•	٠		•	*	4—	•	•	1	<i>*</i>	1	1	4
Mevement 3-2 12 cm in	2 EBL X		EBR	EWEE.		. WBI C	SNBL4	ENBP)	NBR	. SBI2) SHE	SESER
Lane Configurations Volume (veh/h)	£ 410.	♣ 	5.	- 10	♣ 5	5 5 .5.	<u>0</u>	♣ 285	z 10	5 .7	4 } 310	- 40
Sign Control Grade		Stop ≛≣0%=:	t To Charlottic		Stop 0%			Free			Free	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)			- 5		5	5	1.10	310	#/ *1 1	5	337	dr XIII
Pedestrians			eren eren eren eren eren eren eren eren									
Walking Speed (ft/s)					!							
Percent Blockage								法法院				
Right turn flare (veh)	Thirds:	in 1915 Oliver (1. gen		s 产業(数 無数が代金)	Tavá		é Outro Cortiu	aran kana kana kana ka	a. Marandar	经 数据点 2544	Mara Sona Rij	or samoniil
Median type: Median storage veh)							THE TOTAL	None		36 Y, 60	-None	
upstream signal (f)		90.65 J. J										
pX, platoon unblocked												
va conficting volumes	10H	074	1542	674	267/	306	348			1/324		
vC1, stage 1 conf vol												
vez stagez contvole				Vivo.								
vCu, unblocked vol	677	674	342	674	674	315	348			321		
tC, 2 stage (s)		5,5050	0.2		0.05	202						
ESECTION AND ADDRESS OF THE PARTY OF THE PAR		4.0			404	023	1,122			2.2		
p0 queue free %	97	100	99	97	99	99	100			100		
eMeapagiy.venbus	#359 <u>*</u>	375	200	304	4375;"I	720	321			1230		
enegliggallangers allegers			N X									
Volime in Carte Street		. 1225	22			KK K		4/36				
Volume Left	11	11	0	5	tribina de ve							
Volume Bohle	420	440	4011	1239								
cSH Võlume kirgapaoly	429 0004	419 0.05	1211	1239 20 ())			75.0				· · · · · ·	1 1
Queue Length 95th (ft)	3	4	0	0	Han 24 Table			i de le 12				
Control Delay (s)	13.7		0.0	±0,2							或部份	
Lane LOS	В	В		A								
Approach Delay(s)	137	到增生	0.0	102	· Xindig							
Approach LOS	В	В										
nicosegiorsonamors esta												
Average Delay			0.8									, . !
ntersection Capacity Utilization				jeu	Level of	Service-			·····································			
Analysis Period (min)	rage repairs		15 ∞₹⊼ (#		٠	e aug car	50 4 55 A		. The backets		h × N	

Synchro 7 - Report Page 1

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Mevenienie	EBE.		22-E813	e Wol	WBE,		NBL	ana iz	ENDR:	SE SEL	s SBL	y sm
Lane Configurations	7	朴		ሻ	个 个	7	<u> </u>	4	<u> </u>		4	
Volume (vph)	₹155	595	- 30	· - ::130:	÷1015	- ∵35-√	35	· 7. 415		ંહ 35 ં	李 使15:	185
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
olal±ost lime (s)	4.0	4.0		4.0	4.0	4.0		2.4.0	4.0		4.0	
ane Util. Factor	1.00	0.95	. 1986 8 98961	1.00	0.95	1.00	. many a san	1.00	1.00	78.55 F (N5 , Table	1.00	1 1 - 7 (2-1)
d de la companya della companya della companya de la companya della companya dell	-1.00	0.99		100	1.00	0.85		1 00	4 0.85+		0.89	
It Protected	0.95	1.00	North Stell (1884)	0.95	1.00	1.00	has to state	0.97	1.00	2 5.V374 71 11 5	0.99	an english
ald Flow (prot)	1770	-3513		-4770	3539	1583		-1799	1583		=1652=	12.164
It Permitted	0.95	1.00	TO JUST MISSES	0.95	1.00	1.00	Laster in Lient	0.78	1.00	titorela in long blikes	0.95	tanar terutu
ald-Flow (penn)	1770	= 3513		× 1770	3539	±1583 +		1446	1583	interna	=1586	
eak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
	168	<i>¥647</i>	33	332	, i 103 i.	- 3 8-	38		7946	38	- 16	201
TOR Reduction (vph)	0	5	0	0	0	23	0	0	19	0	135	0
arietstoopeslovalyptijess	35 100	- b/5	a faille				3 1 10 3				120	
ırn Type	Prot			Prot		Perm	Pèrm		Perm	Perm		
oleoled Bhases and Sa		4.			100							
rmitted Phases						8	2		2	6		eneric Sig
		229			200	2063						
fective Green, g (s)	8.0	30.0		2.6	24.6	24.6		18.0	18.0		18.0	
	E 0	048		F 0	F 0				5.0	, y , y , y	0.29	
earance Time (s) nice kleasion st	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
	200	4004			4004	200				MILE SEE		
ne Grp Cap (vph) Rato Profession	226 (0.09	1684		74 = 0.02	1391	622		416	455		456	
Ratio Perm						0.01		200	. 0.00		~0.00	
Calo Felli	A TA	70//				0.01		0.04	0.00		c0.08	
iform Delay, d1	26.3	10.5		29.3	16.8	11.6		16.5	16.0		17.2	
gressione actor	20.0	10.0		20.0	10.0	11.0		10.5	10.0		3100	
remental Delay, d2	124	0.2		4.2	3.2	0.0		0.6	0.1		1.4	
y si di di	2407	210.7		7.Z	219452	0.0 2014			2160	312277	1.4	
vel of Service	D	В		С	В	В		B	В		В	
proach Delay (s)	以图数	16·2	沙科学馆》		20.1			16.8			18.6	BWH
proach LOS	≠ 78.165 °. ''	В			n ≈≈≈≈ ≈ C	n gi i i galiga garan dan sa	CTANLE MATE	B		2.771: *· / (A	В	
												2000 Bar
escence sugary and a								ner telle				
M Average Control Delay	s ees ee	1	18.4	Terminal of the second	M Level o		man and sign	n von Etilosenso	B		Note the color of	المالين
MVolume to Capacity rati		8: 4 5 C	0.60		战争					第四次第	的事業性	¥¥ (Jaki Zurina
uated Cycle Length (s)	ng Karalana.	٠	626		n of lost ti	me (s)	er er egelye	na r iy	12.0	57 <u></u>		
rsection Capacity Utilization	9 1 114 (4)		67.4%		Level of	Service	4.4637		¥₩G	ं असू	時後大時	1.165
alysis Period (min)	4%, "		15	n na	on kala≐a	47.5 · · ·	- J. A. 1941	Ay , ta ja	5. F9	rgis sin	(), (왕선) 전	st es
Critical Lane Group	5.1 H	11	. '		ŧ	18[# ·	N 17		(4.7) e	and a	ratifik.	A

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Synchro 7 - Report Page 1

Existing Pripark

	۶		•	€	4	•	4	1	/	/	↓	4
Mevernent a service and	EBL		E EBR	EWBE	· WBI	. Web	- NBI-	\$ ABB	à NEE	SBE)	SBE	818
Lane Configurations	<u>ት</u>	↑ ↑	7 osor≅zec	Ϋ́	↑ ↑	7			er Translett	450 CAL	₩	
Volume (veh/h) Sign Control	v: 45 70 1	725 Free	25	35 −	1100 Free	95	35	学数10) Stop	25.	∯. 7/5]	₹20 Stop	105
Grade The Control		1.0%			. 0%:			310p		ing in the	310p	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	-788	27	38	1196	103	- 38	- FIL	+ = 27=	82	22	114
Pedestrians Lane Width (ft)	Jours Mai		通路標門各		ASA-MATE	1. Y. 137 (2%)				Sit will i-		
Walking Speed (fl/s)				m.g Table	· Mare	14497179						建制服务
Percent Blockage										K (4.4	沿邊	7/07
Right turn flare (veh)	n i se mala y		TARANTEN ANDRES LA AN	William Species	allelia i VerVanor	r oversæk elsk	ant alvae.			#.1 ·	8 v. to 430	nedelet tur
Median type: Median storage veh)		, None	116-51		None							
Vesireamsiena (II)				n we t		77 F. F				./		
pX, platoon unblocked												
vey conflicting volume	12097			815			1739	2315)	504	1851	V/29	
vC1, stage 1 conf vol										4		
vCu, unblocked vol	1299			815			1739	2315	394	1851	2239	598
Gange (s)							7.75	65	NO.	75	1.66	
tC, 2 stage (s)												
p0 queue free % .	86			95			0	64	96	0	36	74
eMeapacity(veh/h) = 0 = x	529			808			182	302	30		30	246
Volitine Totale Telepische	- E260 - 1600	0004	3944			5984	3 598	103		217a		
Volume Left	. 76	0	0	0	38	0	0	0	38	82		
Volume Right - Fig Fig.		1700	1700	4700	- 0	1700	= #D\$	1700		914		
cSH Volume to sapacity	529 0.14	1700 0.23	1700	1700 0.02	808 0.05**	1700 0.35	1700 0 35	1700 0.06	30	56 186	×	
Queue Length 95th (ft)	12	0	0	0	4	0	0.00	0	224	En		
Control Delay (s)	12.9	0.0	$\approx 0.0 \mathrm{m}$	0.0	9.7	. 0.0	0.0	#-00	981.8%	Ç En d		
Lane LOS	B ₩₩	y gayba		e Prij Distantijski	A r⊡a≥orr	orie augu		Coronaldon	F	F ⊶‱kuka	ol teri stik	HE EVEL
Approach Delay (s) Approach LOS	全利制工		Pra liki:	34 消費達		TH. 197	个,这样就 真		#8 #8 # F	表達的 F		
njesedione Summayo (4.55)	4 4 4											
Average Delay		. 15 4 57	892.1						righa . n.			
Intersection Capacity Utilization			57.6%	ICÙ	Level of	Service	15.074 <u>4</u> 15.0741		道。B		T. YUK	
Analysis Period (min)		. 1000 Pics	15 Ç-≶`∀⊷	***				er verteten johr sig	engis im v		. <u> </u>	nga risa Nga

Synchro 7 - Report Page 1

	•		*	•	€—	*	4	1	1	1	1	4
Movement	ERE			WBL	WDI	e WBR	a Not	NDI	ENBR	-, ss	22 SB1	
Lane Configurations Volume (veh/h)	ት ደፌየታሪሱትም	ተ ኑ		i i ii ii	^		11116		#####################################	Till some	4	
Sign Control	10.	Free	5	- 0	970 Free	150	m-r 12.5	Slop	HAR-WAY.	- 55.	かな を表現する Stop	Control of the contro
Grade 2500 - 1000 - 1000		**************************************		No inch	2.20%	and the state of t		3iOp		的使与多种	3.0p	
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	0.9
Hourly flow rate (vph)	Paga 11	- 837	3 4.45	※1、240		163		(+ - 46 1	0.	+ √60	÷5	
Pedestrians	Secret Street Street Comp											
Lane Width (ft)	图题 积 衡	w file		基层技術								
Walking Speed (ft/s)	Walles of Alle	evelgaity:	Bothor et allegen (THE PLANTED STATE	SELATATIONS J	erar i			erangkaran	geti Manayayay	. * . CT. ^ . C. CT. CT.	
Percent Blockage Right turn flare (veh)							対対が事態					
Mediandyne	لاياب والمروباة	= Nono	Winds Inch	en en en en	None	18a. 3a. 1	i lakk		Gwale II.	<u> میں</u> میان میں میان		
Median storage veh)		231010116			TENETIC:	*****						
Upsbeamisignakii); a												
pX, platoon unblocked												Name of
vG conflicting volumer	\$1217			* 18421			¥4/02),	\$207G	421	j 1495	1018	2002
vC1, stage 1 conf vol												
vezz siagezz contivor												
vCu, unblocked vol	1217			842			1402	2079	421	1495	1918	527
(6, single (s) IC, 2 stage (s)										<i>111</i> (5)		
Poles and the second	2 200										46	
oO queue free %	98			100			98	98	100	27	92	98
Micapaqiy (vehiri) ya	569.			789		41. MJ	99	19824		· 唐第92年	W = 0.54	
			e Elist	MAN BATT	e Vij Bijiza		WEAR.					
lounce plake is a second	118	558	1204	3527	11/27	163		3768				
/olume_Left :	11	0	0	0	0	0	2	60				
Alune:Bulinderate	(F.D.)	-50 0				163	$c_0 < 0.0$					
SH	569	1700	1700	1700	1700	1700	72	92				-10 - 1 - T
Volume for Saparoty	0.02	* (15)3	0.17	031	031	0.10	0.05	0.83				
Queue Length 95th (ft) Control Delay(s)	1 1965年	0 	0 	0 0 0	0 	0 - 0 0 7	3 572	111 1333				
ane LOS	B B					e Anne	といる数	E CONTRACTOR	那樣學學			₽ - , ∓,X-
ppmach Belay (s)		White		won.		Confr. en la Bergero en la	57:2470	4333	a wei	Ad victa		
pproach LOS	- a x = 0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	· Aretiri	ik sinker H	··· PATRICES	≈ 1151-(11) (f	3454 F	F	**************************************	POPPIANT	-Aéannab-€	ा <u>अपन्तास्त्र</u> ि	भारतिका । -
itersection Survivações 🐺												
verage Delay	-		4.9	THE PERSON NAMED IN	11.00		A STREET, STRE					***************************************
tersection Capacity Utilization	n in Sec	4.23		-lCt	J Level of	Service	Q#	. likiyêyê û	~ A ~			数 5.55
nalysis Period (min)	-	: 4:	15		· for water.		- %	-4, \$1 ⁷ #F4 1 7 1	. overhere di		- vida a m militario e	outrage.

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Synchro 7 - Report Page 1

•	•	4	† ↓	4		
Movement 2 - x 5 - x 5 - x 5 - x 6 -		NBC N				
Lane Configurations Yolume (veh/h) Sign Control Stop	5		♣Î Î> 2000 €30 ee Free	147-94		
Grade - 0%		A STATE OF THE PARTY OF THE PAR	% : 0% :			
Peak Hour Factor 0.92	0.92	0.92 0.9		0.92		errore o orror autor, salendara com
Hourly flow rate (vph) ====================================		5.25	2世紀133 -	123		
Lane:Width (n)						
Walking Speed (ft/s)	PT 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Enal Life of Sour Late.	The first of the first that the first of the		enteration of the same statements
Percent Blockage	With the same			企业的基础		
Right turn flare (veh) Median type		LICE LA	e None	r vier e de la septembra de la		医第三元:近年的政治基础 转。
Median storage veh)			C. Ponc			
Postream Signal III						
pX, platoon unblocked	vene zoor					
vC1, stage 1 conf vol						
ve2-slege2-centivo						
vCu, unblocked vol 66	33	34				
Casmaler(s) East 15 6 6 4 tC, 2 stage (s)	0.2					
	6430	222				
p0 queue free % 98	99	100				
sviezpocitykystyti) – 4 1920	3 0 1040	14576 35 55				
	FINESE.					
Volume Left 16	5	4.5				
Zeung Roh	12.02	0 1 2 3				
cSH 960	1578	1700				
Volume to Gapacity 1002	9.00	002			ula wana e	
Queue Length 95th (ft) 2 Control Delay (s) 88.	0 是 到5个	0 700		CHERTERE		
Lane LOS A	A	小人人名法特特特		(大)。(<u>全国的</u> 的第三人称形式		自然 有 化 图 在对口的 <u>医检验</u> 有图形
Approach Delay (s)	15	美00元		計學與學學學		
Approach LOS A						
MELSONION SUMMARY REPORTS						
Average Delay		2.8 (4.000 s.201.301)	čna i se	profesió Augusta	· 子科不翻記以底記。	・監督 (大学学) いっぱる (学生発性を集)
Intersection Capacity Unitization Analysis Period (min)	7	15.4% (1) 15		ervice	三	第一次第一个个人的基本
TO THE SEASON TO SEASON THE SEASON TO SEASON THE SEASON	-	10	y te	p	Spirit Gallier (1877) Spirit Gallier (1877)	

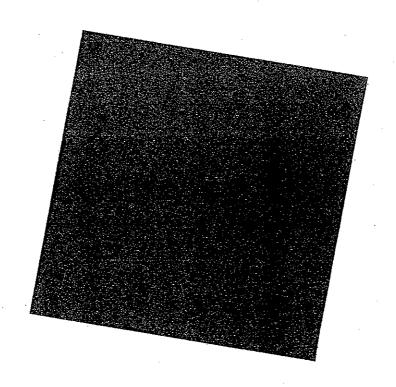
Synchro 7 - Report

	J		•	€	←	. 4	4	†	<i>/</i> *	\	 	4
Movement 3	e EBI	e EBT	EEBR	. Web	WBI	WER	NBI	Z NBIS	o NBR	(SB)	SDE	L SER
Lane Configurations		4			4		and the second s	₹.			€},	
Volume (veh/h)	. 10	2	- 5	- 30	医安满 5 。	15	10	750	. 150≠	£14,15.	335	#.—15
Sign Control	Name of the Post of the Control of t	Stop		r	Stop		-11 5 Ym 2785 m ⁻¹	Free	w interestas in	ali alian amani m	Free	*****************
Grade		0%	- 5:		0%			0%=			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92 33	0.92	0.92	0.92 	0.92 - 815	0.92 - 163	0.92 16	0.92 364	0.92 16
Hourly flow rate (vph)	異書語でして	±*** Z`:			: CX - X3 -	103		1.604.3	- 103 k	####10m		福度 PID
Eane Width (ft)	ranen a	ÇIS E.	nin na Fil				业表面的 。					
Walking Speed (ft/s)		ak ¥a iki kad	್ಸ್ ಎಂದು ಕೊಡ್ಡು	A.Ferrizini	MEAN AND	the bands letter		. 5	. V.J. <u>Prestre</u> s			SEE SEED OF
Percent Blockage												
Right turn flare (veh)								. ,				
Median type			آر قائم این اور ان مان این اور		like je			<u>.≟None</u> .↓			≝None.⊧	4.1
Median storage veh)						**********		7-07-10- N			32.73.3.30°	
Upsicam signakin sa												
pX, platoon unblocked										0.70		
vC1, stage 1 conf vol	1012	建		FFIGOR	# 100Z		- POOUT					
E2 State 2 control 2 2								5050.24				
vCu, unblocked vol	1342	1405	372	1330	1332	897	380			978		
Crampe(s)	是有到	6.5	1462		65	35.62	411					
tC, 2 stage (s)			-1-									Carrier III
		# A0#	- 39		3,70					222		
p0 queue free % eMsapaary(Neb/int	91	98	99	74	96	95	99			98	26333	
		<u>= [33</u>]	014.1	201201	7.140		E 16/0/2			40012		
Eurosidha ealgealaeach far	914808.0	West	an Big									
		3.34	1089						a e di ini			
Volume Left	11	33	11	16								
CSH	157	158	1178	705								
Volume to Gapacity	012	130	11/0	703 2002			30731	· · · · · · · · · · · · · · · · · · ·				
Queue Length 95th (ft)	10	35	1	2				Charter Car.			· · · · · · · · · · · · · · · · · · ·	
Control Delay (s)	30.9	392	P 03	0.7								
Lane LOS	D	Ë	Α	Α								
Approach Delay (s)	309	-39:2	w 03 **	- 0.7	orto e	一定實驗	or other	20-1 ji				
Approach LOS	Đ	Ε										
nicisestions ominary as a												
Average Delay			2.2					,				
Intersection Capacity Utilization	n 李 不祥		624%	i wigi	J Level of	Service	veralli.		B	<u>(1)。</u>		1. 1.554
Analysis Period (min)			15			_				1 2000 00 00	w_= + · · ·	****
	A. C.		578 (4) 114 154 (4)	Transplater English		3 - 41	A 25	+ 1,00		add this		

Synchro 7 - Report

APPENDIX C BACKGROUND DEVELOPMENTS TRIP ASSIGNEMENTS

APPENDIX D BACKGROUND LOS ANALYSIS WORKSHEETS



)	→	•	*	←	Ł	4	1	<i>></i>	1	Ţ	4
Movements as a second	i je big	a FDF	FUR	, WEE	a Wata	Wej d	o NBL	MBE	e NBR	SB	ess BT	\$ 88B
Lane Configurations	ሻ	† ‡		ሻ	ተተ	7		स	7		4	
Volume (vph)	110	1075	10	## # 5	515	美美顶 。	10-	. 10	5	÷ -,35	5.	. 110
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0:	40	40		4.0	4.0		4.0	
Lane Util. Factor	1.00 1.00	0.95 1.00	Mark-of Si	1.00 1.00	0.95 - 1.00	1.00 - 0.85		1.00 	1.00 		1.00 0.90	
Flt Protected	0.95	1.00		0.95	1.00	1.00	Oznacia susti	0.98	1.00		0.99	
Satd Flow (prof)	1770	3534		- 1770	3539	1583		1817	1583		1658	
Flt Permitted	0.95	1.00	8:56 i natúri	0.95	1.00	1.00	PE TRI DENSI	0.87	1.00	TO THE SECOND	0.94	Marie 1977
Sald Flow (perm)	1770	3534		4770	3539	1583		1629	1583		1572	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adl: Elow(vph)	120=	1168.	11	X 22.325	560.		-2-112		5.5	38	52	120
RTOR Reduction (vph)	0	-1-	0	0	0	7	0	0	3	0	83	0
eane Group, blow (Upin) as eas	3 x 1205,	1163	0.0	a 20 a 5 k	\$ 1560%	224	ea.y071		A bas		62 1300	
Тигл Туре	Prot			Prot		Perm	Perm		Perm	Perm		
Riole ned Phases (Fig. 9)								2			ee, vii	
Permitted Phases					a ila atawa da da karana ata	8	2	Sanak Sanak	2	6	Anni interni di managan	
Actioned Green, Carlot		20.03							162			
Effective Green, g (s)	7.0 0.13	24.6		1.7	19.3	19.3		17.2	17.2		17.2	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	
Venice de sonata	J.0	3.0		3.V	3.0	3.0		5.0	0.V		3.U	
Lane Grp Cap (vph)	223	1566		54	1231	550		505	491		487	274 (23-49
IS Equation 1.	2007			0.00		000			10		401	
v/s Ratio Perm						0.00		0.01	0.00		c0.05	
TO TOTAL PROPERTY.	054			70.693	i Ozla	\$(0)01\$4		Z (KV)	e de la compa			
Uniform Delay, d1	22.7	12.9		26.2	14.0	11.8		13.4	13.2		13.9	•
Progression Lactor	×100	440		. 100	-100						$-0.00 \pm$	
Incremental Delay, d2	2.5	2.1		0.7	0.3	0.0		0.2	0.0		0.7	Servitor est
Delay (S)		\$10.0°		26.9	140					n de si		
Level of Service	C	B		С	B 14.4	В		B 13.5	.B		B =147	
Approach Delay (s) Approach LOS		19.0								14:5-14 E		
	. 15 1 71 11 12 12 12 12 12 12 12 12 12 12 12 12	D			Ð						U	
Intersection/Shumary 45.5%		В			В			Ŗ			В	
		В						В			B B	
HCM Average Control Delay		В	15.4	НC	B M Level (of Service		В	В		В	
HCM Volume to Capacity ratio		В	0.53		M Level			В	wei yak		B	
HCM Volume to Capacity ratio Actuated Cycle Length (s)			0.53 : 55.5	्रिक्यू Sur	M Level on of lost l	ime (s)		В	B 12.0		B	
HCM Volume to Capacity ratio			0.53	्रिक्यू Sur	M Level	ime (s)		В	wei yak		8	

	٦	→	•	•	←	*	4	†	<i>></i>	>	1	1
Movement acres	a SEBIE		a BR			S-WER			SANER	SESSE		
Lane Configurations	*	ተተ	7	7	ት ተ	7	Manage Property of the Control	4	·		4	
Volume (veh/h)		1010	20	病。 病。 病。 病。 病	650	5	10		30	70	10-	45
Sign Control		Free			Free		-	. Stop			Stop	
Grade	がら 社社は、 (マン) これにはなる (マン)	0%			0%	Albana. Maranana	10-23	0%-			- 0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	1098	22	$a_{ij} = 5$	707	n学学生54		5	33	76		49
Pedestrians	ala Nasan	din ana in	:: 40		Yorketter.		a.5.59 2.5 .	1 S 100 Hind V 40.	. Jeden <u>Japania (j. 1</u>	ANTE PER INC.	raidentai	s L ^A resi
tane Width (ft) Walking Speed (ft/s)	PEN BER	I. Figur			a din	5 14 1		影響量所				から、環境
Percent Blockage	- 1945年287年	음악리 김 동작			Yan Mala	eren b	() - 例/全型程度				HE ELECTION	······································
Right turn flare (veh)		a was no			MILLIANI.	Lofe: M. J.					MARITE S	M. Kabu
Median type		± Nona	い社会と基本		Nono-	Maane :	1000	2545th			ktari.	L: Municipal
Median storage veh)		- NOTICE			HADITO:							
desirent sood in sasse												
pX, platoon unblocked												
ve kontikingweitine	772			### 20P			±1068	107%	5/19	454		
vC1, stage 1 conf vol		-u-ra-esperante/espa		STATE OF THE REAL PROPERTY.								
VS2 Status 2 continuis			Total ex				icas (es.					
vCu, unblocked vol	712			1120			1668	1973	549	1454	1989	353
	4 A F							200	F168#	1/6	1,500	- 436 K
tC, 2 stage (s)		and and a second second										
	222			222			94360	<i></i>	140		40	
p0 queue free %	91			99		2030	76	.90	93	0	80	92
editarianty verining				920					24803		4	
						:WIF (8)-			ONE MA	52/14		90.V/#
VOLUMENT DI AMERIKAN		# 29%	549		5 6 5		F-650		9.0			
Volume Left	76	0	0	0	. 5	0	0	0	11	76		
Vojumej Rojija se se se se se		0			. 0	940				44		
cSH	884	1700	1700	1700	620	1700	1700	1700	121	103		
Volumence Capacity	0.09%	0.02			900	0,21	021	達9.00美	\$0.4DX	F PROPE		
Queue Length 95th (ft)	7	0	0	0	1	0	0	0	43	237		·-
Control Delay (s) Lane LOS	95	00	0.0	72476	=10.9		1,00	0.0	53.3	2715		
Approach Delay (s)	A A hackey		in de la companya de La companya de la co		B ⊭7:097-3	للعبد ومخاذ	illa each		r Scool	F	aring na	· An Albaria.
Approach LOS	表现是是	ANTE ST	如特別	AND THE P					#1929 F	F	"社"等的	
	THE STATE OF THE S	-							1	ı		
niesealousummany												
Average Delay			19.2					en e		·= ·		
Intersection Capacity Utilization	n S. Str	्योगे ह		i - Fict	Level of	Service:		等,特育。	- B	以 以 以 的 以 的 の の の の の の の の の の の の の		449
Analysis Period (min)		· -	15						romania en la			
	# 15 P.E.		v. 9. 11		t see ee		. P	* * *				et (v

	٠		\	4	4	*	4	1	<i>></i>	>	1	4
Movement :	. VELBE	EBB		EWB)	e Mete	e Viene			ANER	#SBE		
Lane Configurations	74	朴			十 个	7		43			4	
Volume (vph)	⊈‡ 4 ₹15	950	i = ≠20 ·		610	70	5		· = 5°	ē - 265 -	2. 	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		Sing in	4.0	4.0		4.0			10	
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00		The state of the first	1.00	
	1.00	1.00			1.00	0.85		0.94			0.98	
Fit Protected	0.95	1.00	Personal Co	e ade in entre construir	1.00	1.00	etreener	0.98	wasanan .	رون مي	0.96	arredisi.
Satd Flow (prot)	1770	3528		artagati.	3539	1583	ESTEWN	4710		<u> </u>	41757	開始的
Fit Permitted	0.28	1.00		ilia listeta 1.35 Y	1.00	1.00	erver et i l	0.87		ود ددد.	0.75	
Satds Flow (perm)	514	3528			-3539	1583		-1522		Estat (a.e.	1,300	2.00
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adja low (vph)	16	1033	12.74	0	bbs.	- 74 XP	5.5		$\omega = \omega \gamma \partial \omega$		- 525	2350
RTOR Reduction (vph)	0	2	. 0	0	0	46	0	3	0	0	9	0
Lance pur Blow riphy	10.				# ED00#						- Pová	
Turn Type	pm+pl	2.0				Perm	Perm			Perm		
Projected Phases Permitted Phases							2			c		
Actualed Silvensons	4 2007 (* 1				- 1050 P	8 	2			6		
Effective Green, g (s)	25.4	25.4			19.8	19.8		17.1			17.1	
Actual College and Service	20.4	20.4				10.0						
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
vehicle Edensions a see						20.0	2 6 2 8	3 3 G 2				
Lane Grp Cap (vph)	298	1774	2004 2004		1388	621		515			463	
Vs Railo Engles and Section		2000			30.03							
v/s Ratio Perm	0.03		- in the second second		and the same of	0.02		0.01	Marie and Con		c0.24	
	37.006	0.00			31484						2020	
Uniform Delay, d1	6.8	8.9			11.5	9.5		11.1			14.5	
Morpession Factor of	2,100;	2100 %			4100			500			9 NO E	
Incremental Delay, d2	0.1	0.5	-		0.3	0.0		0.0			4.5	
Delay (S.P. rese provide the	6.0	-194		A July e		100	udarieza				1900	
Level of Service	A	A			В	Α		В		SMLT-, No. 247	В	
Approach Delay (s)		94		4.00		(2.75.70					190	
Approach LOS		A			В			В			В	
nieseolorskininko kal												
HCM Average Control Delay			11.6	HC	M Level o	f Service	:		В			
HGM Volume to Capacity rab	(d		0.63									建型
Actuated Cycle Length (s)			50.5	Sun	n of lost t	me (s)	a. mar		8.0	- '		
intersection Capacity Utilizati	on .	没有的	77.3%			Service -	War in	1. 清製	≌ B r	T-11		
Analysis Period (min)			15									
Gntical Lane Group			\$25.5°		Salat S		1. p. 1. 1.			;		

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	ⅉ	>		¥		• •	. 4	1	<i>></i>	-	ļ	4
Mevenenar .	e e ebi				SE MO				MINE.	en en		
Lane Configurations	ን	1			^ /	<u>المحمدة المحمدة المحمد</u>	**************************************	· · · · · · · · · · · · · · · · · · ·	S NOT			A POR
Volume (veh/h)	- 後季灣15	- 1 950		据载(本)				♣	A 65	- 2)cc		4 1235
Sign Control		Free		er 1970 and 179	Free	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Talking and	Stop	## · · / / / / / / / / / / / / / / / / /	1200		
Grade :	<u>ارم اعلى ميكون بالمني</u> موسيعات ما المناسبة	0%			#: <u>#0</u> %						Stop	
Peak Hour Factor	0.92	0.92	12 3 4 4 4 4 4 4 4 4 4	0.92	44 <u></u>		0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	光光铜6			0				0.5Z	0.32 图1322年	288		0.5Z 38
Pedestrians				LANGE LEVEL 2				ni fileta	TIA WARE	-E	The was something	-e
Eane Width (ft)	一个是				2. 1 1 4						9 - 19 7 .	
Walking Speed (ft/s)						.T., #1 (1889)	ene pour ex	in Fair-Card	era naretra	A 645.	లు జి.మహిక	
Percent Blockage							### - 199 Tu !				4.244 8 4	
Right turn flare (veh)						F L'YE ANGEL		· · · · · · · · · · · · · · · · · · ·	中華(1377年東京)	an charach.	(4),\$48\$\$75,是到李	
Median type		None			None		THE POPULAR		S W C Y			
Median storage veh)												- 14 (4)
Distraction and the second				15 X X	9.307.6							
pX, platoon unblocked	-					J (AND LOS (SALES)	**************************************					
ve cepilizingyelune see	789			1054			1448	1845	1529	12.13	2 A 7 A O E	2
vC1, stage 1 conf vol								-10-1 1-1-1-1				
verza steige zeroenty on ze												
vCu, unblocked vol	739			- 1054		•	1448	1815	527	1218	1750	332
						S SECTION	14 TA	100	600	100		
tC, 2 stage (s)				Dir 13	-							
				2.2	777		14.6	400	- 19 A	10.00	e 410 s	
p0 queue free %	. 98			100			93	99	99	. 0	93	94
avie acconvive (A) (**********************************	100.55			650	21.00			76	490	# # 82 F	834	404
			Ne organ							· 5 / 1 / 2 · 1		基础 分别
	Maria L	6.688	2366									
Volume Left	16	0	0	0	0	0	5	288				
Volume Nighteen by Service	好的表		1000									
cSH-	863	1700	1700	1700	1700	1700	130	143				
welliniellersapzicity ?	0.02	3040	0.22	2020	±0/20 %	70042	E)(0)			12,000,000		
Queue Length 95th (ft)	1	0	0	0	0	0	7	699				
Control Delay (s)	9.3	0.0	± 0.0	D 0	. 00	0.0	35.5	661.5			THE S	
Lane LOS	Α						E	F	126 († 12 <u>60) 21.</u> 12	- Agentalist and	. Safter Stran terminal	安安/4 分
Approach Delay (s)	7/0 3 120	化學數學		0.0	1.		35.5	6615			WANTED A	建
Approach LOS						7. 721	E	F	1.F.17-12-30-14		1 100 750	- 12mg - 19
Average Delay	AND THE PERSON NAMED IN		102.1									
nleisection Capacity Utilization	1	- 7 27 a		in the same	Uniotof	Service	ang na ang manggin	~	na kananananan Karananan	si fasir	- 3 - 65-55	es Association
Analysis Period (min)		· ****: ::	<u>verw;</u> 15	elen makk	reveror	-orivice			AB	E ≢ (Pr		
200 - 200 -		er a salas la c	- 13. 图 13.	andre i			en en en	1940 P. 194			. 71	

	J	\	4	1	ļ	4
Movement - Case See					. 00.	
Lane Configurations	W			4	4	
Volume (veh/h)		- 5	5	- 60	⊋20	20 4448
Sign Control	Stop			Free	Free	- And Committee Committee (Authority of Committee Committee (Authority) And Andrews (Authority) Andrews
Grade 1		divipati.	er dist	0%=	- 0%	· · · · · · · · · · · · · · · · · · ·
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	沙罗雷药	5 5	F-**** 5	65	22-	
Pedestrians						
Lane Width (ft)		il.				
Walking Speed (ft/s)	S. D. W. Walterforenser			***********	·	
Percent Blockage		屬計畫		() () () () () () () () () ()		· · · · · · · · · · · · · · · · · · ·
Right turn flare (veh)		Sanamurun .	e e careañ	Tamah kadaman	andrest .	and the second
				None	None_	
Median storage veh) Vosteamstenation						
pX, platoon unblocked	±100 vales E					
vo confirme volumes						
vC1, stage 1 conf vol						
G2 Stage 2 control 3						
vCu, unblocked vol	109	33	43			
le siidle sleet		862				
tC, 2 stage (s)		Marian Alba				
		33	# 22 ·			
p0 queue free %	99	99	100			
BWESEPERFEYEVENIN-ES-E	3 9 8 8 6	1041	#lotole#			
		inisement	10 Mag 4		S ocialis	· 医克勒氏病 14.1%(20mm) 20mm) 20m
voltnendals z						
Volume Left	5	5	0			
Volume Rights 2000						
cSH	957	1565	1700		Marie Propins	
Volumetri Garacily		0.00	e003.			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)= :	8.8	0.6=_	0.0	in i		
Lane LOS	A SECTION OF	Α	54 44 74 17 TF	for the same	17	
Approach Delay (s)	连	0.6	-0.0			
Approach LOS	Α					
Intersection summary as						
Average Delay			1.1			The state of the s
Intersection Capacity Utiliza	ation 🚟 👍 🖓	ş} ⊬ 1		CU.	evel of	Service
Analysis Period (min)						- Georgia (George State Control of Control
				1 7 7		The first of a second of the first of the contract of

	٠		•	•	→	•	4	†	1	1	1	4
Motement & Wiley	BBB		E BR	* Walk	WIT	V WBK	ENBI	· NBT	A) A) B)R)	SBT		
Lane Configurations Volume (veh/h)	40	∯•	يرم. ١٠٠٠				San of Caterini	4			- 4}>	SAT.
Sign Control	10	5	5	10	5	- 5	图 255 -	340	10	5	370	漫 10
Grade 1	ikiren Kesi	Stop 0%	nge Sode	ೆ ಕನ್ನಡ	Slop	direction (Section	Jihanasi 4	Free	eter in a	h.:	Free	Debitskise i
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.02		0.03	0.00	0.00	0%	
Hourly flow rate (vph)	0.52 FC 1917	0.32	5	U.SZ 	0.9Z	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Pedestrians	in secondary				1. M	i indi		.570	7) 19 1		-402	
Lane Width (ft)			gega is		andra e.			35, 201	e de la companya de l	i a su z	· A TOTAL	利長で:!.·
Walking Speed (fl/s)	Evinies i	· · · · · · ·	1: 1.		1477 T. I. I.		HT-TUM		1 1			Re-Juni
Percent Blockage		(d. 14)				ં ત્રાં કરોતા		arse, yo	Ngjaranagaya	no aliana da sa	44.44.7.22	
		Section 1982 No.	126.24 1.3		THE REPORT OF	AT IN IN THE MANAGE	uru ini ah	¥ty'⇒**** i no	ing the party of	i signi se di Les	当十八八分年	
Right turn flare (veh) Median type	we siri-			Attangement				None	Allenania.		a Nane	
Median storage veh)				C - 14 - 2 - 4 - 1 - 1 - 1 - 1 - 1 - 1				- Sovie				
epsteamsignal (II) is a mo												
pX, platoon unblocked			~	TOTAL DE DISCOSO		S. S	***************************************		·			
Accordiging volume 2 200	91.112	8.10	41408	3012	2011	375	19 41/45			253800		
vC1, stage 1 conf vol										**********		- Alimana A
202 State Acordivolus - 44												
vCu, unblocked vol	812	810	408	812	810	375	413			380		
		3.66	662	777	657	62				F 44		
tC, 2 stage (s)												
		749					2022			4.77		
p0 queue free %	96	98	99	96	98	99	100			100		
eve drawaring				285		t de la companya de	10146					
				3 4 7.3								
	322		3869	410.0	Apple 1							
Volume Left	11	11.	5	5								
Volume Ragine	6 10 1	78.5	(11)									
cSH	342	344	1146	1178	-							
Willing to Capacity	006	0.06	0.00	=0.00	(10 m)		1000		16 Jan			
Queue Length 95th (ft)	5	5	0	0								
Control Delay (s)	16.2	162		02								
ane LOS	C	C	A Francis Salans	Α	Lieta in Est	4.3344 E47591	· · · · · · · · · · · · · · · · · · ·					
oproach Delay (s)	_	_	第0.2	0.2	指為關	例機關			洲 拉皮		10.00	
Approach LOS	С	С										
olecsections distributions as the								ent Va				
lverage Delay		-	1.0					12.9				<u>- 200</u>
dersection Capacity Utilization			32.9%	. ICU	Level of	Service -		7 NA.	. : A - v			May.
nalysis Penod (min)			15			e e e e e e e e e e e e e e e e e e e	Bi. i ' ' ' '		• •		. I desired	î droat,

	>	>	•	€	←	Ł	4	1	<i>حر</i>	/	+ ↓	1
Movement :	i bre	E EBE	e Elek	WB.	Mels	WER		SENBIA	SENERS	SBL	(10 E	SOR
Lane Configurations	ኝ	ት‡		*	^	7*		4	7		4	
Volume (vph)	-190	820	35	35	1340	- 340	40	15	. 30	40		230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	-1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util, Factor	4:01	4.0	en mineralis	40	40	4.0	in the second	40	4.0		4.0	
Fit Table 100 Factor	1.00 1.00	0.95 0.99	1954) (c. 1884)	1.00	0.95	1.00		1.00	1.00		1.00	
Flt Protected	0.95	1.00	- // L	0.95	1.00	0.85	Priling Age	1.00	0.85		0.89	意多理
Satd. Flow (prol)	1770			0.93	1.00 3539	1.00 1583	A. 10.13編編。	0.96 - 1797₌	1.00 1583		0.99	<u>N. TS. Pisch</u>
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.47	1.00		1652 0.95	
Satd Flow (perm)	370	351B		1770	3539	1583		874	1.00 1583	-11-14-4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	0.33 4580	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj: Flow (vph)	207	. 891	38	38	447	- G. 43	- 143	18-		41	V. 202	250
RTOR Reduction (vph)	0	3	0	0	0	20	0	0	26	0	152	0
saice of the low stropies are	2075	és 92), s	(F)	A POLICE	4406	2.7		A 1,600	200	-608		1 1 1 1 1 1 1 1 1 1
Tum Type	Prot			Prot		Perm	Perm		Perm	Perm		
Project et l'assiste de l'assist								19.72			naliūr	
Permitted Phases						8	2		2	6		
Actualiza Green (C)	45.0	54.0		246.	3/0 by	40.0			# J5 <u>2</u> 24		46,2	
Effective Green, g (s)	15.0	51.2		5.4	41.6	41.6		17.2	17.2		17.2	
Clearance Time (s)	5.0	5.0		5.0	5.0	F 0					70920	
Vence exercion de la companya del companya del companya de la comp		J.0		3.0	0.U	5.0		5.0	5.0		5.0	
Lane Grp Cap (vph)	309	2099		111	1716	768	256 a. 36	175	317		317	
VISITATIO PROJECTIVA CALL		2020			3241	700			311		317	
v/s Ratio Perm						0.01		0.07	0.00		c0.10	
Victoria de la composição	017/6			0.4		000	r fan lâ		7007			
Uniform Delay, d1	33.1	9.5		38.5	19.4	11.6		29:4	27.5		30.6	Mariana
	100	elw,		10		100		100	.160 v		MADOR	
Incremental Delay, d2	5.4	0.1		1.8	4.1	0.0		· 5.1	0.1	Fating Name	5.9	-
Level of Service	D	A UD					e defen		27,7			
Approach Delay (s)	U Figure	A MOSSIV		D	C.	B	ai Fa rin -b	C	C	Sananan	D	
Approach LOS	· 医甲基亚肼 24	严謀公。 B	1401) 468		23.6 C		、"信意:科	C C	s de design		36.4 D	李语
					· · · · · · · · · · · · · · · · · · ·	7/14/CEP78: 39417		•			· · ·	
UCM Average Control Dales												
HCM Average Control Delay	raskia i		21.9	HC	/i Level o	f Service			С	. `.ಕ್ಷತ್ರಿಕ ಪ್ರತಿಕ್		Dr. v.Tv
HGM Volume to Capacity ratio Actuated Cycle Length (s)	. New Property		0:73 85.8		of lost ti	震動点	* 355.00 L	i yak				70/6 - 1,2
Intersection Capacity Unitzation			0.00	Sun	1 UL 1951 JU	me (S)			12.0			
	1.01						. The Land			نعوي عقواني		1.450
Analysis Period (min) c Critical Lane Group			1.7% 15			Service	年.法					

	J	>	•	4		*	4	†	<i>></i>	>	 	4
Movements as an a	e energi	FEBR		J WEB	Well	WE	J NB		ENBR		3889	SER
Lane Configurations	*	44	* ***********************************	<u>, , , , , , , , , , , , , , , , , , , </u>	**	ř	سري د	4			4	
Volume (veh/h)	90	•	- 30	40		115	40.		第430 。	- 290₹	•	135
Sign Control Grade	. Particolarista	Free - ≟⊴noza		نــــ حال ه القامال	Free %	s stand	ारा सर्वतः <u>भावेत</u> ी	Stop	· Ventuckane	ويونينال الم	Stop	<u> </u>
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)							77.743	TENT	33	1.698		147
Pedestrians					1.4					Tentar Inter		e des.
Lane Width (ft)				是是人系	· 静之	e i			经共和	置的方法		. E 7. = 03
Walking Speed (ft/s)			· //Skutzens	Letteray, 190	in Gaartaan ee	era e e e e e e e e e e e e e e e e e e		Na vistovija		adal menga	genni, finziy	no maga
Persent Blockage Right turn flare (veh)) T. ((基地)	(1) 全国		ANT I		इस्ति स्थान					TO THE
Median Type	· 东东东东南	None-		eren er	- None						24. Najvaši	<u>Lander</u>
Median storage veh)					- 12-11-1-1					2012		
desiream-sonal (II) see						y a ja j						
pX, platoon unblocked		C			Salar Salar					OPT-CONTINUE BALLS		*******
vC1 stops 1 seef vol				1035			2236	3048	F 5335	2421	295/2	3
vC1, stage 1 conf vol												
vCu, unblocked vol	1701			1098			2296	3049	533	2429	2957	788
Gasnigled(s): - P 2-2-3	4.0						0.75		44.6.03			100
tC, 2 stage (s)					VI			7. 4	V1			
TO SURVINE STATE IN	74							440 0			400	
p0 queue free %	74			93			0	0	93	0	0	56
Name of the second second												
Volume Left	98	0	0	0	43	0	0	0	43	98		
Zonne Rohe		34 0 74						25				
cSH	370	1700	1700	1700	632	1700	1700	1700	0	0		
Kori neto Gajacily	25 026		空)脱槽	4.0202.5	(0)0/E	±0.46°	0.46			Fit a		
Queue Length 95th (ft) Control Delay (s)	26 18.2	0 ********	0 = 0.0	0	6 - 1147	.0	0 - 0.0	0	Err	En	Regetaniewa	
Lane LOS	行者。 到 2天然。	FRUIT A			票例数: R	Vaga	是是中央		; 6) ·		Acan for	
Approach Delay(s)	215	1450			03			4.49		era.		
Approach LOS	THE ALTERNATION		**************************************		deplace of the first of the	4 / 4/4		Server of the server	F	F	West German Series	<u> </u>
rigsedion Sammar/Sa												
Average Delay			Еп	·					The state of the s			Contractor of
Intersection Gapacity Utiliz	abon -		71.6%	ey. Aci	Level of	Service	v:	. <u>"</u>	÷WC#	新华全		1124
Analysis Period (min)	ender n		15	3 , -					ii. Fanusi			

	٠	→	•	€	-	Ł	1	†	<i>></i>	1	↓	4
Movement A				a Wile	. We i	A VISE	J NBIS		MBR =	#SBE		SER.
Lane Configurations	ሻ	1			朴	7		↔			4	A CONTRACTOR OF THE PARTY OF TH
Volume (vph)	35	1040		2.00	1305	230	.5		· · · · · · · · · · · · · · · · · · ·	- 95	5	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900 -	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	* 4.0	160-12		4.0	= 4.0	160779	4.0		kerije vila i Godović ir	4.0	enitatii Europe
Lane Util. Factor	1.00 1.00	0.95 ්පමණිරුණ	480%		0.95	1.00	。 新人型的物体数据	1.00			1.00	em yezhoù
Flt Protected	0.95	1.00 1.00		対象を	1.00	0.85	1. (110° sk 199 1. (110° sk 199	0,93			0.97	
Satd: Flow (prot)	0.93 1770	3537	/4.7 %	NOVERE!	1.00 3539 =	1.00 1583	. rota	0.98 1695	ina izaten	v Paus. 7	0.96	
Fit Permitted	0.14	1.00		541.15 <u>4</u> 11.	1.00	1.00	*, * *	0.86		re (s. eligne) - La eligne)	1740	
Satd Flow (perm)	255	3537			- 3539 ·	. 1583	in to help	4491	透透透	i i i i i i i i i i i i i i i i i i i	0.78 1404	1 _ 1 = 1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adja Flow (voh)	38	1130	37.37	0.02	1418	250	0.02 52	0.52	V.32	0.52	0.32 5	U.JZ
RTOR Reduction (vph)	. 0	0	0	0	0	124	0	4	0	0	21	0
BOIL GOOD EOW (VP)		21185	<i>31</i> 106		1410	#126×			<i>4404</i>		201	
Turn Type	pm+pt			,		Perm.	Perm			Perm	and the second second second	1000
No eduithiases		2443			3 3 -			1127				
Permitted Phases	4					8	2			6		
Accordance in Salar	2305	0.5			24.25	947		1.92%			-094	
Effective Green, g (s)	31.5	31.5	erierani Pili	i i i i i i i i i i i i i i i i i i i	25.2	25.2		10.4			10.4	
					2054	054		921 **				
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
	024	0000										7 . 01
Lane Grp Cap (vph)	231	2233			1787	799		311			293	
v/s Ratio Perm	0.10					0.08		0.00			-0.00	
	0.10				777950	0.00		0.00			c0.09	
Uniform Delay, d1	6.7	5.0			10.2	6.6		15.7			17.1	2013
Rodesion Factors					0.00							
Incremental Delay, d2	0.3	0.2			2.5	0.1		0.0			0.9	
60000000000000000000000000000000000000	10/0				107.	67)	77.07	To the				
Level of Service	Α	A			В	Α		В		7 12 12 1 1 1 1	В	
Approach Delay (s)		-52:		10.0	11.8			15.7			180	ndige
Approach LOS		Α			В			В			В	
necesion sumary as a series												
HCM Average Control Delay			9.5	HCN	A Level o	f Service			A			3,403,93
HCM Volume to Capacity ratio			0 69	<u>eletti</u>					的影響	遷記点	i di	77-
Actuated Cycle Length (s)			49.9	Sum	of lost ti	me (s)	2 - 1 - 1 - 1	* * # TVT6T 6*	12.0	- # STOP (in § ¹⁸)	eur Tur F	•
Intersection Capacity Utilization	1	5	36%-4	- PCU	Level of	Service			5 4 2			:
Analysis Period (min)			15	James -							, .	
c : Gritical Lane Group	*	3		sanin Position Pari	A7 . A				5 (18)	7 <u>4</u> 7 - 77 - 18		·•·

Movement of the second			*	4			<i>`\</i>		<i>[</i>	*	+	-
Lane Configurations	*	<u>***</u> ↑ }				# YY S	NBB	**************************************		SSE	*	
Volume (veh/h)		1040	5	0	ተተ : 1305	7 730	5	₽	* * * 5 *	95	↔	
Sign Control	Same and the second	Free	. •	, , ,,,,,, ,	Free	230	r U gi i _{je} staggat	Stop	, 	33	Stop	
Grade		0%	ere egitere, yez		0%		外被接触	<u>1</u> 0%[الجرية بحالج	5.0%	
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) (
fourly flow rate (vph)	38	1130	~~~~ <u>~</u> 5	********	1418	250	5 7 5	0.	5		5	
Pedestrians					_							
and the control of th					. i	377241	Cern.		s program			12
Walking Speed (ft/s)	rungsan en eur											
Percent Blockage	的概念是但	更是 蒙江	Negative	85 (8.27)	\$ <u>-</u>			4.7 唐镇		1 3 (4 d)		
Right turn flare (veh)	a reek to de music	om Talina A		villauðir í deta fill			Dental Control		sa sear .		allester time	non to a
Aedian type.		None -			None	75-1793-841			r Myselli (j			
/ledian storage veh)			× 70 × =	8 5 1 2 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5							7-1-200 - 1 -10	LANGE A. U.S.
instream signal (ii) X, platoon unblocked								0.4				
A, platoon unblocked												
C1, stage 1 conf vol	E SELVO			111505			180/	3200		24.00	E Z130	
GZESIA GEZ CONTVOL	I was seen											
Cu, unblocked vol	1668			1136			1954	2878	568	2065	2630	93 22 7
single (SIR # 12 or 12 o							1304	2070	J00	2000	2030	
, 2 stage (s)												
	122			222			255	S And				
) queue free %	90			100			79	100	99	0	74	
(Leanich (verün) (s. e.)		ed Street					26		466	1 291		
Jacobski spragoski se koje se	ANTENDARUSE	á Elsamur			in order		an ar sec to	u manaka se sa				
					210-24							
plume Left	38	0	0	0	A 10.0	200		402				
	50				0 n	0	5	103				
Н	381	1700	1700 .	1700	1700	1700	49	36				
Numerior Capacity		004	000	17.00	042	0.05	43 * 149	30				
ieue Length 95th (ft)	8	0	0	0	0	0	18	Err				
ntiol Delay (s)	15.5			Too -	0.07		97.9	法定 關係				
ne LOS	C		and the contract of the	23-19-36-84-2-1-12-1	, Errary	t designation for the	F	F	ite in mandric at	a silve print	· Names divine	·W·t
proach Delay (s)	÷0.5		400	- ∙0.0			979	. Erik				
proach LOS					• •	. Hank of TV	F	F	5 '	=	. ५ म. म.च्या स्थाप	· ····································
ers es nomes tomor en yes												
erage Delay			72.4									
rsection Capacity Utilizati	mere it are		3.6%	CU		- 100	선생님 :		₩ A			

	٠	-	~	†	1	4					
Movements Estates	4 - EBI-	M HER			S CPT -	5 PP - 5					
Lane Configurations	7.1			4	1,			and of the same of			
Volume (veh/h)	意 字 20	5	5	25	35	5	F :				125
Sign Control	- Stop		•	Free	Free		. '	1431	restant Landing	- engiliamente	73.
Grade	***************************************	57 m 390 13	2 → . m ~ ji,	≐-0%=-	##0 % =#	Banda: - History	. Telleus	nerster de			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	****		CALLED THE STORAGE	. m. en.m	
Hourly flow rate (vph)	22	5	5	27	- 38-	5-5-		4.00	35 4 SE		5
Pedestrians	කුණුම්ව ක්. ්. ් : i	and the same		. Nebak	APA: 18:45 months		•		_		
Lane Width (ft)											编
Walking Speed (fVs) Percent Blockage	副 記載 Elektrin Fran	ināles i ke da	e ser j.	an a samu ama	acki sammena k	TELETE 1.1. 2.			. T. Shook		
						實計 多名人		HARAK	域影響		
Right turn flare (veh) Median lype	- - 	vi obesi.			en Tara	esaŭi nuento.	وي هره رد و د		unitah ditab pasa		
Median storage veh)				:None:::	None						
Joshean Signal 11											
pX, platoon unblocked											
vegconilenie volumena	7.70		/0				- 11 - 14 × 4 ×				
vC1, stage 1 conf vol											
vez stene zoonivor s											
vCu, unblocked voi	79	41	43								
Gangle SE	2614	646242									
tC, 2 stage (s)						-co-reinardamentamen					#25 30
		444	227	, s. 6 (5)							
p0 queue free %	98	99	100								CHARLES
aviraniany/azennik	(# J. 97)		1505								
Valanna ann klassa kasus annoss	W 20 18										
Volume Left	22	5	0								
Application to the second		×0.							de a segui		15
:SH	941	1565	1700		,						
<i>To</i> lomestal stapately \$25 a.	20032	20:00	.0 03		1000						#
Queve Length 95th (ft)	2	. 0	0	:	-						
Control Delay (s)	- 89 景	100	0.0								PV Lu
ane LOS	A	A		ويم شير ورود	erraru. 16.0						
pproach Delay (5)	_	引起 。	:0.0	NA TOP			14 17 3 9	B. C. F.	in rub		ĒΥ
pproach LOS	Α										
i Greevior Summany-4-4											20
verage Delay			2.7	4.02				A THE REAL PROPERTY.	CANADA CONTRACTOR		
itersection-Capacity Utilizati	en	जन्म		ICU-I	evel of S	ervice	يقون تراكدان	entro (JA)			
nalysis Period (min)			15	•		* **, **				श्राप्त के किल्ली की क	
1.7 () () () () () () () () () ()	and the second second			2.344							

	•				4	Ł	4	†	<i></i>	1		4
			*	†			\				y Kegar	-049
Movement established in a										to Plac	‡. •	三多小的
Lane Configurations Volume (veh/h)	基第10	♣ }}}	- \$\disp\disp\disp\disp\disp\disp\disp\disp	35	本 過數數	20	10	↔ 2890	180	- 20	- ♣ 400	
Sign Control Grade		Stop	Zgašć v		Stop	teene sie		Free			Free	
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
		-5.16				- 22	平到底.	 	196	22=	435	- 22
Pedestrians	A SEPTIME	18		· · ·								
Lane Width (1)												
Walking Speed (ft/s)											. Santanan da Tarra	e die 1707. Na
Percent Blockage		强势					基础影					
Right turn flare (veh)			anders 11		state to the state	e teathar allever		Partie (1 vil) (1	T.L. Lines	martika da		1일 등일 보호
Median type								None			None	
Median storage veh)												
Upsireamisicnak(II), is a se												
pX, platoon unblocked												
ve conference and			2 4 4 D E	7 P P P P P P P P P P P P P P P P P P P	120/2							
vC1, stage 1 conf vol												
v@z.stage@consvol vCu, unblocked vol	1601	1674	446	1584	1587	1065	457		22000	1163		
VCu, unblocked voi	1001	10/4	440	1004		1000						
iC, 2 stage (s)												
EG 200			39.0				4099					
p0 queue free %	85	94	99	52	. 95	92	99			96		
ewe appeared ventage accepts	// (W/ 1/2	4.00	- in/3, -	80	(*104F	172405	(41/4%			25 X 0.0 1 SA		
	a dependin	en de estado										
Valuation = Fold Fold				4203								
Volume Left	11	38	11	22								
Volume Early 2			45.196	2.00								
cSH	100	107	1104	601	********							
Volumentoccapability	\$2.170 <i>7</i> 18	*0°01	00)	0.04%		7.77						
Queue Length 95th (ft)	19	74	1	3								
Control Delay (s) = +-4.2.2.3	50.9	-807	03									
Lane LOS	F	F	Α	Α			. 1 . 154 . 55	u de la compa	· // **	edo, am 18 Mad	aran untart	ere direct
Approach Delay (s)	25009	- 80.7-	2-0.3	、京都等	4544	er and		in the second	1.7.25		对于大概	養養
Approach LOS	F	F				_						
njerseolovšinimely.												
Average Delay			4.2									
Intersection Capacity Utilizate	on Orizon		72.5%	ાહા	J Level o	Service	1 12438	ŧ.	· (.C.)	KAPA. S		
Analysis Penod (min)	Proudal and .		15		as rains as a	<u>-</u>						

APPENDIX E TOTAL LOS ANALYSIS WORKSHEETS

									<u> </u>		1	0/9/2006
	•		- >	•	. ←	Ł	⋖ .	†	<i>></i>	1		1
Mevenient 2	F B	3 3 P.		a Viole					/		*	
Lane Configurations	þ	<u>ነ</u>		NOE Y	## XV D.F		e NBL	SENIOR	MEN NBIR	SBL		A BR
Volume (vph)	110			う 3 編纂5		7	್ ಚಿ	ं स्थानसम्बद्धाः	7		4	
Ideal Flow (vphpl)	1900		1900	1900	1245 1900	1000		"	5. (4.5)	December 1981	5	110
Total Lost time (s)	4.0	4.0		4.0	4.0	1900 4.0	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	AN A.	1.00	0.95	1.00		± ±4.0	4.0			
	1.00	1.00		1.00	1.00	0.85	ya Oferiala	1.00 	1.00	数 是 EMP (CONTO) 18	1.00	
Flt Protected	0.95		33,4	0.95	1.00	1.00	최목24동물가 원인.	0.98	0.1-2.55.05	瑟浩 计	+0.90	
Sald Flow (prot) Flt Permitted	1770	3535		1770	3539	1583		1817	1.00 - 1583	THE PARTY OF	0.99	-Tellosfater
	0.95	1.00		0.95	1.00	1.00	ಕಳೆಗಳು ೬೧	0.88	1.00		1658	in the
Sald Flow (perin)	利开 0	3535		17,70	3539	1583		1633	1583	整備があ	0.94 =1569	a v Pre Ware
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adja Llow (yph)	120	1321 -	- 0	5	=1353_				0.32	U.92	0.92	0.92
RTOR Reduction (vph)	0	0	0	0	0	6	0	0	4	0	85	120
Tum Type	4 120	1332			1055		2000	7 200			00 70	0
roin type	Prot			Prot	-	Perm	Perm		Permi	Perm		e v
Permitted Phases					185					T CHIII		
Serial ed Green G. Sh						8	2		2	6	写意 型反应	
Effective Green, g (s)	7.8	47.2		£07,	402	40.2		2/16	2416		917.2	
Astronomor and a second	7.0	47.3		1.7	41.2	41.2		22.6	22.6		22.6	
Clearance Time (s)	5.0	5.0		5.0	20.49	949		0.77	10.27		027	
Venice Stepsion of the		0.0		5.0	5.0	5.0		5.0	5.0		5.0	
Lane Grp Cap (vph)	165	2000		36	47.11						40)	
VS SATIONER DE LA COMPANION DE	7007			30 700	1744	780		441	428		424	
v/s Ratio Perm					CU DO	0.00		200				
VERSION STATE OF THE STATE OF T	116	3067		0.92		U.UU		0.01	0.00	d	0.05	
Uniform Delay, d1	36.9	126		40.2	17.4	10.8		20.6	000		f.10	
Corression Lactor	100	£005 si		100	1002			22.6	22.3		23.4	Maratana a
Incremental Delay, d2	14.8	0.8	-	1.8	2.2	0.0		0.2	0.0			
Delay Silver and the Level of Service	516	135		420		1002		0.2	0.0		0.9	3.500016 3.500016
Approach Delay (s)	D	B		D	В	В		С	С		C	
Approach LOS		J6.6		Paris The	19.6	洞醫學		227			TACOLS	
		В		•	В		- 5-W-FE-704	C		等等点不能	C	
meisechon Summanyan Sersi										Name of the last o		
HCM Average Control Delay	-	1	18.5	НСМ	Level of :	Sonico						
HEM Volume to Capacity ratio)58			AN VICE		3 . N 34 E	B ™™a			
Actuated Cycle Length (s)	•		3.6		of lost time	9-7- 11 9-(s)		14年最代 第	ラック) 20			#- -
Intersection Capacity Utilization			2% € .E :	SICU L	evel of Se	rvice	e i de la compansión de l La compansión de la compa		20 16	8 . W - E		-
Analysis Period (min)			15			tenta : :	* <u>-</u> .	- · · · · · · · · · · · · · · · · · · ·	製料的	ă	7 T. 7 4 4	7.
ct: Critical Lane Group			們的獨	を対す		1 5	٠, .					

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Movegen?	ON BUIL	E EBR	S BR	a Wille	Wat	WBH .	. NBI	NB P	NB 8	e SBL	SBI	a sur
Lane Configurations	ኣ	1	Ţ ^r	<u>ነ</u> ሻ	^	7	7	सी	7		4	7
Volume (vph)	非1.470	-#1010 ₃	710	T	650	te vene man or	. ≟:135 ₌		arri 70	70.	:::≓50×	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total-Fost-time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.0		4.0	5.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00		1.00	1.00
FII Protected	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Sald Flow (prol)	0.95 	1.00 - 3539	1.00 1583	0.95 3433	1.00 3539	1.00 1583	0.95 =1681	0.96 4701	1.00 1583		0.97 ==1810=	1.00
Flt Permitted	0.95	1.00	1.00		 1.00	1.00	0.95	0.96	1.00		0.97	1583
Sald=Flow(perm)	1770 <u>-</u>	3539	1583	0.33 3433	3539	1.00	0.33 =1681=		1.00		0.97 1810	1.00 1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
A/II Flow (volt)	76	0.32 4098	0.32 772	700	0.3Z - 707.	U.3Z	0.52 -247	v.92	0.9Z	0.9Z	U.3Z	0.92
RTOR Reduction (vph)	0	0	151	0	0	2	0	0	0	0	0	44
sate scorp Flow on head	76	- A1008		7091								
Tum Type	Prot		pm+ov	Prot	Secretary Comments	pm+ov	Split		Free	Split		Perm
Profesie a Prince y and a second		144	9		1.8		22			Opin G		
Permitted Phases			4			8			Free			6
Aghalea Graon & Section	7.9	99.0	552		63.4	7707	154	V 154	£12010		13.3	113
Effective Green, g (s)	8.9	40.8	57.2	32.5	64.4	78.7	16.4	16.4	120.0		14.3	13.3
Acupitat juli Baila sa Le le	0.071	40.84	0248	977	0.54	0.06-	0.14	0.14	99,000		-0.12	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	5.0
Vende Extension 3 1	en solle.		463 Out			30.5		多列車				
Lane Grp Cap (vph)	131	1203	807	930	1899	1038	230	232	1583		216	175
	1910/4	9213		001/2015	0.20	0.00	000	a0154			(1) (V	
v/s Ratio Perm		0.01	0.29			0.00			0.12			0.00
Uniform Delay, d1	53.7	37.9	26.0	0.86 41.6	16.1	7.1	47.0	47.0	012		50.0	17.0
Profession Education	33.7	37.9	20.0	41.0	10.1	7.1 5600	47.0	47.0	0.0		50.1	47.6
Incremental Delay, d2	6.4	10.6	4.5	8.0	0.1	0.0	4.2	4.2	0.2		4.7	0.1
DELYIC DE	604	48.6		295	11629			7.2 1019	0.2 F 0.2		4.1 4.13	
Level of Service	E	D	C	D	В	A	D	D	A		D	D
Approach Delay (s)		41.8			33.8			24.0			529	
Approach LOS		D			С			С			D	
pierselon Summer Lieus		() () () () () ()		7/15/2007	en in en f							
HCM Average Control Delay			37.7	HC	M Level	of Service			D			
HCM Volume to Capacity ratio			0.82							旋道道		
Actuated Cycle Length (s)			120.0		n of lost l			an - Teat alle at 1776	12.0	· arame, of Pi	in vita edili	o pe +37
Intersection Capacity Unitzation	國語經濟	8 - 1	14%		Level of				D.	遊遊補		
Analysis Period (min)			15	1 ·	,							
: Critical Lane Group :												

												7 31 2000
	丿		•	•	4	Ł	4	1	<i>></i>	1	1	4
Neveroenis -	er FBE		S EBR	WBE.	WEE	- Wets	i NBI		NBR	- 88E		
Lane Configurations	ሻ	1			ተተ	7		4	V-20-00-00-00-00-00-00-00-00-00-00-00-00-	<u> </u>	4	
Volume (vph)	15	1455	20	0	700	105	%		5	450	- 155	3 35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	Filadasa a a a Selektrika	riagra (Alfreda de la composición de l La composición de la	4.0	4-0		4:0		لد كامع الوقيد معربيء	40	出作通
Lane Util Factor	1.00	0.95			0.95	1.00		1.00			1.00	<u></u>
Edition of the last of the las		1.00		en propries	1.00	0.85		0.94	<i>3</i> 7.7.7	装入 製	0.99	7 4 15 G
Fit Protected	0.95	1.00			1.00	1.00		0.98	1 No. 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0.96	<u>.</u>
Sald-Flow (prot)	1770	-3532			3539	1583	製 (を)の 直接によっ	1710		a	1764	NATE:
Flt Permitted	0.95	1.00			1.00	1.00		0.87	,		0.74	
Said:Flow (perm)-	_1770	-=3532=			3539	-1583		-1526			`1357 <u>-</u>	新會集
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0:92	0.92	0.92	0.92
Art Flow (vph)	16	-4582	+ 22		-761-	4.114	5		44 5	489	12.42.5	35.338
RTOR Reduction (vph)	0	2	0	0	0.	67	0	3	0	0	2	0
ane Group Liloys, von Ye	16	÷1602±	# 56		7612	478	.a.v.():	486	28.00	0.		15.20
Tum Type	Prot					Perm	Perm		- 14-14-1	Perm		,
Polesien Plases					4 7 8 5							
Permitted Phases						8	2			6		
Adminien Great Asia (A	1.32	\$500			49.9	4970		25502				
Effective Green, g (s)	4.2	59.0			50.8	50.8		56.0	ana.vejesi, ir.		56.0	
Astralectous Raid	2000 %	0.48			20/41	30A E		±646			运0 46战	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Chide Messor she	30	k (d)0 a			330	2300		130			3.00	
Lane Grp Cap (vph)	60	1694			1462	654		695			618	
VISSIZATOR PROTEST AS SECTION	001	2015 S			000							
v/s Ratio Perm			· ·			0.03		0.01			c0.39	oceratione.
	027	100			162	006		900			10000	
Uniform Delay, d1	57.9	30.5		···	27.0	21.8		18.3			29.9	-
Journal of Factor	100	2100			100	100		100			2100	
ncremental Delay, d2	2.4	11.4			0.3	0.0		0.0			11.3	
Delayas were a solution of the	6039	4419		02.71%	27:3	2/9		4842		á, h	14123	
evel of Service	E Garane	D	W et 4., MANK, 145.	· AMELINA C	C	С	viii kailani (. s s.	В			D	
pproach Delay(s)	·ANTOFIF	7421	的规模		26.6	沙學院		184	的特色		412	
Approach LOS		D			С			В			Đ	ب
Horselion Summary 23												
ICM Average Control Delay			37.4	HCM	Level o	Service			D			anestreesa.
ICM Volume to Capacity ratio	2 - 5		0.90				*** **********************************		Balley or		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	1.1
ctuated Cycle Length (s)	* *		23.0		of lost ti		T 'V T	· · · · · · · · · · · · · · · · · · ·	8.0			a 2 E
itersection Capacity Utilization	- ;		1.5%	ICU I	evel of t	Service	Haria .	- 17 8 68	்ற்		Hay tall H	
natysis Period (min)		., .,,,	15			,		1 112	. :			
Critical Lane Group			17. 14. 1 14. 14. 1	: .			٠					

10/9/2006

<u> </u>					*	,		10/9/2
		*	4	T	ţ	4		
Mavemente de la	i) NBL	BN	S CBT	/= SBL		
Lane Configurations	k√		•	4	4			
Volume (veh/h)	· · · · · · · · · · · · · · · · · · ·	第3 55	5	430	. 85.	20 = 1	選択的(3) - 10 (2) - 2000 (200) (2000 (200) (2000 (2000 (2000 (2000 (2000 (2000 (2000 (2000 (200) (2000 (2000 (2000 (2000 (2000 (2000 (2000 (2000 (2000 (2000 (200) (2000 (2000 (2000 (2000 (2000 (2000 (2000 (2000 (200) (2000 (2000 (200) (2000 (2000 (200) (2000 (2000 (200) (2000 (200) (2000) (2000 (2000 (200) (2000)	
Sign Control	Stop	MEGOLE, I.E.		Free	Free			er, ve vet teams are und
Peak Hour Factor	0.00	0.00		0%		ien kantigen (b. 18. 18. kven kantigen (b. 18.		
loudy flow rate (vph)	0.92	0.92	0.92	0.92	0.92	0.92	and the court of t	
Pedestrians		± 5-	- 5	46/≑	92			
ane Width (ft)				17.142	실기를 하고 있	. To die verb alberen	The Berth State Committee Committee Committee	-12.12 4.004.004.00 0
Walking Speed (ft/s)	in and a	47.00 ft		16 A				
ercent Blockage	武沙是 国在		in di		生生心 混点	<u>Carantana</u>	SELECTION OF THE CONTROL OF THE CONT	
light turn flare (veh)	an and the file	Berger (1996)		n i dingga a agas	다는 극도 보다는 것;; * :	TAN BARKE		
ight tum flare (veh) ledian type	 			None≟	Mona			
ledian storage veh)								
osteamsjenakti)######								
X, platoon unblocked '								,
greenjiljeling volume = 1 %	##582 ₇	100	2114					
C1, stage 1 conf vol						A CONTRACTOR OF THE PARTY OF TH		
245tage, 2 con 1 vol. 5 4 7 7								
Cu, unblocked vol	582	103	114					
3-1 (-)		=62						
, 2 stage (s)					W-1160-22			
queue free %	99	00	400					
Rapachy venny	99 474	99	100		, 		MARKS TO LEVISION DE COMPONICION DE LA COMPONICION DEL COMPONICION DE LA COMPONICION DE LA COMPONICION DE LA COMPONICION DE LA COMPONICION DEL COMPONICION DE LA COMPONICION D	
		000						
		inis (igas)	c 8-91/4-8				(海)玄学 (1955) 美语 (基) 基(金) (基) (1955)	MAFAMA ALA
		4/4						
lume Left	5	5	. 0					
illine Pooline de la communicación de la commu			72					
n Ome de Capacity		1475	1700					
eue Length 95th (ft)		(100)	0.07					ria de la composición
ede Lengin 9501 (11) nbol Delay (s) = 1 (4 (12 12 12 12	108	0 565-61-10	_0 ∾‱50 ∵	To Bridge	i indra Tanan Tahan		CAN 22 IN A DESCRIPTION OF THE SALE OF THE SALE	
ne LOS	<u>№</u> 9	A	111	一个小时间	公計競響			
poach Delay (s)	D Magazia	A AFRICA	กัก	ar in the	() 好倫里 建氯化	shevistika /	The second secon	L.: Wastensies and
proach LOS	B B	MV/VIAE	. ₩.Đ	Profit States	化結構機構	福州教 教	· 1000年的日本中的	
seelon sunnanyter/sse								
rage Delay			0.3					
rsection Capacity Utilization		3F	6.6%	. ICH	Level of S	Senino	na na marana na mara Na marana na marana	5.9 <u>2</u> 9791. %
lysis Period (min)	: Y'F .		15	1001	ښا ن. ان د اغه خت	DELINICIE-		派这种位
	18, 20, 21				i espe	1587 - 285 - 388		1. N #G# 1 21

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Meyement # 5 8 8 8			E EBR	Wels	ewet.	3 W8R	NRE	AN ET	e Nac		EGAS IS TO	
Lane Configurations		4			ન	*		4		ሻ	Â	
Volume (yph) 🚐 💮 💮	-100	370	10	5	340.	285	÷10-		5,45	60		-5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	TO SEE	4.0	يعز والتي طبق من فد ما يو ما في ما يو التي التي التي التي التي التي التي التي		4.0	* -4.0		4.0		4.0	4.0	
Lane Util. Factor	e Angles Special	1.00	rental en	Marian and American	1.00	1.00	· - 116.2-67	1.00	Jan Bolovi	1.00	1.00	
Ed Sales Sal		1.00	Alijavjani (in Novihara		£4.00 -	0.85	Joseph 7	. 0.97	4 4 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4:00+	-0.92	7.13
Fit Protected Said Flow (prot)	n galigitus.	0.99 ⊶4.020 =		عائلان. دران عائلان. دران	1.00	1.00	。 R. Astan サイン	0.97	MARTINE .	0.95	1.00	
Fit Permitted	T. 47 1971 19.	4838 0.86	This presents to		1862	1583	L (Salata)	1757		1770	1723	
Sald Flow (pem)		0.86 1605∓			0.99 1852	1.00 1583	ANDS FRANCES	1.00 1803	40 4 70	1.00	1.00 1 72 3	er er
Peak-hour factor, PHF	0.92	0.92	0.92	0.92					公司基款 位。	1863		4044
Adj Flow (Vpb)	v.sz 	402		0.92	0.92 370	0.92 310	0.92	0.92	0.92	0.92	0.92	0.92
RTOR Reduction (vph)	0	1	0	0		116	0	5	0 0	co 0	- PA) .	2
Earle Group Clevely have						110			U Marie de la companya		5	V
Turn Type	Perm.			Perm		Perm	Perm		**************************************	Perm		
										I CALL		
Permitted Phases	6	7144-36-4E-32-34-3	COST CONTRACTOR OF THE COST	2		2	4			8		
Achalei Greatie (State	e symple	£1/1			174	2074				. V Ö.		
Effective Green, g (s)		17.1			17.1	17.1	300-31-10-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	2.2		2.2	2.2	
Actial english Ration (1985)		allos.			0.60	10.63	(1) (5)	\$000 o	2,57	0.08	50008	
Clearance Time (s)		4.0			4.0	4.0	The first of the contract of	4.0		4.0	4.0	
Vehiclesiersbits		230 P						# 73 D #		200		
Lane Grp Cap (vph)		1005			1160	992		145		150	139	
v/s Ratio Perm		-0.20									000	
WS Kallo Perm		c0.32			0.20	0.12		0.01		c0.03		10 S
'Uniform Delay, d1		2.8			2.4	22		11.6		400		
Prodessions and					2.4 400.5	22 • (1) (4)		11.0		12.0	11.6	
Incremental Delay, d2		0.5			0.2	0.1		0.3		2.0	0.1	
Dalay (S) Dalay (S)				1,01207	<i>221</i>	723				740		
Level of Service		A			A	Α		В		В	В	
Approach Delay (s)		133		沙里	24		主义技术	120			1374	
Approach LOS		Α			Α			В			В	34.4.93
HEISERIONESUMINARY TARVA										全国经济 基础		A PAGE
HCM Average Control Delay			3.6	HCI	I Level of	Canrica F Canrica			Λ			
HCM Volume to Capacity ratio			0.51	: : : : : : : : : : : : : : : : : : :	**************************************	· f.x)			A Water	14 Nobel		,
Actuated Cycle Length (s)	. * * '		27.3	Sum	of lost ti	ne (s)	* *, * * * *	**!!\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	8.0	- 5. 15) A. 1883	Erodities	£." -
Intersection Capacity Utilization	rin en	6	1.6%		Level of				∄B	a. Sana	Rediction	:
Analysis Period (min)	•		15		,	• •		er seen r		マープ the 配配配置	正 你在海沙。'。	
c Critical Lane Group	Y 2	-	of gW √	- e		Ç. B. S. A.		2.14	Bar.	· 的形態	经验 扩大	÷
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	1	*	†	<i>></i>	\	1		
Jovenien 2. 2000 100 100 100 100 100 100 100 100 10	A MOR					¥ 		
Lane Configurations	\	4			ES POBI	5 3 3 B F		
Volume (vph)	章 25	آم 120	ቸ የዕርር	ነ ተለጭ ነው።	** **********************************		. Sacartes wis	
Ideal Flow (vphpi)	1900	1900	200 1900	205	815	680		。 一是一定是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一
Total Lost time (s)	4.0	4.0	4.0	1900 4:0	1900 3.0	1900	Bij Losebja (1	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97			
FD 2000	1.00	0.85	1.00	0.85	1.00	1.00 1.00	MOTE THE PROPERTY OF	
Fit Protected	0.95	1.00	1.00	1.00	0.95	1.00	5.27 新年新年了	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
Sald Flow (prot)	4770	1583	1863	1583	3433	1863	Giri Pering Si	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
Flt Permitted	0.95	1.00	1.00	1.00	0.59	1.00	:::::: 4	大 <u>大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大大</u>
Satd Flow (perm):	1770	1583	-4863	1583	2116			5. 可能会管理器器等等等的特殊等等 等等等等等等
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	18 18 8 18 18 18 18 18 18 18 18 18 18 18	
Adj.(Elow (vph)	27	130	217	593	886	0.52 - 7391		。
RTOR Reduction (vph)	0	118	0	33	0	0		
Baile (Statut Elow Opin 1995)	2 27	1128	7017			7.70		
Tum Type		Perm	AND STREET, SOLE,	pm+ov	pm+pt		100	
To lead to the local state of the leading of the le					pin pi			
Permitted Phases		8	~	2	6			
reiniel Grene (5)	A 276 ×	76	255	634	3 12 A 12	- OAS		
Effective Green, g (s)	8.6	8.6	56.8	65.4	73.4	73.4		
Apleance grow Raino (1985)	\$0.00	0.002	0.63	07/	1000	0.02		
Clearance Time (s)	5.0	5.0	5.0	5.0	4.0	5.0		
Achie Edenson States	有 数功率	307	400			3.00		
Lane Grp Cap (vph)	169	151	1176	1221	1925	1519		The second secon
	1002	59/4	1.00	ennis	30.078	7602ID		
v/s Ratio Perm		0.01		0.11	0.31			
Vector Dalam M	304 6	2000	0.48	016	0.46	049		
Uniform Delay, d1 Trogression Backers	37.4	37.1	6.9	3.8	2.2	2.5		
Incremental Delay, d2				31/0	0.94	10199		
Pelavisia Delay, 02	0.4	0.2	0.3	0.1	0.1	0.5		
Level of Service	D D	0. 13 M		393		200° 2)	
Approach Delay (s)	D ≘6530/€2	D	A	`A	A	· A) 3WF4	
Approach LOS	別級 D	VAR.DYR				24		
****			Α			Α		
MERCECTON SUPPLIES.								
HCM Average Control Delay			5.5	HCN	A Level of	Service	- 11.000	A
HCM Volume to Capacity ratio			0.44		FFT, E. T. Al Francis II. A. C. S. S. S. S.	AN PAR		4.10mm
Actuated Cycle Length (s)			90.0	Sum	of lost tir	ne (s)		4.0
Intersection Capacity Utilization	·	47	1%	ICU	Level of S	Service		
Analysis Period (min)			15	-				1987年の今 年記録を 変える。 - 1987年の1982年の1982年であっている。
c Critical Lane Group		t,	an a Levil			•••		· 伊爾斯斯斯科· · · · · · · · · · · · · · · · · ·

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Movement 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	a de la composición				
Lane Configurations		*	a dividity i	SES BIE	
Volume (veh/h) 20	75	₹ 330		<u>. 1</u>	A STATE OF THE PROPERTY AND ADDRESS OF THE PROPERTY AND AD
Sign Control Stop	: ' - ' 9.9.	Free	- 25	100	- 1997年 - 199
Grade 0%	i si Lita		r to resident from the	age and the	Free
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	
Hourly-flow rate (vph)22	82	359	27	0.32 100	0.92 图 658
Pedestrians					(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
Lane Width (ft)	o tylka :			90 <u>19</u> 10	
Walking Speed (ft/s)	-		- x3.05	Section 4 in	· · · · · · · · · · · · · · · · · · ·
Percent Blockage					
Right turn flare (veh)	· indicate	u			があるとしている。 (1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Median type		None		treder of	None
Median storage veh)	,				
pX, platoon unblocked 0.88					
vC1, stage 1 conf vol	31/				
Verice Lagrangian Commence					
vCu, unblocked vol 1214	372			386	
CASTOPICACIONES AND ACTUAL TO A CO	BOS			300	
tC, 2 stage (s)					
	113.7				
p0 queue free % 86	88			91	
eMicapelenty((veh/h)) was a selection and	10/4			(47/6)	
antenion atamena (en la sure de la company)	THE YEAR				
Acouting Visia of the Country	3.65	110			
Volume Left 22	0	109	0		
voinesche seite so	77.7				
cSH 403		1173	1700		
Volume to expirally 19920		ong i	099		
Queue Length 95th (ft) 25	0	8	0		· · · · · · · · · · · · · · · · · · ·
	0.0	84	1000		了在15人的。 第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十
the thirties of the thirty and the same of	Alabah Kalibah	A Herri	£== =£	de en en en	· · · · · · · · · · · · · · · · · · ·
Approach LOS C		E CL	5 24.27	Elegis, 2013.	
· · · · · · · · · · · · · · · · · · ·					
The second secon					
		2.1			
Analysis Doring (mist	44	2%	ICU Le	vel of Se	Service A.
Alloysis Petrou (mm)		15			TO THE TEST OF T
Average Delay Intersection Capacity Utilization Analysis Period (min)	44	2%	ICU Le	evel of Se	Dérvice PAL

	•	•	†	·	1	1				
Movement	WB(E	Wer		NER	S SRIS					
Lane Configurations	ነ	7	(Î		ነ	*				
Volume (veh/h)	20	± 450	4305	=25	325	300		Transport		
Sign Control	Stop	T TO MAKE	Free	t trin general, yen		Free	TO THE TOTAL SECTION OF STATES	ALCOHOLOGICAL	1 1 × 250	DOVERNATION TO THE
Grade	- 0%	distribute tra	0%	giballe was 1905 - Santa		0%;-			"我就是是	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourly flow rate (vph)	. 22	54	332	27	353	326				
Pedestrians										
Eane Width (n)		禁药							(250) YES	
Walking Speed (ft/s)										
Percent Blockage	o la la compa			李神明 年					data a	
Right turn flare (veh)										
Median type			None.			None .		hand had a to		
Median storage veh)										
upgreamsimalii) = saasa										
pX, platoon unblocked			·		-		**			
reaconteing volumes as a	3/3	343			359					
vC1, stage 1 conf vol		and the property of the second								
vCu, unblocked vol	1378	345			359					
	0/6		0.20		4 1 2					
tC, 2 stage (s)										
p0 queue free %	81	92	Sign Strong extra		71	212 (20 cm cm cm cm 27 cm				
NASSESSED STATES OF STREET STATES OF STREET STREET, STREET STREET, STREET STREET, STRE		4000								
的作品的自然的意识的人类和企业	Well to the second		的图像		(1) B (2)					
volume for the second			2359		11.326					
Volume Left	22	0	0	353	0					
	D	264	27		(#210 T					
cSH	113	698	1700	1200	1700				CONTRACTOR STATEMENT PROPERTY.	Carried and Security
Volume for Gapaidity	010**	0.08	(1)21	10/29 2	0.19		TO MAKE THE PARTY OF		anian kina san	
Queue Length 95th (ft)	17	6	0.	31	0					
Control Delay (s)	44.5	10.6	-0.0	92	0.0					
Lane LOS	E	В		Α						
Appreach Delay (s)	203 =		0.0	4.8						
Approach LOS	C								,	
nieseoloo Sooma yn eest.										
Average Delay			4.3							
Intersection Capacity Utilization	網的資		8.9%	i incl	Level of S	ervice -		A		
Analysis Period (min)			15	# #** = 11 €. RC		Activities (#T) 1		CONTRACTOR OF THE TAXABLE TAXABBE TAXABLE TAXABLE TAXABLE TAXABLE TAXABLE TAXABLE TAXABLE TAXABBE TAXABLE TAXABBE TAXABLE TAXABLE TAXABLE TAXABLE TAXABLE TAXABLE TAXABLE TAXABBE TAXABLE TAXA		THE PERSON OF TH
	物學不同	APPENT.		阿斯斯	的影響的	PANNER IS				研究物質

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Vovenens s	*		j		*	\	•
Lane Configurations		WED.		Jack NDR	SBI	SBI -	
Volume (veh/h)	্ৰী ্ৰ	ለ የሚ ተ መታል	Ĵ) E la tamana		4	De de la companya de
Sign Control		# 25		50	- 215	105	
Grade	Stop		Free 0%		san sa	Free	
Peak Hour Factor	0.92	0.92	0.92	March 72 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 . 1 .	0.00	0%	
	5	0.32 = 27	0.92 332	0.92 □ 555	0.92	0.92	
Pedestrians		TOMAS:	J.J.Z		2.34	1/14	
Lane Width (ft)		《知题 传》	e jan		Del le	1741215	
Walking Speed (ft/s)	, 5-11	<u> 4377117131</u> 0	ar.	TEE	f : : -	A PROPERTY OF THE PARTY OF THE	
Percent Blockage						e i livery nav	最高度を発されます。 ************************************
Right tum flare (veh)		r 40,		117 (22)			
Median Type	· · · · · · · · · · · · · · · · · · ·	公理 (50)	None_	enii niya ya Ada a Alika	The state of the s	None	等 解說支持が改一。
Median storage veh)						anone-s	
asieani signal (1) 2 4 2 2 2							
X, platoon unblocked							
G vectorisming volume as	340	2.59		ent, e da ci	#18861W		
C1, stage 1 conf vol							
Cu, unblocked vol	940	359	· · · · · · · · · · · · · · · · · · ·	·	386		
, 2 stage (s)	lord -	602					
, 2 stage (s)							
queue free %	00				70	1.44	
Reagant Avening	98	96			80	-	
		1000					
		eZhe e	t dire				
lume Left	5	0	0	234			
Nome Right 2		<i>12</i> 44					
			1700	1173		_	
			0.23	020	(Exp. y)		
eue Length 95th (ft) ntrof Delay (s) 20	2	3	0	19			
-100	2000年	122	0.0	166	43-77		是是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一
Will be the latter than the same of the sa	C	B 網記	in har	A A			· · · · · · · · · · · · · · · · · · ·
	≝≀∌√v Β		WW.	-505°			
is estimated that the second second							
rage Delay			3.5				
section Capacity Utilization		49.		agu ta	evel of Se	rvice	EPF
lysis Period (min)							

							<u>- ' </u>	10/9/20	<i>1</i> 06
	√	*	†	-	1	Į			
devenien z	, MPI	VIII)	<u>C</u> MOTE	Zemprie		,			
Lane Configurations	أ	*	→ + + + + + + + + + + + + + + + + + + +	2514O1045		ACOURT CONTRACTOR			
Volume (veh/h)	10			85	i Ar.	4	₹11±"		******
Sign Control Grade Peak Hour Factor	Ston	५ वर .चा स्प ङ्कु	Free	r spogrije	. j	105分,学家			V-1
Grade	- 0%		-7 0%		رينوون فوه	Free	State of the second	,	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.00			
Hourty flow rate (vph) + Pedestrians	學學和	· 沙斯5型	380	0.3∠ 	U.9Z	U.9Z - 管 码 可能管理管理 思大·23 185 188	y n e παγγεία		
Pedestrians		で、17.00mmの場合	-2.700 0	* 0 M61.5	· · · · · ·	1989年1987年1987年1987年1987年1987年1987年1987年	创作 体	·····································	ti.
Lane-Width (ft) Walking Speed (ft/s)			Ģ 1-g - ₹	ig a Seption . 4	ģ ·	1.50 TOP 10 12 12 12 12 12 12 12 12 12 12 12 12 12	CHARGES IN THE		-
ordining opeca (123)			5 a 1 a 1 a 1 a 1	E. P. Gald.	Ť .	THE STATE OF THE S		2 一些知道是这	
Percent Blockage			fair A		4 1 }		MXXXX mailum no		
Right him flare (vob)		,			ar element y		2000年1月1日 2000年1月1日		ý
Median clares and	海49.3%(人)		None	· 神水。一起::::::::::::::::::::::::::::::::::::		None	da la la como como como como como como como com		
MICCION SIGNAGE VEID			*****			Man Caraca Carac			<u></u>
Lusteau senabiti sassas									
pX, platoon unblocked									
	552	42/			170			No. 12 12 12 12 12 12 12 12 12 12 12 12 12	
vC1, stage 1 conf vol									1 1 1
76.28 start 22 son viole 24.5								~~	_
vCu, unblocked vol	552	427			473				į
	60								,
tC, 2 stage (s)									
	4,45				2.23				
p0 queue free %	98	99			100				
poliseapa eny livetrini e ale e e	4/93	628			180				
		VIEW DOCUMENT							
OBJEDIA SELECTICA				200					
Volume Left	11	0							
			0	5			-		
cSH	493	628 17	00 1	089					
John Capacity	5 0.02	0.01		009			•		
Queue Length 95th (ff)	2	4	^	^					
Control Delay (5)	125.5	707	n e	u Abeliles	e i kwyc				
raile ros	- 8	R		٨	T. Lang	建 的数字是是			
Approach Delay (s)	41.9		n i i	·A Ninasiles =	: 13:00	kalingina i orang ng masa	- Tar. se e	- 1244-55	
Approach LOS	В	THE REAL PROPERTY.	46:17 酒	Paris Co.	1935		學養生		
			·			•			
Avamas Delay									
Average Delay		0						And the Control of th	
Intersection Capacity Utilization	je -	33,6		ICU Lev	el of Ser	vice	A	15 (11 64 64 4	
Analysis Period (min)		1:	5	•		en train am du la relation de la companya della companya della companya della companya de la companya de la companya della com	鐵鐵 化空间	A STATE OF THE STA	
					125 m.		.41	13 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

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Vovenentales en en			À	¥			*	Ŧ	~	• 🌤	+	4
Lane Configurations	TO THE REPORT OF THE PERSON NAMED IN COLUMN 1			ARWEE	E WITE	Welk	NBI	NBT	MBR		j-SBI	
Volume (vph)	ો ં≱ં ∰90	^ }	ം വിത്രക്ക്	<u>ች</u>	^	7		्रे ।	7		4	
Ideal Flow (vphpl)	1900	1475 1900	+35	35	1525	40	.40	Committee of the commit	30_	[40]	20	
Iotal Lost time (s)	1300 4.0	4.0	1900	1900 4.0	1900	1900	1900	1900	1900	1900	1900	19
Lane Util. Factor	1.00	0.95				4.0	10.5.2	4.0	4.0		4.0	
	2-7-1.00	1.00	المناعات شاوالم	1.00	0.95	1.00	- CO TURN	1.00	1.00	= + :-:-	1.00	
Flt Protected	0.95	1.00	CONSTR	1.00 0.95		0.85	5	1.00	0.85	To train the	0.89	
Satd Flow (prot)	1770	3527	1 419.	ບ.ອວ : 1770	1.00 3539	1.00	4림 <u>4립</u> 즉	0.96	1.00	TO SAFERMENT E	0.99	
Fit Permitted	0.95	1.00	III.Y	0.95		1583	10 m B = 182 40 m m m m m m m m m m m m m m m m m m m	1783	1583	产 透进 危	∍1652-	
Satd Flow (perm)	1770	3527		0.95 1770 -	1.00 3539	1.00	*	0.36	1.00	No. 1. February 2. State 1	0.95	1-21-
Peak-hour factor, PHF	0.92	0.92				1583		672	1583	y de ten	1581	
di Elow (vph)	207	0.52 1603	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.
RTOR Reduction (vph)	0	1003 1				43		5	- 33	43	22	2
and Gibin Flow vinter	2 202	21540	0	0 	0	14	0	0.	27	0	109	
um Type	Prot			D1	# 1030 B			多级	3101	34200	2006	
oleden Blakes (1888)	1100			Prot		Perm	Perm		Perm	Perm.	*	
ermitted Phases												
etrale de creament de la company	180					6	8		8	4		ar ann an ann an an an an an an an an an a
ffective Green, g (s)	19.0	82.2		5.2	68.4	68.4		200.0	22.0		240	
dianelia eta in 1945	55016 2			0.2	00.4	00.4		22.6	22.6		22.6	*
learance Time (s)	5.0	5.0		5.0	5.0	5.0		5.0	Ε Λ C Λ		1000 B	
dicie europon si we e						3.0		3.0	5.0		5.0	
nne Grp Cap (vph)	276 .	2376		75	1984	888		404	000			
Baller from the state of the	2017	0.46			1304	000	-	124	293		293	Care :
Ratio Perm						0.02		0.07	0.00			
	2007	0.691		484		0.02		U.U/	0.00		c0.13	W-3-2
iform Delay, d1	49.2	12.1		57.1	22.2	12.0		43.6	40.7		46.6	
renession), admess is a re	* 100 *	100		100				40.0	40.7		40.0	
remental Delay, d2	10.9	0.9		5.3	3.2	0.0		8.9	0.1		13.2	
laya(s)	60.75	110 🕏		624	25 4 2	1203		20.5	40.0		10.2	
vel of Service	E	В		E	С	В		D	D		E	
proach Delay (s)		18.3			25.9		(本)	490 m		阿美福縣	598	di Alija
proach LOS		В			С		; ; - ;-	D	. Property Page	e caretainiseen	E.	55.0.2°
Recipie Summand a sec												
M Average Control Delay	ACCUSED AND ADDRESS OF THE PARTY OF THE PART	20/12/2017	25.5	UCL		<u> </u>						
M Volume to Capacity ratio			23.5 0.79 = ==	20140 a 1994	Level of			2	C	د. دورون میزود ساور د	Aftime of a	
uated Cycle Length (s)			0.15. 22.0	γΩ‡ ⁴ 4	到基系。() of last fo					学教堂		
rsection Capacity Unization			22.0 5.8%	Sum Tricin	of lost fir evel of S	ne (s)		•	120	e e de esta	Tues:	
lysis Period (min)		, DC	15	ichi	ækel-org	ervice:			E	15-27	建學	. /
Critical Lane Group			10									

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Movement as a second			EBRY	. Wil	WER	- WER		Nee	NBR	et self	3 SB)	
Lane Configurations	74	<u> </u>	Ĩ [#]	<i>ት</i> ት	^	7	ሻ	4	7		र्स	7
Volume (vph)	- 90	- 980	205	- 225	1445	115	665	- 345	685		±23 5 ∶	= _,135
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	3.0		4.0	50
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00		1.00	1.00
Fit Destanted	1.00	1.00	0.85	1.00	1.00	0.85	1:00	1.00	0.85		= 1100 ·	0.85
Flt Protected	0.95 1770	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00		0.97	1.00
Satd Flow (prot) Flt Permitted	0.95	3539 1.00	. 1583 1.00	3433 0.95	3539		1681 	1696	in the fair and in		= 1798± 0.97	1583
Sald Flow (perin)	0.33 - 1770	3539	1.00 4583	0.95 3433	1.00 3539	1.00 1583	0.95 1681	0.96 1696	1.00 1583		0.97 - 1798	1.00 1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92		0.92		0.92	0.92	0.02	0.92	0.92
AUCEOWAYDO	0.52	0.9Z =1065	U.9Z	0.9Z - 245z	0.92 1571	U.92	0.92 723	0.92 49=	U.9Z	0.92 98	0.92 382	0.92 147
RTOR Reduction (vph)	0	0	80	0	0	46	0	0	0	0	0	82
Earle & Four Steward Name &		10635	oo me			40		389			200	02
Turn Type	Prot		pm+ov	Prot		pm+ov	Split.		Free	Split		Perm
					a sa					22		
Permitted Phases			2			6			Free			4
Admira Green Ers	6,0	46.4	749		152 OS	165.5	28.5	28.5	1200		105	
Effective Green, g (s)	7.0	47.4	76.9	12.6	53.0	67.5	29.5	29.5	120.0		14.5	. 13.5
Acide (Cardo areas	10.00	e(189)	SUN PARE	k:0:40	30 000	(1.55	0.25	9 (0) 2/5	100		10)1/2	100
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0			5.0	5.0
vence subsonich case		30.		والزاري		300	8.00	3.0				
Lane Grp Cap (vph)	103	1398	1014	360	1563	943	413	417	1583		217	178
Victoria Projecti de la Companya de		0.00	0.00	2007	6024	÷Ω	020	10023			(0.00	
v/s Ratio Perm			0.06			0.04	nace and a second	minus areas areas	0.47	est of wash life of the service		0.04
	5 A	30 ¥63	7014				¥01918	2003	UA.		0/68	
Uniform Delay, d1	56.3	31.4	8.5	51.8	33.5	12.0	44.2	44.3	0.0		50.2	49.3
Progression Earline Incremental Delay, d2	72.8	4.0	0.1	5.2	24.0	0.0	14.1	14.8	0.4		1.00 5.6	1.3
riciemental Delay, 02	72.0	4.0		3.Z	24.U	U.U	14.1	14.0	U.4		3.0	1.3
Level of Service	F	D	A	E	E	В	E	E	A		É	D
ApproachiDelay (s)		377			64 6		-	30.1			- - 531	
Approach LOS	X-12-1-1-1-1	D			D			С			D	
intersection Sammer 200		violatori e										
HCM Average Control Delay	استئم زردگان و شناه جاده		42.7	HC	M Level o	of Service	100.00		D			
HCM Volume to Capacity ratio			-0.93									
Actuated Cycle Length (s)		BEET OF HINDS	120.0	Sun	n of lost t	ime (s)	e entalligged by	संस्थान्य, प्रस्त- ४६ कीर	16.0	ownion trick	easte viitikik	ং ক্রম্
ntersection Capacity Unization		越多潮	81.2%	F:	Eevelof	and the relative section		雄涛等	A D	* ************************************		
Analysis Period (min)			15		on the second second second	- ' and Andrews Charles		emanus de 11.0			ACTUAL CONTRACTOR	- <u></u>
Cobral Page Group		阿斯 斯山區				TE SKRIME	THEIR					

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20.111 340 & VVV	230			<u> </u>							1	0/9/2006
		-	+	\checkmark	← -	₹.	4	†	<i>></i>		1	1
Medianenia (1)		- 188E		A AND IS	ANO E				·		•	•
Lane Configurations	*	1 12			**************************************	**************************************			第 M服	e sbi	SBT	SER
Volume (vph)	. 35		5	¥	1765	ິງ ສິດຊີ	TM 15	₫	なけちなさ、こ		4	
Ideal Flow (vphpt)	1900		1900	1900	1900	1900	1900	4000	39.5	145		30
Total fosttime (s)	· :: 4:0	F 40			4ń	40	1900 社会基本制	1900	1900	1900	1900	1900.
Lane Util. Factor	1.00				0.95	1.00		5 5 4 U = 1.00			40	
Flt Protected	1.00	o recitation	roller ia le Molleriale		1.00			0.94		er er er er er er	1.00	Harren
Sald Flow (prot)	0.95	1.00		- 1.2	1.00	1.00	(1) 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	0.98	墨(中)		-0.98	
Flt Permitted	1770			143.16 11 - 17.44	3539	4583		1710	EL Tari	i marin di	0.96	Dage State Co.
Said How (perm)	0.95	1.00			1.00	1.00	= 성도로선 (설립, 현장	0.90			1750	医 肾。
Peak-hour factor, PHF	A 1770				3539	1583	Wales	1578		nace Services	0.76 1384	
AGE Flow (voh)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	○ 12 TERE 2		
RTOR Reduction (vph)	- 38	1266	= 15 = 1	0	1918	429	5.e	70.02.	0.32	0.92	0.92	0.92
Cancemp Law (70)	0	0	0	0	.0	151	0	4	0	0	0	
Tum Type				(e	1970	1//	4202				8 	0
Toleden Praces and Ex	Prot			-		Perm	Perm			Perm	\$2400m	
Permitted Phases										reilli		
Action to the control of the control						6	8			4		
Effective Green, g (s)	3.1	FO 0			490	490		14.0			Z(V) Z Eriab	
Achident (CRAIG)		58.0			50.9	50.9		15.3			15.3	
Clearance Time (s)	5.0	5.0			060	0.63		0.19			7.44	
Venice Kiersion (specie		0.0			5.0	5.0	**************************************	5.0			5.0	
Lane Grp Cap (vph)	67	2523						100 T				
		AVA		2	216	991		297			260	-
v/s Ratio Perm												
Victoria de la companya de la compa	2037				0.72	0.18	STEP STATE OF	0.00		C	0.14	
Uniform Delay, d1	38.4	5.2		1	2.4	6.9					He a	
ROCHESSION BEAGON REFERENCE	100	100			2.4 1000 - 2	0.9		26.9			31.0	
Incremental Delay, d2	10.6	0.2	***************************************		3.8	0.2					10	
	490					7.Z		0.0		The second second	9.5	****
Level of Service	D	A			В	A		C			0.05	
Approach Delay (s) Approach LOS		1000			65		40000000000000000000000000000000000000			era austra	D	ses
		Α			В	- 4. 新冠書館)	Produce (1985)	C	是40.(任任)			च्छाती . ४.० .
pierseeling propriaty											D	
HCM Average Control Delay		11	3.2	UCM								
HCM Volume to Capacity ratio	i jarajiji.		,,z 83 % ji	HCM Le	evelot S			hide .	В			
Actuated Cycle Length (s)		81		子學 Sum of	lact fire				Put Frie	^{人。位} 文章	就形	A-
Intersection Capacity Utilization	April 1	72.2		- ICU tev	1051 UM6	÷(S) neos		12	.0		-	•.
Analysis Period (min)	•	1	5	injuines.	ei-ni og	AICE	- V 15\$	And Strain	C	THE	磁计	
c Critical Lane Group	* ** =				• . • •	7.						•
					•			5 Mg 4 T 1 T	, I	_	-7.	

	•	*	1	-	*	↓	
Movement 25	. Wel	¥WBR!		SAMBIS.	SBE	S SDE	
Lane Configurations	ኝ	7	↑	7	ሻሻ	↑	
Volume (vph)	#185		655	40	160	305	的理解的专业共和共和共和共和共和共和共和共和共和共和共和共和共和共和共和共和共和共和共和
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	40	4.0.	4.0	14.07	4.0 <u></u>	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00	
Fit Protected	100	0.85	100	0.85	1.00	1.00	建造的 在发表对象图象。
2 mm 1274 127	0.95	1.00	1.00	1.00	0.95	1.00	最終時期開発がありません。 1000年 100年 100年 100年 100年 100年 100年 100
Fit Permitted	0.95	1583	1863	1583	3433		
Satd Flow (perm)	0.93 1770	1.00 1583	1.00 	1.00 1583	0.09	1.00	
Peak-hour factor, PHF	0.92				336	1863	日本学生 1977年 - 1975年
Adj. Flow (vph)	0.92 201	0.92 804	0.92 - 712	0.92	0.92	0.92	· B要能理解 bull is to take to the bull in the in the interest to the bull
RTOR Reduction (vph)	0	65		42	174	- 332	
ane seure leve voles		00 700	0	12	0	0	
Turn Type				D			
Toleren Frances		pm+ov		Perm	pm+pt		
Permitted Phases		8		2	c C		
Actuales Green Cast				<i>(</i>	6		
Effective Green, g (s)	16.6	54.8	53.2	53.2	95.4	95.4	
Cualedolo Raio	0.0		33.2 20.72		33.4 1001	50.4	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
ender viersion sie 180							
ane Grp Cap (vph)	245	776	826	702	1253	1481	
(State for the same						24.18.2	
/s Ratio Perm		0.16		0.02	0.07		
erale ve en en en	4002	4995	2006	7004			
iniform Delay, d1	50.3	31.4	30.1	19.0	11.7	3.1	
(ediession) edie 💢 🐣	3 (O) X	£100×		400	474		
cremental Delay, d2	19,3	21.4	11.5	0.1	0.0	0.3	-
olay do se a company	1000	228	1416	490	564	2912	
evel of Service	E	Ð	D	В	E	Α	-
ppmach Delay(s)	56.1		40.3		的數量	20.6	
pproach LOS	E		Ð			C	,
GISSOLOGOSIMINIAN A PAR							
CM Average Control Delay		AND DESCRIPTION OF THE PERSON NAMED IN	42.9	HC	M Level o	f Conúco	
MVelume to Capacity ratio							
stuated Cycle Length (s)			120.0	Sur	n of lost ti	me (s)	8.0
tersection Capacity Utilization		្នែង ក្ រ	7.0%	1CI:	l evelof	SPUNGS .	0.0
alysis Period (min)	-এজ্ _ন ুট পাঁচ	, 1 · · · · · · · · · · · · · · · · · ·	7. 12. 2 . 15	,,,,		ássi e d e jarán	· 第一位 1744 (174 年) [2] [2] [2] [2] [2] [3] [3] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4
Critical Lane Group	ANNUAL NEWS					enta leneraria	· · · · · · · · · · · · · · · · · · ·

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Morement ***	W NELS	eWeb.			SBI		
Lane Configurations	Y				ሻ	<u>†</u>	interitoria
Volume (veh/h)	- : - : = ·	85		25	100	390	
Sign Control	Stop	ad a	Free	ra madusarian.	vaz "Haaniaa	Free	See and the second second
Grade: State And State Control	0%		1.10%		0.00	0.00	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	#143#ZZ-1	92	003	经总关键	109	型性29 是《蓝色新闻》(1957)(1979)李红·特别是国际国际	超到不是证券方
Lane Width (ft)		era Ta	, s : 64 <u>.24</u>		ings in species National Section	TO BEENE IN THE TOTAL ASSESSMENT OF	1025.A.R
Walking Speed (ft/s)	ZBRUKKU II	in in		-03223 T. 1	Thairmann		HENELY, C.
Percent Blockage		j a., 1, 1, 1		Kara i			
Right turn flare (veh)		E-812 .2 1 48		<u> </u>	, <u></u>		
Median type		Pariodil olo	None			None	
Median storage veh)			~~				
Pigsinearorgiqual (II) a service							
pX, platoon unblocked	0.99						
reasoning policies see							
vC1, stage 1 conf vol				402 X 1 - 10 - 1			
vCu, unblocked vol	1315	677			690		
C C TO C C C C C C C C C C C C C C C C C							
tC, 2 stage (s)							
p0 queue free %	86	80			88		etanolei vietori
averapasity/peli/iii		450			÷904		
					(5)		夏沙塔
vojopje apo alego e e e e e e	0.0416/1255	(2 kg)) =	21091	2424			
Volume Left	22	0	109	0			
Volume Rockie and America		1/1	100	32 10.4			
cSH	328	1700	904	1700			
Veldine te Capacily	0.35		1972	0.25			
Queue Length 95th (ft)	38	0 5.4000-1	10	0 ######			
Control Delay (s)	≘21-7 C	P-#WD7-P	195 A	50D	oga venterati	是被中国中国中国的特殊的政治的。4. 1912年1919年1919年1919年1919年1919年1919年1919	海球路型
Johnselle aviolette		i anhibi			. 1211		
Approach LOS	C	gar) englightly (n)	· · · · · · · · · · · · · · · · · · ·	AMPOUNT OF S	'n heart en ha	Apple Apple 2015年 1915年 1 - Apple Apple 2015年 1915年 1	-5 ma - 1 544
nierse (hous home) vos sees			200				
Average Delay Intersection Capacity Utilization	TURN TO ST		26 55 5%	ഗ്.ടം ിഎവ	11 aval of	Senige : B) J. 2 <u>5</u>
Analysis Period (min)	编程于92 5%。		ააკა‰- <u>⊹-</u> 15		residio)	사용 환경 및 기 가 있었다. 그는 교육 하는 기 가 있 아 한다면 한다면 다른 사용 기를 받는 것이다.	4127 Tea
Arrendo Lenera (man)			13			(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	3 - (V.A)

	✓	*	†	<i>></i>	-	1		
Movemente a sesse.	a WBL	E WER	Nen	NBR	. SBI	482163		
Lane Configurations	<u>L</u>	₹	\$	<u></u>	ኝ	Ť		
Volume (veh/h)	20	, 295	340	- 25	65	345		
Sign Control	Stop	united to second care.	Free		50 #EU W DV - E - 12	Free	CONTROL MAN TO THE STATE OF THE	
Grade	0%		0%			- 0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		Tinal wie.
Hourry flow rate (vph) Pedestrians	- ZZ	3Z1	- 37U-	Z/ =	71	375		
Lane Width (ft)								
Walking Speed (ft/s)		erginiropa (i 9015)	Mindrate Tring	17年4月東京(五)	Balla Fast - 1754		。 「蘇爾德特型中國語》(第二章) 第二章 1825年,孫國子 1935年至2015年,至1925年 <mark>第二年第二日 1935年,第二日 19</mark> 35年 「蘇爾德特型中國語》(第二日 1935年)	
Percent Blockage	种物理集/学					177 (2004)		
Right turn flare (veh)						a coor material	CONTRACTOR OF CONTRACTOR CONTRACT	ba-umi-is a.i
Medianalyoe			None 4		(100 × 100 ×	None:	PARAMETER OF COLUMN PERSON OF THE STATE OF T	
Median storage veh)		- When the service of the	Marian Spinson					******
vesteam separti (1985)				WAR				
pX, platoon unblocked								
vC1, stage 1 conf vol	e even	2003						
vez-sage room vol								
vCu, unblocked vol	899	383			397			
(Sanders)	674	6626			141			
tC, 2 stage (s)								***************************************
	36	198			22			
p0 queue free %	93	52			94			
awaaaay,wennikaay		et bb C. C.			19162	T-12-17-10-1		
of the state of th				868/1/2	総成準備		SERVICE AND SERVICE SERVICES OF A	W-1973
Coldination and the Coldination of the Coldination	200	- 821 V	107	71	-355			
Volume Left	22	0	0	71	0			
Vanine Right cSH	200	CC4	4700	4400	4700			
volunie in Galacit	290 0.07	664 0.48	1700 0 23	1162 0.06	1700 0.22			
Queue Length 95th (ft)	6	66	0.20	5	0			
Control Delay (s)			oð.		00			
Lane LOS	C	С		A	'a', e la sit in mar		निर्मा करिया है है कि केर पार्ट के प्राप्त के प्राप्त करिया है के उसके की केर के करिया के प्राप्त के किया की केर केर	######################################
Approach(Delay (s)	356		0.0	1.0			建设企业 公司等等	
Approach LOS	C.							
Average Delay			5.0					
Intersection Capacity Utilization	nii K osto	1475 F. 1. 14	4.3% 👈	a i icu	Level of	ervice :	THE CONTRACT OF THE PARTY OF TH	∑ r. ∕5
Analysis Period (min)	ROMBERT BY SORE CO.	BFLactions of St	15		7355 . 1047 H. F. F. F.	5-54- 5-6354-432 05 24		540 - , ··
	医海绵蛋白 医毛虫	(연포크 연기		74 P. T.	ray or issue		경우한 바이트 등이 전 등이 하는 이상 라고 있으면 보고 있다.	<u> </u>

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Moyoncal Barrier State WBL WORK NEEDS WORK AS BEEN SELECTION OF THE SECOND OF THE SECO	
Lane Configurations 7 7 1	
- 大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大	<u> </u>
Sign Control Stop Free Free Grade 5 10% 10% 10%	CHING IN NIL A
。我们是我们不是我们不是我们的,我们就是不是不是,我们就是不是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一	阿福克里 阿拉斯姓氏
Pedestrians	
Lane Width (1)	Tarrest Landing in
Walking Speed (ft/s) Percent Blockage	
Right turn flare (veh)	http://www.com/Property
Median type: None None	
Median storage veh)	
Sport control of the state of t	
pX, platoon unblocked	1 3
ve conficting volumes the constitution of the	
vC1, stage 1 conf vol	
vez stace z contyplication in the second sec	
vCu, unblocked vol 655 215 217	
tC, 2 stage (s)	
p0 queue free % 88 78 97	
company vehicles and the state of the state	
VALUE PROPERTY AND	
Volume Left 49 0 0 43	
Velonie Rojus Santa III. 1900 – 1852 – 512 Million Britania III. 1900 – 1900 – 1900 – 1900 – 1900 – 1900 – 1900	
cSH 417 825 1700 1352	
Volumetors locally from the 122 to 22 to 33 en dun 12 to 32	
Queue Length 95th (ft) 10 21 0 2	
Control Delay (S)	连续直接公司等的
Lane LOS B B A Approach Delay (s) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MINTER STATE
Approach LOS	
Approach LOS B	
ncessences and acresses and acresses and acresses and acresses and acresses and acres acres acres and acres acres	
Average Delay 3.7	and the second
Intersection Canacity Utilization 43.2% ICUI evel of Service	
Analysis Period (min) 15	9 8 74

	✓	*	1	1	-	†
Vovenieus Sizer (1955)	Wiles	WER		enera	SBE	
Lane Configurations Volume (Veh/h) Sign Control	ኝ # <i>35</i> ያ Slop	ૄ* *•••25∙	1 → 175 Free	45	5 5	365 Free
Grade	0%		0%			002
Peak Hour Factor Houry llow rate (vph)	0.92 =82	0.92 = 27=	0.92 - 190	0.92 - 16	0.92 5	0.92 397
Pedestrians Lane Width (ft) Walking Speed (ft/s)			gyra:		影響	20 14 6 在
Rereent Blockage Right lurn flare (veh)				4/3/2		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Median type Median storage veh)			None	· · · · · · · · · · · · · · · · · · ·	9 4545- 1973-9-4	None
pX, platoon unblocked		:				
vC1, stage 1 conf vol						
vCu, unblocked vol	606 6.4	198 - 62			207 4-1	
tC, 2 stage (s)	2801578				22	
p0 queue free % nveapasiyayehin).	82 4.9	97 243			100	
vingstogge and successful the second successful to the second successfu						
Volume Left Volume Regnit	82 450	0	0 4700	5 1205		
cSH Velonic to (sapabily Queue Length 95th (fi)	458 0.18	843 0.03 2	1700 1712 0	1365 0.00 0		
Control Delay (s)	: 14.5 B	9.4 A	TEOD T	÷D1		
Approach Delay (s) Approach LOS						
Intersection X demand by Average Delay			21			
Intersection Capacity Utilization Analysis Period (min)			15			of Service: A
Superior Sup		7 (t) 7			•	

	۶	\	4	1	1	✓
Movement at the		XI BR	NBI	NBT	SBI	
Lane Configurations	k _f f			सी	^ }	
Volume (veh/h)	20	<u>}</u> ፡ 5	5	115	365	第二5年,至是影響學院等中華電影響等的數學
Sign Control	Stop			Free	Free	
Grade	220%	高級DAGE GEORGIA	o információs Mariantesia	0%= <u></u>		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
TO THE SECOND CONTRACTOR OF THE SECOND		E 5	: 5	i. 125=1	=39v=	The transfer of the control of the c
Pedestrians Lane Width (1)	· · · · · · · · · · · · · · · · · · ·			in the man		
Walking Speed (fl/s)	er i sammen	2024 V T 1 4 1	5, 5,55,56	T T West-Marked	Constitution (Constitution (Constitution (Constitution (Constitution (Constitution (Constitution (Constitution	ターフェンションでは、他では、他は空間である。2017年 - 1000年 100
Percent Blockage	ALL CLUESTS				negj)	
Right turn flare (veh)	ingleten Ingleten	基 掛一	te e		Significa nte	(2018年1721年 - 1247年2月1日 - 124
Mediantype.				_None	None -	
Median storage veh)						
pX, platoon unblocked						
re-continue com		a roge	100			
vC1, stage 1 conf vol						
ve zestage zlognivalie						
vCu, unblocked vol	535	399	402		Canal - 545 April 1 - 645 Apri	
19 300(318)	# 64 S	₽ 821	41			
tC, 2 stage (s)						
		133	222			
p0 queue free %	96	99	100			
av sapaday (verun) e						
one figuration and the						
(Chinical Children Chinical Children		4 40	54)27			
Volume Left	22	5	0			
Volumie Riojnios para esta	198	0	5,650			ACCOUNT OF THE PROPERTY.
cSH	527	1156	1700			
Volume as Capacity	r=0.05	9000	0.24			
Queue Length 95th (ft)	4	0	O euleelee	. Carrier		
Control Delay (s)	- J//	#U#:	受験制造的			為多個時代的智慧的智慧學教育。 第15章
Lane LOS Approach Delay(s)	B	A Minus	0.0	<u>a Malanda</u>		
Approach LOS	B	"他"	-20:0:	v. (The Mark)	明春红晚 子之人	字字(1) / 12 / 12 / 12 / 12 / 12 / 12 / 12 /
ness chorsonoay Elec						
Average Delay		_	0.7			
Intersection Gapacity Utilizati	on 🗐 🦖 🚰	$\chi_{i,\chi^{2}}$;		· FICU	Level of	Service A
Analysis Period (min)	راجا المرجود يودي الد	4	15	5 * 4 2	·4 · . ·	The state of the s

	A					<u> </u>				```	1	
			*	1	•		1	T		100	₩	*
yoveneni se se se se		é EBJÉ	SEBRE		awbe	Wer	#NBIE		ENB(*	SBL	SBT	
Lane Configurations	nar Jasa	- ♣			र्स	7	aat, ayt in soo	- ♣	Vo a de menses	ሻ	1	
Volume (vph)	. √. ⊶40 · .	400		10	- 890	250	10	·上置5節	913.5 5	280	- 195	± 105
Ideal Flow (vphpl) Total Tosthine (s)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor		4.0 1.00	Matth A	94 B S	4.07	4.0		4.00		4.0		
File Out, racion	TO A SECTION OF THE S	0.99	関連できる。 PMALONES TOTAL	100 m	1.00 -1.00	1.00 0.85	: 15-11 - F 7749	1.00 20.97	a man	1.00	1.00	(数7) / · · · · · · · · · · · · · · · · · ·
Flt Protected	n a third 45	1.00	Tiener in de		1.00	1.00	প্রক্রিক্টের	0.97	有13.0%是 《	0.95	1.00	eren ande
Sald Flow (prot)		1844			1862	1583		1757	20元基位	1770	1595	海
Flt Permitted		0.63	. 2012 · ·		0.99	1.00	znetre.uk	0.89	12 - 1 2 - 12 - 13 - 13 - 13	0.74	1.00	≝ ∴ !
Sald Flow (perm)	and Well and The State of the S	≥1162=>	建 基建压	وَأَنْ الْمِيادِ الْمِيادِ	1853		£##			1385	= 1595 <u></u>	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	÷ 435±	= -22		967	212		7.5.5°	- 15	<u>-</u> ≢304≟	. 5.	114
RTOR Reduction (vph)	0	2	0	0	0	107	0	4	0	0	82	0
Eane Crom Bovering		498	诗诗以	4 0	等9/0 元	1656				304		
Tum Type	Perm			Perm		Perm	Perm			Perm		
Permitted Phases	6			2	4.0							
Achaied Greenways	0			2		2	4			8	206	
Effective Green, g (s)		44.4			44.4	44.4		20.6		20.6	20.6	
Acinalega (C. calo		50 G IR				10.61		1028		028	10.0	
Clearance Time (s)		4.0			4.0	4.0	1000000	4.0		4.0	4.0	
vende svension s		300				400				\$308		
Lane Grp Cap (vph)		707			1127	963		453		391	450	
Visitalio Professione												
v/s Ratio Perm		0.43			c0.53	0.10		0.01		c0.22		
Uniform Delay, d1		9.8			11.9	6.3	1557.00	19.0		24.1	19.3	
Progression Eagles					2100			13.0	e de la compa	24.1		
Incremental Delay, d2		3.2			7.3	0.1	d - Colore	0.0		9.4	0.1	
Belevicies + Collect		48 O	er e ⁿ es _e i		MANUE	469		¥(9.0)		385	11111	
Level of Service	vene in comment	В			В	Ā		В		С	В	
Approach Delay(s)		13.0	显情 基:		163	THURS.		19.0			29.5	
Approach LOS		В			₿		-	B.			C	
MODSECTIONS SUBJECTED												
HCM Average Control Dela			18.1		M Level o			-	В			
HCM Volume to Capacity ra	100 : 1 stars	海道群岛				.c. (1 .24)	n Fredh			Zera⊒ariga	微磁流	
Actuated Cycle Length (s)	يسراني داد دويي	ag - 18 i -	73.0	Sun	n of lost tii	me (s)			8.0			
Intersection Capacity Utiliza	ition 3	8		ICU	Level of	Service	n Sudden	Čageron is	⊕E e		e const	
Analysis Period (min)	Ar N. 11. 11. 11. 14	a Diamondo	15		12.7	1.00	211.4					
c Critical Lane Group	97.4	roughes and in			1.72.7	* * * * * * * * * * * * * * * * * * * *		74 - 1347	2 X 2	. ***	- 1-1	

APPENDIX F SIGNAL WARRANT ANALYSIS (Peak Hour Warrant)

Not Satisfied

Greenhorne & O'Mara

Route 27/Route 9 Signal Warrant Analysis

Signal Warrants - Summary

Major Route conditions not met. One or more volume requirement met.

Study Name: Route 27 @ Route 9

Study Date : 10/06/06

Page No.

Mai	ior	Street	Δn	nros	chee
		OHECL	M.	PIVO	161165

Northbound: Route 9

Number of Lanes: 1

Approach Speed: 35

Total Approach Volume: 1,710

Southbound: Route9

Number of Lanes: 1 Approach Speed: 35

Minor Street Approaches

Eastbound: Route 27

Number of Lanes: 1

Total Approach Volume: 40

Westbound: Route 27

Number of Lanes: 1

Total Approach Volume: 940	otal Approach Volume: 475	
Warrant Summary (Urban values apply.)		
Warrant 1 - Eight Hour Vehicular Volumes		Not Satisfied
Warrant 1A - Minimum Vehicular Volume	Not Satisfied	
Required volumes reached for 1 hours, 8 are needed	· · · · · · · · · · · · · · · · · · ·	
Warrant 1B - Interruption of Continuous Traffic	Not Satisfied	
Required volumes reached for 2 hours, 8 are needed		
Warrant 1 A&B - Combination of Warrants	Not Satisfied	
Required volumes reached for 1 hours, 8 are needed	· · · · · · · · · · · · · · · · · · ·	
Warrant 2 - Four Hour Volumes	***************************************	. Not Satisfied
Number of hours (1) volumes exceed minimum < minimum required (4).		
Warrant 3 - Peak Hour		Satisfied
Warrant 3A - Peak Hour Delay		
Total approach volumes and delays on minor street do not exceed minimums for a		
Warrant 3B - Peak Hour Volumes	Satisfied	
Volumes exceed minimums for at least one hour.		
Warrant 4 - Pedestrian Volumes		Not Satisfied
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume		
Warrant 5 - School Crossing		Not Satisfied
Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing p		•
Warrant 6 - Coordinated Signal System		Not Satisfied
No adjacent coordinated signals are present		
Warrant 7 - Crash Experience		Not Salisfied
Number of accidents (-1) is less than minimum (5). Volume minimums are not met.		
Warrant 8 - Roadway Network		Not Satisfied

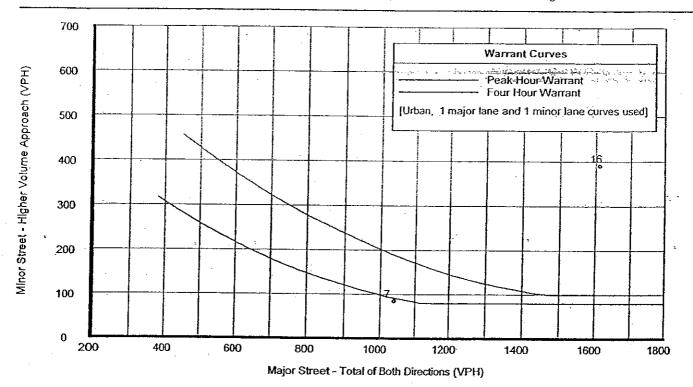
Route 27/Route 9
Signal Warrant Analysis

Signal Warrants - Summary

Study Name: Route 27 @ Route 9

Study Date : 10/06/06

Page No. : 2



Analysis of 8-Hour Volume Warrants:

										_		
Hou	r Major	Highe	r Minor		War-1A			War-1B		l	War-1A&B	
Begi	n Total	- Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	-Minor Crit	Meets?
00:0	j 0	0	EB	500-No	150-No		750-No	75-No		600-No	120-No	
01:00	0	0	EB	500-No	150-No	- ·	750-No	75-No		600-No	120-No	- .
02:00	0	0	EB	500-No	150-No	_	750-No	75-No		600-No	120-No	_
03:00	0	jo	EΒ	500-No	150-No	_	750-No	75-No		600-No	120-No	_
04:00	0	0	EB	500-No	150-No	_	750-No 1	75-No		600-No	120-No	_
05:00	0	0	EB	500-No	150-No		750-No	75-No	_	600-No	120-No	
06:00	0	0	EB	500-No	150-No		750-No	75-No		600-No	120-No	
07:00	1,040	85	WB	500-Yes	150-No	Major	-750-Yes	75-Yes	Both	600-Yes	120-No	Major
08:00	0	0	EB	500-No	150-No		750-No	75-No		600-No	120-No	_
09:00	0	0	EB	500-No	150-No		750-No	75-No	_	600-No	120-No	_
10:00	0	0	EB	500-No	150-No	_]	750-No	75-No		600-No	120-No	_]
11:00	0	0	EB	500-No	150-No	_	750-No	75-No		600-No	120-No	_
12:00	0	0	EB	500-No	150-No]	750-No	75-No		600-No	120-No	
13:00	0	.0	EB	500-No	150-No]	750-No	75-No	_	600-No.	120-No]
14:00	0	O	EB	500-No	150-No		750-No	75-No	_	600-No	120-No	_
15:00	0	0	EB	500-No	150-No		750-No	75-No		600-No	120-No	_ 1
16:00	1,610	390	WB	. 500-Yes	150-Yes	Both	750-Yes	75-Yes	Both	600≟Yes	120-Yes	Both.
17:00	0	0	EB	500-No	150-No		750-No	75-No	_	600-No	120-No	
18:00	0	0	€B	500-No	150-No	_ [750-No	75-No		600-No	120-No	_
19:00	0	0	EB	500-No	150-No		750-No	75-No	_	600-No	120-No	_
20:00	0	0	EB	500-No	150-No	_	750-No	75-No	_	600-No	120-No	ŀ
21:00	0	Ð	EB	500-No	150-No		750-No	75-No	_	600-No	120-No	-
22:00	0	0	EB	500-No	150-No	<u>.</u>	750-No	75-No		600-No	120-No	-
23:00	0	Ð	EВ	500-No	150-No		750-No	75-No		600-No	120-No	_

US 340/Route 27 Signal Warrant Analysis

Signal Warrants - Summary

Warrant 7 - Crash Experience __

Warrant 8 - Roadway Network

Number of accidents (-1) is less than minimum (5). Volume minimums are not met.

Major Route conditions not met. One or more volume requirement met.

Study Name: US 340 @ Route 27

Not Satisfied

Not Satisfied

Study Date : 10/06/06

Page No. : 1

<u> </u>		•
Major Street Approaches	Minor Street Approaches	
Eastbound: US 340	Northbound: Route 27	
Number of Lanes: 2	Number of Lanes: 2	
Approach Speed: 41	Trained of Corps, 2	
Total Approach Volume: 3,065	Total Approach Volume: 1,715	
Westbound: US 340	Southbound: Route 27	
Number of Lanes: 2	Number of Lanes: 1	
Approach Speed: 65		
Total Approach Volume: 3,685	Total Approach Volume: 425	
Warrant Summary (Rural values apply.)		
Warrant 1 - Eight Hour Vehicular Volumes	t :	Not Satisfied
Warrant 1A - Minimum Vehicular Volume	•	
Required volumes reached for 2 hours, 8 are needed	Not Sausned	
Warrant 1B - Interruption of Continuous Traffic	Not Satisfied	
Required volumes reached for 2 hours, 8 are needed	Tot Vausned	
Warrant 1 A&B - Combination of Warrants	Not Satisfied	
Required volumes reached for 2 hours, 8 are needed		÷
Warrant 2 - Four Hour Volumes		. Not Satisfied
Number of hours (2) volumes exceed minimum < minimum required (4).		. NOL SauSTied
Varrant 3 - Peak Hour		Satisfied
Warrant 3A - Peak Hour Delay	Nat Satisfied	Caussica
Total approach volumes and delays on minor street do not exceed minimus	ms for any hour.	
Warrant 3B - Peak Hour Volumes	Satisfied	
Volumes exceed minimums for at least one hour.		
Parrant 4 - Pedestrian Volumes		Mas Caracia
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour	volume for 0 hour(s)	Not Satisfied
arrant 5 - School Crossing		W 40 5 5 .
Number of gaps > .0 seconds (0) exceeds the number of minutes in the cro	ssing period (0).	Not Satisfied
arrant 6 - Coordinated Signal System		
No adjacent coordinated signals are present		Not Satisfied

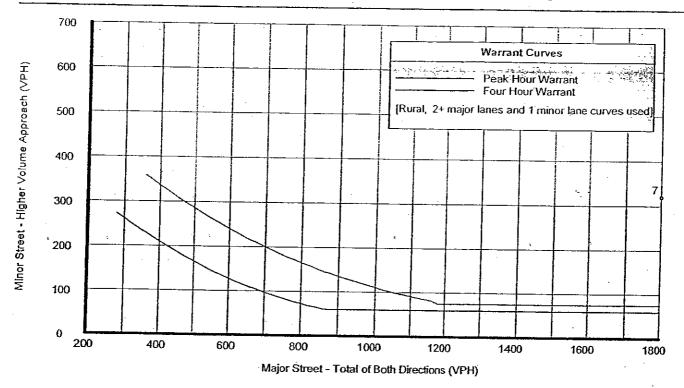
US 340/Route 27 Signal Warrant Analysis

Signal Warrants - Summary

Study Name: US 340 @ Route 27

Study Date : 10/06/06

Page No. : 2



Analysis of 8-Hour Volume Warrants:

Hou	r Major	High	er Minor		18/o 4.4		1					
Begi	1 -	1			War-1A			War-1B		1	War-1A&B	
00:0				Major Crit	Minor Crit	Meets?	3-1	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
		0	NB	420-No	140-No		630-No	70-No	-	504-No	112-No	
70,770	·]	0	NB	420-No	140-No	_	630-No	70-No		504-No	112-No	- 1
02:0] -	0	NB	420-No	140-No	_	630-No	70-No		504-No	112-No	→ i
03:0	- }	0	NB	420-No	140-No	_	630-No	70-No		504-No	112-No	_
04:00) 0	0	ИВ	420-No	140-No	· —	630-No	70-No		504-No	112-No	
05:00	0	0	NB	420-No	140-No		630-No	70-No	_	504-No	112-No	
06:00	0	0	NB	420-No	140-No		630-No	70-No	_	504-No	112-No	_ [
07:00	3,180	320	NB.	.420 Yes	105 Yes	Both	+630-Yes	:52-Yes	Both	2504 Yes∍	84-Yes	∴Böth ः
08:00	0	0	NB	420-No	140-No		630-No	70-No		504-No	112-No	HE WASHINGTON
09:00	0	0	NB	420-No	140-No		630-No	70-No		504-No	112-No	_ [
10:00	0	0	NB	420-No	140-No	_	630-No	70-No		504-No	112-No	
11:00	0	0	NB	420-No	140-No		630-No	70-No	ŀ	504-No		_
12:00	0	0	NB	420-No	140-No		630-No	70-No	-		112-No	_
13:00	0	0	NB	420-No	140-No				-	504-No	112-No	-
14:00	0	0	NB	420-No	140-No	1	630-No	70-No		504-No	112-No	- 1
15.00	0	0	NB.			-	630-No	70-No	- [504-No	112-No	- 1
16:00	3,570	ŀ		420-No	140-No	-	630-No	70-No	-	504-No	112-No	- 1
1	/	1,395	ИВ	420-Yes	105-Yes	Both	630-Yes	52-Yes	Both	-504-Yes	84-Yes	Both
17:00	0	0	NB	420-No	140-No		630-No	70-No		504-No	112-No	_
18:00	0	0	NB	420-No	140-No		630-No	70-No		504-No	112-No	_
19:00	0	0	NB	420-No	140-No	- [630-No	70-No	_	504-No	112-No	_
20:00	0	0	NB	420-No	140-No	-	630-No	70-No		504-No	112-No	_
21:00	. 0	0	NB	420-No	140-No		630-No	70-No	_ }	504-No	112-No	_
22::00	0	0	NB	420-No	140-No	_	630-No	70-No	_	504-No	112-No	_]
23:00	0	0	NB	420-No	140-No	_	630-No	70-No	_ [504-No	112-No	_

Route 27/Northern Access (1)

Signal Warrant Analysis

Signal Warrants - Summary

Study Name: Route 27 @ Northern Access (1)

Study Date : 10/06/06

Page No. :1

maior oucet Abbitiations	Major	Street	Approaches
--------------------------	-------	--------	-------------------

Northbound: Route 27

Number of Lanes: 1 Approach Speed: 0

Total Approach Volume: 1,100

Southbound: Route 27

Number of Lanes: 2 Approach Speed: 0

Minor Street Approaches

Eastbound:

Number of Lanes: 1

Total Approach Volume: 0

Westbound: Nothern Site Access

Number of Lanes: 2

Total Approach Volume: 1,960 Total Approach V	/olume: 1,070	
Warrant Summary (Urban values apply.)		
Warrant 1 - Eight Hour Vehicular Volumes		Not Satisfied
Warrant 1A - Minimum Vehicular Volume		NOCOZESNE
Required volumes reached for 1 hours, 8 are needed	Not Satisfied	
Warrant 1B - Interruption of Continuous Traffic		
Required volumes reached for 2 hours, 8 are needed	Not Satisfied	
Warrant 1 A&B - Combination of Warrants		-
Required volumes reached for 1 hours, 8 are needed	Not Satisfied	
·		
Warrant 2 - Four Hour Volumes		Not Satisfied
Number of hours (2) volumes exceed minimum < minimum required (4).		777 - 440 1124
Warrant 3 - Peak Hour		Satisfied
Warrant 3A - Peak Hour Delay		Sausned
Total approach volumes and delays on minor street do not exceed minimums for any hour.	Not Satisfied	-
·		•
Warrant 3B - Peak Hour Volumes Volumes exceed minimums for at least one hour.	Satisfied	
Warrant 4 - Podoctrisa Volumes		
Warrant 4 - Pedestrian Volumes		Not Satisfied
	•	
Warrant 5 - School Crossing		Not Satisfied
Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).		Not Sassied
Warrant 6 - Coordinated Signal System		Margaret
No adjacent coordinated signals are present		Not Satisfied
Warrant 7 - Crash Experience		
Number of accidents (-1) is less than minimum (5). Volume minimums are not met.		Not Satisfied
Varrant 8 - Roadway Network		
Varrant 8 - Roadway Network		Not Satisfied

Route 27/Northern Access (1)

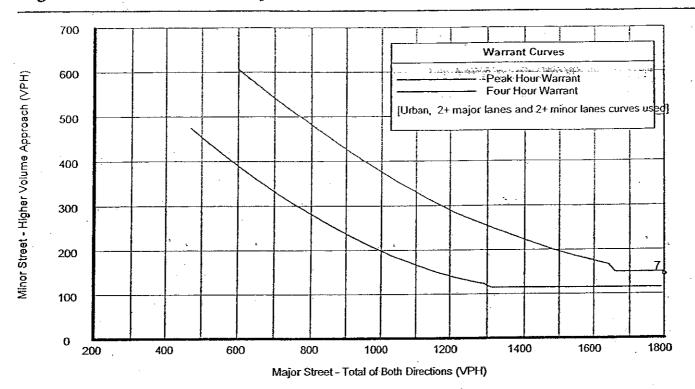
Signal Warrant Analysis

Signal Warrants - Summary

Study Name: Route 27 @ Northern Access (1)

Study Date : 10/06/06

Page No. : 2



Analysis of 8-Hour Volume Warrants:

Hour	Major	Higher	Minor		War-1A			War-1B			War-1A&B	
Begin	Total	Vol	Dir	Major Crit	Minor Crit	- Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00.00	0	. 0	EB	600-No	200-No		900-No	100-No	· —	720-No	160-No	_
01:00	0	0	EB	600-No	200-No	_	900-No	100-No		720-No	160-No	
02:00	0	0	EB	600-No	200-No		900-No	100-No		720-No	160-No	
03:00	0	0	EB	600-No	200-No		900-No	100-No		720-No	160-No	
04:00	0	0	EB	600-No	200-No		900-No	100-No		720-No	160-No	
05:00	0	0	EB	600-No	200-No	_	900-No	100-No	_	720-No	160-No	_
06:00	0	0	EB	600-No	200-No	_	900-No	100-No	_	720-No	160-No	_
07:00	1,900	145	WB	-600€Yes	200-No	Major	.±900-Yes	100-Yes	Both	-720-Yes⊹	160-No	Major
08:00	0	O	EB	600-No	200-No		900-No	100-No		720-No	160-No	
09:00	0	0	EB	600-No	200-No		900-No	100-No		720-No	160-No	_
10:00	0	0	EB	600-No	200-No		900-No	100-No		720-No	160-No	_
11:00	0	0	EΒ	600-No	200-No	_	900-No	100-No		720-No	160-No	-
12:00	0	0	EB	600-No	200-No	_	900-No	100-No	_	720-No	160-No	-
13:00	. 0	0	EB	600-No	200-No	_	900-No	100-No		720-No	160-No	_
14:00	0	. 0	EΒ	600-No	200-No	_]	900-No	100-No	_ i	720-No	160-No	
15:00	0	0	EB	600-No	200-No		900-No	100-No	_ i	720-No	160-No	
16:00	1,160	925	WB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both;	720-Yes	160-Yes.:	- Both ∮
17:00	0	0	EB	600-No	200-No	_	900-No	100-No	_	720-No	160-No	_
18:00	O	0	EB	600-No	200-No	_	900-No	100-No		720-No	160-No	
19:00	O	0	EΒ	600-No	200-No		900-No	100-No		720-No	160-No	
20:00	0	. 0	EB	600-No	200-No	_	900-No	100-No		720-No	160-No	-
21:00	0	0	EB	600-No	200-No		900-No	100-No	_	720-No	160-No	
22:00	0	0	EB	600-No	200-No	_	900-No	100-No		720-No	160-No	_
23:00	0	0	EB	600-No	200-No		900-No	100-No	- 1	720-No	160-No	

Discussions with the West Virginia Department of Highways and Jefferson County Planning Office indicate that a three and half percent (3.5%) annual growth rate is anticipated in this area. Thus, because the Old Standard LLC Quarry development is expected to be completed in 5 years, traffic volumes were projected for the year 2011. Figure 4 presents the Background Growth Volumes.

The following background developments were included as part of the background conditions analysis:

Table 2. Background Developments Trip Generation

H PAVESTON IN COLUMN TO STATE OF THE PAVESTON IN CO	iground bevelopine	11103 71	ip Ociic	IAUVII						
Development = 3	Land Use	Size	lini s	Daily		AM Peak			PM Peak	
Name		计多数形态			int 🚽 💝	Out	≨≇Tetal	i in	· COut	Tota
Sheridan Subdivision	Single Family Home (210)	131	Units	1,333	25	76	101	86	51	137
Jefferson Crossing	Motel (320)	80	Rooms	465	13	23	36	28	. 24	5
·	Retail (820)	152000	SF	8,915	123	. 78	201	396	429	82
	Resturant (932)	10000	SF	1272	60	55	115	67	43	109
<u> </u>	Bank w/i Drive-Thru (912)	2400	SF	694	17	. 13	. 30	55	55	110
	Resturant (934)	3000	SF	1488	81	78	159	54	50	104
Total				12,834	294	248	542	599	600	1,199
			,	-						
Beallair Phase II	Active Adult Home	49	Units		5	14	19	11	10	21
			-,-··-							
Windmill Crossings	Townhomes (230)	140	Units	854	11	56	68	53	26	79
	Codos (230)	60	Units	416	6	28	34	26	13	40
	Medical Office (720)	13,200	SF	540	26	7	33	13	35	48
Total				1,810	43	91	135	93	74	167
Background Total				15,977	362	415	777	778	725	1,503

The number of vehicle-trips generated by these background developments was estimated based on the rates documented in <u>Trip Generation</u>, by the Institute of Transportation Engineers (ITE), Seventh Edition, 2003. Table 2, above, presents the estimated peak hour vehicle-trips generated by each development

As can be see from Table 2, the four background developments are expected to generate approximately 775 vehicle trips during the AM peak hour and approximately 1,505 trips during the PM peak hour. It has been assumed that all of these developments will be built and fully occupied by the year 2011 which coincides with the buildout of the Old Standard LLC Quarry development.

The traffic studies completed for all the background developments were obtained from the Jefferson County Planning office. The trip distribution and assignments presented in their individual traffic studies was used to assign the trips impacting the study intersections. The trip distribution/assignments for all the background developments are included in Appendix C. Figure 5 presents the total background development volumes. These volumes were added to the Background Growth Volume presented in Figure 4 to determine the Total Background Volumes presented in Figure 6.

Figure 6 presents the Background Volumes, lane geometries, and LOS results. Background conditions were evaluated using the volumes presented in Figure 6 and Synchro to determine the LOS. Table 3 presents the LOS results.

Table 3.	Background Le	OS Results
----------	---------------	------------

Intersection .	Exmov Ex	isting	Back	ground
	AM Peak	PM Peak	= AM Peak -	== PM-Peak ==
US 340/US 340 Alt	B (14.7)	B (18.4)	B (15.4)	C (21.9)
US 340/Route 27	C (22 1)	f (9818)	f (E2 2)	5()
NBLT		14.4	f (53.3)	f (-)
SBLT	e (45-8)	f (-)	f (271.5)	f (-)
EBLT	a (8.7)	b (12.9)	a (9.5)	c (18.2)
WBLT	a (9:6)	a (9.7)	b (10.9)	b (11.1)
US 340/Route 230	549 kg ()	1 3 3 3 5 4		
NB LT	d (26.8)	c (15.1)	e (35.5)	f (97.9)
SBLT	- f (80.3)	f (133.3)	f (661.5)	f (-)
EBLT	a (8.6)	b (i15)	à (9.3)	c (15,5)
With signalization			B (11.6)	A (9.5)
Route 27/Route 23			* .	
NB LT	a(s) = a(s) = = =	a(9)	a (-)	a (-)
EB LT	+a (84)	a (8.8)	a (8.8)	a (8.9)
Route 9/Route 27				
NB LT	a (s)	a (a)	a (-)	a (0.3)
SBLT		34.a (0.3)	a (-)	a (0.6)
EB LT	b (13.7)		c (16.2)	f (50.9)
WB LT	as b.((1444))		c (16.2)	f (80.7)

X (00.0) = signalized intersection LOS (delay)

As can be seen in Table 3, the signalized intersection of US 340/US 340 alternate is expected to operate at LOS C or better during the peak hours. Furthermore, it is our understanding that the US 340/Route 230 intersection is to be signalized as part of the Sheridan Subdivision Development. As a signalized intersection, it is expected to operate at LOS B or better during the peak hours.

The left turns from the minor street at the US 340/Route 27 intersection are expected to experience lengthy delays and operate at LOS F during the peak hours. Similarly, all movements at the Route 9/Route 27 intersection are expected to operate at LOS C or better with the exception of the left turn movement from Route 27 which is expected to operate at LOS F during the PM peak hour. All movements at the strop sign controlled Route 27/Route 23 intersection are expected to continue operating at LOS A during both the AM and PM peak hours.

It is our understanding that there are no other improvements being made in the study area. Appendix D contains the analysis worksheets.

IV. PROPOSED PROJECT TRAFFIC

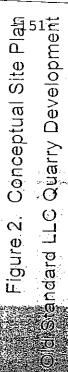
As currently proposed, the site will consist of office space, warehousing, restaurant, and a hotel with conference facility. This development is expected to be built out and fully occupied by 2011.

This development proposes five access points along Route 27. Since the site is divided into two pads due to the Old Standard Quarry Lake, the northernmost access will serve the eastern pad. The access point just south of the northernmost access is expected to serve the hotel/conference center and the restaurant. The three southern accesses will serve the remaining western pad site.

x (00.0) = unsignalized intersection critical movement LOS (delay)

PROCESSION

A Comment





Route 27 is a two lane north-south roadway with abuts the west side of the site. This roadway extends from south of Route 9 past US 340 to the north. The speed limit along this roadway is 30 miles per hour. This roadway has sharp horizontal curves near the site. All intersections along this roadway, in the vicinity of the site, are stop sign controlled. Near its intersection with Route 9, this roadway can only allow one lane of traffic at a time for approximately 50 feet over a structure which is too narrow provide two travel lanes. There are signs posted along both sides of the structure warning of the one lane section.

Route 230 is a two lane roadway which extends from US 340 to north towards Shepherdstown. It provides access to various residential as well as institutional developments located along it. In particular it provides access to the Sheridan Subdivision, which is a proposed residential development that has been approved by the Jefferson County planning board. As part of the Sheridan Subdivision improvements, a traffic signal is expected to be installed at the US 340/Route 230 intersection.

<u>Route 9</u> is a two lane roadway extending through Charlestown to the north and crossing the Shenandoah River and traveling south towards the DC area. The posted speed limit along this roadway is 35 mph. Its intersection with Route 27 is stop sign controlled on Route 27 such that Route 9 has the right of way.

B. Existing Volumes and Traffic Operations

In August of 2006, Friday AM and PM peak hour turning movement volumes were recorded at the following intersections:

- US 340/US 340 Alternate
- US 340/Route 27
- US 340/Route 230
- Route 27/Route 23
- Route 9/Route 27

These turning movement counts along with the existing lane geometry and levels of service are shown in Figure 3. The raw traffic count data is included in Appendix A.

Existing traffic operations were evaluated at each intersection according to techniques documented in the <u>Highway Capacity Manual</u>, by the Transportation Research Board (TRB), 2000. The result of such an analysis is a level of service (LOS) rating, which is a qualitative assessment of the traffic flow based on the average stopped delay per vehicle at a controlled intersection. Levels of service are described by a letter designation ranging from "A" to "F", with LOS A representing essentially uninterrupted flow, and LOS F representing a breakdown of traffic flow with excessive congestion and delay. The signalized intersection capacity analysis results in an overall level of service, representative of all movements through the intersection. The unsignalized intersection capacity analysis produces LOS results for each movement which must yield to conflicting traffic at the intersection. Per the WVDOH guidelines, the LOS of the study intersections should be not worse than the LOS before the new facility opens.

Synchro, a traffic analysis software which analyzes signalized and unsignalized roadway networks, was used for the operational analysis. All the signal timings have been optimizedusing Synchro; however, the results presented in the report are HCS outputs. The analysis worksheets are included in Appendix B. Figure 3 graphically presents the Existing Friday peak hour traffic volumes, lane geometries, and LOS results. Table 1 presents the existing LOS results.

Table 1. Existing Level Of Service Results

	Peak Hair I.	evel of Service
Intersection	AM Peak	RM Reak
US 340/US 340 Alt	B (14.7)	B (18.4)
US 340/Route 27 NB LT	a (22.1)	f (-)
SB LT EB LT	e (45.8) a (8.7)	f (-) b (12.9)
WBLT	a (9.6)	a (9.7)
US 340/Route 230		
NB LT	d (26.8)	c (15.1)
SBLT	f (80.3)	f (133.3)
EB LT	a (8.6)	b (11.5)
Route 27/Route 23 NB LT EB LT	a(0.7) a (8.4)	a (1.5) a (8.8)
Route 7/Route 27		
NB LT	a (-)	a (-)
SBLT	a (-)	a (0.3)
EBLT	b (13.7)	d (30.9)
WBLT	b (14.1)	e (39.2)

 \overline{X} (00.0) = signalized intersection LOS (delay in seconds)

As presented in Figure 3, the signalized intersection of US 340/US 340 Alt operates at LOS B during both the AM and PM peak hour. All movements at the unsignalized intersection of US 340/Route 27 operate at LOS D or better with the exception of the left turn movements from Route 27 which are expected to experience LOS E or F conditions during the peak hours.

Similarly, all the movements at the unsignalized intersection of US 340/Route 230 are expected to operate at acceptable LOS with the exception of the left turn movement from the Route 230 which is expected to operate at LOS F during both the AM and PM peak hours.

All movements at the stop-sign controlled intersection of Route 27/Route 23 operate at LOS A during the peak hours. Similarly all movements at the unsignalized intersection of Route 9/Route 27 operate at LOS D or better with the exception of the left turn movement from westbound Route 27 which operates at LOS E during the PM peak hour.

Overall, the study area intersections generally do not have capacity problems during the weekday peak hours with the exception of the minor street left turn movements along US 340. It is fairly common for left turn movements along high volume roadway to have long delays during peak hours.

III. FUTURE CONDITIONS WITHOUT PROPOSED DEVELOPMENT

Background traffic is the projected traffic volumes on the roadway network at the time of completion of the proposed development without the traffic generated by the site.

Background volumes include historic growth trends, as well as developments which have been approved for construction but not yet built. Discussions with the Jefferson County Planning Staff have indicated that there are four developments which have been approved in the vicinity of the Old Standard LLC Quarry development.

x(00.0) = unsignalized intersection critical movement LOS (delay in seconds)

^{- =} HCS does not report delay (delay is very long)

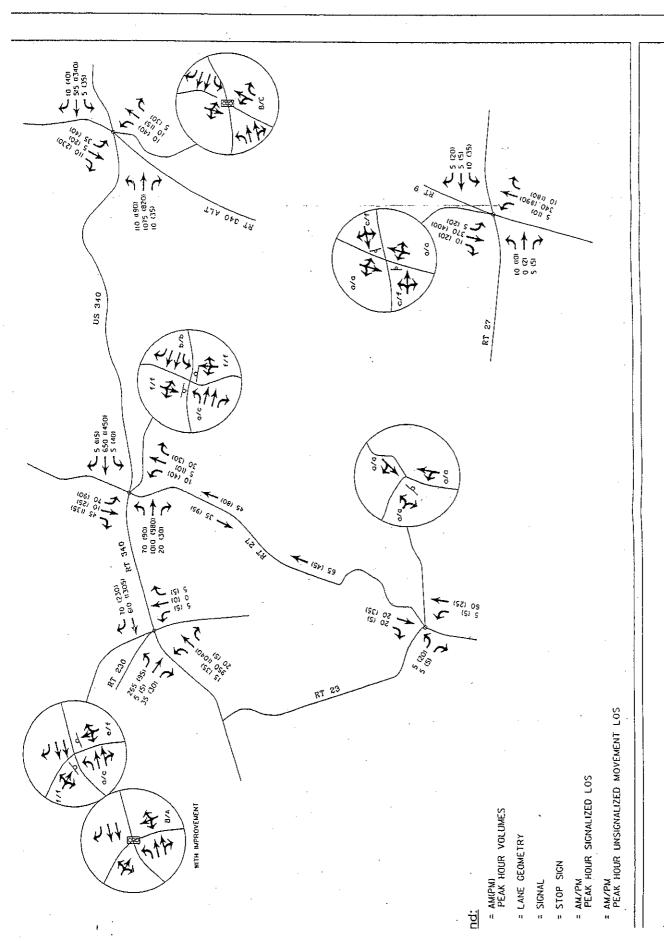
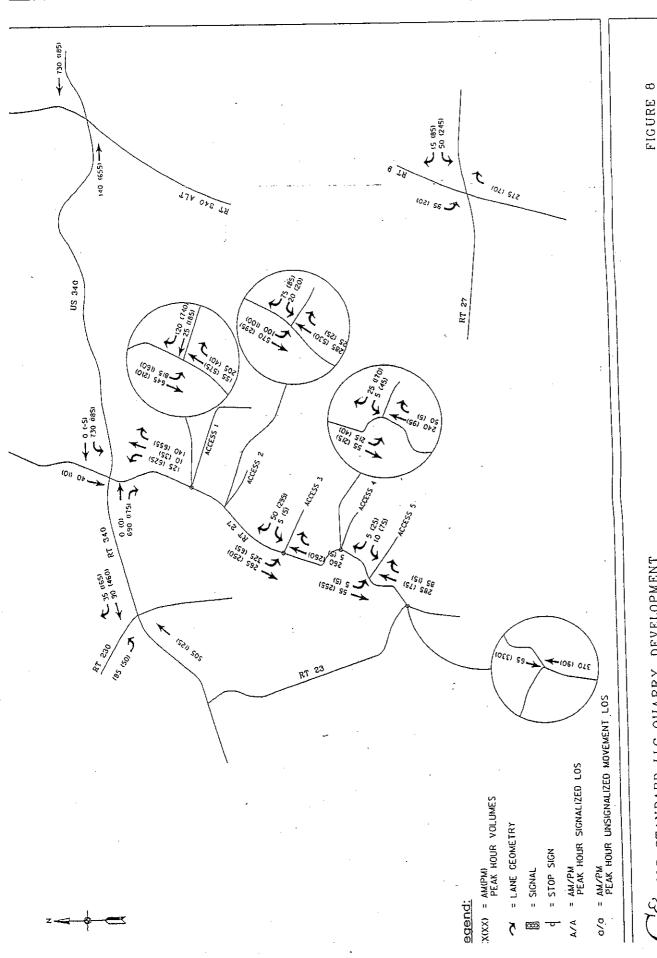


FIGURE 6

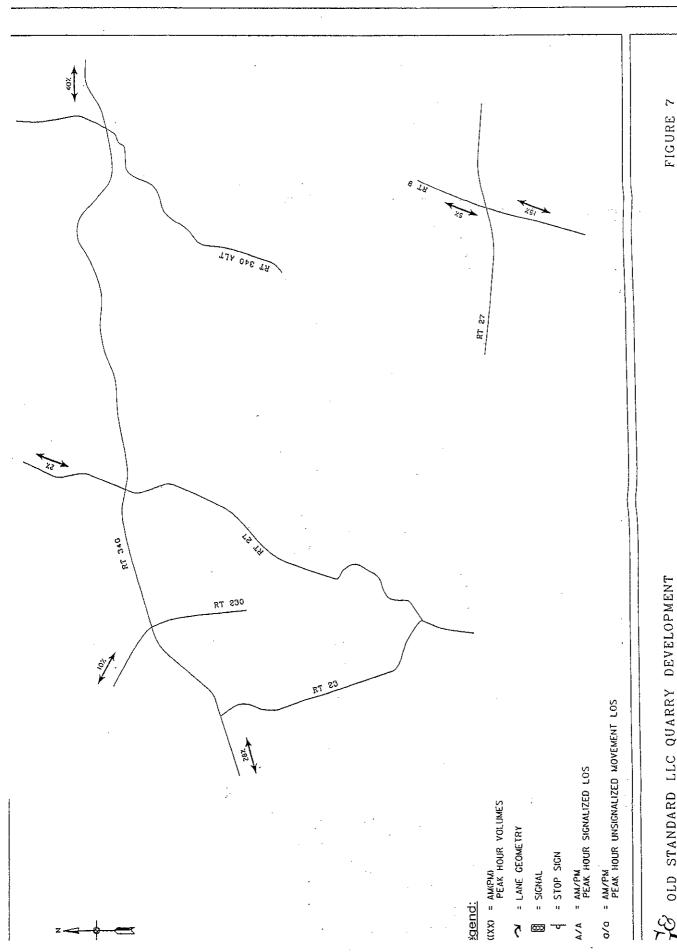
TRAFFIC VOLUME, LANE GEOMETRY, AND LOS RESULTS OLD STANDARD LLC QUARRY DEVELOPMENT BACKGROUND TOTAL

SROUND TOTAL dgn 11/6/2006 3:55:01 PM



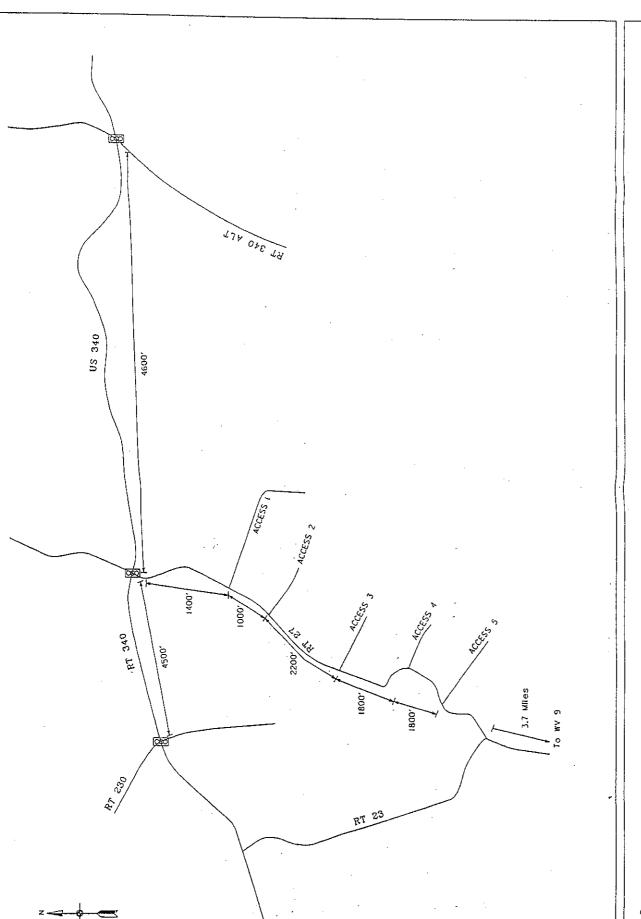
16 OLD STANDARD LLC QUARRY DEVELOPMENT SITE TRIP ASSIGNMENT

152-TOTAL SITE TRAFFIC.dgn 11/6/2006 3:56:25 PM



OLD STANDARD LLC QUARRY DEVELOPMENT SITE TRIP DISTRIBUTION

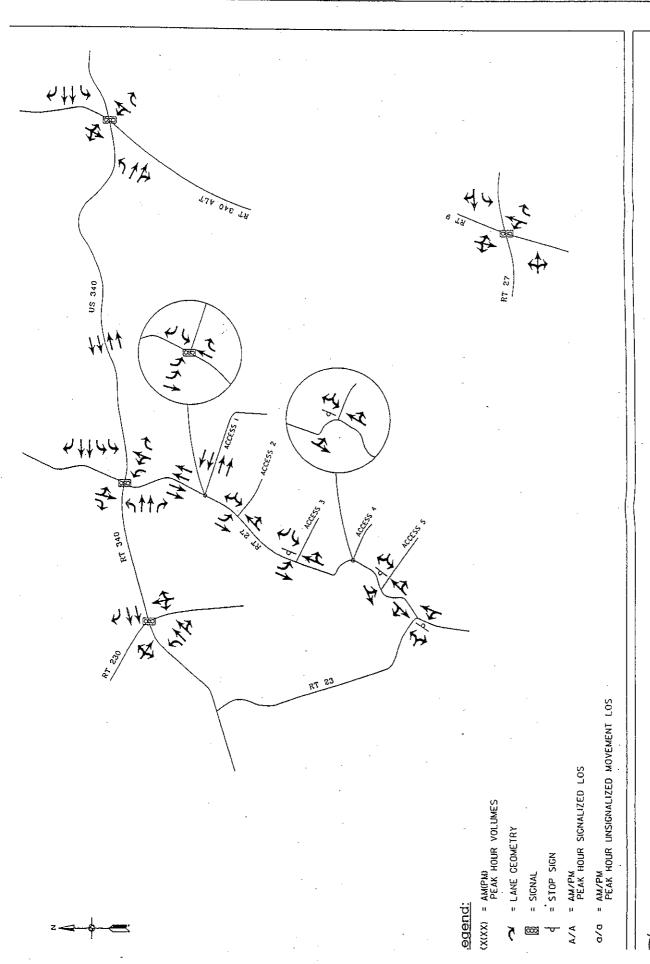
NTE TRIP DISTR.dgn 11/6/2006 3:55:44 PM



G OLD STANDARD LLC QUARRY DEVELOPMENT

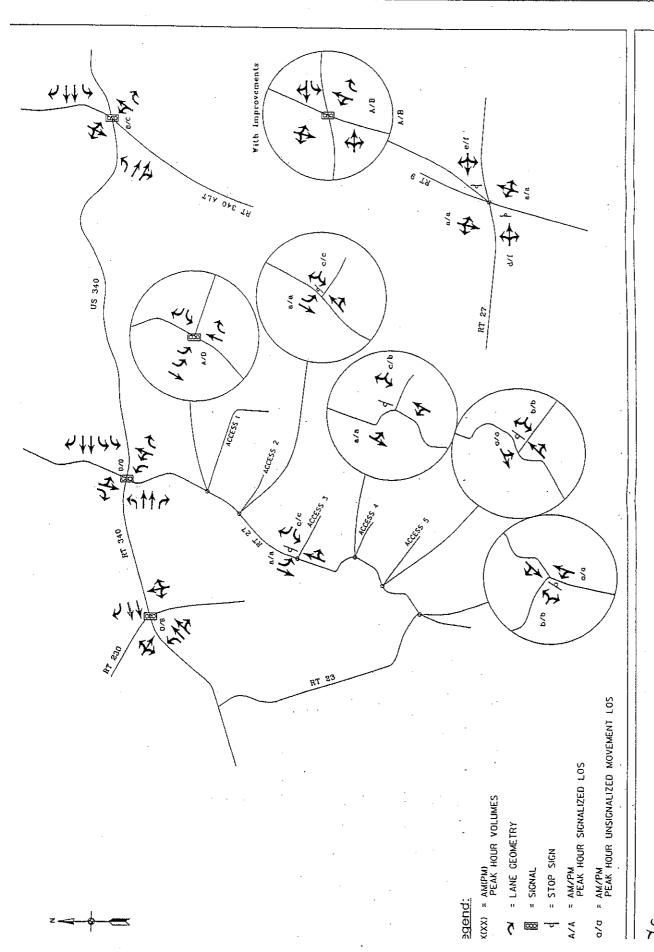
APPROXIMATE DISTANCES BETWEEN INTERSECTIONS

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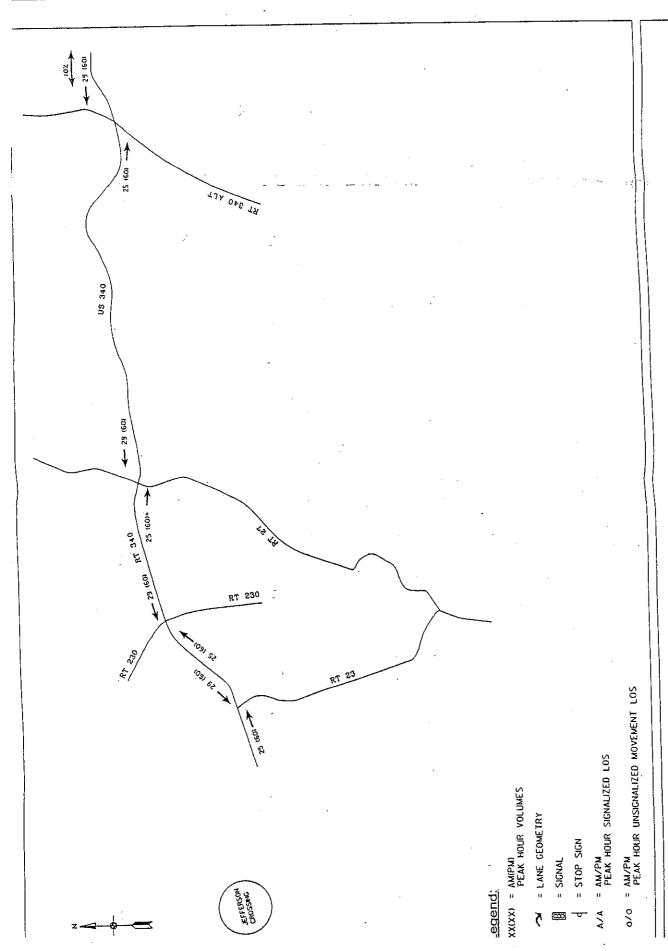
OLD STANDARD LLC QUARRY DEVELOPMENT SUGGESTED LANE GEOMETRY

Lane Geo.dgn Revised 1/16/2007 1:15:07 PM



OLD STANDARD LLC QUARRY DEVELOPMENT TOTAL TRAFFIC LANE GEOMETRY AND LOS RESULTS

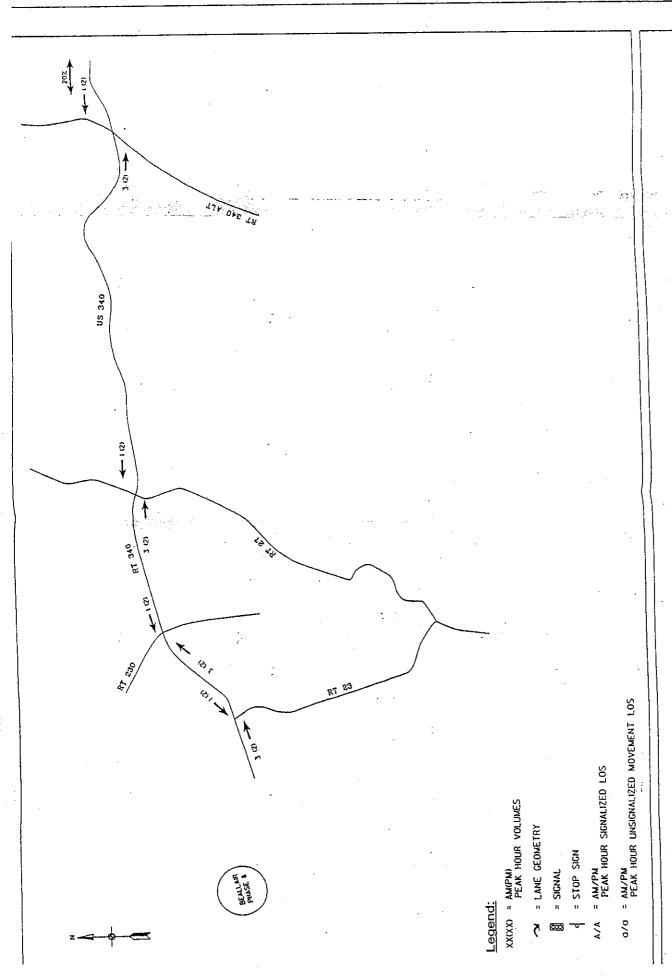
otal traffic lane geo.dgn 1/16/2007 1:14:40 PM



OLD STANDARD LLC QUARRY DEVELOPMENT JEFFERSON CROSSINGS

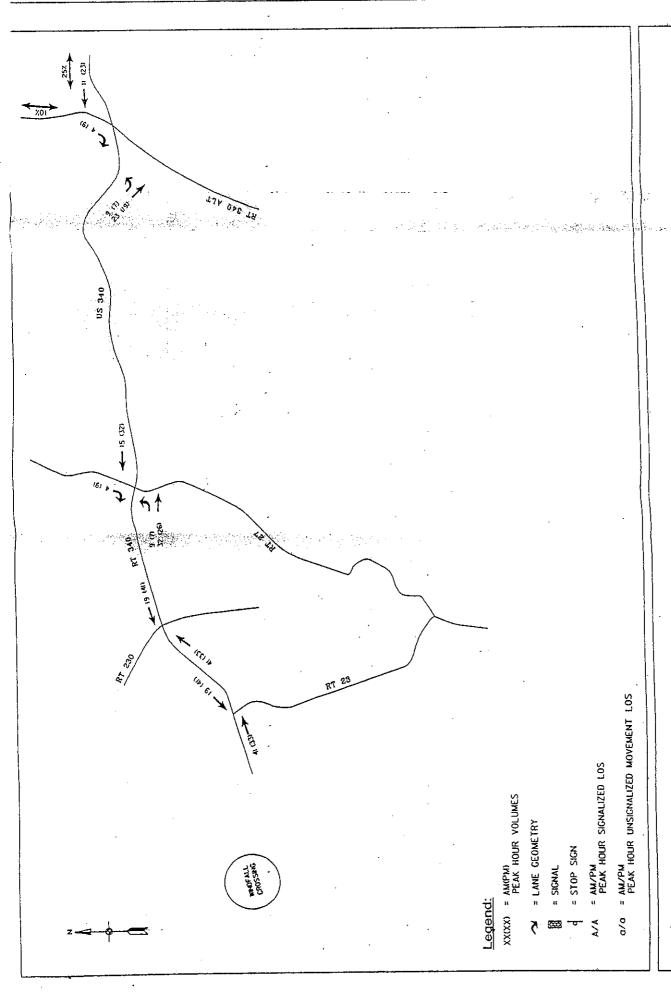


2-jefferson crossing.dgn 11/6/2006 4:00:06 PM



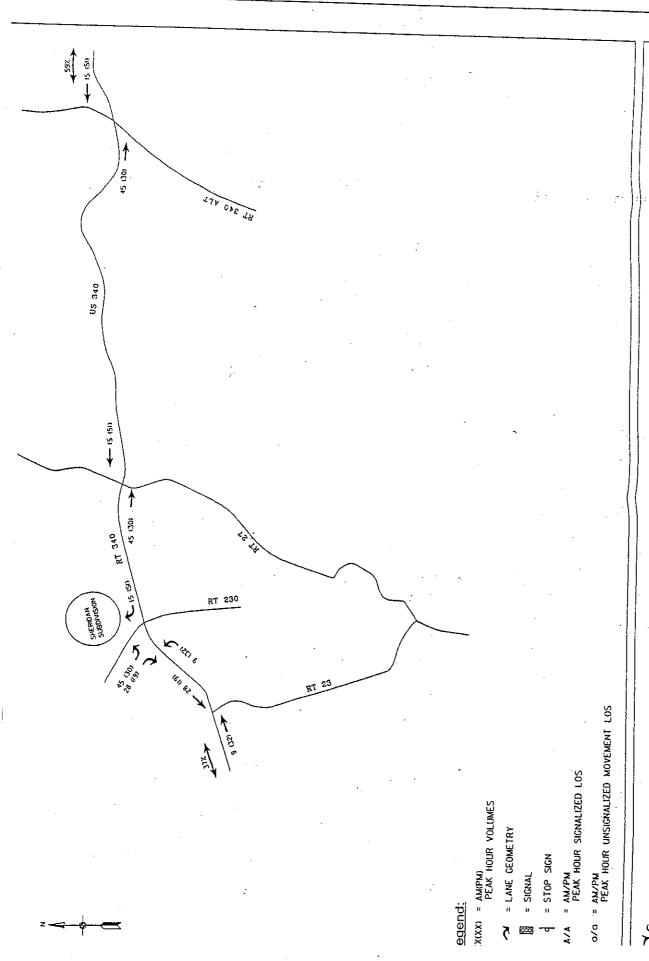
S OLD STANDARD LLC QUARRY DEVELOPMENT BEALLAIR PHASE II

0952-BEALLAIR PHASE II.dgn 11/6/2006 3:59:31 PM



6 old standard llc quarry development windmill crossings

.... V9952-WINDMILL CROSSING.dgn 11/6/2006 4:01:21 PM

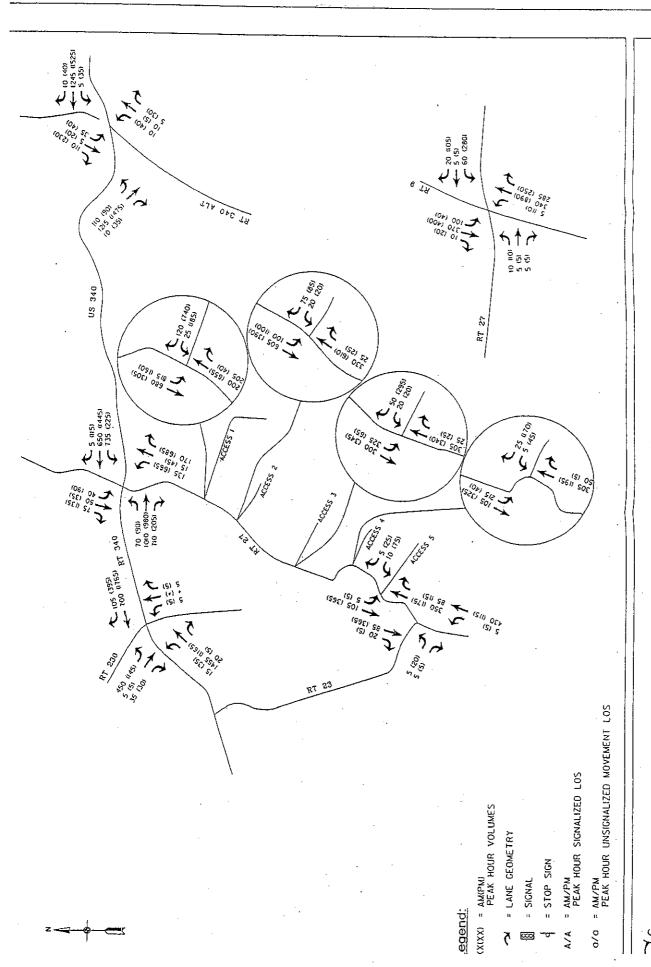


OLD STANDARD LLC QUARRY DEVELOPMENT SHERIDAN SUBDIVISION

HENDAN SUBDIVISION dgn 11/6/2006 4:00:40 PM

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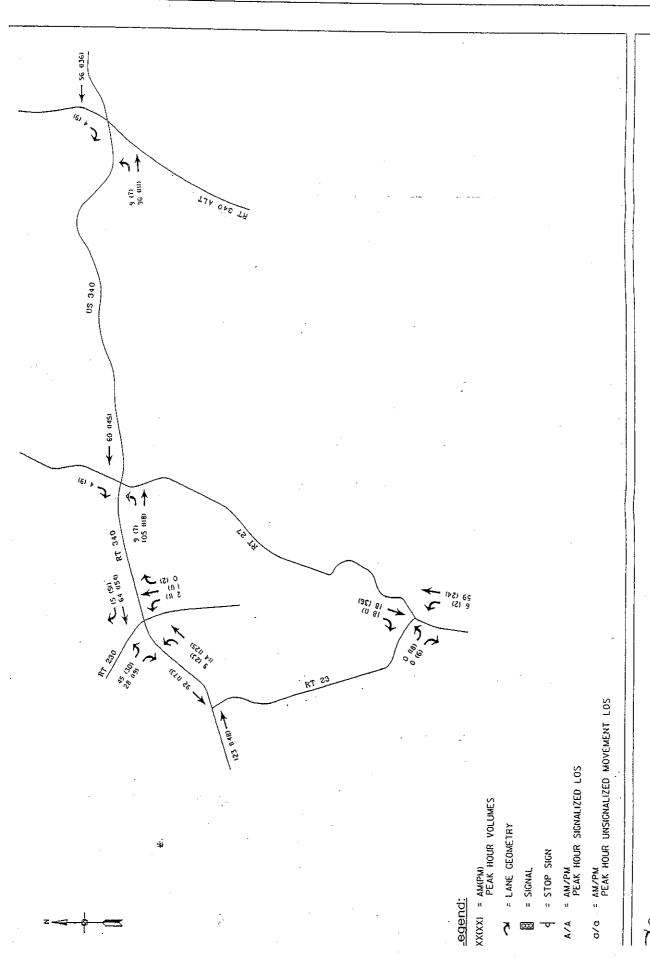
FIGURE



OLD STANDARD LLC QUARRY DEVELOPMENT TOTAL TRAFFIC VOLUME

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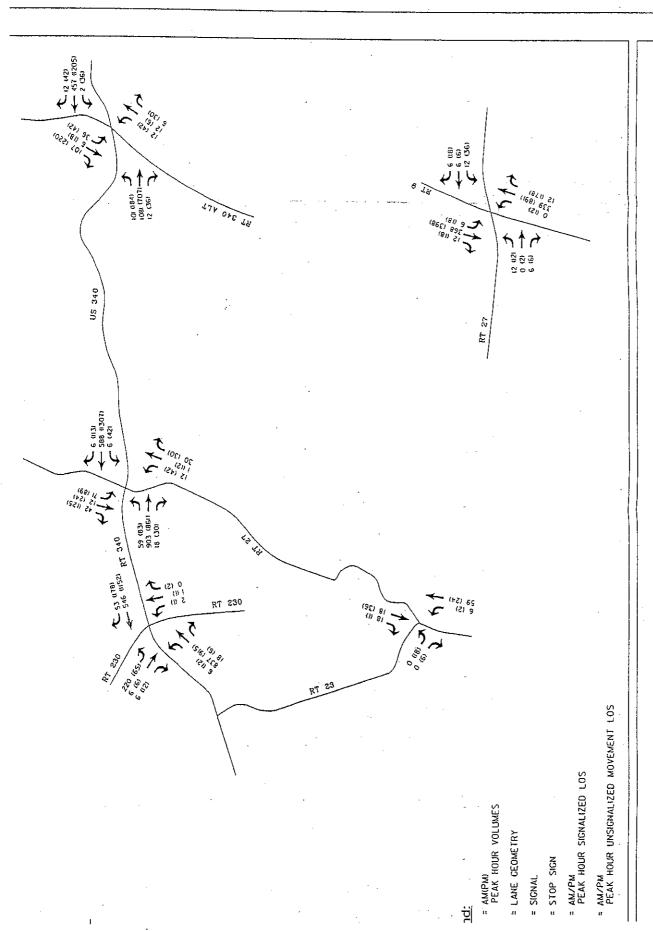
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TOTAL BACKGROUND DEVELOPMENT VOLUMES OLD STANDARD LLC QUARRY DEVELOPMENT



TOTAL BACK-DEVELOP.dgn 11/6/2006 3:54:28 PM



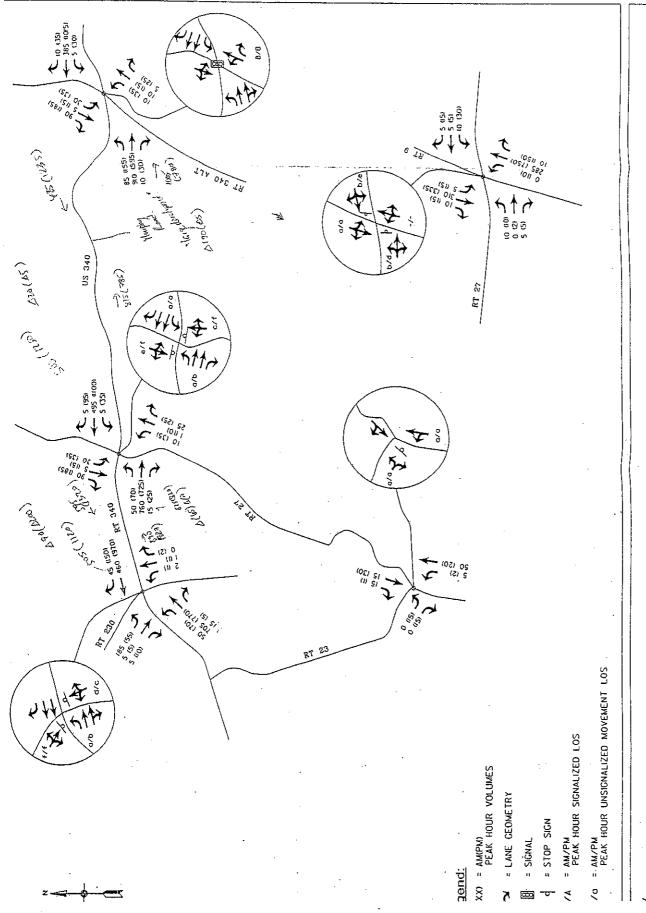
BACKGROUND TRAFFIC GROWTH VOLUMES (3.5%) - YEAR 2011 OLD STANDARD LLC QUARRY DEVELOPMENT

FIGURE 4

2-BACKGROUND.dgn 11/6/2006 3;53;32 PM

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FIGURE



RESULTS EXISTING TRAFFIC VOLUMES, LANE GEOMETRY, AND LOS OLD STANDARD LLC QUARRY DEVELOPMENT

V0952-Existing.dgn 11/6/2006 3:52:06 PM

ROOMSUMMARX		Year 1	Year 2	Year 3	X 200 X	2					10-Sep-08
Ronms Available	i			0 100	1627 4	rears	Year 6	Year7	Year 8	Year 9	Year 10
Occupancy Rate Annual Room Nights Occupied Room Rate		250 95% 84,588 100	250 95% 86,688 103	250 95% 86,688 106	250 95% 86,688 109	250 95% 86,688 113	250 95% 86,688 118	250 95% 86,688 119	260 95% 86,688 123	250 95% 86,688 127	250 95% 86,688 130
REVENUE											7
Annual Room Revenue		8,868,750	8,828,813	9,196,677	9,472,577	9,756,754	10,049 457	10.380.044	40.661.460	000	
Services Revenue (% of Room Revenue)	9%8	433,438	446,441	459,834	473.629	487 838	RD 473	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	50t' 50'01	516,186,01	11,310,753
Sub Total - Operating Revenue		9,102,188	9,375,253	9,858,511	9,946,208	10,244,592	10,551,930	10.888,488	11,194,543	11 530 370	11 878 990
EXPENSES			The state of the s								007'0 10' 1
11 12 12 12 12 12 12 12 12 12 12 12 12 1											
SOOL ROLL			•	•	ŧ	•	•	•			,
Operating Expenses (% of Room Revenue)	55%	4,767,813	4,910,847	5,058,172	5,209,917	5,366,216	6,527,201	5,693,017	6.863.808	A 040 799	100000
Sub Total - Expenses		4,767,813	4,910,847	5,058,172	5,209,917	5,368,215	5,527,201	5,683,017	6,863,808	6,039,722	6,220,914
NOI		4,334,375	4,484,406	4,598,338	4,736,289	4,878,377	5,024,729	5,175,470	6,330,735	5,480,657	6,686,378
CDSTS & LOAN										-	
Hard Coets	31,250,000										
3.81FT	3,750,000										
Soft Costs	1,312,500										
Land (5 Acres)	2,500,000										
Loss Equity	(2,500,000)						•				
Mortgage	38,312,500										
Interest Rate	8%						-				
Term (Years)	25										
Datit Service		2,840,608	2,840,608	2,840,508	2,840,608	2,840,608	2,840,608	2,840,608	2.840.608	2 840 609	808.00
Principle		961,858	701,569	743,563	788,283	835,580	885,715	838,858	995,189	1.054.904	110,000
Interest		2,178,750	2,139,039	2,096,944	2,052,325	2,005,028	1,954,893	1,901,750	1,845,418	1.785.707	1.722.413
Loan Batance		35,650,842	34,949,073	34,205,410	33,417,127	32,581,547	31,695,832	30,758,974	29,761,785	28,706,884	27,588,689
CASH FLOW											
Operating Revenue		9,102,188	9,375,253	9,656,511	9,946,208	10,244,592	10,551,930	10,868,488	11,194,643	11.530.379	11.878.290
Ехрэпses		4,767,813	4,910,847	5,058,172	5,209,917	5,366,215	5,527,201	5,688,017	5,863,808	6.039 7.22	6.220.914
Dabt Service		\$2,840,608	\$2,840,603	\$2,840,808	\$2,840,606	\$2,840,608	\$2,840,608	\$2,840,608	\$2,840,608	\$2 840 608	\$2 B40 608
Cash Flow		1,493,767	1,823,799	1,757,731	1,895,681	2,037,770	2,184,121	2,334,863	2,490,127	2,650,049	2,814,769
Annual CPI	3%										

OLD STANDARD EXTENDED STAY HOTEL

MNPS Data Center Site Proforma Budget Projections

Warm, Lit Shell Construction

4-Feb-08 Prepared By: T. Gatzet

MNPS Harpers Ferry, W Va. Basetime Profoma

Development Program: 200,000 GSF Data Center Lease Building #1 Total Building Size (SF) 200,000

	Total Size of All Buildings (GSF) Core Factor (5%) Total Size of All Buildings (RSF)	280,006 10,690 190,000		Total Building Size (SF) Site Acreage F.A.R. (Pensity) Footprint Total Parking Spaces	260,990 9.00 0.50	
		\$/GSF	\$/RSF	TOTAL \$		COMMENTS
	LAND					
1		\$30.00 \$0.40	\$31.58 \$0.42	\$6,000,000 \$80,539		Lump sum \$2.2372 per \$100 investment taking 60% of Market Value
2		\$0.24	\$0.25	\$47,500		S/SF estimate
4	Settlement Costs	\$0.25	\$0.26	\$50,000		Lump sum estimate
	Land Subtotal	\$30.89	\$32.52	\$6,178,039		
	DESIGN					
	Architect/MEP/Structural Engineer	\$7.50	\$7,89	\$1,500,000		Lump Sum Estimate
	Arch Design Contingency	\$0.50	\$0.53	\$100,900 \$75,000		Lump Sum Estimate Lump Sum Estimate
	Civil Eng'r Civil Design Contingency	\$0.38 \$0.10	\$0.39 \$0.10	\$19,000		Lump Sum Estimate
9	Traffic Study	\$0,13	\$0.13	\$25,000		Lump Sum Estimate
10		\$0.10	\$0.10	\$19,000		Lump Sum Estimate
11		\$0.13	\$0.13	\$25,000 ee7,000		Lump Sum Estimate Lump Sum Estimate
	Testing, Inspections, 3rd Party Reports Reimburseables	\$0.29 \$0.25	\$0,30 \$0,26	\$57,000 \$50,000		Lump Sum Estimate
13	Design Subtotal	\$9.35	\$9.84	\$1,870,000		*
	-					
	PERMITS AND FEES	\$0.00	\$0.00	\$0		
	Impact Fees Site Plan Fees	\$0.08	\$0.00	\$15,000		Lump Sum Estimate
	Public Improvement Bond	\$0.00	\$0.00	\$100,000		Lump Sum Estimate
17	Conservation/Escrow Bond	\$0.00	\$0.00	\$100,000		Lump Sum Estimate
	Utilities Permit	\$0.10 \$0.71	\$0.10 \$0.75	\$65,000 \$142,500		Lump Sum Estimate Lump Sum Estimate (tap fee)
	Utilities Connection Building Permit Fees	\$0.48	\$0.50	\$150,000		Lump Sum Estimate
	Permit Consultant	\$0.11	\$0.12	\$22,800		\$/SF estimate
	Permits Subtotal	\$1.47	\$1.57	\$595,300		
22	HARD COSTS Demoifion	\$0.00	\$0.00	\$0		
	Base Building Construction	\$171,0D	\$180.00	\$34,200,003		\$/SF estimate
	Sitework & Utilities	\$23.75	\$25.00	\$4,750,000		\$/SF estimate
	HVAC	\$33.25	\$35.00	\$6,650,000		\$/SF estimate
	Electrical Installation	\$23.75 \$0.38	\$25.00 \$0.40	\$4,750,000 \$76,000		\$/SF estimate \$/SF estimate
	Landscaping & Irrigation Back-up Generators	\$7.50	\$7.89	\$1,500,000		Lump Sum estimate
	Signage/FFE/Security	\$0.33	\$0.35	\$225,000		Lump Sum estimate
30	Construction Contingency	\$13.04	\$13.72	\$2,607,550		of Construction Hard Costs.
	Construction Subtotal	\$273.79	\$288.20	\$54,758,550		
	TENANT IMPROVEMENTS					
31	Test Fits	\$0.00	\$0.00	\$0		Warm Lit Shell- rest by tenant
	Multi-Tenant Expense	\$0.00	\$0.00 \$0.00	\$0 \$0		
33	Tenant Allowance Ti Subtotal	\$0.00 \$0.00	\$0.00	\$0		
	11 444/0001	*****		·		
	ADMINISTRATION		D45.00	₩ BG4 400		of Project Direct Costs – Less Land Costs
	Developer Fees Legal Fees	\$14.31 \$0.95	\$15.06 \$1.00	\$2,861,193 \$190,000		S/SF estimate
	Marketing Expenses	\$0.13	\$0.13	\$25,000		Lump sum estmate
	Sale Commissions	\$0.00	\$0.00	\$0		N/A
38	Lease Commissions	\$9.50	\$10.00	\$1,900,000 \$4,976,193		to Stonewall Heights LLC/ outside broker
	Administration Subtotal	\$24.88	\$26.19	\$4,576,193		
33	PROJECT DIRECT COSTS	\$340.39	\$358.32	\$68,278,082		
•	FINANCE	6°2.5°	ED 70	\$512,836		of 75% of Project Direct Costs
	Construction Loan Fee	\$2.56 \$0.75	\$2.70 \$0.78	\$312,639 \$149,000		of \$63.4M Permanent Loan
	Permanent Loan Fee Legal Fees/Closing Costs	\$0.75 \$0.48	\$0.70	\$95,000		\$/SF estimate
	Net Lease Up Income	\$0.00	\$0.00	50		N/A
44	Construction Interest	\$11.97	\$12.60	\$2,393,233		rate, \$68.4M loan, 50% avg bal, carried over 12 months
45	Lease Up Interest Carry Finance Subtotal	\$0.00 \$15.75	\$16.58	\$0 \$3,150,068		Carried in 10-yr cash flow
	Finance Subtotal	910.10	\$10.00	40,000,000		
45	CONTINGENCY	\$15,55	\$16.37	\$3,110,002		of Project Direct Costs Less Land Costs.
47	TOTAL PROJECT COSTS	\$373.19	\$392.63	574,638,152		

MNPS Data Center Site Proforma Budget Projections

Warm, Lit Shell Construction

4-Feb-08 Prepared By: T. Glatzel MNPS Harpers Ferry, W Va. Baseline Proforma

Development Program: 200,000 GSF Data Center Lease Building #1

	Total Size of All Buildings (GSF)	200,000		Total Building Size (SF)	200,000
	Core Factor (5%)	10,000		Site Acreage	9.00
	Total Size of All Buildings (RSF)	190,000		F.A.R. (Density) Footprint	0.50
				Total Parking Spaces	146
		\$/GSF	\$/RSF	TOTAL \$	COMMENTS
	LAND		·		
	2 Basis	\$30.00	\$31.58	\$6,000,000	Lump sum
	2 Property Taxes	\$0,40	\$0.42	\$80,539	\$2,2372 per \$100 investment taking 60% of Market Value
	3 Builders Risk Insurance	\$0.24	\$0.25	\$47,500	\$/SF estimate
	Settlement Costs	\$0.25	*\$0.26	\$50,000	Lump sum estimate
	Land Subtotal	\$30.89	\$32.52	\$6,178,032	
	DESIGN				
	Architect/MEP/Structural Engineer	\$7.50	57.89	\$1,500,000	Lump Sum Estimate
	Arch Design Contingency	\$0.50	.\$0.53	\$100,000	Lump Sum Estimate
	7 Civil Engir	\$0.38	\$0.39	7575,000	Lump Sum Estimate
	Civil Design Contingency Traffic Study	\$0.10	\$0.10	\$19,000	Lump Sum Estimate
9	Geotech Engir	\$0.13 \$0.10	\$0.13 \$0.10	*\$25,000 \$19,000	Lump Sum Estimate Lump Sum Estimate
11	I	\$0.13	\$0.13	\$25,000	Lump Sum Estimate
12	Testing, Inspections, 3rd Party Reports	\$0.29	\$0.30	\$57,000	Lump Sum Estimate
13	Reimburseables	\$0.25	\$0.26	\$50,000	Lump Sum Estimate
	Design Subtotal	\$9.35	\$9.84	\$1,870,000	
	PERMITS AND FEES				
14	Impact Fees	\$0.00	\$0.00	\$0	
	Site Plan Fees	\$0.08	\$0.10	\$15,000	Lump Sum Estimate
16	Public Improvement Bond	\$0.00	\$0.00	\$100,000	Lump Sum Estimate
17		\$0.00	\$0.00	\$100,000	Lump Sum Estimate
	Utilities Permit	\$0.10	\$0.10	\$65,000	Lump Sum Estimate
19 20	Utilities Connection Building Permit Fees	\$0.71 \$0.48	\$0.75 \$0.50	\$142,500 \$150,000	Lump Sum Estimate (tap fee) Lump Sum Estimate
	Permit Consultant	\$0.11	\$0.12	\$22,800	\$/SF estimate
	Permits Subtotal	\$1.47	\$1.57	\$595,300	
	HARD COSTS				
	Demolition	\$0.00	\$0.00	\$0	OFF - P
	Base Building Construction Sitework & Utilities	\$171.00 \$23.75	\$180.00 \$25.00	\$34,200,000 \$4,750,000	\$/SF estimate \$/SF estimate
	HVAC	\$33.25	\$35.00	\$6,650,000	\$/SF estimate
	Electrical Installation	\$23.75	\$25.00	\$4,750,000	\$/SF estimate
Z 7	Landscaping & Imigation	\$0.38	\$0.40	\$76,000	\$/SF estimate
	Back-up Generators	\$7:50	\$7.89	\$1,500,000	Lump Sum estimate
29		\$0.33	\$0.35	\$225,000	Lump Sum estimate
. 30	Construction Contingency Construction Subtotal	\$13,04 \$273,79	\$13.72 \$288.20	\$2,607,550 \$54,758,550	of Construction Hard Costs.
	Constitution Statem	\$213.13	4200.20	400,140,400	
	TENANT IMPROVEMENTS				
	Test Fits	\$0.00	\$0.00	\$0	Weam Lit Shell- rest by tenant
	Multi-Tenant Expense	\$0.00	\$0.00	\$0	
33	Tenant Allowance	\$0.00 \$0.00	\$0.00	\$0 \$0	4
	TI Subtotal	\$17.60	4000	≯u	
	ADMINISTRATION				
	Developer Fees	\$14.31	\$15.05	\$2,861,193	of Project Direct Costs Less Land Costs
	Legal Fees	\$0.95	\$1.00	\$190,000	\$/SF estimate
	Marketing Expenses	\$0.13	\$0.13 \$0.00	\$25,000	Lump sum estimate
	Sale Commissions Lease Commissions	\$0.00 \$9.50	\$10.00	\$0 \$1,900,000	N/A The to Stonewall Heights LLC/ outside broker
	Administration Subtotal	\$24.88	\$26.19	\$4,976,193	to obstendin hagita ECO odlade broker
36	PROJECT DIRECT COSTS	\$340.38	\$358.32	\$68,378,082	
	DNANCE				
40	FINANCE Construction Loan Fee	\$2.56	\$2.70	\$512,836	of 75% of Project Direct Costs
	Permanent Loan Fee	\$0.75	\$0.78	\$149,000	of \$63.4M Permanent Loan
	Legal Fees/Closing Costs	\$0.48	\$0.50	\$95,000	Style estimate
	Net Lease Up Income	\$0.00	\$0:00	\$0	NYA
	Construction Interest	\$11.97	\$12.60	\$2,393 <i>,2</i> 33	rate, \$68.4M loan, 50% avg bal, carried over 12 months
45	Lease Up Interest Carry	\$0.00	\$0.00	\$0	Carried in 10-yr cash flow
	Finance Subtotal	\$15.75	\$16.58	\$3,150,068	
46	CONTINGENCY	\$15,55	\$15.37	\$3,110,002	of Project Direct Costs – Less Land Costs.
				• • • • • • • • • • • • • • • • • • • •	
47	TOTAL PROJECT COSTS	\$373.19	\$392.83	\$74,638,152	

State of West Virginia

OFFICE OF ENVIRONMENTAL HEALTH SERVICES

CAPITOL and WASHINGTON STREETS

I DAVIS SQUARE, SUIE 200 CHARLESTON, WEST VIRGINIA 25301

TELEPHONE 304-558-2981

PERMIT

(Sewage)

Old Standard Development PROJECT:

Wastewater Collection & WWTP

PERMIT NO.: 17,411

LOCATION: Millville

COUNTY: Jefferson

DATE:

2-26-2007

THIS IS TO CERTIFY that after reviewing plans, specifications, application forms, and other essential information that

Old Standard, L.L.C. c/o Herb Jonkers Route 2, Box 99E Charles Town, West Virginia 25414

is hereby granted approval to: amend and modify Permit Nos. 16,170 and 16,229 the Old Standard Development wastewater collection and treatment facilities. Major modifications are the relocation of the wastewater treatment plant; modifying the intake structures so that flow will first be through the screens then to equalization basins; changing the membrane treatment plant from a single train to a dual train plant; increasing the membrane treatment plant basin to treat a higher organic loading; changing the ultraviolet disinfection system from an enclosed to an open system; adding space for an office and laboratory; adding pumps to the post-anoxic basins in order to move sludge to the sludge basin; adding aerators and sludge pumps in the sludge basins; and other necessary piping, valves, controls and appurtenances.

This permit is contingent upon all unchanged conditions and requirements of Permit Nos. NOTE: 16,170 and 16,229 remaining in effect.

The Environmental Engineering Division of the OEHS-Kearneysville District Office, telephone (304) 725-9453 is to be notified when construction begins.

Validity of this permit is contingent upon conformity with plans, specifications, application forms, and other information submitted to the West Virginia Bureau for Public Health.

FOR THE DIRECTOR

William S. Herold, Jr., P.E., Assistant Manager

Infrastructure and Capacity Development Environmental Engineering Division

WSH:emt

/Potesta & Associates, Inc. pc:

Katheryn Emery, P.E., DEP

James W. Ellars, P.E., PSC-Engineering Division

Amy Swann, PSC

Jefferson County Health Department

OEHS-EED Kearneysville District Office



Transmittal Letter

7012 MacCorkle Avenue, SE, Charleston, WV 25304 • Phone: (304) 342-1400 • Fax: (304) 343-9031

To:	Mr.	Herb Jonkers		Date:	March 2, 2007
	Old	Standard, LLC		_ Project No.:	0101-04-0012
	Rout	te 2, Box 99E		_	
	Char	les Town, West Virginia	25414		
Sent	Via:	Mail	X Federal Ex	press Uni	ted Parcel Service
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Qua	ntity		Descr	iption	
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Rema	rks:	This permit amends and	l modifies Permit N	os. 16,170 and 16,2	229.
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		nt J. Ammirato/ljk		·····	
c: <u>I</u>	Lee Sn	yder, Snyder Environme	ntal Services		



west virginia department of environmental protection

Environmental Enforcement 601 57th Street Charleston, WV 25304 Telephone: (304) 926-0470 Fax: (304) 926-0488 Joe Manchin III, Governor Randy C. Huffman, Cabinet Secretary www.wvdep.org

August 8, 2008

Old Standard, LLC Mr. Herbert Jonkers PO Box 341 Millwood, VA 22646

Certified Return Receipt Requested
Cert #7007 0220 0000 0373 9390

Dear Mr. Jonkers:

Enclosed is a copy of the inspection report submitted to the U.S. Environmental Protection Agency, the Department of Environmental Protection's Division of Water and Waste Management and to Environmental Enforcement's Romney Office.

No deficiencies were noted during the inspection of your facility. You and your staff are to be commended for your commitment to proper operation and maintenance of your treatment facility.

If you have any questions, please contact Jack Fleshman at (304) 822-7266.

Sincerely,

Joseph M. Hickman

Assistant Chief Inspector

JH/mks Enclosure

cc: DWWM Water Permits

NE Regional Office

Compliance Monitoring

Ashley K. Toy, US EPA, Region III

Summary

Old Standard LLC's Membrane Bioreactor Wastewater Treatment Plant was placed into service in March, 2008, with an average design flow of 0.05 MGD to serve Sheridan Subdivision. The operation of the facility is contracted out to Snyder Environmental. Records of operation, sampling results, etc. are up to date. The laboratory work is contracted to Hydrochem. The facility appears to be operating properly with no deficiencies noted during this evaluation.

Facility

The Old Standard LLC Wastewater Treatment Plant (WWTP) is a 0.05 MGD Membrane Bioreactor (MBR) wastewater treatment plant. The collection system is comprised of approximately 5,700 linear feet of 12-inch diameter gravity sewer line, 23 manholes, one 35gpm duplex submersible sewage pump station/equalization basin, 7,300 linear feet of 6-inch diameter force main line.

This 0.05 MGD MBR wastewater treatment plant is being constructed in three phases. Currently, phase one is complete, with an average design flow of 0.05 MGD. Phase one is comprised of a 1/8" fine screen and screen washing, 2 MBR basins with a combined capacity of 0.25 MGD (currently one is in operation), and ultraviolet disinfection units. This system discharges wastewater through outlet 001 into the Shenandoah River of the Potomac River.

The operation of this wastewater plant is contracted to Snyder Environmental. Mr. Mike Mercer of Snyder Environmental was on-site for the inspection. Old Standard LLC was not notified in advance of this inspection. However, Mike Mercer was given one day's notice, because Snyder Environmental personnel are on-site two times per week.

<u>Permit</u>

Old Standard LLC WWTP currently operates under WV/NPDES permit number WV0105724, dated February 15, 2005, which expires on February 15, 2010. A current copy of the permit was available on-site for inspection. The name and address of the permittee was correct and the facility operates as described on the permit. The number of discharge outlets, as well as the receiving river, is listed correctly.

Records/Reports

A review of records kept on-site showed that the facility has retained their NPDES records since the start of the plant. The sludge is land applied at the Styles Farm. The sludge reports are not due to DEP until February 2009. Upon review of Discharge Monitoring Reports (DMR), it was noted that loading calculations used the correct flow measurement period, average monthly fecal coliform concentrations were calculated using the geometric mean, and analytical values under Method Detection Limits were properly reported. All

Summary Attachment to EPA Form 3560-3
Old Standard LLC -175CEI of July 17, 2008
Page 2 of 5

reports for this facility are completed and submitted to the Romney Office in the required time frame. The facility maintains very good sampling records, which include all necessary information. Facility personnel also complete chain-of-custody forms. Flow charts are kept since the start of the facility. A flow meter calibration was performed by Instrulogic Corp from Round Hill, VA on June 25, 2008. As a result of this review, it appears that all records and reports required by the permit are well-organized and available for inspection.

Facility Site Review

The system and equipment appeared to be functioning properly during the walk-through of the facility. All permitted outlets are properly marked and adequate fencing surrounds the entire facility. In case of a spill, Snyder Environmental will perform the sewage spill remediation work.

Flow Measurement

This facility utilizes a Magmeter measurement device as its primary means of flow measurement. The primary flow measurement device is designed to meet permit requirements and is located where a representative measurement of actual flow can be obtained. Spare pen, charts and other parts are available on-site.

Laboratory

The facility uses HydroChem of Shenandoah Junction for their testing; however, it was not evaluated during this inspection.

Self-Monitoring Program

The facility appears to follow the appropriate sampling procedures and all necessary information is included in sampling documents. The required records appear satisfactory. Laboratory and accuracy of flow measurement were not evaluated during this inspection.

Effluent/Receiving Waters

The discharge monitoring reports received for the past 4 months were reviewed during this inspection. The facility did not exceed effluent limitations for any parameter during this period. The effluent was observed during the walk-through of the facility and it appeared satisfactory. No visible sludge, foam, plume, or odor was noted at the discharge outlet.

Compliance Schedule

No items in this section are applicable to this facility at this time.

Pretreatment

Currently there are no industrial users on this system.

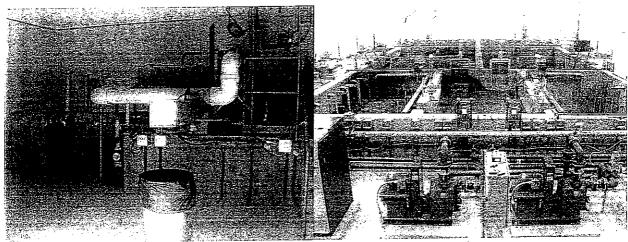


Figure 1: 7/8" Fine Screen & flow splitter

Figure 2: MBR Basins

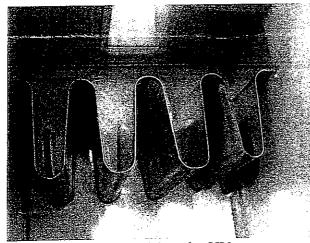


Figure 3: Effluent exiting the UV

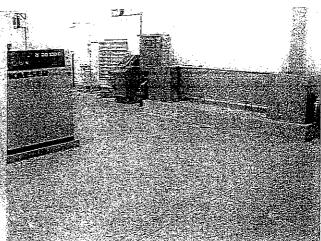
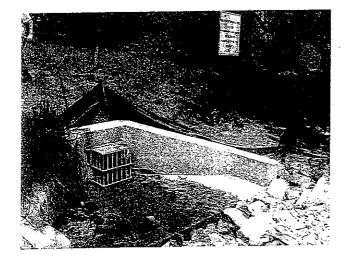


Figure 4: UV system



	EPA Water Compliance Inspection Report										
	<u>, , , , , , , , , , , , , , , , , , , </u>		Se	ction A	A: National Data	a System	Coding	(ie PCS)			
Transa		Code 5	NDP WV010	ES	Mo/Day/Yr 07/17/2008		nspection C		Inspec S	ctor	Facility Type
Remarks: Inspection	Work Days		Evaluati		lonitoring ting	B1		QA			Reserved
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					Section B:	Facility	Data				
Name and Facility In	Location of aspected:	Millvi	tandard Ll lle Rd lle, WV 2			<u> </u>		Entry Tir	ne: <u>12:30</u>	pin	Permit Effective Date: 3-17-2005
	f On- sentatives(s) ne and Fax	Contra (304)2	Mercer actor for th 279-3334: 724-4250:	cell	t operations			Exit Time 2:15pm //		F~	Permit Expiration Date: 2-15-2010
Name, Ad Responsib Official/Ti					Contacted Yes	:: No [2	X]	Other Facility Data:			
	Section C: Areas Evaluated During Inspection M - Marginal; N - No; N/A - Not Applicable; N/E - Not Evaluated; S - Satisfactory; U - Unsatisfactory; Y - Yes										
S	Permit		S		Measurement	N/E	Sam	oling	S '	Оро	erations & Maintenance
S	Records/Report	:S	N/E	Labo	огатогу	N/A	Com Sche	pliance dule	N/E	j <u>.</u>	dge Disposal
S	Fac Site Review	v	S	Eff/	Rec. Waters	S	Self- Mon	itoring	N/E	Pol	lution Prevention
S	Pretreatment		N/A		nwater	N/A	CSO	/SSO	N/A	Мu	ltimedia
N/A	Groundwater D	ata	N/A	Unpe Bypa	ermitted ass	_					
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Name/Sign	nature(s) of Insp	éctors(s	s)		Agency/Office				Date		
Michael Ka	11 4/27(1/	11 1			WVDEP - HC		2545		7-25-200		
Sarah Woo	idy Souah	Wa	50 Y		Romney, WV : 304-822-7266	26757 304-81	22-3687		7/25/	C 3	
	of Management				Agency/Office	/Phone	Fax		Date		
Jack Fleshi	man /				WVDEP - HC Romney, WV		<u> </u>		7-2	5-	08
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Revised: October 2003

Summary Attachment to EPA Form 3560-3
Old Standard LLC -178CEI of July 17, 2008
Page 3 of 5

Sampling

Sampling locations, methods, and frequencies conform to NPDES requirements. Sampling location and methods provide representative samples. Samples are taken in required containers and preserved as stated in 40 CFR, Part 136. Samples for fecal coliform and BOD appear to be taken using approved protocols. Chain-of-custody forms are maintained on-site and available for inspection.

Operations & Maintenance

All treatment units were operating properly at the time of inspection. Routine and preventative maintenance items are scheduled. Plant O&M manuals are onsite. As previously mentioned, auxiliary power is available. Spare parts for the equipment are available.

Sludge Disposal

The sludge is land applied on the Style's Farm in Rippon, WV. This site (WVSG10026) is permitted through Snyder Environmental, therefore this site was not evaluated.