75.2%		CU Leve	el of Ser	vice	nachara a mara	D	to the service is a	nes crossocionos sen	an errore
Analysis Period (min)			15									

c Critical Lane Group

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	91				
Lane Configurations	ነ	†	}		ሻ					5045)	
Sign Control		Free 0%	Free 0%	Ž	Stop 0%	90,000,000,000,000,000					E-FRENK
Grade Volume (veh/h)	30	160	210	3	6	100					
Peak Hour Factor	0.85	0.95	0.95	0.60	0.65	0.95		and the second resistance of the second resist	- to a social magazini	5100 aug 1. maga (2001) had	ent Wester
Hourly flow rate (vph)	35	168	221	5	9 (105		1,000,000			
Pedestrians	015.000 (0.606)			country to the second							
Lane Width (ft) Walking Speed (ft/s)			994 000 (54 856)			30554000000	g 0.01 5454 (4.000 (08540).T		949 (940-6 visits v 40 59896). 5	ejek (1979.) i bilindi Palmason tu	ing impaka
Percent Blockage					1000 000 1000 000 1000 000	A Part of the second se					
Right turn flare (veh)	gggantinove, polini	stegatorik (r. 1944)		presentation (co.	NISSA						
Median type Median storage veh)			Nelagabra - 1974		None						NEED COMPANY
Upstream signal (ft)		. 10806-967 (153. v.) . 1088-155 (153. v.)							K. O. A		
pX, platoon unblocked	ALL PRODUCTION CONTRACTOR					ales a manata rios sobi	reservance et () ()	g was to be left.	ANDOSES A HON		
vC, conflicting volume	226			As salabopers.	463	224					
vC1, stage 1 conf vol vC2, stage 2 conf vol			on of the section of		0			n indodenii (ili ili ili ili ili ili ili ili ili	t Andersetz (PC) Nako ESC (PC)		120001115; 12000115;
vCu, unblocked vol	226		-Cristian Stump Bridge (1)	y a transporter (march	463	224					
tC, single (s)	4,1				6.4	6.2			01 00 6716500 01 00 6716500	30.05 30.05	
tC, 2 stage (s)	2.2	CN SINGS			3.5	3.3	55 VSC (#250 5-VS		5 00 000 000		200 00,000 CC 200 000 000 CC 200 000 000 000 CC
tF (s) p0 queue free %	97				98	87	ASA I I SAN BARBANI NA 199	u who espondente and a	and a ministration of the	MAN 100 000 000 000 000 000 000 000 0	
cM capacity (veh/h)	1342				543	816	Service Control	- 100 Mag	160 (867)		
Direction, Lane#	EB1	EB2	WB 1	SB 1	SB 2						
Volume Total	35	168	226	9	105	4,000					10 E - 3
Volume Left	35 0 -	0 0	0 5	9 0	0 105		, red vid kayaa waxaana ee kaasa Saasa waxaa ah ah ah ah				4709844
Volume Right cSH	1342	1700	1700	543	816	Desperiores especiales	1048080000000000	141,9 0 9,950 100 100	. 10 1 to 10 to	Sylin hig (80 28) san an'i Sana	V-000000000000000000000000000000000000
Volume to Capacity	0.03	0.10	0.13	0.02	0.13						
Queue Length 95th (ft)	2	0	0	1	11						tyrene sa sa
Control Delay (s)	7.8	0.0	0.0	11.7 B	10.1 B						
Lane LOS Approach Delay (s)	A 1.3		0.0	10,2							
Approach LOS	gappa saadaa iira saa	A (Marie of the second	aren Siden Room, in ibi n	В	**************************************						
Intersection Summary											2
Average Delay			2.6					er coode a streta etc e e	og paragonal open kom.	ug ganga NASOWINGSON NAS	esteventoro
Intersection Capacity Ut	ilization	- 60 Sign 2-50	27.9%	10	CU Leve	el of Service		1	1		
Analysis Period (min)	. vo. (000460015-41)	KONSENSION	15	(25.55); 0 06. 572							
		YR'nggazarik		ne mil esi ê	(esse Palador		H004426175,51,003474	osajsajyani viskisi i	n kyyyetystätää lainaita	21109500 EVE 1131	. Project Correct

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Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations	ኻ	†	ቕ		ሻ	ř	aranguna na managu	rokonoskonografiji i	Taunus, Nederlands stokke	y sy sysge sason our metro, i e	- : 05 P\$ 8 BBHE
Sign Control		Free	Free	(Stop	15), (M. 16)					
Grade	440	0%	0%	.	0% - 4	60	THERE		ranger (
Volume (veh/h)	110	235 0.95	240 0.95	7 0.65	0.60	0.85			Barry Garrier		
Peak Hour Factor	0.95 116	247	253	11	0.00 7	71	\$21.820.000.000 \$21.820.000.000	S. 1880 288 850 1			-Armstein 6888
Hourly flow rate (vph) Pedestrians	1910	441	- 200		TIME SECTION			30.678.0862.7Vs.c.	esting confect to only in	vestavistastastas	D-1-3-5-9888888
Lane Width (ft)											
Walking Speed (ft/s)			. 500 (1990) 254 (254 (255 (255 (255 (255 (255 (255	1 -	5800 128 089-25, 1, 5 05	, to provide the second of the second	Silvery de la company de l La companya de la co	numenus simuestuseen Rumb	2007		
Percent Blockage	- 10 (S) (S)	pogenten (n.)	- 15 CEC 154				årere e				
Right turn flare (veh)										and the second second second	04041114
Median type		Section 1997 Comments		N	lone		Seedle - Deel				
Median storage veh)	t kultus valus temporustid		Specificação	Avenera autorio (m. 1914).	(-)-supplementation	anaryana tahun 1961 dalam		Nethberet Leaded	VC-H29AH5007-7003-		257000000000000000000000000000000000000
Upstream signal (ft)											
pX, platoon unblocked	000				737	OED CO			Seggetzene (h.		
vC, conflicting volume	263				101	258				5.400.000000000000000000000000000000000	Ako Khina ne e
vC1, stage 1 conf vol vC2, stage 2 conf vol				Note that the state of the stat	24.54242451280				04.982498740014		S ESSAN
vCu, unblocked vol	263	80.42.040 Per 12.044 Per 14.044 Per 14.04 Per	** ** S	kennis Nerversins	737	258	400 000 000 000 000 000 000 000 000 000		erbiologica en la com		Angra sandina (
tC; single (s)	4.1				6.4	6.2					
tC, 2 stage (s)	90,400,000,000,000,000	distinistant (* 1176 - 1176	1-11-12-12-13-13-13-13-13-13-13-13-13-13-13-13-13-	ppininnelskyppiske ski 1986		adoreovid Abrurar o speriorizio		una, esteriorno e con unara	o		
tF (s)	2.2				3.5	3.3					
p0 queue free %	91				98	91		Charles and Secretary Security	ning Kandinandanah da	Augment blevel, eine eine ein	Non-Alterdation Cal
cM capacity (veh/h)	1301	14.0(\$6,100)			351	781		rei de la companya d Se la companya de la		APPROXIMATION OF THE PROPERTY	
Direction, Lane#	EB1	EB2	WB 1	SB1 8	SB 2	Tr.					
Volume Total	116	247	263	7	71						
Volume Left	116	0	0	7	0						1.0004.0000000
Volume Right	- 0	0	11	0	71						
cSH	1301	1700	1700	351	781	nya ya sakata kasa		- 1. Encolonidado Princi	95,000±5,000,000,000,000	1.1400000000000000000000000000000000000	บทหมีในเทยใหล่
Volume to Capacity	0.09	0.15	0.15	[1] [1] [1] [1] [1] [1] [1] [1] [1] [1]	0.09						
Queue Length 95th (ft)	7	0	0.0	1 15.4	7 10,1		BETTE WES				
Control Delay (s)	8.0 A	0.0	- U.U.	10.4 C	10, I B			42.1 43.8 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0		0.000000000000000000000000000000000000	5744059888
Lane LOS Approach Delay (s)	2.6		0.0	10.5			Marian Constitution				
Approach LOS	~~ ~.	entrate are rolls		В	SSection of V	. A roma y na 1948 A 61 (1968) (periodic recobes (fr	-cock i ve vjestjejedjamijam	BELOVE TENENO BARYTEN KONEN		e and any angles
Intersection Summary			2.5						and the second		
Average Delay Intersection Capacity Ut	ilization		∠.5 32.5%	ici	ا ا مریما	of Service	`e		Α		
Analysis Period (min)	IIIZAUUI I	886605FF 0 6 F T	مر 15			VI VVI VIC	Arabah (Bari)	e septim provinciajajaje	aya sakarika maryi 1912 A	in de erzere gegegeggg	Same of Colors of
, and your office (fillet)		(1990-955)					jagogar				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	♠	74	Ť	î»		ሻ	Þ		ኻ	1→	o de la constant
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	3.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1,00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.93		1.00	0.87	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1759	1583	1770	1756		1787	1734		1770	1616	
FIt Permitted	0,53	1.00	1.00	0.47	1.00		0.95	1.00		0.80	1,00	
Satd. Flow (perm)	989	1759	1583	881	1756		1787	1734		1490	1616	
Volume (vph)	30	350	332	16	275	3	144	10	8	6	10	100
Peak-hour factor, PHF	0.85	0.95	0.95	0.75	0.95	0.60	0.95	0.70	0.65	0.65	0.70	0.95
Adj. Flow (vph)	35	368	349	21	289	5	152	14	12	9	14	105
RTOR Reduction (vph)	0	0	143	0	1	0	0	9	0	0	100	0
Lane Group Flow (vph)	35	368	206	21	293	0	152	17	0	9	19	0
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	1%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	Perm			Split			Perm		
Protected Phases		4			8		2	2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	58.0	58.0	58.0	58.0	58.0	1100 1100 1100	26.0	26.0		4.0	4.0	
Effective Green, g (s)	59.0	59.0	59.0	59.0	59.0		27.0	27.0		5.0	5.0	
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59		0.27	0.27		0.05	0.05	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4,0	
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)	584	1038	934	520	1036		482	468		75	81	
v/s Ratio Prot	garana marana	c0.21			0.17		c0.09	0.01			c0.01	
v/s Ratio Perm	0.04		0.13	0.02				SWEEK		0.01		
v/c Ratio	0.06	0.35	0.22	0.04	0.28	*	0.32	0.04		0.12	0.24	77.5
Uniform Delay, d1	8.7	10.6	9.7	8,6	10.1		29.1	26.9		45,4	45.7	
Progression Factor	0.47	0.61	2.28	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.8	0.5	0.1	0.7		1.7	0.1		0.7	1.5	
Delay (s)	4.3	7.3	22.5	8.8	10.8		30.8	27.1		46.1	47.2	
Level of Service	Α	Α	С	Α	В		С	С		D	D	
Approach Delay (s)	A1111111111111111111111111111111111111	14.2			10.6			30.3			47.1	
Approach LOS		В			В			С			D	
Intersection Summary												
HCM Average Control D)elav		18.6	ŀ	ICM Lev	vel of Se	rvice		В			
HCM Volume to Capaci			0.34	pikan nini Kale			arada iyo	ugg ng autology in	a andy s ty	ng sang ara Mar	in a sign of the country of the	a participation (C.)
Actuated Cycle Length (100.0	Ç	Sum of k	ost time	(s)		9.0	ÇDELER Ç		
Intersection Capacity Ut			46.2%		CU Leve			a with Kill	A	ing the second		200.200.300.30
Analysis Period (min)	.		15									
c. Critical Lane Group	griffi nest (baltar	us significant substitution		er e settere figere grafe	a a service a special light	entropolis entropolis en	en e en	and the second section	all respective region		444 5 5 6 5 7 7	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	†	7	ኣ	ĵ»		ኻ	4		*1	4	
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	3.0	
Lane Util. Factor	1,00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1759	1583	1770	1755		1787	1676		1770	1629	
Flt Permitted	0.40	1.00	1.00	0.49	1.00		0,95	1.00		0.80	1,00	
Satd. Flow (perm)	748	1759	1583	911	1755		1787	1676		1490	1629	
Volume (vph)	110	330	267	14	430	7	397	10	22	4	10	60
Peak-hour factor, PHF	0.95	0.95	0.95	0.75	0.95	0.65	0.95	0.70	0.80	0.60	0.70	0.85
Adj. Flow (vph)	116	347	281	19	453	11	418	14	28	7	14	71
RTOR Reduction (vph)	0	0	115	0	1	0	0	20	0	0	67	0
Lane Group Flow (vph)	116	347	166	19	463	0	418	22	0	7	18	0
Heavy Vehicles (%)	2%	8%	2%	2%	8%	2%	1%	2%	2%	2%	2%	2%
Turn Type	Perm		Perm	Perm			Split			Perm		
Protected Phases		4	•		8		2	2			6	
Permitted Phases	4		4	8						6		
Actuated Green, G (s)	58.0	58.0	58.0	58.0	58.0		26.0	26.0		4.0	4.0	
Effective Green, g (s)	59.0	59.0	59.0	59.0	59.0		27.0	27.0		5.0	5,0	
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59		0.27	0.27		0.05	0.05	
Clearance Time (s)	4.0	4.0	4,0	4.0	4.0		4.0	4.0		4,0	4.0	
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)	441	1038	934	537	1035		482	453		75	81	
v/s Ratio Prot	,	0.20			c0.26		c0.23	0.01			c0.01	
v/s Ratio Perm	0,15		0.10	0.02						0.00		
v/c Ratio	0.26	0.33	0.18	0.04	0.45		0.87	0.05		0.09	0.22	
Uniform Delay, d1	9.9	10.5	9.4	8,6	11.4		34.8	27.0		45.3	45.6	
Progression Factor	0.78	0.80	2.62	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	0,8	0.4	0.1	1.4		18.6	0.2		0.5	1.3	
Delay (s)	9.0	9.2	25.0	8.7	12.8		53.4	27.2		45.9	47.0	
Level of Service	Α ::::	Α	С	Α	В		D	С		D	D	
Approach Delay (s)		15.1			12.7			51.0			46.9	
Approach LOS		В			В			D			D	
Intersection Summary												
HCM Average Control D	elay		25.4	NA I	ICM Lev	vel of Se	rvice		С			
HCM Volume to Capacit			0.56									
Actuated Cycle Length (100.0		Sum of le	ost time	(s)		9.0			
Intersection Capacity Ut		a varia a dibilitati milit	67.8%		CU Leve			- '-	С			
Analysis Period (min)			15			aryki.						
o Critical Lane Group	and another transfer											

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		*	¥		7)	1						
Movement	EBT	EBR	WBL	WBT	V V V V V V V V V V V V V V V V V V V	NBR						
Lane Configurations	1			4	Ϋ́Υ							
Sign Control	Free			Free	Stop							
Grade	0%			0%	0%							La.
Volume (veh/h)	120	12	4	155	15	1						
Peak Hour Factor	0.95	0.70	0.60	0.95	0.75	0.60						
Hourly flow rate (vph)	126	17	7	163	20	2						::::::
Pedestrians Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												::
Median type					None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume			143		311	135						
vC1, stage 1 conf vol							::::::::::::::::::::::::::::::::::::::					
vC2, stage 2 conf vol			143		311	135						
vCu, unblocked vol			4.4		ا ان 6.6	6.4						
tC, single (s) tC, 2 stage (s)			- 7.7			U.T.						
tF (s)			2.4		3.7	3.5						
p0 queue free %		! !! !! !! · · · · · · ! · · · !	99	Taran taran daram,	97	100						
cM capacity (veh/h)			1310		633	856						
Direction, Lane#	EB 1	WB 1	NB 1									
Volume Total	143	170	22									
Volume Left	0	7	20			***************************************						
Volume Right	17	0	2									
cSH	1700	1310	646		:!!							
Volume to Capacity	0.08	0.01	0.03									
Queue Length 95th (ft)	0	0	3								**************************************	:
Control Delay (s)	0.0	0.3	10.8									
Lane LOS		A	В									
Approach Delay (s)	0.0	0.3	10.8									
Approach LOS			В								- 1 ALBERTA - 12 TOTAL - 100 T	-month
Intersection Summary												
Average Delay			0.9		tarrers - :					PT-TT-T-T-T-T-T-T-T-T-T-T-T-T-T-T-T-T-T		
Intersection Capacity Ut	ilization		21.4%		CU Leve	l of Servic	е		Α			
Analysis Period (min)			15									400
		aggagi ságamalatattat ti i				Lancada de la comoción CONTRA		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				

		7	*	4	•	<i>/</i> *	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	7>			€Î	**		
Sign Control	Free			Free	Stop		
Grade Volume (veh/h)	0% 190	12		0% - 155	0% 20	2	
Peak Hour Factor	0.95	0.70	0.60	0.95	0.75	0.60	
Hourly flow rate (vph)	200	17	2	163	27	3	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)					وللمترسيف وردار		
Percent Blockage Right turn flare (veh)							
Median type					None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume vC1, stage 1 conf vol			21/		375	209	
vC2, stage 2 conf vol							
vCu, unblocked vol		ļ: :: :: ::	217		375	209	
tC, single (s)			4.4		6.6	6.4	
tC, 2 stage (s)	r djesi den mengel	A pare manardama					
tF (s) p0 queue free %			2.4 100		3.7 95	3,5 100	
cM capacity (veh/h)			1227		- 582	777	
Direction, Lane #	EB1	WB 1	NB 1				
Volume Total	217	165	30				
Volume Left	0	2	27				-11-11-11-11-1
Volume Right	17	0	3				
cSH	1700	1227	599				
Volume to Capacity	0.13	0.00	0.05				
Queue Length 95th (ft)	0 0,0	0 0,1	4 11,3				
Control Delay (s) Lane LOS	0,0	U. 1	В				
Approach Delay (s)	0.0	0.1	11.3				
Approach LOS			В				7.41
Intersection Summary							
Average Delay		ar van en	0.9		***************************************		<u></u>
Intersection Capacity Uti	lization		20.7%		CU Leve	el of Service	
Analysis Period (min)			15				trai
							A

	-	*	1	4	*	*					
Movement	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	ß	. n. Nerschebense 545 Fe		_ ન	* #	engeneration (sec. e.	no-skrivatelekse bil de				
Sign Control	Free			Free 0%	Stop 0%	S. Militaria					
Grade Volume (veh/h)	0% - 150	15	5	190	20 ×						
Peak Hour Factor	0.95	0.75	0.65	0.95	0.75	0.60	South of Balance Control (1994)	-1.51-4.126940000000000		Section of the section of the	C1504550 - 11,5 1 - 1 4
Hourly flow rate (vph)	158	20	8	200	27	2	gallering Bulkera	eigendt ti			
Pedestrians		19-000, 8403450, T-FFFCC-	-5.Apresses (1924)	ssente@QXXI65000	- Natural (SAR)				Kalaka ing dalah 1888		
Lane Width (ft)				Managaran and and	98989841			And the second second			
Walking Speed (ft/s) Percent Blockage		Skarologija (-		1800 (CTC)							Consecution (Consecution)
Right turn flare (veh)	gged (1965) bleden in in	(283 0 100 6 1,020 1,120 1	anderfolderen ge	994994 (1996) Maria (1911)		nutuu aya shoori ahan shaas	PEC RESPONDE ATTEMAL (FIELD MUT)		- 1	20000	
Median type	(3,000,104 C.01 (30,000,000,000)				None	316786753			KOZ.		TO THE PROPERTY OF
Median storage veh)	nagagagagagaga		SANSSELTENS:						XX 55000 000 000 000		
Upstream signal (ft) pX, platoon unblocked			10.60gcu,				State of the second				
vC, conflicting volume	35, 885, 95, 113		178		383	168					
vC1, stage 1 conf vol	to College (Application of the							: 0.00000000000000000000000000000000000		a evroes y Soul Steple Section	Harris de Gregolico (188
vC2, stage 2 conf vol					000	400				12 (1884-1925) 18 (1884-1935)	The Control of the Co
vCu, unblocked vol			178 - 4,4		383 6.6	168 6.4					
tC, single (s) tC, 2 stage (s)				**************************************							A Company of the Comp
tF (s)			2.4		3.7	3.5					
p0 queue free %	Turker of account Manager were the	No. of the Land Control of Contro	99	z zesem cemodológ dob	95	100	un komkesti i i indirih	EINOS NENN ISSAS	Baltigra Million (1970) y Ca	ners og skapteligger.	504.000.000.000000000000000000000000000
cM capacity (veh/h)	- 1450000000		1271		573	820	n in the second				
Direction, Lane#	ACCOUNTS A PRODUCT THE SHADOW SHADOW SHADOW	WB 1	NB 1								
Volume Total	178	208	28								Control of the second of the s
Volume Left Volume Right	0 20	8 0	27 2	ADVING (CONT							
cSH	1700	1271	584				själdi. Protestioner († 1909)	akjej spejera aktorio	o in annu maresagnes pulli	n munumang galawan at Aggeged	American (1971)
Volume to Capacity	0.10	0.01	0.05				560000	- 1.8000-			
Queue Length 95th (ft)	0	0	4		euro e estados (MESSAE)	-00-00-000-000 kg : 188	gs.5396429577700-5-	S) Joekkeppiji ST	5355-00-00-00-00-00-00-00-00-00-00-00-00-0	98900000000000000000000000000000000000	
Control Delay (s) Lane LOS	0.0	0,3 A	11.5 B					3.00			
Approach Delay (s)	0.0	0.3	11.5	ngarasasasas	Harit (2008)		V (8)				
Approach LOS	********	(1997) T. N. T. (1997)	В	op og tyrgelyesegerges		5631CR000mm.cr.v.v.v.v.v.v.	-[tra a a whale to the Publish	X190-600 100-000 - 1		
Intersection Summary							- 10 To 10	in a constant			
Average Delay			1.0								
Intersection Capacity Ut	lization		24.0%	10	CU Leve	l of Serv	/ice		Α		
Analysis Period (min)	. A-SC SSEANERSKARFT		15		865,055-5571 (7						
y mag marketing and the second	200425072			3-1-1-3-5-11 <u> </u>		* 684.051+.000F					

		~	•	4	*	1						
Movement	EBT	EBR	WBL	WBT	NBL	NBR						
Lane Configurations Sign Control Grade	1₃ Free 0%	Voje de la companya d	I plant to man	4 Free 0%	Stop 0%		204 (2014) (2014) (2014) (2014) (2014) (2014) (2014) (2014)					
Volume (veh/h)	225	15	1	220	25	2					108025 15457	
Peak Hour Factor	0.95	0.75	0.60	0.95	0.80	0.60	ti kana arawa kasabanisti.		a 2000 1100 km (2004)	valk#4010419444	a sanggan William	avatedii
Hourly flow rate (vph)	237	20	2	232	31	3						
Pedestrians Lane Width (ft)	TOLEN -										1000307701	
Walking Speed (ft/s)			.~\0048 <u>688</u> 76743		11 To 1 1 TO 1 TO 1 1 TO 1	gej kjenskej in de meddiste kommen. edit.	- (A-1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -				- manage (mm - 1 mm)	00000000000000000000000000000000000000
Percent Blockage					SOCIAL CONTROL							kota maj
Right turn flare (veh)			08484866	1.5 55058755	None				1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1			
Median type Median storage veh)			100000-10000 10000-1000		INOLIG		14 - GAN (SECTION)	South Control			\$0.000 p. 10 10 00 00	devastil a t
Upstream signal (ft)			a deglar	1 12 14 617 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
pX, platoon unblocked	enanyeti (veyvo)	nawananan noon oo		48-40 N 55-40 555-05 -48	:::::\and:::::					88554.53S		S-121-5-1
vC, conflicting volume vC1, stage 1 conf vol	\$25-13 · · · · · · · · · · · ·	10060 Carrier	257		482	247						
vC1, stage 1 conf vol			3 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2								35 (37 (24)	
vCu, unblocked vol	X (Nitrational and a second	257		482	247	n was a was salat on any an	TO SELVENOSISE	entresses als seede a	888 0 0770-0730-073	weggsser/s	256600V
tC, single (s)		Kevista a	4,4		6.6	6,4					40,000	46
tC, 2 stage (s) tF (s)			2.4		3.7	3.5					28.7493a	
p0 queue free %		organistario	100	Hee 10 10 10 10 10 10 10 10 10 10 10 10 10	94	100					As a standard to 1919 a	. medan Co
cM capacity (veh/h)		30.00	1185		503	739				20 (150 min		- sanda
Direction, Lane#	EB 1	WB 1	NB 1									
Volume Total	257	233	35						. WOOD C N. W.			
Volume Left	0 20	2 0	31 3				aggrege ()		100 0 0000 888 0 900 0 882 897 890			
Volume Right cSH	1700	1185	519		::::::::::::::::::::::::::::::::::::::	te ning spielikan samen sa	\$\$\$\$\$\$\$\\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	-0.0899899999999	Serie de gargentare d	sing ne na nasa sanga	Marin 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,
Volume to Capacity	0.15	0.00	0.07	Association and		volus (piekorfor es 194) Augusto (1884) al es 1940	Sergiodo de la composición del composición de la				ettereb også Lebook valde	
Queue Length 95th (ft)	0	0	5	38887-10-10-10-10-10-10-10-10-10-10-10-10-10-	58 565 555555			4888455				
Control Delay (s) Lane LOS	0.0	0,1 A	12.4 B									Mining
Approach Delay (s)	0.0	0.1	12.4						OUISTON			
Approach LOS			В									
Intersection Summary							-					
Average Delay			0.9					16 y tr 4 8889 AR	Deed a lease			(825757)
Intersection Capacity Ut	ilization		22.8% 15	: =	Leve ال	el of Servic	e		5 (A 22)			
Analysis Period (min)			10									1,050,90 H 1,050,90 H
1777年的中央的1886日第四条中央中央公司的1886年 1887年1777	Chryspanini y dis	ja kalendara pada 1969 S	and the second section of	ALL A REMOVED BOX	1111/100	and the second second				•		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€}>			43-		ሻ	ተ ጮ		ሻ	ተ⊳	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util, Factor		1.00			1,00		1.00	0.95		-1,00	0.95	
Frt		0.96			0.94		1.00	1.00		1.00	0.99	
FIt Protected		0.98			0,99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1746			1749		1770	3363		1770	3343	
FIt Permitted		0.86			0.96		0.38	1.00		0,45	1.00	
Satd. Flow (perm)		1529			1690		704	3363		846	3343	
Volume (vph)	52	30	39	8	41	□ 36	22	490	11_	48	605	53
Peak-hour factor, PHF	0.85	0.80	0.85	0.65	0.85	0.85	0.80	0.95	0.70	0.85	0.95	0.85
Adj. Flow (vph)	61	38	46	12	48	42	28	516	16	56	637	62
RTOR Reduction (vph)	0	38	0	0	34	0	0	3	0	. 0	8	0
Lane Group Flow (vph)	0	107	0	0	- 68	0	28	529	0	56	691	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	7%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2		•	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		9.9			9.9		39.5	39.5		39.5	39.5	
Effective Green, g (s)		10.9			10.9		40,5	40.5		40.5	40.5	
Actuated g/C Ratio		0.18			0.18		0.68	0.68		0.68	0.68	
Clearance Time (s)		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	
Lane Grp Cap (vph)		281			310		480	2293		577	2279	
v/s Ratio Prot								0.16			c0.21	
v/s Ratio Perm		c0.07			0.04		0.04			0.07		
v/c Ratio		0.38			0.22		0.06	0.23		0.10	0.30	
Uniform Delay, d1		21.3			20.6		3.1	3.6		3.2	3.8	
Progression Factor		1.00			1,00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9			0.4		0.2	0.2		0,3	0.3	
Delay (s)		22.2			21.0		3.4	3.8		3.6	4.1	
Level of Service		С			C		Α	Α		Α	Α	
Approach Delay (s)		22.2			21.0			3.8			4.1	
Approach LOS		С			C			A			Α	
Intersection Summary											•	
HCM Average Control D	elay		6,8		ICM Lev	el of Se	rvice		Α			
HCM Volume to Capacit			0.32	,								
Actuated Cycle Length (59.4	S	Sum of Id	st time	(s)		8.0			
Intersection Capacity Ut			45.3%		CU Leve				Α			
Analysis Period (min)			15									
c Critical Lane Group	.,											

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€}•			4		19	↑ }		ነ ነ	ሳ ጉ	anne e e
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0,95	
Frt		0.97			0.95		1.00	1.00		1.00	0.98	
Flt Protected		0.98			0.99	8 6 8 8	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1763			1750		1770	3364		1770	3322	
Flt Permitted		0.87			0.94		0.48	1.00		0.46	1.00	
Satd. Flow (perm)		1559			1667		888	3364		865	3322	
Volume (vph)	50	40	30	10	30	25	25	470	10	45	390	60
Peak-hour factor, PHF	0.85	0.85	0.85	0.70	0.85	0.80	0.80	0.95	0.70	0.85	0.95	0.85
Adj. Flow (vph)	59	47	35	14	35	31	31	495	14	53	411	71
RTOR Reduction (vph)	0	29	0	0	25	0	0	2	0	0	16	0
Lane Group Flow (vph)	0	112	0	0	55	0	31	507	0	53	466	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	7%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		9.9			9.9		40.0	40.0		40.0	40.0	
Effective Green, g (s)		10.9			10.9		41.0	41.0		41.0	41.0	
Actuated g/C Ratio		0.18			0.18		0.68	0.68		0.68	0.68	
Clearance Time (s)		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	
Lane Grp Cap (vph)		284			303		608	2303		592	2274	
v/s Ratio Prot								c0.15			0.14	
v/s Ratio Perm		c0.07			0.03		0.03			0.06		
v/c Ratio		0.40			0.18		0.05	0.22		0.09	0.21	
Uniform Delay, d1		21.6	ja saasaa		20.7		3,1	3,5		3.2	3.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9			0.3		0.2	0.2		0.3	0.2	
Delay (s)		22.5			21.0		3.2	3.7		3.5	3.7	
Level of Service		С			С		Α	Α		Α	Α	
Approach Delay (s)		22.5			21.0			3.7			3.7	
Approach LOS		С			C			Α			Α	
Intersection Summary												
HCM Average Control E		endikanan National	6.8	ŀ	ICM Lev	el of Se	ervice		Α			
HCM Volume to Capaci			0.26		Sum of l	net time	(e)		8.0			
Actuated Cycle Length			59.9		Sum of lo CU Leve				6.0 A			
Intersection Capacity Ut Analysis Period (min) c Critical Lane Group	ilization		40.0% 15	ין	CO Leve	# 01 3 €[VICE		^			

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€\$			4		ነ	↑		ሻ	ተ ጉ	assurant t
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	en tratario de la compansión
Lane Util. Factor		1,00			1,00		1.00	0,95		1.00	0,95	
Frt		0.96			0.94		1.00	0.99	**************************************	1.00	0.99	ocension continue
Flt Protected		0.98			0.99		0.95	1,00		0,95	1.00	
Satd. Flow (prot)		1746			1738		1770	3361		1770	3344	all, elementation of the
Flt Permitted		0.81			0.94	58888	0.31	1.00		0,39	1.00	
Satd. Flow (perm)		1451			1642		583	3361		732	3344	
Volume (vph)	75	40	50	20	50	55	30	610	20	60	735	60
Peak-hour factor, PHF	0.90	0.85	0.85	0.80	0.85	0.85	0.85	0.95	0.80	0.85	0.95	0.85
Adj. Flow (vph)	83	47	59	25	59	65	35	642	25	71	774	71
RTOR Reduction (vph)	0	38	0	0	52	0	0	4	0	0	9	0
Lane Group Flow (vph)	○ ○ 0	151	0	0	97	0	35	663	0	71	836	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	7%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4		. ;	8	~		2			6	
Permitted Phases	4			8			2			- 6		
Actuated Green, G (s)	//www.	9.2	*****************	···	9.2	* 1 **** * **** * * * * * * * * * * * *	30.3	30.3		30.3	30.3	
Effective Green, g (s)		10.2			10.2		31,3	31.3		31,3	31.3	
Actuated g/C Ratio	Mark attendants	0.21	egeneral dulum eder du	hacher more frequen	0.21		0.63	0.63		0.63	0.63	
Clearance Time (s)		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	
Lane Grp Cap (vph)		299			338		369	2125		463	2114	
v/s Ratio Prot	9966 (00000000000	क्षा व्यक्ता हुन क	grange da ramu a su diner	anana di kabupaten di da	vision (To Tydler)	Survey of the second	reconstruction of the con-	0.20		22, 12, 22, 12, 11, 11, 11, 11, 11, 11,	c0.25	
v/s Ratio Perm		c0.10			0.06		0.06			0.10		
v/c Ratio	-374379747377473	0.50			0.29	F.1.2	0.09	0.31		0.15	0.40	
Uniform Delay, d1		17,4			16.6		3,6	4.2		3.7	4.5	
Progression Factor		1.00		r en de tradición especial de la frates	1.00	Author Carabas 2500	1.00	1.00	(21) 12 () () () () () () () () () (1.00	1.00	
Incremental Delay, d2		1.3			0.5	teta eta 1840	0.5	0.4		0.7	0.6	
Delay (s)	10000000000000000000000000000000000000	18.8			17.1	ynga yngad wyfyrmau hdadadad	4.1	4.6		4.4	5.0	*****
Level of Service		В		igeven seed	В	986 St. Etc	Α	Α		Α	Α	
Approach Delay (s)		18.8			17.1			4,5			5.0	**************************************
Approach LOS		В			В	salara de di Nava Kanada kanada da di		Α			Α	
Intersection Summary					_							
HCM Average Control D	Volov		7.1	L	ICM L	vel of Se	arvice		Α			
			0.42		IOIAI FG.	voi Ui Ot	N AICE				Parametrical.	4.43599999
HCM Volume to Capacit					um of l	oot time	76\		8.0			
Actuated Cycle Length (49.5			ost time el of Ser						
Intersection Capacity Ut	ilization	645 BBB 645 4 B	51.5%	il Piddiskipasiona	ou Leve	a oi sei	VICE	Variation	A		anas (Atabas	ggunange
Analysis Period (min)		Variable)	15									-correctionally
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€₽			4		*	ተ ቡ	unitable .	ሻ	ተ ጉ	e en seu man aansa
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	
Lane Util. Factor		1,00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			0.96		1.00	1.00		1.00	0.98	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1751			1786		1770	3397		1770	3365	
Fit Permitted		0.82			0.95		0.38	1.00		0.41	1.00	
Satd. Flow (perm)	of the second second	1452	12,711-1		1703		715	3397		758	3365	
Volume (vph)	50	65	60	10	70	30	50	570	10	55	565	60
Peak-hour factor, PHF	0.85	0.85	0.85	0.70	0.85	0.85	0.85	0.95	0.70	0.85	0.95	0.85
Adj. Flow (vph)	59	76	71	14	82	35	59	600	14	65	595	71
RTOR Reduction (vph)	0	23	0	0	16	0	0	1	0	0	6	0
Lane Group Flow (vph)	0	183	0	0	115	0	59	613	0	65	660	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	and the second section of the party of	16.0	4 4174		16.0		74.0	74.0		74.0	74.0	
Effective Green, g (s)		18.0			18.0		76.0	76.0		76.0	76.0	
Actuated g/C Ratio		0.18			0.18		0.76	0.76	•	0.76	0.76	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0	0.000		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		261			307		543	2582		576	2557	
v/s Ratio Prot	. 5 m (Sept. 6 d. 5 d. 5 m) e. 1.		necrasiona (Ciril Secto		in a constitution of		an a constitution	0.18			c0.20	
v/s Ratio Perm		c0.13	arakiti.		0.07		0.08			0.09		
v/c Ratio	aner Billiot Ver	0.70	***********	40.000	0.38		0.11	0.24	15. 55.65.65.6	0.11	0.26	
Uniform Delay, d1		38.5			36.1		3.1	3.5		3.2	3.6	
Progression Factor		1.00	ty a trailine transfer a trailine	e in air agas as au inn	1.00		1.26	1.31		0.91	0.97	
Incremental Delay, d2		8.2			0.8		0.4	0.2		0.4	0.2	
Delay (s)	-convertebases	46.7	s s s s s s s s p s s s s s s s s	ta a a ta ta a ta a ta a a	36.8	er, toda on our end	4.3	4.8	11/21/20/20/20/20	3.3	3.7	
Level of Service		, O.,			Ď.O		A	Ā		Α	Α	
Approach Delay (s)		46.7	100000000000000000000000000000000000000	in viting the re-	36.8	9::::::::::::::::::::::::::::::::::::::	*** 1 10 1 11 11 11 11	4.7	1117-7-1117-1	11.19-11115515	3.7	111, 141, 144, 114
Approach LOS		_0.1 D			D.0			Α			Α	
• • • • • • • • • • • • • • • • • • • •					-							
Intersection Summary			44-7		1014	151 54 C			В			
HCM Average Control D			11.7		10IVI LE	vel of Se	er vice		 			
HCM Volume to Capacit			0.34			1 1!	761		6.0			
Actuated Cycle Length (100.0			ost time			6.0	Hymithid	Astronomical Services	e stillstyte.
Intersection Capacity Uti	lization		47.4%) Single Sign Selfer	CU Leve	el of Ser	vice	es tratterie	A	No Program Post	yeryan seed	e Ayrangsause
Analysis Period (min)			15									
c Critical Lane Group												

<u> </u>	•	-	*	*	4 —	•	4	†	<i>*</i>	\		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	↑ }		* j	ተ ጮ	
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	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			0.95		1.00	1.00		1.00	0.99	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1750			1759		1770	3394		1770	3378	
FIt Permitted		0.76			0.92		0.25	1.00		0.30	1.00	
Satd. Flow (perm)		1356			1629		462	3394		566	3378	
Volume (vph)	75	105	95	20	100	65	80	770	20	70	880	60
Peak-hour factor, PHF	0.90	0.95	0.90	0.80	0.95	0.85	0.90	0.95	0.80	0.85	0.95	0.85
Adj. Flow (vph)	83	111	106	25	105	76	89	811	25	82	926	71
RTOR Reduction (vph)	0	22	0	0	23	0	0	2	0	0	5	0
Lane Group Flow (vph)	0	278	0	0	183	0	89	834	0	82	992	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.5			22.5		67.5	67.5		67.5	67.5	
Effective Green, g (s)		24.5			24.5		69.5	69.5		69.5	69,5	
Actuated g/C Ratio		0.24			0.24		0.70	0.70		0.70	0.70	
Clearance Time (s)		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	
Lane Grp Cap (vph)		332			399		321	2359		393	2348	
v/s Ratio Prot								0.25			c0.29	
v/s Ratio Perm		c0.21			0.11		0.19			0.14		
v/c Ratio		0.84	•		0.46		0.28	0.35		0.21	0.42	
Uniform Delay, d1		35.9			32.1		5.8	6.2		5.4	6.6	
Progression Factor		1.00			1.00		1.19	1.13		1.04	1.11	
Incremental Delay, d2		16.6			0.8		1.5	0.3		1.2	0.5	
Delay (s)		52.5			32.9	·	8.3	7.3		6.8	7.8	
Level of Service		D			С		Α	A		Α	Α	
Approach Delay (s)		52.5			32.9			7.4			7.8	
Approach LOS		D			С			Α			Α	
Intersection Summary	The second					190	- A - 31 - 31 - 31 - 31 - 31 - 31 - 31 -					
HCM Average Control D	elay		15.0	F	ICM Le	vel of Se	ervice		В			
HCM Volume to Capaci			0.53									
Actuated Cycle Length (100.0			ost time			6.0			
Intersection Capacity Ut			69.8%			el of Ser			С			
Analysis Period (min)			15									
c Critical Lane Group	· · · · · · · · · · · · · · · · · · ·											

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ነ ነ	∱ 1≽		ሻ	ት ጉ	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	8	4	12	1	5	11	10	380	5	23	340	24
Peak Hour Factor	0.65	0.60	0.70	0.60	0.65	0.70	0.70	0.95	0.65	0.80	0.95	0.80
Hourly flow rate (vph)	12	7	17	2	8	16	14	400	8	29	358	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)											::::::::::::::::::::::::::::::::::::::	
Median type		None			None							
Median storage veh)				2 2								
Upstream signal (ft)								410				
pX, platoon unblocked					070		000					
vC, conflicting volume	679	867	194	689	878	204	388			408		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol			404	000	070	004	200			400		
vCu, unblocked vol	679	867	194	689	878	204	388			408 4.1		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4,1			4.1		
tC, 2 stage (s)	~ ~ ~ ~			- A E		3,3				2.2		
tE(s)	3.5	4.0	3.3	3.5	4.0	ა.ა 98	2.2 99			2.Z 97		
p0 queue free %	96	98	98	99	97 275	803	99 1167			1148		
cM capacity (veh/h)	315	279	815	310	2/5	೦೮೦	1107			1.140		
Direction, Lane#	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	36	25	14	267	141	29	239	149				
Volume Left	12	2	14	0	0	29	0	0			e sa maaanaa	
Volume Right	17	16	0	0	8	0	0	30				
cSH	430	473	1167	1700	1700	1148	1700	1700				
Volume to Capacity	0.08	0.05	0.01	0.16	0.08	0.03	0.14	0.09				
Queue Length 95th (ft)	7	4	. 1	0	0	2	0	0				
Control Delay (s)	14.1	13.0	8,1	0.0	0.0	8.2	0.0	0.0				
Lane LOS	В	В	Α			Α						
Approach Delay (s)	14.1	13.0	0,3			0.6						
Approach LOS	В	В										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Ut	ilization		28.2%		CU Leve	el of Ser	vice		Α			
Analysis Period (min)	· · · · · · · · · · · · · · · · · · ·		15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			€}>		3 4	↑ }		ች	ተ ኈ	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	19	4	21	10	4	19	16	550	12	23	675	24
Peak Hour Factor	0.75	0.60	0.80	0.70	0.60	0.75	0.75	0.95	0.70	0.80	0.95	0.80
Hourly flow rate (vph) Pedestrians	25	7	26	14	7	25	21	579	17	29	711	30
Lane Width (ft)				***************************************								
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)					, j.m.1.1.m							
Upstream signal (ft)								410				
pX, platoon unblocked												
vC, conflicting volume	1144	1422	370	1073	1428	298	741			596		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1144	1422	370	1073	1428	298	741			596		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4,1			4,1		
tC, 2 stage (s) tF (s)	3.5		3.3	- n e					~::::::::::::::::::::::::::::::::::::::			
p0 queue free %	3.5 82	4.0 95	ა.ა 96	3.5 91	4.0 95	3.3 96	2.2 98			2.2		
cM capacity (veh/h)	137	128	627	154	127	698	862			97 - 976		
			***************************************							310	· · · · · · · · · · · · · · · · · · ·	
Direction, Lane#	EB1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	58	46	21	386	210	29	474	267				
Volume Left	25	14	21	0	0	29	0	0				
Volume Right	26	25	0.0	4700	17	0	0	30				
cSH	209	255	862	1700	1700	976	1700	1700				
Volume to Capacity Queue Length 95th (ft)	0.28 27	0.18 16	0.02 2	0.23	0.12	0.03	0.28	0.16				
Control Delay (s)	28.7	22.2	9.3	0.0	0 0.0	2 8.8	0 0.0	0 0.0				<u> </u>
Lane LOS	20.7 D	<u> </u>	9.5 A	0.0	U.U.	Α	0.0	0.0				
Approach Delay (s)	28.7	22.2	0.3			0.3						
Approach LOS	D	C										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Uti	lization		30.0%	10	CU Leve	l of Sen	/ice		A			
Analysis Period (min)	ni		15					17117121711		., .,		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	, NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4		ኣ	ሳ ጮ		ኣ	ሳ ጐ	
Sign Control	X424443	Stop		66.55.55.	Stop	i Parkakaren 1	00.60.60.5	Free		5. (8. (8. of	Free	
Grade	Providence (School	0%			0%			0%			0%	(11)-2141-1909-1989
Volume (veh/h)	20	10	15	-5	10	/202	² 5 15	515	10	45	475	45
Peak Hour Factor	0.80	0.70	0.75	0.65	0.70	0.80	0.75	0.95	0.70	0.85	0.95	0.85
Hourly flow rate (vph)	25	14	20	8	14	25	20	542	14	53	500	53
Pedestrians		sinimuma nF4940	amin, allabotines	960808VAn-60065B6V8		1.05 to 200, 200 to 5 + 3 + 3 to	5.11504715000050000	500.2600 G.S.: 136.70	District receivable	-1, k11900009080800900	riman on in Landau	
Lane Width (ft)	(\$50,50,000)						1000000				565 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
Walking Speed (ft/s)	N 2007	Samuel Co., 1 Co.										
Percent Blockage							(69)000000000000000000000000000000000000					
Right turn flare (veh)												
Median type		None	- 300000		None					34 18 08 FF		
Median storage veh)											4	
Upstream signal (ft)				20,05002			(0) × (3) 4.	410				
pX, platoon unblocked												
vC, conflicting volume	976	1229	276	972	1248	278	553			556		
vC1, stage 1 conf vol												Sin markitane
vC2, stage 2 conf vol										10 10 10 10 K		
vCu, unblocked vol	976	1229	276	972	1248	278	553		en variante de viv	556	partition of the co	von est travelesticat
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6,9	4.1			4.1		
tC, 2 stage (s)	sooonagammanatmii saa	timornio del Cartero	24 5570 fg. 19 fg. 1919	.o.o.oo.oo. <u>u.oo.u.oo</u>	ootanetti oo rus oo 🗕 rus	entraletzi vaz. V		CANAZONI SEE AGAR A	un er kott an er er an e	venda Amanda	spacema pronts (4), 3,	5-000-0-030790000
tF (s)	3.5	4,0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	91	97	96	91	97	98	n katoko ili saitus j	-2015121214300003,1 N	95		
cM capacity (veh/h)	175	164	721	178	160	719	1013	0.0000000000000000000000000000000000000		1010	F-24446-951E	
Direction, Lane#	EB1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	59	47	20	361	195	53	333	220			(1000)	
Volume Left	25	8	20	0	0	53	0	0	50 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1			
Volume Right	20	25	- 0 ·	0	14	0	0	53				(2.9)225-15
cSH	230	280	1013	1700	1700	1010	1700	1700				
Volume to Capacity	0.26	0.17	0.02	0,21	0.11	0.05	0.20	0.13				
Queue Length 95th (ft)	25	15	2	0	0	4	0	0				
Control Delay (s)	26.0	20,4	8.6	0.0	0.0	8.8	0.0	0.0				
Lane LOS	D	С	Α			Α					g nama ngga sawa nasa	sconnorm of the ora-
Approach Delay (s)	26.0	20.4	0.3			8.0						
Approach LOS	D	С										
Intersection Summary		10.00					li,					
Average Delay			2.4									
Intersection Capacity Utl	lization		34.0%	0000 E1	CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15									
				10 (25 (25)			- September -					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		٦	1		*5	ሳጉ	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	35	10	25	15	10	35	25	700	15	30	815	- 30
Peak Hour Factor	0.85	0.70	0.80	0.75	0.70	0.85	0.85	0.95	0.75	0.85	0.95	0.85
Hourly flow rate (vph)	41	14	31	- 20	14	41	29	737	20	35	858	35
Pedestrians								******			5.3 5.5.55555	energenen til til til til s
Lane Width (ft)												
Walking Speed (ft/s)					e e latinate de la vezta de la			uk kalanta alta katata	-010 0000 DEED GELEVO.	unitus (Arsanta)	1.7 11 11 11 11 11 11 11 11 11 11	eneromoto (
Percent Blockage												
Right turn flare (veh)	ranginana sangha lagagga a l		ore balber Hijelber	momentus (1), c. i	500 - 1 10	Dars rando emo drámbitado r	N-1511 HORSENSON (1925)	est to the Secretary	nylánskylánskylánskylánskyl	rowan na politika.	run n Engrissi descin	garanova a la g
Median type		None			None				y Statement of the Control of the Co			
Median storage veh)	mmossassuus s	e e let tableten kerkt	3	000000000000000000000000000000000000000	13. 1 × 1 × 1 × 1 × 1×15 10 × 10	354960489855	REFOREDUS A CAS		98859078705370	Material Anna Para		9000 Novemb
Upstream signal (ft)					2.05	0.05		410		200		
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95	- 1. T. Chilles (0.00 (1.00))	
vC, conflicting volume	1422	1762	447	1344	1769	378	893			757		
vC1, stage 1 conf vol	gjegetjóhráskápitá állja	Mary GROW or graph agreed	a Valanedozaá	0.000000000000000000000000000000000000		Christologistik	98911919513159111591	la-surggrossisjy	-1588 (1888 1888)	93335835a	ja o tropickija gas	848F4055-014
vC2, stage 2 conf vol	4000	4740	447	4200	4767	204	002		1967 064 054 05 1967 064 054 054 054 054 054 054 054 054 054 05	692		
vCu, unblocked vol	1392	1749	447	1309	1757	294 6.9	893 4,1			4.1		
tC, single (s)	7,5	6,5	6.9	7.5	6.5	6.9	411			ME 4 eli		148688
tC, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3,3	2.2			2.2		
tF (s) p0 queue free %	43	4.0 81	ు.ు 94	3.5 76	4.0 81	94	96	Meska Sintanga	Harman (A. 1988)	2.2 96		-03981639E1
cM capacity (veh/h)	73	74	559	84	74	668	755	yadayaa 1,1000 i		854		
		*D#979089805+24849479	ere book exclusioned	1775 274 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	- NOTE TO SOURCE STATE OF THE SOURCE STATE OF	anticiativani e co					175880	
Direction, Lane #	EB 1	WB1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	87	75	29	491	266	35	572	321				
Volume Left	41	20	29	0	0	35	0	0	0499999999500	garaka egirab egir	A. (2010) (2008) (2008) (2008) (2008) (2008) (2008) (2008) (2008) (2008) (2008) (2008)	25E925534
Volume Right	31	41	0	4700	20	0.54	4700	35			40000	
cSH	106	153	755	1700	1700	854	1700	1700	n ne vosako deki ra nda	Jacker Politick	449,4640,449	
Volume to Capacity	0.82	0.49	0.04	0.29	0.16	0.04	0.34	0.19			1945 1951 1961 1965 - 1967 1968 1966 1966 - 1967 1968 1966 1966 1966 1966 1966 1966 1966 1966 1966 1966 1966 1966 1966 1	
Queue Length 95th (ft)	115	59	3	0	0	3	0.0	0 0.0				
Control Delay (s)	116.4	49.6	10.0	0.0	0.0	9.4	0.0	0.0				SOFTER TO A STATE
Lane LOS	F	E	A Skopens	wassassassassassassassassassassassassass	ocholeykoda.	A	2000 000000000000000000000000000000000		140 800 880 885			
Approach LOS	116.4 F	49.6 E	0.4			0.4		regilier/versi				SOR PARTY
Approach LOS	Г	E										NAME OF THE PARTY
Intersection Summary				,		1.0						
Average Delay		DOWNSON CTURE	7.7			na tanka kalendari	a gy syrastykakyastika		garana kanana mala dalah	salaga yaga dalaya amana ama		u pospoja (1907)
Intersection Capacity Ut	ilization		39,1%		CU Leve	of Ser	vice		Α	ethelisik 74		
Analysis Period (min)	erio e a como de como d		15	yndeddardd Carees nafol fol	s meresy nervolvanova	rantus jeit etitotus	talen teretekkirik	Name of the second	egins ogs enders i s	in III in Albandana (1980)	sastoeraco chin	1, 24 (1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1

	ℐ				4	•	4	†	<i>/</i> **	\ <u></u>	Ţ	4
Movement	EBL	EBT	EBR	₩BL	WBT	WBR	NBL	NBT	, NBR	SBL	SBT	SBR
Lane Configurations	سارسارسا	4	- LO14	1155		VILIX	<u> </u>	^ }	11,513	<u>ነ</u>	∱ î→	<u> </u>
Sign Control		Stop	Casasana Casasana		Stop			Free			Free	
Grade		0%		rive rightestata	0%			0%			0%	entrant de la company
Volume (veh/h)	20	15	35	5	20	25	30	600	10	50	590	45
Peak Hour Factor	0.80	0.75	0.85	0.65	0.80	0.85	0.85	0.95	0.70	0.85	0.95	0.85
Hourly flow rate (vph)	25	20	41	8	25	29	35	632	14	59	621	53
Pedestrians	ingelete is to their	Sudden and a re-			4	144.4.5.5		era Mareau, far ger				
Lane Width (ft)								.,				
Walking Speed (ft/s)	mment of the child		after sufficient and a sec-		A	THE R. P. LEWIS CO., LANSING P. P.	2006 000 000 000 000	The state of the s				
Percent Blockage												
Right turn flare (veh)												
Median type		None			None						y ya jara	
Median storage veh)												
Upstream signal (ft)								410				
pX, platoon unblocked	0.99	0.99		0.99	0.99	0.99				0.99		
vC, conflicting volume	1193	1482	337	1189	1501	323	674			646		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1181	1474	337	1176	1493	298	674	115400000000000000000000000000000000000	International Assess	626		Mark Constants
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6,9	4.1			4,1		
tC, 2 stage (s)	erererer	s Santana a de Lagar	ordanista in a lin		n enderellinger	erineria, izaneizarea	sa da sa na sa des	eeesta kiika kii	er eksteriteksetteksi	inilada data	dedende vollte vidlig	antika atmaksa mit
tF (s)	3.5	4.0	3,3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	76	82	94	93	77	96	96		14.000.000.000.000.000.000.000.000.000.0	94		
cM capacity (veh/h)	104	111	659	108	108	688	913	Çîkayê be		938		Paradata
Direction, Lane#	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	86	62	35	421	225	59	414	260				
Volume Left	25	8	35	0	0	59	0	0				
Volume Right	41	29	0	0	14	0	0	53				
cSH	179	180	913	1700	1700	938	1700	1700	na na nana ang kang na nanaka	r krazera wazan bara	sann kallshana (d.	. National state
Volume to Capacity	0.48	0.34	0.04	0.25	0.13	0.06	0.24	0.15				
Queue Length 95th (ft)	58	36	3	0	0	5	0	0		e in executive to the collection		u automină
Control Delay (s)	42.5	35.1	9.1	0.0	0.0	9.1	0.0	0.0				
Lane LOS	E	E	Α		eleccionale de Cellecte	A	er englandratha	155. F.O. 14.N	Note that the state of the	na rankhajija ki	azares ese esta.	Establishe N. First
Approach Delay (s)	42.5	35.1	0.5			0.7		<u> Parang</u>				
Approach LOS	Ε	Ε										
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Ut	ilization		39.7%		CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€\$			€		*	ተ ኑ		ኻ	ተኩ	,
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	35	20	65	15	20	40	50	835	15	35	920	30
Peak Hour Factor	0.85	0.80	0.85	0.75	0.80	0.85	0.85	0.95	0.75	0.85	0.95	0.85
Hourly flow rate (vph) Pedestrians Lane Width (ft)	41	25	76	20	25	47	59	879	20	41	968	35
Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh)												
Median type Median storage veh)		None			None							
Upstream signal (ft)								410				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93	0020040		eur gudhar Systematur	0.93	res Constagnes	erstaata ka
vC, conflicting volume vC1, stage 1 conf vol	1685	2085	502	1662	2093	449	1004			899		
vC2, stage 2 conf vol	4000	0000	F00	4005	2100	224	1004			810		
vCu, unblocked vol	1660	2092	502	1635		324 6.9	4.1	90000000000000000000000000000000000000		4.1		
tC, single (s) tC, 2 stage (s)	7.5	6.5	6.9	7.5	6.5					8 N. C. S		
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	40	85	19	39	92	91			95 754		
cM capacity (veh/h)	25	41	515	25	41	621	686			751		
Direction, Lane#	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	143	92	59	586	313	41	646	358				
Volume Left	41	20	59	0	0	41	0	0				
Volume Right	76	47	0	0	20	0	0	35				
cSH	60	62	686	1700	1700	751	1700	1700				
Volume to Capacity	2.37	1.49	0.09	0.34	0.18	0.05	0.38	0.21				
Queue Length 95th (ft)	353	202	7	0	0	4	0	0	and the second s		una unu e jugo esprime	en in herappongranera
Control Delay (s)	771.6	401.8	10.7	0,0	0.0	10.1	0.0	0.0				
Lane LOS	F	F	В			В		au cartae em ar m			te tegerining	and the participation
Approach Delay (s) Approach LOS	771.6 F	401.8 F	0.7			0.4			alia a linto. Portració Politica de para Agrapa de			
Intersection Summary												
Average Delay			66.2									
Intersection Capacity Ut	tilization		50.6%		CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15						45 to to an in the		N. Sept. (N. Sep	a nasalan nakata

	•		*	€	4-	4	4	†	/	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	74		सी	7	ሻ	ተተ	7	¥	↑ ↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1,00	1,00		1.00	1.00	1,00	0.95	1.00	1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Fit Protected		0.97	1.00		0.98	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1810	1583		1822	1583	1770	3374	1583	1770	3294	
FIt Permitted		0,79	1.00		0.82	1.00	0.47	1.00	1.00	0.58	1,00	
Satd. Flow (perm)		1462	1583		1531	1583	872	3374	1583	1081	3294	
Volume (vph)	48	34	30	22	27	17	42	265	19	21	368	108
Peak-hour factor, PHF	0.85	0.85	0.85	0.80	0.80	0.75	0.85	0.95	0.75	0.80	0.95	0.95
Adj. Flow (vph)	56	40	35	28	34	23	49	279	25	26	387	114
RTOR Reduction (vph)	0	0	30	0	0	20	0	0	7	0	30	0
Lane Group Flow (vph)	0	96	5	0	- 62	3	49	279	18	26	471	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	7%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4-	8		8	2		2	6		
Actuated Green, G (s)		7.7	7.7		7.7	7.7	41.8	41.8	41.8	41.8	41.8	
Effective Green, g (s)		7.7	7.7		7.7	7.7	43.8	43.8	43.8	43.8	43.8	
Actuated g/C Ratio		0.13	0.13		0.13	0.13	0.74	0.74	0.74	0.74	0.74	
Clearance Time (s)		4.0	4.0		4.0	4.0	6.0	6.0	6.0	6.0	6.0	
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)		189	205		198	205	642	2484	1165	796	2425	
v/s Ratio Prot								0.08			c0.14	
v/s Ratio Perm		c0.07	0.00		0.04	0.00	0.06		0.01	0.02		
v/c Ratio		0.51	0.02		0.31	0.01	0.08	0.11	0.02	0.03	0.19	
Uniform Delay, d1		24.1	22.6		23.5	22.6	2.2	2.3	2.1	2.1	2.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.1	0.0		0.9	0.0	0.2	0.1	0.0	0.1	0.2	
Delay (s)		26.3	22.7		24.4	22.6	2.4	2.3	2.1	2.2	2.6	
Level of Service		С	C		С	С	A	Α	Α	Α.	A	
Approach Delay (s)		25.3			23.9			2.3			2.6	
Approach LOS		С			C			Α			Α	
Intersection Summary												
HCM Average Control D	elav	***************************************	6.9	-	ICM Le	vel of Se	rvice		Α			
HCM Volume to Capacit			0.24								i	:: :: : : :
Actuated Cycle Length (59.5	S	um of I	ost time	(s)		8.0			
Intersection Capacity Uti			38.1%			el of Ser			Α			
Analysis Period (min)			15									
c Critical Lane Group									; -; -;			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્સ	7		सी	ĩ	7	ተተ	7	ሻ	∱ ∱	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1,00	1.00		1.00	1.00	1.00	0,95	1.00	1.00	0.95	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Fit Protected		0.97	1.00		0.98	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1809	1583		1816	1583	1770	3374	1583	1770	3314	
Flt Permitted		0.70	1,00		0.76	1.00	0.48	1.00	1.00	0.49	1.00	
Satd. Flow (perm)		1311	1583		1419	1583	900	3374	1583	919	3314	
Volume (vph)	75	52	62	73	70	53	45	425	50	37	370	- 68
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.95	0.85	0.85	0.95	0.85
Adj. Flow (vph)	88	61	73	86	82	62	53	447	59	44	389	80
RTOR Reduction (vph)	0	0	58	0	0	50	0	0	21	0	25	0
Lane Group Flow (vph)	0	149	15	0	168	12	53	447	38	44	444	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	7%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		
Protected Phases		4	. : :		8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		10.4	10.4		10.4	10.4	31.8	31.8	31.8	31.8	31.8	41
Effective Green, g (s)		10.4	- 10.4		10.4	10.4	33.8	33.8	33.8	33.8	33.8	
Actuated g/C Ratio		0.20	0.20	:: -: -: -:	0.20	0.20	0.65	0.65	0.65	0.65	0.65	
Clearance Time (s)		4.0	4.0		4.0	4.0	6.0	6.0	6,0	6.0	6.0	
Vehicle Extension (s)	'h' h = . l :	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		261	315		283	315	583	2185	1025	595	2146	
v/s Ratio Prot								0.13	<u>.</u>		c0.13	
v/s Ratio Perm		0.11	0.01		c0.12	0.01	0.06		0.02	0.05		
v/c Ratio		0.57	0.05		0.59	0.04	0.09	0.20	0.04	0.07	0.21	-,
Uniform Delay, d1		18.9	16.9		19.0	16.9	3.4	3.7	3.3	3.4	3.7	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.0	0.1		3.3	0.1	0,3	0.2	0.1	0.2	0.2	
Delay (s)		21.9	17.0		22.3	16.9	3.8	3.9	3.4	3.6	4.0	
Level of Service		C	В		C	В	A	Α	Α	Α	Α	
Approach Delay (s)		20.3			20.9			3.9			3.9	-
Approach LOS		C			C			Α			A	
Intersection Summary												
HCM Average Control D	elav		8.8	H	CM Le	vel of Se	rvice		Α			
HCM Volume to Capacit			0.30			Q. T. (. T.)						
Actuated Cycle Length (52.2	s	um of l	ost time	(s)		8.0			
Intersection Capacity Uti			40.1%			el of Ser			Α		am saman dinagra sa	
Analysis Period (min)			15									
c Critical Lane Group		,										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4	7	*5	^	7	7	<u></u>	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected		0.97	1.00		0,98	1.00	0.95	1.00	1.00	0.95	1.00	1,00
Satd. Flow (prot)		1809	1583		1817	1583	1770	3374	1583	1770	3374	1583
Fit Permitted		0.76	1.00		0.79	1.00	0.48	1.00	1.00	0.48	1,00	1.00
Satd. Flow (perm)	AND - 11 - 11 11 11 11 11	1425	1583		1481	1583	901	3374	1583	887	3374	<u> 1583</u>
Volume (vph)	80	55	100	40	40	35	- 80	460	45	60	445	65
Peak-hour factor, PHF	0.85	0.85	0.95	0.85	0.85	0.85	0.85	0.95	0.85	0.85	0.95	0.85
Adj. Flow (vph)	94	65	105	47	47	_ 41	94	484	53	71	468	76
RTOR Reduction (vph)	0	0	84	0	0	33	0	0	18	0	0	25
Lane Group Flow (vph)	0	159	21	0	94	8	94	484	35	71	468	51
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	7%	2%
Turn Type	Perm	100	Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases	endereden era 2000 en 1991 (* 1991)	4	N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	**************************************	11.7	11.7		11.7	11.7	37.1	37.1	37.1	37.1	37.1	37.1
Effective Green, g (s)		11.7	11.7	riggraggeden er Gan bakerre	11.7	11.7	39.1	39.1	39,1	39,1	39.1	39.1
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.66	0.66	0.66	0.66	0.66	0.66
Clearance Time (s)		4.0	4.0		4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	- v - 1 100 V 07 17 07 07 10 10 10 10 10 10 10 10 10 10 10 10 10	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		284	315		295	315	599	2244	1053	590	2244	1053
v/s Ratio Prot		20 m 80 m 21 41 11 21 194	XI		200 mar 1 a 200 m			c0.14			0.14	
v/s Ratio Perm	190 (190 (190 (190 (190 (190 (190 (190 (c0.11	0.01		0.06	0.01	0.10		0,02	0.08		0.03
v/c Ratio	- 1,1 (1.4000000000000000000000000000000000000	0.56	0.07		0.32	0.03	0.16	0.22	0.03	0.12	0.21	0.05
Uniform Delay, d1		21,2	19.1		20.1	19.0	3.7	3.9	3.4	3.6	3.8	3.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.4	0.1		0.6	0.0	0.6	0.2	0.1	0.4	0,2	0.1
Delay (s)		23.6	19.2		20.8	19.0	4.2	4.1	3.4	4.0	4.0	3.5
Level of Service		С	В		C	В	A	Α	Α	Α	Α	Α
Approach Delay (s)		21.9			20.2			4.0			4.0	
Approach LOS		C			С	6.00		A.			Α	
Intersection Summary												
HCM Average Control D)elay		8.2	ŀ	ICM Le	vel of S	ervice		Α			
HCM Volume to Capaci		ege elle Med CAMPA	0.30	11.75% - 11.4 TO PERSONAL	3000702-0702-0717-7111-71	comport visional defent	amana ta tanti a Serie Control			11111000000000000000000000000000000000		
Actuated Cycle Length (58.8	S	Sum of I	ost time	(s)		8.0			
Intersection Capacity Ut		otum = spilitologica	40.7%			el of Sei		** * **********	Α			
Analysis Period (min)			15			7 - 489.54						-58-65 km - 111-14-15 6-20-6 6-6-6-6-11-11-11-11
Outline I I am a Consum	inguistana Partitoria	sund and and Ma	Line rived debta affilia (**)	and the second	community (CD)							

c Critical Lane Group

	<u>_</u>	- *	*	•	₩	4	4	†	/	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		₽	7	ř	ተተ		ነኝ	ተተ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	San Barraca	1.00	1.00		1.00	1.00	1.00	0.95	1.00	= 1.00	0,95	1.00
Frt		1.00	0.85	worom	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0,98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1814	1583	morales es es a company	1817	1583	1770	3374	1583	1770	3374	1583
FIt Permitted		0.71	1.00		0,76	1.00	0.35	1.00	1.00	0.41	1.00	1.00
Satd. Flow (perm)		1324	1583		1413	1583	650	3374	1583	765	3374	1583
Volume (vph)	75	65	75	80	- 80	75	120	600	125	90	725	65
Peak-hour factor, PHF	0.85	0.85	0.85	0.90	0.90	0.85	0.95	0.95	0.95	0.90	0.95	0.85
Adj. Flow (vph)	88	76	88	89	89	88	126	632	132	100	763	76
RTOR Reduction (vph)	0	0	70	0	0	70	0	0	48	0	0	28
Lane Group Flow (vph)	0	164	18	0	178	18	126	632	84	100	763	48
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	7%	2%
Turn Type	Perm	descrip	Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2	e en regent a la company	Communication	6	- v responsable 7.25
Permitted Phases	4	i de la composition della comp	4	8		8	2		2	6		6
Actuated Green, G (s)		10.1	10.1		10.1	10.1	29.9	29.9	29.9	29.9	29.9	29.9
Effective Green, g (s)		10.1	10.1		10.1	10.1	31.9	31.9	31.9	31.9	31.9	31.9
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.64	0.64	0.64	0.64	0.64	0.64
Clearance Time (s)		4.0	4.0	ografica (a)	4.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
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)		267	320		285	320	415	2153	1010	488	2153	1010
v/s Ratio Prot						ven in 100mer ve ever		0.19	-0-110 - 1-	ong a series and a series of	c0.23	eliye yarılı etkesindir.
v/s Ratio Perm		0,12	0.01		c0.13	0.01	0.19	**************************************	0,05	0,13		0,03
v/c Ratio		0.61	0.06		0.62	0.06	0.30	0.29	0.08	0.20	0.35	0.05
Uniform Delay, d1		18.2	16.1		18.2	16.1	4.1	4.0	3.5	3.8	4.2	3.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.2	0.1		<u></u> 4.2	0.1	1.9	0.3	0.2	0.9	0.5	0,1
Delay (s)	and the state of t	22.3	16.2	and the second second second	22.4	16.2	5.9	4.4	3.6	4.7	4.7	3.5
Level of Service	remederale es	C	В		C	В	Α	Ą	Α	Α	Ą	Α
Approach Delay (s)		20.2		uzuna una untra alenea totok	20.4		N IMIRA EMAIRIMA	4.5	5 15 11 12 12 12 12 12 12 12 12 12 12 12 12	erena alaman da ayarib	4.6	anderski i i i
Approach LOS	18 815	С			С			Α			Α	
Intersection Summary												
HCM Average Control D	elay		8.0	H	CM Le	vel of Se	ervice		Α			
HCM Volume to Capacit		. 11. 0.0000000	0.42	174 0000000		a to the best side						
Actuated Cycle Length (50.0	S	um of I	ost time	(s)		8.0			
Intersection Capacity Uti			52.0%	IC	U Lev	el of Ser	vice		Α			
Analysis Period (min)			15								0.00000000	

c Critical Lane Group

	≯	-	*	*	4	4	1	†	/	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		र्स	74	ሻ	^	74	ሻ	^	7
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	3.0	3.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1813	1583		1823	1583	1770	3406	1583	1770	3406	1583
Flt Permitted		0.70	1.00		0.70	1.00	0.44	1.00	1.00	0.45	1.00	1.00
Satd. Flow (perm)		1307	1583		1301	1583	825	3406	1583	830	3406	1583
Volume (vph)	80	65	100	40	50	65	80	510	45	85	515	65
Peak-hour factor, PHF	0.90	0.90	0.95	0.90	0.90	0.95	0.95	0.95	0.95	0.95	0.95	0.85
Adj. Flow (vph)	89	72	105	44	56	68	84	537	47	89	542	76
RTOR Reduction (vph)	0	0	88	0	0	57	0	0	10	0	0	17
Lane Group Flow (vph)	0	161	17	0	100	11	84	537	37	89	542	59
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		15.2	15.2		15.2	15.2	74.8	74.8	74.8	74.8	74.8	74.8
Effective Green, g (s)		16.2	16.2		16.2	16.2	77.8	77.8	77.8	77.8	77.8	77.8
Actuated g/C Ratio		0.16	0.16		0.16	0.16	0.78	0.78	0.78	0.78	0.78	0.78
Clearance Time (s)		4.0	4.0		4.0	4.0	6.0	6.0	6.0	6,0	6.0	6.0
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)		212	256		211	256	642	2650	1232	646	2650	1232
v/s Ratio Prot								0.16			c0.16	
v/s Ratio Perm		c0.12	0.01		0.08	0.01	0.10		0.02	0.11		0.04
v/c Ratio		0.76	0.07		0.47	0.04	0.13	0.20	0.03	0.14	0.20	0.05
Uniform Delay, d1		40.0	35.5		38.0	35.4	2.7	2,9	2.5	2.8	2,9	2.6
Progression Factor		1.00	1.00		1.00	1.00	2.34	2.22	4.66	1.00	1.00	1.00
Incremental Delay, d2		14.4	0.1		1.7	0.1	0.4	0.2	0.0	0.4	0.2	0.1
Delay (s)		54.5	35.6		39.7	35.4	6.8	6.7	11.8	3.2	3.1	2.6
Level of Service		D	D		D	D	Α	Α	В	Α	Α	Α
Approach Delay (s)		47.0			38.0			7.0			3.1	
Approach LOS		D			D			Α			Α	
Intersection Summary												
HCM Average Control D	elay		14.2	F	ICM Le	vel of Se	ervice		В			
HCM Volume to Capacit			0.30									
Actuated Cycle Length (100.0	S	Sum of I	ost time	(s)		6.0			
Intersection Capacity Ut			43.3%	je	CU Lev	el of Ser	vice	••	Α			
Analysis Period (min)			15									
c Critical Lane Group												

Lane Configurations ብ ሾ ብ ሾ ካ ተተ	രമത
	SBR
[deal Flow (when) 4000 4000 4000 4000 4000 4000 4000 4000	7
	1900
Total Lost time (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	3.0
Lane Util. Factor 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95	1.00
Frt 1.00 0.85 1.00 0.85 1.00 0.85 1.00 1.00	0.85
Flt Protected 0.98 1.00 0.98 1.00 0.95 1.00 1.00 0.95 1.00	1.00
· · · · · · · · · · · · · · · · · · ·	1599
Flt Permitted 0.79 1.00 0.80 1.00 0.32 1.00 1.00 0.36 1.00	1.00
<u> </u>	<u> 1599</u>
Volume (vph) 75 75 75 80 90 115 120 695 125 140 795	65
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	0.90
Adj. Flow (vph) 79 79 79 84 95 121 126 732 132 147 837	72
RTOR Reduction (vph) 0 0 65 0 0 100 0 0 31 0 0	17
Lane Group Flow (vph) 0 158 14 0 179 21 126 732 101 147 837	55
Heavy Vehicles (%) 1% 1% 1% 1% 1% 1% 6% 1% 1% 6%	1%
Turn Type Perm Perm Perm Perm Perm Perm	Perm
Protected Phases 4 8 2 6	
Permitted Phases 4 4 8 8 2 2 6	6
Actuated Green, G (s) 16.3 16.3 16.3 73.7 73.7 73.7 73.7	73.7
Effective Green, g (s) 17.3 17.3 17.3 76.7 76.7 76.7 76.7	76.7
Actuated g/C Ratio 0.17 0.17 0.17 0.77 0.77 0.77 0.77 0.77	0.77
Clearance Time (s) 4.0 4.0 4.0 6.0 6.0 6.0 6.0	6.0
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) 257 277 260 277 457 2612 1226 515 2612	1226
v/s Ratio Prot 0.21 c0.25	
v/s Ratio Perm 0.11 0.01 c0.12 0.01 0.21 0.06 0.22	0.03
v/c Ratio 0.61 0.05 0.69 0.08 0.28 0.28 0.08 0.29 0.32	0.05
Uniform Delay, d1 38.3 34.5 38.8 34.6 3.4 3.5 2.9 3.5 3.6	2.8
Progression Factor 1.00 1.00 1.00 1.00 1.89 1.89 4.19 1.00 1.00	1.00
Incremental Delay, d2 4.3 0.1 7.4 0.1 1.4 0.3 0.1 1.4 0.3	0.1
Delay (s) 42.6 34.6 46.2 34.8 7.9 6.8 12.3 4.9 3.9	2.9
Level of Service D C D C A A B A A	Α
Approach Delay (s) 39.9 41.6 7.7 4.0	
Approach LOS D D A A	
Intersection Summary	
HCM Average Control Delay 13.1 HCM Level of Service B	
HCM Volume to Capacity ratio 0.39	
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 6.0	
Intersection Capacity Utilization 54.5% ICU Level of Service A	
Analysis Period (min) 15	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	_NBT	NBR	SBL	SBT	SBR
Lane Configurations			7			7 *	ሻ	ተተ	7	ሻ	ተተ	7
Sign Control	100	Stop			Stop			Free			Free	
Grade		0%	1000,000,000		0%		intervenie i in	0%			0%	
Volume (veh/h)	0	. 0	- 65	0	0	30	65	485	25	35	505	45
Peak Hour Factor	0.60	0.60	0.85	0.60	0.60	0.85	0.85	0.95	0.80	0.85	0.95	0.85
Hourly flow rate (vph)	0	0	76	0	0	35	76	511	31	41	532	53
Pedestrians	to had to explosive		yaan kanalaataa C						e reasonaíosáis	AN AND REPART		
Lane Width (ft)										Sec. 2010 10 (1900)		
Walking Speed (ft/s) Percent Blockage									-1149-1760-659			
Right turn flare (veh)	NGWEGERE	ANTE VERNERA	WW. 1966	8.97078898888	517384375534261	Manager and American		g14741 (1444-156).		700180036037	0038604-00054-0	NASSES ABOVE NE
Median type		None			None					\$5000000000000000000000000000000000000	usii (Abbilledi)	
Median storage veh)	WEETERS AND ASSESSED.		Broda jeljedystesis	nu nisa sun dia mangga 1923 	mi ir-iii kaa	V278080808180478,777,77	noctrálous etriboliss	e Porti a vi Bolik offerna di	Enriquitation (Anna)	ur da Navad eurobbiec	+1450 N 3 (3550) 550/15	avianno i Inmari
Upstream signal (ft)							dyky do:	929				
pX, platoon unblocked	Town to the Control of the Control o	ANJERA ZEL HERAK	riyay, ru rayindirayind	\$ - TTT -1 % JAN JAN-				er men munu er mynerk û				
vC, conflicting volume	1057	1309	266	1088	1330	255	585			542	55 (1) * 4.55 35 (1) (1) (1) (1)	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1057	1309	266	1088	1330	255	585	projectoru u susuma	e defendance frage a comme	542	o, y n. jangregawagan	numagapasa sakkala kiligi
tC, single (s)	7.5	6,5	6,9	7.5	6.5	6.9	4.1			4.1	10000000	
tC, 2 stage (s)			venska slave	overve e e		35.45 .4 3.43			2014-243-242-433	100.10 	00000000000000	199333601LA
tF (s)	3.5	4.0	3.3 90	3.5 100	4,0 100	3,3 95	2.2 92			2.2 96		
p0 queue free %	100 156	100 140	90 732	139	136	95 744	986			1023	345 (rai/1674)	36388 6 16
cM capacity (veh/h)	202223 240 03600004444804000	101040001010404.4780154	n, mber 404 can vilan, brana ca	And and the state of the state			h	1. (1. V 1996; 1. 1996; 1. 1996; 1. 1996; 1. 1996; 1. 1996; 1. 1996; 1. 1996; 1. 1996; 1. 1996; 1. 1996; 1. 19				
Direction, Lane#	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB4		
Volume Total	76	35	76	255	255	31	41	266	266	53		
Volume Left	_0	0	76	0	0	0	41	0	0	0	neumana generaliya etgaçılır.	wa a sooma a aw
Volume Right	76	35	0	0	0.	31	1000	1700	4700	53		
cSH	732	744	986	1700	1700	1700	1023	1700	1700	1700		
Volume to Capacity	0.10	0.05	0.08	0.15	0.15	0.02	0.04	0.16	0.16	0.03 0		
Queue Length 95th (ft) Control Delay (s)	9 10.5	4 10,1	6 9.0	0 0.0	0.0	0 0.0	3 8.7	0 0.0	0 0.0	0.0		
Lane LOS	10.5	10, I B	9.0 A	V.V	ν,υ	U. V.	ο./	V.V.			nsenskijsko	
Approach Delay (s)	10.5	10.1	1.1		51 5 2 S 3 S 5 S 5		0.6					
Approach LOS	В	В		a resource (Prijologica)		56 106 S.C.S.S.S.	erie Y (Y.);		uning graft (1999)	vas salikaliviili	v na 906 RCA	om kantialityli
Intersection Summary												
Average Delay		outures viscostos estados	1.6	amana assa assa		s graphyragasta (MSSS)	over <u>a voje province voje s</u>	KAN DESTRUCTION OVERSTON OF	tana wa sika tak	egyeny Audona	NAMES OF A STREET WATER	s gwarangarana
Intersection Capacity Ut	llization		24.7%	10	CU Leve	of Ser	vice		Α			
Analysis Period (min)			15	a ve tre vite kul n.e. Nil	uggaran keganakan sa		wa kijajijijianana wa n	a a arragna kon enarar	sunganyari dining	torns es encesses	(5.586.4845.665.Y)	grandings and

	٠		7	1	+	A	*	†	/ *	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			77			j ^r	74	ተተ	7	ሻ	ተተ	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	- 0	0	270	- 0	0	65	200	505	40	60	610	160
Peak Hour Factor	0.60	0.60	0.95	0.60	0.60	0.85	0.95	0.95	0.85	0.85	0.95	0.95
Hourly flow rate (vph)	0	0	284	0	0	76	211	532	47	71	642	168
Pedestrians	t. transportunista	was a statut form		· . Lesson our lederal l'ul		in with North Good Width (NAS)		to commente the No.		.e. is en en davis es		
Lane Width (ft)											Marie Company (1967)	
Walking Speed (ft/s)	o includentiacoma.	ampino entre acto			reno subseite de sebil	5 - 02/24/2504/4504	sometaki agasa	-0.000 MVH54703-8876	5565 a 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-5-4 015-4 (3-4 (1996)	aggwore caeda	, 000 (889) H
Percent Blockage							SEVESVIÇETE					
Right turn flare (veh)	n n der Verügeret Birke	w ka malangnas	ESPARIO L'ESPARIO	aus raspile 6,600 (5,601) 6		500 846 854 854 555 555 555 555 555 555 555 555				: 01/05/00/05/95/94		
Median type	a va predante	None	Sport in	. All Marketter	None	socia Parico actor		- Company		- 5,000	10000000000000000000000000000000000000	
Median storage veh)			ovoski oski Kai		Janaan Janaan		Nativjenije naj	941		R 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		
Upstream signal (ft)						30018 ACCC047-00		941				
pX, platoon unblocked	4 E 7 3	1783	321	1699	1904	266	811			579		.v.:
vC, conflicting volume vC1, stage 1 conf vol	1547	1700	321	1099	1904	200	(9 1.1 (JIJ		0.000000000000000000000000000000000000
vC1, stage 1 conf vol		BIES SERVICE		39999994VFEV		3610200000000000000000000000000000000000	Gardon Harri					
vCu, unblocked vol	1547	1783	321	1699	1904	266	811	Vanknes Island	A Marie proper and A	579	gen reer over e	
tC; single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	, ,,	9.9				ABOR MAN			om mit det i des in et pallet	\$50,040,000,000 T. + \$ 0 - 0	Comeste dell'innerdage	and shareon than him
tF(s)	3,5	4.0	3,3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	58	100	100	90	74			93		,.,
cM capacity (veh/h)	53	56	675	26	47	732	811			991		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB4		
Volume Total	284	76	211	266	266	47	71	321	321	168		
Volume Left	0	0	211	0	0	0	71	0	0	0	none many tonomburght and a	
Volume Right	284	76	0	0	0	47	0	0	0	168		
cSH	675	732	811	1700	1700	1700	991	1700	1700	1700		
Volume to Capacity	0.42	0.10	0.26	0.16	0.16	0.03	0.07	0.19	0.19	0.10		
Queue Length 95th (ft)	52	9	26	0	0	0	6	0	0	0		
Control Delay (s)	14.2	10.5	11.0	0.0	0.0	0,0	8.9	0,0	0.0	0.0		
Lane LOS	В	В	В				Α					
Approach Delay (s)	14.2	10.5	2.9				0.7					
Approach LOS	В	В										
Intersection Summary												
Average Delay		c. 0.000.000000000000000000000000000000	3.8					e in a length of the same	annongoruna.	and the second of the second	, programment.	New york processors
Intersection Capacity Ut	ilization		40.2%		CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15	. mangang manganan	ale correctes from 17.15.	s to some the content		nalist garanggan	51353555555555555555555555555555555555		0.055355795555757	فينيت رديدي
												Kiran,

			*	€	4	1	*	†	<i>/</i> *	\	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			۳		•	7*	*1	^	آخ	ሻ	ተተ	آخ
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	65	0	0	60	65	565	25	60	600	45
Peak Hour Factor	0.60	0.60	0.95	0.60	0.60	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	68	0	0	63	68	595	29	63	632	47
Pedestrians		San	eren egyetika igilik kin	Negro e kita ili ili kuligali,	104049-0039-100404	0000-0000-	kowa mia okanensayokok		ik kadal-BadaBa	04978888888	over the contract of the	gerania segera
Lane Width (ft)						SPERSON						VIII III
Walking Speed (ft/s)		siidikaidee	9-00-8-00-9-0	eggelejistereki	viggosraise).	anaran Naj		he falkade de				akiakitai
Percent Blockage Right turn flare (veh)										iko nasilikanga		
Median type		None			None							
Median storage veh)		i i i i i i i i i i i i i i i i i i i	Para Nada di Algan	AL ALI NORVORARA	INOITO	a, agração ballear	ang mang kanakan dalah	A PARTICINAL FEBRUARY	* 1011004-00000	eren ett engrenen	s est ny garant radio	at the section stage
Upstream signal (ft)								941				
pX, platoon unblocked	organista en	Te terusi ukun Junun mun		ra niverson deservir.		3 842 54.1 20003.5	No. 1 - Sherisley	**************************************		inn Stypynkry neymyke k	N-5.11178	
vC, conflicting volume	1255	1519	316	1242	1537	297	679			624		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1255	1519	316	1242	1537	297	679			624		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)		manuer mai di Lilia			one on the state of the state	erikanin <u>n</u> angara	determinate <u>s</u> e	machine salatana la	ue i dund en elendeelden			\$1, 54 5 4 5 1 1 1 5 4 1 6
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	90	100	100	91	92	greecont e sea o c	- 	93	6004 PB (500)	6436980969
cM capacity (veh/h)	104	102	680	105	99	699	909		HURNISHN.	953		
Direction, Lane#	EB 1	WB1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4		
Volume Total	68	63	68	297	297	29	63	316	316	47		
Volume Left	0	0	68	0	0	0	63	0	0	0	en kon kenombakasan	en dan kadalar
Volume Right	68	63	0	0	. 0	29	0	4700	. 0	47		Name of
cSH	680	699	909	1700	1700	1700	953	1700	1700	1700	794001086VR	
Volume to Capacity	0.10	0.09	0.08	0.17	0.17	0.02	0.07	0,19	0.19	0.03		
Queue Length 95th (ft) Control Delay (s)	8 10.9	7 10.7	6 9.3	0 0.0	0 0.0	0.0	5 9.0	0 0,0	0 0.0	0.0		
Lane LOS	В	:: IV.7:: В	9.3 A	0.0	0.0	0.0	9.0 A	υ,υ	U.U.	ν.υ		
Approach Delay (s)	10.9	10.7	0.9	rown without graf Ald markings it was			0.8					
Approach LOS	В	В				kokonn Orane akane baaki	1994 - 199 4 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994 - 1994	, to to to to a large, even exite			***************************************	e ne escribinsche meg
ntersection Summary												
Average Delay			1.7									
Intersection Capacity Ut	ilization		27.3%	10	CU Lev	el of Ser	vice		Α			
Analysis Period (min)			15									
					eitegalçi.							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			74			7	Ť	个个	7	*	ተተ	? *
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	270	0	0	110	200	640	40	110	730	160
Peak Hour Factor	0.60	0.60	0.95	0.60	0.60	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	284	0	0	116	211	674	47	116	768	168
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)											. e e est vietos	
Percent Blockage												
Right turn flare (veh)									- 5., 175 177 1877 1877		ant aneta e di estate.	
Median type		None			None							
Median storage veh)							s on a solve of the	erusement ontentermen	anders and at 10		ranentiatras y svena Lis	3.5 (80.00.180)
Upstream signal (ft)								941				
pX, platoon unblocked								a reconsecutive solutions	500 100 km km m		VALUE SUDJECT NO.	to serve a total
vC, conflicting volume	1874	2142	384	1995	2263	337	937			721		
vC1, stage 1 conf vol		rii rii raasaa maa mara ah ah ah	ensource, Louisia		or maturines executions			da suda du serris de 11.5		unga sa unaga buga	Norwasi est est de 1940.	SINI PENNISE SE
vC2, stage 2 conf vol												
vCu, unblocked vol	1874	2142	384	1995	2263	337	937	eren maranasa ka	0.04 0.04 0.05 0.05 0.05 0.05 0.05 0.05	721	RECEIVE RESIDENCE	- 42 (2 m o groot at 2 d d
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	o tonone a lecture	ene stane stalen 22 no. 19	eventa part	1000 B	onaconal XIII o	onderson in a rec	nanaa na m	electrophylidd (1995)	al la de compression	raya n in ia	496640 (346)	ga gravitik Aktros
tF(s)	3.5	4.0	3,3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	54	100	100	82	71	ontoreasion	A 4554773.74-776	87		artine constants
cM capacity (veh/h)	25	30	614	13	25	659	727			877	Ministra Marianta Mata Marianta Ma Ma Marianta Ma Marianta Marianta Marianta Marianta Marianta Ma Ma Ma Ma Ma Ma Ma Ma Ma Ma Ma Ma Ma	
Direction, Lane#	EB 1	WB1	NB 1	NB 2	NB 3	NB 4	SB 1	SB2	SB3	SB4		
Volume Total	284	116	211	337	337	47	116	384	384	168		
Volume Left	0	0	211	0	0	0	116	0	0	0	i e estables at batele	
Volume Right	284	116	0	0	0	47	0	0	0	168		
cSH	614	659	727	1700	1700	1700	877	1700	1700	1700		
Volume to Capacity	0.46	0,18	0.29	0.20	0.20	0.03	0.13	0,23	0,23	0.10		
Queue Length 95th (ft)	61	16	30	0	0	0	11	0	0	0	are sare consiste suits	s (s eded to end of dot)
Control Delay (s)	15.8	11.6	12.0	0.0	0.0	0,0	9.7	0.0	0.0	0.0		
Lane LOS	С	В	В	Nite was the Australia			Α		ing jangan salah s	enti il suorement di Pr	gggggggggga	seestiteesitee
Approach Delay (s)	15.8	11.6	2.7				9.41.14	right the	red White			gavenjuh
Approach LOS	С	В										
Intersection Summary												
Average Delay		gagara nangrapasasa a kalenda	4.0	gragata a subsumo					ngggrasan.⊾ ee	-1515/9/2015/10/2015		es judesterado
Intersection Capacity Ut	ilization		43.6%		CU Leve	el of Ser	vice		Α		VORTER	and disk
Analysis Period (min)			15			k ala kunnoknanoko nilon			sylvesis kajak ka		er on his weath	er av en teken t

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	16	1	3	4	11	5	68	15	56	40	2
Peak Hour Factor	0.60	0.75	0.60	0.60	0.60	0.70	0.65	0.85	0.75	0.85	0.85	0.60
Hourly flow rate (vph)	2	21	2	5	7	16	8	80	20	66	47	3
Direction, Lane#	EB1	WB 1	NB 1	SB 1								
Volume Total (vph)	25	27	108	116								
Volume Left (vph)	2	5	8	66								
Volume Right (vph)	2	16	20	3								
Hadj (s)	0.01	-0,27	-0.06	0.13								
Departure Headway (s)	4.4	4.1	4.1	4.3								
Degree Utilization, x	0.03	0.03	0.12	0.14								
Capacity (veh/h)	769	819	859	830								
Control Delay (s)	7.6	7,3	7.6	7.9								
Approach Delay (s)	7.6	7.3	7.6	7.9								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.7									
HCM Level of Service			Α									
Intersection Capacity Uti	lization		22.0%	IC	CU Leve	l of Ser	vice		Α			
Analysis Period (min)			15									
- A San Barana and A Sa												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	12	3	7	22	48	2	72	4	33	105	10
Peak Hour Factor	0.60	0.70	0.60	0.65	0.80	0.85	0.60	0.85	0.60	0.85	0.95	0.70
Hourly flow rate (vph)	5	17	5	11	28	56	3	85	7	39	111	14
Direction, Lane#	EB1	WB 1	NB 1	SB 1								
Volume Total (vph)	27	95	95	164								
Volume Left (vph)	5	11	3	39								
Volume Right (vph)	5	56	7	14								
Hadj (s)	-0.04	-0.30	0.00	0,03								
Departure Headway (s)	4.6	4.2	4.4	4.3								
Degree Utilization, x	0.03	0.11	0.11	0.20								
Capacity (veh/h)	730	795	792	801								
Control Delay (s)	7.7	7.7	7.9	8.4								
Approach Delay (s)	7.7	7.7	7.9	8.4								
Approach LOS	A	Α	Α	Α								
Intersection Summary	1											
Delay			8.0									
HCM Level of Service			Α									
Intersection Capacity Uti	lization		26.5%	- IC	U Leve	l of Ser	vice		Α			
Analysis Period (min)			15	***								

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Movement	- EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€}>			₩			₩	namina a la la la diseasa de		↔	
Sign Control		Stop		100	Stop	(0) (600.0E)		Stop			Stop	
Volume (vph)	2	25	2	5	10	15	10	85	20	75	60	5
Peak Hour Factor	0,60	0.80	0.60	0.65	0.70	0.75	0.70	0.90	0.80	0.90	0.85	0.65
Hourly flow rate (vph)	3	31	3	8	14	20	14	94	25	83	71	8
Direction, Lane#	EB1	WB 1	NB1	SB 1								
Volume Total (vph)	38	42	134	162							no a su concernent co-	and the area and the
Volume Left (vph)	3	- 8	14	- 83						2851449.80		10000
Volume Right (vph)	3	20	25	8			n vo supervers voterbrone	oraca conto SS No	tanta elegentoren	00.000.000.000.000.00000	, As excepting with an ite	144-15-4039684963
Hadj (s)	0.00	-0.22	-0.06	0.11								
Departure Headway (s)	4.6	4.4	4.2	4.3	12121	000.00= 009-2000000 · · ·	is since the sec	and the second second	auru 15 Weskstrone		va nada paytekite ilteri	nasay mag
Degree Utilization, x	0.05	0.05	0.16	0.19			53 (250 k250). Standard					
Capacity (veh/h)	721	755	828	811		(08) 13000000000	Status et krafé	wage-contractions	alian kanasasi	646780000000000	Albertos, Apraestas	5751 Gashk
Control Delay (s)	- 7.8	7.6	8.0	8.4								
Approach Delay (s)	7.8	7.6	8.0	8.4	gagammani ku, W.A	- 0100080600	nestisous Vida	. N. 1. CO. 1889 SHIP - CO	orkooke skilatekk	::::::::::::::::::::::::::::::::::::::	303 H-0000000HE	entropy (V)
Approach LOS	Α	Α	Α	A								AFARRAN
Intersection Summary												,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Delay	3.49106	range (S	8.1		SAVET ST			2007/2007			\$ 5 5 5 5	
HCM Level of Service			Α	NOTE IN A SECOND OF		. v. v. n e. 2 Neksteer	mm mmon esseres	10400048000490040000		n jaggingan meteri		20000000000
Intersection Capacity Ut	lization		24.3%	IÇ	U Leve	l of Ser	vice	77 55 77 44 55 74	Α			
Analysis Period (min)		on manager and the control	15	. ale ne li na passa	MANAGERIA (C. C. C	mmenessas essess		-,01-,01-665,676,040		v. androsag-300 - 1		080888897-3
Selection of the select												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			₩			4			4	
Sign Control	800000000	Stop			Stop			Stop			Stop	3.4
Volume (vph)	5	20	5	10	30	65	5	85	10	45	150	10
Peak Hour Factor	0.65	0.80	0.65	0,70	0.85	0.85	0.65	0.90	0.70	0.85	0.95	0.70
Hourly flow rate (vph)	8	25	8	14	35	76	8	94	14	53	158	14
Direction, Lane#	EB 1	WB 1	NB 1	SB1								
Volume Total (vph)	40	126	116	225							•	_
Volume Left (vph)	8	14	8	53		stricina Jane di sa						
Volume Right (vph)	8	76	14	14								
Hadj (s)	-0.04	-0.31	-0.03	0.04								
Departure Headway (s)	4.8	4.4	4.5	4.5								
Degree Utilization, x	0,05	0.16	0.15	0.28							ģes, a	
Capacity (veh/h)	681	747	753	767		-, , ,				and the second	v vasu (v. s. s. v (v. s.	
Control Delay (s)	8.1	8,3	8.3	9.2		5555555						
Approach Delay (s)	8.1	8.3	8.3	9.2					as a consection of the	en 1444 en 1440		
Approach LOS	Α	Α	Α	Α	1000							
Intersection Summary				_								
Delay			8.7				Godfatha					A Control of the Cont
HCM Level of Service			Α									
Intersection Capacity Uti	lization		31.5%	IC	U Leve	of Ser	vice		Α			
Analysis Period (min)			15									
					182 (62 (8))	er Engañolara						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	50	20	15	70	40	25	120	30	85	105	5
Peak Hour Factor	0.60	0,85	0.80	0.75	0.85	0.85	0.80	0.95	0.85	0.90	0.95	0.65
Hourly flow rate (vph)	3	59	25	20	82	47	31	126	35	94	111	8
Direction, Lane#	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	87	149	193	213				•				
Volume Left (vph)	3	20	31	94								
Volume Right (vph)	25	47	35	8								
Hadj (s)	-0.13	-0.13	-0.04	0.10								
Departure Headway (s)	5.0	4.9	4.7	4.9								
Degree Utilization, x	0.12	0.20	0.25	0.29								
Capacity (veh/h)	649	671	716	699								
Control Delay (s)	8.7	9.1	9.3	9.8								
Approach Delay (s)	8.7	9.1	9.3	9.8								
Approach LOS	Α	Α	Α	Α								Market
Intersection Summary												
Delay			9.4									
HCM Level of Service			Α									
Intersection Capacity Uti	lization		43.7%	IC	U Leve	l of Ser	vice		Α			
Analysis Period (min)	***************************************		15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	110	30	20	100	95	30	135	20	85	200	10
Peak Hour Factor	0.65	0.95	0.85	0.80	0.95	0,90	0.85	0.95	0.80	0.90	0.95	0.70
Hourly flow rate (vph)	8	116	35	25	105	106	35	142	25	94	211	14
Direction, Lane#	EB 1	WB 1	NB 1	SB1								
Volume Total (vph)	159	236	202	319								
Volume Left (vph)	8	25	35	94								
Volume Right (vph)	35	106	25	14								
Hadj (s)	-0,09	-0.21	-0.01	0.07								
Departure Headway (s)	5.7	5.4	5.6	5.4								
Degree Utilization, x	0.25	0.36	0.31	0.48								
Capacity (veh/h)	559	599	584	620								erver
Control Delay (s)	10.6	11.4	11.1	13.4								New S
Approach Delay (s)	10.6	11.4	11.1	13.4								art of the color
Approach LOS	В	В	В	В								
Intersection Summary												
Delay			11.9									
HCM Level of Service			В									
Intersection Capacity Uti	lization		53.8%	IC	CU Leve	of Ser	vice		Α			
Analysis Period (min)			15									

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	X yf		†	۴۲		ન	
Sign Control	Stop		Stop			Stop	
Volume (vph)	12	7	38	102	68	50	
Peak Hour Factor	0.70	0.65	0.85	0.95	0.85	0.85	
Hourly flow rate (vph)	17	11	45	107	80	59	
Direction, Lane#	WB 1	NB 1	NB 2	SB 1			
Volume Total (vph)	28	45	107	139			
Volume Left (vph)	17	0	0	80			
Volume Right (vph)	11	0	107	0			
Hadj (s)	-0.07	0.03	-0.67	0.15			
Departure Headway (s)	4.4	4.7	4.0	4.4			
Degree Utilization, x	0.03	0.06	0.12	0.17			
Capacity (veh/h)	751	750	881	816			
Control Delay (s)	7.6	6.8	6.3	8.2			
Approach Delay (s)	7.6	6.5		8.2			
Approach LOS	A	A		Α			
Intersection Summary							
Delay			7.3				
HCM Level of Service			Α	iiii 1. 1			.,
Intersection Capacity Ut	ilization		23.1%	===IC	U Leve	l of Servic	e
Analysis Period (min)		1 1	15				
							= : !

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥,¥		†	7		€ Î
Sign Control	Stop		Stop			Stop
Volume (vph)	92	57	67	70	39	73
Peak Hour Factor	0.90	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	102	67	79	82	46	86
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total (vph)	169	79	82	132	Total Intelligence	
Volume Left (vph)	102	0	0	46		
Volume Right (vph)	67	0	82	0		
Hadj (s)	-0.08	0.03	-0.67	0.10		
Departure Headway (s)	4.5	5.1	4.4	4.7		
Degree Utilization, x	0.21	0.11	0.10	0.17		
Capacity (veh/h)	753	681	787	728		
Control Delay (s)	8.7	7.5	6.6	8.7		
Approach Delay (s)	8.7	7.1		8.7		
Approach LOS	Α	Α		Α		
Intersection Summary						
Delay			8.1		i i i i i i i i i i i i i i i i i i i	
HCM Level of Service			Α		:	
Intersection Capacity Ut	ilization		27.9%	===IC	U Leve	l of Sen
Analysis Period (min)			15			1. 1.11.1.

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**		†	7		4
Sign Control	Stop		Stop			Stop
Volume (vph)	20	15	50	105	75	
Peak Hour Factor	0.80	0.75	0.85	0.95	0,85	
Hourly flow rate (vph)	25	20	59	111	88	76
Direction, Lane#	WB 1	NB 1	NB 2	SB1		
Volume Total (vph)	45	59	111	165		
Volume Left (vph)	25	0	0	88		
Volume Right (vph)	20	0	111	0		
Hadj (s)	-0,12	0.03	-0.67	0.14		
Departure Headway (s)	4.5	4.8	4.1	4.4		
Degree Utilization, x	0.06	0.08	0.12	0.20		
Capacity (veh/h)	739	738	864	803		
Control Delay (s)	7.8	7.0	6.4	8.5		
Approach Delay (s)	7.8	6.6		8.5		
Approach LOS	Α	Α		Α		
Intersection Summary						
Delay			7.6			
HCM Level of Service			Α			
Intersection Capacity Ut	ilization		24.2%	IC	U Leve	rel of Service A
Analysis Period (min)			15			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥yf		*	7"		4
Sign Control	Stop		Stop			Stop
Volume (vph)	105	70	80	75	45	90
Peak Hour Factor	0.95	0.85	0.90	0.85	0.85	0.90
Hourly flow rate (vph)	111	82	89	88	53	100
Direction, Lane#	WB-1	NB1	NB 2	SB1		
Volume Total (vph)	193	89	88	153		
Volume Left (vph)	111	0	0	53		
Volume Right (vph)	82	0	88	0		
Hadj (s)	-0.11	0.03	-0.67	0.10		12.00
Departure Headway (s)	4.6	5.2	4.5	4.8	wasanasana	
Degree Utilization, x	0.24	0.13	0.11	0.20		
Capacity (veh/h)	740	667	768	713		
Control Delay (s)	9.0	7,7	6.8	9,0		
Approach Delay (s)	9.0	7.3		9.0	LUCOCULOTOTO TUTOTO TO	alle ee taga sa sa s
Approach LOS	Α	- A		A		
Intersection Summary						
Delay			8.4			
HCM Level of Service	11 **** **********	Christian characteristics	Α			
Intersection Capacity Ut	ilization		30.7%	IC	U Leve	l of Se
Analysis Period (min)			15			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		†	7		4
Sign Control	Stop		Stop			Stop
Volume (vph)	30	50	90	105	95	105
Peak Hour Factor	0.85	0,85	0.90	0.95	0.90	0.95
Hourly flow rate (vph)	35	59	100	111	106	111
Direction, Lane#	WB1	NB1	NB 2	SB 1		
Volume Total (vph)	94	100	111	216		
Volume Left (vph)	35	0	0	106		
Volume Right (vph)	59	. 0	111	0		
Hadj (s)	-0.27	0.03	-0.67	0.13		
Departure Headway (s)	4.6	4.9	4.2	4.6		
Degree Utilization, x	0.12	0.14	0.13	0.27		
Capacity (veh/h)	721	707	821	760	es si e la contrata de	
Control Delay (s)	8.2	7.5	6.7	9.3		
Approach Delay (s)	8.2	7.1		9.3		
Approach LOS	Α	Α		Α		
Intersection Summary						
Delay			8.2			
HCM Level of Service	·		Α			
Intersection Capacity Ut	ilization		28.9%	IC	CU Leve	el of Ser
Analysis Period (min)			15			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥γ		†	7		4
Sign Control	Stop		Stop			Stop
Volume (vph)	115	115	130	85	105	155
Peak Hour Factor	0.95	0.95	0.95	0.90	0,95	0,95
Hourly flow rate (vph)	121	121	137	94	111	163
Direction, Lane #	WB 1	NB1	NB 2	SB 1		
Volume Total (vph)	242	137	94	274		
Volume Left (vph)	121	0	0	111		
Volume Right (vph)	121	0	94	0		
Hadj (s)	-0,17	0.03	-0.67	0.11		
Departure Headway (s)	4.9	5.5	4.8	5.1		
Degree Utilization, x	0.33	0.21	0.13	0.38		
Capacity (veh/h)	677	624	711	678	nancon con income	
Control Delay (s)	10.4	8.7	7.3	11.2		
Approach Delay (s)	10.4	8.1		11.2	e e Division e pa	
Approach LOS	В	Α		В		
Intersection Summary						
Delay			10.0			
HCM Level of Service			Α			
Intersection Capacity Ut	ilization		44.2%	IC	CU Leve	el of Service A
Analysis Period (min)			15			

Appendix C: Time/Space Diagrams



