City of Flowery Branch Downtown Transportation Study







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TABLE OF CONTENTS

1.0 PROJECT INTRODUCTION

2.0 INVENTORY OF EXISTING CONDITIONS

- 2.1 Land Use
- 2.2 Transportation Inventory
- 2.3 Previously Identified Projects

3.0 NEEDS ASSESSMENT

- 3.1 Purpose
- 3.2 Connectivity Assessment
- 3.3 Operational Analysis
- 3.4 Bicycle & Pedestrian Needs Assessment

4.0 RECOMMENDATIONS

- 4.1 Connectivity / New Roadways
- 4.2 Intersection Improvements
- 4.3 Roadway Improvements
- 4.4 Pedestrian & Bicycle Improvements

5.0 IMPLEMENTATION

- 5.1 Opinion of Probable Cost
- 5.2 Funding Options

APPENDIX

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INTRODUCTION

Context

The City of Flowery Branch, with support from the Gainesville-Hall Metropolitan Planning Organization (GHMPO), has funded this study of the transportation needs within the City's historic downtown core. The City, founded in 1874, has seen significant population growth in the recent decade. According to the 2000 Census, the population of Flowery Branch was 1,806. However, more recent population estimates place the City's population at 3,966. The growth that the City has experienced has increased the amount of traffic that moves around and through downtown, which in turn has resulted in a greater strain on the City's aging infrastructure.

Study Area

The study area is bounded by McEver Road to the north, Lights Ferry Road to the west, Atlanta Highway and Mulberry Street to the south, and Gainesville Street to the east. A map of the study area is shown in Figure 1.

Need and Purpose

The purpose of this study is to identify a series of transportation improvements to address the vehicular and pedestrian needs of the City's historic downtown area. It is important that these improvements be developed based on a combination of engineering evaluation, community input, and City staff insight. Furthermore, the recommendations of this study must be achievable with respect to the reality of both funding and construction constraints that affect the implementation of any infrastructure project.

PROJECT INTRODUCTION

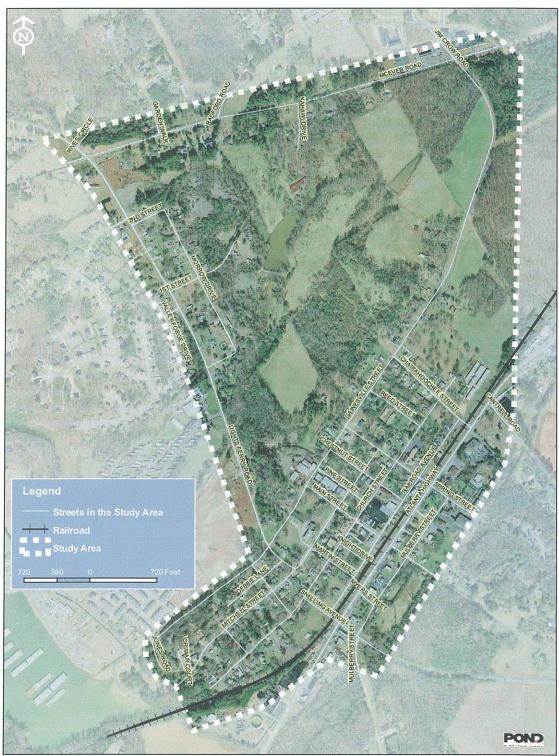


Figure 1. Study Area

INVENTORY OF EXISTING CONDITIONS

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2.1 LAND USE

The Study Area is approximately 543 acres in size. Residential land use makes up more than one-third of the study area, and agricultural use is more than one-fourth of the study area. The current composition of land uses is as follows:

Agricultural	27.74%
Commercial	4.89%
Conservation Use	10.62%
Exempt	3.58%
Industrial	1.64%
Public Utility Area	0.08%
Residential	37.26%
Public Right of Way	14.29%

Figure 2 shows the location of these land uses.

2.1.1 Development and Redevelopment Opportunities

The Flowery Branch Comprehensive Plan identifies a portion of Old Town, the historic core of Flowery Branch, as the redevelopment focus area within downtown. A redevelopment boundary is established within the Plan, which identifies the two most important blocks of land that are in need of redevelopment. These blocks are:

• Block No. 1: That part of the block (excluding existing buildings fronting on Main Street) bounded by Main Street, Church Street, Chestnut Street and Railroad Avenue; and

Block No. 2: That block bounded by Gainesville, Pine, Mitchell and Main Streets.

In general, the vision for redevelopment in these areas consists primarily of mixed-use development and an increase in development intensity. A proposal for redeveloping a portion of Block No. 1 has already been discussed with the City. From a traffic generation standpoint this redevelopment is estimated to add 1,964 new daily trips, 77 morning weekday peak hour trips, and 185 afternoon weekday peak hour trips to the roadway network if/when completed.

As previously stated, more than one-fourth of the study area (approximately 150 acres) is currently agricultural land and poses the possibility for new development. A proposal for developing 106 acres of this land as single-family residential has been brought before the City in the past. The development, as it was proposed, was estimated to add 2,603 new daily trips, 199 morning weekday peak hour trips, and 264 afternoon weekday peak hour trips to the roadway network. Though the recent economic environment has generally slowed or halted this type of development, it is likely that this property will be developed at some point in the future.

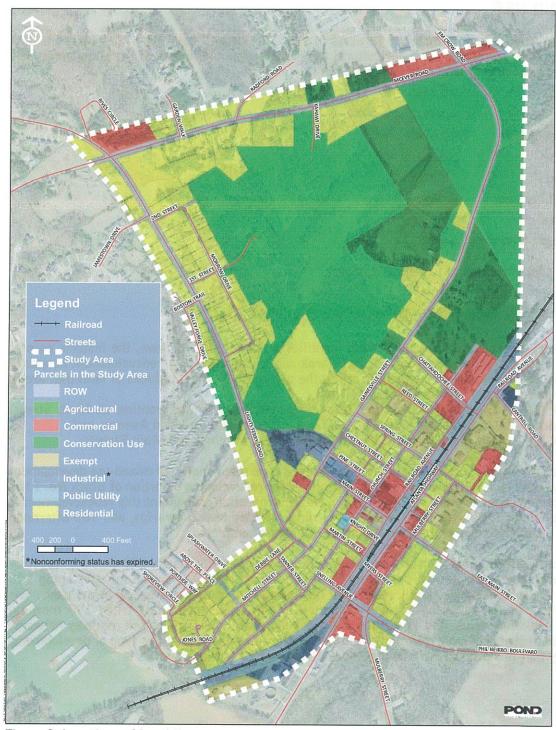


Figure 2. Locations of Land Uses

2.2 TRANSPORTATION INVENTORY

2.2.1 Functional Classifications

Roadway systems are made up of roads that serve different roles. Functional classification is used to define the role or "function" that a given road plays in the overall roadway network. Functional classification groups streets and highways based on the character of the service they are intended to provide. In general terms, the higher the level of access that a roadway provides there is a corresponding lower level of mobility. A good roadway network will have a balance of high access and high mobility roads. There are three primary categories of roads. They are, in order of decreasing mobility: arterials, collectors, and local streets.

Arterials

These are roads that connect cities, towns, and other traffic generators. Arterials typically attract longer trips. At the highest level they can include freeways and have higher levels of mobility, though many minor arterials are only two lanes in width.

Collectors

These medium volume roads collect and distribute traffic between arterials and local streets. They have a lower level of mobility than arterials.

Local Streets

These roads facilitate short-range trips, provide the highest level of access, and usually have the lowest level of mobility. Both travel speeds and volumes are lower on local streets. Though often associated with residential land uses, local streets are not limited to residential areas.

Within the study are there are approximately 10 miles of roadway. These roads, grouped by Georgia DOT functional classification, are shown in Table 1 below. They are also shown in Figure 3.

Road Type	Length (mi.)	Percentage
Urban Minor Arterial Street	3.24	31.64%
Urban Collector Street	0.12	1.16%
Urban Local Road	6.81	66.59%
Rural Local Road	0.06	0.61%
Total:	10.23	100.00%

Table 1. Roadway Classification

As shown in Table 1 above, more than two-thirds of the roads within the study area are local roads.



The ownership of roads can be either State, local (City or County), or private. Table 2 shows the breakdown of roadway ownership/responsibility in the study area. This information is also depicted in Figure 4.

Ownership/Responsibility	Length (mi.)	Percentage
Local	9.41	92.01%
Private	0.07	0.67%
State	0.75	7.32%
Total:	10.23	100.00%

Table 2. Roadway Ownership

2.2.2 Existing Transportation Infrastructure Conditions

An existing conditions inventory was performed of the streets within the study area. Information captured in this inventory includes:

Speed Limit (if posted)

Number of Lanes

Pavement Type

Right-of-Way Width (if available)

Roadway Width

Visual Assessment of Pavement and Striping Condition

Observed Safety Issues

Public Right-of-Way

One-way or Two-way Traffic Flow

The detailed Inventory is provided in the Appendix to this report. In general, the condition of the majority of the transportation infrastructure within the study area is poor. Some of the more common issues are summarized below.

Signing and Marking

Much of the pavement marking is faded or does not exist at all. Many of the regulatory signs and warning signs are too low and do not meet the height requirements of the <u>Manual on Uniform Traffic Control Devices</u> (MUTCD). There is also a lack of street name signs and parking signs. Figures 5 and 6 show examples of regulatory signs mounted too low to meet MUTCD requirements. An excerpt from the MUTCD, which shows proper sign locations and heights, is provided in the Appendix.





Figure 5. Morrow Drive, looking East



Figure 6. Chattahoochee Street, looking Northwest

Roadway Conditions

In some locations the pavement is worn and cracked (see Figure 7). A more in-depth evaluation of pavement condition was recently performed by Hall County Government. This report inventoried all roadways and included a rating sheet that assigned a numerical value on pavement condition, road use, homes or areas served by the road, and the road classification. It is the City's intention to use this inventory in concert with the findings of this study to determine the order and need of transportation improvements within the study area.



Figure 7. Mitchell Street, between Main Street and Spring Street, facing Northeast

Safety Issues

Several of the roads within the study area have very narrow travel lanes, which can have a great influence on the safety and comfort of driving. There were five two-way roads, or segments of roads, identified that have a total width of 12 ft (6 ft per lane), and one two-way road with a total width of 18 ft (9 ft per lane). Recommended typical lane widths range from 9 to 12 ft. The appropriate width depends on factors such as traffic volume, speed of traffic, and adjacent

land use. The American Association of State Highway and Transportation Officials (AASHTO) <u>Geometric Design of Highways and Streets</u> states that 11 ft lanes in urban conditions, 10 ft lanes on low-speed facilities, and 9 ft lanes on low-volume facilities in rural and residential areas are acceptable.

Other safety concerns include deep ditches (slopes greater than recommended by good design principles) and fixed objects such as trees, that are located too close to the roadway. AASHTO recommends for low-speed rural collectors and local roads a minimum clear zone of 10 ft. For urban conditions, where curbs are used and space is more restrictive, a minimum 18" clear zone should be provided. Examples of some of these conditions are shown in Figures 8, 9, and 10.



Figure 8. Jones Road, looking East. Road carries two-way traffic and is only 12ft. in width. Water has begun ponding on the North side of the road.



Figure 9. Pine Street, looking Northwest.

Dangerous ditches very close to the edge of the pavement.



Figure 10. Dangerous ditch that parallels Church Street extremely close to the edge of pavement.

2.2.3 Data Collection

To evaluate traffic operations within the study area, turning movement counts were performed at key intersections during the weekday morning and afternoon peak times. Traffic counts were performed in mid-November 2009 for a two-hour period in the morning (7:00 a.m. to 9:00 a.m.) and a two-hour period in the afternoon (4:00 p.m. to 6:00 p.m.) at these intersections. From this data the morning and afternoon peak hour volumes for each intersection were determined. These peak hour volumes are shown in Figures 11 and 12. To supplement this data, traffic counts were obtained from past traffic studies performed within the study area for various development projects. These volumes are also shown in Figures 11 and 12. Because these counts were performed in 2005 (McEver Road/Lights Ferry Road), 2006 (Gainesville Street/Cherokee Street), or 2008 (Snelling Avenue/Atlanta Highway), it was necessary that they be adjusted in order to represent 2009 volumes. For the 2005 and 2006 volumes, an annual growth factor of 3% per year was applied to be representative of 2009 volumes. However, the 2008 volumes were equal to or greater than 2009 volumes counted at adjacent intersections. Therefore, no adjustment factor was applied to the 2008 counts.

In addition to turning movement counts, a speed study was performed on Lights Ferry Road between Morrow Drive and Gainesville Street. This location was selected based on input from the Community Workshop performed for this project. Table 3 below summarizes the data collected. A detailed printout of all information collected is provided in the Appendix.

	Northbound	Southbound	Both Directions
Posted Speed	45 mph	45 mph	45 mph
Mean Speed (avg.)	45 mph	45 mph	45 mph
85th Percentile	52 mph	52 mph	52 mph
95th Percentile	55 mph	55 mph	55 mph
24-Hour Volume	1146	1144	2290

Table 3. Lights Ferry Road Speed Data

The 85th percentile speed is the speed at or below which 85% of the vehicles are traveling. So, in this case, 85% of the vehicles are going 52 mph or less. The 85th percentile speed is often used to set speed limits. This information tells us that vehicles are typically traveling at or faster than the posted speed limit.

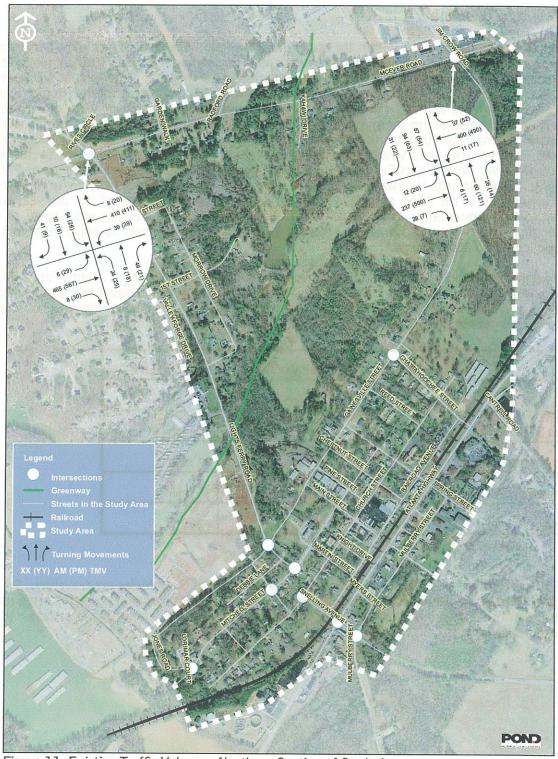


Figure 11. Existing Traffic Volumes, Northern Section of Study Area

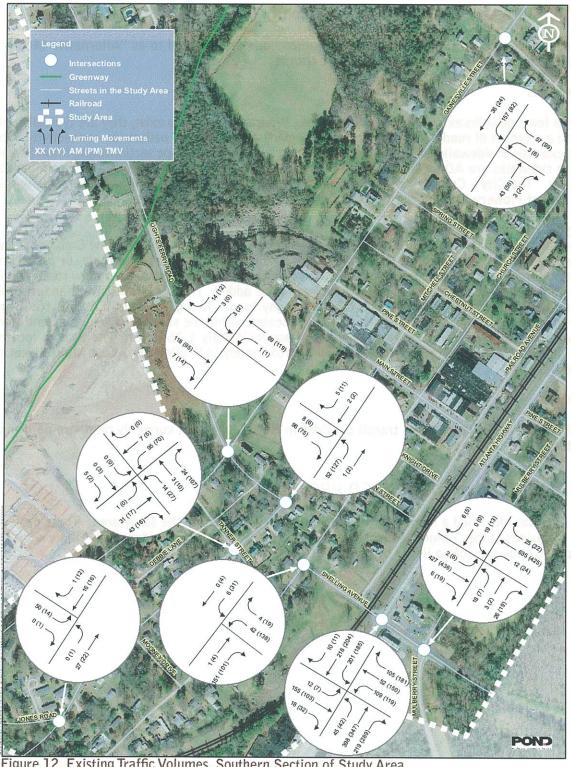


Figure 12. Existing Traffic Volumes, Southern Section of Study Area

2.2.4 Alternative Modes of Transportation

Modes of transportation other than private automobile are referred to as "Alternative Modes". These include walking, bicycling, and public transit.

Sidewalks

Only a few sidewalks exist within the study area. Where sidewalks do exist, they are typically only along a segment of road and therefore do not provide a high level of pedestrian connectivity. The best example of sidewalks in the study area is within the new streetscape section along Main Street. These sidewalks are ADA compliant and of sufficient width to meet the needs of the commercial district. The City's Comprehensive Plan identifies 51,185 LF of sidewalk improvements within the City of Flowery Branch, most of which is located within the study area.

Bicycle Facilities & Greenways/Multi-Use Trails

There are no bike lanes, multi-use paths, or greenways within the study area. The Comprehensive Plan does recommend adding striped bike lanes to existing roads, where possible, or improving roadway shoulders for the purpose of adding bike lanes. However, there are very few roads within the study area that are wide enough for bike lanes to be added. The Comprehensive Plan identifies 86,014 LF of bikeways and 44,310 LF of bikeway loop. Two greenways/multi-use trails are identified in the Comprehensive Plan. The first, located within the study area, would extend from City Park to Alberta Banks Park, a distance of approximately 1.25 miles. The second, located just outside of the study area, would extend approximately .43 miles from East Main Street to Flowery Way.

Transit

Hall Area Transit (HAT) is the transit provider in Hall County, but currently there are no transit routes to the study area.

2.3 PREVIOUSLY IDENTIFIED PROJECTS

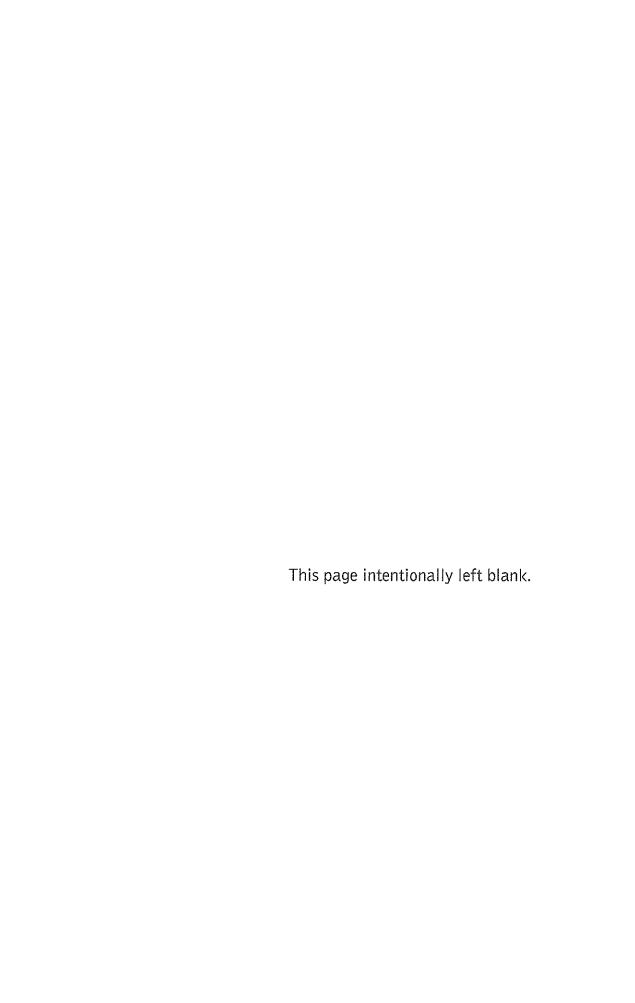
The City has identified a number of transportation projects within the study area. These projects are in various stages ranging from conceptual all the way to funding identified. Table 4 on the following page provides a list of those projects that fall within the study area.

Downtown Transportation Study

EXISTING CONDITIONS

	T T		
#	Project Location	Description	Funding
1	Between Main Street and Snelling Drive, and on Church Street between Main Street and Pine Street	Installation of curb/gutter, sidewalk, street lighting	GDOT Transportation Enhancement (TE) Grant GDOT Gateway
2	Portions of SR 13 from southern City limits to Thurmon Tanner Parkway	Installation of landscaping	Enhancement Grant (pending)
3	Lights Ferry Road/McEver Road Intersection	Intersection improvements, to include turn lanes and roadway widening, as well as horizontal alignment	None
4	Jim Crow Road/McEver Road Intersection	Intersection improvements, to include turn lanes and roadway widening, as well as horizontal alignment	None
5	Pine Street Extension from Church Street to Railroad Avenue	Phase 1 of the Hortman & Dobbs "Old Town" redevelopment project	Property owner(s) with funds from City's Tax Allocation District (TAD)
6	Jones Road	Minor roadway and intersection improvements to include widening this 12ft. two-way road from Mitchell Street to Lorimar Court. Also includes redesignating a portion of roadway to a one-way road from Lorimar Court to Gainesville Street	None
7	Lights Ferry Road to Snelling Drive Connection	Provide for direct access from I-985 to McEver Road via Lights Ferry Road, Snelling Drive, and Phil Neikro Boulevard	None
8	Mitchell Street from Lights Ferry Road to USACE Property	Primary access route for an active marina on Lake Lanier; also serves a 198-unit townhome development	None
9	Chattahoochee Street/Gainesville Street Intersection	Improvements in vertical and horizontal alignment; in concert with Project #12	None
10	Pine Street Extension from Lights Ferry Road to Church Street	Provide roadway frontage within historic district and direct access to downtown from McEver Road; see also Project #6	None
11	Chattahoochee Street Extension	Connect Gainesville Street to McEver Road	None
12	Spout Springs Road Intersection near Holland Dam Road	Minimal roadway adjustments to correct deficient turning radii	Local Funds (pending)

Table 4. Previously Identified Transportation Projects



3.1 PURPOSE

The purpose of the Needs Assessment is to identify both existing and future transportation needs within the study area. The scope of this study is much more limited than a comprehensive transportation plan. For that reason, the focus of recommendations will be on existing deficiencies and mid-term needs (10 years), though some major long-term improvements will be recommended. The development of the Needs Assessment for the study area is based on a combination of observed deficiencies, information obtained from City Staff and the public (through the public workshop), and through an operational analysis of existing and projected future traffic volumes. Travel demand modeling for long-term recommendations has not been employed and is beyond the scope of this study.

3.2 CONNECTIVITY ASSESSMENT

Lights Ferry/Snelling/Phil Neikro

One of the most pressing needs that has long been identified is the connectivity of the Lights Ferry Road/Snelling Avenue/Phil Neikro Boulevard corridor that is critical in connecting the study area, and locations beyond the study area, to I-985. This need was reaffirmed by input from the public workshops and an evaluation of traffic patterns.

Old Town

The grid system that exists within the study area should be preserved and, where possible, continued. The Pine Street extension, proposed as a part of a development in Old Town, is an example of this. Other connections from Old Town to the large undeveloped tracts west of Gainesville Street will also be important as that land develops in the future.

3.3 OPERATIONAL ANALYSIS

3.3.1 Intersection Operations

The intersection operational analysis is based on the criteria set forth in the Transportation Research Board's <u>Highway Capacity Manual 2000</u> (HCM2000). The purpose of the operational analysis is to identify capacity and operational deficiencies of intersections within the roadway network.

Signalized Intersections

For signalized intersections the operations are characterized by its capacity, expressed in terms of a volume/capacity (v/c) ratio, and by Level of Service (LOS). A v/c ratio compares the demand flow rate (volume) of traffic using the various lane groups at the intersection to the capacity of those lane groups. This results in a v/c ratio for each lane group. A v/c ratio greater than 1.0 indicates the volume of traffic has exceeded the capacity available and indicates a temporary excess of demand, which results in congestion.

Level of Service for a signalized intersection is a qualitative measure and is expressed in terms of control delay per vehicle (in seconds per vehicle). Control delay depends upon a number of variables including traffic volumes, lane configuration, the quality of progression of traffic from adjacent intersections, the cycle length, and the ratio of green time to the cycle length. The LOS criteria for signalized intersections, based on control delay, are shown in Table 5. Level of Service A indicates operations with very low control delay while level of LOS F describes operations with extremely high control delay. LOS F is considered to be unacceptable to most drivers. LOS E is typically considered the limit of acceptable delay in urbanized areas and LOS D for non-urbanized areas.

LOS	Control Delay per Vehicle (s/veh)
А	≤ 10
В	> 10-20
C ymai aidi	> 20-35
D	> 35-55
E	> 55-80
F	> 80

Table 5. Level of Service Criteria for Signalized Intersections

Unsignalized Intersections

Unsignalized intersections include all-way stop controlled (AWSC) intersections where each approach stops, and two-way stop control (TWSC) intersections where the side street or minor street is controlled by a stop sign. Unlike signalized intersections, a v/c ratio is not calculated. However, a control delay resulting in a Level of Service is calculated. The factors that can affect control delay, and therefore the LOS, of an unsignalized intersection, include the availability and distribution of gaps in the conflicting traffic stream (TWSC intersections), critical gaps (TWSC intersections), and follow-up time for a vehicle in the queue (TWSC and AWSC intersections). The LOS criteria for unsignalized intersections are shown in Table 6.

LOS	Control Delay per Vehicle (s/veh)	
А	0-10	
В	> 10-15	
С	> 15-25	
D	> 25-35	
Е	> 35-50	
F	> 50	

Table 6. Level of Service Criteria for Unsignalized Intersections

Operational Assessment

The existing condition LOS was evaluated for each intersection for which traffic data was available (see Figures 11 and 12 for existing traffic counts). Future condition (year 2019) traffic volumes were calculated using a 3% annual growth factor to evaluate 2019 traffic conditions. The 2019 volumes are shown in Figures 13 and 14. The results of the LOS analysis for both existing and 2019 conditions are shown in Table 7 that follows.

	Existing Conditions			2019 No Build				
	AM P	eak Hour	PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	v/c*	LOS	v/c*	LOS	v/c*	LOS	v/c*
McEver Rd. / Gainesville St.	В	0.56	В	0.59	В	0.74	В	0.78
McEver Rd. / Lights Ferry Rd.	А	0.43	А	0.52	В	0.57	А	0.68
Atlanta Hwy. / Snelling Ave.	С	0.72	С	0.80	Е	1.01	E	1.09
Snelling Ave. / Church St.	А	-	А	-	А	-	А	-
Mitchell St. / Tanner St.	А	-	А	-	А	-	А	-
Mitchell St. / Lights Ferry Rd.	A	2	А		А	-	А	-
Mitchell St. / Jones Rd.	А	-	А	_	А	-	А	_
Snelling Ave. / Mulberry St.	А	- 1	А	-	С	-	В	-
Gainesville St. / Lights Ferry Rd.	А	-	А	- 4	А	-	А	-
Gainesville St. / Chattahoochee St.	A	-	А	0 040	А) -	А	-

Table 7. Existing and 2019 No Build Levels of Service

^{*}v/c only applicable to signalized intersections

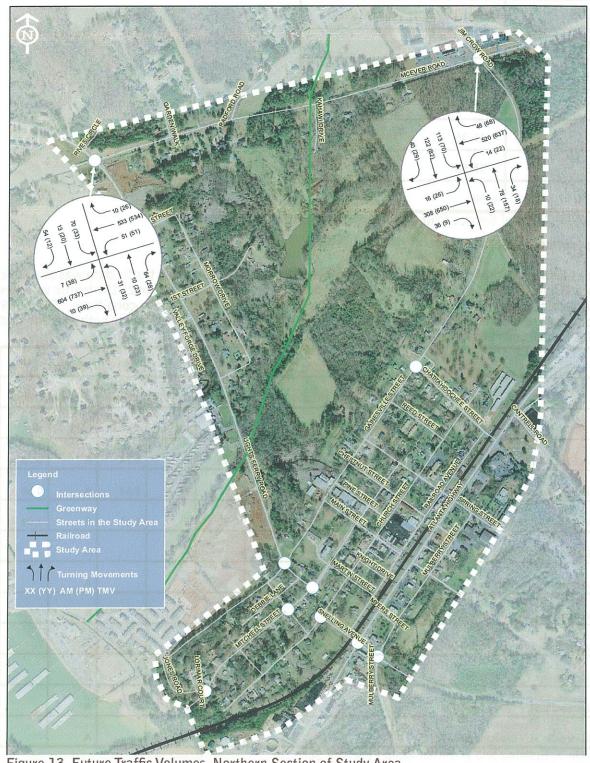


Figure 13. Future Traffic Volumes, Northern Section of Study Area

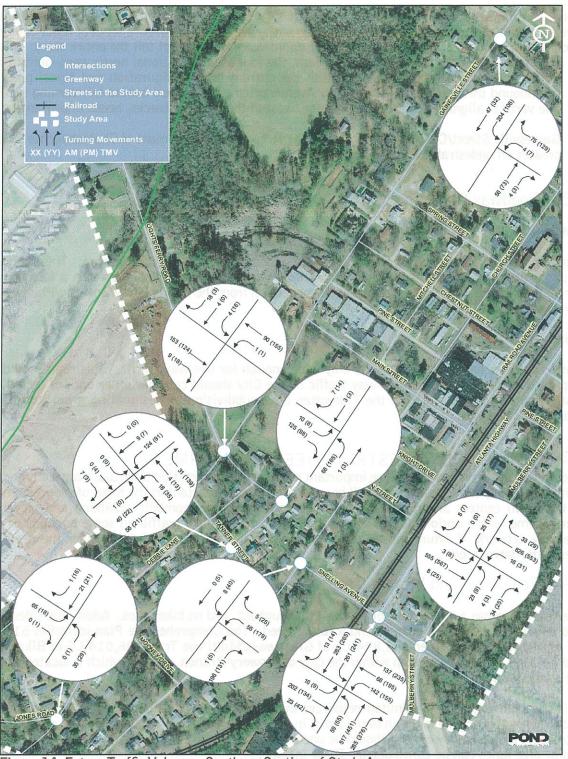


Figure 14. Future Traffic Volumes, Southern Section of Study Area

The LOS analysis shows that intersections within the study area currently operate at acceptable levels and will continue to do so in the mid-term without the addition of turn lanes or other capacity adding improvements. However, the LOS of an intersection does not tell the entire story. Based on input from the public and field observations, the following operational needs were identified:

- Snelling Avenue/Atlanta Highway- With the current lane configuration and signal phasing northbound through traffic on Snelling Avenue often gets trapped behind left-turning traffic. The vertical alignment of Snelling Avenue, west of the railroad tracks, needs improvement.
- Gainesville Street/Chattahoochee Street- the steep vertical alignment of Chattahoochee Street creates an undesirable condition which also impacts operations.

3.3.2 Roadway Operations

Mitchell Street

Mitchell Street is a primary corridor used for access to Hideaway Bay Marina. This roadway is under designed to handle this type of traffic. Furthermore, Mitchell Street is a local street serving residential land uses. An improved connection from the Lights Ferry/Snelling/Phil Neikro corridor to the marina is needed.

Jones Road

Jones road is a two-way road that is only wide enough for one-way traffic. This road should be improved to properly handle two-way traffic or the City should consider other options including: restricting vehicle access from the Tidewater Cove subdivision or designating a portion of the roadway as one-way.

3.4 BICYCLE AND PEDESTRIAN NEEDS ASSESSMENT

Pedestrian and bicycle mobility are important modes of transportation to virtually any community. Within the study area these modes will become even more important as the focus of redevelopment in Old Town centers around pedestrian scale mixed-use development. Walking and bicycling can become viable options for shorter length trips, and reduce traffic on some portions of the roadway network, if future infrastructure improvements are designed to consider the need for these alternative modes.

3.4.1 Pedestrian and Bicycle Needs

The study area has a severe lack of sidewalks throughout, and no bike lanes. Additional sidewalks and bike lanes are both a current and a future need. The Comprehensive Plan identifies 51,185 LF of sidewalk improvements, 8,894 LF of Greenways/Multi-use Trails, 86,014 LF of Bikeways, and 44,310LF of Bikeway loop within the City of Flowery Branch, most of which is located within the study area.

It is not realistic, with the limited resources available to the City, that a plan be developed to install sidewalks or bike lanes on every street in the near term. However, a systematic approach to increasing the inventory of both should be undertaken. There are several ways that new sidewalks and/or bike lanes can be constructed. These include:

1. As part of new development.

2. As part of a streetscape project.

3. As part of a major road improvement or construction of a new road.

4. As a stand-alone construction project.

In prioritizing which pedestrian or bicycle facility to invest in first, it is important to understand the characteristics of pedestrians and bicyclists. From a cost to benefit approach, it is more desirable to invest in facilities that will have the highest usage. For example, the majority of pedestrian trips are ½ mile or less, with only 15% of trips being more than 2 miles. Though pedestrian trips can occur anywhere (for instance, just walking the streets in your neighborhood), it may make more sense to initially invest in sidewalks that are within ½ mile of a destination such as the commercial businesses in Old Town or a City park.

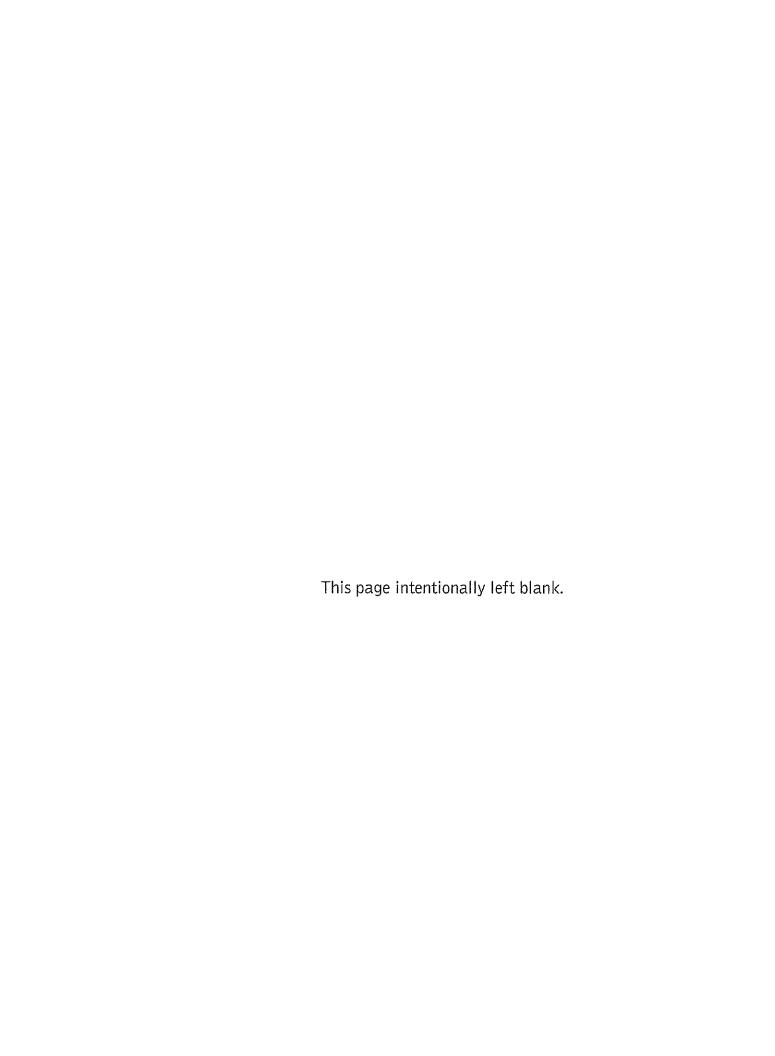
Bicycle trips are typically 30 minutes or less in length. However, they vary by distance and purpose. Some typical trip types and lengths are as follows:

Entertainment, recreation, and fitness 18.6-24.9 mi.

Work 12.4 mi.

Shopping and trail access 6.2 mi.

Of course safety issues for either pedestrians or bicyclists are a major factor that must be weighed in any prioritization of investment.



The recommendations presented in this section are intended to address the needs identified in the Needs Assessment. While some recommendations are longer-term in nature, the intent is

Connectivity/New Roadways

- Intersection Improvements
- Roadway improvements

the following categories:

Pedestrian & Bicycle Improvements

Figure 15 at the end of this section depicts all of the recommendations.

4.1 CONNECTIVITY / NEW ROADWAYS

Though the recent economic situation has stalled development around the country, the potential for new development in large undeveloped tracts adjacent to the historic core of Flowery Branch still exists. And at some point in the future this property will be developed. This future development should be connected back to the core of the city and to the adjacent arterial streets.

to identify short-term (5 years or less) to mid-term (5 to 10 years) recommendations that are achievable and realistic with consideration to funding. Recommendations have been divided into

- 1. Extend Lights Ferry Road to connect to Snelling Avenue (two-lane roadway). This improvement has long been identified as an important connection for this area. As part of this improvement the vertical alignment of Snelling Avenue, just north of the railroad tracks, should be improved. The subject of grade separating Snelling Avenue at the railroad tracks has been discussed for many years. The purpose would be to improve the flow of through traffic between I-985 and McEver Road. In evaluating the feasibility of such a grade separation there are several factors that must be considered.
- Physical Impact
 The physical impact to the character of the immediate area could be significant. For example, if the road were to go over the tracks the minimum clearance between top of track and the lowest point on the structure supporting the road is 23′, if the road were to go under the tracks the minimum clearance is 17′-6″ (not including the depth of the supporting structure). Whether passing over or under, the presence of a structure of this type would certainly affect the character of the historic Downtown.
- Cost
 The cost of a grade separation such as this is extremely high. A similar grade separation in Duluth, GA, completed in 2008, cost approximately \$38 million, excluding right-of-way. Funding for a project of this nature would require State and Federal funds, along with local match.
 - Available Alternative Route
 The planned Martin Road interchange on I-985 will provide a direct connection from McEver Road to I-985 by way of H. F. Reed Industrial Boulevard (which is already grade separated from the railroad). H. F. Reed Industrial Boulevard intersects with McEver Road approximately 2 miles north of the McEver Road/ Lights Ferry intersection. Because of this

close proximity, the new Martin Road interchange will provide a viable alternative to Lights Ferry for accessing I-985. The original Interchange Justification Report (IJR) was approved for this project in 2001. Modifications to the original IJR are currently underway and will be resubmitted to the FHWA for approval. Funds for this project have been ear-marked for right-of-way acquisition. Preliminary engineering has not been completed to date.

For these reasons, a grade separation of Snelling Avenue and the railroad is not recommended.

- 2. Provide a connection from Lights Ferry Road to Gainesville Street (two-lane roadway). This connection will provide another primary access point for Old Town and relieve some traffic on Lights Ferry Road/Snelling Avenue. The City has identified this roadway in the past as connecting into Gainesville Street at Pine Street. This location still seems to be the most viable. A roundabout should be considered as an option for the Pine Street/Gainesville Street/Connector Road intersection. A roundabout could create an excellent gateway to the historic downtown and provide a good transition from the two-way Connector road to Pine Street which is envisioned as one-way in the future.
- 3. Provide a connection from McEver Road to Gainesville Street (two-lane roadway). This connection would likely be a part of the development of the large tract that lies between McEver Road and Gainesville Street. Chattahoochee Street is the most likely connection point along Gainesville Street.
- 4. Pine Street extension (one lane roadway). This project has previously been identified as part of a development proposal for Old Town. The street should be extended as a one-way street with on-street parking. The cross section of this street should match that of Main Street.

4.2 INTERSECTION IMPROVEMENTS

The intersection improvements recommended in this section are based on either an operational analysis of the intersection, field observations, and/or comments from the public and City staff.

- Snelling Avenue/Atlanta Highway.
 - Coordinate with the Georgia Department of Transportation to restripe the northwest bound Snelling Avenue approach to have a separate left-turn lane and a shared through/right-turn lane OR a separate left-turn, right-turn, and through lanes. This change will improve the projected LOS in 2019 from E to D.
- Gainesville Street/Chattahoochee Street.
 - Modify Chattahoochee Street vertical alignment to improve approach grade and sight distance.
 - Modify signage and pavement markings to meet MUTCD requirements for height and location.
- 3. McEver Road/Gainesville Street/Jim Crow Road. (This project previously identified by Hall County Government but not funded)
 - Add left-turn lanes, all approaches
 - Add left-turn phases if warranted
 - Modify horizontal alignment

- 4. McEver Road/Lights Ferry Road. (This project previously identified by Hall County Government but not funded)
 - Add left-turn lanes, all approaches
 - Add left-turn phases if warranted
 - Modify horizontal alignment

4.3 ROADWAY IMPROVEMENTS

The roadway improvements recommended deal primarily with operational and/or safety issues.

- 1. Debbie Lane, Knight Drive, Mitchell Street (Main Street to Spring Street). These streets are of sub-standard width. However, these streets carry very low traffic volumes and serve primarily residential uses. While it would be ideal to eliminate all streets of sub-standard width, it is recognized that the benefit in improved safety or capacity versus the cost to widen these streets, is negligible. Therefore, widening these streets is not recommended as long as they are used in the same manner as they are today. If development or traffic patterns change such that these streets carry heavier volumes of traffic, then widening should be considered. In the interim, it is recommended that the streets be signed as alleys to alert unfamiliar drivers to the fact that the streets are narrow.
- 2. Jones Road (short-term improvements currently planned for implementation by the City).
 - Widen to a standard width (24 ft. for a two-way roadway) from Mitchell Street to Lorimar Court
 - Redesignate Jones Road as one-way between Lorimar Court and Gainesville Street
- 3. Jones Road (long-term improvement recommendation).
 - Widen to a standard width (24 ft. for a two-way roadway)
 - Realign the Jones Road/Mitchell Street intersection
 - Add sidewalks
- 4. Mitchell Street. Serves as primary access to Hideaway Bay Marina and is therefore over used given its current design.
 - Improve horizontal and vertical alignment
 - Add sidewalks

4.4 PEDESTRIAN & BICYCLE IMPROVEMENTS

It is unrealistic that the City will be able to fund all of the pedestrian and bicycle improvements needed within the study area, and the City as a whole, in the near future. For this reason it is recommended that a systematic approach to prioritizing investment in sidewalks and bicycle facilities be employed.

Downtown Transportation Study

RECOMMENDATIONS

- 1. Sidewalks that are within $\frac{1}{4}$ mile of a destination (i.e. a commercial area or a park) or that provide connectivity by serving as the missing segment between two existing sidewalk should be given a higher priority than stand alone, disconnected sidewalks.
- 2. Short segments of bike lane or bike lanes that are disconnected are undesirable as standalone projects.
- 3. Sidewalks and bike lanes should be included in the construction of all major roadway improvement projects, streetscape projects, and new roadway or development projects when called for by the Long-Range Bicycle and Pedestrian Improvement Program.
- 4. Though it is preferred that both sides of a road or street have sidewalks, consideration should be given to installing sidewalks on only one side of the road, in some instances, in order to provide greater coverage.

Greenways/Multi-use Trails

The Alberta Banks Park to City Park greenway/multi-use trail identified in the Comprehensive Plan would be an important amenity for the City. There was support for this multi-use trail connection from some residents that attended the public workshop. Currently, much of the land that the multi-use trail would pass through is undeveloped. It becomes significantly more complicated to design and construct a multi-use trail once property is developed. Therefore, it is recommended that the City coordinate with future developers to preserve right-of-way for the multi-use trail and, to the extent possible, link the multi-use trail with future development plans.

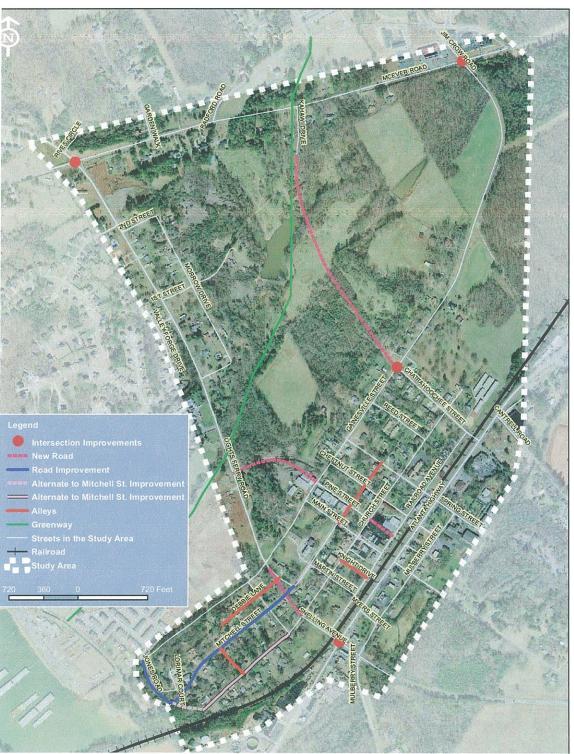


Figure 15. Recommendations

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5

The City currently funds roadway maintenance and transportation projects from two sources-the General Fund and the City's portion of the Hall County SPLOST VI program. Table X below shows the funds the City has budgeted from the General Fund since 2006 for both roadway maintenance and transportation projects along with the actual funds spent each year.

Year	Budgeted	Actual
2006	\$0 110 1 1 1 1 1	so do la estada de 100 no bes
2007	\$19,000	\$3,020
2008	\$50,000	\$14,667
2009	\$30,000	\$166,325*
2010	\$60,000	TBD
*Spring Street culvert		ution provides a description of hudiou

Table 8. General Fund - Roadway Maintenance/Transportation Projects

Revenue that the City will receive from the SPLOST VI program is allocated to different areas, not just transportation. For years 2010 through 2013, SPLOST VI funds are committed to non-transportation projects. Therefore, SPLOST VI funds for transportation will not be available until 2014. The best case scenario is that the City could receive up to \$250,000 a year for 2014 and 2015, depending on the amount of SPLOST dollars collected.

By comparison, Table 9 below shows the funds some other cities in the region have committed to their transportation program.

City	Population (2008 census)	Total Budget Allocated to Road Maintenance & Transportation Projects	Comments
Chamblee	11,202	\$265,000	City receives \$200,000-\$500,000 per year from DeKalb County HOST funds
Clarkston	7,836	\$150,000	HOST information not available
Acworth	19,476	\$515,233	City received \$1,600,000 from Cobb County SPLOST in 2008

Table 9. Funding Amounts Local Cities in Region have Committed to Their Transportation Program

Even after adjusting for population, it is evident that Flowery Branch, when compared to the other cities in Table 9, is under-funded in order to maintain and improve the City's transportation system. Currently the City is responsible for maintaining 24.2 miles of road.

IMPLEMENTATION

Implementation of the recommendations identified in this report has been divided into two sections: Opinion of Probable Cost and Funding Options.

5.1 OPINION OF PROBABLE COST

This section provides an opinion of probable cost for the recommendations identified in this study. The cost figures are based on past experience and general costs for similar type work. All costs are based on 2010 dollars and do not include any necesary right-of-way acquisition. See Table 10 at the end of this section for opinion of probable cost.

5.2 FUNDING OPTIONS

This section provides a description of funding resources that may be accessed to implement infrastructure projects.

Local Maintenance and Improvement Grant (LMIG)

Under Senate Bill 200, signed into law on May 11, 2009, the Local Maintenance and Improvement Grant (LMIG) program replaces funds formerly available under the Local Assistance Road Program (LARP) and State-Aid Program. LMIG will roll out in FY 2011 (July 2010). Guidelines and criteria for the program will be sent to local governments in the spring of 2010. SB 200 requires that funds under the LMIG program be allocated according to a funding formula that will take into consideration paved and unpaved lane miles, vehicle miles traveled, and may include population, employment, local funding matches available, as well as other factors. Funds allocated for the LMIG program will be not less than 10% or more than 20% of the money derived from the motor fuel taxes received by the State in the previous year.

Eligible Activities: Anticipated to be the same as under LARP and State-Aid.

- LARP leveling and resurfacing of existing roads
- State Aid used for a variety of local transportation projects including sidewalks, safety-related projects, bridge and drainage projects, and projects that promote economic development.

Transportation Enhancement Program (TE)

The TE program is federally funded and is administered by the Georgia Department of Transportation. Cities can apply for up to \$1 million in federal TE grant funds, and a minimum local match of 20% is required. Funds are awarded through a competitive process.

IMPLEMENTATION

Eligible Activities: Eligible activities fall under four broad categories:

- Multi-use facilities (trails and bicycle lanes)
- Transportation aesthetics (streetscapes and landscaping)
- Historic preservation of transportation related facilities (railroad depots)
- Scenic preservation of views and scenic byways

Georgia Transportation Enhancement (GATEway) Grant Program

Funding comes from contributory value fees paid by outdoor advertising companies to the Georgia Department of Transportation for vegetation removal at outdoor advertising signs. The maximum fund allotment for a government entity is \$50,000.

Eligible Activities: May be used for landscape materials and installation in State right-of-way.

Georgia Transportation Infrastructure Bank (GTIB)

The GTIB is a revolving infrastructure investment fund that provides loans with attractive terms to eligible state, regional, and local government entities to fund eligible transportation projects. The GTIB also offers grants, but at the current time the grant program is restricted to Community Improvement Districts that are formally recognized by the State of Georgia. The GTIB operates under the authority of the State Road and Tollway Authority (SRTA). Initial funding for the GTIB loan program is \$33.1 million and \$10 million for the grant program. The GTIB began accepting applications on October 1, 2009.

The minimum loan amount that may be requested is \$25,000 and the maximum amount is 25% of the annual GTIB appropriation. The initial maximum limit is \$8,275,000 (25% of \$33.1 million). The minimum loan term is 5 years though loans may be prepaid without penalty. The maximum loan term is the lesser of 25 years or the useful life of the project. Though a percentage is not stipulated, it is strongly encouraged that matching funds be used for a portion of the project's financing.

Eligible Activities:

- Eligible costs include: preliminary engineering, traffic and revenue studies, environmental studies, right of way acquisition, legal and financial services associated with the development of the qualified project, construction, construction management, facilities, and other costs associated with the qualified project.
- Eligible projects include those roadway projects that satisfy the requirements of being "motor fuel tax eligible", as set forth in O.C.G.A. § 32-1-1 et seq.

Downtown Transportation Study

IMPLEMENTATION

State/Local Highway Safety Program

The Governor's Office of Highway Safety (GOHS) provides grants to assist local governments in addressing highway safety deficiencies. Funds are granted on an annual basis according to availability. Previous year's traffic crash data is used to evaluate a relative ranking of each jurisdiction statewide to prioritize funds.

Eligible Activities: Varies-safety related.

Safe Routes to School Program (SRTS)

The SRTS program is federally funded and administered by GDOT. The program's goal is to increase the number of children in grades K-8 who bicycle and walk to school. Specifically the goals are:

- Promote walking/biking as a safe and more appealing transportation alternative.
- Encourage and enable children to more safely walk and bicycle to school.
- Promote healthy and active lifestyles at an early age.
- Implement projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS funding is awarded through a competitive "Call for Projects" process. The maximum amount awarded per project is \$500,000.

Eligible Activities: Sidewalks, crosswalks, pedestrian signals, etc.

Downtown Transportation Study IMPLEMENTATION

Description/Action	Linear Feet		Construction Cost	Preliminary Engineering Cost	
CONNECTIVITY/NEW ROADWAYS					
Extend Lights Ferry Road to connect to Snelling Avenue	800	Includes grading, paving, curb & gutter, stormwater, drainage, some intersection work	\$575,000.00	\$57,500.00	\$632,500.00
Connect Lights Ferry Road to Gainesville Street	930	Paving, curb & gutter, bike lanes, stormwater, drainage, turn lanes, some intersection work	\$550,000.00	\$55,000.00	\$605,000.00
Connect McEver Road to Gainesville Street	3000	Paving, curb & gutter, bike lanes, stormwater, drainage, turn lanes, some intersection work	\$1,500,000.00	\$150,000.00	\$1,650,000.00
Pine Street Extension ¹	275	1-way traffic, angled parking and stormwater both sides, some brick/trees	\$450,000.00	\$45,000.00	\$495,000.00
INTERSECTION IMPROVEMENTS					
Snelling Avenue/Atlanta Highway	N/A	Striping, signal loop modification, encroachment permit	\$45,000.00	\$10,000.00	\$55,000.00
Gainesville Street/Chattahoochee Street	N/A	400 LF vertical realignment, curb & gutter, stormwater, drainage	\$160,000.00	\$16,000.00	\$176,000.00
McEver Road/Gainesville Street/Jim Crow Road 2	N/A	Vertical/horizontal alignment, curb & gutter, stormwater, drainage, turn lanes	\$500,000.00	\$50,000.00	\$550,000.00
McEver Road/Lights Ferry Road 2	N/A	Vertical/horizontal alignment, curb & gutter, stormwater, drainage, turn lanes	\$450,000.00	\$50,000.00	\$500,000.00
ROADWAY IMPROVEMENTS					1
Debbie Lane, Knight Drive, Mitchell Street	N/A	Signage only	\$2,000.00		\$2,000.00
Jones Road (short-term improvement)	100	Widen two-way from Mitchell Street to Lorimar Court; redesignate as one-way from Lorimar Court to Gainesville Street	\$28,000.00	Complete	\$28,000.00
Jones Road (long-term improvement)	700	24' travel, 5' stormwater both sides, incl. intersection improvements	\$200,000.00	\$20,000.00	\$220,000,00
Mitchell Street	2700	24' travel, stormwater both sides	\$1,200,000.00	\$120,000.00	\$1,320,000.00
PEDESTRIAN & BICYCLE IMPROVEMENTS					
Multi-use Trail	7200	12' concrete trail, assume 1/4 total length boardwalk. Includes 1 bridge crossing at \$100k. \$165/LF concrete vs. \$210/LF boardwalk	\$1,350,000.00	\$135,000.00	\$1,485,000.00

Note: Costs do not include Right-of-Way acquisition.

Costs to be paid by the Developer of Did Town Flowery Branch Redevelopment project. No costs to be paid by the City.

Projects to be completed by the Hall County Government. The City's planning on contributing funds that will be used to upgrade the signals from span wires to mast arms and pay for a small portion of the intersection design. The City's anticipated contribution is \$40,000 per intersection.

Table 10. Project Cost Estimates

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APPENDIX

- a. Inventory Table
- b. Excerpt from Manual on Uniform Traffic Control Devices (MUTCD)
- c. Traffic Count Data
- d. Level of Service (LOS) Analyses

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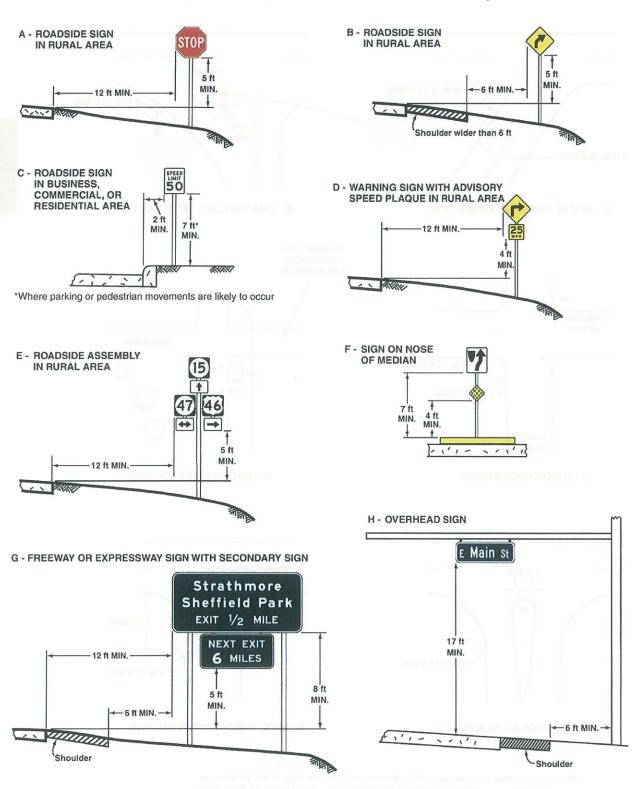
Flowery Branch Transportati			and the same of										Date: By:	Oct. 7, 2009 Mark Edwards, E.I.T.
	Speed	Number		147	dth	1 0-	ndition		Lar					and diving best 1s
Road Name	Limit	of Lanes	Pavement Type	Right/Way	Roadway	Pavement	Marie Village Committee	Safety Issues	Side- walk	Curb & Gutter	One- way	Two- way	Signal	Notes
Jones Rd.		2	Asphalt	30	12	good	mostly fade	Poor sight distance around curve. Intersection with Mitchell is very steep and has poor sight distance. Pooled water. Small travel lanes. Fence and steep slopes very close to the road.	no	no		x	no	Around the curve it is nearly impossible for two cars to see each other or avoid each other due the limited sight distance, and the fencing right next to the road.
Mitchell St.			-	-	-	-		the spirit or and the spirit of the spirit or and the spirit or an	-			_	man-	d = ==================================
- SW of Lights Ferry Rd.	25	2	Asphalt	50	22	good	good	and the state of t	no	no		×	no	
- Lights Ferry Rd. to Main St.	25	2	Asphalt	50	35	worn	faded		L	L,R		×	no	Cars were parked along this part of Mitchell. No
- Spring St. to Main St.	25	2	Asphalt	20	12	worn, cracked	faded	Small travel lanes.	no	no		×	no	sort of signing or striping for parking.
Mooney Dr.		2	Asphalt	40	12	worn, cracked	faded	Small travel lanes. Ditches right on the Edge of Pavement.	no	no		×	no	Very poorly done concrete patch on roadway.
Debbie Lane		2	Asphalt	20	12	worn, cracked	faded	Small travel lanes. Ditches right on the Edge of	no	no		×	no	Fence is very close to road.
Tanner St.		2	Asphalt	40	22	worn, cracked	faded	Pavement. Poorly Placed Class B widening. Trees very close to the Edge of Pavement. Guardrail 2' from edge of pavement.	no	no		×	no	Fence is very close to road, right behind the guardrail.
Snelling Ave.		2	Asphalt	50	25	worn, cracked	faded	Ditches on Edge of Pavement.	no	no		х	yes	RR crosses road right before signalized
Martin St.			-	-			-						(Atlanta Hwy)	intersection with Atlanta Hwy.
- Railroad Ave to Church St.		1	Asphalt	20	11	wom, cracked, grass	faded	Ditches on Edge of Pavement.	no	no	X (NW)		no	
- Church St. to Mitchell St.		1	Asphalt	30	11	worn, cracked, grass	faded	Ditches on Edge of Pavement.	no	no	X (NW)		no	
Knight Dr.		2	Asphalt	13	12	worn	faded	Large Tree on Edge of Pavement.	no	no		х	no	
Main St.		-	-	-			-				-	-	-	
- Church St. to Gainesville St.	15	2	Asphalt	50	22	new	new	Pedestrians.	Partial L,R	no		х	no	Parallel parking on both sides of the road.
- Railroad Ave to Church St.	15	1	Asphalt	50	14	new	new	Pedestrians.	L,R	L,R	X (NW)		no	Angled parking on both sides of the road. Pavement width 50'. ADA compliant ramps in place.
Pine St.	-	-	-				-		-			-		
- Church St. to Gainesville St.		2	Asphalt	50	20	wom, cracked, grass	faded		no	no		х	no	
- Railroad Ave to Church St.		2	Asphall	40	20	worn, cracked, grass	faded	Metal pipe about 10' off the road is sticking out of ground close to 5 feet. Pipe is draining into the side of a building.	no	no		х	no	
ChesInut St.		2	Asphalt	50	18	worn, cracked	faded	Meets Gainesville St. at a very steep angle.	no	no		X	no	
Mulberry St.	25	2	Asphalt	40	20	wom, cracked	faded		no	no		×	no	
RailRoad Ave.		2	Asphalt	40	22	good	good	RR parallels the road.	no	no		x	no	Some ponding of water in between the roadway and the RR,
														GIIG BIO TIVE
Spring St.			-	-	-		-			-			-	
- Church St. to Gainesville St.		2	Asphalt	50	20	wom, cracked	faded		no	no		Х	no	
- Railroad Ave to Church St.		2	Asphalt	50	35	worn, cracked	faded		no	no		x	no	
Church St.		2	Asphalt	50	20	wom, cracked	faded	Extremely unsafe ditches on edge of pavement.	no	no		х	no	Buildings are very close to the road
Reed St.		1	Asphalt	15	12	worn, cracked, grass	faded	Ditches on Edge of Pavement.	no	no	X (NW)		no	

Road Name	Speed	Number	Pavement Type	Wi	dth	Cond	lition	Safety Issues		Curb &	One-	Two-		
road Hame	Limit	of Lanes		Right/Way	Roadway	Pavement	Striping	Salety issues	walk	Gutter	way	way	Signal	Notes
Chatlahoochee St.	25	2	Asphalt	50	20	worn, cracked	faded	Ditches on Edge of Pavement.	no	no		×	no	
Myers SI.		2	Asphalt	35	20	wom, cracked	faded		no	no	30.8	×	no	
Allanta Hwy.	45	3	Asphalt	60	45	new	new	Intersection with Snelling Ave is on a crest, and makes it difficult to see. Parallels RR.	R	L,R		х	yes (Snelling Ave)	
Gainesville St.	-	-	_			-	-	e displicación free accurill	-		-		-	
- Jones Rd. to Main St.	35	1	Asphalt	30	12	worn, cracked	faded	Large Trees on Edge of Pavement.	no	no	(SW)		no	Speed Bumps.
- Main St. to McEver Rd.	35	2	Asphalt	60	20	worn, cracked	faded	Overlay of pavement causes big height difference between roadway and shoulder.	no	no		х	yes (McEver Rd)	N Street may be 1970
McEver Rd.	55	2	Asphalt	80	24	good	good	And the second department of the second depart	no	no		х	yes (Gainesville SI) (Lights Ferry Rd)	
Lights Ferry Rd.	1					-	100 to 100	Annual Control States (1984)	-			-	-	
- Mitchell St. to Gainesville St.	45	2	Asphalt	50	22	good	good		no	no		Х	no	(n-1)
- Gainesville St. to Morrow Dr.	45	2	Asphalt	60	22	good	good	Power pole 2' from edge of pavement. Small speed limit signs.	no	no		х	no	Creek passes under this section of the road.
- Morrow Dr. to McEver Rd.	45	2	Asphalt	80	22	good	good	Attended to the same	no	no		х	yes (McEver Rd)	
Morrow Dr.	35	2	Asphalt	30	20	worn, cracked	faded	Ditches on Edge of Pavement.	no	no		X		At the City limits road turns to gravel road. Parts of the gravel section are beginning to erode
ist St.		N/A	Gravel	30	20	N/A	N/A	- 4	no	no		х	no	, , , , , , , , , , , , , , , , , , ,
2nd St.		N/A	Gravel	30	20	N/A	N/A		no	no		х	no	

APPENDIX b

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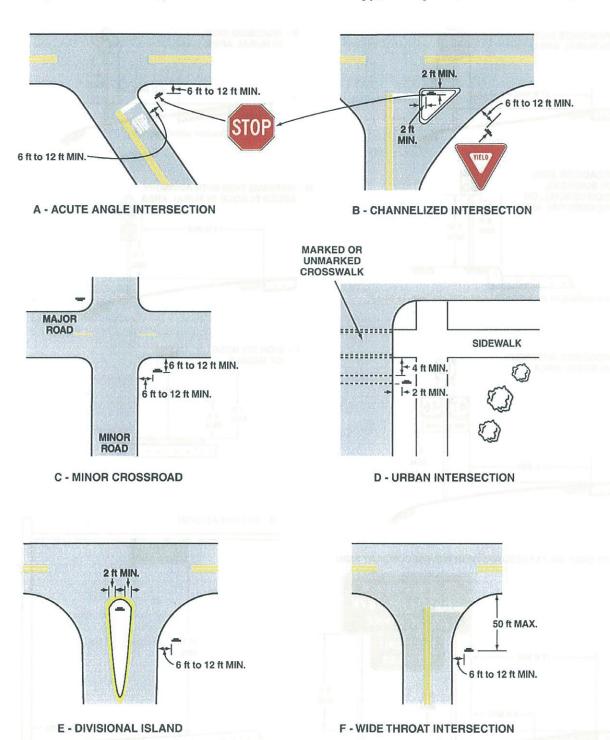
Figure 2A-2. Examples of Heights and Lateral Locations of Sign Installations



Note:

See Section 2A.19 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in business, commercial, or residential areas where sidewalk width is limited or where existing poles are close to the curb.

Figure 2A-3. Examples of Locations for Some Typical Signs at Intersections



Note: Lateral offset is a minimum of 6 feet measured from the edge of the shoulder, or 12 feet measured from the edge of the traveled way. See Section 2A.19 for lower minimums that may be used in urban areas, or where lateral offset space is limited.

APPENDIX C

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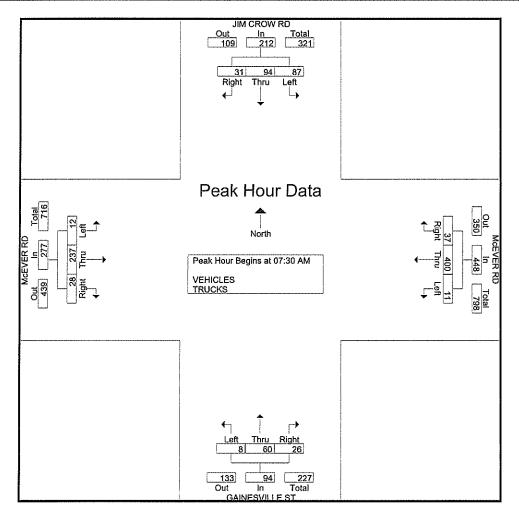
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07:00 AM	13	25	8	46	2	82	16	100	5	18	3	26	1	41	1	43	215
07:15 AM	12	40	6	58	4	88	2	94	4	16	5	25	1	48	6	55	232
07:30 AM	20	28	3	51	2	76	12	90	6	31	8	45	3	56	6	65	251
07:45 AM	21	27	5	53	. 4	141	9	154	0	12	4	16	4	62	11	77	300
Total	66	120	22	208	12	387	39	438	15	77	20	112	9	207	24	240	998
08:00 AM	23	21	14	58	2	94	7	103	2	4	9	15	2	57	7	66	242
08:15 AM	23	18	9	50	3	89	9	101	0	13	5	18	3	62	4	69	238
08:30 AM	13	19	7	39	6	83	5	94	1	4	4	9	3	57	1	61	203
08:45 AM	9	19	12	40	1	77	6	84	2	9	4	15	2	57	4	63	202
Total	68	77	42	187	12	343	27	382	5	30	22	57	10	233	16	259	885
** BREAK ***																	
04:00 PM	17	19	3	39	3	112	13	128	1	22	2	25	9	94	6	109	301
04:15 PM	17	18	10	45	5	84	15	104	4	27	2	33	7	109	2	118	300
04:30 PM	14	19	6	39	3	107	11	121	4	24	2	30	3	99	8	110	300
04:45 PM	16	16	4	36	4	115	14	133	3	37	1	41	. 9	119	0	128	338
Total	64	72	23	159	15	418	53	486	12	110	7	129	28	421	16	465	1239
05:00 PM	19	16	4	39	2	129	11	142	2	25	4	31	5	112	ı	118	330
05:15 PM	6	21	8	35	4	115	16	135	4	28	0	32	4	151	4	159	361
05:30 PM	13	10	6	29	7	131	11	149	8	31	9	48	2	118	2	122	348
05:45 PM	19	17	6	42	3	110	22	135	5	18	4	27	8	102	1	111	315
Total	57	64	24	145	16	485	60	561	19	102	17	138	19	483	8	510	1354
Grand Total	255	333	111	699	55	1633	179	1867	51	319	66	436	66	1344	64	1474	4476
Apprch %	36.5	47.6	15.9	İ	2.9	87.5	9.6	i	11.7	73.2	15.1		4.5	91.2	4.3		
Total %	5.7	7.4	2.5	15.6	1.2	36.5	4	41.7	1.1	7.1	1.5	9.7	1.5	30	1.4	32.9	
VEHICLES	251	332	111	694	54	1624	175	1853	51	317	64	432	65	1335	63	1463	4442
% VEHICLES	98.4	99.7	100	99.3	98.2	99.4	97.8	99.3	100	99,4	97	99.1	98.5	99.3	98.4	99.3	99.2
TRUCKS	4	I	0	5	1	9	4	14	0	2	2	4	i	9	j	11	34
% TRUCKS	1.6	0.3	0	0.7	1.8	0.6	2,2	0.7	0	0.6	3	0.9	1.5	0.7	1.6	0.7	0.8

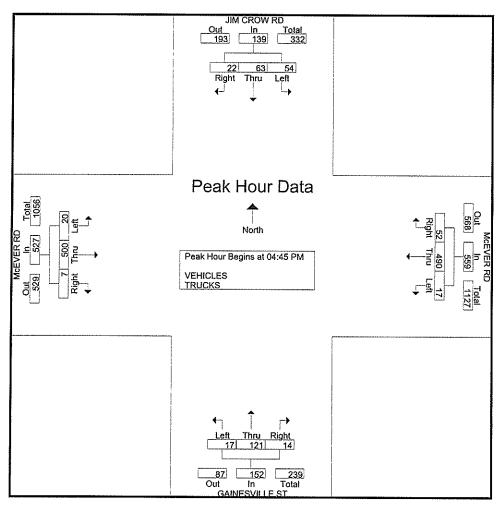
File Name: FBSITE07 Site Code: 00000007 Start Date: 11/11/2009

					/ER RD tbound				SVILLE S hbound	Г							
Start Time	Lest	Thru	Right	App. Total	Left	Thru	Right	App, Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis F					<u></u>			1			L		k				
Peak Hour for Entire I	Intersection	i Begins at	07:30 AM														
07:30 AM	20	28	3	51	2	76	12	90	4	31	8	45	3	56	6	65	251
07:45 AM	21	27	5	53	4	141	9	154	0	12	4	16	4	62	11	77	300
08:00 AM	23	21	14	58	2	94	7	103	2	4	9	15	2	57	7	66	242
08:15 AM	23	18	9	50	3	89	. 9	101	0	13	5	18	3	62	4	69	238
Total Volume	87	94	31	212	11	400	37	448	8	60	26	94	12	237	28	277	1031
% App. Total	41	44.3	14.6		2.5	89.3	8.3		8.5	63.8	27.7		4.3	85.6	10.1		
PHF	.946	.839	.554	.914	.688	.709	.771	.727	.333	.484	.722	.522	.750	.956	.636	.899	.859



File Name: FBSITE07 Site Code: 00000007 Start Date: 11/11/2009

			ROW RD				ER RD			GAINES	VILLE ST			McEV	ER RD		
		South	bound			Westi	bound			North	bound	-		East	oound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysi	s From 12	2:45 PM t	o 05:45 F	PM - Pcak 1	of I									• • • • • • • • • • • • • • • • • • • •			
Peak Hour for Entire	re Interse	ction Beg	ins at 04:	:45 PM													
04:45 PM	16	16	4	36	4	115	14	133	3	37			9				
05:00 PM	19	16	4	39	2	129	11	142	2	25	4	31	5	112	1	118	330
05:15 PM	6	21	8	35	4	115	16	135	4	28	0	32	4	151	4	159	361
05:30 PM	13	10	6	29	7	131	11	149	8	31	9	48	2	118	2	122	348
Total Volume	54	63	22	139	17	490	52	559	17	121	14	152	20	500	7	527	1377
% App. Total	38.8	45.3	15.8		3	87.7	9.3	j	11.2	79.6	9.2	1	3.8	94.9	1.3		
PHF	.711	.750	.688	.891	.607	.935	.813	.938	.531	.818	.389	.792	.556	.828	.438	.829	.954



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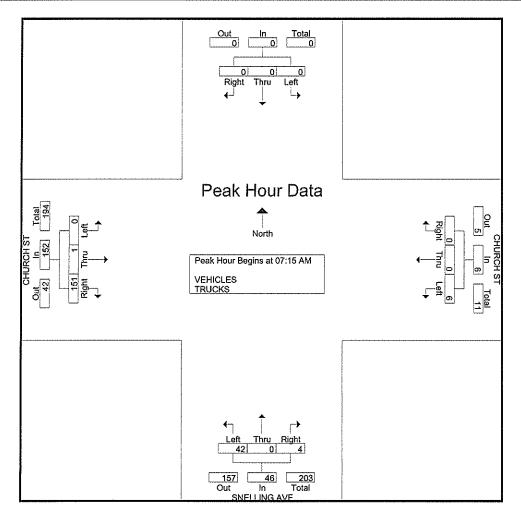
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File Name: fbsite01 Site Code: 00000001 Start Date: 11/11/2009

							CH ST				NG AVE						
			nbound			West	bound			North	bound		······································	East	oound	,	
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	0	2	4	0	1	5	0	0	26	26	33
07:15 AM	0	0	0	0	1	0	0	1	10	0	1	11	0	0	33	33	45
07:30 AM	0	0	0	0	1	0	0	1	10	0	3	13	0	1	46	47	61
07:45 AM	0	0	0	0	2	0	0	2	12	0	0	12	0	0	46	46	60
Total	0	0	0	0	6	0	0	6	36	0	5	41	0	1	151	152	199
08:00 AM	0	0	0	0	2	0	0	, 2	10	0	0	10	0	0	26	26	38
08:15 AM	0	0	0	0	0	0	0	0	12	0	1	13	0	0	24	24	37
08:30 AM	0	0	0	0	1	0	0	1 (11	0	0	11	0	0	20	20	32
08:45 AM	0	0	0	0	2	1	0	3	14	0	0	14	0	0	22	22	39
Total	0	0	0	0	5	1	0	6	47	0	1	48	0	0	92	92	146
*** BREAK ***																	
04:00 PM	0	0	0	0	7	0	0	7	34	0	4	38	0	1	26	27	72
04:15 PM	0	0	0	0	1	0	0	1	30	0	6	36	0	0	28	28	65
04:30 PM	0	0	0	0	9	0	0	9	29	0	5	34	0	0	22	22	65
04:45 PM	0	0	0	0	. 11	0	. 0	11	25	0	3_	28	00	0	20	20	59
Total	0	0	0	0	28	0	0	28	118	0	18	136	0	ì	96	97	261
05:00 PM	0	0	0	0	4	1	0	5	29	0	5	34	0	2	20	22	61
05:15 PM	0	0	0	0	5	0	0	5	35	0	2	37	0	1	20	21	63
05:30 PM	0	0	0	0	15	1	0	16	39	0	7	46	0	0	30	30	92
05:45 PM	0	0	0	0	7	2	0	9	35	00	5	40	0	1	31	32	81
Total	0	0	0	0 1	31	4	0	35	138	0	19	157	0	4	101	105	297
Grand Total	0	0	0	0	70	5	0	75	339	0	43	382	0	6	440	446	903
Appreh %	0	0	0	-	93.3	6.7	0	and a second	88.7	0	11.3		0	1.3	98.7		
Total %	0	0	0	0	7.8	0.6	0	8.3	37.5	0	4.8	42.3	0	0.7	48.7	49.4	
VEHICLES	0	0	0	0	69	5	0	74	337	0	43	380	0	6	438	444	898
% VEHICLES	0	0	0	0	98.6	100	0	98.7	99.4	0	100	99.5	0	100	99.5	99.6	99.4
TRUCKS	0	0	0	0	1	0	0	1	2	0	0	2	0	0	2	2	5
% TRUCKS	0	0	0	0	1.4	0	0	1.3	0.6	0	0	0.5	0	0	0.5	0.4	0.6

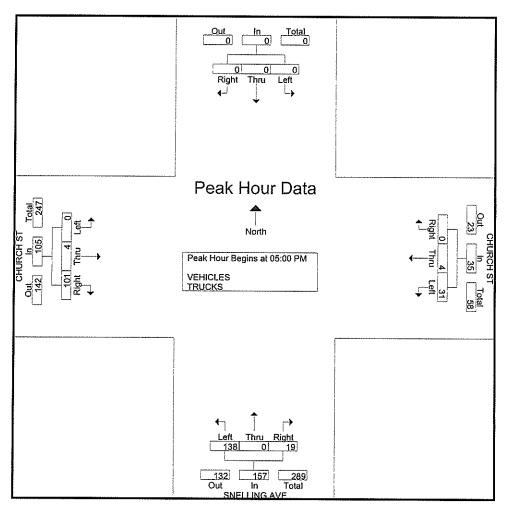
File Name: fbsite01 Site Code: 00000001 Start Date: 11/11/2009

		Souti	hbound				RCH ST bound				ING AVE				RCH ST bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thra	Right	App. Total	Int. Total
eak Hour Analysis F									L			J.					
eak Hour for Entire I	intersection	Begins at	07:15 AM														
07:15 AM	0	0	0	0	1	0	0	1	10	0	1	11	0	0	33	33	45
07:30 AM	0	0	0	0	1	0	0	1	10	0	3	n	0	1	46	47	61
07:45 AM	0	0	0	0	2	0	0	2	12	0	0	12	0	0	46	46	60
08:00 AM	0	0	0	0	2	0	0	2	10	0	0	10	. 0	0	26	26	38
Total Volume	0	0	0	0	6	0	0	6	42	0	4	46	0	1	151	152	204
% App. Total	0	0	0		100	0	0		91.3	0	8.7		0	0.7	99.3		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.875	.000	.333	.885	.000	.250	.821	.809	.836



File Name: fbsite01 Site Code: 00000001 Start Date: 11/11/2009

							CH ST			SNELLI	NG AVE			CHUR	CH ST		Ī
		South	bound			West	bound			North	bound			East	pound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysi	s From 12	:45 PM t	o 05:45 I	PM - Peak 1	of 1							······································					
Peak Hour for Entire	re Intersec	tion Beg	ins at 05:	:00 PM													
05:00 PM	0	0	0	0	4	i	0	5	29	0	5	34	0	2			
05:15 PM	0	0	0	0	5	0	0	5	35	0	2	37	Ö	1	20	21	63
05:30 PM	0	0	0	0	15	1	0	16	39	0	7	46	0	0	30	30	92
05:45 PM	0	0	0	0	7	2	0	9	35	0	5	40	0	i	31	32	81
Total Volume	0	0	0	0	31	4	0	35	138	0	19	157	0	4	101	105	297
% App. Total	0	0	0	!	88.6	11.4	0		87.9	0	12.1		0	3.8	96.2	100	
PHF	.000	.000	.000	.000	.517	.500	.000	.547	.885	.000	.679	.853	.000	.500	.815	.820	.807



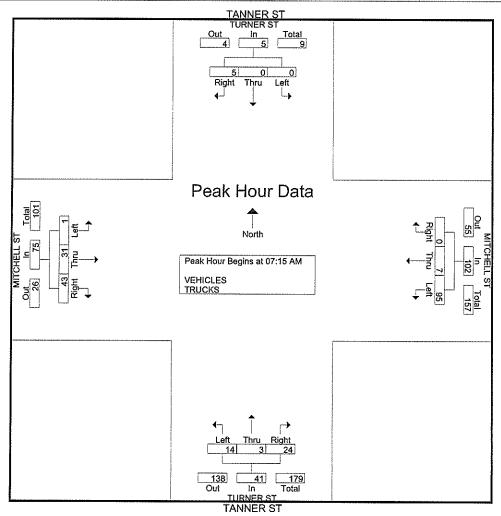
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File Name: FBSITE02 Site Code : 00000002 Start Date : 11/12/2009

			TANN				G	roups Pr	inted- VEHIC	CLES - TF	искв 1	TANNE	R ST					
William Company	j			NER ST				ELL ST				IER ST				IELL ST bound		
Start T	ime	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	0 AM	0	0	0	0	15	0	0	15	0	0	2	2	0	5	14	19	36
07:1:	5 AM	0	0	0	0	26	0	0	26	3	ō	4	7	Õ	7	11	18	51
07:30	MA 0	0	0	1	1	26	4	0	30	3	ī	9	13	0	10	14	24	68
07:4:	5 AM	0	0	2	2	29	3	0	32	6	ī	4	11	Õ	7	14	21	66
	Total	0	0	3	3	96	7	0	103	12	2	19	33	0	29	53	82	221
08:00	0 AM	0	0	2	2	14	0	0	14	2	i	7	10	1	7	4	12	38
08:1:	5 AM	0	0	0	0	18	2	0	20	5	0	8	13	0	5	3	8	41
08:30	0 AM	0	0	0	0	16	1	0	17	1	0	14	15	0	1	9	10	42
08:4:	5 AM	0	0	0	0	12	1	. 0	13	6	2	10	18	1	2	6	9	40
	Total	0	0	2	2	60	4	0	64	14	3	39	56	2	15	22	39	161
*** BREAK	** *																	
	0 PM	0	3	0	3	17	0	0	17	8	3	25	36	0	2	5	7	63
	5 PM	0	0	1	1	26	1	0	27	8	3	16	27	0	3	5	8	63
	0 PM	0	0	0	0	18	3	0	21	9	0	14	23	0	4	9	13	57
	5 PM	0	11	0	1	16	0	0	16	3	4	18	25	0	. 5	5	10	52
•	Total	0	4	1	5	77	4	0	81	28	10	73	111	0	14	24	38	235
	0 PM	0	1	2	3	15	2	0	17	8	1	19	28	0	3	6	9 1	57
	5 PM	0	0	0	0	19	1	0	20	5	3	22	30	0	3	2	5	55
	0 PM	0	0	0	0	18	2	0	20	8	5	36	49	0	6	4	10	79
	5 PM	0	2	0	2	18	0	. 0	18	6	1	30	37	0	5	4	9	66
•	Total	0	3	2	5	70	5	0	75	27	10	107	144	0	17	16	33	257
Grand '		0	7	8	15	303	20	0	323	81	25	238	344	2	75	115	192	874
Аррг		0	46.7	53.3		93.8	6.2	0		23.5	7.3	69.2		1	39.1	59.9		
	tal %	0	0.8	0.9	1.7	34.7	2.3	0	37	9.3	2.9	27.2	39.4	0.2	8.6	13.2	22	
VEHIC		0	7	4	11	302	20	0	322	81	25	238	344	0	71	115	186	863
% VEHIC		0	100	50	73.3	99.7	100	0	99.7	100	100	100	100	0	94.7	100	96.9	98.7
	CKS	0	0	4	4	1	0	0	1	0	0	0	0	2	4	0	6	11
% TRU	CKS	0	0	50	26.7	0.3	0	0	0.3	0	0	0	0	100	5.3	0	3.1	1.3

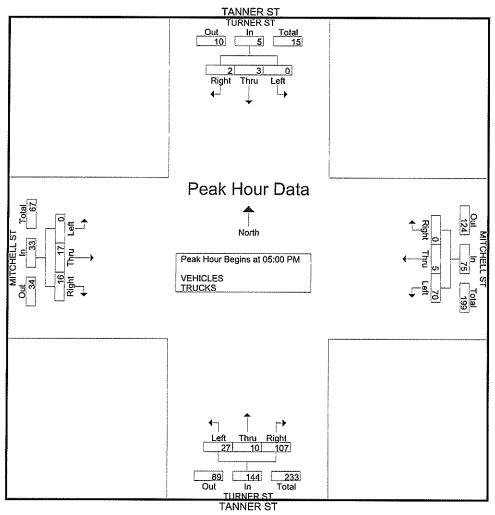
File Name: FBSITE02 Site Code: 00000002 Start Date: 11/12/2009

		TANN	IER ST							MAT	NER ST						
			NER ST hbound				IELL ST				NER ST hbound				HELL ST		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis F								4	h								
Peak Hour for Entire	Intersection	Begins at	07:15 AM														
07:15 AM	0	0	0	0	26	0	0	26	3	0	4	7	0	7	11	18	51
07:30 AM	0	0	1	1	26	4	0	30	3	1	,	13	0	10	14	24	68
07:45 AM	0	0	2	2	29	3	0	32	6	1	4	11	0	7	14	21	66
08:00 AM	0	0	2	2	14	0	0	14	2	1	7	10	1	7	4	12	38
Total Volume	0	0	5	5	95	7	0	102	14	3	24	41	1	31	43	75	223
% App. Total	00	0	100		93.1	6.9	0		34.1	7.3	58.5		1.3	41.3	57.3		
PHF	.000	.000	.625	.625	.819	.438	.000	.797	.583	.750	.667	.788	.250	.775	.768	.781	.820



File Name: FBSITE02 Site Code: 00000002 Start Date: 11/12/2009

		TANN	IER ST							TANN	IER ST			_			
-			IER ST			MITCH	ELL ST			TURN	ER ST			MITCH	HELL ST		
		South	bound			West	ound			North	bound			East	bound		
Start Time	Lest	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysi	is From 12	:45 PM t	o 05:45 P	M - Peak 1	of 1										······································		
Peak Hour for Enti	re Intersec	tion Beg	ins at 05:0	00 PM													
05:00 PM	0	1	2	3		2			8						6		
05:15 PM	0	0	0	0	19	1	0	20	5	3	22	30	0	3	2	5	55
05:30 PM	0	0	0	0	18	2	0	20	8	5	36	49	0	6	4	10	79
05:45 PM	0	2	0	2	18	0	. 0	18	6	1	30	37	0	5	4	9	66
Total Volume	0	3	2	5	70	5	0	75	27	10	107	144	0	17	16	33	257
% App. Total	0	60	40	į	93.3	6.7	0		18.8	6.9	74.3		0	51.5	48.5		
PHF	.000	.375	.250	.417	.921	.625	.000	.938	.844	.500	.743	.735	.000	.708	.667	.825	.813



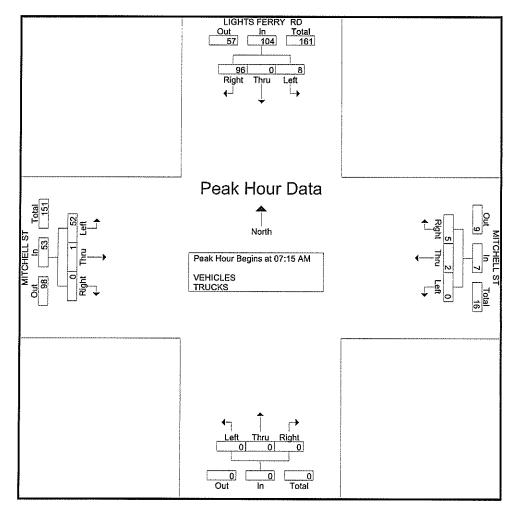
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File Name: FBSITE03 Site Code: 00000002 Start Date: 11/12/2009

	L		ERRY F	PD OF		MITCH	ELL ST	inted-VEHI		Northi	bound				ELL ST		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	***************************************	App. Total	Left	Thru	Right	App. Total	Int Tota
07:00 AM	3	0	14	17	0	0	1	1	0	0	0	0	6	0	0	71pp, 10tai	24
07:15 AM	2	0	27	29	Ö	1	1	2	ő	Õ	0	0	11	ŏ	0	11	42
07:30 AM	i	0	30	31	0	ō	ī	1	Õ	Õ	ő	0	19	Ö	0	19	51
07:45 AM	3	0	28	31	0	0	1	1	0	0	0	0	10	ő	ő	10	42
Total	9	0	99	108	0	1	4	5	0	0	0	0	46	0	0	46	
08:00 AM	2	0	11	13	0	1	2	3	0	0	0	0	12	1	0	13	29
08:15 AM	1	0	20	21	0	ī	1	2	0	0	0	0	10	3	0	13	36
08:30 AM	5	0	17	22	0	1	3	4	0	0	0	0	16	ō	0	16	42
08:45 AM	0	0	14	14	0	0	1	1	0	0	0	o l	11	ŏ	ő	11	26
Total	8	0	62	70	0	3	7	10	0	0	0	0	49	4	0	53	133
** BREAK ***																	
04:00 PM	3	0	15	18	0	0	2	2	0	0	0	0	27	0	0	27	47
04:15 PM	0	0	26	26	0	2	1	3	0	0	0	0	17	0	0	17	46
04:30 PM	2	0	21	23	0	0	3	3	0	0	0	0	19	1	0	20	46
04:45 PM	3	0	16	19	0	2	4	6	0	0	0	0	24	3	0	27	52
Total	8	0	78	86	0	4	10	14	0	0	0	0	87	4	0	91	191
05:00 PM	i	0	17	18	0	I	5	6	0	0	0	0 [22	0	0	22	46
05:15 PM	I	0	21	22	0	1	2	3	0	0	0	0	25	0	0	25	50
05:30 PM	2	0	19	21	0	0	3	3	0	0	0	0	43	2	0	45	69
05:45 PM	2	0	18	20	0	0	1	1	0	0	. 0	0	37	0	0	37	58
Total	6	0	75	81	0	2	11	13	0	0	0	0	127	2	0	129	223
Grand Total	31	0	314	345	0	10	32	42	0	0	0	0 [309	10	0	319	706
Apprch %	9	0	91	l	0	23.8	76.2		0	0	0	İ	96.9	3.1	0		
Total %	4.4	0	44.5	48.9	0	1.4	4.5	5.9	0	0	0	0	43.8	1.4	. 0	45.2	
VEHICLES	31	0	314	345	0	10	32	42	0	0	0	0	309	10	0	319	706
% VEHICLES	100	0	100	100	0	100	100	100	0	0	0	0	100	100	Ō	100	100
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ň	ř

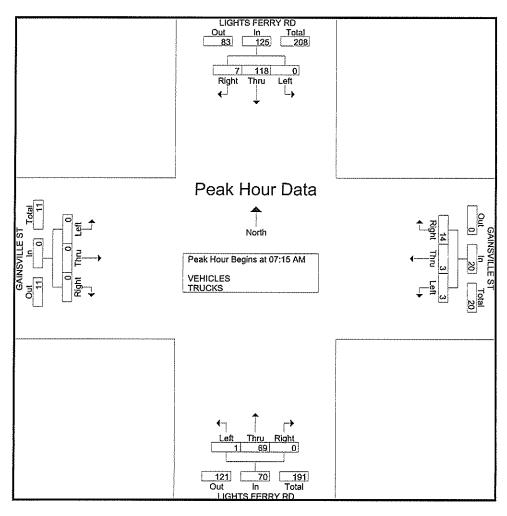
File Name: FBSITE03 Site Code: 00000002 Start Date: 11/12/2009

			ERRY F	3D			IELL ST bound		Northbound					MITCHELL ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis F Peak Hour for Entire I								1				I	J			<u> </u>		
07:15 AM	2	0	27	29	0	1	1	2	0	0	0	0	11	0	0	11	42	
07:30 AM	1	0	30	32	0	0	1	1	0	0	0	0	16	0	0	19	51	
07:45 AM	3	0	28	31	0	0	1	1	0	0	0	0	10	0	0	10	42	
08:00 AM	2	0	11	13	0	1	2	3	0	0	0	0	12	1	0	13	29	
Total Volume	8	0	96	104	0	2	5	7	0	0	0	0	52	1	0	53	164	
% App. Total	7.7	0	92.3		. 0	28.6	71.4		0	0	0	}	98.1	1.9	0		,,,,	
PHF	.667	.000	.800	.839	.000	.500	.625	.583	.000	.000	.000	.000	.684	.250	.000	.697	.804	



File Name : FBSITE08 Site Code : 00000066 Start Date : 11/17/2009

			FERRY F hbound	₹D			VILLE ST lbound			LIGHTS I North	FERRY F nbound	D					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis F								·				k.				l	
Peak Hour for Entire	Intersection	Begins at	07:15 AM					1									
07:15 AM	0	25	0	25	1	0	0	1	0	14	0	14	0	0	0	0	40
07:30 AM	0	35	2	37	1	1	13	It	0	29	0	29	0	0	0	0	80
07:45 AM	0	38	1	39	0	1	1	2	0	13	0	13	0	0	0	0	54
08:00 AM	0	20	4	24	0	. 1	2	3	1	13	0	14	0	0	0	0	41
Total Volume	0	118	7	125	3	3	14	20	l	69	0	70	0	0	0	0	215
% App. Total	00	94.4	5.6		15	15	70		1.4	98.6	0		0	0	0	1	
PHF	.000	.776	.438	.801	.375	.750	.318	.357	.250	.595	.000	.603	.000	.000	.000	.000	.672



File Name: FBSITE08 Site Code: 00000066 Start Date: 11/17/2009

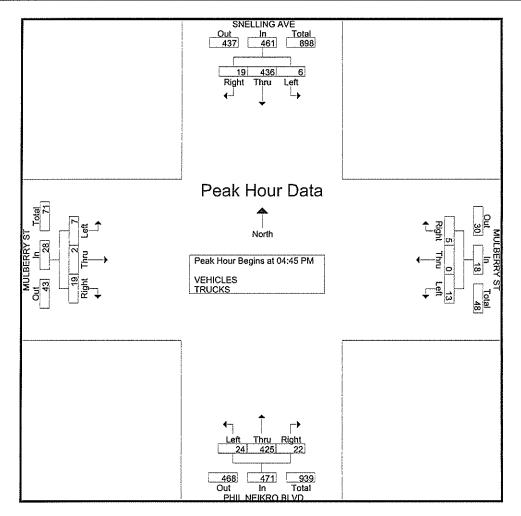
Gratine	Printari-	VEHICLES.	- TRUCKS

	I		ERRY F	RD		GAINSV Westi	ILLE ST	intea- VEHIC		IGHTS F		ID					
			bound			1					bound			 ,	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	18	2	20	0	0	1	1	0	7	0	7	0	0	0	0	28
07:15 AM	0	25	0	25	1	0	0	1	0	14	0	14	0	0	0	0	40
07:30 AM	0	35	2	37	2	1	11	14	0	29	0	29	0	0	0	0	80
07:45 AM	0	38	1_	39	0	1	1	2	0	13	0	13	0	0_	0	0	54
Total	0	116	5	121	3	2	13	18	0	63	0	63	0	0	0	0	202
08:00 AM	0	20	4	24	0	1	2	3	1	13	0	14	0	0	0	0	41
08:15 AM	0	26	0	26	0	0	0	0	0	11	0	11	0	0	0	0	37
08:30 AM	0	23	0	23	0	0	2	2	0	13	0	13	0	0	0	0	38
08:45 AM	0	17	1	18	0	0	3	3	0	11	0	11	0	. 0	0	0	32
Total	0	86	5	91	0	I	7	8	I	48	0	49	O	0	0	0	148
*** BREAK ***																	
04:00 PM	0	17	2	19	2	1	1	4	0	21	0	21	0	0	0	0	44
04:15 PM	0	13	l	14	0	1	2	3	0	25	0	25	0	0	0	0	42
04:30 PM	0	23	0	23	1	1	3	5	0	29	0	29	0	0	0	0	57
04:45 PM	0	29	4	33	<u> </u>	0	5	6	1	30	0	31	0	0	0	0	70
Total	0	82	7	89	4	3	11	18	1	105	0	106	0	0	0	0	213
05:00 PM	0	21	4	25	0	0	2	2	0	26	0	26	0	0	0	0	53
05:15 PM	0	16	3	19	0	0	5	5	0	35	0	35	0	0	0	0	59
05:30 PM	0	29	3	32	1	0	0	1	0	28	0	28	0	0	0	0	61
05:45 PM	0	22	3	25	1	0	2	3	0	27	0	27	0	. 0	0	0	55
Total	0	88	13	101	2	0	9	11	0	116	0	116	0	0	0	0	228
Grand Total	0	372	30	402	9	6	40	55	2	332	0	334	0	0	0	0	791
Apprch %	0	92.5	7.5		16.4	10.9	72.7		0.6	99.4	0		0	0	0	_	.,,,
Total %	0	47	3.8	50.8	1.1	0.8	5,1	7	0.3	42	0	42.2	0	0	0	0	
VEHICLES	0	370	30	400	9	4	40	53	2	332	0	334	0	0	0	0	787
% VEHICLES	0	99.5	100	99.5	100	66.7	100	96.4	100	100	0	100	0	0	0	0	99.5
TRUCKS	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
% TRUCKS	0	0.5	0	0.5	0	33.3	0	3.6	0	0	0	0	0	0	0	0	0.5

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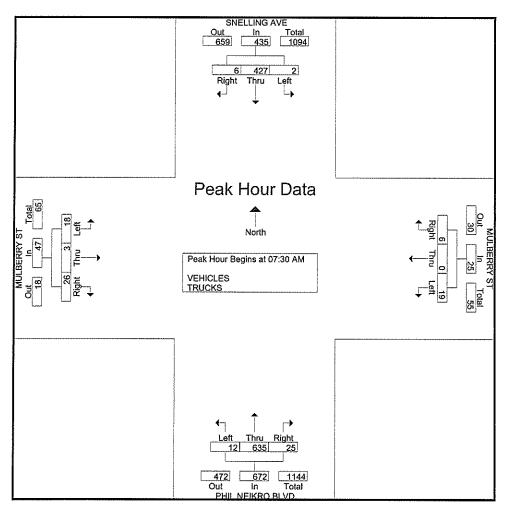
File Name: FBSITE06 Site Code: 00000066 Start Date: 11/17/2009

			NG AVE				RRY ST				(RO BLVI bound)					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Pcak Hour Analysi	is From 12	:45 PM t	o 05:45 F	PM - Peak 1	of I												
Peak Hour for Enti	re Intersec	ction Beg	ins at 04:	45 PM													
04:45 PM	1	116	7	1									3				259
05:00 PM	3	94	2	99	3	0	1	4	5	98	4	107	1	0	5	6	216
05:15 PM	1	123	6	130	4	0	2	6	9	96	8	113	0	0	6	6	255
05:30 PM	1	103	4	108	4	0	1	5	5	117	4	126	3	2	4	9	248
Total Volume	6	436	19	461	13	0	5	18	24	425	22	471	7	2	19	28	978
% App. Total	1.3	94.6	4.1		72.2	0	27.8		5.1	90.2	4.7		25	7.1	67.9		
PHF	.500	.886	.679	.887	.813	.000	.625	.750	.667	.908	.688	.935	.583	.250	.792	.778	.944



File Name: FBSITE06 Site Code: 00000066 Start Date: 11/17/2009

		SNELLING AVE MULBERRY ST Southbound Westbound									IKRO BL\	/D					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00	AM to 12:	30 PM - Po	eak l of l	······································								h	······································			
Peak Hour for Entire	Intersection	ı Begins at	07:30 AM														
07:30 AM	ι	106	0	107	5	0	1	6	5	195	,	209	4	3	5	12	334
07:45 AM	0	125	4	129	9	0	1	10	3	166	7	176	5	0	9	14	329
MA 00:80	1	94	I	96	3	0	1	4	4	146	3	153	6	0	4	10	263
08:15 AM	0	102	1	103	2	0	3	5	0	128	6	134	3	0	8	11	253
Total Volume	2	427	6	435	19	0	6	25	12	635	25	672	18	3	26	47	1179
% App. Total	0.5	98.2	1.4		76	0	24		1.8	94.5	3.7		38.3	6.4	55.3		
PHF	.500	.854	.375	.843	.528	.000	.500	.625	.600	.814	.694	.804	.750	.250	.722	.839	.882



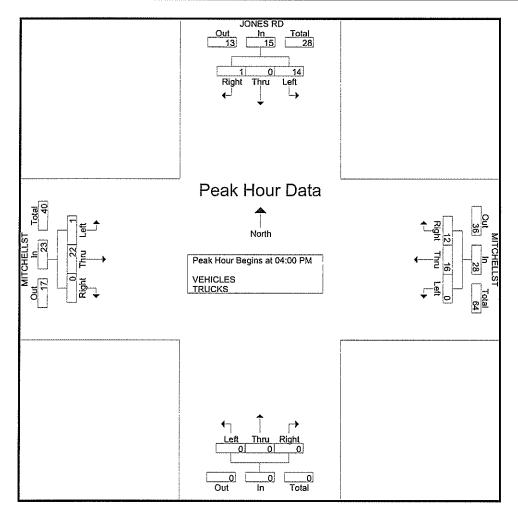
File Name: FBSITE06 Site Code: 00000066 Start Date: 11/17/2009

						G	roups Pr	inted- VEHIC	LES - TR	UCKS							
			NG AVE				RRY ST		F	PHIL NEIP North	(RO BLVD			MULBEI Eastb			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	81	0	81	1	0	0	1	1	52	1	54	2	I	1	4	140
07:15 AM	2	67	2	71	0	0	2	2	2	88	6	96	6	0	12	18	187
07:30 AM	1	106	0	107	5	0	1	6	5	195	9	209	4	3	5	12	334
07:45 AM	0	125	4	129	9	0	1	10	3	166	7	176	5	0	9	14	329
Total	3	379	6	388	15	0	4	19	1!	501	23	535	17	4	27	48	990
08:00 AM	1	94	1	96	3	0	1	4	4	146	3	153	6	0	4	10	263
08:15 AM	0	102	1	103	2	0	3	5	0	128	6	134	3	0	8	11	253
08:30 AM	0	77	1	78	0	0	1	1	2	83	3	88	1	0	1	2	169
08:45 AM	2	72	1	75	1	0	0	1	2	72	3	77	I	0	3	4	157
Total	3	345	4	352	6	0	5	11	8	429	15	452	11	0	16	27	842
*** BREAK ***																	
04:00 PM	1	83	4	88	6	1	1	8	9	86	3	98	3	0	3	6	200
04:15 PM	0	89	4	93	7	0	0	7	1	85	6	92	1	0	1	2	194
04:30 PM	0	89	6	95	1	0	0	1	4	113	6	123	2	1	5	8	227
04:45 PM	1_	116	7	124	2	0	1	3	5	114	6	125	3	0	4	7	259
Total	2	377	21	400	16	l	2	19	19	398	21	438	9	l	13	23	880
05:00 PM	3	94	2	99	3	0	1	4	5	98	4	107	1	0	5	6	216
05:15 PM	i	123	6	130	4	0	2	6	9	96	8	113	0	0	6	6	255
05:30 PM	ì	103	4	108	4	0	1	5	5	117	4	126	3	2	4	9	248
05:45 PM	0	83	4	87	2	0	1_	3	3	96	2	101	2	00	. 4	6	197
Total	5	403	16	424	13	0	5	18	22	407	18	447	6	2	19	27	916
Grand Total	13	1504	47	1564	50	1	16	67	60	1735	77	1872	43	7	75	125	3628
Apprch %	8.0	96.2	3		74.6	1.5	23.9		3.2	92.7	4.1		34.4	5.6	60		
Total %	0.4	41.5	I.3	43.1	1.4	0	0.4	1.8	1.7	47.8	2.1	51.6	1.2	0.2	2.1	3.4	
VEHICLES	13	1490	46	1549	50	0	16	66	60	1727	77	1864	41	6	75	122	3601
% VEHICLES	100	99.1	97.9	99	100	0	100	98.5	100	99.5	100	99.6	95.3	85.7	100	97.6	99.3
TRUCKS	0	14	1	15	0	1	0	1	0	8	0	8	2	1	0	3	27
% TRUCKS	0	0.9	2.1	1	0	100	0	1.5	0	0.5	0	0.4	4.7	14.3	0	2.4	0.7

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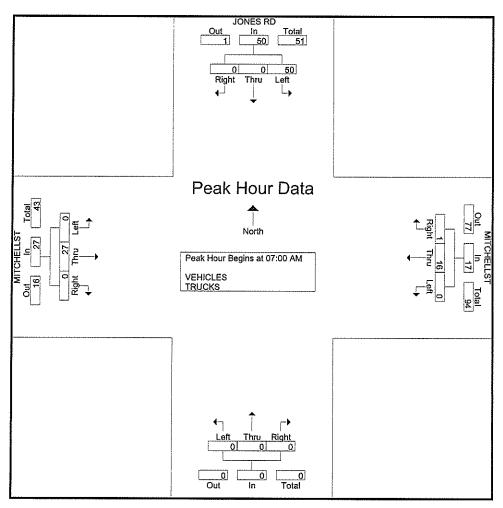
File Name: FBSITE04 Site Code: 00000002 Start Date: 11/12/2009

			ES RD bound				IELLST cound	THAT A SHARE		North	bound			MITCH	IELLST cound		
Start Time	Left	Thru	Right	App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
Peak Hour Analysi	s From 12	:45 PM t	o 05:45 P	M - Peak 1	of I												
Peak Hour for Enti	re Intersec	tion Beg	ins at 04:	00 PM													
04:00 PM	3	0	1	4									1				
04:15 PM	4	0	0	4	0	6	6	12	0	0	0	0	0	9	0	9	25
04:30 PM	4	0	0	4	. 0	3	4	7	0	0	0	0	0	3	0	3	14
04:45 PM	3	0	0	3	0	2	1	3	0	0	0	0	0	5	0	5	11
Total Volume	14	0	1	15	0	16	12	28	0	0	0	0	1	22	0	23	66
% App. Total	93.3	0	6.7		0	57.1	42.9		0	0	0		4.3	95.7	0		
PHF	.875	.000	.250	.938	.000	.667	.500	.583	.000	.000	.000	.000	.250	.611	.000	.639	.660



File Name: FBSITE04 Site Code: 00000002 Start Date: 11/12/2009

			ES RD hbound				HELLST tbound			North	bound				HELLST bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis F													<u>-</u>			<u> </u>	
Peak Hour for Entire J	Intersection	Begins at	07:00 AM	,													
07:00 AM	10	0	0	10	0	0	0	0	0	0	0	0	0	6	0	6	16
07:15 AM	9	0	Ð	9	0	2	0	2	0	0	0	0	0		0		19
07:30 AM	16	0	0	16	0	7	0	7	0	0	0	0	0	8	0	8	31
07:45 AM	15	0	. 0	15	0	7	1	8	0	0	0	0	0	5	0	5	28
Total Volume	50	0	0	50	0	16	1	17	0	0	0	0	0	27	0	27	94
% App. Total	100	0	0		0	94.1	5.9		0	0	0		0	100	0		
PHF	.781	.000	.000	.781	.000	.571	.250	.531	.000	.000	.000	.000	.000	.844	.000	.844	.758



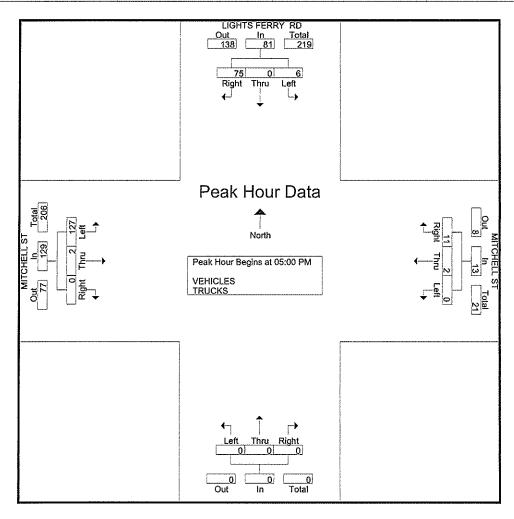
File Name: FBSITE04 Site Code: 00000002 Start Date: 11/12/2009

,								nted- VEHIC	LES - TF	RUCKS							
			ES RD bound	ļ			IELLST								HELLST]
Ctort Time	Left	Thru	Right		Left	Thru	oound Right			·· · · · · · · · · · · · · · · · · · ·	bound				bound	1	1
Start Time				App. Total		<u>-</u>	<u>-</u> i	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	0	0	10	0	0	0	0	0	0	0	0	0	6	0	6	16
07:15 AM	9	0	0	9	0	2	0	2	0	0	0	0	0	8	0	8	19
07:30 AM	16	0	0	16	0	7	0	7	0	0	0	0	0	8	0	8	31
07:45 AM	15	0	0	15	0	. 7	1	8	0	0	0	. 0	0	5	0	5	28
Total	50	0	0	50	0	16	l	17	0	0	0	0	0	27	0	27	94
08:00 AM	7	0	0	7	0	1	2	3	0	0	0	0	0	1	0	1	11
08:15 AM	4	0	0	4	0	6	1	7	0	0	0	0	0	3	0	3	14
08:30 AM	6	0	0	6	0	1	1	2	0	0	0	0	0	3	0	3	11
08:45 AM	3	0	1	4	0	5	1	6	0	. 0	0	0	0	5	0	5	15
Total	20	0	1	21	0	13	5	18	0	0	0	0	0	12	0	12	51
*** BREAK ***																	
04:00 PM	3	0	ı	4	0	5	1	6	0	0	0	0	1	5	0	6	16
04:15 PM	4	0	0	4	0	6	6	12	0	0	0	0	0	9	0	ý	25
04:30 PM	4	0	0	4	0	3	4	7	0	0	0	0	ō	3	Õ	3	14
04:45 PM	3	0	0	3	0	2	1	3	0	0	0	0	0	5	ō	5	11
Total	14	0	1	15	0	16	12	28	0	0	0	0	l	22	0	23	66
05:00 PM	2	0	0	2	0	2	4	6	0	0	0	0	0	6	0	6	14
05:15 PM	3	0	0	3	0	4	3	7	0	Õ	0	0	ŏ	2	ő	2	12
05:30 PM	5	0	0	5	0	5	2	7	0	Õ	Õ	ō	ŏ	2	ő	2	14
05:45 PM	0	0	0	0	0	2	4	6	0	Ô	Ô	o	ő	6	ő	6	12
Total	10	0	0	10	0	13	13	26	0	0	0	0	0	16	0	16	52
Grand Total	94	0	2	96	0	58	31	89	0	0	0	0	1	77	0	78	263
Appreh %	97.9	0	2,1		ŏ	65.2	34.8	-	0	ő	0	*	1.3	98.7	0	70	203
Total %	35.7	ō	0.8	36.5	ő	22.1	11.8	33.8	Õ	ő	õ	0	0.4	29.3	0	29.7	
VEHICLES	92	0	2	94	0	58	31	89	0	0	n o	0	1	77	0	78	261
% VEHICLES	97.9	0	100	97.9	0	100	100	100	0	ő	ő	0	100	100	0	100	99.2
TRUCKS	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	2.1	0	0	2.1	0	0	0	0	0	Õ	ō	0	o	ő	ő	0	0.8

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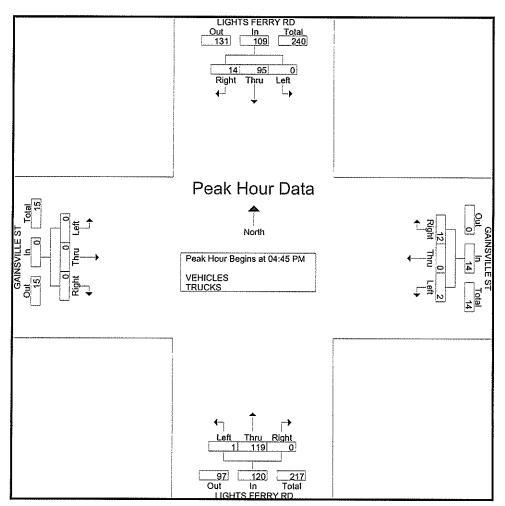
File Name: FBSITE03 Site Code: 00000002 Start Date: 11/12/2009

	l	JGHTS F	ERRY F	lD.		MITCH	ELL ST							MITCH	ELL ST		
		South	bound			West	bound			North	oound			Eastl	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thra	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis	From 12	2:45 PM t	o 05:45 I	PM - Peak I	of 1												
Peak Hour for Entir	re Interse	ction Beg	ins at 05:	:00 PM													
05:00 PM	1	0	17	18	0	1	5	6									
05:15 PM	l	0	21	22	0	1	2	3	0	0	0	0	25	0	0	25	50
05:30 PM	2	0	19	21	0	0	3	3	0	0	0	0	43	2	0	45	69
05:45 PM	2	0	18	20	0	0	1	1	0	0	0	0	37	0	0	37	58
Total Volume	6	0	75	81	0	2	11	13	0	0	0	0	127	2	0	129	223
% App. Total	7.4	0	92.6		0	15.4	84.6		0	0	0		98.4	1.6	0		
PHF	.750	.000	.893	.920	.000	.500	.550	.542	.000	.000	.000	.000	.738	.250	.000	.717	.808



File Name: FBSITE08 Site Code: 00000066 Start Date: 11/17/2009

T Y PA A A A A A A	1		FERRY A	iD			/ILLE ST bound	•			ERRY RE)			ILLE ST		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysi	s From 12	:45 PM	to 05:45 I	PM - Peak 1	of 1												,
Peak Hour for Enti	re Intersec	tion Bcg	gins at 04	:45 PM													
04:45 PM	0	29	4	33	1		5	6	1			ļ					70
05:00 PM	0	21	4	25	0	0	2	2	0	26	0	26	0	0	0	0	53
05:15 PM	0	16	3	19	0	0	5	5	0	35	0	35	0	0	0	0	59
05:30 PM	0	29	3	32	1	. 0	0	1	0	28	0	28	0	0	0	0	61
Total Volume	0	95	14	109	2	0	12	14	1	119	0	120	0	0	0	0	243
% App. Total	0	87.2	12.8		14.3	. 0	85.7		8.0	99.2	0		0	0	0		
PHF	.000	.819	.875	.826	.500	.000	.600	.583	.250	.850	.000	.857	.000	.000	.000	.000	.868



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Valuation

GREATER TRAFFIC COMPANY 678-524-8489

LIGHTS FERRY RD BTW GAINESVILLE ST & MCEVER RD

NB																	fbsite05
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
11/12/09	0	0	0	1	0	1	0	1	1	0	0	0	0	0	4	42-51	2
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	22-31	1
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	27-36	1
03:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5	33-42	5
04:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	12-21	1
05:00	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	42-51	4
06:00	0	0	0	1	1	2	5	10	1	0	0	0	0	0	20	41-50	15
07:00	1	1	0	1	1	4	6	17	12	3	1	0	0	0	47	45-54	29
08:00	0	0	0	0	2	6	13	24	6	4	0	1	0	0	56	41-50	37
09:00	1	0	0	4	2	3	13	11	4	0	1	0	0	0	39	41-50	24
10:00	0	0	1	1	9	10	9	22	5	1	1	0	0	0	59	41-50	31
11:00	0	0	0	3	4	6	12	16	12	3	0	0	0	0	56	43-52	30
12 PM	0	0	1	2	5	7	12	18	9	1	1	0	0	0	56	41-50	30
13:00	0	0	0	4	3	8	20	22	17	4	0	0	0	0	78	41-50	42
14:00	0	3	1	1	4	11	23	27	15	1	0	0	0	0	86	41-50	50
15:00	0	0	0	0	1	5	17	26	13	9	1	0	0	0	72	41-50	43
16:00	1	0	3	4	8	14	32	25	19	4	0	0	0	0	110	41-50	57
17:00	0	0	0	6	7	14	34	48	28	4	0	0	0	0	141	41-50	82
18:00	0	0	1	4	8	11	16	34	7	0	0	0	0	0	81	41-50	50
19:00	0	0	0	3	6	9	32	25	5	0	0	0	0	0	80	41-50	57
20:00	0	Ð	2	8	6	6	15	25	8	0	0	0	0	0	70	41-50	40
21:00	0	0	O	1	3	0	7	17	5	0	0	0	0	0	33	41~50	24
22:00	0	0	0	0	3	5	9	7	0	2	0	0	0	0	26	38-47	16
23:00	0	0	0	0	1	2	7	7	1	00	0	0	0	0	18	39-48	14
Total	3	44	10	44	76	127	287	384	169	36	5	1	0	0	1146		
Percent	0.3%	0.3%	0.9%	3.8%	6.6%	11.1%	25.0%	33.5%	14.7%	3.1%	0.4%	0.1%	0.0%	0.0%			
AM Peak	07:00	07:00	04:00	09:00	10:00	10:00	08:00	08:00	07:00	08:00	07:00	08:00			10:00		
Vol	11	11	1	4	9	10	13	24	12	4	1_	1			59		
PM Peak	16:00	14:00	16:00	20:00	16:00	16:00	17:00	17:00	17:00	15:00	12:00				17:00		
Vol.	11	3	3	8	8	14	34	48	28	9	1				141		
Total	3	4	10	44	76	127	287	384	169	36	5	1	0	0	1146		
Percent	0.3%	0.3%	0.9%	3.8%	6.6%	11.1%	25.0%	33.5%	14.7%	3.1%	0.4%	0.1%	0.0%	0.0%			

5.6% 37 MPH 46 MPH 52 MPH 55 MPH

15th Percentile : 50th Percentile : 85th Percentile : 95th Percentile :

Stats

41-50 MPH 671 58.6% 595 51.9% 45 MPH

10 MPH Pace Speed:
Number in Pace:
Percent in Pace:
Percent in Pace:
Number of Vehicles > 45 MPH:
Percent of Vehicles > 45 MPH:
Mean Speed(Average):

GREATER TRAFFIC COMPANY 678-524-8489

LIGHTS FERRY RD BTW GAINESVILLE ST & MCEVER RD

SB																	fbsite05
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
11/12/09	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	38-47	2
01:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	12-21	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17-26	1
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	37-46	1
04:00	0	0	0	0	1	0	0	2	1	1	0	0	0	0	5	46-55	3
05:00	Ō	1	1	3	Ō	1	9	5	2	0	0	0	0	0	22	40-49	14
06:00	0	0	2	8	0	5	13	19	8	2	0	0	0	0	57	41-50	32
07:00	0	0	3	7	9	6	18	40	19	8	1	0	0	0	111	43-52	60
08:00	0	1	3	5	5	5	16	28	10	3	1	0	0	0	77	41-50	44
09:00	0	0	6	3	3	5	14	23	15	2	1	0	0	0	72	42-51	38
10:00	0	0	1	11	3	2	14	25	8	4	3	0	0	0	71	41-50	39
11:00	0	0	4	3	2	2	14	19	13	5	1	0	0	0	63	42-51	34
12 PM	0	0	3	7	2	10	14	16	13	3	1	0	0	0	69	42-51	31
13:00	0	0	1	4	1	2	13	28	11	2	0	0	0	0	62	42-51	42
14:00	0	0	1	7	1	4	14	26	10	4	0	0	0	0	67	41-50	40
15:00	0	0	2	5	3	3	12	24	20	6	0	0	0	0	75	46-55	44
16:00	0	0	1	8	5	4	22	26	17	4	1	0	0	0	88	41-50	48
17:00	0	1	2	5	5	4	19	38	11	3	0	0	0	0	88	41-50	57
18:00	0	0	2	6	3	3	32	33	9	0	0	0	0	0	88	41-50	65
19:00	0	0	1	5	2	3	10	26	5	1	0	0	0	0	53	41-50	36
20:00	0	0	2	0	0	3	11	8	2	0	0	0	0	0	26	39-48	19
21:00	0	0	3	0	0	1	5	7	1	0	0	0	0	0	17	40-49	12
22:00	0	0	1	1	2	0	4	7	1	2	0	0	0	0	18	41-50	11
23:00	0	0	0	O	0	0	4	4	0	00	0	0	0	0	8	40-49	8
Total	0	3	40	89	47	64	258	407	177	50	9	0	00	00	1144		
Percent	0.0%	0.3%	3.5%	7.8%	4.1%	5.6%	22.6%	35.6%	15.5%	4.4%	0.8%	0.0%	0.0%	0.0%			
AM Peak		05:00	09:00	10:00	07:00	07:00	07:00	07:00	07:00	07:00	10:00				07:00		
Vol.		1	6	11	9	6	18	40	19	8	3_				111		
PM Peak		17:00	12:00	16:00	16:00	12:00	18:00	17:00	15:00	15:00	12:00				16:00		
Vol.		1	3	. 8	5	10	32	38	20	6	1_				88		
Total	0	3	40	89	47	64	258	407	177	50	9	0	0	0	1144		
Percent	0.0%	0.3%	3.5%	7.8%	4.1%	5.6%	22.6%	35.6%	15.5%	4.4%	0.8%	0.0%	0.0%	0.0%			

15th Percentile: 50th Percentile: 85th Percentile: 95th Percentile: 4.1% 35 MPH 46 MPH 52 MPH 56 MPH

Stats

41-50 MPH 665 58.1% 643 56.2% 45 MPH 10 MPH Pace Speed:
Number in Pace:
Percent in Pace:
Number of Vehicles > 45 MPH:
Percent of Vehicles > 45 MPH:
Mean Speed(Average):

GREATER TRAFFIC COMPANY 678-524-8489

LIGHTS FERRY RD 8TW GAINESVILLE ST & MCEVER RD

NB, SB																	fbsite05
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
11/12/09	0	0	0	1	0	2	0	3	1	0	0	0	0	0	7	42-51	4
01:00	0	0	1	0	1	0	1	0	1	0	Ó	Ō	ō	ō	4	12-21	1
02:00	0	0	0	1	0	1	0	0	0	0	0	0	Ó	ō	ż	17-26	4
03:00	0	0	0	0	1	2	2	1	Ð	Ó	0	0	Ö	ō	6	33-42	5
04:00	0	0	1	0	1	0	1	2	1	1	0	0	0	0	7	38-47	š
05:00	0	1	1	3	0	1	10	7	3	0	0	0	ō	Ō	26	40-49	17
06:00	0	0	2	9	1	7	18	29	9	2	ō	ŏ	ō	ŏ	77	41-50	47
07:00	1	1	3	8	10	10	24	57	31	11	2	0	Ô	ñ	158	46-55	88
08:00	0	1	3	5	7	11	29	52	16	7	1	1	ō	ñ	133	41-50	81
09:00	1	0	6	7	5	8	27	34	19	2	2	o.	ŏ	ă	111	41-50	61
10:00	0	0	2	12	12	12	23	47	13	5	4	ă	ŏ	ň	130	41-50	70
11:00	0	0	4	6	6	8	26	35	25	8	1	ă	ŏ	ň	119	41-50	61
12 PM	0	0	4	9	7	17	26	34	22	4	2	ő	ŏ	ň	125	41-50	60
13:00	0	0	1	8	4	10	33	50	28	6	0	ŏ	ŏ	ŏ	140	41-50	83
14:00	0	3	2	8	5	15	37	53	25	5	ō	Õ	ŏ	Ď	153	41-50	90
15:00	0	0	2	5	4	8	29	50	33	15	1	ñ	ň	ō	147	44-53	83
16:00	1	0	4	12	13	18	54	51	36	8	1	n	ň	ŏ	198	41-50	105
17:00	0	1	2	11	12	18	53	86	39	7	Ġ	Ď	Ď	ŏ	229	41-50	139
18:00	0	0	3	10	11	14	48	67	16	'n	ñ	ŏ	ŏ	ň	169	41-50	115
19:00	0	0	1	8	8	12	42	51	10	1	Ď	ñ	ň	ň	133	41-50	93
20:00	0	0	4	8	6	9	26	33	10	Ó	ŏ	ō	ŏ	ň	96	41-50	59
21;00	0	0	3	1	3	1	12	24	6	Ö	Ö	ō	ŏ	ŏ	50	41-50	36
22:00	0	0	1	1	5	5	13	14	1	4	0	Ō	õ	ō	44	41-50	27
23:00	0	0	0	0	11	2	11	11	1	Ó	ō	Ŏ	ŏ	õ	26	41-50	22
Total	3	7	50	133	123	191	545	791	346	86	14	1	0	0	2290	1, 00	
Percent	0.1%	0.3%	2.2%	5.8%	5.4%	8.3%	23.8%	34.5%	15.1%	3.8%	0.6%	0.0%	0.0%	0.0%			
AM Peak	07:00	05:00	09:00	10:00	10:00	10:00	08:00	07:00	07:00	07:00	10:00	08:00		***************************************	07:00		
Vol.	1	1	6	12	12	12	29_	57	31	11	4	1			158		
PM Peak	16:00	14:00	12:00	16:00	16:00	16:00	16:00	17:00	17:00	15:00	12:00				17:00		
Vol.	1	3	4	12	13	18	54	86	39	15	2_				229		
Total	3	7	50	133	123	191	545	791	346	86	14	1	0	0	2290		
Percent	0,1%	0.3%	2.2%	5.8%	5.4%	8.3%	23.8%	34.5%	15.1%	3.8%	0.6%	0.0%	0.0%	0.0%			

2,2% 5
15th Percentile:
50th Percentile:
85th Percentile:
95th Percentile: 5.4% 36 MPH 46 MPH 52 MPH 55 MPH

Stats

10 MPH Pace Speed ; Number in Pace ; Percent in Pace ; Number of Vehicles > 45 MPH ; Percent of Vehicles > 45 MPH ; Mean Speed(Average) ; 41-50 MPH 1336 58,3% 1238 54.1% 45 MPH

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APPENDIX C

Survey of disease of the second
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Security Security Security
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Approximate regulation of a part
perturbation of the second of the
Agustin Versilletti (Louis
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		4			4			4			4	
Volume (vph)	12	237	28	11	400	37	87	94	31	8	60	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.98			0.96	
Flt Protected		1.00			1.00			0.98			1.00	Constitution
Satd. Flow (prot)		1834			1840			1789			1786	
Flt Permitted		0.97			0.99			0.82			0.96	
Satd. Flow (perm)		1784			1821			1497			1716	
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)	13	258	30	12	435	40	95	102	34	9	65	28
RTOR Reduction (vph)	0	7	0	0	6	0	0	12	0	0	21	0
Lane Group Flow (vph)	0	294	0	0	481	0	0	219	0	0	81	0
Turn Type	Perm		erre C	Perm		m=Q	Perm		me9	Perm		n/T muT
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		EMORRAMONO COS
Actuated Green, G (s)		22.6			22.6			12.1			12.1	
Effective Green, g (s)		22.6			22.6		A	12.1		THE REAL PROPERTY OF	12.1	TO STATE OF THE
Actuated g/C Ratio		0.47			0.47			0.25			0.25	
Clearance Time (s)		7.0			7.0			6.0			6.0	REPROPRIES AND PROPERTY.
Vehicle Extension (s)		3.0			3.0			3.0			3.0	W. S. 1915
Lane Grp Cap (vph)		845			863			380			435	nO ma
v/s Ratio Prot												
v/s Ratio Perm		0.16			c0.26	STATE OF THE PARTY		c0.15		ACCURACION DE SANS	0.05	AND DESCRIPTION OF THE PARTY OF
v/c Ratio		0.35			0.56			0.58			0.19	
Uniform Delay, d1		7.9			9.0			15.6			13.9	Ministra State of Sta
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.2			0.8			2.1			0.2	
Delay (s)		8.2			9.8			17.7			14.2	10 years
Level of Service		Α			Α			В			В	
Approach Delay (s)		8.2			9.8			17.7			14.2	
Approach LOS		Α			Α			В			В	
Intersection Summary												
HCM Average Control Delay			11.4	HC	CM Level	of Service	е		В	stell bet	vil epara	WA MOH
HCM Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			47.7	Su	ım of lost	time (s)			13.0	Budigo		DAIE II
Intersection Capacity Utilization			56.4%	IC	U Level o	f Service			В			1000
Analysis Period (min)			15									
c Critical Lane Group												

Ideal Flow (yphpl)		3	\rightarrow	-	4	-	*	1	×	4	4	K	4
Lane Configurations	Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Volume (vph) 6 465 8 3 39 410 8 54 10 41 24 8 45 10 10 10 1900 1900 1900 1900 1900 1900	Lane Configurations		4			की			4		111		
Ideal Flow (yphpl) 1900		6		8	39		8	54		41	24		49
Total Lost time (s) Cane Util. Factor 1.00 1.	Ideal Flow (vphpl)	1900	1900		1900								
Lane Util. Factor 1.00 1.0			6.0										
Fit 1.00 1.00 0.95 0.92 Fit Protected 1.00 1.00 0.95 0.99 Fit Protected 1.00 1.00 0.97 0.99 Satid. Flow (prot) 1857 1850 1720 1686 Fit Permitted 0.99 0.93 0.79 0.91 Satid. Flow (perm) 1848 1737 1398 1552 Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Lane Util. Factor		1.00										
Fit Protected 1.00 1.00 0.97 0.99 Satd. Flow (prot) 1857 1850 1720 16886 Fit Permitted 0.99 0.93 0.79 0.91 Satd. Flow (perm) 1848 1737 1398 1552 Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Frt		1.00										
Satd. Flow (prot)	Flt Protected		1.00		are the same the same	1.00	AND THE STREET	40-41-452,000-51-452			ENDERE DE CONTRE DE		(MIDWIELEDE)
Fit Permitted 0.99 0.93 0.79 0.91 Satel, Flow (perm) 1848 1737 1398 1552 Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Satd. Flow (prot)		1857										
Satd. Flow (perm)			0.99										
Peak-hour factor, PHF 0.92 0.93 0 0 4 0	Satd. Flow (perm)		1848			1737							
Adj. Flow (vph) 7 505 9 42 446 9 59 11 45 26 9 53 RTOR Reduction (vph) 0 1 0 0 1 0 0 39 0 0 48 0 Lane Group Flow (vph) 0 520 0 0 496 0 0 76 0 0 40 0 Turn Type Perm Perm Perm Perm Perm Perm Protected Phases 4 8 6 2 Permitted Phases 4 8 6 2 Actuated Green, G (s) 41.8 41.8 6.2 6.2 Actuated Cycle Length (s) 66.5% ICU Level of Service C Analysis Period (min) 15		0.92	0.92	0.92	0.92		0.92	0.92		0.92	0.92		0.92
RTOR Reduction (vph)		Security of the last of the la		Carrier and a service and a			Contract Con						
Lane Group Flow (vph) 0 520 0 0 496 0 0 76 0 0 40 0 Turn Type Perm Accusance Accusa		0		0	EWINDLE A EMMISSION	STATE OF STREET STATE OF STREET	THAT CAN PROPERTY						0
Turn Type Perm Perm Perm Perm Perm Perm Perm Per			520	0		496		0					0
Protected Phases	Turn Type	Perm		mag	Perm			Perm		110,74	Perm	11/	yī mul
Permitted Phases 4 8 6 2 Actuated Green, G (s) 41.8 41.8 6.2 6.2 Effective Green, g (s) 41.8 41.8 6.2 6.2 Actuated g/C Ratio 0.70 0.70 0.10 0.10 Clearance Time (s) 6.0 6.0 6.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 1287 1210 144 160 v/s Ratio Prot v/s Ratio Perm 0.28 c0.29 c0.05 0.03 v/s Ratio Perm			4			8			6			2	
Actuated Green, G (s)	Permitted Phases	4			8			6			2		
Effective Green, g (s) 41.8 41.8 6.2 6.2 Actuated g/C Ratio 0.70 0.70 0.10 0.10 Clearance Time (s) 6.0 6.0 6.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 1287 1210 144 160 V/s Ratio Prot V/s Ratio Prot 0.28 c0.29 c0.05 0.03 V/s Ratio Perm 0.28 c0.29 c0.05 0.03 V/s Ratio Prot 0.40 0.41 0.53 0.25 Uniform Delay, d1 3.8 3.9 25.5 24.8 Perogression Facto	Actuated Green, G (s)		41.8			41.8			6.2			6.2	
Actuated g/C Ratio 0.70 0.70 0.10 0.10 Clearance Time (s) 6.0 6.0 6.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 1287 1210 144 160 V/s Ratio Prot V/s Ratio Perm 0.28 c0.29 c0.05 0.03 V/c Ratio 0.40 0.41 0.53 0.25 Uniform Delay, d1 3.8 3.9 25.5 24.8 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A A D C AlcM Volume to Capacity ratio 0.43 4.1 4.1 38.8 28.5 Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 12.0													
Clearance Time (s) 6.0 6.0 6.0 6.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 1287 1210 144 160 v/s Ratio Prot v/s Ratio Perm 0.28 c0.29 c0.05 0.03 v/s Ratio 0.40 0.41 0.53 0.25 Uniform Delay, d1 3.8 3.9 25.5 24.8 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A A D C Approach LOS A A A D C Actualed Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Analysis Period (min) 15 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>													
Vehicle Extension (s) 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 1287 1210 144 160 v/s Ratio Prot v/s Ratio Perm 0.28 c0.29 c0.05 0.03 v/c Ratio 0.40 0.41 0.53 0.25 Uniform Delay, d1 3.8 3.9 25.5 24.8 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A D C ntersection Summary HCM Average Control Delay 9.1 HCM Level of Service A Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Analysis Period (min) 15			6.0										
Lane Grp Cap (vph) 1287 1210 144 160 v/s Ratio Prot v/s Ratio Perm 0.28 c0.29 c0.05 0.03 v/c Ratio 0.40 0.41 0.53 0.25 Uniform Delay, d1 3.8 3.9 25.5 24.8 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A A D C Intersection Summary HCM Average Control Delay 9.1 HCM Level of Service A Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15													
v/s Ratio Prot v/s Ratio Perm 0.28 c0.29 c0.05 0.03 v/c Ratio 0.40 0.41 0.53 0.25 Uniform Delay, d1 3.8 3.9 25.5 24.8 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A D C Intersection Summary B C C HCM Average Control Delay 9.1 HCM Level of Service A Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15	Lane Grp Cap (vph)		1287										
v/c Ratio 0.40 0.41 0.53 0.25 Uniform Delay, d1 3.8 3.9 25.5 24.8 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A A D C Intersection Summary HCM Average Control Delay 9.1 HCM Level of Service A HCM Volume to Capacity ratio 0.43 A A A 12.0 Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 A Analysis Period (min) 15 ICU Level of Service C												100	
V/c Ratio 0.40 0.41 0.53 0.25 Uniform Delay, d1 3.8 3.9 25.5 24.8 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A A D C Intersection Summary HCM Average Control Delay 9.1 HCM Level of Service A HCM Volume to Capacity ratio 0.43 Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15	v/s Ratio Perm		0.28			c0.29			c0.05			0.03	
Uniform Delay, d1 3.8 3.9 25.5 24.8 Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A D C Intersection Summary HCM Average Control Delay 9.1 HCM Level of Service A Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15	v/c Ratio					Andrews and the second							
Progression Factor 1.00 1.00 1.00 1.00 Incremental Delay, d2 0.2 0.2 13.3 3.8 Delay (s) 4.1 4.1 38.8 28.5 Level of Service A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A D C Intersection Summary HCM Average Control Delay 9.1 HCM Level of Service A HCM Volume to Capacity ratio 0.43 Actuated Cycle Length (s) 12.0 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15	Uniform Delay, d1												
Incremental Delay, d2													
Delay (s)	ncremental Delay, d2		0.2										
Level of Service A A D C Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A D C Intersection Summary HCM Average Control Delay 9.1 HCM Level of Service A HCM Volume to Capacity ratio 0.43 Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15			4.1			4.1							MATERIAL STREET
Approach Delay (s) 4.1 4.1 38.8 28.5 Approach LOS A A A D C Intersection Summary HCM Average Control Delay 9.1 HCM Level of Service A HCM Volume to Capacity ratio 0.43 Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15	_evel of Service		Α						SECOND SPECIAL				10 11
Approach LOS A A A D C Intersection Summary HCM Average Control Delay 9.1 HCM Level of Service A HCM Volume to Capacity ratio 0.43 Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15	Approach Delay (s)		4.1										
HCM Average Control Delay 9.1 HCM Level of Service A HCM Volume to Capacity ratio 0.43 Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15	Approach LOS												
Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 Actuated Cycle Length (s) 60.5% ICU Level of Service C Analysis Period (min) 15	ntersection Summary												
Actuated Cycle Length (s) 60.0 Sum of lost time (s) 12.0 ntersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15	HCM Average Control Delay			9.1	HO HO	CM Level	of Servic	е		Α	nirət Dela	оО араза	WA MON
ntersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15				0.43									
ntersection Capacity Utilization 66.5% ICU Level of Service C Analysis Period (min) 15				60.0	Su	ım of lost	time (s)	1.51		12.0	181 Alban		CGI NUMBA
				66.5%	IC	U Level o	f Service			C			
Critical Lane Group				15				1				1016	STUE VA
	Critical Lane Group												

	ሻ	Ť	P	S.L	1	W	•	×	1	•	X	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	ĵ»		T	ĵ.	5		4	4"	40	4	7
Volume (vph)	45	398	219	201	218	10	12	155	18	109	52	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		4.7	5.5			5.5			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.95		1.00	0.99			0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	1.00
Satd. Flow (prot)	1770	1764		1770	1850			1832			1802	1583
FIt Permitted	0.61	1.00		0.15	1.00			0.98		14	0.55	1.00
Satd. Flow (perm)	1127	1764		272	1850			1794			1024	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	433	238	218	237	11	13	168	20	118	57	114
RTOR Reduction (vph)	0	16	0	0	1	0	0	3	0	0	0	86
Lane Group Flow (vph)	49	655	0	218	247	0	0	198	0	0	175	28
Turn Type	Perm			pm+pt		2000 5 W. 1900 - 1700	Perm			Perm	widat, ap	Perm
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	54.5	54.5		79.5	79.5			29.5			29.5	29.5
Effective Green, g (s)	54.5	54.5		79.5	79.5			29.5			29.5	29.5
Actuated g/C Ratio	0.45	0.45		0.66	0.66			0.25			0.25	0.25
Clearance Time (s)	5.5	5.5		4.7	5.5			5.5			5.5	5.5
Lane Grp Cap (vph)	512	801		434	1226			441			252	389
v/s Ratio Prot		c0.37		c0.09	0.13							
v/s Ratio Perm	0.04			0.25				0.11			c0.17	0.02
v/c Ratio	0.10	0.82		0.50	0.20			0.45			0.69	0.07
Uniform Delay, d1	18.7	28.4		16.3	7.9			38.4			41.2	34.7
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.4	9.1		4.1	0.4			3.3			14.7	0.4
Delay (s)	19.1	37.5		20.4	8.3			41.6			55.8	35.1
Level of Service	В	D		C	Α			D			E	D
Approach Delay (s)		36.2			13.9			41.6			47.6	I CHETATA
Approach LOS		D			В			D			D	(ili arata)
Intersection Summary												
HCM Average Control Delay			32.6	H	CM Level	of Service	9		С			
HCM Volume to Capacity ratio			0.72	7			100000000000000000000000000000000000000	- Anna Anna Anna Anna Anna Anna Anna Ann				NEL C
Actuated Cycle Length (s)			120.0	St	im of lost	time (s)			15.7			
ntersection Capacity Utilization			81.8%	William Company	U Level o	HOLD STREET, SALES STREET, SALES			D		Toolson Co	ne de la
Analysis Period (min)			15									
Critical Lane Group											n hans	Park and A

	/_	1			C	1		1		
	1	- (1	9.4	8				
Movement	NWL	NWR	NET	NER	SWL	SWT				
ane Configurations	W		ĵ.			र्स				100
/olume (veh/h)	42	4	1	151	6	0				
Sign Control	Stop		Free			Free			STATE OF THE PARTY	
Grade	0%		0%			0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	100			
lourly flow rate (vph)	46	4	1	164	7	0				
Pedestrians								+ ESCHAPTION CONTRACTOR	West and Wes	Sulf-indexed
ane Width (ft)										
Valking Speed (ft/s)		10 0				1.0				
Percent Blockage										
Right turn flare (veh)	10 1									INCOME DAY
Median type			None			None				
Median storage veh)								ADDITION OF THE PARTY OF THE PA		
Jpstream signal (ft)										
X, platoon unblocked		ENGINEER COLUMN								
C, conflicting volume	96	83			165					
C1, stage 1 conf vol			APPENDAMENTAL DES							
C2, stage 2 conf vol										
Cu, unblocked vol	96	83			165					
C, single (s)	6.4	6.2			4.1					
C, 2 stage (s)			MARKET PROPERTY AND A STREET BASE			Marie Constitution of the				
(s)	3.5	3.3			2.2					
0 queue free %	95	100			100					Line and the second
M capacity (veh/h)	899	976			1413					
irection, Lane #	NW 1	NE 1	SW 1							Mark San
olume Total	50	165	7							
olume Left	46	0	7							
olume Right	40	164	0							W. Carlot
SH	905	1700	1413							DISUS.
olume to Capacity	0.06	0.10	0.00		A production					NO SECTION
ueue Length 95th (ft)	4	0.10	0.00							
ontrol Delay (s)	9.2	0.0	7.6							
ane LOS	9.2 A	0.0	7.0 A							
	9.2	0.0	7.6							11-16-1
pproach Delay (s) pproach LOS	9.2 A	0.0	1.0							F10 (9)
	A					110		Offs	ime to Capacity i	JoV I
tersection Summary										
verage Delay			2.3						and the state of the	
tersection Capacity Utiliza	ition		19.4%	IC	U Level of	Service		A		
nalysis Period (min)			15							

	4	×	2	-	X		7	*	74	6	K	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4			4		81	4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	5	14	3	24	1	31	43	95	7	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)	0	0	5	15	3	26	1	34	47	103	8	0
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total (vph)	5	45	82	111							The state of	
Volume Left (vph)	0	15	1	103								
Volume Right (vph)	5	26	47	0				Charles Annual Control of the	oriental Marchaelland			MILITARY INCOME.
Hadj (s)	-0.57	-0.25	-0.31	0.22								
Departure Headway (s)	3.8	4.1	3.8	4.3							-	
Degree Utilization, x	0.01	0.05	0.09	0.13								
Capacity (veh/h)	895	837	922	822					C SECURIOR CONTRACTOR	NOT TO RESIDENCE OF THE SECOND	WOOD WATER CONTRACTOR	Weekler Strategy Co.
Control Delay (s)	6.8	7.3	7.2	8.0								
Approach Delay (s)	6.8	7.3	7.2	8.0								
Approach LOS	А	Α	Α	А								
Intersection Summary												
Delay			7.5									
HCM Level of Service			Α									
Intersection Capacity Utiliza	ation		28.0%	IC	U Level o	f Service			Α			
Analysis Period (min)			15									
, maryoto i oriod (min)			10									

	4	1	7	1	1	×				
Movement	SEL	SER	NEL	NET	SWT	SWR				
Lane Configurations	W.	30		લ	1>					ima Configurations
Sign Control	Stop			Stop	Stop					
Volume (vph)	8	96	52	1	2	5				iner, arrest
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourly flow rate (vph)	9	104	57	1	2	5		0		They might made of the
Direction, Lane #	SE 1	NE 1	SW 1	Sell Supple						
Volume Total (vph)	113	58	8			11	08	2.0		(day) late1 emule
Volume Left (vph)	9	57	0							
Volume Right (vph)	104	0	5				2000,000,000			(Apr) 1776 mule
Hadj (s)	-0.50	0.23	-0.39							
Departure Headway (s)	3.5	4.4	3.8			. 12.	100			(a) visit see for the go
Degree Utilization, x	0.11	0.07	0.01							
Capacity (veh/h)	993	797	917			CO				Triban (town)
Control Delay (s)	7.0	7.7	6.8							
Approach Delay (s)	7.0	7.7	6.8						16	(8) yeigh Caurag
Approach LOS	Α	Α	Α							
Intersection Summary										
Delay			7.2							
HCM Level of Service			Α							some? to leve Mr.
Intersection Capacity Utiliza	ition		22.6%	IC	U Level o	of Service	е		А	
Analysis Period (min)			15							TITLE DOTO TO ALEXED

	_#	7	9	1	K	1	Ť	10"	
Movement	EBL	EBR	NEL	NET	SWT	SWR			
Lane Configurations	W			લ	13		*		uma Configurations
Sign Control	Stop			Stop	Stop				
Volume (vph)	50	0	0	27	16	1			latino) mus
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	54	0	0	29	17	90 190	0.92	20.0	
Direction, Lane #	EB 1	NE 1	SW 1						
Volume Total (vph)	54	29	18						750 Jan 45
Volume Left (vph)	0	0	17						
Volume Right (vph)	0	29	0						
Hadj (s)	0.03	-0.57	0.22						
Departure Headway (s)	4.0	3.5	4.2						
Degree Utilization, x	0.06	0.03	0.02						
Capacity (veh/h)	885	998	839						THE RESERVE OF THE PROPERTY OF
Control Delay (s)	7.3	6.6	7.3						
Approach Delay (s)	7.3	6.6	7.3				3 2 2 3 2		
Approach LOS	Α	Α	Α						bed Book Forester, 17
Intersection Summary									
Delay			7.1						
HCM Level of Service			Α	. 3		3/0	£. 1		2) 10-20-2
Intersection Capacity Utilization			13.3%	IC	CU Level o	of Service		Α	
Analysis Period (min)			15		144 17				1
								178	
						THE PERSON NAMED IN COLUMN TWO			THE RESIDENCE OF THE PROPERTY

	ሻ	†	P	- 4		W	•	×	1	•	X	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		4			4	4		4	/		4	
Volume (veh/h)	18	3	26	19	0	6	2	427	6	12	635	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			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)	20	3	28	21	0	7	2	464	7	13	690	27
Pedestrians					STATE OF THE PARTY		- The second	Contract to the Contract to th	area and a second second			CONTROL OF THE CONTRO
Lane Width (ft)												Green and
Walking Speed (ft/s)											Total Control	
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)							100000000000000000000000000000000000000	(12.4)				301000000000000000000000000000000000000
Upstream signal (ft)												
pX, platoon unblocked								7.5		NOT STATE OF THE S		
vC, conflicting volume	1208	1215	467	1232	1205	704	717			471		
vC1, stage 1 conf vol								NOTES THE PROPERTY OF THE PROP				SOCIAL CONTROL OF THE PARTY OF
vC2, stage 2 conf vol			Variation (A									
vCu, unblocked vol	1208	1215	467	1232	1205	704	717		NAME OF TAXABLE PARTY.	471		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	1/2									- 16 1 50	ACTION AND ADDRESS AND ADDRESS.	
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2	Art Stanton	
p0 queue free %	87	98	95	86	100	99	100			99		CONTRACTOR OF THE PARTY OF THE
cM capacity (veh/h)	156	179	596	143	181	437	884			1091		
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	51	27	473	730								
Volume Left	20	21	2	13		er modert fast er myknyfust				Material Services		
Volume Right	28	7	7	27								
cSH	267	171	884	1091								
Volume to Capacity	0.19	0.16	0.00	0.01								
Queue Length 95th (ft)	17	14	0	1								
Control Delay (s)	21.6	30.0	0.1	0.3								
Lane LOS	С	D	Α	Α	econocyprosyntanes, proses							A31490090791312050
Approach Delay (s)	21.6	30.0	0.1	0.3								
Approach LOS	С	D										
Intersection Summary												
Average Delay			1.7									
ntersection Capacity Utiliza	ition		53.4%	IC	U Level o	f Service			Α			
Analysis Period (min)			15									
												TO A SECRETARIOR

	4	×	2	1	X		7	*	1	4	K	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4					100	4	O BITE
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	118	7	1	69	0	0	0	0	3	3	14
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)	0	128	8	1	75	0	0	0	0	3	3	15
Direction, Lane #	SE 1	NW 1	SW 1									
Volume Total (vph)	136	76	22				0 21	8 8	Ą		Regulation T	
Volume Left (vph)	0	1	3									
Volume Right (vph)	8	0	15							Manufaction of the same		
Hadj (s)	0.00	0.04	-0.36									
Departure Headway (s)	4.0	4.1	4.0								wingsto en	
Degree Utilization, x	0.15	0.09	0.02									
Capacity (veh/h)	883	862	848									
Control Delay (s)	7.7	7.5	7.1									
Approach Delay (s)	7.7	7.5	7.1							[2	l veloci n	2003000
Approach LOS	Α	Α	Α									
Intersection Summary												
Delay			7.6									
HCM Level of Service			Α									
Intersection Capacity Utilizat	tion		16.6%	IC	U Level o	f Service			А			
Analysis Period (min)			15									

	*		*	a	4	K		
Movement	NWL	NWR	NET	NER	SWL	SWT		
Lane Configurations	14		1>		1	र्स		
Sign Control	Stop		Stop			Stop		
Volume (vph)	3	57	43	3	157	36		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	3	62	47	3	171	39		
Direction, Lane #	NW 1	NE 1	SW 1					
Volume Total (vph)	65	50	210			45	 1	Enter the Control
Volume Left (vph)	3	0	171					
Volume Right (vph)	62	3	0					
Hadj (s)	-0.53	-0.01	0.20					
Departure Headway (s)	4.0	4.2	4.3					
Degree Utilization, x	0.07	0.06	0.25					
Capacity (veh/h)	853	818	825					
Control Delay (s)	7.3	7.5	8.7					
Approach Delay (s)	7.3	7.5	8.7					
Approach LOS	Α	Α	Α					
Intersection Summary								
Delay			8.2					
HCM Level of Service			Α					
Intersection Capacity Utilization	in		27.6%	IC	U Level o	of Service	Α	
Analysis Period (min)			15					

	3	-	-	4	-	*	1	×	4	*	K	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		4			4			4		811	4	00 008
Volume (vph)	20	500	7	17	490	52	54	63	22	17	121	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.98			0.99	
Flt Protected		1.00			1.00			0.98		A CONTRACTOR OF THE	0.99	/ SIENCHOLD CO
Satd. Flow (prot)		1856			1836			1788			1830	
Flt Permitted		0.97			0.98			0.85	and the same of th	4,000 0.00 0.00 0.00	0.95	
Satd. Flow (perm)		1796			1795			1550			1739	
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)	22	543	8	18	533	57	59	68	24	18	132	15
RTOR Reduction (vph)	0	1	0	0	6	0	0	15	0	0	7	0
Lane Group Flow (vph)	0	572	0	0	602	0	0	136	0	0	158	0
Turn Type	Perm		111-57-4	Perm		meq	Perm		7999	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2		CONTRACTOR ACCOUNTS COM-	6			4			8		
Actuated Green, G (s)		25.1			25.1			8.9			8.9	
Effective Green, g (s)		25.1			25.1			8.9			8.9	- CONTRACTOR OF THE CONTRACTOR
Actuated g/C Ratio		0.53			0.53			0.19			0.19	
Clearance Time (s)		7.0	TOTAL CONTRACTOR OF THE STATE O		7.0			6.0			6.0	area constitution
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		959			959			294			329	na en
v/s Ratio Prot												
v/s Ratio Perm		0.32			c0.34			0.09	New Manuscriptors (TWW	***************************************	c0.09	CALL CONTROL OF THE PARTY OF TH
v/c Ratio		0.60			0.63			0.46			0.48	
Uniform Delay, d1		7.5			7.7			16.9			17.0	The state of the s
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.0			1.3			1.2			1.1	Harris Const
Delay (s)		8.5			9.0			18.1			18.1	N.E. appendix
Level of Service		Α			Α			В			В	IC IO
Approach Delay (s)		8.5			9.0			18.1			18.1	
Approach LOS		Α			Α		ACCOUNT TO SHARE AND AND	В			В	060100
Intersection Summary												
HCM Average Control Delay			10.7	H	CM Level	of Service	е		В	ntrol Dela	егада Сос	CM Av
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			47.0	Su	um of lost	time (s)	0.03		13.0	(2) (3),0		bel Bullo
ntersection Capacity Utilization			65.4%	IC	U Level c	of Service			C			
Analysis Period (min)			15									
Critical Lane Group												

	3		· 🐴	4	-	K	4	×	4	*	K	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		4			4			4	-	10	4	eO sm
Volume (vph)	29	567	30	39	411	20	26	16	9	25	18	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	NI ores
Frt		0.99			0.99			0.98			0.96	
Flt Protected		1.00			1.00			0.98			0.98	etura a
Satd. Flow (prot)		1846			1844			1772			1746	
Flt Permitted		0.97			0.92			0.80			0.85	gerse 9 if
Satd. Flow (perm)		1787			1703			1459			1513	
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)	32	616	33	42	447	22	28	17	10	27	20	23
RTOR Reduction (vph)	0	3	0	0	3	0	0	9	0	0	21	0
Lane Group Flow (vph)	0	678	0	0	508	0	0	46	0	0	49	0
Turn Type	Perm		meg	Perm		me9	Perm		mag	Perm	8	eu'i mu
Protected Phases		4			8			6			2	
Permitted Phases	4		-	8			6			2	negenG h	and the state of
Actuated Green, G (s)		41.8			41.8			6.2			6.2	
Effective Green, g (s)		41.8			41.8			6.2			6.2	SVIDS
Actuated g/C Ratio		0.70			0.70			0.10			0.10	
Clearance Time (s)		6.0			6.0			6.0			6.0	100
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1245			1186		-	151		10	156	no ens
v/s Ratio Prot												
v/s Ratio Perm		c0.38			0.30			0.03			c0.03	OUE A S
v/c Ratio		0.54			0.43			0.30			0.32	
Uniform Delay, d1		4.4			3.9			24.9			24.9	TODIC
Progression Factor		1.00			1.00			1.00			1.00	Jean or a
Incremental Delay, d2		0.5			0.3			5.1			5.3	
Delay (s)		4.9			4.2			30.0			30.2	(3)
Level of Service		Α			Α			С			С	in leve
Approach Delay (s)		4.9			4.2			30.0			30.2	Associated and
Approach LOS		Α			Α			С			C	
Intersection Summary												
HCM Average Control Delay			7.0	H of Ser	CM Level	of Service	е		Α	sis@ lown	eringe Cor	WA MOR
HCM Volume to Capacity ratio			0.52							41 (1911)		
Actuated Cycle Length (s)			60.0	St	um of lost	time (s)	47.0		12.0	(a) ritro	Cyda Le	hatsuh
Intersection Capacity Utilization			53.9%	IC	U Level o	of Service			Α			
Analysis Period (min)			15		- Chipmon					ln.	n) bona9	Pievisn.
Critical Lane Group												

	ሻ	†	الم	N.	<u> </u>	»J	•	×	1	*	K	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	λ		7	f)			4	E		ર્લ	7
Volume (vph)	42	347	289	185	204	11	7	103	32	119	150	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		4.7	5.5			5.5			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.93		1.00	0.99			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.98	1.00
Satd. Flow (prot)	1770	1736		1770	1848			1801			1822	1583
Flt Permitted	0.61	1.00		0.13	1.00			0.98			0.76	1.00
Satd. Flow (perm)	1142	1736		237	1848			1768			1410	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	377	314	201	222	12	8	112	35	129	163	197
RTOR Reduction (vph)	0	26	0	0	2	0	0	9	0	0	0	143
Lane Group Flow (vph)	46	665	0	201	232	0	0	146	0	0	292	54
Turn Type	Perm			pm+pt			Perm			Perm	odny no	Perm
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		8
Actuated Green, G (s)	42.5	42.5		58.2	58.2			26.4			26.4	26.4
Effective Green, g (s)	42.5	42.5		58.2	58.2			26.4			26.4	26.4
Actuated g/C Ratio	0.44	0.44		0.61	0.61			0.28			0.28	0.28
Clearance Time (s)	5.5	5.5		4.7	5.5			5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	508	772		321	1125			488			389	437
v/s Ratio Prot		c0.38		c0.07	0.13							
v/s Ratio Perm	0.04			0.31				0.08			c0.21	0.03
v/c Ratio	0.09	0.86		0.63	0.21			0.30			0.75	0.12
Uniform Delay, d1	15.4	23.9		15.7	8.4			27.3			31.6	25.9
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	9.8		3.8	0.1			0.3			7.9	0.1
Delay (s)	15.4	33.7		19.5	8.5			27.7			39.5	26.1
Level of Service	В	C		В	Α			C			D	C
Approach Delay (s)		32.5			13.6			27.7			34.1	
Approach LOS		C			В			С			C	
Intersection Summary												
HCM Average Control Delay			28.0	H	CM Level	of Service	Э		С			
HCM Volume to Capacity ratio			0.80									Margar Mar
Actuated Cycle Length (s)			95.6		um of lost				15.7		LeioC	
Intersection Capacity Utilization			86.1%	IC	U Level o	f Service			E			
Analysis Period (min)			15								e bread	Samuel S
c Critical Lane Group												

	-	1	*	174	1	K					
Movement	NWL	NWR	NET	NER	SWL	SWT					
ane Configurations	W		ħ			र्स				70.10	
/olume (veh/h)	138	19	4	101	31	4					
Sign Control	Stop		Free			Free					
Grade	0%		0%		196	0%					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		11			
lourly flow rate (vph)	150	21	4	110	34	4					
Pedestrians	SPLECT SPONSES	AND PROPERTY OF LANCES	THE PROPERTY OF THE PARTY OF TH	antenna arbitan		SOLVENS COLUMN		WILLIAM PRODUCED			
ane Width (ft)											
Valking Speed (ft/s)											
ercent Blockage											
Right turn flare (veh)											
Median type			None			None					
ledian storage veh)			140110			INOTIC					
lpstream signal (ft)											
X, platoon unblocked											
C, conflicting volume	131	59			114						
C1, stage 1 conf vol	101	09			114						
C2, stage 2 conf vol											
Cu, unblocked vol	131	59			114						
	6.4	6.2			4.1						
C, single (s)	0.4	0.2			4.1						
C, 2 stage (s)	0.5	0.0			0.0						
= (s)	3.5	3.3			2.2						
0 queue free %	82	98			98			AUTHORN STATES OF STREET			MACHINE WITH COMMISSION OF THE PARTY OF THE
M capacity (veh/h)	843	1006			1475						
irection, Lane #	NW 1	NE 1	SW 1								
olume Total	171	114	38								
olume Left	150	0	34								
olume Right	21	110	0								
SH	860	1700	1475							20.1	ENU FAIR
olume to Capacity	0.20	0.07	0.02								
ueue Length 95th (ft)	18	0	2								DOWN TO
control Delay (s)	10.2	0.0	6.7								
ane LOS	В		Α		7,100						
pproach Delay (s)	10.2	0.0	6.7								
pproach LOS	В	100000000000000000000000000000000000000	93iv	in 8 to ins	ra I MOH		0.69		X VIII CONTRACTOR	Pho Chaire	O seess
ntersection Summary											
verage Delay	CI		6.2) arres 188	N to mus		0 136			(a) rupus	decidly belo
	n		24.1%	IC	U Level o	of Service			А		
			15								
Average Delay Intersection Capacity Utilization Analysis Period (min)	n		24.1%	IC	U Level o	of Service			A		

	4	×	1	~	K		7	×	a	Ĺ	K	×
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4			4		619	4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	3	2	27	10	107	0	17	16	70	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	0.92
Hourly flow rate (vph)	0	3	2	29	11	116	0	18	17	76	5	0
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total (vph)	5	157	36	82					4		Agreembel	amla.
Volume Left (vph)	0	29	0	76								
Volume Right (vph)	2	116	17	0					100000000000000000000000000000000000000	NO. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	of a series of a series of a	
Hadj (s)	-0.21	-0.37	-0.26	0.22							Y	
Departure Headway (s)	4.1	3.8	4.1	4.5							The same of	
Degree Utilization, x	0.01	0.17	0.04	0.10								
Capacity (veh/h)	838	914	844	762								meuro control
Control Delay (s)	7.1	7.5	7.2	8.0								
Approach Delay (s)	7.1	7.5	7.2	8.0								MARKET SCHOOL
Approach LOS	Α	Α	Α	А								
Intersection Summary												
Delay			7.6									and the
HCM Level of Service			Α								INCOMPANDED CONTRACT	Decoration of the last
Intersection Capacity Utilization	on		32.8%	IC	U Level o	f Service			Α			
Analysis Period (min)			15									

	4	1	7	1	K	K				
Movement	SEL	SER	NEL	NET	SWT	SWR				
Lane Configurations	W			र्व	1₃					e Carbagalors
Sign Control	Stop			Stop	Stop					
Volume (vph)	6	75	127	2	2	11				India Sun
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourly flow rate (vph)	7	82	138	2	2	12				(Agri) atto wolf you
Direction, Lane #	SE 1	NE 1	SW 1							
Volume Total (vph)	88	140	14			DR.	100	120	ā.	(dov) late Tierra
Volume Left (vph)	7	138	0							Mark Bulletin
Volume Right (vph)	82	0	12			1				POUR PROPERTY
Hadj (s)	-0.51	0.23	-0.47							
Departure Headway (s)	3.7	4.3	3.7							all protection and the
Degree Utilization, x	0.09	0.17	0.01							
Capacity (veh/h)	922	809	927			031			Mili	(Aday) vecas
Control Delay (s)	7.1	8.2	6.8							
Approach Delay (s)	7.1	8.2	6.8			1 14	1.7			. (a) valed major
Approach LOS	Α	Α	Α							
ntersection Summary										
Delay			7.7							
ICM Level of Service			Α				À			mark to mo. N
ntersection Capacity Utilizat	tion		25.4%	IC	U Level o	of Service	Э		A	
Analysis Period (min)			15							Into book and

	_#	7	9	*	K	1			
Movement	EBL	EBR	NEL	NET	SWT	SWR			
Lane Configurations	W			र्स	ħ			217	
Sign Control	Stop			Stop	Stop				
Volume (vph)	14	1	1	22	16	12			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	15	1	1	24	17	13			
Direction, Lane #	EB 1	NE 1	SW 1						
Volume Total (vph)	16	25	30						
Volume Left (vph)	0	1	17						
Volume Right (vph)	1	24	0						THE RESIDENCE OF THE PARTY OF T
Hadj (s)	-0.01	-0.53	0.15						
Departure Headway (s)	4.0	3.5	4.1						
Degree Utilization, x	0.02	0.02	0.03						
Capacity (veh/h)	893	1021	865	NO DE NORMA DE DESCRIÇÃO	Weeks and the second	A THE STREET STORE		AND DESCRIPTION OF THE PARTY OF	
Control Delay (s)	7.0	6.6	7.3						
Approach Delay (s)	7.0	6.6	7.3					Manual Commission Comm	
Approach LOS	Α	Α	Α						
Intersection Summary									
Delay			7.0						
HCM Level of Service			Α						IAT ROLL TO
Intersection Capacity Utilization			13.3%	IC	U Level o	of Service	А		
Analysis Period (min)			15						

	7	†	P	- 4		W	•	×	1	•	X	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		4			4			4			4	- C 1000
Volume (veh/h)	7	2	19	13	0	5	6	436	19	24	425	22
Sign Control		Stop			Stop			Free			Free	
Grade	F 100 A	0%			0%	Self-regular		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)	8	2	21	14	0	5	7	474	21	26	462	24
Pedestrians				AND DESCRIPTION OF THE PARTY OF	Market Market Market	APPRICATION COLLECT	AND THE RESERVED	ZAPPARIAL COPPERATE			EAST-WEIGHT VOICES	(AND PROPERTY OF THE
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)								ORNER DESCRIPTION DE LA CONTRACTION DE				
Median type						The Vitter Co		None			None	
Median storage veh)						Marin San Marin San						
Upstream signal (ft)												
pX, platoon unblocked												NO POSITION
vC, conflicting volume	1029	1035	484	1045	1034	474	486			495		
vC1, stage 1 conf vol										,00		designation and
vC2, stage 2 conf vol												
vCu, unblocked vol	1029	1035	484	1045	1034	474	486			495		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)					Wantana Marka							NEWS PRESIDENT
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	99	96	93	100	99	99			98		
cM capacity (veh/h)	205	225	583	193	225	590	1077			1069		
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	30	20	501	512								
Volume Left	8	14	7	26		**************************************						
Volume Right	21	5	21	24								
SH	370	238	1077	1069								CHARLES STATES
Volume to Capacity	0.08	0.08	0.01	0.02								
Queue Length 95th (ft)	7	7	0	2								
Control Delay (s)	15.6	21.5	0.2	0.7								
Lane LOS	С	С	Α	Α								
Approach Delay (s)	15.6	21.5	0.2	0.7								
Approach LOS	С	С										
ntersection Summary												
Average Delay			1.3									
Intersection Capacity Utiliza	ition		48.1%	IC	U Level o	f Service			Α			
Analysis Period (min)			15									

	4	×	1	1	X	7	7	1	- (4)	Ĺ	K	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4					10	4	oO ema
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	95	14	1	119	0	0	0	0	2	0	12
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)	0	103	15	1	129	0	0	0	0	2	0	13
Direction, Lane #	SE 1	NW 1	SW 1									
Volume Total (vph)	118	130	15			3	11	li li	ht		for HaloT	serujia v
Volume Left (vph)	0	1	2									
Volume Right (vph)	15	0	13								TAL MID	andress and a second
Hadj (s)	-0.04	0.04	-0.45									
Departure Headway (s)	4.0	4.1	4.0						9.8	18178		
Degree Utilization, x	0.13	0.15	0.02									
Capacity (veh/h)	883	872	845								T/fer)	NAME OF TAXABLE PARTY.
Control Delay (s)	7.6	7.8	7.0									
Approach Delay (s)	7.6	7.8	7.0				ī.			- (/	I YEST I	OSCHOL
Approach LOS	Α	Α	Α									
Intersection Summary												
Delay			7.7									
HCM Level of Service			Α								-2 to 6.	
Intersection Capacity Utilizat	ion		17.1%	IC	CU Level	of Service			Α			
Analysis Period (min)			15								(1) Demaid	a myland

		₹.	A	a	- <u>(</u>	K	ĺ,	gl.	8.7	
Movement	NWL	NWR	NET	NER	SWL	SWT				
Lane Configurations	W		ß	17	r.	ર્લ		.1.		ane Confessations
Sign Control	Stop		Stop			Stop				
Volume (vph)	6	99	56	2	82	24				prigry) serving
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourly flow rate (vph)	7	108	61	2	89	26				right ster well virus
Direction, Lane #	NW 1	NE 1	SW 1							
Volume Total (vph)	114	63	115					130	811	ident last acque
Volume Left (vph)	7	0	89							
Volume Right (vph)	108	2	0						- 81	raigene Pariti (vois)
Hadj (s)	-0.52	0.01	0.19							
Departure Headway (s)	3.8	4.3	4.4							
Degree Utilization, x	0.12	0.07	0.14							
Capacity (veh/h)	908	809	797							(rhrley) vhosqu
Control Delay (s)	7.3	7.6	8.1							
Approach Delay (s)	7.3	7.6	8.1							
Approach LOS	Α	Α	Α							
Intersection Summary										
Delay			7.7							
HCM Level of Service			Α							
Intersection Capacity Utiliza	ation		25.6%	IC	U Level o	of Service				A
Analysis Period (min)			15							unika) noneé atavierv

5 / / /	3	-	74	4	+	*	\	×	4	*	K	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		4			4			4			4	
Volume (vph)	16	308	36	14	520	48	113	122	40	10	78	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	Security Management
Frt 1994		0.99			0.99			0.98			0.96	
Flt Protected		1.00			1.00			0.98			1.00	
Satd. Flow (prot)		1834			1840			1790			1785	
Flt Permitted		0.96			0.99			0.81			0.95	
Satd. Flow (perm)		1765			1816			1473			1710	
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)	17	335	39	15	565	52	123	133	43	11	85	37
RTOR Reduction (vph)	0	8	0	0	6	0	0	12	0	0	27	0
Lane Group Flow (vph)	0	383	0	0	626	0	0	287	0	0	106	0
Turn Type	Perm			Perm		N/IS	Perm	1	955	Perm	(ACT	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		A LEASURE TO THE PARTY OF THE P
Actuated Green, G (s)		22.5			22.5			13.3			13.3	
Effective Green, g (s)		22.5			22.5			13.3			13.3	
Actuated g/C Ratio		0.46			0.46			0.27			0.27	
Clearance Time (s)		7.0			7.0			6.0			6.0	and a second second
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		814			837			401			466	0 000
v/s Ratio Prot												
v/s Ratio Perm		0.22			c0.34			c0.20			0.06	of the field
v/c Ratio		0.47			0.75			0.72			0.23	
Uniform Delay, d1		9.1			10.8			16.0			13.8	and a construction
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			3.7			6.0			0.3	and a second
Delay (s)		9.5			14.5			22.1			14.0	
Level of Service		Α			В			С			В	
Approach Delay (s)		9.5			14.5			22.1			14.0	and solvered
Approach LOS		Α			В			С			В	with the second control of the second contro
Intersection Summary									35X 0 0 0			
HCM Average Control Delay			14.7	Н	CM Level	of Service	е		В	ag out	O mprim	A MOH
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			48.8	Su	ım of lost	time (s)	U		13.0	Les Billion	Lebyik	Historia
Intersection Capacity Utilization			67.8%	IC	U Level o	f Service			C			es este
Analysis Period (min)			15									
c Critical Lane Group												

7 1 10	3	€ →	-74	4	+	*	\	×	4	4	K	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		क्			4			4		HOC	4	Oen
Volume (vph)	7	604	10	51	533	10	70	13	54	31	10	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			0.95			0.92	Show Anno
Flt Protected		1.00			1.00			0.98			0.99	despit is a
Satd. Flow (prot)		1858			1851			1719			1685	
Flt Permitted		0.99			0.91			0.87			0.89	
Satd. Flow (perm)		1846			1691			1526			1515	
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)	8	657	11	55	579	11	76	14	59	34	11	70
RTOR Reduction (vph)	0	1	0	0	1	0	0	39	0	0	63	0
Lane Group Flow (vph)	0	675	0	0	644	0	0	110	0	0	52	0
Turn Type	Perm		11111	Perm	10	(No. 1)	Perm	77	164	Perm	90	y" mul
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		Soft State
Actuated Green, G (s)		41.8			41.8			6.2			6.2	
Effective Green, g (s)		41.8		d	41.8			6.2			6.2	The state of the s
Actuated g/C Ratio		0.70			0.70			0.10			0.10	
Clearance Time (s)		6.0			6.0			6.0			6.0	Te De de
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1286		*	1178		1	158		170	157	2 30L
v/s Ratio Prot												
v/s Ratio Perm		0.37			c0.38			c0.07			0.03	10712
v/c Ratio		0.52			0.55			0.69			0.33	
Uniform Delay, d1		4.4			4.5			26.0			25.0	empire
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			0.5			22.2			5.6	en state
Delay (s)		4.7			5.0			48.2			30.6	
Level of Service		Α		- 8	Α			D			C	
Approach Delay (s)		4.7			5.0			48.2			30.6	
Approach LOS		Α		-	Α			D		4 0-000 M 0-000 M /A CAN M 0-000	С	
Intersection Summary												
HCM Average Control Delay			10.8	He H	CM Level	of Service	е		В	as O Torino	O acoses	AWSH
HCM Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			60.0	St	um of lost	time (s)			12.0	lar inone		ella loA
Intersection Capacity Utilization			84.5%	THE RESIDENCE OF THE PARTY OF T	U Level o	, ,			Е			
Analysis Period (min)			15							100		LV B
c Critical Lane Group												

	ħ	†	الم	N.	1	»J	4	×	1	•	×	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	7	f)		ሻ	1>			4	y Y		स	7
Volume (vph)	59	517	285	261	283	13	16	202	23	142	68	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		4.7	5.5			5.5			5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.95		1.00	0.99			0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	1.00
Satd. Flow (prot)	1770	1763		1770	1851			1833			1802	1583
Flt Permitted	0.57	1.00		0.07	1.00			0.97		18	0.47	1.00
Satd. Flow (perm)	1053	1763		126	1851			1785			872	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	562	310	284	308	14	17	220	25	154	74	149
RTOR Reduction (vph)	0	16	0	0	1	0	0	3	0	0	0	112
Lane Group Flow (vph)	64	856	0	284	321	0	0	259	0	0	228	37
Turn Type	Perm			pm+pt			Perm			Perm	elanu ne	Perm
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8	ACCORDING TOOL	8
Actuated Green, G (s)	54.6	54.6		77.1	77.1			29.5			29.5	29.5
Effective Green, g (s)	54.6	54.6		77.1	77.1		MATERIA MATERIAL	29.5			29.5	29.5
Actuated g/C Ratio	0.46	0.46		0.66	0.66			0.25			0.25	0.25
Clearance Time (s)	5.5	5.5		4.7	5.5			5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	489	819		331	1214			448			219	397
v/s Ratio Prot		c0.49		c0.13	0.17							
v/s Ratio Perm	0.06			0.43				0.15			c0.26	0.02
v/c Ratio	0.13	1.05		0.86	0.26			0.58			1.04	0.09
Uniform Delay, d1	18.0	31.5		37.3	8.4			38.6	NINOTAL STREET		44.0	33.8
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	43.9		19.2	0.1	ALERDO DE LA CARDO DE		1.8			72.0	0.1
Delay (s)	18.1	75.4		56.5	8.6			40.4			116.0	33.9
Level of Service	В	Ε		Ε	Α		STATE OF THE PARTY.	D			F	С
Approach Delay (s)		71.4			31.0			40.4		And the second	83.6	
Approach LOS		Е			С			D		VALUE DE LE PROPERTIE DE LA P	F	OJ ene.
Intersection Summary												
HCM Average Control Delay			58.6	H	CM Level	of Service	9		Ε			
HCM Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			117.6		ım of lost				15.7		Dasny	
Intersection Capacity Utilization			101.1%	IC	U Level o	f Service			G			
Analysis Period (min)			15								Penad in	AIR LEO
c Critical Lane Group												

	-	1	1	74	4	K				
Movement	NWL	NWR	NET	NER	SWL	SWT			and the same	
Lane Configurations	M	F.	1		4	र्स				ençdirecións) es
Volume (veh/h)	55	5	1	196	8	0				A Section 1
Sign Control	Stop	Our (Free	int 9		Free				10400 400 5
Grade	0%		0%			0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				tabe 4 Hill is
Hourly flow rate (vph)	60	5	1	213	9	0				
Pedestrians	PARTICULAR DE PA	A I	NATURE HEALTHAND THE SPEA	NAT ASSESSMENT ASSESSMENT	PP-PHODANPSTERS	ANALYHOUS ANALYSISS	Manufacture (Manufacture)		NEWGREEN PRINCESOF PR	and an united to the second second second second second second second second second second second second second
Lane Width (ft)										
Walking Speed (ft/s)	INDIGENIE CONTRACTOR INCO	00			Number of the second	IN COLUMN TO SERVICE OF THE PARTY OF		Napramaen viras	12 ()	bahanas
Percent Blockage										
Right turn flare (veh)							NAME OF TAXABLE PARTY.			TAGE instruction of
Median type			None			None				
Median storage veh)										ries I nama kaSi Siri
Upstream signal (ft)										
pX, platoon unblocked			ALTO CONTRACTOR		NO COLUMN					
vC, conflicting volume	125	108			214					H(3/1/1)
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	125	108			214					
tC, single (s)	6.4	6.2			4.1					
tC, 2 stage (s)	011	0.12								
tF (s)	3.5	3.3			2.2					12 (0) (1)
p0 queue free %	93	99			99					
cM capacity (veh/h)	864	946			1356				West to	10000 (SE) 27% (A)
			01111		1000					
Direction, Lane #	NW 1	NE 1	SW 1							
Volume Total	65	214	9							
Volume Left	60	0	9	Military and Aller and the			note the same instance.		5 61	TO REAL DESIGNATION
Volume Right	5	213	0							
cSH	871	1700	1356		1.			6.4.6		TO ATTECH TELEGRAP
Volume to Capacity	0.07	0.13	0.01							
Queue Length 95th (ft)	6	0	0	Į.						
Control Delay (s)	9.5	0.0	7.7							
Lane LOS	А		Α							\$U.1 (080)
Approach Delay (s)	9.5	0.0	7.7							
Approach LOS	Α						1.86	and a little	April 10 March	W Average Control Delay
ntersection Summary										
Average Delay	107		2.4	901H 180	Sun of	1	1111			19) unbush stok houer
ntersection Capacity Utilizat	tion		22.2%	IC	U Level o	of Service			A	
Analysis Period (min)			15							

	4	×	1	1	X	₹	7	*	1	6	K	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		44			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	7	18	4	31	1	40	56	124	9	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)	0	0	8	20	4	34	1	43	61	135	10	0
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total (vph)	8	58	105	145								
Volume Left (vph)	0	20	1	135								
Volume Right (vph)	8	34	61	0							reastrations/	
Hadj (s)	-0.57	-0.25	-0.31	0.22	aV _{erti}							
Departure Headway (s)	3.9	4.2	3.9	4.4	2 H 100 21 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							
Degree Utilization, x	0.01	0.07	0.11	0.18								
Capacity (veh/h)	840	803	901	808		NESCACIONES DE SETUDIOS	***************************************	THE PROPERTY OF THE PARTY.	SHEED STATE OF THE SHEET STATES	WASHINGTON CONTRA		
Control Delay (s)	7.0	7.5	7.4	8.3								
Approach Delay (s)	7.0	7.5	7.4	8.3		PASALE-INVALCE NASA N						MANAGEOR NA
Approach LOS	Α	Α	Α	Α								
ntersection Summary												
Delay			7.8									
HCM Level of Service			Α	111111111111111111111111111111111111111			at Andrews Assessment				SHATTER WATER	MONTH STATES
ntersection Capacity Utilizati	on		30.5%	ICI	J Level of	Service			Α			
Analysis Period (min)			15									

4 1 1 1	w/	1	7	×	K	×	2 2
Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations	W			ર્લ	1>		gradien ger
Sign Control	Stop			Stop	Stop		
Volume (vph)	10	125	68	1	3	7	5 0 Vac 1486
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	11	136	74	1	3	8	
Direction, Lane #	SE 1	NE 1	SW 1				
Volume Total (vph)	147	75	11				uma Total (roh) 8 58
Volume Left (vph)	11	74	0				
Volume Right (vph)	136	0	8	411144			
Hadj (s)	-0.51	0.23	-0.39				
Departure Headway (s)	3.6	4.4	3.9				
Degree Utilization, x	0.15	0.09	0.01				
Capacity (veh/h)	977	780	887				enconversely appropriate production of the conversely and the conversely appropriate and the
Control Delay (s)	7.2	7.9	6.9				
Approach Delay (s)	7.2	7.9	6.9	~23-23-11032-134			SECURIOR TO REPORT AND AND AND AND AND AND AND AND AND AND
Approach LOS	Α	Α	A				
Intersection Summary							
Delay			7.4				
HCM Level of Service			Α				Sansé la lancia
Intersection Capacity Utilization	1		25.4%	IC	U Level o	f Service	A
Analysis Period (min)			15			1	300000000000000000000000000000000000000

	-1	7	9	A	K	1	† P
Movement	EBL	EBR	NEL	NET	SWT	SWR	
Lane Configurations	W			લ	1>		
Sign Control	Stop			Stop	Stop		
Volume (vph)	65	0	0	35	21	1	was wat to make the programment of the second to some and the second to the second of the second of the second
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	71	0	0	38	23	1	NOCES AND SERVICE OF SECTION OF SECTION SERVICES (SEE SECTION
Direction, Lane #	EB 1	NE 1	SW 1				
Volume Total (vph)	71	38	24				
Volume Left (vph)	0	0	23				
Volume Right (vph)	0	38	0				
Hadj (s)	0.03	-0.57	0.22				
Departure Headway (s)	4.0	3.5	4.3				
Degree Utilization, x	0.08	0.04	0.03				
Capacity (veh/h)	878	980	830	arts as American and The			Annual Control of the
Control Delay (s)	7.4	6.7	7.4				
Approach Delay (s)	7.4	6.7	7.4				ERANDARA BUDINI CURRINI CONTRANZA SETERICA DE PARA DE SULA DESCRIPCIÓN DE SULA
Approach LOS	Α	Α	Α .				The state of the s
Intersection Summary							
Delay			7.2				TO CALL THE PARTY OF THE PARTY
HCM Level of Service			Α	The state of the s	- very construction (Sept.)	Annual Control of the State of	and the state of t
Intersection Capacity Utilization	on		13.6%	IC	U Level o	f Service	A
Analysis Period (min)			15				

	ሻ	†	Pal	· L		W	4	X	1	*	K	1
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		4			4			4		genti	4	mas I
Volume (veh/h)	23	4	34	25	0	8	3	555	8	16	826	33
Sign Control	num years action can prove to provide constitution and	Stop			Stop	SCORE PLANTS AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF TH	ALCOHOLOGICA POLICIA	Free		SAN-SIDILE SWIMPH	Free	
Grade		0%		1100	0%			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)	25	4	37	27	0	9	3	603	9	17	898	36
Pedestrians		and the same of th	NAME OF TAXABLE PARTY.	Washington Contract	No resistante l'est	and the second of the second of		WAS CARE TO SAVER	Weening (In Co. In)	AND THE STATE OF T	CO-FE BOOK-OFF, B	eur peschephe ce
Lane Width (ft)												
Walking Speed (ft/s)								MANAGE - QUIT SON ON CO.			Samuel Manager Co.	Casal Indiana (Casaline S
Percent Blockage												
Right turn flare (veh)			HARLY PROGRAM / Pro-		THE REPORT OF THE PROPERTY OF		Colonia con chi Andre		BESSEL WAY OF SALE		SOUND SOURCE STREET	STORESTS CONTROL CO
Median type								None			None	
Median storage veh)	MIZSELAPIDO DE PAPAREZA							(ASPERTAL SHOWING SEE	A GENERAL ESPERANTES ES	2002-020-2104-0005	2747000000000000	erseinen ersten ber
Upstream signal (ft)												
pX, platoon unblocked	NAMES OF THE PROPERTY OF THE PARTY.	DI SELECTION DE			NUMBER OF THE OWNERS OF THE OW	Out-6-in-freshmenthings	SWANNING SWANNING	BENTENHIO SOVINDONO		ADMINISTRAÇÃO PARA	NATIONAL PROPERTY OF STREET	maron conserva-
vC, conflicting volume	1573	1583	608	1604	1569	916	934			612		
vC1, stage 1 conf vol		Account to the Account to the Account	Alexander (Bledcanier)	ACTIVISTAL PART A STATE OF THE			THE PARTY OF THE P		ENGRA CONTROLOGICA		tarrestary group agent a	THE SHADOW STATE OF THE STATE O
vC2, stage 2 conf vol												
vCu, unblocked vol	1573	1583	608	1604	1569	916	934	Anne annual de la contraction de	AND STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, ST	612		one and some and a
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)						(12)				The Control of the Co	CHECKHOOP EN ELEMEN	
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	71	96	93	64	100	97	100	WHITE CHARLES WAS		98	O++40/60/00/00/00/00/00/00/00	DIRAKA ENGINERA KA
cM capacity (veh/h)	85	106	496	75	108	330	733			967		
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	66	36	615	951								
Volume Left	25	27	3	17				V = 10.000 V = 10.000				
Volume Right	37	9	9	36								
cSH	162	92	733	967						THE STATE OF THE S		
Volume to Capacity	0.41	0.39	0.00	0.02								
Queue Length 95th (ft)	45	39	0	1						100000000000000000000000000000000000000		
Control Delay (s)	41.7	67.0	0.1	0.5								
Lane LOS	Е	F	Α	Α								NAMES OF THE PARTY OF
Approach Delay (s)	41.7	67.0	0.1	0.5								
Approach LOS	Ε	F		100000000000000000000000000000000000000					20029.000000000000000000000000000000000		THE THE PERSON NAMED IN	A SECURITION OF SECURITION
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utiliza	ation		66.8%	IC	U Level o	f Service			С			
Analysis Period (min)			15									

	4	×	1	F	X	. 7	7	A	a	4	K	×
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4		CONTRACTOR CONTRACTOR				4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	153	9	1	90	0	0	0	0	4	4	18
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)	0	166	10	1	98	0	0	0	0	4	4	20
Direction, Lane #	SE 1	NW 1	SW 1									
Volume Total (vph)	176	99	28									
Volume Left (vph)	0	1	4									
Volume Right (vph)	10	0	20									
Hadj (s)	0.00	0.04	-0.35									
Departure Headway (s)	4.1	4.2	4.1		NEPENBER INCH							
Degree Utilization, x	0.20	0.11	0.03									
Capacity (veh/h)	873	849	810	***************************************			ATTORNUS AVZUGUGA					
Control Delay (s)	8.1	7.7	7.3									MATERIAL ST
Approach Delay (s)	8.1	7.7	7.3	RITH PARKING SUBJECT	A STATE OF THE PARTY OF THE STATE OF	INTERNAL SHIPPING PARK						
Approach LOS	Α	Α	Α									
ntersection Summary												
Delay			7.9								Verglesia	
ICM Level of Service			Α	TO STATE OF THE PARTY OF								
ntersection Capacity Utilizat	ion		18.6%	ICI	J Level of	Service			Α			
nalysis Period (min)			15		THE PERSON NAMED IN COLUMN	Traction Constitution						
	ion			ICI	J Level o	f Service			Α			

	-	1	*	C	4	K		
Movement	NWL	NWR	NET	NER	SWL	SWT		
Lane Configurations	W		ĵ.			4	101	e jedným měroj, se
Sign Control	Stop		Stop			Stop		
Volume (vph)	4	75	56	4	204	47		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	4	82	61	4	222	51		
Direction, Lane #	NW 1	NE 1	SW 1					
Volume Total (vph)	86	65	273					
Volume Left (vph)	4	0	222					
Volume Right (vph)	82	4	0					
Hadj (s)	-0.53	-0.01	0.20					
Departure Headway (s)	4.1	4.4	4.4					
Degree Utilization, x	0.10	0.08	0.33					
Capacity (veh/h)	798	789	801	000000000000000000000000000000000000000				
Control Delay (s)	7.6	7.7	9.5					
Approach Delay (s)	7.6	7.7	9.5					a la gaba tasos
Approach LOS	A	Α	A					
Intersection Summary								
Delay			8.8					
HCM Level of Service			Α					
Intersection Capacity Utiliza	ation		32.0%	IC	U Level o	of Service	A	
Analysis Period (min)			15					
meniamental de l'antice de la constant de l'antice de l'antice de l'antice de l'antice de l'antice de l'antice								

	3	→	7	5	+	*	*	X	٦	4	K	¢
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	ADAID
Lane Configurations		4		No. of the Contraction	4	MOIS	OLL	4	OEN	INVVL		NWR
Volume (vph)	26	650		22	637	68	70	82	29	22	457	40
Ideal Flow (vphpl)	1900	1900		1900	1900	1900	1900	1900	1900	1900	157 1900	18 1900
Total Lost time (s)		7.0			7.0	4.4	1000	6.0	1300	1900	6.0	1900
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.98			0.99	NAME OF STREET
Flt Protected		1.00	NO WILL DISCUSSION OF THE OWNER.		1.00			0.98			0.99	
Satd. Flow (prot)		1856			1836			1787			1829	
Flt Permitted		0.95	entropies (vie titl to by)		0.97			0.81			0.94	
Satd. Flow (perm)		1774			1777			1482			1736	到地路 第二天
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)	28	707	10	24	692	74	76	89	32	24	171	20
RTOR Reduction (vph)	0	1	0	0	6	0	0	15	0	0	8	0
Lane Group Flow (vph)	0	744	0	0	784	0	0	182	0	0	207	0
Turn Type	Perm			Perm			Perm	TOE		Perm	201	- 0
Protected Phases		2			6			4		I GIIII	8	MICHIGAN CO.
Permitted Phases	2			6			4			8	O	
Actuated Green, G (s)		25.3			25.3			9.0			9.0	ANGKALT.
Effective Green, g (s)		25.3		A SOUND TO SELECT SOUTH	25.3			9.0	P-42-5176-20-20-20-20-20-20-20-20-20-20-20-20-20-		9.0	
Actuated g/C Ratio		0.53			0.53			0.19			0.19	
Clearance Time (s)		7.0			7.0			6.0			6.0	TO SERVICE STATE OF THE PARTY O
Vehicle Extension (s)		3.0			3.0			3.0			3.0	ELECTRICAL STREET, STR
Lane Grp Cap (vph)		949			950			282			330	NAME OF THE OWNER OWNER OF THE OWNER
v/s Ratio Prot								202			330	
v/s Ratio Perm		0.42	NAMES OF THE PROPERTY OF THE P	SOUTH DATE OF STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,	c0.44	106/2015/2/5000/00/2015/2/5/2		c0.12			0.12	
v/c Ratio		0.78			0.83			0.65			0.63	BRUSHEN
Uniform Delay, d1		8.8			9.2			17.7			17.6	
Progression Factor		1.00			1.00			1.00			1.00	
ncremental Delay, d2		4.3			5.9			5.0			3.7	
Delay (s)		13.1			15.1			22.7			21.3	
evel of Service		В			В		ACCESS CONTRACTORS	С			C	
Approach Delay (s)		13.1			15.1			22.7			21.3	
Approach LOS		В			В		MASSACRESSIA MASSACRES	С			C	
ntersection Summary												
HCM Average Control Delay			15.8	НС	M Level o	f Service			В		10 S 60/1	
ICM Volume to Capacity ratio			0.78									
actuated Cycle Length (s)			47.3	Sui	m of lost ti	me (s)			13.0			
ntersection Capacity Utilization			81.8%		Level of				D			
nalysis Period (min)			15		THE PARTY OF THE P	North of State of the State of			THE RESIDENCE OF THE PARTY OF T			
Critical Lane Group												

	3	-	-4	4	-	*	\	X	4	4	K	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWF
Lane Configurations		4			4		e)i	4		engli	क	
Volume (vph)	38	737	39	51	534	26	33	20	12	32	23	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor	(30)	1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.98			0.96	
Flt Protected		1.00			1.00			0.98			0.98	
Satd. Flow (prot)		1847			1844			1772			1745	
Flt Permitted	18	0.95			0.89			0.79			0.84	
Satd. Flow (perm)		1765			1641			1441			1497	
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)	41	801	42	55	580	28	36	22	13	35	25	30
RTOR Reduction (vph)	0	3	0	0	3	0	0	12	0	0	27	0
Lane Group Flow (vph)	0	881	0	0	660	0	0	59	0	0	63	0
Turn Type	Perm	m	69	Perm		19	Perm		NAME AND ADDRESS OF TAXABLE	Perm	GOS CONTRACTOR	ANIMAL DELLA (M. Versi
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		41.8			41.8			6.2			6.2	
Effective Green, g (s)		41.8			41.8			6.2			6.2	
Actuated g/C Ratio		0.70			0.70			0.10			0.10	
Clearance Time (s)		6.0			6.0	NA COLO DE MANDA PER ESTA PER	and the state of t	6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1230			1143			149			155) prop. l
v/s Ratio Prot												
v/s Ratio Perm		c0.50			0.40			0.04			c0.04	and the second second
v/c Ratio		0.72			0.58			0.40			0.41	
Uniform Delay, d1		5.5			4.6			25.2		nuncerativis and extensi	25.2	noan democrature or
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		2.0			0.7			7.8		15 18	7.7	aright a
Delay (s)		7.5			5.3			32.9			32.9	
Level of Service	0	Α			Α			С			C	g light
Approach Delay (s)		7.5			5.3			32.9			32.9	
Approach LOS		Α			Α			C			C	
Intersection Summary												
HCM Average Control Delay			9.1	Н	CM Leve	of Service	e		Α	off lettino	O enemay	AMOH
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			60.0	S	um of los	t time (s)	and the same of th	and the same of th	12.0	a) floxies		
Intersection Capacity Utilization	1		65.8%			of Service)		C			
Analysis Period (min)	A SUBSTILIBRATION	HARTON STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,	15			AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		The second secon		lain	110019	
c Critical Lane Group												

	7	†	P	· L	+	W	4	×	1	F	K	4
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	79	ß		7	13			4			ની	
Volume (vph)	55	451		241	265	14	9	134	42	155	195	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		4.7	5.5		en en en en	5.5		1000	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.93		1.00	0.99			0.97			1.00	0.85
Fit Protected	0.95	1.00	THE RESERVE THE STATE OF THE ST	0.95	1.00			1.00			0.98	1.00
Satd. Flow (prot)	1770	1736		1770	1849			1801			1822	1583
Flt Permitted	0.58	1.00		0.07	1.00			0.85			0.64	1.00
Satd. Flow (perm)	1072	1736		126	1849			1530			1201	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	
Adj. Flow (vph)	60	490	409	262	288	15	10	146	46	168	212	0.92
RTOR Reduction (vph)	0	24	0	0	2	0	0	9	0	0		255
Lane Group Flow (vph)	60	875	0	262	301	0	0	193	0	0	0 380	190
Turn Type	Perm		1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	pm+pt			Perm	100	U	Perm	300	65 Perm
Protected Phases		2		1	6		ALCOHOL:	4		renn	8	Perm
Permitted Phases	2			6			4			8	0	0
Actuated Green, G (s)	54.6	54.6		75.9	75.9			29.5		0	29.5	8 29.5
Effective Green, g (s)	54.6	54.6		75.9	75.9			29.5			29.5	29.5
Actuated g/C Ratio	0.47	0.47		0.65	0.65			0.25			0.25	0.25
Clearance Time (s)	5.5	5.5		4.7	5.5			5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	ESSENSE S		3.0	3.0
Lane Grp Cap (vph)	503	814		317	1206			388		BENNA PRANS	304	401
//s Ratio Prot		c0.50		c0.12	0.16						304	401
//s Ratio Perm	0.06			0.42				0.13			c0.32	0.04
//c Ratio	0.12	1.07		0.83	0.25			0.50			1.25	0.04
Jniform Delay, d1	17.4	30.9		36.2	8.4			37.1			43.4	33.8
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
ncremental Delay, d2	0.1	53.5		16.0	0.1			1.0			136.8	1.00
Delay (s)	17.5	84.4		52.2	8.5			38.1			180.3	0.2
evel of Service	В	F	MINNEY MODELLY COS	D	A			D			F	34.0
Approach Delay (s)		80.2			28.8			38.1			121.5	С
Approach LOS	STOKEN AND A STOKEN AS	F			C	ALIAN SERVED		D			121.5 F	
ntersection Summary												
ICM Average Control Delay			75.4	НС	M Level o	f Service			Е	Action 17.71.W	ach Lula	01(10/4
ICM Volume to Capacity ratio			1.09									Marketha
ctuated Cycle Length (s)	The second second	- Control of the Cont	116.4	Sui	m of lost ti	me (s)		BERNING NO.	15.7			
ntersection Capacity Utilization			106.7%		Level of				G		SKILLER	BONS S
nalysis Period (min)			15	CONTROL CONTROL CONTROL	convenience de la convenience		NUMBER OF STREET		9	OF HEALTH STATE		
Critical Lane Group												RESTRICTION

	1	1	*	a	4	K		
Movement	NWL	NWR	NET	NER	SWL	SWT		
Lane Configurations	Y		P	4		र्स		and the second second
Volume (veh/h)	179	25	5	131	40	5		
Sign Control	Stop	7 10	Free			Free	(60): 1(2)	Tority) with the
Grade	0%		0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	195	27	5	142	43	5		
Pedestrians	STATE OF STA	artine graves seed						
ane Width (ft)								
Walking Speed (ft/s)	ET EDILLE JAVONE VAN TENETA HATE	I J	Second to a reserving to the		1 10.			
Percent Blockage								
Right turn flare (veh)		SACROMATICADO RIXERAS	: 0	l SU		78 D	181 380	
Median type			None			None		
Median storage veh)			CESTER CESTER PRODUCTION		emant and and and a	KILLING SHOW WINDS AND A PARK		
Jpstream signal (ft)								
oX, platoon unblocked			Paradal magazina yang an		STANCE STANCE STANCE	Southern South on Service Printers	75.813	
C, conflicting volume	169	77			148			
C1, stage 1 conf vol							CONTRACTOR OF THE CONTRACTOR O	
C2, stage 2 conf vol								
Cu, unblocked vol	169	77		SICH ELECTRONIC STREET	148		The state of the s	
C, single (s)	6.4	6.2			4.1			
C, 2 stage (s)					THE CHARLES AND ASSESSED.			
F (s)	3.5	3.3			2.2			
00 queue free %	76	97	ant fundaments		97	WIRE SALVET THE PROPERTY OF STREET		
cM capacity (veh/h)	796	984			1434			
720-0002-000-00	S OFF RESIDENCE PROPERTY OF	TANEFARKAN MENANTAN PAR	OWA					
Direction, Lane #	NW 1	NE 1	SW 1 49					
Volume Total	222	148						
Volume Left	195	0	43					
Volume Right	27	142	0					
SH	815	1700	1434	NATIONAL PROPERTY OF THE PARTY				
Volume to Capacity	0.27	0.09	0.03					
Queue Length 95th (ft)	28	0	2	(VEXTS COLORED BOX	the contract of the last			
Control Delay (s)	11.1	0.0	6.8					
ane LOS	В	nanananananananan	Α					
Approach Delay (s)	11.1	0.0	6.8					
Approach LOS	В						Selek	punol spanic in
Intersection Summary								
Average Delay	elements were the		6.6	ALL LINE DAYS	OF STREET			
Intersection Capacity Utilizat	tion		33.1%	10	CU Level	of Service	A	
Analysis Period (min)			15					

	4	×	1	-	K	7	7	A	a	4	K	N.
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4		ANTE STATE OF THE	4	No. of the Original State of the Original St	-011-	4	Civil
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	4	3	35	13	139	0	22	21	91	7	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)	0	4	3	38	14	151	0	24	23	99	8	0.02
Direction, Lane #	SE 1	NW 1	NE 1	SW 1							nich delle e	
Volume Total (vph)	8	203	47	107		CONTRACTOR OF THE STATE OF THE	a service and party		eravari eta eta esta eta eta eta eta eta eta eta eta eta e	logo de la constant		called mary etby
Volume Left (vph)	0	38	0	99								
Volume Right (vph)	3	151	23	0								
Hadj (s)	-0.22	-0.37	-0.26	0.22								
Departure Headway (s)	4.2	3.9	4.2	4.6	7 /01/12/15/02/15/20/02/20/							
Degree Utilization, x	0.01	0.22	0.05	0.14								
Capacity (veh/h)	794	888	807	737	Podernical Probability		ARTA DE NOTA DE LA CONTRACTOR DE LA CONT	AND CONTRACTOR OF THE PARTY OF				
Control Delay (s)	7.3	8.0	7.5	8.3		100						
Approach Delay (s)	7.3	8.0	7.5	8.3	NAMES OF TAXABLE PARTY.	ENINCETANGE PERINCENSIS	to Para y programa de la co					
Approach LOS	A	Α	Α	Α								
Intersection Summary	Valence Section											
Delay			8.0									
HCM Level of Service			Α	Water Charles Company and Charles		OF BEST OF DESIGNATIONS		ACAPTERI LICENSTRA				
ntersection Capacity Utilizat	tion		36.6%	ICL	Level of	Service			Α			
Analysis Period (min)			15									

4	1	7	A	K	No.					
SEL	SER	NEL	NET	SWT	SWR					
Y			र्न	ħ		17			anoist	ArroC erre.
Stop			Stop	Stop						
8	98	165	3	3	14					
0.92	0.92	0.92	0.92	0.92	0.92				7 6	
9	107	179	3	3	15				ings she	Part Part
SE 1	NE 1	SW 1								
115	183	18								do Tamuxo V
9	179	0								
107	0	15		()						
-0.51	0.23	-0.46								
3.9	4.4	3.9							a) (avitae	n mulmap
0.12	0.22	0.02								
888	795	879		TO COLUMN TO STATE OF THE STATE	109				11900	N Yhrensu
7.4	8.6	7.0								
7.4	8.6	7.0	AND THE PROPERTY OF THE PARTY O	8.6			1.7		(8) (3)4	Q resolved
A	Α	Α								
		8.1								
		Α							scoring in	less, H. h.
ion		29.1%	IC	U Level o	f Service			Α		
The state of the s		15			and the second second second		and the second		7000	
	Stop 8 0.92 9 SE 1 115 9 107 -0.51 3.9 0.12 888 7.4 7.4 A	Stop 8 98 0.92 0.92 9 107 SE 1 NE 1 115 183 9 179 107 0 -0.51 0.23 3.9 4.4 0.12 0.22 888 795 7.4 8.6 7.4 8.6 A A	Stop 8 98 165 0.92 0.92 0.92 9 107 179 SE1 NE1 SW 1 115 183 18 9 179 0 107 0 15 -0.51 0.23 -0.46 3.9 4.4 3.9 0.12 0.22 0.02 888 795 879 7.4 8.6 7.0 7.4 8.6 7.0 7.4 8.6 7.0 A A A 8.1 A Stop	Stop Stop Stop 8 98 165 3 0.92 0.92 0.92 0.92 9 107 179 3 SE1 NE1 SW1 115 183 18 9 179 0 107 0 15 -0.51 0.23 -0.46 3.9 4.4 3.9 0.12 0.22 0.02 888 795 879 7.4 8.6 7.0 7.4 8.6 7.0 7.4 8.6 7.0 A A A 8.1 A ion 29.1% IC	Stop Stop Stop 8 98 165 3 3 0.92 0.92 0.92 0.92 0.92 9 107 179 3 3 SE 1 NE 1 SW 1 115 183 18 9 179 0 107 0 15 -0.51 0.23 -0.46 3.9 4.4 3.9 0.12 0.22 0.02 888 795 879 7.4 8.6 7.0 7.4 8.6 7.0 7.4 8.6 7.0 A A A A A	Stop Stop Stop 8 98 165 3 3 14 0.92 0.92 0.92 0.92 0.92 0.92 0.92 9 107 179 3 3 15 SE1 NE 1 SW 1 115 183 18 9 179 0 107 0 15 -0.51 0.23 -0.46 3.9 4.4 3.9 0.12 0.22 0.02 888 795 879 7.4 8.6 7.0 7.4 8.6 7.0 A A A ICU Level of Service	Stop Stop Stop 8 98 165 3 3 14 0.92 0.92 0.92 0.92 0.92 0.92 9 107 179 3 3 15 SE1 NE 1 SW 1 115 183 18 9 179 0 107 0 15 -0.51 0.23 -0.46 3.9 4.4 3.9 0.12 0.22 0.02 888 795 879 7.4 8.6 7.0 7.4 8.6 7.0 A A A ICU Level of Service	Stop Stop Stop 8 98 165 3 3 14 0.92 0.92 0.92 0.92 0.92 0.92 9 107 179 3 3 15 SE1 NE1 SW 1 115 183 18 9 179 0 107 0 15 -0.51 0.23 -0.46 3.9 4.4 3.9 0.12 0.22 0.02 888 795 879 7.4 8.6 7.0 7.4 8.6 7.0 A A A ICU Level of Service	Stop Stop Stop 8 98 165 3 3 14 0.92 0.92 0.92 0.92 0.92 0.92 9 107 179 3 3 15 SE1 NE1 SW1 115 183 18 9 179 0 107 0 15 -0.51 0.23 -0.46 3.9 4.4 3.9 0.12 0.22 0.02 888 795 879 7.4 8.6 7.0 7.4 8.6 7.0 A A A A Ion 29.1% ICU Level of Service	Stop Stop Stop 8 98 165 3 3 14 0.92 0.92 0.92 0.92 0.92 9 107 179 3 3 15 SE1 NE1 SW 1 115 183 18 9 179 0 107 0 15 -0.51 0.23 -0.46 3.9 4.4 3.9 0.12 0.22 0.02 888 795 879 7.4 8.6 7.0 7.4 8.6 7.0 A A A Stop Stop Stop Stop Stop Stop Stop Stop

	#	7	7	×	K	1			
Movement	EBL	EBR	NEL	NET	SWT	SWR			
Lane Configurations	Y			र्स	13				
Sign Control	Stop			Stop	Stop				
Volume (vph)	18	1	1	29	21	16			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	20	1	1	32	23	17			
Direction, Lane #	EB 1	NE 1	SW 1						
Volume Total (vph)	21	33	40		Carl annual file (See Sept 2) faces (A)		Was and the Montal State of the		
Volume Left (vph)	0	1	23						
Volume Right (vph)	1	32	0						
Hadj (s)	0.00	-0.54	0.15						
Departure Headway (s)	4.0	3.5	4.1						
Degree Utilization, x	0.02	0.03	0.05						
Capacity (veh/h)	884	1000	860	erensores sovesores so	ANTERIOR DE LE CONTRACTOR DE LA CONTRACT			YOU CONTRACTOR OF THE PARTY OF	COLOR DE CONTRACTOR DE CONTRAC
Control Delay (s)	7.1	6.6	7.3						
Approach Delay (s)	7.1	6.6	7.3						
Approach LOS	Α	A	Α						
Intersection Summary				in the same					
Delay			7.0						
HCM Level of Service			Α		NAMES OF THE PERSONS ASSESSED.				
Intersection Capacity Utilizatio	n		13.3%	IC	U Level of	f Service	Α		
Analysis Period (min)			15	CONTRACTOR OF THE PARTY OF THE					

	ሻ	†	P	L.	1	N	•	×	>	•	K	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		4			4			क		2000	4	ens
Volume (veh/h)	9	3	25	17	0	7	8	567	25	31	553	29
Sign Control		Stop	A SHARING HOUSEN		Stop			Free			Free	
Grade	1	0%			0%		100	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)	10	3	27	18	0	8	9	616	27	34	601	32
Pedestrians	Challen Carl Construction Co.	STATE OF STA	2000	A CONTRACTOR OF THE PARTY OF TH	and the same of the same	AND THE REAL PROPERTY.					Mark to Delate	
Lane Width (ft)												
Walking Speed (ft/s)				DESCRIPTION OF THE PARTY OF THE		TOTAL STATE OF STATE		Associate acceptant	CASHCOLOGY STATES AND AND AND AND AND AND AND AND AND AND			
Percent Blockage												
Right turn flare (veh)						SOLD VALUE OF STREET	18/8/10/21/12/500-05/22/	ALMERICAN DE SONO	Life in the second of the second	ARREST PARTICIPATION OF		St. St. British St. St. St. St. St. St. St. St. St. St.
Median type								None			None	
Median storage veh)										Strangering	All and the same	ZB420ctor#20Z411911
Upstream signal (ft)		A STATE OF THE STA										
pX, platoon unblocked						NAME OF TAXABLE PARTY OF			Market Control		STATE OF THE PARTY	2000-0400000000
vC, conflicting volume	1339	1347	630	1360	1345	617	633			643		
vC1, stage 1 conf vol	1000	10.17	000	1000	10.10						OF MANAGEMENT OF STREET	090000000000000000000000000000000000000
vC2, stage 2 conf vol												
vCu, unblocked vol	1339	1347	630	1360	1345	617	633			643		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	Let	0.0	0.2	1,01	0.0	0.2	WALLES DE LEGE					
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	98	94	84	100	98	99			96	SCHOOL STATE STATE	
cM capacity (veh/h)	123	144	482	112	145	490	950			941		
2 Groberston continued and as decumes a common description	an and the second of the secon	Contract Characteristics	PURENT PRODUCT	NAME OF TAXABLE PARTY O	140	430	300			041		
Direction, Lane #	NB 1	SB 1	SE 1	NW 1								
Volume Total	40	26	652	666								
Volume Left	10	18	9	34			angonanteur					
Volume Right	27	8	27	32								
cSH	254	145	950	941				OUNDAIGN FRIENDAIGN			nder Village var en er stere der	
Volume to Capacity	0.16	0.18	0.01	0.04								
Queue Length 95th (ft)	14	16	1	3								
Control Delay (s)	21.8	35.2	0.2	0.9								
Lane LOS	С	Ε	Α	Α								
Approach Delay (s)	21.8	35.2	0.2	0.9								
Approach LOS	C	Ε										
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utiliza	ation		59.3%	IC	CU Level	of Service)		В			
Analysis Period (min)			15						***********			

	4	×	1	1	X		7	1	a	4	K	×
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4				NI-A	OWL		SVVK
Sign Control		Stop			Stop			Stop			Cton.	
Volume (vph)	0	124	18	1	155	0	0	0	0	16	Stop	2
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	3
Hourly flow rate (vph)	0	135	20	1	168	0.02	0.52	0.32	0.92	17	0.92	0.92
Direction, Lane #	SE 1	NW 1	SW 1									
Volume Total (vph)	154	170	21						NAME OF STREET		TO BE A COURT	
Volume Left (vph)	0	1	17									SECULIAR
Volume Right (vph)	20	0	3									
Hadj (s)	-0.04	0.04	0.11									
Departure Headway (s)	4.1	4.1	4.7		or restaurant from the							
Degree Utilization, x	0.17	0.19	0.03									
Capacity (veh/h)	869	859	711									
Control Delay (s)	7.9	8.1	7.8									NAMES OF STREET
Approach Delay (s)	7.9	8.1	7.8	CONTRACTOR OF STREET								
Approach LOS	A	Α	Α									
Intersection Summary												
Delay			8.0									
HCM Level of Service	AND DESCRIPTION OF STREET		Α									
Intersection Capacity Utilization	1		19.0%	ICI	Level of	Service			Α			
Analysis Period (min)			15		0,0,01	COLVIOC			A			

	-	7	×	a	6	K				
Movement	NWL	NWR	NET	NER	SWL	SWT				
Lane Configurations	W		ĵ»			લ				
Sign Control	Stop		Stop			Stop				
Volume (vph)	7	129	73	3	106	32			PARTY CONTRACTOR STATE OF THE S	strumentalists de
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourly flow rate (vph)	8	140	79	3	115	35				
Direction, Lane #	NW 1	NE 1	SW 1							de la local
Volume Total (vph)	148	83	150			15	The second secon		(CITIO 1530 1 to	
Volume Left (vph)	8	0	115							
Volume Right (vph)	140	3	0						erimanus este autra podesta statuta ana farmica de	upannaradusta.
Hadj (s)	-0.52	0.01	0.19							
Departure Headway (s)	3.9	4.4	4.5				was the State of Stat	enteropy of the Control of the Contr		
Degree Utilization, x	0.16	0.10	0.19							
Capacity (veh/h)	871	783	766				888	where one furnished the Park Could be		elonco/Sirecy
Control Delay (s)	7.7	7.9	8.5							
Approach Delay (s)	7.7	7.9	8.5				- Andrewspelebbenies	**************************	CONTRACTOR OF THE PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE	THE PARTY OF THE P
Approach LOS	A	Α	Α							
Intersection Summary										
Delay			8.1							
HCM Level of Service			Α					note of extraordistant parties form	THE STATE OF THE S	sellatore en en en en en en en en en en en en en
Intersection Capacity Util	ization		29.3%	10	U Level	of Service		A		
Analysis Period (min)			15			61			The same of the sa	



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