City of Alexandria, Virginia

MEMORANDUM

DATE:

JANUARY 16, 2004

TO:

THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGERS

FROM:

RICHARD BAIER DERECTOR, TRANSPORTATION & ENVIRONMENTAL

SERVICES

EILEEN FOGÁR , DIRECTOR PLANNING AND ZONING

SUBJECT:

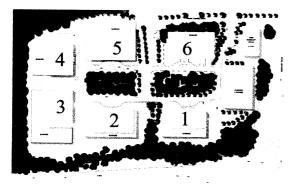
MARK CENTER - PLAZA IA AND PLAZA IB

BACKGROUND:

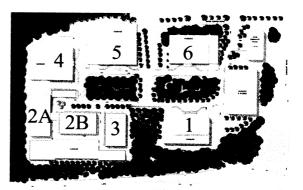
At the January 6, 2004, Planning Commission hearing, the Commission unanimously recommended approval of an amendment to the approved development special use permit (DSUP #99-0032) and transportation management plan. The Mark Center Plaza site consists of six buildings that were approved by the City in 1999. Buildings #1 through #5 have preliminary approval and do not require subsequent approvals, building #6 has conceptual approval. Two of the six buildings (building #1 and building #4) have been constructed.

Current Approval

Proposed Amendment



Note: Buildings #1 and #4 have been constructed.



Note: Buildings #1 and #4 have been constructed.

The applicant's request to amend the current approved plan consists of the following:

- Reducing the height and mass of building # 2 and building # 3.
- Preliminary development plan approval for office building #6.
- Construction of roadway, landscape and pedestrian improvements at the intersection of Seminary Road and North Beauregard Street.
- Increasing open space by 2.5 acres by removing the ramp option.

The proposed amendment is consistent with the density, parking, traffic generation and use with the previous development special use permit; however, the plan amendment provides significant enhancements that include:

- Increased open space.
- Tree retention.
- Enhanced building design.
- Reduced building height.
- Pedestrian, landscaping and street improvements.
- Additional transit subsidies that amount to approximately \$240,000.
- Additional TMP requirements.

There have been five community meetings to discuss this project with six adjoining civic groups and associations. The concerns raised throughout the community process and by the speakers at the Planning Commission related to traffic generated by the proposed development. The areas of concern raised by the Planning Commission related to traffic and proposed roadway improvements. The Commission found that the traffic concerns and proposed street improvements are addressed by the staff recommendations. The following is an overview of the traffic and parking information discussed during the Commission hearing.

TRAFFIC:

As depicted in the table below the currently approved buildings will generate 1,801 AM peak hour trips 1,871 PM peak hour trips. Building #6 will generate an additional 481 AM peak trips and 449 PM peak trips with the proposed improvements on both Seminary Rd. and N. Beauregard St. The morning and evening peak periods are projected to continue operating at level of service "D" or better.

Table # 1
<u>Traffic Generation</u>

	(AM Peak Trips)	(PM Peak Trips)
Current Approval Buildings # 1-5	1,,801	1,871
Building # 6	481	449
Total	2,292	2,320

Note: * Ninety percent of all trips are assumed to be by automobile with the remaining 10% by transit.

* Building #6 has conceptual approval, buildings 1-5 have preliminary approval.

To mitigate the traffic impact of the development, a recommended condition of approval is to construct the following::

- One additional turn lane to provide a total of three left turn lanes from northbound Seminary Road to westbound Beauregard Street, in addition to improving pedestrian crossings and modifying the existing traffic signal at this intersection.
- Providing dual left-turn lanes from westbound Beauregard Street to southbound Mark Center Drive, in addition to pedestrian crossing and traffic signal improvements at this intersection.
- Providing dual right-turn lanes from eastbound Mark Center Drive to southbound Seminary Road, along with pedestrian crossing improvements and traffic signal modifications.
- Enhanced sidewalks, landscaping and pedestrian crossing at each of these intersections.

I- 395 INTERCHANGE:

An earlier condition of approval required that the applicant work with the City to investigate alternatives for providing for a direct connection into the project from the existing I-395 interchange with Seminary Road. The City has concluded that this direct connection is not a feasible or desirable. Further consideration of the direct ramp connection alternative is not advisable. Therefore, the applicant has fulfilled the intent and obligation of the previous condition to explore the possibility of an interchange ramp or construct comparable road improvements. The approval

I-395
Previously discussed ramp connections

does not meet the interchange criteria of the Federal Highway Administration and if constructed the proposed interchange would attract a significant amount of additional traffic into the Seminary/Beauregard corridors.

PARKING:

The amount of parking is similar to comparable office developments in close proximity and is consistent with the current approval in 1999 as depicted below.

Table # 2
Parking Approvals

	Approved Parking Spaces Under DSUP#99-032	Parking Spaces Under DSUP#2003-0038
Buildings #1 and #4	1,435	1,435
Remaining Buildings	6,288	6,097
Total	7,723	7,532

Table # 3
Parking Comparison

ADDRESS	COMPLEX NAME	Parking Ratio	Rentable Building Area	Year Built
1705 N. Beauregard	The Mark Center	3.50	374,616 Addition	
13461 Sunrise Valley Drive	Dulles Park Technology Center	3.70	182,527	1999
11720 Plaza America Drive	Plaza America Tower 3	3.60	279,012	2002
1650 Tysons Boulevard	The Corporate Center at Tysons II	3.60	375,000	1989
8401 and 8405 Greensboro Drive	The Greensboro Corporate Center	3.34	418,302	2000

The above comparisons depict parking ratios that are similar to that proposed by the applicant in this case. While in concept the overall parking ratio is consistent with other office parks within the region, it is also the goal of staff to minimize single-occupancy vehicles and maximize the use of the private shuttle service and the adjoining public bus service. Staff supports the proposed development contingent upon the adoption of market rates for parking during peak hours, preferential parking for carpools and vanpools, and subsidies for mass transit.

A recommendation of approval is that the parking fees for office tenants be set at market rates to discourage single occupancy vehicles. Eliminating free parking will be a strong disincentive for single occupancy vehicles and will encourage the use of mass transit. When employees have to pay market rates for parking, many of them use mass transit.

In the case of government offices, parking is generally offered at market rate prices for the employees and is generally not incorporated as part of the lease agreement. For tenants who elect to provide free parking for employees, staff has included a recommendation of approval that requires that these tenants provide a comparable financial subsidy for employees that use mass transit. In these cases, the tenants would provide a mass transit subsidy (in addition to the amount contributed to the TMP fund) equal to one-half of the required TMP contribution for the first two (2) years of the building's occupancy.

CONCLUSION:

The proposed amendment will provide significant public benefit by retaining additional open space through the elimination of a previously required interchange access ramp from along I-395, which would have resulted in the loss three acres of open space and woodland. The proposed amendment is consistent with the density, parking and use with the previous development special use permit. However the plan amendment provides significant enhancements that include increased open space, tree retention, enhanced building design, reduced building height, pedestrian, landscaping and street improvements and additional mass transit subsidies that amount to approximately \$240,000 (\$120,000/year).

EXHIBIT NO.

1-24-04

Docket Item # 10 SPECIAL USE PERMIT # 2003-0037 Mark Center

Planning Commission Meeting January 6, 2004

ISSUE:

Consideration of a request to amend the transportation management plan for

Mark Center Plaza IA and IB.

APPLICANT:

The Mark Winkler Company

LOCATION:

1897 North Beauregard Street

ZONE:

CDD/Coordinated Development District

<u>PLANNING COMMISSION ACTION, JANUARY 6, 2003:</u> On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to <u>recommend approval</u> subject to all applicable codes and ordinances and the staff recommendations. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis and conditions. The Planning Commission acknowledged the citizen concerns for traffic impacts. The Planning Commission also cited that the proposed amendment was consistent with prior approvals and was not increasing development from what had been previously approved. On the issue of traffic, the Planning Commission believed that the proposed alternative roadway improvements would be sufficient to accommodate traffic being generated by the proposed development.

Speakers:

Mr. Howard Middleton, attorney, represented the application.

Richard Somers, 5000 Heritage Lane spoke on behalf of Seminary Park Civic Association in support of the application and indicated a desire to participate in the joint traffic study committee.

Lynn Bostain, President of Seminary West Civic Association, spoke in opposition expressing specific need for an independent traffic analysis. In addition she also cited concerns regarding the number of increased travel lanes at I–395, safety of the proposed triple lefthand turn onto N. Beauregard St. from Seminary Rd. and additional traffic from the proposed office project.

Stephen Dujack, President of Dowden Terrace Civic Association, spoke in opposition citing that the I-395 interchange should be retained as an option. He requested that the application be deferred to

allow for examination of other traffic options.

Susan Gibson, Fillmore Avenue, spoke in opposition citing concern for cut-through traffic and the need for a larger-scale traffic study of the area.

David Dexter, Westridge Homeowners Association, spoke in opposition stating that there is too much parking being provided and that there appears to be a disconnect between the number of projected peak hour trips versus the number of parking spaces. Also supported the request for an independent traffic analysis.

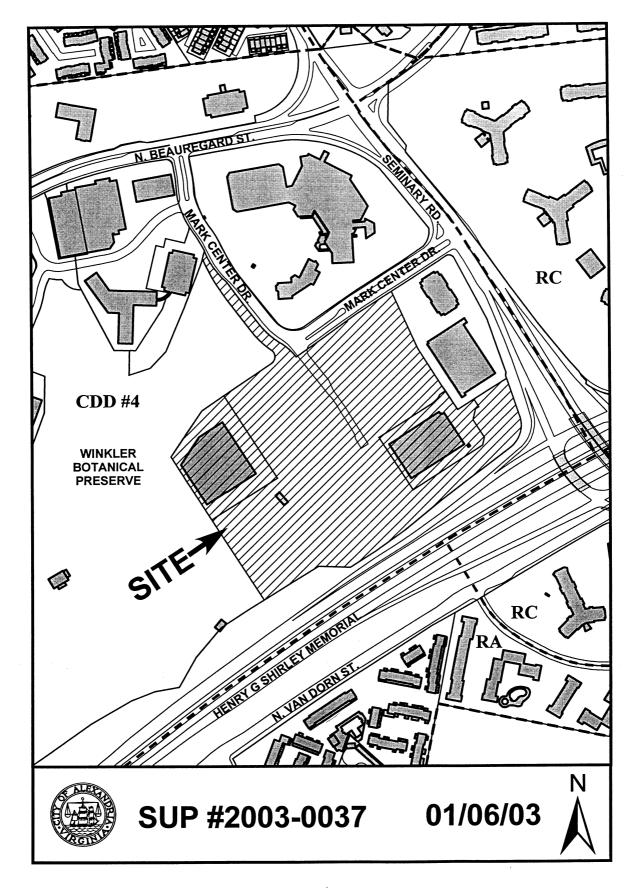
Genny Bowden, Beauregard Manor Homeowners Association and North Morgan Street Traffic Committee, spoke in opposition citing the need for an independent traffic analysis.

Jonathan Johnson, 319 Fillmore Avenue, spoke in opposition citing a need for exploring alternatives and the need for an independent traffic analysis.

Richard Kain, resident, spoke in support of the application but expressed concerns with traffic citywide. He inquired as to how many other projects are out there and the need for the City needs to be more proactive with regard to traffic analysis.

Jack Sullivan, resident, spoke in support of the application and that it was consistent with the planning efforts and requirements of the CDD plan that was adopted 1992.

Theresa Pugh, 2313 North Tracy Street, spoke in opposition expressing concern for background traffic and the need for an independent traffic study.



Staff Recommendation:

Staff recommends **approval** of the transportation management plan as outlined within the DSUP # 2002-0038 staff report and conditions.

Staff Analysis:

Refer to the DSUP # 2002-0038 staff report for a detailed analysis of the transportation management plan.

STAFF:

Eileen P. Fogarty, Director, Department of Planning and Zoning; Jeffrey Farner, Chief, Development; Gregory Tate, Urban Planner III;



MARK CENTER PARCEL IA AND IB TRAFFIC IMPACT STUDY AND TRANSPORTATION MANAGEMENT PLAN

Prepared for: The Mark Winkler Company

Prepared by: Wells & Associates, LLC

March 31, 2003

MARK CENTER PARCEL IA AND 1B TRAFFIC IMPACT STUDY AND

TRANSPORTATION MANAGEMENT PLAN

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MARK CENTER PARCEL IA TRAFFIC IMPACT STUDY AND

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TRAFFIC IMPACT STUDY

INTRODUCTION

Purpose

This report presents a Traffic Impact Study (TIS) and Transportation Management Plan (TMP) of Mark Center Parcel 1B. Mark Center is located west of Seminary Road and north of I-395, in the City of Alexandria, as shown on Figure 1.

The Mark Winkler Company proposes to develop Parcel 1B with approximately 374,616 S.F. of office space. The adjacent Parcel 1A was previously approved by the City of Alexandria. Approximately 1,368,500 S.F. of approved space remains to be developed on Parcel 1A. This TIS/TMP evaluates the cumulative traffic impacts of developing a total of 1,743,116 square feet (S.F.) of office space on Parcel 1A and 1B.

Scope

The scope of this TIS/TMP was based on previous Parcel 1A traffic studies, which were specified by the City of Alexandria. This study evaluates an alternative set of roadway improvements to those considered in previous studies.

Specific tasks undertaken in this TIS/TMP included:

- 1. A field reconnaissance of site access opportunities and constraints.
- 2. Counts of existing AM and PM peak period traffic at seven (7) key off-site intersections.
- 3. Analysis of existing peak hour levels of service.

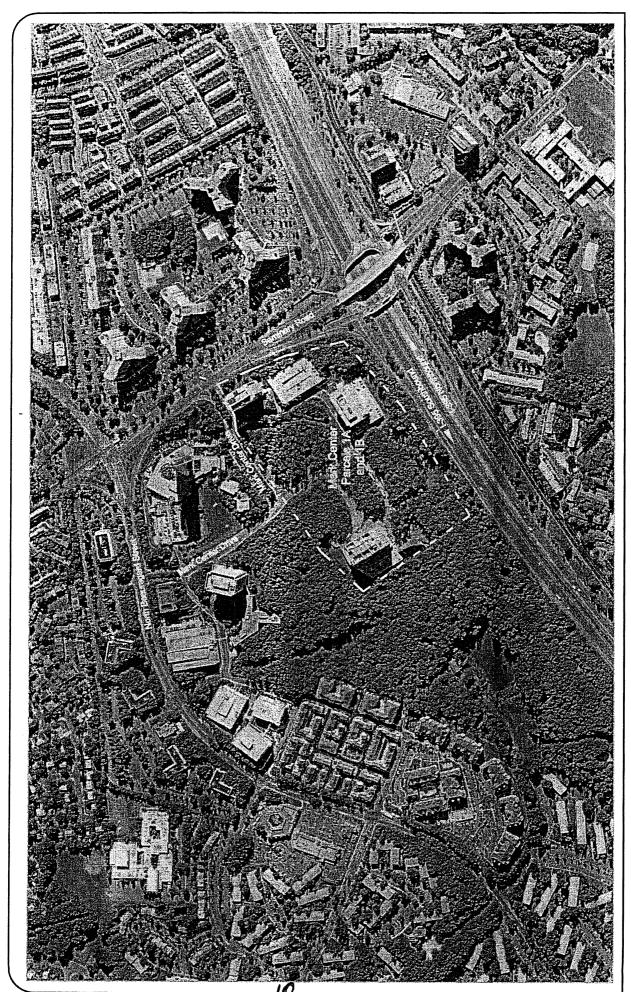


Figure 1 Site Location

- 4. Estimation of the number of AM and PM peak hour trips that would be generated by buildout of Parcels 1A and 1B and leasing presently vacant space in existing buildings.
- 5. Analysis of intersection levels of service, with and without buildout of Parcel 1B.
- 6. Identification of road improvements required to adequately accommodate buildout of Parcels 1A and 1B.

The following intersections were included in this TIS/TMP:

- 1. North Beauregard Street/Mark Center Drive.
- 2. North Beauregard Street/Seminary Road.
- 3. Seminary Road/Mark Center Drive.
- 4. I-395 Southbound On-Ramp/Seminary Road.
- 5. I-395 Southbound Off-Ramp/Seminary Road.
- 6. I-395 Northbound On-Ramp/Seminary Road.
- 7. I-395 Northbound Off-Ramp/Seminary Road.

Data Sources

Sources of data for this TIS/TMP included the City of Alexandria; the Alexandria West Small Area Plan; traffic data collected and field surveys conducted by Wells & Associates; the Institute of Transportation Engineers (ITE); the Manual on Uniform Traffic Control Devices (MUTCD); the Highway Capacity Manual (HCM); previous Mark Center traffic impact studies and transportation management plans; The Mark Winkler Company; and other material in the Wells & Associates archives.

Conclusions

The conclusions of this TIS/TMP are as follows:

- 1. Parcels 1A and 1B are well-served by a connected network of public streets and transit services.
- The streets and intersections in the site vicinity are heavily-traveled but currently function at acceptable levels of service during peak hours.
- 3. Releasing presently vacant office space at 1801 and 2001 North Beauregard Street would add 451 AM peak hour trips and 420 PM peak hour trips to the public road network.
- 4. Mark Center Parcel 1A would generate an additional 1,350 AM peak hour trips, 1,451 PM peak hour trips, upon completion and full occupancy.
- 5. Mark Center Parcel 1B would generate an additional 481 AM peak hour trips, and 449 PM peak hour trips, upon completion and full occupancy.
- 6. All study intersections are forecasted to operate at an overall level of service (LOS) "D" or better during both the AM and PM peak hours, with the additional traffic generated by full buildout and occupancy of Parcels 1A and 1B, with the following road improvements:
 - a. Construction of a third left turn lane from northbound Seminary Road to westbound North Beauregard Street.
 - b. Construction of a second westbound-to-southbound leftturn lane at the North Beauregard Street/Mark Center Drive intersection.
 - c. Construction of a second eastbound-to-southbound right turn lane from Mark Center Drive to Seminary Road.

BACKGROUND DATA

Street Network

Existing Network. Regional access to Mark Center is provided by I-395, Seminary Road, and North Beauregard Street. Local access to Parcel 1A and 1B is provided by Mark Center Drive which intersects with both Seminary Road and North Beauregard Street.

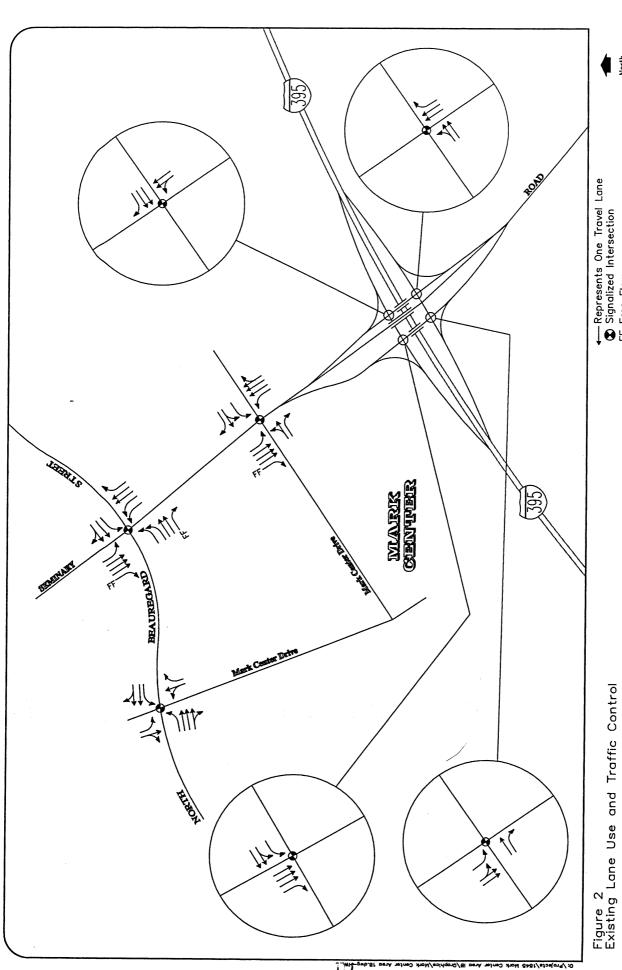
Existing intersection lane use and traffic controls in the site vicinity are shown on Figure 2.

Seminary Road is a six-lane primary arterial that provides access to Mark Center from I-395 and areas east and west of I-395.

Traffic signals are located on Seminary Road at North Beauregard Street, Mark Center Drive, and I-395. These signals operate on a 100-second cycle length during the AM peak period and on a 110-second cycle length during the PM peak period.

The through movement on Seminary Road crosses above I-395 at a grade-separated interchange. Drivers exiting southbound I-395 at Seminary Road are prohibited from turning left onto Mark Center Drive by solid white pavement markings and a sign.

North Beauregard Street is a four-lane, median-divided, arterial roadway with a posted speed limit of 35 miles per hour (mph). Separate left turn lanes are provided on both approaches on North Beauregard Street at Seminary Road. Right turns are made from the outside through lanes, except on eastbound North Beauregard Street at Seminary Road.



Represents One Travel Lane
 Signalized Intersection
 Free Flow

North Schematic

WELLS & ASSOCIATES, LLC.

Mark Center Parcels IA and 1B Alexandria, Virginia

Future Network. Improvements proposed by The Mark Winkler Company to accommodate traffic generated by Parcel 1A and 1B include:

- 1. Construction of triple left turn lanes from northbound Seminary Road to westbound North Beauregard Street.
- 2. Construction of dual left turn lanes from westbound North Beauregard Street to southbound Mark Center Drive.
- 3. Construction of dual right turn lanes from Mark Center Drive to Seminary Road.

The Mark Winkler Company has also preserved sufficient land for a right-of-way to allow construction of a roadway that would carry inbound traffic only from the southbound I-395 on ramp. This ramp would be used by traffic that approaches from both the north and south on I-395 and from the east on Seminary Road. In addition, non-site traffic from I-395 that would otherwise turn left from Seminary Road to Beauregard Street could use this ramp as an alternate route.

It is not anticipated that funding and construction of this ramp would be in place prior to the construction and occupancy of Parcels 1A and 1B. Thus, the alternative at-grade improvements to Seminary Road and North Beauregard Street, listed above, are proposed instead to accommodate Parcels 1A and 1B traffic.

Transit Services

Overview. Metro and DASH provide excellent bus service on North Beauregard Street. Two (2) bus lines connect the proposed office development with the Van Dorn Street, King Street, and Pentagon Metro Stations. Metrobus Line 7: Lincolnia-North Fairlington and the DASH A.T. 2 Red line operate on North Beauregard Street and Seminary Road. The Mark Winkler Company offers shuttle bus service to the Pentagon Metro Station as part of the Mark Center TMP.

Metrobus Service. Four (4) branches of the Metrobus Line 7 serve Orleans Village, Landmark Center, Lincolnia, Southern Towers, North Fairlington, Shirlington, and the Pentagon Metro Station. This line operates seven (7) days a week. On weekdays, it operates from approximately 5:30 AM to 12:00 AM, at five- to ten-minute peak period headways and 30-minute off-peak period headways. On Saturdays, it operates from 6:30 AM to 12:00 AM, at 30-minute headways. On Sundays, it operates from 8:00 AM to 12:00 AM, at 60-minute headways.

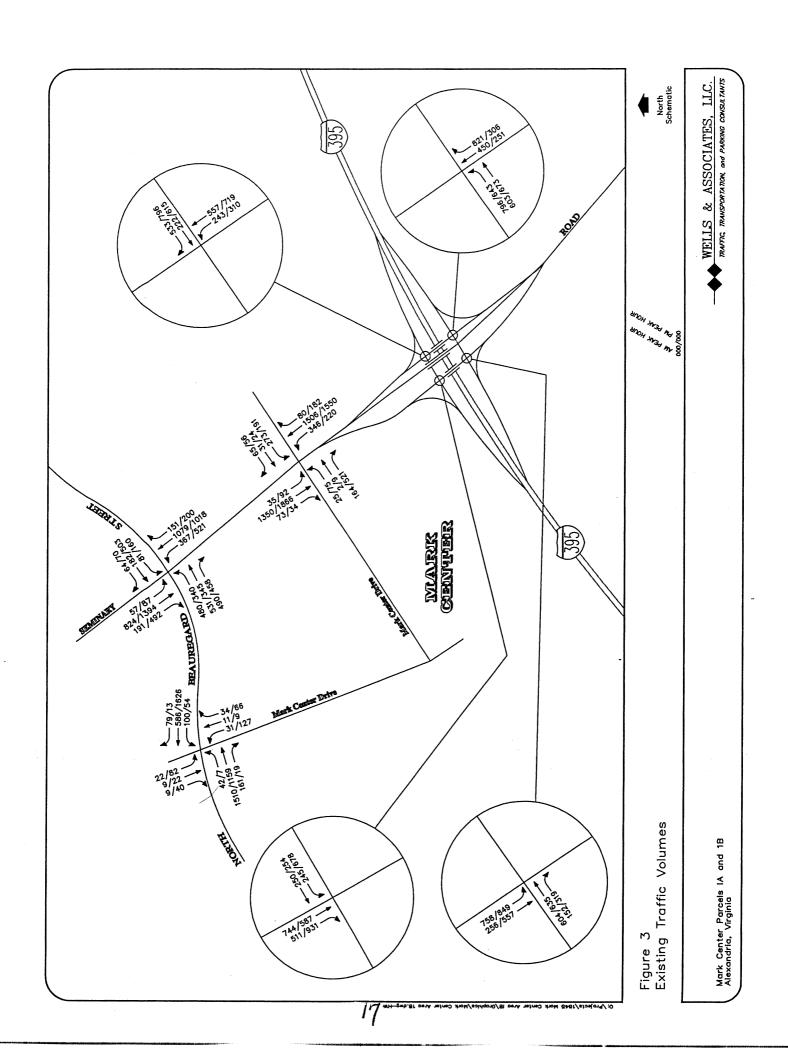
DASH Service. The DASH A.T. 2 Red line connects Mark Center with Old Town via Seminary Road, Janney's Lane, and King Street. This line operates seven (7) days a week. On weekdays, it operates from approximately 5:40 AM to 10:25 PM at 30-minute headways. On Saturdays, it operates from 7:30 AM to 11:00 PM, at 30-minute headways. On Sundays, it operates from 8:30 AM to 6:30 PM, at 60-minute headways. DASH passes are sold at the Crestar Bank in the nearby shops at Mark Center (formerly known as Hamlet Shopping Center).

Shuttle Bus Service. The Mark Winkler currently offers shuttle bus service between Mark Center and the Pentagon Metro Station. This service operates during weekdays between 6:00 AM and 7:10 PM. Service at 15-minute headways is provided during the morning peak period (6:00 to 9:00 AM) and at 20-minute headways during the evening peak period (3:30 to 7:10 PM). An internal shuttle is provided during the lunch areas to transport office workers to area restaurants and shopping areas.

Existing Traffic Volumes

Counts of existing peak hour traffic were conducted by Wells & Associates at all of the study intersections. These counts are presented in Appendix $\mathbb A$ and summarized on Figure 3.

Figure 3 shows that Seminary Road presently carries approximately 3,700 to 4,500 vehicles per hour (vph) in both directions between I-395 and Mark Center Drive during peak hours.



North Beauregard Street west of Seminary Road presently carries approximately 2,100 to 2,700 vph in both directions during peak hours.

ANALYSIS

Existing Levels of Service

Existing levels of service were calculated at the seven (7) key off-site intersections based on the existing lane use and traffic control shown on Figure 2, the existing traffic counts shown on Figure 3, existing signal phasings and timings, the 2000 Highway Capacity Manual (HCM) methodology, and the Synchro5, Signal Coordination software. The results are contained in Appendix B and summarized in Table 1.

Table 1 shows that all seven (7) key off-site intersections currently operate at overall acceptable levels of service during both the AM and PM peak hours.

The North Beauregard Street/Mark Center Drive intersection currently operates at an acceptable LOS "B" during both the AM and PM peak hours.

The Seminary Road/North Beauregard Street intersection currently operates at an overall acceptable LOS "D" during both the AM and PM peak hours. The westbound North Beauregard Street approach operates at capacity during the PM peak hour, based on current signal timings.

The Seminary Road/Mark Center Drive intersection currently operates at an overall acceptable level of service (LOS) "C" during the AM peak hour and at LOS "D" in the PM peak hour. Traffic exiting Mark Center operates at capacity during the PM peak hour.

The four (4) intersections of I-395 and Seminary Road currently operate at an overall LOS "C" or better during both the AM and PM peak hours.

Table 1 Mark Center Parcels 1A and 1B Peak Hour Intersection Levels of Service

	É	Type of	Existing Traffic Volumes	fic Volumes	2005 Background Traffic Vo	2005 Background Traffic Volumes Ontimized Conditions 1	2005 Future Traffic Volun	2005 Future Traffic Volumes Ontimized Conditions ¹
Intersection	Ö	Control	AM (100 sec)	PM (110 sec)	AM (100 sec)	PM (110 sec)	AM (100 sec)	PM (110 sec)
1 North Beauregard Street/Mark Center Drive		Signal						
	Eastbound)	B(10.8)	A(8.6)	D(45.4)	D(47.2)	D(51.7)	D(48.0)
	Northbound		B(14.1) D(38.0)	B(11.1) D(38.7)	B(12.6) C(32.7)	A(8.6) C(27.8)	B(16.7) C(32.1)	A(9.3) C(33.6)
	Southbound Overall Intersection		D(35.9)	D(37.2) B(13.1)	D(43.4)	C(32.6)	D(42.8)	C(31.9)
			(2:21)2	(1:5:1)	(200.2)	(54.0)	(t:tc))	((503))
2 North Beauregard Street/Seminary Road	Eastbound	Signal	, D(40.9)	D(51.0)	D(53.9)	C(31.1)	D(52.6)	C(31.8)
	Westbound		D(38.6)	F(84.4)	D(43.0)	D(53.0)	D(45.1)	D(53.6)
	Southbound Southbound		C(34.3) C(25.1)	C(29.4)	B(12.5) D(45.8)	B(19.2) D(47.9)	B(19.3) D(45.7) C(23.8)	B(19.1) D(48.7)
2 Saminan/ Dood/Mark Contar Drive		i	(5:45)5	(6:04)	(20:3)	(04:3)	(23:8)	(0:45)
S Serimary Noadingary Cernel Drive	Fastbound	Signal	C(29 1)	E(160.0)	B(16 1)	(47.6)	B(14 0)	D/54 9\
	Westbound		D(43.8)	D(48.7)	D(49.3)	D(51.6)	D(50.2)	E(65.3)
	Northbound Southbound		C(34.5) B(11.9)	B(19.8) D(36.7)	C(28.3) A(5.4)	C(30.3) C(20.4)	C(34.9) A(7.3)	D(39.7) D(53.1)
	Overall Intersection		C(26.8)	D(46.0)	C(21.7)	C(29.8)	C(26.0)	D(49.5)
4 I-395 SB Off-Ramp/Seminary Road	:	Signal		i	į	i	į	į
	Westbound Northbound Overall Intersection		C(22.2) B(17.5) B(18.5)	C(21.5) <u>C(22.6)</u> C(22.2)	C(22.2) C(21.3) C(21.5)	C(23.7) B(11.6) B(16.0)	C(22.2) C(22.8) C(22.7)	C(23.7) B(11.2) B(15.7)
5 I-395 SB On-Ramp/Seminary Road		Signal						
	Westbound Southbound	<u> </u>	C(26.3) B(10.0)	B(10.7) C(26.4)	C(23.5) A(3.7)	B(13.9) A(8.0)	C(22.7) A(8.1)	B(14.2) A(9.1)
	Overall Intersection		B(16.5)	B(16.8)	B(11.3)	B(11.0)	B(13.7)	B(11.6)
6 I-395 NB Off-Ramp/Seminary Road	1 1	Signal	į	0	1			(1)
	Eastbound Southbound Overall Intersection		B(17.7) B(13.3) B(15.2)	B(16.2) D(38.3) C(29.4)	C(33.5) B(16.1) C(24.7)	C(21.6) D(41.5) C(34.1)	D(48.4) <u>B(16.3)</u> C(32.7)	C(22.1) <u>D(50.3)</u> D(40.0)
7 I-395 NB On-Ramp/Seminary Road		Signal						
	Eastbound Northbound		C(21.7) C(22.9)	C(21.3) <u>C(25.9)</u>	C(27.3) C(22.9)	D(38.1) C(22.4)	D(47.5) C(22.9)	D(47.6) C(22.4)
	Overall Intersection		C(22.0)	C(21.3)	C(26.3)	D(36.0)	D(42.6)	D(44.4)

Notes:

1 Optimized conditions include reallocation of green time to critical movements and signal coordination adjustments as performed by Snychro.

4/1/2003Analysis Mark Center

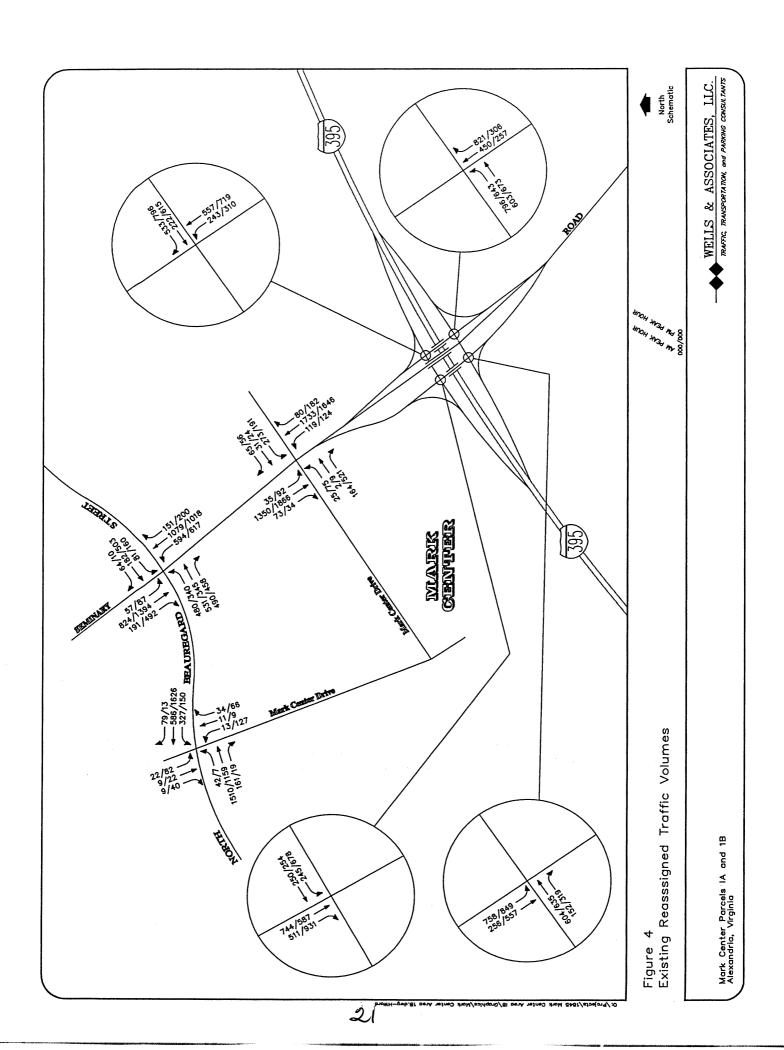
Long queues of vehicles were observed on the northbound I-395 off-ramp due to: (1) heavy traffic volumes proceeding across the southbound Seminary Road lanes and turning left onto northbound Seminary Road and (2) existing traffic signal timing and phasing. This northbound off-ramp movement operates poorly during the AM peak hour due to weaving movements between the closely-spaced intersections, including the HOV ramp intersection with westbound Seminary Road. These movements contribute to delays that are not reflected in the HCM analysis.

Re-assignment of Existing Traffic Volumes

As noted above, some motorists accessing Mark Center from I-395 execute an illegal turning maneuver, turning right from the westbound I-395 off ramp to northbound Seminary Road and then almost immediately turning left at Mark Center Drive.

Traffic counts conducted by Wells & Associates indicate that 227 AM peak hour motorists and 96 PM peak hour motorists currently execute this illegal maneuver. For purposes of this analysis, all of these turning movements were reassigned to access Mark Center Drive via North Beauregard Street. Figure 4 shows the reassigned existing AM and PM peak hour traffic volumes.

If, in the future, enforcement measures are not sufficient to eliminate this illegal maneuver, geometric modifications may be necessary. These geometric modifications could include the extension of the left turn lane from Seminary Road to Mark Center Drive to a point south of the gore area between the Seminary Road through traffic lanes and the Seminary Road lanes carrying I-395 ramp traffic, and construction of a raised concrete median between the Seminary Road left turn lane and through lanes.



Ambient Traffic Growth

Traffic counts at the Seminary Road/North Beauregard Street intersection collected in May 2002 were compared to counts collected in June 1994. This comparison indicates an overall decrease in peak hour traffic volumes of 2.74 percent over the eight (8) year time frame, or a reduction of 0.34 percent per year.

Based on these historic traffic trends, no ambient traffic growth was considered in this analysis.

Traffic Generated by Other Approved Developments

This traffic study takes into explicit account traffic that would be generated by the 1,368,500 S.F. of office space approved on Parcel 1A and the releasing of approximately 346,000 S.F of office space in two Mark Center buildings located at 1801 and 2001 North Beauregard Street.

The number of AM and PM peak hour trips that would be generated by these developments were estimated based on standard ITE trip generation rates and a 10 percent transportation management plan (TMP) trip reduction. This reduction is based on the existing and proposed TMP, including the existing and proposed expansion of the Mark Center shuttle service, the availability of transit bus service to the site, and other TMP measures.

As shown in Table 2, these developments are expected to generate a total of 1,801 AM peak hour trips, and 1,872 PM peak hour trips, upon completion and full occupancy.

Table 2 Peak Hour Trip Generation Mark Center Phase 1A and Existing Building Re-Leasing

Building/Land Use	Land Use	Size	Units	AM I	AM Peak Hour <u>In Out Tota</u>	our <u>Total</u>	PN III	PM Peak Hour In Out Tot	our <u>Total</u>
1801 and 2001 North Beauregard Street	Office	345,627	S.F.	441	9	501	4	387	467
Phase 1A Remaining Development	Office	1,368,500	S.F.	1,320	1,320 181	1,500	275	1,339	1,613
Transportation Management Plan Trip Reduction at 10%	-			(176)	(24)	(200)	(35)	(173)	(208)
Total		1,714,127	S.F.	1,585	217	1,801	319	1,553	1,872

Directions of Approach

The directional distribution of trips generated by the proposed office development was estimated based on existing traffic patterns. Approximately 38 percent of the site traffic approaches Mark Center from I-395 to the north and south, approximately 20 percent uses Seminary Road from the southeast, 20 percent uses North Beauregard Street from the southwest, 20 percent uses Seminary Road and North Beauregard Street from the northeast, and two percent approaches from the Southern Towers apartments.

Background Traffic Forecasts

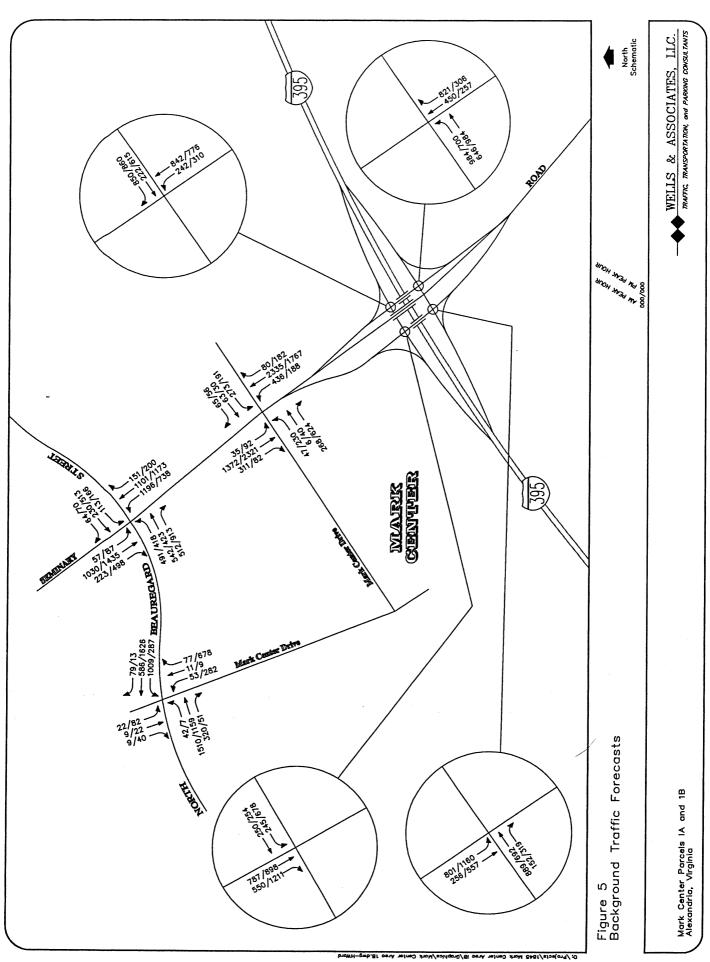
Background traffic forecasts, shown in Figure 5, represent the sum of the existing reassigned traffic volumes shown in Figure 4 and traffic generated by other approved development projects assigned to the area road network based on the directional distribution discussed above.

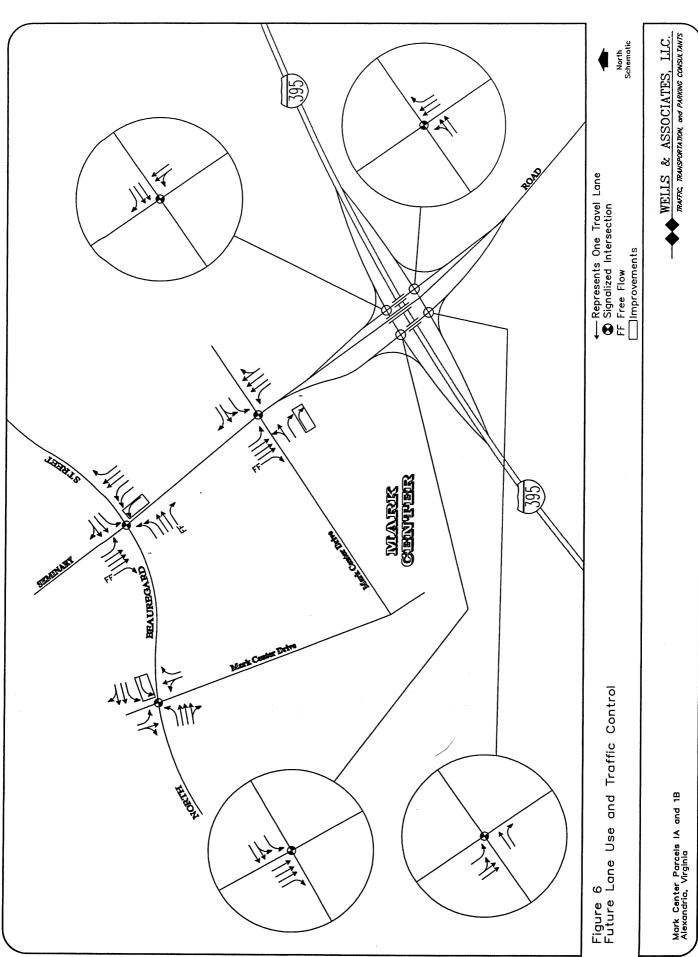
Proposed Roadway Improvements

The approval of the full development of Mark Center Parcel 1A was conditioned by the City of Alexandria upon the construction of the right-in only access to Mark Center from the southbound I-395 on ramp or other roadway improvements that would adequately accommodate traffic generated by the proposed Parcel 1A development.

Because it is not anticipated that funding and construction of this improvement will be in place prior to the construction and occupancy of Parcel 1A, other network improvements are proposed to accommodate Parcel 1A and 1B traffic in lieu of this future improvement.

Other improvements proposed by the Mark Winkler Company to accommodate traffic generated by Parcel 1A and 1B are shown on Figure 6 and include:





- 1. The provision of triple left turn lanes from northbound Seminary Road to westbound North Beauregard Street and signal timing adjustments.
- 2. The provision of dual left turn lanes from westbound North Beauregard Street to southbound Mark Center Drive and signal timing adjustments.
- 3. The provision of dual right turn lanes from eastbound Mark Center Drive to southbound Seminary Road and signal timing adjustments.

Background Future Levels of Service

Future levels of service without development of Parcel 1B were calculated at the seven (7) key off-site intersections based on the proposed lane use shown on Figure 6, the background future traffic forecasts shown on Figure 5, the HCM analysis methodology, and the Synchro5, Signal Coordination Software. The results are contained in Appendix C and summarized in Table 1.

Table 1 shows that, with the proposed roadway improvements, each of the studied intersections would operate at overall acceptable levels of service during both the AM and PM peak hours. All intersection approaches would operate at LOS "D" or better during both the AM and PM peak hours. It is anticipated that long queues would persist along the northbound I-395 off-ramp but would not extend into or affect the through lanes.

Site Trip Generation

The number of AM and PM peak hour trips that would be generated by Mark Center Parcel 1B were estimated based on standard ITE trip generation rates and a 10 percent transportation management plan (TMP) trip reduction to account for the existing and proposed expansion of the Mark Center shuttle service, availability of transit bus service to Mark Center, and other TMP measures.

As shown in Table 3, Parcel 1B is expected to generate 481 AM peak hour trips, and 449 PM peak hour trips, upon completion and full occupancy.

Total Future Traffic Forecasts

The site-generated trips were assigned to the proposed roadway network based on the directional distribution discussed above. The site traffic assignment is shown on Figure 7. These assignments were then added to the background traffic forecasts shown on Figure 5 to yield the total future traffic forecasts shown on Figure 8.

It is noted that all traffic generated by Parcel 1A and 1B approaching the site from I-395 was routed along Seminary Road to North Beauregard Street then to Mark Center Drive instead of accessing Mark Center Drive directly from Seminary Road. Inbound site traffic routing is shown on Figure 9 to illustrate this specific traffic assignment.

Geometric modifications to the Seminary Road left turn lane into Mark Center Drive may be necessary to accomplish this traffic distribution.

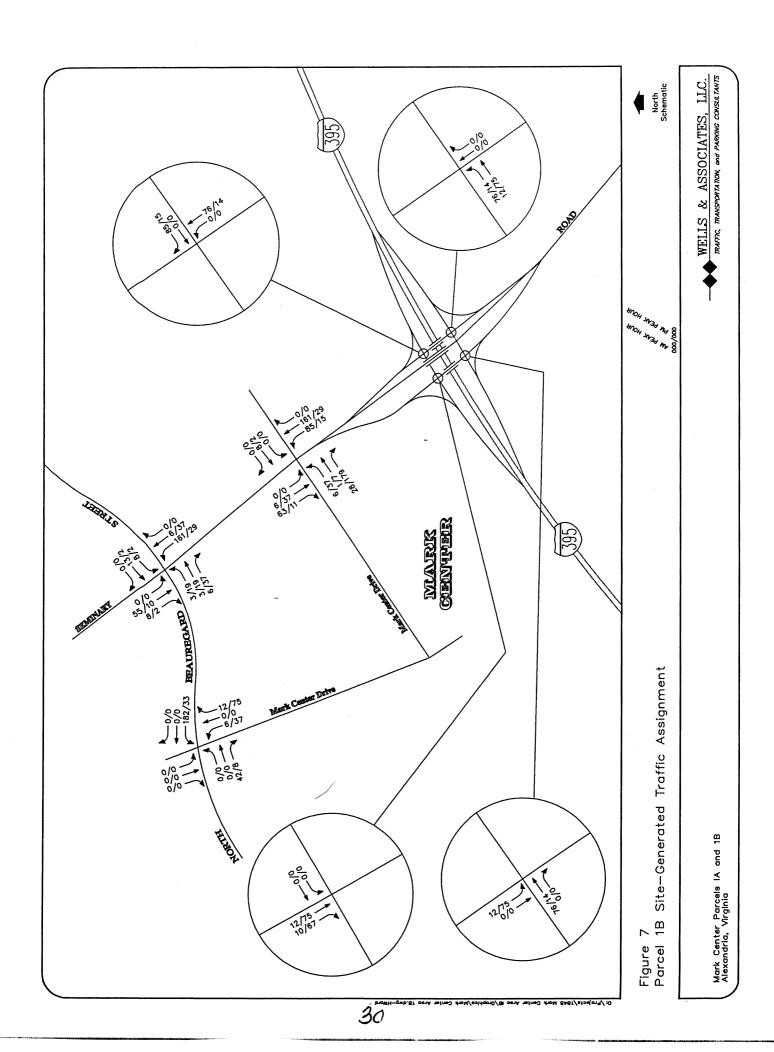
Total Future Levels of Service

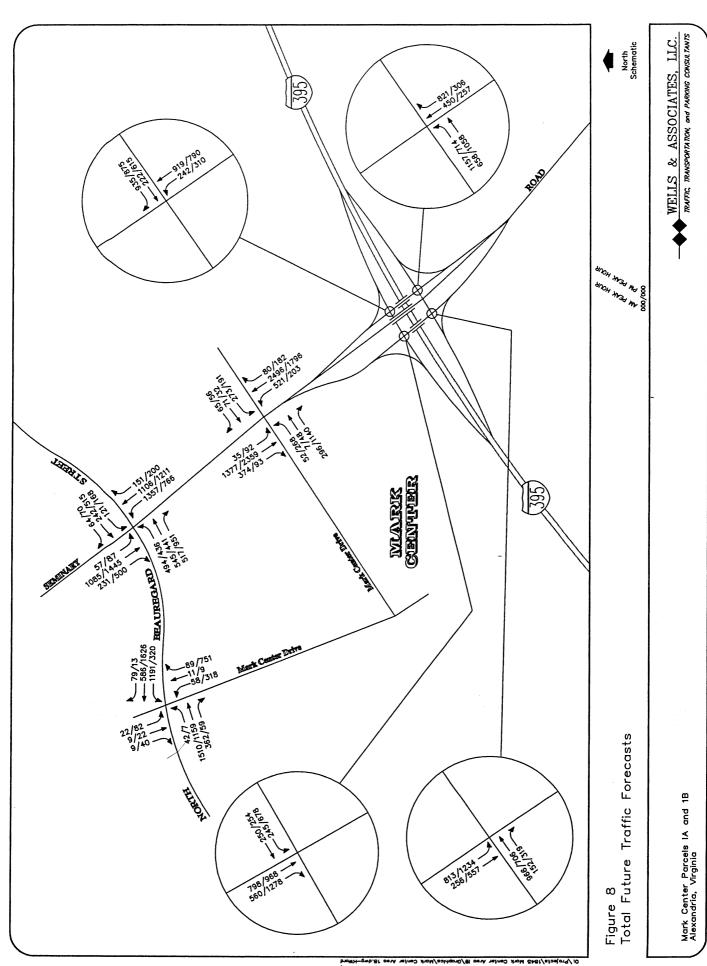
Future levels of service with Parcel 1B were calculated at the seven (7) key off-site intersections based on the future lane use shown on Figure 6, the total future traffic forecasts shown on Figure 8, and the HCM analysis techniques. The results are contained in Appendix D and summarized in Table 1.

As shown in Table 1, all intersections are forecasted to operate at an overall acceptable LOS "D" or better during both the AM and PM peak hours with full development of Parcel 1B, and with the proposed roadway improvements at the Seminary Road/North Beauregard Street and North Beauregard Street/Mark Center Drive intersections.

Table 3 Peak Hour Trip Generation Mark Center Phase 1B

Building/Land Use	Land Use	Size	Units	AM Peak Hour In <u>Out Total</u>	ak Hou		PM ri	PM Peak Hour Out Total	ır <u>otal</u>
Mark Center - Phase 1B	Office	374,616	ა 	470	49	534	85	414	499
Transportation Management Plan Trip Reduction at 10%				(47)	(9)	(53)	(8)	(41)	(20)
Total	Office	374,616	R. F.	423	58	481	92	373	449





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Figure 9 Inbound Site Traffic Routing



The North Beauregard Street/Mark Center Drive intersection is projected to operate at an overall acceptable LOS "C" during the AM and PM peak hours, with buildout of Parcel IB and the roadway improvements detailed in Figure 6.

The North Beauregard Street/Seminary Road intersection is projected to operate at an overall acceptable LOS "C" during both the AM and PM peak hours. The improvements provided would decrease the overall delay at the intersection from that reported for existing conditions.

The Seminary Road/Mark Center Drive intersection will operate at an overall acceptable LOS "C" during the AM peak hour and at LOS "D" during the PM peak hour with buildout of Parcel 1B.

Parcel 1B, at buildout, would account for only 4.4 percent of all traffic entering the North Beauregard Street/Seminary Road intersection during the critical AM peak hour and only 2.4 percent of the total intersection traffic during the PM peak hour.

All intersections of Seminary Road and the I-395 ramps are forecasted to operate at LOS "D" or better during both the AM and PM peak hours. The queues observed under existing conditions would persist along the northbound I-395 off-ramp. With traffic signal timing adjustments, gueues of 600 feet are forecasted during the AM peak period along the northbound I-395 off-ramp. The I-395 northbound off-ramp could be re-striped to provide one (1) exclusive through lane and one (1) combination through-right turn lane. With this change, the movements at this intersection would operate at LOS "B" during the AM peak hour and at LOS "D" or better during PM peak hour. period queues are forecasted to be reduced to 300 feet. The distance available for stacking at this intersection before queues extend into the I-395 mainline lanes is approximately 1,200 feet, thus, these queues would not extend beyond the junction of the ramp and the mainline freeway lanes. changes would require the approval of VDOT and the Federal Highway Administration.

Queuing Analysis

Peak hour queues at key intersections were forecasted using the SimTraffic Software and the total future forecasts. The results are contained in Appendix D and summarized in Table 4. Table 4 presents 95th percentile queues at buildout of Parcels 1A and 1B at the North Beauregard Street/Mark Center Drive, North Beauregard Street/Seminary Road, and Seminary Road/Mark Center Drive intersections.

Queues are not anticipated to spill over into adjacent lanes or upstream intersections. The analysis does show that during the PM peak hour, queues would develop on eastbound Mark Center Drive at Seminary Road and northbound Mark Center Drive at North Beauregard Street at two internal intersections. It is anticipated that with each signal cycle, vehicles that are part of queue at the internal intersections would move forward and then be processed through the signalized intersection.

¹ Analysis completed using Synchro/SimTraffic Software Program with project specific Origin-Destination (OD) coding.

Table 4 Mark Center Parcel 1A & 1B Queue Analysis ¹

Intersection	Critical Study Movements	Available Storage (Feet)	2005 Future T Optimized AM - 100s (Feet)	2005 Future Traffic Volumes Optimized Conditions 2 AM - 100s PM - 110s (Feet) (Feet)
1 North Beauregard Street/Mark Center Drive	Westbound	500	1000	,
	LT - 1 LT - 2 Thru/Rt-1,2 Northbound	200' 670' 670'	228' 478' 13'	111' 123' 95'
	LT/Thru Right	250' 250'	120' 51'	
2 North Beauregard Street/Seminary Road	Eastbound			
	LT - 1	250'	112' 249'	122' 218'
	Thru-1	,069 9	226'	276'
	Thru-2	.069	247'	174'
	Northbound	250'	201	145'
	LT - 2	250'	243'	211'
	LT - 3/Thru	630'	379'	385'
	Thru-1 Thru/Rt-2	630' 630'	385' 306'	366' 393'
3 Seminary Boad/Mark Center Drive				
	Eastbound	,020	69	270
	RT-1	270,	62, 62,	
	RT-2	270'	43'	l346' j
	Northbound	300,	352'] 143'
	Southbound Thru-1	630,	144'	245'
	Thru-2	630'	247'	392'
	Thru-3	630,	532'	507'
	- RT	725'	491'	675'

1 95th Percentile Queue Represented Queues shown would utilize taper area (typ. 100') without spillover to adjacent lane.

CONCLUSIONS

The conclusions of this traffic study are as follows:

- 1. Parcels 1A and 1B are well-served by a connected network of public streets and transit services.
- 2. The streets and intersections in the site vicinity are heavily-traveled but currently function at acceptable levels of service during peak hours.
- 3. The releasing of vacant office space at 1801 and 2001 North Beauregard Street will add 451 AM peak hour trips and 420 PM peak hour trips to the public road network.
- 4. Mark Center Parcel IA will generate an additional 1,350 AM peak hour trips, 1,451 PM peak hour trips, upon completion and full occupancy.
- 5. Mark Center Parcel 1B will generate an additional 481 AM peak hour trips and 449 PM peak hour trips upon completion and full occupancy.
- 6. All study intersections are forecasted to operate at level of service (LOS) "D" or better during both the AM and PM peak hours, with the additional traffic generated by full buildout and occupancy of Parcels IA and 1B, with the following road improvements:
 - a. Construction of a third left turn lane from northbound Seminary Road to westbound North Beauregard Street.
 - b. Construction of a second westbound-to-southbound left-turn lane at the North Beauregard Street/Mark Center Drive intersection.
 - c. Construction of a second eastbound-to-southbound right turn lane from Mark Center Drive to Seminary Road.

TRANSPORTATION MANAGEMENT PLAN

INTRODUCTION

Background

This section presents a Transportation Management Plan (TMP) for Mark Center Plaza I (Parcels 1A and 1B), as required by the City of Alexandria Ordinance No. 3204.

Objective

The Zoning Ordinance Section 11-700 requires that office developments such as Mark Center Plaza I obtain a transportation management special use permit.² The goal of a TMP is to "reduce the proportion of single occupancy vehicle (SOV) trips and to increase the use of transit, carpools, and vanpools, during the peak hours, or to spread the number of SOV trips outside of the peak hours."³ -

Zoning Ordinance of the City of Alexandria, Section 11-700.

City Alexandria, Transportation Management Plans: Administrative Guidelines Procedures and for Preparation of Traffic Impact Studies and Transportation Management Plans for Ordinance No. 3204, June, 1988.

Development Program

The Mark Winkler Company proposes to develop 1,743,116 S.F. of office space on Mark Center Parcels 1A and 1B.

TMP STRATEGIES

Overview

The Mark Center TMP Plaza I TMP will include the following strategies:

- 1. Designation of a Transportation Management Plan Coordinator (TMPC).
- 2. Provision of shuttle bus service to the Pentagon Metrorail station.
- 3. Reservation of parking spaces for flex-time employees.
- 4. Reservation of convenient parking spaces for carpools and vanpools.

Each of these components is described below.

Transportation Management Plan Components

1. Transportation Management Plan Coordinator. The Mark Winkler Company's Commercial Property Manager of Alexandria properties has been designated as the Transportation Management Plan Coordinator (TMPC) for Mark Center.

Specific duties of the TMPC include:

⁴For details, see Special Use Permit #95-0143 dated December 16, 1995.

- 1. Coordination and operation of the Mark Center shuttle bus service connecting Mark Center with the Pentagon Metrorail station during peak commuter time periods and providing on-site service during mid-day hours.
- 2. Publicizing and promoting the use of transit, carpools/vanpools, and a staggered work hour program, and other components of the TMP with current and prospective tenants and employees.
- 3. Displaying and distributing information about transit, carpool/vanpool, and other TMP programs.
- 4. Administering a ridesharing program.
- 5. Providing annual reports to the City of Alexandria, including an assessment of the effects of TMP activities on Mark Center shuttle ridership, carpooling, vanpooling, other transit rider-ship, and peak hour traffic, as reflected by an annual survey of employees; an accounting of receipts and disbursements of the TMP account; and a work program for the following year.
- 6. Administering on-site sale of appropriate transit fare media, subject to agreement by providers of transit services to furnish such media on consignment. This requirement may be satisfied by agreement by another party to sell such transit media at a location convenient to the project.
- 7. Monitoring and enforcing the use of reserved parking spaces for carpools and vanpools.
- 8. Participating with other projects in the vicinity of the site and the City of Alexandria in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service.
- 9. Encouraging office tenants to permit employees to participate in a staggered work hour program.

10. Administering other TMP activities.

The TMPC will continue to be directly responsible for all elements of the TMP and reporting to the City of Alexandria.

- 2. Shuttle Bus Service. The first priority of the TMP will be the continued and enhanced operation of the Mark Center shuttle bus services between Mark Center and the Pentagon Metrorail station. It is anticipated that such shuttle service may be extended to the Plaza I office uses. The additional revenues generated by Plaza I participation in the existing TMP will fund some of the additional costs incurred in extending/expanding this service.
- 3. Reservation of Flex-Time Parking Spaces. As dictated by demand, up to five (5) percent of the new parking spaces planned to serve Plaza I will be reserved until 9:00 AM for flex-time workers. To the extent that a garage is built in phases, the reserved spaces will be provided in proportion to the number of spaces available.
- 4. Reservation of Carpool/Vanpool Parking Spaces. As dictated by demand, up to five (5) percent of the new parking spaces planned to serve Plaza I will be reserved until 10:30 AM for carpools and vanpools. After 10:30 AM, these spaces will be available for general use. To the extent that a garage is built in phases, the reserved spaces will be provided in proportion to the number of spaces available.

Transportation Management Plan Fund

<u>Purpose.</u> In 1988, a TMP fund was established by the Mark Winkler Company. This fund is used to provide on-site employee shuttle bus service, on-site employee transit fare media discounts, cash prizes, and for other TMP activities as proposed by the applicant and approved by the Director of T&ES.

Funding Level. The TMP fund shall be funded by the Mark Winkler Company at the current annual rate per net occupied square foot of commercial space for the Plaza I office buildings.

Construction of Plaza I will likely be in phases. The obligation to pay the TMP contribution will be on a building-by-building basis. The shuttle bus service shall take priority for the use of such TMP funds.

Use of Unencumbered Funds. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be reprogrammed for the TMP activities during the ensuing year for the property that generated such excess funds or may be paid to the City for use in transit or ridesharing programs and activities.

Coordination with Other TMP's

The Mark Winkler Company will, to the extent practicable, participate with the City and other developments in the area, in cooperative planning and implementation of TMP programs, including mutually agreed upon enhancements of bus service.

TMP Modifications

Subject to approval by the Director of T&ES, the Mark Winkler Company may modify approved TMP activities or add TMP activities, provided that any changes are consistent with the goals of the TMP.

SUMMARY

The Mark Center Transportation Management Plan, office component, will consist of the following strategies:

- 1. Designation of a Transportation Management Plan Coordinator (TMPC).
- 2. Provision of shuttle bus service to the Pentagon Metrorail station.
- 3. Reservation of parking spaces for flex-time employees.
- 4. Reservation of convenient parking spaces for carpools and vanpools.

Appendix A

Existing Traffic Counts

McLean, Virginia

Existing Traffic Count

PROJECT: Mark Center MDA

W & A JOB NO.: 1803
INTERSECTION: N Beauregard St.& Mark Center Drive

DATE: DAY: WEATHER:

5/22/2002 Wednesday

SOUTHBOUND ROAD: NORTHBOUND ROAD: WESTBOUND ROAD:

N.Beauregard Street N.Beauregard Street Mark Center Drive

LOCATION	l:	Alexand	-	Ot. or Ivie				COUNT INPUTE			& Han		EASTB	OUND	ROAD:						
								Movem	ents					6							
Time	N.	South Beaureg	bound gard Str	eet	N	westi Mark Ce	oound nter Driv	/e	N.		bound gard Stre	eet		Easii (ound		North	East	Total	PHF	Time
Period	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total	& South	& West			Period
AM 6:00-6:15	0	38	2	40	0	1	0	1	2	127	2	131	0	0	1	1	171	2	173		6:00-6:15
6:15-6:30	2	69	3	74	1	Ö	1	2	4	176	1	181	1	ō	1	1	255	3	258		6:15-6:30
6:30-6:45	18	74	5	97	0	1	0	1	3	219	0	222	1	1	0	2	319	3	322		6:30-6:45
6:45-7:00	13	81	4 9	98	2	0	2	4	12 18	287 310	2 8	301 336	0	0	1 5	1 7	399 476	5 11	404 487		6:45-7:00 7:00-7:15
7:00-7:15 7:15-7:30	12 14	119 146	13	140 173	3	1	4	8	27	342	4	373	2		0	3	546	11	557		7:15-7:30
7:30-7:45	16	154	28	198	7	o	3	10	29	359	11	399	0	0	3	3	597	13	610		7:30-7:45
7:45-8:00	21	136	29	186	8	2	5	15	36	367	9	412	2	3	7	12	598	27	625		7:45-8:00
8:00-8:15	19	139	23	181	12	3	8	23	31	371	11	413	3	2	2	7	594	30	624		8:00-8:15
8:15-8:30	15	146	34	195	7 7	3	5 13	15	43 51	423	13	479	2	2 2		9	674 594	24 35	698		8:15-8:30
8:30-8:45 8:45-9:00	24 16	147 131	14 16	185 163	6	3	8	23 15	43	349 273	9	409 322	5	2	5	12 12	485	27	629 512		8:30-8:45 8:45-9:00
		,51		100		'	٦		75	2/0	Ĭ	ULL	J	_		12	400		012		0.40-0.00
3 Hour Totals	170	1,380	180	1,730	57	15	49	121	299	3,603	76	3,978	19	14	37	70	5,708	191	5,899		
1 Hour	 	-,,,,,,,								-,		-,3.3		 	 		-,,,,,,		-,000		
Totals																					
6:00-7:00	33	262	14	309	3	2	3	8	21	809	5	835	2	1	2	5	1,144	13	1,157		6:00-7:00
6:15-7:15	45	343	21	409	7 9	1	3 6	11	37	992	11	1,040	3	3		11	1,449	22	1,471	0.76	6:15-7:15
6:30-7:30 6:45-7:45	57 55	420 500	31 54	508 609	16	2 1	9	17 26	60 86	1,158	14 25	1,232 1,409	4	2		13 14	1,740 2,018	30 40	1,770 2,058	0.79 0.84	6:30-7:30 6:45-7:45
7:00-8:00	63	555	79	697	22	3	12	37	110	1,378	32	1,520	5	5		25	2,217	62	2,279	0.91	7:00-8:00
7:15-8:15	70	575	93	738	30	6	20	56	123	1,439	35	1,597	7	6		25	2,335	81	2,416	0.97	7:15-8:15
7:30-8:30	71	575	114	760	34	8	21	63	139	1,520	44	1,703	7	7		31	2,463	94	2,557)	7:30-8:30
7:45-8:45	79	568	100	747	34	11	31	76	161	1,510	42	1,713	9	9		40	2,460	116	2,576		7:45-8:45
8:00-9:00	74	563	87	724	32	10	34	76	168	1,416	39	1,623	12	8	20	40	2,347	116	2,463	0.88	8:00-9:00
AM Peak 7:45-8:45	79	568	100	747	34	11	31	76	161	1,510	42	1,713	9	9	22	40	2,460	116	2,576	0.92	AM Peak 7:45-8:45
PM		- 000		, 4,		- ''			101	1,010	72	1,710		-		40	2,400		2,070	0.52	7.40-0.40
4:00-4:15	6	298	6	310	12	7	32	51	4	186	3	193	4	4	8	16	503	67	570		4:00-4:15
4:15-4:30	5	327	5	337	9	1	36	46	3	180	1	184	6	1	4	11	521	57	578		4:15-4:30
4:30-4:45	2	384 389	5	391 394	8	0	45 50	53	3	218	0	221	12	1	15	28	612	81	693		4:30-4:45
4:45-5:00 5:00-5:15	1	363	4 6	370	17 29	0	42	67 71	3 6	229 212	1 0	233 218	4 11	1 1	9 32	14 44	627 588	81 115	708 703		4:45-5:00 5:00-5:15
5:15-5:30	4	425	7	436	22	2	29	53	6	301	1	308	15	4	21	40	744	93	837		5:15-5:30
5:30-5:45	2	387	35	424	15	1	51	67	6	276	4	286	5	8	16	29	710	96	806		5:30-5:45
5:45-6:00	1	396	6	403	18	2	26	46	4	281	1	286	12	2		44	689	90	779		5:45-6:00
6:00-6:15	6 3	418 406	6 7	430 416	11 7	4	21 24	36 32	3	301	1 0	305	8	8	15	31	735	67	802		6:00-6:15
6:15-6:30 6:30-6:45	4	406 379	3	386	9	1 2	9	20	10	228 270	1	229 281	14 8	6 5	12 15	32 28	645 667	64 48	709 715		6:15-6:30 6:30-6:45
6:45-7:00	1	319	4	324	6	ō	14	20	4	199	2	205	9	5	9	23	529	43	572		6:45-7:00
													_	-	_						
3 Hour Totals	75	4,491	94	4,621	163	20	379	562	52	2,881	42	2,949	108	46	186	340	7 570	902	9 470		
1 Hour	30	-7,431	34	7,021	103	20	313	/ 562	53	2,001	13	2,343	108	46	186	340	7,570	302	8,472		l
Totals																					
4:00-5:00	14	1,398	20	1,432	46	8	163	217	13	813	5	831	26	7		69	2,263	286	2,549		4:00-5:00
4:15-5:15	9	1,463	20	1,492	63	1	173	237	15	839	2	856	33	4		97	2,348	334	2,682		4:15-5:15
4:30-5:30 4:45-5:45	8	1 ,561 1 ,564	22 52	1,591 1,624	76 83	2	166 172	244 258	18 21	960 1,018	2 6	980 1,045	42 35	7 14	77 78	126 127	2,571 2,669	370 385	2,941 3,054		4:30-5:30 4:45-5:45
5:00-6:00	8	1,571	54	1,633	84	5	148	237	22		6	1,045	43	15	99	157	2,731	394	3,054		5:00-6:00
5:15-6:15	13	1,626	54	1,693	66	9	127	202	19	1,159	7	1,185	40	22	82	144	2,878	346	3,224	0.96	5:15-6:15
5:30-6:30	12	1,607	54	1,673	51	8	122	181	14	1,086	6	1,106	39	24	73	136	2,779	317	3,096		5:30-6:30
5:45-6:45	14	1,599	22	1,635	45	9	80	134	18	1,080	3	1,101	42		72	135	2,736	269	3,005		5:45-6:45
6:00-7:00	14	1,522	20	1,556	33		68	108	18	998	4	1,020	39	24	51	114	2,576	222	2,798	0.87	6:00-7:00
PM Peak 5:15-6:15	42	1,626	54	1,693	66	9	127	202	46	1,159	7	1,185	40	22	82	144	2,878	346	3,224	0.00	PM Peak 5:15-6:15

McLean, Virginia

Existing Traffic Count

PROJECT: W & A JOB NO.:

Mark Center MDA

1803

DATE:

5/22/2002 Wednesday SOUTHBOUND ROAD: NORTHBOUND ROAD: N.Beauregard Street N.Beauregard Street Seminary Road

INTERSECTION: N.Beauregard St.& Seminary Rd.

DAY: WEATHER: nice

WESTBOUND ROAD:

LOCATION		Alexand		or.a oci	initially i	ια.		COUNT	ED BY:	nice Crawfo agan	rds & Ca			OUND F				ry Road			
								Movem		-3											
Time	N.E	South Beaureg		eet			bound iry Road	ı	N.I	North Beaureg	bound pard Stre	eet		Eastb Semina			North	East	Total	PHF	Time
Period	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total	& South	& West			Period
AM					40	4777	40	205	70			444	45	405		440	450	240	507		0.00 0.15
6:00-6:15 6:15-6:30	4 5	6 13	8 15	18 33	10 17	177 158	18 35	205 210	73 82	31 28	37 51	141 161	15 23	125 149	3	143 176	159 194	348 386	507 580		6:00-6:15 6:15-6:30
6:30-6:45	10	19	15	44	13	209	34	256	97	52	86	235	25	165	2	192	279	448	727		6:30-6:45
6:45-7:00	6	17	11	34	19	182	37	238	111	58	107	276	28	177	11	216	310	454	764		6:45-7:00
7:00-7:15	10	29	19	58	33	215	43	291	132	94	89	315	50	172	7	229	373	520	893		7:00-7:15
7:15-7:30	16	42	13	71	34	210	63	307	118	106	112	336	47	198	4	249	407	556	963		7:15-7:30
7:30-7:45	14	34 43	16 18	64 74	43 40	236	91	370 373	130	140 107	106 135	376 370	63 39	250 220	17 17	330 276	440 444	700 649	1,140		7:30-7:45 7:45-8:00
7:45-8:00 8:00-8:15	13 22	43	18 25	96	31	244 287	89 79	373	128 119	145	111	370	43	178	14	276	471	632	1,093 1,103		8:00-8:15
8:15-8:30	15	56	22	93	37	312	108	457	113	139	128	380	46	176	9	231	473	688	1,161		8:15-8:30
8:30-8:45	16	50	20	86	38	294	76	408	118	101	116	335	50	203	11	264	421	672	1,093		8:30-8:45
8:45-9:00	14	28	31	73	41	271	81	393	120	117	117	354	56	176	6	238	427	631	1,058		8:45-9:00
3 Hour																					
Totals	145	386	213	744	356	2,795	754	3,905	1,341	1,118	1,195	3,654	485	2,189	105	2,779	4,398	6,684	11,082		
1 Hour																					
Totals 6:00-7:00	25	55	49	129	59	726	124	909	363	169	281	813	91	616	20	727	942	1,636	2,578	0.84	6:00-7:00
6:15-7:15	31	78	60	169	82	764	149	995	422	232	333	987	126	663	24	813	1,156	1,808	2,964		6:15-7:15
6:30-7:30	42	107	58	207	99	816	177	1,092	458	310	394	1,162	150	712	24	886	1,369	1,978	3,347	0.87	6:30-7:30
6:45-7:45	46	122	59	227	129	843	234	1,206	491	398	414	1,303	188	797	39	1,024	1,530	2,230	3,760	0.82	6:45-7:45
7:00-8:00	53	148	66	267	150	905	286	1,341	508	447	442	1,397	199	840	45	1,084	1,664	2,425	4,089	0.90	7:00-8:00
7:15-8:15	65	168	72 81	305	148	977	322	1,447	495 490	498	464	1,457	192	846	52	1,090	1,762	2,537	4,299	0.94	7:15-8:15 7:30-8:30
7:30-8:30 7:45-8:45	64 66	182 198	85	327 349	151 146	1,079 1,137	367 352	1,597 1,635	478	531 492	480 490	1,501 1,460	191 178	824 777	57 51	1,072 1,006	1,828 1,809	2,669 2,641	4,497 4,450	0.97 0.96	7:45-8:45
8:00-9:00	67	183	98	348	147	1,164	344	1,655	470	502	472	1,444	195	733	40	968	1,792	2,623	4,415	0.95	8:00-9:00
AM Peak																					AM Peak
7:30-8:30	64	182	81	327	151	1,079	367	1,597	490	531	480	1,501	191	824	57	1,072	1,828	2,669	4,497	0.97	7:30-8:30
PM 4:00-4:15	13	102	36	151	27	242	111	380	82	57	62	201	91	321	10	422	352	802	1,154		4:00-4:15
4:15-4:30	15	81	41	137	43	229	91	363	93	70	86	249	124	328	19	471	386	834	1,220		4:15-4:30
4:30-4:45	14	114	46	174	29	249	131	409	101	76	76	253	87	295	8	390	427	799	1,226		4:30-4:45
4:45-5:00	18	120	39	177	38	246	95	379	93	81	85	259	101	299	20	420	436	799	1,235		4:45-5:00
5:00-5:15	14	121	33	168	43	256	144	443	135	88	79	302	126	357	17	500	470	943	1,413		5:00-5:15
5:15-5:30 5:30-5:45	23 12	113 137	46 34	182 183	46 49	237 293	130 129	413 471	110 108	75 98	68 96	253 302	121 130	342 327	22 28	485 485	435 485	898 956	1,333 1,441		5:15-5:30 5:30-5:45
5:45-6:00	21	132	47	200	62	232	118	412	105	84	97	286	115	368	20	503	486	915	1,441		5:45-6:00
6:00-6:15	17	120	38	175	57	269	126	452	96	88	55	239	162	283	15	460	414	912	1,326		6:00-6:15
6:15-6:30	13	77	39	129	64	233	128	425	98	73	74	245	123	327	19	469	374	894	1,268		6:15-6:30
6:30-6:45	16	106	43	165	54	248	111	413	85	97	91	273	101	283	13	397	438	810	1,248		6:30-6:45
6:45-7:00	11	86	31	128	50	232	97	379	77	57	56	190	122	319	11	452	318	831	1,149		6:45-7:00
3 Hour Totals	187	1,309	473	1,969	562	2,966	1,411	4,939	1,183	944	925	3 052	1,403	2 0/10	202	5,454	5 002	10,393	15,414		
1 Hour	101	1,303	7/3	1,363	702	2,300	1,711	7,333	1,103	344	323	3,002	1,403	3,049	202	0,404	0,021	10,353	10,414		
Totals			1	-/				I													
4:00-5:00	60	417	162	639	137	966	428	1,531	369	284	309	962	403	1,243	57	1,703	1,601	3,234	4,835	0.98	4:00-5:00
4:15-5:15	61	436	159	656	153	980	461	1,594	422	315	326	1,063	438	1,279	64	1,781	1,719	3,375	5,094		4:15-5:15
4:30-5:30	69	468	164	701	156	988	500	1,644	439	320	308	1,067	435	1,293	67	1,795	1,768	3,439	5,207		4:30-5:30
4:45-5:45 5:00-6:00	67 70	491 503	152 160	710 733	176 200	1,032 1,018	498 521	1,706 1,739	446 458	342 345	328 340	1,116 1,143	478 492	1,325 1,394	87 87	1,890 1,973	1,826 1,876	3,596 3,712	5,422 5,588		4:45-5:45 5:00-6:00
5:15-6:15	73	502	165	740	214	1,018	503	1,748	419	345	316	1,080	528	1,394	85	1,933	1,820	3,712	5,501	0.97	5:15-6:15
5:30-6:30	63	466	158	687	232	1,027	501	1,760	407	343	322	1,072	530	1,305	82	1,917	1,759	3,677	5,436		5:30-6:30
5:45-6:45	67	435	167	669	237	982	483	1,702	384	342	317	1,043	501	1,261	67	1,829	1,712	3,531	5,243	0.94	5:45-6:45
6:00-7:00	57	389	151	597	225	982	462	1,669	356	315	276	947	508	1,212	58	1,778	1,544	3,447	4,991	0.94	6:00-7:00
PM Peak 5:00-6:00	70	503	160	733	200	1,018	521	1,739	458	345	340	1,143	400	1,394	87	1,973	1,876	3,712	5,588	0.97	PM Peak 5:00-6:00

McLean, Virginia

Existing Traffic Count

PROJECT: Mark Center MDA

W & A JOB NO.: 1803

DATE: DAY:

5/22/2002 Wednesday SOUTHBOUND ROAD: NORTHBOUND ROAD: WESTBOUND ROAD:

Southern Towers Entr. Mark Center Drive Seminary Road Seminary Road

INTERSECTION: Seminary Rd.& Mark Center Dr. WEATHER: COUNTED BY: Morgans INPUTED BY: agan LOCATION: Alexandria ,VA EASTBOUND ROAD:

								INPUTE		agan											
		South	bound			W/est	Turning bound	Movem	nents	North	bound			- Cost	naund			,			
Time	Sou	uthem T		Entr.			ary Road	d		Mark Ce		/e			bound try Road	l	North	East	Total	PHF	Time
Period	1	2	3	Π	4	5	6		7	8	9	T	10	11	12	Ī	&	&			Period
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	South	West			
AM	-			-								ļ						<u> </u>			-
6:00-6:15	3	2	36	41	10	179	24	213	11	3	2	16	3	210	2	215	57	428	485		6:00-6:15
6:15-6:30	4	3		52	13	221	35	269	17	0	0	17	6	141	0	147	69	416	485		6:15-6:30
6:30-6:45	15	2		81	14	212	42	268	1	0	1	26	6		4	296	107	564	671		6:30-6:45
6:45-7:00	17	6		100	13	1	64	315		4	1	38	15		5	310	138	625	763		6:45-7:00
7:00-7:15 7:15-7:30	17	6 10	l .	69 89	12 20	252 320	73 88	337 428	35	2	2		8	1	7	332	108	669	777		7:00-7:15
7:30-7:45	16	6	1	87	12	325	61	398	51 33	1	3 8	57 42	14 11	366 314	7 10	387 335	146 129	815 733	961		7:15-7:30
7:45-8:00	7	5	56	68	28	343	92	463	51	6	3	54	23	369	9	401	123	864	862 986		7:30-7:45 7:45-8:00
8:00-8:15	19	9	66	94	22	386	87	495	34	0	9	43	15	324	8	347	137	842	979		8:00-8:15
8:15-8:30	23	11	86	120	18	452	106	576	46	1	5	52	24	343	8	375	172	951	1,123		8:15-8:30
8:30-8:45	10	2	57	69	20	271	112	403	41	2	4	47	15	279	11	305	116	708	824		8:30-8:45
8:45-9:00	16	7	52	75	20	309	109	438	29	5	4	38	21	257	10	288	113	726	839		8:45-9:00
3 Hour													_								
Totals	156	69	720	945	202	3,508	893	4,603	406	21	42	469	161	3,496	81	3,738	1,414	8,341	9,755		
1 Hour																	<u> </u>	l			
Totals 6:00-7:00	30	40	222	27.		050	405	4.000		_											
6:15-7:15	39 53	13 17	222 232	274 302	50 52	850 923	165 214	1,065 1,189	86 110	7 6	4	97 120	30 35	927 1,034	11	968	371	2,033	2,404	0.79	6:00-7:00
6:30-7:30	58	24	257	339	59	1,022	267	1,348	144	9	7	160	43	1,034	16 23	1,085 1,325	422 499	2,274 2,673	2,696	0.87 0.83	6:15-7:15
6:45-7:45	59	28	258	345	57	1,135	286	1,478	152	10	14	176	48	1,287	29	1,364	521	2,842	3,172 3,363	0.83	6:30-7:30 6:45-7:45
7:00-8:00	49	27	237	313	72	1,240	314	1,626	170	6	16	192	56	1,366	33	1,455	505	3,081	3,586	0.91	7:00-8:00
7:15-8:15	51	30	257	338	82	1,374	328	1,784	169	4	23	196	63	1,373	34	1,470	534	3,254	3,788	0.96	7 15-8:15
7:30-8:30 7:45-8:45	65	31	273	369	80	1,506	346	1,932	164	2	25	191	73	1,350	35	1,458	560	3,390	3,950	0.88	7 30-8 30
8:00-9:00	59 68	27 29	265 261	351 358	88 80	1,452 1,418	397	1,937	172 150	3 8	21 22	196	77	1,315	36	1,428	547	3,365	3,912	0.87	7:45-8:45
0.00 0.00			20,	550	00	1,410	414	1,912	150	٥	22	180	75	1,203	37	1,315	538	3,227	3,765	0.84	8:00-9:00
AM Peak																					
7:30-8:30	65	31	273	369	80	1,506	346	1,932	164	2	25	191	73	1,350	35	1,458	560	3,390	3,950	0.88	AM Peak 7:30-8:30
PM		_																	· ·		
4:00-4:15 4:15-4:30	13	5	58	76	36	377	37	450	101	5	6	112	21	434	14	469	188	919	1,107		4:00-4:15
4:30-4:45	17	4	53 36	77 55	37 40	375 332	36 65	448 437	77 116	2	9	88	6	473	16	495	165	943	1,108		4:15-4:30
4:45-5:00	14	7	50	71	48	368	50	466	118	2 5	11 11	129	2 8	456 424	9 12	467 444	184 205	904 910	1,088		4:30-4:45
5:00-5:15	15	6	52	73	48	355	47	450	149	2	22	173	7	471	20	498	246	948	1,115 1,194		4:45-5:00 5:00-5:15
5:15-5:30	15	9	45	69	44	354	53	451	146	4	16	166	5	455	23	483	235	934	1,169		5:15-5:30
5:30-5:45	15	5	47	67	38	388	54	480	109	0	16	125	10	423	22	455	192	935	1,127		5:30-5:45
5:45-6:00	11	4	47	62	52	453	66	571	117	3	21	141	12	517	27	556	203	1,127	1,330		5:45-6:00
6:00-6:15 6:15-6:30	10 17	4 2	41	55 65	45 32	376 405	56 56	477	106	1	9	116	9	366	20	395	171	872	1,043		6:00-6:15
6:30-6:45	20	4	52	76	39	386	38	493 463	57 57	2	8	67 61	8	416 396	19	443	132	936	1,068		6:15-6:30
6:45-7:00	17	3	44	64	35	384	41	460	52	6	10	68	6	390	21 25	420 423	137 132	883 883	1,020 1,015		6:30-6:45 6:45-7:00
		.				1			- 1				1				102	555	1,515		0.40-7.00
3 Hour	484			- 040																	
Totals 1 Hour	184	55	571	810	494	4,553	599	5,646	1,205	32	143	1,380	97	5,223	228	5,548	2,190	11,194	13,384		
Totals					1		1		l		l										
4:00-5:00	64	18	197	279	161	1,452	188	1,801	412	14	37	463	37	1,787	51	1,875	742	3,676	4,418	0 00	4:00-5:00
4:15-5:15	66	19	191	276	173	1,430	198	1,801	460	11	53	524	23	1,824	57	1,904	800	3,705	4,505		4:15-5:15
4:30-5:30	61	24	183	268	180	1,409	215	1,804	529	13	60	602	22	1,806	64	1,892	870	3,696	4,566		4:30-5:30
4:45-5:45 5:00-6:00	59	27 24	194	280	178	1,465	204	1,847	522	11	65	598	30		77	1,880	878	3,727	4,605	0.96	4:45-5:45
5:15-6:15	56 51	22	191	271 253	182 179	1,550 1,571	220	1,952 1,979	521 478	9 8	75 62	605	34	1,866	92	1,992	876	3,944	4,820		5:00-6:00
5:30-6:30	53	15	181	249	167	1,622	232	2,021	389	6	54	548 449	36 39	1,761 1,722	92 88	1,889 1,849	801 698	3,868 3,870	4,669 4,568		5:15-6:15
5:45-6:45	58	14	186	258	168	1,620	216	2,004	337	6	42	385	32	1,695	87	1,814	643	3,818	4,568		5:30-6:30 5:45-6:45
6:00-7:00	64	13	183	260	151	1,551	191	1,893	272	9	31	312			85	1,681	572	3,574	4,146		6:00-7:00
 																					
PM Peak													1	.		I	T				PM Peak
5:00-6:00	56	24	191	271	182	1,550	220	1,952	521	9	75	605	34	1,866	92	1,992	876	3,944	4,820	0.91	5:00-6:00

McLean, Virginia

1 395 SB

PM Peak

5:00-6:00

0.97

Existing Traffic Count

PM Peak

5:00-6:00

 PROJECT:
 Mark Center MDA
 DATE:
 5/22/2002
 SOUTHBOUND ROAD:

 W & A JOB NO.:
 1803
 DAY:
 Wednesday
 NORTHBOUND ROAD:

1,518

932 1,518

2,450

McLean, Virginia

Existing Traffic Count

PROJECT. W & A JOB NO Mark Center MDA

1803

DATE: DAY:

5/22/2002 Wednesday SOUTHBOUND ROAD: NORTHBOUND ROAD: 1 395 SB 1 395 SB

INTERSECTION: I 395 SB off Ramp & Seminary Road

WEATHER: nice WESTBOUND ROAD:

Seminary Road

	LOCATION		Alexand		amp a c	emmary	Noau		COUNT	ED BY:					OUND F			Semina	ry Road			
			South	bound				Turning	Movem	ents	North	bound			Eastb	ound						
	Time		1 39	5 SB			Semina	ry Road	l	L	1 39	5 SB			Semina	ry Road		North	East	Total	PHF	Time
	Period	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total	& South	& West			Period
	AM 6:00-6:15 6:15-6:30 6:30-6:45	28 68 64	25 35 30	0	1	0	84 108 103	19 37 44	103 145 147	0	0	0	0 0	0 0 0	0	0 0 0	0	53 103 94	103 145 147	156 248 241		6:00-6:15 6:15-6:30 6:30-6:45
	6:45-7:00 7:00-7:15 7:15-7:30	87 87 123	45 60 61	0	132 147	0	65 103 84	35 50 44	100 153 128	0	0	0	0 0	0 0	0 0	0	0	132 147 184	100 153 128	232 300 312		6:45-7:00 7:00-7:15 7:15-7:30
	7:30-7:45 7:45-8:00 8:00-8:15	141 129 134	62 67 54	0 0 0	196 188	0 0 0	91 112 141	68 53 71	159 165 212		0 0 0	0 0	0 0	0 0 0	0 0	0 0 0	0	203 196 188	159 165 212	362 361 400		7:30-7:45 7:45-8:00 8:00-8:15
	8:15-8:30 8:30-8:45 8:45-9:00	109 142 148	51 64 53	0 0 0	160 206 201	0 0 0	155 140 121	61 57 53	216 197 174	0 0 0	0 0 0	0 0 0	0 0	0 0 0	o 0	0 0	0 0	160 206 201	216 197 174	376 403 375		8:15-8:30 8:30-8:45 8:45-9:00
	3 Hour Totals	1,260	607	0	1,867	0	1,307	592	1,899	0	0	0	0	0	0	0	0	1,867	1,899	3,766		
	1 Hour Totals 6:00-7:00 6:15-7:15 6:30-7:30	247 306 361	135 170 196	0 0 0		0	360 379 355	135 166 173	495 545 528	0	0	0 0	0 0 0	0 0 0	0	0	0	382 476 557	495 545 528	877 1,021 1,085	0.85	6:00-7:00 6:15-7:15 6:30-7:30
	6:45-7:45 7:00-8:00 7:15-8:15 7:30-8:30	438 480 527 513	228 250 244 234	0 0 0		0000	343 390 428 499	197 215 236 253	540 605 664 752	0 0	0000	0000	0000	0 0 0	0 0	0000	0000	666 730 771 747	540 605 664 752	1,206 1,335 1,435 1,499	0.83 0.92 0.90 0.94	6:45-7:45 7:00-8:00 7:15-8:15 7:30-8:30
	7:45-8:45 8:00-9:00	514 533	236 222	0	750	0	548 557	242 242	790 799	0	0	0	0	0	0	0	0	750 755	790 799	1,540 1,554	0.96 0.96	7:45-8:45 8:00-9:00
	AM Peak 8:00-9:00	533	222	0	755	0	557	242	799	0	0	0	0	0	0	0	0	755	799	1,554	0.96	AM Peak 8:00-9:00
	PM 4:00-4:15 4:15-4:30 4:30-4:45	165 167 169	99 130 166	0 0 0	264 297 335	0 0 0	148 172 138	61 80 63	209 252 201	0	0	0	0	0 0 0	0 0 0	0 0	0	264 297 335	209 252 201	473 549 536		4:00-4:15 4:15-4:30 4:30-4:45
	4:45-5:00 5:00-5:15 5:15-5:30	213 155 217	133 109 139	0 0 0	346 264 356	0 0 0	160 158 167	75 76 82	235 234 249	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	0 0	0 0 0	346 264 356	235 234 249	581 498 605		4:45-5:00 5:00-5:15 5:15-5:30
	5:30-5:45 5:45-6:00 6:00-6:15 6:15-6:30	186 177 226 216	153 137 151 197	0	339 314 377 413	0 0 0	182 183 183 165	73 64 65 81	255 247 248 246	0 0 0	0 0 0	0 0 0	0 0	0 0 0	0000	0 0 0	0 0 0	339 314 377 413	255 247 248 246	594 561 625 659		5:30-5:45 5:45-6:00 6:00-6:15 6:15-6:30
	6:30-6:45 6:45-7:00	177 141	130 120	0	307	0	188 176	100 94	288 270	0	0	0	0	0	0	0	0	307 261	288 270	595 531		6:30-6:45 6:45-7:00
	3 Hour Totals	2,209	1,664	0	3,873	0	2,020	914	2,934	0	0	0	0	0	0	0	0	3,873	2,934	6,807		
	1 Hour Totals 4:00-5:00	714	528	0		0	618	279	897	0	0	0	0	0	0	0	0	1,242	897	2,139	0.92	4:00-5:00
	4:15-5:15 4:30-5:30 4:45-5:45	704 754 771	538 547 534	0 0	1,242 1,301	0 0	628 623	294 296 306	922 919 973	0 0 0	0 0 0	0 0 0	000	0	0 0	0 0	0 0	1,242 1,301 1,305	922 919 973	2,164 2,220 2,278	0.93 0.92	4:15-5:15 4:30-5:30 4:45-5:45
	5:00-6:00 5:15-6:15 5:30-6:30	735 806 805	538 580 638	0	1,273 1,386	0 0		295 284 283	985 999 996	0 0	0	0	0 0	0	0	0	0	1,273 1,386 1,443	985 999 996	2,258 2,385 2,439	0.93 0.95	5:00-6:00 5:15-6:15 5:30-6:30
	5:45-6:45 6:00-7:00	796 760	615 598	0	1,411	0	719 712	310 340	1,029 1,052	0	0	0	0	0	0	0 0	0	1,411 1,358	1,029	2,440 2,410	0.93	5:45-6:45 6:00-7:00
	PM Peak 5:45-6:45	796	615	0	1,411	0	719	310	1,029	0	0	0	0	0	0	0	0	1,411	1,029	2,440	0.93	PM Peak 5:45-6:45

McLean, Virginia

Existing Traffic Count

PROJECT: Mark Center MDA

W & A JOB NO.: 1803

INTERSECTION: 1 395 NB On Ramp & Seminary Rd.

DATE: DAY: WEATHER:

5/22/2002 Wednesday SOUTHBOUND ROAD:

NORTHBOUND ROAD: WESTBOUND ROAD:

1 395 NB Seminary Road

LOCATION			dria ,VA	p & C	seminar	,u.		COUNT	ED BY:	nice Matt jja				BOUND			Semina	ary Roa			
		South	bound			W/oct	Turning	Movem			haund									T	
Time)			Semina	ary Road	i		1 39				East!	oound)		North	East	Total	PHF	Time
Period	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total	& South	& West			Period
AM 6:00-6:15	0	0	0	0	105	31	0	136	0	110	117	227	0	0	0	0	227	136	363		6:00-6:15
6:15-6:30 6:30-6:45	0	0	0	0 0	101 130	43 39	0	144 169	0	129 137	128 111	257 248	0	0	0	0		144 169	401		6:15-6:30
6:45-7:00	0	0	0	0	172	42	0	214	ő	164	95	259	0	0	0	0		214	417 473	l	6:30-6:45 6:45-7:00
7:00-7:15 7:15-7:30	0	0	0	0	219 234	70 74	0	289 308	0	218 179	116 143	334 322	0	0	0	0		289 308	623		7:00-7:15
7:30-7:45	0	0	0	0	211	87	0	298	0	205	124	329	0	0	0	0	1	298	630 627		7:15-7:30 7:30-7:45
7:45-8:00 8:00-8:15	0	0	0	0	224 248	109 122	0	333 370	0	181 163	124 179	305 342	0	0	0	0		333 370	638		7:45-8:00
8:15-8:30	0	0	0	0	208	122	0	330	0	136	185	321	0	0	0	0		330	712 651		8:00-8:15 8:15-8:30
8:30-8:45 8:45-9:00	0	0	0	0	174 191	102 104	0	276 295	0	151 153	228	379	0	0	0	0		276	655		8:30-8:45
3 Hour	Ü	J	U	U	191	104		295	١	153	194	347	0	0	0	0	347	295	642		8:45-9:00
Totals	0	0	0	0	2,217	945	0	- 3,162	0	1,926	1,744	3,670	0	0	0	0	3,670	3,162	6,832	-	
1 Hour Totals																				 	
6:00-7:00	o	0	0	o	508	155	o	663	0	540	451	991	0	o	0	0	991	663	1,654	0.87	6:00-7:00
6:15-7:15 6:30-7:30	0	0	0	0	622 755	194 225	0	816 980	0	648 698	450	1,098	0	o	0	0	1,098	816	1,914	0.77	6:15-7:15
6:45-7:45	ő	0	o	o	836	273	0	1,109	0	766	465 478	1,163 1,244	0	0	0	0	1,163 1,244	980 1,109	2,143 2,353	0.85 0.93	6:30-7:30 6:45-7:45
7:00-8:00 7:15-8:15	0	0	0	0	888 917	340 392	0	1,228	0	783	507	1,290	0	0	0	0	1,290	1,228	2,518	0.99	7:00-8:00
7:30-8:30	o	0	0	ö	891	440	0	1,309 1,331	0	728 685	570 612	1,298 1,297	0	0	0	0	1,298 1,297	1,309 1,331	2,607 2,628	0.92 0.92	7:15-8:15 7:30-8:30
7:45-8:45 8:00-9:00	0	0	0	0	854	455	0	1,309	0	631	716	1,347	0	0	0	0	1,347	1,309	2,656	0.93	7:45-8:45
8.00-9.00	J	Ů	0	0	821	450	0	1,271	0	603	786	1,389	0	0	0	0	1,389	1,271	2,660	0.93	8:00-9:00
AM Peak 8:00-9:00	0	ō	0	0	821	450	0	1,271	o	603	786	1,389	o	o	o	0	1,389	1,271	2,660	0.93	AM Peak 8:00-9:00
PM 4:00-4:15	0	0	0	0	51	71	0	122	0	107	140	247	0	0	0	0	247	122	200		
4:15-4:30	0	0	o	0	44	106	0	150	0	168	142	310	o	0	ő	0	310	150	369 460		4:00-4:15 4:15-4:30
4:30-4:45 4:45-5:00	0	0	0	0	55 85	68 75	0	123 160	0	194 129	135 157	329 286	0	0	0	0	329 286	123	452		4:30-4:45
5:00-5:15	0	0	o	0	87	79	o	166	o	169	155	324	o	0	0	0	324	160 166	446 490		4:45-5:00 5:00-5:15
5:15-5:30 5:30-5:45	0	0	0	0	73 74	65 43	0	138 117	0	182 185	165 144	347 329	0	0	0	0	347	138	485		5:15-5:30
5:45-6:00	0	0	0	0	72	64	0	136	ő	137	179	316	0	0	0	0	329 316	117 136	446 452		5:30-5:45 5:45-6:00
6:00-6:15 6:15-6:30	0	0	0	0	60 82	60 87	0	120 169	0	120 146	172 153	292 299	0	0	0	0	292	120	412		6:00-6:15
6:30-6:45	0	o	o	ő	66	57	o	123	0	139	175	314	0	0	0	0	299 314	169 123	468 437		6:15-6:30 6:30-6:45
6:45-7:00	0	0	0	0	58	44	0	102	0	118	149	267	٥	0	0	0	267	102	369		6:45-7:00
3 Hour Totals	0	0	0	0	807	819		1,626	0	1,794	1,866	3,660	. 0	0	- 0	0	3,660	1,626	5,286		
1 Hour	$\neg \uparrow$											-,,,,,,					5,555	1,525	0,200		
Totals 4:00-5:00	٥	o	اه	٥	235	320	o	555	0	598	574	1,172		0	ا	٥	1 172	FEF	1 707	0.04	4.00 5.00
4:15-5:15	0	0	0	0	271	328	0	599	0	660	589	1,249	ö	ő	0	ő	1,172 1,249	555 599	1,727 1,848		4:00-5:00 4:15-5:15
4:30-5:30 4:45-5:45	0	0	0	0	300 319	287 262	0	587 581	0	674 665	612 621	1,286	0	0	0	0	1,286	587	1,873	0.96	4:30-5:30
5:00-6:00	0	0	0	0	306	251	0	. 557	0	673	643	1,286 1,316	0	0	0	0	1,286 1,316	581 557	1,867 1,873		4:45-5:45 5:00-6:00
5:15-6:15 5:30-6:30	0	0	0	0	279 288	232 254	0	511 542	0	624 588	660 648	1,284	0	0	0	0	1,284	511	1,795	0.93	5:15-6:15
5:45-6:45	0	0	0	0	280	268	0	548	0	542	679	1,236 1,221	0	0	0	0	1,236 1,221	542 548	1,778 1,769		5:30-6:30 5:45-6:45
6:00-7:00	٥	0	0	0	266	248	0	514	0	523	649	1,172	٥	٥	0	0	1,172	514	1,686		6:00-7:00
PM Peak 5:00-6:00	0	0	0	0	306	251		557	0	673	643	1316					1316	557	1873	0.9666	PM Peak 5:00-6:00

McLean, Virginia

Existing Traffic Count

PROJECT: W & A JOB NO.: Mark Center MDA

1803

INTERSECTION: I 395 NB off Ramp & Seminary Rd.

DATE: DAY: WEATHER: 5/22/2002 Wednesday SOUTHBOUND ROAD:

NORTHBOUND ROAD:

WESTBOUND ROAD:

1 395

LOCATION: Alexandria ,VA COUNTED BY: Victor EASTBOUND ROAD:

LOCATION	:	Alexan	dna ,VA					COUNT		Victor agan			EASTB	OUND	ROAD:		Semina	ary Road			
		South	bound			West	Turning bound	Movem	ents	North	bound			Factl	ound						
Time		C)	,)			13	395			Semina	ry Road		North	East	Total	PHF	· Time
Period	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total	& South	& West			Period
AM 6:00-6:15 6:15-6:30 6:30-6:45 6:45-7:00 7:00-7:15 7:15-7:30 7:30-7:45 7:45-8:00 8:00-8:15 8:15-8:30 8:30-8:45 8:45-9:00	0000000000000	0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28 26 28 31 36 15 16 35 33 35 49	115 115 116 84 107 88 119 130 125 189 160	0 0 0 0 0 0 0 0 0	143 141 144 115 143 103 135 165 158 224 209	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 39 27 52 44 66 67 61 74 60 61	131 144 198 182 226 200 200 181 215 174 188	146 183 225 234 270 266 267 242 289 234 249	143 141 144 115 143 103 135 165 158 224 209	146 183 225 234 270 266 267 242 289 234 249	289 324 369 349 413 369 402 407 447 458 458		6:00-6:15 6:15-6:30 6:30-6:45 6:45-7:00 7:00-7:15 7:15-7:30 7:30-7:45 7:45-8:00 8:00-8:15 8:15-8:30 8:30-8:45
3 Hour Totals	0	0	0	0	0	0	- 0	- 0	385	1,502	0	1,887	0	626	2,146	2,772	- 1,887	2,772	4,659		
1 Hour Totals 6:00-7.00 6:15-7:15 6:30-7:30 6:45-7:45 7:00-8:00 7:15-8:15 7:30-8:30 7:45-8:45 8:00-9:00	000000000000000000000000000000000000000	000000000000000000000000000000000000000	0 0 0 0 0 0	0 0	000000000000000000000000000000000000000	000000000	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	113 121 110 98 102 99 119 152 170	430 422 395 398 444 462 563 604 628	00000000	543 543 505 496 546 561 682 756 798	000000000	133 162 189 229 238 268 262 256 255	655 750 806 808 807 796 770 758 684	788 912 995 1,037 1,045 1,064 1,032 1,014 939	543 543 505 496 546 561 682 756 798	788 912 995 1,037 1,045 1,064 1,032 1,014 939	1,331 1,455 1,500 1,533 1,591 1,625 1,714 1,770 1,737	0.90 0.88 0.91 0.93 0.96 0.91 0.94 0.97	6:00-7:00 6:15-7:15 6:30-7:30 6:45-7:45 7:00-8:00 7:15-8:15 7:30-8:30 7:45-8:45 8:00-9:00
AM Peak 7:45-8:45	0	o	0	0	0	0	o	o	152	604	ō	756	0	256	758	1,014	756	1,014	1,770	0.97	AM Peak 7:45-8:45
FM 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 6:00-6:15 6:15-6:30 6:30-6:45 6:45-7:00 3 Hour Totals	0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 60 67 91 61 84 77 75 79 91 74 71	0 137 148 139 136 122 161 143 171 162 159 145	000000000000000000000000000000000000000	0 197 215 230 197 206 238 218 250 253 233 216	0 0 0 0 0 0 0 0 0	0 134 131 138 189 161 135 163 139 122 133 129	0 136 230 149 185 150 162 218 195 239 197 191	0 270 361 287 374 311 297 381 334 361 330 320	0 197 215 230 197 206 238 218 250 253 233 216	0 270 361 287 374 311 297 381 334 361 330 320	0 467 576 517 571 517 535 599 584 614 563 536		4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00 6:00-6:15 6:15-6:30 6:30-6:45 6:45-7:00
1 Hour		\dashv					\dashv			.,,,,,,		2,400		1,574	2,002	0,020	2,400	5,526	0,019		
Totals 4:00-5:00 4:15-5:15 4:30-5:30 4:45-5:45 5:00-6:00 5:15-6:15 5:30-6:30 5:45-6:45 6:00-7:00	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	00000000	0 0 0 0 0 0	218 279 303 313 297 315 322 319 315	424 560 545 558 562 597 637 635	0 0 0 0 0 0 0	642 839 848 871 859 912 959 954	000000000000000000000000000000000000000	403 592 619 623 648 598 559 557 523	515 700 714 646 715 725 814 849 822	918 1,292 1,333 1,269 1,363 1,323 1,373 1,406 1,345	642 839 848 871 859 912 959 954 952	918 1,292 1,333 1,269 1,363 1,323 1,373 1,406 1,345	1,560 2,131 2,181 2,140 2,222 2,235 2,332 2,360 2,297	0.92 0.95 0.94 0.93 0.93 0.95 0.96	4:00-5:00 4:15-5:15 4:30-5:30 4:45-5:45 5:00-6:00 5:15-6:15 5:30-6:30 5:45-6:45 6:00-7:00
PM Peak 5:45-6:45	0	o	0	0	0	О	0	0	319	635	0	954	0	557	849	1,406	954	1,406	2,360	0.96	PM Peak 5:45-6:45

Appendix B

Existing Levels of Service

	*	-	•	•	←	*	4	†	~	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተ ተጉ		ሻ	† }			4	7	ሻ	₽	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	See See See See See See See See	4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95			1.00	1.00	1.00	1.00	
Frt	1.00	0.99	200000000000000000000000000000000000000	1.00	0.98		Salah Janus 1969 TV Silan Persona	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5012	110 80 9 0 Men A 41 0 8 0 1 1 10 0	1770	3476		22000	1797	1583	1770	1723	
FIt Permitted	0.39	1.00		0.09	1.00			0.82	1.00	0.73	1.00	
Satd. Flow (perm)	718	5012		160	3476			1521	1583	1356	1723	
Volume (vph)	42	1510	161	100	586	79	31	11	34	22	9	9
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	1589	169	105	617	83	33	12	36	23	9	9
Lane Group Flow (vph)	44	1758	0	105	700	0	0	45	36	23	18	0
Turn Type	pm+pt	4		pm+pt			Perm		pm+ov	Perm		
Protected Phases	7	4	MARCH 2 1822 No. 8 (2 / 1/200)	3	8			2	3		6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	67.4	63.5	21001)X 2000 30 0 0 0000 0000	76.0	68.1	2.20-0.0 P.0.0 P.0.20.20 P.0.00		16.0	24.5	16.0	16.0	
Effective Green, g (s)	67.4	63.5		76.0	68.1			16.0	24.5	16.0	16.0	
Actuated g/C Ratio	0.67	0.64	**************	0.76	0.68			0.16	0.24	0.16	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	525	3183		258	2367			243	451	217	276	
v/s Ratio Prot	0.00	c0.35	ERT SENSO COME SECTION SECTION SE	c0.03	0.20		120 110.0 10.0 10.0 10.0 10.0 10.0 10.0		0.01		0.01	
v/s Ratio Perm	0.05			0.27				c0.03	0.02	0.02		
v/c Ratio	0.08	0.55	NAME OF THE OWNER, 1885	0.41	0.30			0.19	0.08	0.11	0.07	
Uniform Delay, d1	5.4	10.3		6.9	6.4			36.4	29.1	35.9	35.7	
Progression Factor	1.00	1.00		1.40	2.24			0.96	1.43	1.00	1.00	
Incremental Delay, d2	0.1	0.7		1.0	0.3			0.1	0.0	0.2	0.1	
Delay (s)	5.5	11.0		10.6	14.6			35.1	41.7	36.1	35.8	
Level of Service	Α	В		В	В			D	D	D	D	
Approach Delay (s)		10.8			14.1			38.0			35.9	274 Charles & 275 (1909 10 day 8
Approach LOS		В			В			D		,	D	
Intersection Summary												
HCM Average Control D			13.0	F	ICM Lev	el of Se	rvice		В			
HCM Volume to Capaci			0.47	i i i i i i i i i i i i i i i i i i i		nechalikatak idi seteba				. (2004) 1000	S geschilder et a	s sacretos sacr
Actuated Cycle Length			100.0		Sum of lo	ost time	(s)		12.0			
Intersection Capacity U			53.6%			el of Serv			Α		A. S. 180 2023.	**************************************
c : Critical Lane Group									-			

	۶	→	•	•	←	*	4	†	<i>></i>	>	↓	4
Movement	EBL	EBT	EBR	WBL	WBT -	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ተተ		7	† }		ሻሻ	^ ^	7	ሻ	ተተተ	. TO A SPECIAL S
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	-5-6-5/92/83/CEC
Lane Util. Factor	0.97	0.95		1.00	0.95		0.97	0.95	1.00	1.00	0.91	
Frt	1.00	1.00		1.00	0.96		1.00	1.00	0.85	1.00	1.00	. 1921/19 20/09 35-1
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539		1770	3402		3433	3539	1583	1770	5085	1514E 000 H4F-17 -
Fit Permitted	0.95	1.00		0.32	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539		602	3402		3433	3539	1583	1770	5085	
Volume (vph)	480	531	0	81	182	64	367	1079	151	57	824	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	559	0	85	192	67	386	1136	159	60	867	0
Lane Group Flow (vph)	505	559	0	85	259	0	386	1136	159	60	867	0
Turn Type	Prot			pm+pt			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8					2			
Actuated Green, G (s)	15.0	20.8	pagas - may no considerate terms	21.0	13.4		14.4	44.1	44.1	7.5	37.2	
Effective Green, g (s)	16.0	21.8		23.0	14.4		15.4	45.1	45.1	8.5	38.2	
Actuated g/C Ratio	0.16	0.22		0.23	0.14		0.15	0.45	0.45	0.08	0.38	
Clearance Time (s)	5.0	5.0		5.0	⁻ 5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	,	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	549	772		239	490		529	1596	714	150	1942	
v/s Ratio Prot	c0.15	c0.16	S. Qui and the section of the sections of	0.03	0.08	830,740,000,800,000,000,000,000,000,000,000,0	c0.11	c0.32		0.03	0.17	
v/s Ratio Perm				0.05					0.10			
v/c Ratio	0.92	0.72		0.36	0.53		0.73	0.71	0.22	0.40	0.45	
Uniform Delay, d1	41.4	36.3		31.2	39.7		40.3	22.2	16.8	43.3	23.0	
Progression Factor	0.84	0.74		1.00	1.00		1.02	1.32	1.62	1.00	1.00	
Incremental Delay, d2	18.4	2.9		0.9	1.0		4.3	2.3	0.6	1.7	0.7	
Delay (s)	53.3	29.6	pognici a de la como de comencia	32.1	40.7		45.2	31.6	27.8	45.1	23.8	
Level of Service	D	С		С	D		D	С	С	D	C	
Approach Delay (s)		40.9	10.000 (10.000) (10.0	1000 (1000 43 000)	38.6	***************************************		34.3			25.1	
Approach LOS		D			D			C			С	
Intersection Summary												
HCM Average Control D			34.3	H	ICM Lev	rel of Se	ervice		С			
HCM Volume to Capacit		00.000000000000000000000000000000000000	0.73		a			a construir de la construir de	ACCORDINATION OF THE SECTION OF THE	and the second s	on and the second section of the second of t	
Actuated Cycle Length (100.0		Sum of lo	ost time	(s)		8.0			
Intersection Capacity Ut			69.9%		CU Leve			region (marine) (filtration of the California)	В			
c Critical Lane Group					4							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	14.14	^		ሻ	ተተጉ		ħ	ተተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	CONTRACTOR SERVICE	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	0.97	1.00		1.00	0.91		1.00	0.91	1.00
Frt		1.00	0.85	1.00	0.90	0,-0,000,000,000,000	1.00	0.99		1.00	1.00	0.85
Fit Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	e/~~~~~~	1780	1583	3433	1675		1770	5047		1770	5085	1583
Fit Permitted		0.96	1.00	0.95	1.00		0.10	1.00		0.11	1.00	1.00
Satd. Flow (perm)	5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	1780	1583	3433	1675		195	5047		206	5085	<u> 1583</u>
Volume (vph)	25	2	164	273	31	65	346	1506	80	35	1350	5 73
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj, Flow (vph)	26	2	173	287	33	68	364	1585	84	37	1421	77
Lane Group Flow (vph)	0	28	173	287	101	0	364	1669	0	37	1421	77
Turn Type	Split		pt+ov	Split			pm+pt			pm+pt		Free
Protected Phases	4	4	4 5	3	3	C7412 & America	5	2		1	6	
Permitted Phases							2			6		Free
Actuated Green, G (s)	Lacon Lacon Police	10.9	27.9	13.0	13.0		61.1	54.3		48.9	45.1	100.0
Effective Green, g (s)	*	10.9	26.9	13.0	13.0		64.1	57.3		50.9	48.1	
Actuated g/C Ratio		0.11	0.27	0.13	0.13		0.64	0.57		0.51	0.48	1.00
Clearance Time (s)		4.0		4.0	4.0		3.0	7.0		3.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	F58202 C
Lane Grp Cap (vph)		194	426	446	218		314	2892		149	2446	1583
v/s Ratio Prot		0.02	c0.11	c0.08	0.06		c0.14	0.33		0.01	0.28	**************************************
v/s Ratio Perm							c0.60			0.12		0.05
v/c Ratio		0.14	0.41	0.64	0.46		1.16	0.58		0.25	0.58	0.05
Uniform Delay, d1		40.3	30.0	41.3	40.3		25.4	13.6		12.8	18.7	0.0
Progression Factor		0.85	0.92	1.00	1.00		1.00	1.00		0.84	0.62	1.00
Incremental Delay, d2		0.3	0.6	3.2	1.6		101.2	0.8		0.8	0.9	0.1
Delay (s)	-control (22/20) (manufacture and area	34.6	28.2	44.5	41.8		126.6	14.5	encemon aproducer having the second	11.5	12.6	0.1
Level of Service		С	С	D	D		F	В		В	В	Α
Approach Delay (s)		29.1			43.8			34.5	NI LIN NI LIN LIGIT COSCONO CO CONTE		11.9	1000 CENTRAL
Approach LOS		C			D			С			В	
Intersection Summary												
HCM Average Control D)elav	i Sedani	26.8	1	HCM Lev	el of Se	ervice		С			
HCM Volume to Capaci			0.98	12. C. Tru 83. E	an di ang di Sal	sassa ro sassista			Carrier Control of the Control of th	on the second se	entre de la companya	
Actuated Cycle Length (100.0		Sum of lo	st time	(s)		12.0			5.5
Intersection Capacity Ut			72.5%		CU Leve				С	and the second s	and the second s	
c Critical Lane Group												100 AP 10

	<i>></i>		•	1	←	*	4	†	~	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT -	WBR	NBL	NBT	NBR	SBL -	SBT	SBR
Lane Configurations					ተተ			414				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		Sec. 200	30 14 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	E. S. S. → 4/34 8 (20)	4.0	LI & D.C. X 12 M 100 C C C C C C C C C C C C C C C C C C	PODE SALVE ALTO THE	4.0				
Lane Util. Factor					0.95			0.95				
Frt		Color de Co		c, /g	1.00			1.00			conversion to a train	1900 SCRORESON
Flt Protected					1.00			0.99				
Satd. Flow (prot)					3539			3486		no seguia de divididade	andres etc. March 1	· SERVICE COLUMN
Fit Permitted					1.00			0.99	Nakati			
Satd. Flow (perm)					3539			3486				780 4040 =
Volume (vph)	0	0	. 0	0	222	0	242	557	0	0	. 0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	234	0	255	586	0	0	erigiyasi oo oo iii. iil ja	0
Lane Group Flow (vph)	0	0	0	0	234	0	0	841	0	0	0	0
Turn Type					_		Perm		(Rifelia			
Protected Phases				2074245 FEBRUAR	8			2	(1) FGW(16) F30	10001548576 300086	ossant Car	
Permitted Phases				į	00.0		2	FC 0			8604431 5.7	
Actuated Green, G (s)					36.0		Reservations	56.0 56.0	950m050m0	ara mate	mredata	
Effective Green, g (s)					36.0			0.56		4.10.34	Bassa:	
Actuated g/C Ratio				200	0.36 4.0	*		4.0			KWWHES	2500000
Clearance Time (s)					******************			1952	Assault (1865)			4 21828888
Lane Grp Cap (vph)				700 S 1700	1274 c0.07			1952			SAGESTE L	
v/s Ratio Prot					CU.U7			c0.24				1000
v/s Ratio Perm v/c Ratio					0.18			0.43				
Uniform Delay, d1					21.9			12.8				
Progression Factor					1.00			1.33				
Incremental Delay, d2					0.3			0.6				
Delay (s)					22.2			17.5				
Level of Service					 C		16.35	В	ir (Salahila)			C-11/2/2010/08/MERS
Approach Delay (s)		0.0			22.2			17.5			0.0	
Approach LOS		A		CERTA PROPERTY	С		Million Co.	В			Α	PASSACION RECORDINA
Intersection Summary	\ala		40.5	-	ICMIO	ial of Co	m doo		В			
HCM Average Control D			18.5 0.33	⊢	ICM Lev	el of Se	er vice		B		AVAZI Y	
HCM Volume to Capaci	y ratio		100.0	c	Sum of Id	oct time	/c\		8.0			
Cycle Length (s)	llization		36.7%		Sum on ic SU Leve				υ.υ			
Intersection Capacity Ut c Critical Lane Group	mzauott		JU,1 70	l.	SO FEAR	71 UI 361	AICC		Λ.		36	TEETHORN
c Childai Lane Group												

	٠	-	*	•	-	4	4	†	/	/	↓	1
Movement	EBL	EBT	EBR	WBL .	WBT-	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	414						ተተተ	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0					5 × 5 × 5 × 5 × 5 × 5 × 5 × 5 × 5 × 5 ×	4.0	OLESCO CONSORMAN
Lane Util. Factor				0.91	0.91						0.91	
Frt	d from Tres-44 and Na	Pro-dry Mindered Hill Street Livers of	N. ANDELSO REPORTED AND LINE	1.00	1.00	ana walangan mangi ngg	one se a se to esto so co.	n in Late of the Assista	records and other real	es tuados nos	1.00	como needo
Flt Protected				0.95	0.99				434		1.00	
Satd. Flow (prot)	witten of the second second	and the second second second	00000000000000000000000000000000000000	1610	3353	10000000000000000000000000000000000000	MANUS CHRESTIANS	SE 1770, PER PROPERTY.	244.00895500000	DENOTO A SEMISER	5085	V70.5.7.5 (1952)
Flt Permitted				0.95	0.99						1.00	
Satd. Flow (perm)		100-805 PC 1 <u>4</u> 0-86		1610	3353		TOLER CONTRACT	(* 15. Table 2 . St.			5085	
Volume (vph)	0	0	0	245	250	0	0	0	0	0	744	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95 783	0.95
Adj. Flow (vph)	0	0	0	258	263	0	0	0	0	0	783 783	0
Lane Group Flow (vph)	00	0	0	183	338	0	0	0	0	0	703	
Turn Type				Perm				laisantia			c	
Protected Phases		3.56.67.000		8	8						6	**********
Permitted Phases Actuated Green, G (s)				36.0	36.0						56.0	
Effective Green, g (s)				36.0	36.0						56.0	
Actuated g/C Ratio				0.36	0.36						0.56	
Clearance Time (s)	-			4.0	4.0						4.0	
Lane Grp Cap (vph)				580	1207		M 1816 M 18	2 34 (444,489)	200-200-00-00		2848	4X85.084.00060
v/s Ratio Prot				000	1201			5000000000			c0.15	
v/s Ratio Perm				c0.11	0.10		1640 MAG-1					X.2
v/c Ratio				0.32	0.28			Asset (A)			0.27	
Uniform Delay, d1				23.1	22.8		27632555 (1520)	u Se Op Berste	51. 228 WC+1213	15,500,000,000	11.4	
Progression Factor				1.41	0.95						0.86	
Incremental Delay, d2	180	LP-ATE A STEEL STREET, SALES		1.4	0.6	£355400000 X0244400	***********	Kan Bali Bali Sala	in an Establish on	53.000000000000000000000000000000000000	0.2	
Delay (s)				33.9	22.2						10.0	
Level of Service			0.00.00.20.000.000.000.000.000.	С	С	X128.749-84.143.8 FRE 98.	Name La Harrison a .c. I	DO FOLLER DATES			В	Market A Colored Colored
Approach Delay (s)		0.0			26.3			0.0			10.0	
Approach LOS		Α			С			Α			В	
Intersection Summary												
HCM Average Control D			16.5	Н	ICM Lev	el of Se	rvice		В			
HCM Volume to Capacit	y ratio	,	0.29									
Cycle Length (s)			100.0			ost time			8.0			
Intersection Capacity Uti	lization		31.6%	10	CU Leve	of Ser	vice		Α			
c Critical Lane Group												

	<u>*</u>				+	•	4	†	<i>></i>	\	1	4
		 >	***	T	WOT	NADD.	NO.	NBT	, NBR	SBL	▼ SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBK	NBL	NDI	NDIX	<u>उठाट ;</u> भ	414	CDIX
Lane Configurations		↑	* ***********************************	4000	4000	4000	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	4.0	4.0	1300
Total Lost time (s)		4.0	4.0	erigiskas vak	4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5				17874.56.53	0.91	0.91	
Lane Util. Factor		1.00	1.00							1.00	1.00	
Frt		1.00	0.85		98544798454		KANA WELE			0.95	0.97	
Flt Protected		1.00	1.00							1610	3292	
Satd. Flow (prot)		1863	1583 1.00	2020/10/25	19411 34 134		MERCHINE			0.95	0.97	
Flt Permitted		1.00	1583							1610	3292	
Satd. Flow (perm)		1863			0	0.	0	0	- 0	758	256	0
Volume (vph)	. 0	604	152 0.95	0 0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak-hour factor, PHF	0.95	0.95				0.93	0.95	0.93	0.93	798	269	0.50
Adj. Flow (vph)	0	636	160 160	0	0	0	0	0	0	399	668	0
Lane Group Flow (vph)	0	636		U	<u> </u>	U	U		<u> </u>	Perm	- 000	
Turn Type		4	Perm							Lenn	6	
Protected Phases		4				63.5.5.4444				6	U	
Permitted Phases		540	54.0			-				38.0	38.0	
Actuated Green, G (s)		54.0	54.0		RECEPTARES					38.0	38.0	
Effective Green, g (s)		54.0 0.54	54.0 0.54	i di mari				100		0.38	0.38	2.04
Actuated g/C Ratio		4.0	4.0							4.0	4.0	
Clearance Time (s)			855							612	1251	
Lane Grp Cap (vph)	7-7-3-8-8-7-5-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	1006	8၁၁	1068677770			1975 - 1884 - 1875 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885 - 1885			012	1201	
v/s Ratio Prot		c0.34	0.40		XXX 22				3,733,853,853	c0.25	0.20	Allow State
v/s Ratio Perm		0.00	0.10		2542-0580570	- 150 (15 - 14 SONING	10055-474.04			0.65	0.53	
v/c Ratio		0.63	0.19							25.5	24.1	
Uniform Delay, d1		16.1 1.00	11.8 1.00							0.38	0.44	
Progression Factor		18.2007	Carried Section Section							5.2	1.6	
Incremental Delay, d2		3.0	0.5 12.3							14.9	12.3	
Delay (s)		19.1	12.3 B	•						14.3 B	12.5 B	
Level of Service		В 17.7	D	6.533,947,873,733	0.0			0.0		U	13.3	
Approach Delay (s)					0.0 A			. 0.0 A			10.5 B	
Approach LOS		В			A			^				
Intersection Summary												
HCM Average Control D	elay		15.2	F	ICM Le	vel of Se	rvice		В			
HCM Volume to Capacit			- 0.64									
Cycle Length (s)	·		100.0	S	Sum of I	ost time	(s)	No. of the last of	8.0			
Intersection Capacity Uti	ilization		62.2%	- 1	CU Lev	el of Ser	vice		В			
c Critical Lane Group	and the second second second second		anne and a second second second	- government you do it is a state of the								
•												

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Movement .	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414						ተተ				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	20 MONE (4000) 11 MONE	4.0						4.0				10000 000 J. 227 1933. 3
Lane Util. Factor		0.95						0.95				
Frt		1.00	DALMERINA V.			5 ()		1.00				
FIt Protected	13765.77	0.97						1.00				
Satd. Flow (prot)	THE PROPERTY OF STREET	3441	CONTRACTOR BOSING CO. C.	1 - 1 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -			*****	3539				
FIt Permitted		0.97						1.00				
Satd. Flow (perm)	14 publishering 2012 en	3441	18.11.81.211.11.71.11.11	B.1 × 3000 1 # 1 FEE	70000 878000 QLUMLANIAN	0.22/7781.6241.6414.6414.104.447		3539				
Volume (vph)	796	603	0	0	0	0	0	450	0	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	838	635	0	0	0	0	0	474	0	0	0	0
Lane Group Flow (vph)	0	1473	0	0	0	0	0	474	0_	0	0	0
Turn Type	Perm											
Protected Phases	Committee 2000 September 2000	4			20.200			2				
Permitted Phases	4											
Actuated Green, G (s)	2.00.2000000000000000000000000000000000	54.0						38.0				
Effective Green, g (s)		54.0						38.0				
Actuated g/C Ratio		0.54				error and the control of the control		0.38				
Clearance Time (s)		4.0						4.0				
Lane Grp Cap (vph)		1858	.,					1345				
v/s Ratio Prot								c0,13				
v/s Ratio Perm		c0.43										
v/c Ratio		0.79						0.35				
Uniform Delay, d1	**************************************	18.5						22.2				
Progression Factor		1.01						1.00				
Incremental Delay, d2		3.0						0.7				
Delay (s)		21.7						22.9				
Level of Service		С						C				
Approach Delay (s)	14	21.7			0.0			22.9		441	0.0	
Approach LOS		С			Α			С			Α	
Intersection Summary												
HCM Average Control D	elay		22.0	Н	CM Lev	el of Se	rvice		С			· · · · · · · · · · · · · · · · · · ·
HCM Volume to Capacit			0.61	Ż								
Cycle Length (s)	▼		100.0	S	um of lo	st time	(s)		8.0			enterview of the transfer of \$200
Intersection Capacity Uti	lization		66.2%			l of Ser			В			
c Critical Lane Group	SALES LINEAR PROPERTY CONTROL		madukopetti 14 4 T	on en contract constitute en incidios.					a ann agus sea a ta tha ta ta ta ta ta			
•												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR .	NBL	NBT	NBR	-SBL	SBT	SBR
Lane Configurations	ሻ	ተተን		75	↑ }			4	7	ሻ	7>	
Ideal Flow (vphpl)	1900	1900	. 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	owers and affect
Lane Util. Factor	1.00	*0.91		*1.00	0.95			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	0.90	emiscar (edilleri i i i i i i i i i i i i i i i i i i
Fit Protected	0.95	1.00	4	0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5073		1770	3535			1779	1583	1770	1682	A PARTY TO SO THE TREE THE TO SEE
Flt Permitted	0.09	1.00		0.18	1.00		100	0.69	1.00	0.55	1.00	
Satd. Flow (perm)	163	5073	w-122000000 1221 (329	3535			1290	1583	1028	1682	
Volume (vph)	7	1159	19	54	1626	13	127	9	66	82	- 22	40
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	1220	20	57	1712	14	134	9	69	86	23	42
Lane Group Flow (vph)	7	1240	0	57	1726	0	0	143	69	86	65	0
Turn Type	pm+pt			pm+pt.			Perm		pm+ov	Perm		
Protected Phases	7	4	6.00 (3	8			2	3		6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	65.9	64.7	ALBERT STATE OF CONTRACTOR	74.0	68.8			18.0	23.3	18.0	18.0	
Effective Green, g (s)	65.9	64.7		74.0	68.8			18.0	23.3	18.0	18.0	
Actuated g/C Ratio	0.66	0.65		0.74	0.69			0.18	0.23	0.18	0.18	
Clearance Time (s)	4.0	⁻ 4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	127	3282		320	2432			232	432	185	303	
v/s Ratio Prot	0.00	0.24	The Charles of the Charles	0.01	c0.49	MC 0400000000000000000000000000000000000	-9 (0500) (4.404-05-404-00	Second Control of the	c0.01		0.04	CARROLL CON M
v/s Ratio Perm	0.04			0.12				c0.11	0.04	0:08		
v/c Ratio	0.06	0.38		0.18	0.71	CONTROL MANAGEMENT CONTROL CONTROL	2.1010000000000000000000000000000000000	0.62	0.16	0.46	0.21	
Uniform Delay, d1	8.7	8.2		4.3	9.5			37.8	30.6	36.7	35.0	
Progression Factor	1.00	1.00	***************************************	1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.3		0.3	1.8			- 4.8	0.2	1.8	0.4	
Delay (s)	8.9	8.6		4.6	11.3			42.6	30.7	38.5	35.3	
Level of Service	Α.	Α		Α	В			GRAND TO STORE WAS	C	D	D	
Approach Delay (s)	38 C 10 C 1	8.6			11.1	***************************************		38.7			37.2	
Approach LOS		Α			В			D			Ď	
Intersection Summary												
HCM Average Control D	elay		13.1	· · · · · · · · · · · · · · · · · · ·	ICM Le	vel of Se	ervice		В			
HCM Volume to Capacit	ty ratio		0.66			en e	n a rea i st. 1860 (Propone Al Británico de Carlo Carl					
Actuated Cycle Length (s)		100.0		Sum of I	ost time	(s)		8.0			
Intersection Capacity Ut			69.0%			el of Ser			В			and the second second
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ተተ		ሻ	† }		ሻሻ	^	7	ሻ	ተተተ	Committee Control Control Control
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	Secretary and the second	1900
Total Lost time (s)	4.0	4.0	22231211777	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		1.00	0.95		0.97	0.95	1.00	1.00	0.91	
Frt	1.00	1.00		1.00	0.98		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	2-46-3-1-46-1-6-1-6-1-6-1-6-1-6-1-6-1-6-1-6-1-	1770	3474		3433	3539	1583	1770	5085	
Flt Permitted	0.95	1.00		0.37	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	(1100 PC) 40 12 (AAAAAAAA)	684	3474		3433	3539	1583	1770	5085	
Volume (vph)	340	345	0	160	503	70	521	1018	200	87	1394	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	358	363	0	168	529	74	548	1072	211	92	1467	0
Lane Group Flow (vph)	358	363	0	168	603	0	548	1072	211	92	1467	0
Turn Type	Prot			pm+pt			Prot		Perm	Prot		
Protected Phases	7	4	169-1615-1615-1615-1615-1646-1	3	8	# 0. 2000 www. 2000 0. 200 0.000	5	2		1	6	
Permitted Phases				8					2			
Actuated Green, G (s)	12.9	18.2	CO CON POST OLI COLO RESPONSESSES	28.9	17.1		15.0	50.5	50.5	9.5	45.0	
Effective Green, g (s)	13.9	19.2		30.9	18.1		16.0	51.5	51.5	10.5	46.0	
Actuated g/C Ratio	0.13	0.17		0.28	0.16		0.15	0.47	0.47	0.10	0.42	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	434	618		319	572		499	1657	741	169	2126	
v/s Ratio Prot	c0.10	0.10	2.00	0.06	c0.17	A 7 C. D. 1980 C. D. L. 1980 C. D. 1980 C. D	c0.16	0.30		0.05	c0.29	
v/s Ratio Perm				0.09					- 0.13			
v/c Ratio	0.82	0.59		0.53	1.05		1.10	0.65	0.28	0.54	0.69	
Uniform Delay, d1	46.9	41.8		31.6	46.0		47.0	22.3	17.9	47.5	26.2	
Progression Factor	1.00	1.00		1.00	1.00		0.75	1.24	1.14	1.00	1.00	
Incremental Delay, d2	12.1	1.4		1.6	52.7		66.1	1.6	0.8	3.6	1.9	
Delay (s)	58.9	43.2		33.2	98.7		101.3	29.2	21.2	51.0	28.0	
Level of Service	E	D		С	F		F	C	- С	D	···C	
Approach Delay (s)		51.0			84.4			49.8			29.4	with the transfer of the second
Approach LOS		D			F			, D			- C	
Intersection Summary												
HCM Average Control D	elav		48.9	H	ICM Lev	el of Se	rvice		D			
HCM Volume to Capacit		55.QS (>) 17.QS (s	0.85	11.	As Colors			(166 (150 (150 <u>(150 (150 (150 (</u>	00.000.000.000.000.000.000.000.000.000.000	300000000000000000000000000000000000000	1000 144 BUG 75 07 V V	With a distribution
Actuated Cycle Length (110.0		Sum of Io	st time	(s)		16.0			
Intersection Capacity Ut		and ordered	84.5%		CU Leve			gantaring to the Control	D	n og en skalen for til skalen fra	and the second s	CONTRACTOR STATE OF S
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR-	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		सी	7	ሻሻ	1>	***************************************	ሻ	ተተጐ		ሻ	ተተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	104100040000000000000000000000000000000	4.0	4.0	4.0	4.0	2 2000000000000000000000000000000000000	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	0.97	1.00		1.00	0.91	188	1.00	0.91	1.00
Frt	antini sata o massa cam	1.00	0.85	1.00	0.89		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1783	1583	3433	1666		1770	5005		1770	5085	1583
Flt Permitted		0.96	1.00	0.95	1.00		0.07	1.00		0.08	1.00	1.00
Satd. Flow (perm)		1783	1583	3433	1666		123	5005		150	5085	1583
Volume (vph)	75	9	521	191	24	56	220	1550	182	92	1866	34
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	9	548	201	25	59	232	1632	192	97	1964	36
Lane Group Flow (vph)	0	88	548	201	84	0	232	1824	0	97	1964	36
Turn Type	Split		pt+ov	Split			pm+pt			pm+pt		Free
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases							2			- 6		Free
Actuated Green, G (s)	9096-2015-400 KGOMT V 24/2/094-01/2/400	12.0	31.0	11.5	11.5		71.5	60.2		61.8	53.5	110.0
Effective Green, g (s)		12.0	30.0	11.5	11.5		74.5	63.2		63.8	56.5	110.0
Actuated g/C Ratio		0.11	0.27	0.10	0.10		0.68	0.57		0.58	0.51	1.00
Clearance Time (s)		4.0		4.0	4.0		3.0	7.0		3.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		195	432	359	174		293	2876		195	2612	1583
v/s Ratio Prot	14 4 5 7800 CO.	0.05	c0.35	c0.06	0.05		0.10	0.36		0.03	0.39	
v/s Ratio Perm							c0.44			0.26		0.02
v/c Ratio		0.45	1.27	0.56	0.48		0.79	0.63		0.50	0.75	0.02
Uniform Delay, d1		45.9	40.0	46.8	46.4		30.7	15.7		12.7		0.0
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.73	1.00
Incremental Delay, d2		1.7	138.1	1.9	2.1		13.6	1.1		1.7	1.8	0.0
Delay (s)		47.6	178.1	48.7	48.6		44.3	16.7	_	14.4	38.5	0.0
Level of Service		D	F	D	D		- D	В		В	D	A
Approach Delay (s)		160.0			48.7			19.8			36.7	
Approach LOS		F			D			В			. D	
Intersection Summary												
HCM Average Control D	elay		46.0	· · · · · · · · · · · · · · · · · · ·	ICM Lev	rel of Se	rvice		D	1000		
HCM Volume to Capacit		SALUK SELTET PETER	0.89	on a contract of the contract	&con9024.04.0 002	(Part#+#1+#-0560);		an conductor (60)	acom conscionate (\$4.5)	on a war to the second section.	CALLED THE THE PROPERTY OF THE	
Actuated Cycle Length (110.0		Sum of Io	st time	(s)		8.0			
Intersection Capacity Ut			87.6%		CU Leve				D			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBŢ	SBR
Lane Configurations					ተተ			ተጉ		and the second second second second	v visso i a nemocratica se seco	CHIMITHE MATERIA
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0			4.0	AND AND A CONCENSION OF THE PARTY OF THE PAR	x x 300 x 50 100000 0 200000 00000	namesensk Kiloniji	CONSTRUCTION OF THE PARTY OF TH
Lane Util. Factor					0.95			0.95				
Frt					1.00		a waxaa aa	1.00	NAMES OF THE STREET STREET	epopum progresses et et		and the second
FIt Protected					1.00			0.99				
Satd. Flow (prot)					3539	And the latter of the control of the		3487	omenica communicación de la companya de la company	ayayan madan bari (1933)		manatan Protest
FIt Permitted					1.00			0.99				
Satd. Flow (perm)					3539			3487	A. J. Co. Co. Co. Co. Co. Co. Co. Co. Co. Co	Name of the first of the first		men estat Sant Z
Volume (vph)	0	0	0	0	**************************************	0	310	719	0	. 0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	647	0	326	757	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	647	0	0	1083	0	0	0	0
Turn Type							Perm			1		
Protected Phases					8		******************************	2	na na amin'ny azakatana n		10101.0410000000.000000000	
Permitted Phases							2					
Actuated Green, G (s)	No. of the Control of	was as in the same and the same and the	***************************************	No violabiliti Nilassi Siftor Mine	49.0	en#com	Experience internal constant and	53.0		never borderels services	CALL MEDICAL TOPS	Approximate the second
Effective Green, g (s)					49.0			53.0				
Actuated g/C Ratio	***********************	240000 Y 27 - 2 40 Y 2 40 Y 20 Y 20 Y 20 Y 20 Y 20 Y			0.45		1906/00 to 1006/00 (1995/1995/1995/1995/1995/1995/1995/1995	0.48				
Clearance Time (s)			-		4.0			4.0				
Lane Grp Cap (vph)					1576			1680	- S. 1810-1900-1900-1901-1911-1911-1911-1911-	PARAMETER SELECTION		Carlo Colonia de Carlo Car
v/s Ratio Prot					c0.18							
v/s Ratio Perm			MANAGEMENT TO A LABOR VALUE OF THE PROPERTY OF THE	net to commence incommence describes a commence access	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx		CONCUENTATION OF SHOP S TO	c0.31			***************	4 10 10 10 10 10 10 10 10 10 10 10 10 10
v/c Ratio					0.41			0.64				
Uniform Delay, d1	THE MOTER PERSONNEL PRINCIPLE	common and Company of the State		- 0× 40°000°00000000000000000000000000000	20.7	TO ALL STREET		21.4	reacta si indicata	romania de la composición dela composición de la composición de la composición de la composición de la composición dela composición de la		
Progression Factor					1.00			0.97				1.37
Incremental Delay, d2	ewers named a continuous re-	AND CO. 15 ASSESSMENT 1887	to characterist and the control		8.0			1.7			5	
Delay (s)					21.5			22.6				
Level of Service			No. State Control of the Control of		С			С			0.6	
Approach Delay (s)		0.0			21.5			22.6			0.0	
Approach LOS		Α			С			С			Α	
Intersection Summary												
HCM Average Control D		ngganganganaana.	22.2	Н	ICM Lev	el of Se	rvice	500000000000000000000000000000000000000	С			
HCM Volume to Capacit	y ratio		0.53	=	_		,					
Cycle Length (s)	ggreen Stepanistics (max		110.0			ost time		Districtives have	8.0		nastani fistorio	
Intersection Capacity Uti	lization		55.0%	. 10	U Leve کال	of Ser	vice		A			
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	414						ተተተ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0						4.0	
Lane Util. Factor				0.91	0.91						0.91	
Frt				1.00	1.00			and the second s	AND CONTRACTOR OF THE CONTRACT	venomera et accultaret	1.00	886. 80.400 NO. 400 A \$10 NO.
Flt Protected				0.95	0.97						1.00	
Satd. Flow (prot)		anta - como anto anto an	econos Magnago esta a est sessocio	1610	3296	Hallower, William Sales and the	Detromone service actions	LISTER CONTROL TRANSPORT	COLUMN AND A DESCRIPTION OF THE		5085	ET 3 2467 47 CLOSES
Flt Permitted				0.95	0.97						1.00	
Satd. Flow (perm)				1610	3296						5085	- November 1 - 100
Volume (vph)	0	0	0	678	254	0	0	0	0	0	587	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	714	267	0	0	0	0	0	618	0
Lane Group Flow (vph)	0	0	0	357	624	0	0	0	0	0	618	0
Turn Type				Perm	4		Maria I					
Protected Phases	Annessa, e. (200. e. c. e. (20. v. Sector e	100 100 days - 100 day		DOM: of the base of the Box	8		*****		erope setter a recommensum o compo	-est attack of the most character	6	walene im alazir mitter
Permitted Phases				8								
Actuated Green, G (s)		Angen of Section 2 Section 1 - America		49.0	49.0	V/04 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ela de a managlione con 25 de 1911	A consideration and the second	~~~~	THE WAY SHOULD SEE THE STATE OF	53.0	madronero atemados de
Effective Green, g (s)	State of the state			49.0	49.0						53.0	
Actuated g/C Ratio	of the calculate for the case are	una antikas mantansis	ranomionina kahilaha	0.45	0.45	ment income we not a cost such	the organization constraint			en Phantagolica CC2000 AND B	0.48	enousmus et sicket.
Clearance Time (s)				4.0	4.0						4.0	
Lane Grp Cap (vph)	Prof. 17 (1000) 1000 100 100 100 100 100 100 100 1			717	1468						2450	rwar aren artina mannannar
v/s Ratio Prot											c0.12	
v/s Ratio Perm		000 00 company and an order		c0.22	0.19							**************
v/c Ratio		-		0.50	0.43						0.25	
Uniform Delay, d1	manifest and the property of the control of the con	LISTI ELLIKLI VOMBOLII NO ORAGO	an and an own months of the way.	21.7	20.9	90. S. USC 15050 (TSC 1110 10 00 000 00 00	100,000,000,000,000,000,000,000,000,000	110 . 111.10000X 80A.eA.eBee4 X 813.4L			16.8	DECISION DOVING DE CONTRA
Progression Factor				0.36	0.49						1.56	
Incremental Delay, d2	LANGE PERSONALISM	ONTO A CONTROL OF TRANSPORT	morene start con	2.2	0.8					one and a second second	0.1	00-X0-4-72-60-1000
Delay (s)				10.1	11.0						26.4	
Level of Service				В	В					W. C. S.	С	gwycorosay y saw
Approach Delay (s) Approach LOS		0.0 A			10.7 B			0.0 A			26.4 C	
Intersection Summary												
HCM Average Control D	elay		16.8	Н	CM Lev	el of Se	rvice		В			
HCM Volume to Capacit			0.37									
Cycle Length (s)	·		110.0	S	um of lo	st time	(s)		8.0	900 PER 1	central (1000)	nacho Tribili 144
Intersection Capacity Uti	lization		38.4%			l of Sen			Α			
c Critical Lane Group	and the second s	AND DESCRIPTION OF THE STATE OF										the second second second

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	<i></i>	-	*	•		•	7	ı		*	+	*
Movement	EBĽ	EBT	(0000000000000000000000000000000000000	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	- SBR
Lane Configurations		†	7		eset5c364400 00 8.30 + C 2111651100		government is supplying the	wunga assessassas	awating restress as	ዃ	ተኑ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	* CO. 441 T. N. W. (M. P. 1990)	4.0	4.0	A GOLDSTONY TO SERVE AND GOLDS	MEDITAN DINA PARENCINE SENSE	K SKO-PM-ANACH REMSONS	2000 A 800 C C SECTEMB	M255274500785723	MASSESSEE STATE	4.0	4.0	Characterists
Lane Util. Factor	. 77	1.00	1.00							0.91	0.91	
Frt	an monary sanitable	1.00	0.85		45 ccc.	CONTROL NAME OF TOOLS	11.000	uureersezaassa	1988 - 17 O T 1889	1.00	1.00	3 555541.5151
FIt Protected		1.00	1.00		22					0.95	0.98	
Satd. Flow (prot)	over more cons	1863	1583		************	8465500087777		Gwater Control	MICO ENGLES	1610	3328	
Flt Permitted		1.00	1.00							0.95	0.98	
Satd. Flow (perm)	COLORS Z	1863	1583		2.00					1610	3328	
Volume (vph)	0	635	319	. 0	0	0	0	0	0	849	557	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	668	336	0	0	0	0	0	0	894	586	0
Lane Group Flow (vph)	0	668	336	0	0	0	0	0	0	541	939	0
Turn Type			Perm							Perm	^	
Protected Phases		4	unate-cogoços		227946940439106		(paresta (ruje	100000000000000000000000000000000000000		^	6	areaecists in
Permitted Phases			4						***	6	20.0	
Actuated Green, G (s)		64.0	64.0							38.0	38.0	
Effective Green, g (s)		64.0	64.0							38.0 0.35	38.0 0.35	
Actuated g/C Ratio		0.58	0.58						•	4.0	4.0	
Clearance Time (s)	*	4.0	4.0							COLUMN TO COLUMN		
Lane Grp Cap (vph)		1084	921		e e e e e e e e e e e e e e e e e e e					556	1150	
v/s Ratio Prot		c0.36								-0.04	A A0	
v/s Ratio Perm			0.21		005002ma40.w	S 200 (100 A 200 A 2	ESCHALL SER			c0.34	0.28	
v/c Ratio	·	0.62	0.36							0.97 35.5	0.82 32.8	
Uniform Delay, d1	Constitution of the consti	15.0	12.2							ან.ნ 0.62	32.0 0.71	
Progression Factor		1.00	1.00				XXXX ex			0.62 31.5		
Incremental Delay, d2		2.6	1.1					1	***	53.4	6.3 29.6	
Delay (s) Level of Service		17.6	13.3							223090000000000	29.0 C	
		B 16.2	В		0.0			0.0		D	38.3	
Approach Delay (s)					Carlo Cracker no annest			ACCUSED TO SERVICE AND ADMINISTRATION OF THE PARTY OF THE			Mary Marie Street Street	
Approach LOS		В			Α			Α			D	
Intersection Summary												
HCM Average Control D		× × × × × × × × × × × × × × × × × × ×	29.4	Н	CM Lev	el of Se	rvice		С			10000000000000000000000000000000000000
HCM Volume to Capacit	y ratio		0.75									
Cycle Length (s)	teriory and the second and the	105.000 (205.000 proper do um n 0000 n 1000	110.0			ost time			8.0	and the second s		egg ganggegmistor von
Intersection Capacity Uti	lization		70.0%	10	CU Leve	l of Ser	vice		В			
c Critical Lane Group												

Existing

			_		4		and.	*	_	Ι.	ſ	J
			*	1	•	_	7	1		*	*	•
Movement	EBL:	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	- SBT	SBR
Lane Configurations		ተ ቤ						ተተ				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	50 May 10 May 10 May 10 May 20 May	4.0	1.000/000000000000000000000000000000000	2.73459463820430043004	0.000 0.00 0.000 × 2.00	±301201.#0140.9 ** 4 .0 0 0 1 0 0 0		4.0				
Lane Util. Factor		0.95						0.95				
Frt		1.00			300 A CO			1.00				
Flt Protected		0.98						1.00				
Satd. Flow (prot)	1000 1000 00100 AV. 1044 1404	3455	State State State of the Control of		-901-00			3539		ANADIO DE TOMOSOS SE	18* 18*************************	ana sen kometernet
Flt Permitted		0.98						1.00			7.4	
Satd. Flow (perm)		3455						3539				
Volume (vph)	643	673	. 0	0	0	0	0	251	0	.0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	677	708	0	0	0	0	0	264	0	0	0	0
Lane Group Flow (vph)	0	1385	0	0	0	0	0	264	0	0_	0	0
Turn Type	Perm		198					4000				
Protected Phases		4						2	A 100 of 200 at 200 of	res areas or an entire a contr	ar v. n. 1946 (1950)	eraccommunication service
Permitted Phases	4											
Actuated Green, G (s)		64.0						38.0	- 10 2 July 10 10 10 10 10 10 10 10 10 10 10 10 10	ewierachie in Carlottolium status s	a cana see see sa see see se	Cercologica C. Sect
Effective Green, g (s)		64.0						38.0				
Actuated g/C Ratio	v S our restrict w November & Ann	0.58		mental and continues of the continues of the	***************************************	CONTRACTOR OF THE CONTRACTOR	eli nes sitte situation i sitti distin	0.35	- m/s485(-8875808/180-0	canage or content with 1985		2002899933353
Clearance Time (s)		4.0						4.0				
Lane Grp Cap (vph)		2010				NATIONAL CONTRACTOR CO	coss prosted a PSPS NA	1223	mmedaggan dustricion		***************************************	essee on all to deliver 1980.
v/s Ratio Prot								c0.07				
v/s Ratio Perm		c0.40	~			A MANAGEMENT TO THE PROPERTY OF THE	AND	eveness visus in the contract	e e n. i menangan minaksisis	KANGETUTURE BALIFEATURESE.	Charles and the Control of the Contr	**************************************
v/c Ratio		0.69						0.22				
Uniform Delay, d1		16.1			0.0000000000000000000000000000000000000	organismostatis de	grava covera a a rausistusi	25.5	io longestar values.			
Progression Factor		1.19						1.00				
Incremental Delay, d2	KAT SAK BANGKARAN AND MEN SETUM	1.4	NU GERGELENDATE STOP	·	ocean nervenos consulations	organical control of the control of	enesemmines de la compa	0.4	ESTANDERAGESTA			
Delay (s)		20.4				200 1		25.9				
Level of Service	contra a managana a sa assarina	С	MARKET MARKET NAME OF THE	200880000000000000000000000000000000000		enanti arang		С	1378 (2864 SARE)	*******	- A A	
Approach Delay (s)		20.4			0.0			25.9			0.0	
Approach LOS		С			Α			С			Α	
Intersection Summary												
HCM Average Control D	elay		21.3	Н	CM Le	vel of Se	ervice		С			
HCM Volume to Capacit	y ratio		0.51					a de la composición della comp				
Cycle Length (s)			110.0			ost time			8.0		. Annual Martin Commen	**************************************
Intersection Capacity Uti	lization		53.2%	10	CU Leve	el of Ser	vice		A			
c Critical Lane Group												

Appendix C
Background Levels of Service

	•		<u> </u>	√	4-	1	4	†	*	\		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ _ጉ	3.500.000	777	<u>ተ</u> ጉ			4	7	ሻ	^	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	PORRES ACTOR S	4.0	4.0		A	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		*1.00	0.95			1.00	1.00	1.00	1.00	
Frt	1.00	0.97	acamandan and a m	1.00	0.98	allicon a success of the control control of the		1.00	0.85	1.00	0.93	e - Johnson March
Fit Protected	0.95	1.00		0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4952	**************************************	3539	3476			1789	1583	1770	1723	ese uzukunnen
FIt Permitted	0.39	1.00		0.95	1.00			0.75	1.00	0.71	1.00	
Satd. Flow (perm)	718	4952		3539	3476			1400	1583	1328	1723	
Volume (vph)	42	1510	320	1009	586	79	53	11	77	22	9	9
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	1589	337	1062	617	83	56	12	- 81	23	9	9
Lane Group Flow (vph)	44	1926	0	1062	700	0	0	68	81	23	18	0
Turn Type	pm+pt			Prot			Perm		pm+ov	Perm		
Protected Phases	7	4	V. 400 (100 (100 (100 (100 (100 (100 (100	3	8			2	3		6	vita e agesta storio de breto
Permitted Phases	4						2		2	6		
Actuated Green, G (s)	42.0	39.6		40.1	77.3			8.3	48.4	8.3	8.3	e conseit them is entertained by
Effective Green, g (s)	42.0	39.6		40.1	77.3			8.3	48.4	8.3	8.3	
Actuated g/C Ratio	0.42	0.40		0.40	0.77			0.08	0.48	0.08	0.08	tananorusevarari
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	327	1961		1419	2687			116	829	110	143	
v/s Ratio Prot	0.00	c0.39		c0.30	0.20				0.04	MATERIAL PROPERTY OF SECURITY AND SECURITY OF SECURITY AND SECURITY AN	0.01	porce orangement
v/s Ratio Perm	0.05							c0.05	\$00 \$100 \$100 \$100 \$100 \$100 \$100 \$100	0.02		
v/c Ratio	0.13	0.98		0.75	0.26		AND DESCRIPTION OF THE ORIGINAL PROPERTY AND ADDRESS OF THE ORIGINAL PROPERTY AND ADD	0.59	0.10	0.21	0.13	
Uniform Delay, d1	17.9	29.9		25.6	3.2			44.2	14.0	42.8	42.5	
Progression Factor	1.00	1.00		0.67	0.31	on nor v. 2 1100-1-0 o do Jak 15 11111	AND THE STREET	1.22	0.68	1.00	1.00	***
Incremental Delay, d2	0.2	16.2		2.9	0.2			6.2	0.0	0.9	0.4	
Delay (s)	18.1	46.1	WARRAN WARRANT AND THE	20.1	1.2	eautous time to protect the ex-		60.3	9.5	43.7	42.9	e de la companya de
Level of Service	≂ , B	D		С				E	Α	D	D	
Approach Delay (s)	v nakasa satisfati wana ana mil	45.4	CONTROL PROTECTION AND THE	arnas i naga mayo mayo da 464	12.6			32.7	no-estado e en estado e e		43.4	
Approach LOS		D			B			C.			i D	
Intersection Summary	_											
HCM Average Control [Delay	300	30.2	ı.	HCM Lev	el of Se	rvice		С			
HCM Volume to Capaci		:	0.84		ezekty)	303036		erregas de la Mêt		austranska allei	entropoles/Albertoll.	s productions see
Actuated Cycle Length			100.0		Sum of lo	st time	(s)		12.0			
Intersection Capacity U			87.2%		CU Leve				D			CONTRACTOR STATE
c Critical Lane Group			_ /0						_			
	PORTEGORISMO	ore on the solid				4.1.155 A. 16 70						1301.17 (FINE DAY

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	^		ሻ	† }		لولولو	ተተ	7	ሻ	ተተተ	nanio M. P. C. Price Co.
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	277.000.0000000000000000000000000000000	4.0	4.0		4.0	4.0	4.0	4.0	4.0	CALL ONE ENTRY OF
Lane Util. Factor	0.97	0.95		1.00	0.95		0.94	0.95	1.00	1.00	0.91	
Frt	1.00	1.00	armaning sections	1.00	0.97		1.00	1.00	0.85	1.00	1.00	onerterbe-de-2-41 (1973)
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	MANAGE AND CONTROL	1770	3424	,	4990	3539	1583	1770	5085	LANGE AND ACCOUNTS
FIt Permitted	0.95	1.00		0.65	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	CDWV, promobilization of	1202	3424	Table 0 - 2007 - 25 - 100 0 - 100 -	4990	3539	1583	1770	5085	
Volume (vph)	491	542	0	113	230	64	1196	1101	151	57	1030	. 0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (yph)	517	571	0	119	242	67	1259	1159	159	60	1084	. 0
Lane Group Flow (vph)	517	571	0	119	309	0	1259	1159	159	60	1084	0
Turn Type	Prot			pm+pt			Prot		Perm	Prot		
Protected Phases	7	4	8.31	3	8	AND SPICE STATE STATE STATE STATE	5	2	engegregge dige accommon com me :	1	6	
Permitted Phases				8					2		-	
Actuated Green, G (s)	16.1	22.3	oraș protită (il iliania	13.2	13.2	A Marin Control of States Access	27.8	45.9	45.9	4.8	22.9	
Effective Green, g (s)	17.1	23.3		14.2	14.2		28.8	46.9	46.9	5.8	23.9	
Actuated g/C Ratio	0.17	0.23	Section of the Section of the Section	0.14	0.14	ngo dan di anarang occin barbarrang	0.29	0.47	0.47	0.06	0.24	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	COUNT TO AN PROPERTY OF A PARTY TO A	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	587	825	7	216	486		1437	1660	742	103	1215	
v/s Ratio Prot	c0.15	0.16		0.04	c0.09	ENERGE STREET	c0.25	0.33	anned the company of the company	0.03	c0.21	
v/s Ratio Perm				0.03					0.10			
v/c Ratio	0.88	0.69	19. 64 19. (2. 2. 1. 2. 1	0.55	0.64	E 2010 10000000 01 70000	0.88	0.70	0.21	0.58	0.89	
Uniform Delay, d1	40.5	35,1		39.7	40,5		33.9	21.0	15.7	45.9	36.8	
Progression Factor	1.30	1.35	CORNER DE SERVICIONA	1.00	1.00	CS Author conformation	0.48	0.20	0.08	1.00	1.00	
Incremental Delay, d2	7.4	1.2		3.0	2.7		4.2	1.3	0.3	8.1	8.6	
Delay (s)	59.8	48.6	15211111111111111111111111111111111111	42.7	43.2	\$120 mmane 2010.2304	20.4	5.4	1.6	54.1	45.4	
Level of Service	Ε	D		D	D	-	С	Α	Α	D	D	
Approach Delay (s)		53.9	(y - 5;	. 2	43.0	1040-0423 Mar. 1996-04-08	2000 1 Marie 2000 Marie 201	12.5	•		45.8	
Approach LOS		D			D			В			D	
Intersection Summary												
HCM Average Control D	elay		30.9	· · · · · · · · · · · · · · · · · · ·	ICM Le	vel of S	ervice		C			
HCM Volume to Capaci			0.84		general and the second	en anne en anti-						
Actuated Cycle Length (•		100.0	ξ	Sum of I	ost time	(s)	***	16.0			
Intersection Capacity Ut			81.8%]	CU Leve	el of Se	rvice		D			
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	-WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		सी	77	ሻ	सी	7	ሻ	ተተ _ጉ		ሻ	ተተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	TOTAL SERVICE POST SECURISA A	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	0.88	0.95	0.95	1.00	1.00	0.91		1.00	0.91	1.00
Frt		1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1785	2787	1681	1715	1583	1770	5060		1770	5085	1583
Flt Permitted		0.96	1.00	0.95	0.97	1,00	0.10	1.00		0.11	1.00	1.00
Satd. Flow (perm)		1785	2787	1681	1715	1583	184	5060		205	5085	1583
Volume (vph)	47	7	268	273	63	65	436	2335	80	35	1372	311
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	7	282	287	66	68	459	2458	84	37	1444	327
Lane Group Flow (vph)	0	56	282	172	181	68	459	2542	0	37	1444	327
Turn Type	Split		pt+ov	Split		pm+ov	pm+pt		1	om+pt		Free
Protected Phases	4	4	4 5	3	3	1	5	2		1	6	
Permitted Phases						3	2			6		Free
Actuated Green, G (s)		10.1	38.4	14.2	14.2	18.2	60.7	53.7		37.4	33.4	100.0
Effective Green, g (s)		10.1	37.4	14.2	14.2	17.2	63.7	56.7		39.4	36.4	100.0
Actuated g/C Ratio		0.10	0.37	0.14	0.14	0.17	0.64	0.57		0.39	0.36	1.00
Clearance Time (s)		4.0		4.0	4.0	3.0	3.0	7.0		3.0	7.0	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		180	1042	239	244	272	487	2869		128	1851	1583
v/s Ratio Prot	en en en unen retainen retainen en en	0.03	c0.10	0.10	c0.11	0.01	c0.22	0.50		0.01	0.28	
v/s Ratio Perm						0.04	c0.38			0.11		0.21
v/c Ratio		0.31	0.27	0.72	0.74	0.25	0.94	0.89		0.29	0.78	0.21
Uniform Delay, d1		41.7	21.8	41.0	41.1	35.8	28.8	18.8		21.4	28.2	0.0
Progression Factor		1.13	0.45	1.00	1.00	1.00	1.00	1.00		0.18	0.18	1.00
Incremental Delay, d2		0.6	0.1	9.9	11.5	0.5	26.9	-4.5		0.6	1.6	0.1
Delay (s)		47.7	9.9	50.9	52.6	36.3	55.6	23.3		4.5	6.7	0.1
Level of Service		D	Α	D	D	D	E	C		Α	A	A
Approach Delay (s)		16.1			49.3			28.3			5.4	
Approach LOS		В			D			C			Α	
Intersection Summary												
HCM Average Control Do	elay		21.7	H	ICM Lev	vel of Se	ervice		С			
HCM Volume to Capacity		·	0.82		and the second s	anna a tainne in in 1800 tha 1800 th	and the second of the second second	, every speciment gagestime with	gran i serengaj veliklikliklik ji 1990.			
Actuated Cycle Length (100.0	S	Sum of l	ost time	(s)		12.0			
Intersection Capacity Util		a and the second second second	79.7%			el of Ser		The second secon	С			
c Critical Lane Group												

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Movement	EBL .	EBT	EBR -	WBL	WBT_	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			and authory office of	Designation of the second	*			414	4000	1900	1900	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900 4.0	1900	1900	1900 4.0	1900	1900	1900	1900
Total Lost time (s)			2.5.00 10.25		0.95			0.95				
Lane Util. Factor Frt					1.00		A 1000 S. 144	1.00	Y, \$600 1 S S LO V S D I	2020071897522000020	29 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
Fit Protected					1.00			0.99				
Satd. Flow (prot)	Madalius Secu	hidin ikangat se babahan	ALIER MEDITAL SERVICES STATE	54T8 ************************************	3539		->->	3500		Marrandon nations	nvertniski kalkalija	21.23 (
Flt Permitted					1.00			0.99				÷
Satd. Flow (perm)					3539	0	040	3500 842	0	0	0	0
Volume (vph)	0	0 0.95	0 0.95	0 0.95	222 0.95	0 0.95	242 0.95	0.95	0.95	0.95	0.95	0.95
Peak-hour factor, PHF Adj. Flow (vph)	0.95 0	0.95	0.95	0.93	234	0.33	255	886	0.00	0.00	0	0
Lane Group Flow (vph)	0	0	0	0	234	0	0	1141	0	0	0	0
Turn Type							Perm					
Protected Phases) (ing the State of the State of			8			2	se ance an average agency for		2000 KATERASIS	onneed on VS
Permitted Phases							2	500				
Actuated Green, G (s)		4.11.12.500.654			36.0	A		56.0 56.0				
Effective Green, g (s)					36.0 0.36			0.56				
Actuated g/C Ratio Clearance Time (s)					4.0			4.0				
Lane Grp Cap (vph)	2117934				1274			1960				
v/s Ratio Prot					c0.07							
v/s Ratio Perm			ye iliyan ilada saadi saa dhilada	30039883-9998-90-07-11-11-1			41 x 111 200 04 150 040 047 077 077	c0.33	zanas nedica da Nationalista	rakin delektrisi (1885)		
v/c Ratio					0.18			0.58				
Uniform Delay, d1	2014 2004 2004				21.9 1.00	1923: TS 1912		14.4 1.42				
Progression Factor	113434	Section 18			0.3			0.9				
Incremental Delay, d2 Delay (s)					22.2			21.3				
Level of Service			1800		C	Joannia (1966)	200 FEB. 1888 S. 1888 S	С			(\$85.90 H. # T. T. T. T. T. T. T.	***************************************
Approach Delay (s)		0,0			22.2			21.3			0.0	
Approach LOS		Α			С			С			Α	
Intersection Summary												
HCM Average Control D			21.5	}	HCM Le	vel of Se	ervice		С			
HCM Volume to Capaci			0.43				/-\		0.0			
Cycle Length (s)	:e		100.0		Sum of le				0.8 Δ			
Intersection Capacity Ut	ilization		45.0%		CO Feve	51 UI 381	VICE		Α,			
c Critical Lane Group												

	≯	-	*	✓	-	*	•	†	<i>></i>	1	ļ	4
Movement	EBL	EBT	EBR	WBL-	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	414						ተተተ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2773877939939464635444447750	V NE CONTRACTOR DE L'ANDRE PER L'ANDRE		4.0	4.0						4.0	
Lane Util. Factor				0.91	0.91						0.91	
Frt				1.00	1.00				etonomo pius softitionili il	orowenene aneed to other	1.00	onessa sustanti
Flt Protected				0.95	0.99						1.00	
Satd. Flow (prot)				1610	3353	A CANADA CALLA CAMPAGNA CONTRACTOR AND AND	national to control on a belief	ANNERS OF STREET	ernanos objectivos	10.50 No. 7 NOSCO (1994 1805) 199	5085	Denselas Portal
Flt Permitted				0.95	0.99						1.00	
Satd. Flow (perm)				1610	3353				Annual Company of the		5085	OME 00 20 10 10 20
Volume (vph)	0	0	0	245	250	0	0	0	- 0	0	787	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	258	263	0	0	0	0	0	828	0
Lane Group Flow (vph)	0	0	0	183	338	0	00	0	0	0	828	0
Turn Type		100		Perm						4:36		
Protected Phases				e-e-e-e-e-e-e-e-e-e-e-e-e-e-e-e-e-e-e-	8		A MANAGEMENT SON	nacial can cantain &	ogaografii (1931) e 1931	0.000,000,000,000,000,000	6	0.000.000.000.000
Permitted Phases				8								
Actuated Green, G (s)		no francisco començão do 100 de los desp		36.0	36.0	ne Atronomoro	LLISSON MAG CONSTRU		ensourments to energy a	24 8-700 NV 115 E-6500	56.0	worden been
Effective Green, g (s)				36.0	36.0						56.0	
Actuated g/C Ratio	TO CHE PART AND CLOSES	rowork standardoor	2107476 1886864206	0.36	0.36		*************	(C. S. SERVED (N. 1945)			0.56	5866005056
Clearance Time (s)		*		4.0	4.0						4.0	
Lane Grp Cap (vph)	9 43.2 KA4.2 KEUDUU UU 20.28 - 90		CAUSE TYUNGHARAA	580	1207			991253-9899848	44.5.5.5.5.78785.4.1	erranomina est	2848	DECEMBER OF THE
v/s Ratio Prot										4.53	c0.16	1.00
v/s Ratio Perm	94948 S. T.N.L. (1974-1994)	THE SECURE ASSESSMENT AND SECURE		c0.11	0.10		paratroaces extr	97720503650386538			0.00	XXXXXXXXXXX
v/c Ratio				0.32	0.28						0.29	
Uniform Delay, d1	CONTRACTOR SERVICES	**************************************	S.E.S.ISPROMSKO	23.1	22.8	234666.039500372728			er er er er er er		11.6	
Progression Factor				1.12	0.92						0.30	
Incremental Delay, d2		DOMESTICAL SERVICES SERVICES		1.4	0.5	**************					0.2	Name of the last
Delay (s)				27.2	21.4						3.7	
Level of Service	and water the state of the	n	PYTY O GOODS	С	C	×0.525.000					A 3.7	
Approach Delay (s)		0.0			23.5			0.0				
Approach LOS		Α			С			Α			Α	
Intersection Summary												
HCM Average Control D	elay		11.3	H	ICM Lev	vel of Se	rvice		В			
HCM Volume to Capacit	y ratio		0.30									
Cycle Length (s)	and the second s		100.0			ost time			8.0			
Intersection Capacity Ut	ilization		32.5%	l l	CU Leve	el of Ser	vice		Α			
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7							ሻ	ተቡ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	01 (2 12 13 (2010) 00 (00 (00 (00 (00 (00 (00 (00 (00 (0	4.0	4.0		**************************************	******************		11:10:00000000000000000000000000000000	×*************************************	4.0	4.0	
Lane Util. Factor		1.00	1.00							0.91	0.91	
Frt		1.00	0.85			CONTROL DE GALLET AND				1.00	1.00	
Fit Protected		1.00	1.00							0.95	0.97	
Satd. Flow (prot)		1863	1583							1610	3290	
Fit Permitted		1.00	1.00							0.95	0.97	
Satd. Flow (perm)		1863	1583							1610	3290	
Volume (vph)	0	889	152	.0	0	. 0	0	0	0	801	256	. 0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	936	- 160	0	0	0	0	0	0	843	269	0
Lane Group Flow (vph)	0	936	160	0	0	0	0	0	0	422	690	0
Turn Type			Perm							Perm	_	
Protected Phases	makarementari arak 18	4		eryes California province del	90°0255.9638.9638.9638.96	Wichornson Police	C004740006-000000000000000000000000000000		PARTOCA NAMED Y SOUTH	ma estati	6	000000000000000000000000000000000000000
Permitted Phases			4							6		
Actuated Green, G (s)		54.0	54.0		encural sala santan		was was describe	80000000000000000000000000000000000000	sessa Millione con tred	38.0	38.0	EXCE SORS (2005)
Effective Green, g (s)		54.0	54.0				A.			38.0	38.0	
Actuated g/C Ratio	20030 33 000000	0.54	0.54	yero masaka						0.38	0.38	
Clearance Time (s)		4.0	4.0							4.0	4.0	
Lane Grp Cap (vph)		1006	855	8-5-78-79-78-1-1- 5 -5-5-5-5	KZESPAŁOGOS SKI	Maraga assessment	e #1000 STATE DATE: USE	PPROPERTY AND RESIDENCE	7000 C C C C C C C C C C C C C C C C C C	612	1250	
v/s Ratio Prot		c0.50	0.40					2		-0.00	0.04	
v/s Ratio Perm			0.10						5 (20-18) 77 (14-6)	c0.26	0.21	115 St. 115 St
v/c Ratio		0.93	0.19							0.69	0.55	
Uniform Delay, d1		21.3	11.8 1.00							26.0	24.3 0.53	-
Progression Factor		1.00 15.9	0.5					110000000000000000000000000000000000000		0.48 6.1	ປ.ວວ 1.7	
Incremental Delay, d2 Delay (s)		37.1	12.3							18.5	1.7	
Level of Service		ا.ا D	ا2.5 B							10.3 B	14.0 B	
Approach Delay (s)		33.5			0.0			0.0		D	16.1	1000
Approach LOS		- 55.5 C			0.0 A			0.0 A			10.1 B	
			#**C>4: No compagnments accordance								J	
Intersection Summary												
HCM Average Control D			24.7	Н	CM Lev	el of Se	rvice	************	С	***************************************		
HCM Volume to Capacit	y ratio		0.83									
Cycle Length (s)	Trick colors and the		100.0			st time			8.0	waters are that the contract	Continues and a second of the second	
Intersection Capacity Uti	lization	•	79.3%	i IC	CU Leve	l of Sen	vice		Ç			
c Critical Lane Group												

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Movement	EBL	EBT	EBR-	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414	-					^				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	· 04 8 400 C TO TO TO THE 6400	4.0	***************************************	2° 0~00.27. **** 0. 2. 7 75071 (2.77				4.0				
Lane Util. Factor		0.95						0.95				
Frt	MALANT INCOME.	1.00		o o o o o o o o o o o o o o o o o o o	**************************************		Valle and the first of the first	1.00				
Flt Protected		0.97		100				1.00				
Satd. Flow (prot)	1846.42.000	3436	STANDER PROGRAMMENT OF THE PERSON OF THE PER		G0012-0-00100 1-00-0-0-0-0-0-0-0-0-0-0-0-0-0-	4 x x x x x x x x x x x x x x x x x x x	22.2.11947-00-0-00-00-00-00-00-00-00-00-00-00-00-	3539				
Flt Permitted		0.97						1.00				
Satd. Flow (perm)	:829038.200.110.0100119.00	3436	A 100 B 200 B 2	MO SECONDO PROPERTICAL	-wasternamer is not one			3539				
Volume (vph)	984	646	0	0	0	0	. 0	450	0	-0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1036	680	0	0	0	0	0	474	0	0	0	0
Lane Group Flow (vph)	0	1716	0	0	0	0	0	474	0	0	0	0
Turn Type	Perm									VI 1		
Protected Phases		4		T 1258-1999-1869-18		7000 TO 1000 A		2	(02.1.11.0.11.19.11.70)	K.C. C. SONGER TO STOP SE	000000000000000000000000000000000000000	1822/07/2018/07/977-16/64
Permitted Phases	4	•										
Actuated Green, G (s)		54.0				Zinter Historia	Agus Social Colors	38.0				.44.800.02.00.000.000
Effective Green, g (s)		54.0						38.0				
Actuated g/C Ratio		0.54			and the second second			0.38		**********	1955 (196 <u>2</u> -1961-1967)	e Hannes Andrews (Section 1999)
Clearance Time (s)		4.0						4.0				
Lane Grp Cap (vph)		1855	300000000000000000000000000000000000000	***************************************	**************************************	20-46-00 M. 10-04-13-13-13-13-13-13-13-13-13-13-13-13-13-		1345			200000000000000000000000000000000000000	
v/s Ratio Prot		.000				÷		c0.13				
v/s Ratio Perm		c0.50					12 144 1111		A. Calles and A.			3.25.26.69.5.5
v/c Ratio		0.98dl						0.35				
Uniform Delay, d1		21.1						22.2				
Progression Factor		0,99						1.00				
Incremental Delay, d2	2 .a.	6.3				District Control		0.7	and the state of the			
Delay (s)		27.3						22.9				
Level of Service		27.5 C	8			*		C				
Approach Delay (s)		27.3			0.0			22.9			0.0	
Approach LOS		21.5 C			Α.	arena de la composição de		c			Α	
•					, ·		e Normano na anazara di Sala Pino (Sala				, ,	
Intersection Summary												
HCM Average Control D			26.3	F	ICM Le	vel of Se	rvice		С			
HCM Volume to Capacit	y ratio		0.69	-21								
Cycle Length (s)			100.0	S	Sum of l	ost time	(s)		8.0			
Intersection Capacity Ut	ilization		77.1%	- 10	CU Leve	el of Ser	vice		C			
dl Defacto Left Lane.			hough la	ane as	a left la	ne.	en e	and the second s				
c Critical Lane Group			_									
	CONTRACTOR OF STREET	A STATE OF THE STA		a se activo tenar o total de la	commence and the second second second second	an an an guille an aige an aidean an 12000 an th	en e	The second secon				***************************************

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Movement	- EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	ተተጉ		ሻሻ	ሳ ሱ			स	7	ሻ	↑	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	SK (Stand Let 1997) + A Jacob Skiller	4.0	4.0	NA KABUSANTIN NY KARAMINI	Frankrich F. F. St. St. 1900 - Ac. a.	4.0	4.0	4.0	4.0	0.0004888888888
Lane Util. Factor	1.00	0.91		0.97	0.95			1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	2000 Section & Annual Contraction	10 100 000 00 00 00 00 00 00 00 00 00 00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5053	NAME DO N. 1990 DE 201	3433	3535	***************************************		1777	1583	1770	1682	
Flt Permitted	0.13	1.00		0.95	1.00			0.68	1.00	0.35	1.00	
Satd. Flow (perm)	244	5053		3433	3535	***		1276	1583	647	1682	
Volume (vph)	7.	1159	51	287	1626	13	282	9	678	82	22	40
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	1220	54	302	1712	14	297	9	714	86	23	42
Lane Group Flow (vph)	7	1274	0	302	1726	0	0	306	714	86	65	0
Turn Type	Perm			Prot			Perm		pm+ov	Perm		
Protected Phases		4	entite. 2 and 11 april 12	3	8		to 1000000000000000000000000000000000000	2	3	Salar & security Section (Security Security)	6	EUROPE OR GROUND TO CO.
Permitted Phases	4						2		2	6		
Actuated Green, G (s)	30.5	30.5	TO SECURE A TO SECURE AND	36.6	71.1		***************************************	30.9	67.5	30.9	30.9	
Effective Green, g (s)	30.5	30.5		36.6	71.1			30.9	67.5	30.9	30.9	
Actuated g/C Ratio	0.28	0.28		0.33	0.65		90 0 000 000 0 0000 000000000000000000	0.28	0.61	0.28	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	68	1401		1142	2285			358	1029	182	472	
v/s Ratio Prot		c0.25	######################################	0.09	c0.49	600 V 27220 1 100 1 100 0 1	10.000.000.0000	enter e la compresentation.	0.23	***************************************	0.04	C0000000000000000000000000000000000000
v/s Ratio Perm	0.03							c0.24	0.22	0.13		
v/c Ratio	0.10	0.91		0.26	0.76			0.85	0.69	0.47	0.14	
Uniform Delay, d1	29.6	38.4	N.	-26.9	13.4			37.4	14.3	32.8	29.6	
Progression Factor	1.00	1.00		0.52	0.40			0.94	1.05	1.00	1.00	
Incremental Delay, d2	0.7	8.9		0.5	2.2			17.5	2.0	1.9	0.1	
Delay (s)	30.2	47.3		14.5	7.6			52.8	17.1	34.7	29.7	
Level of Service	С	D		В	A			D	В	С	C	
Approach Delay (s)		47.2			8.6			27.8			32.6	
Approach LOS		D			Α			С			С.	
Intersection Summary												
HCM Average Control D	elay		24.8	· · · · · · · · · · · · · · · · · · ·	ICM Lev	el of Se	rvice		C			
HCM Volume to Capacit	y ratio	n van Landelse in brood van Landelse	0.82		a organization in the color of		Annual Color		. N. C.	no au trianne ne rock dit		and and the second
Actuated Cycle Length (s)		110.0	S	um of lo	st time	(s)		8.0		_	
Intersection Capacity Uti			34.7%			l of Ser			D	agent, all the second second second second second		mantena (1888) (1992) (1992)
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	个 个		ነና	ተ ኑ		ሻሻሻ	ተተ	74	ሻ	ተተተ	
ldeal Flow (yphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	KELELE SOF LAMBERS AND	4.0	4.0	DM:1940-1700-4-1400-01-4	4.0	4.0	4.0	4.0	4.0	*********
Lane Util. Factor	0.97	0.95		1.00	0.95		0.94	0.95	1.00	1.00	0.91	
Frt	1.00	1.00		1.00	0.98	2**K-41. (>= 17**111 0> c * c	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	-0.00	1770	3475		4990	3539	1583	1770	5085	
FIt Permitted	0.95	1.00		0.28	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539		521	3475		4990	3539	1583	1770	5085	
Volume (vph)	418	423	0	166	513	70	738	1173	200	87	1435	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	440	445	0	175	540	74	777	1235	211	92	1511	0
Lane Group Flow (vph)	440	445	0	175	614	0	777	1235	211	92	1511	0
Turn Type	Prot			pm+pt			Prot		Perm	Prot		
Protected Phases	7	4		3	8	88572 05 VIII.	5	2	Section of the sectio	1	6	Gwadi a China
Permitted Phases				8					2			
Actuated Green, G (s)	15.8	19.6	Carrenaer 1-00-1-20-7-20-04-0	37.4	20.6	#x wc.17-2 *** Cake # 200	19.6	46.6	46.6	7.0	34.0	Jerrena J. et al. a.
Effective Green, g (s)	16.8	20.6		39.4	21.6		20.6	47.6	47.6	8.0	35.0	
Actuated g/C Ratio	0.15	0.19		0.36	0.20		0.19	0.43	0.43	0.07	0.32	necessary of the control of
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	600 c 200 c 10 c 10 c 10 c 10 c 10 c 10 c
Lane Grp Cap (vph)	524	663		389	682		934	1531	685	129	1618	
v/s Ratio Prot	c0.13	0.13	000000.0.00000000000000000000000000000	0.07	c0.18		0.16	c0.35		0.05	c0.30	Saladed Street (2 Pro
v/s Ratio Perm				0.09					0.13			
v/c Ratio	0.84	0.67		0.45	0.90	***************************************	0.83	0.81	0.31	0.71	0.93	hannan estado esta
Uniform Delay, d1	45.3	41.6		34.0	43.1		43.0	27.2	20.4	49.9	36.4	
Progression Factor	0.79	0.45		1.00	1.00	Marco of Contract Con	0.60	0.38	0.29	1.00	1.00	Designation of the second
Incremental Delay, d2	6.5	1.5		0.8	15.0		5.9	3.2	0.8	17.0	10.4	
Delay (s)	42.1	20.3	**************************************	34.8	58.2		31.6	13.5	6.7	66.9	46.7	estatustes proprietarios.
Level of Service	D	C		Č	, E		С	В	Α	E	D	
Approach Delay (s)		31.1		CONTRACTOR CONTRACTOR OF SECURITY	53.0		te trace (1960), 1660-4000	19.2		J. (2000) 100, 400 20 10040 (200	47.9	200 4 0 (40) (50) (50) (50)
Approach LOS		. C			D			В			D	
Intersection Summary												
HCM Average Control D	elay		34.3	14 . F	ICM Lev	el of Se	rvice		С		ide ist tale	
HCM Volume to Capacit	y ratio	•	0.87		· · · · · · · · · · · · · · · · · · ·	AND SECTION OF THE SE	etic saaluaksi sii Soo		Local State (1992) 201		arso ir tras istiediti	denote (CACCO)
Actuated Cycle Length (110.0	S	ium of lo	st time	(s)		12.0			
Intersection Capacity Uti	lization		87.1%			l of Ser			D		ensone record double do	endarch (+K.)
c Critical Lane Group												
- Committee of the state of the						norman and processing the contract of the cont	and account research Control (COS)	e o e o especial de la compansión de la co	Action of the Control			anna and and the second

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7 7	ነኘ	स	74	ሻ	ተ ተ	200 A 3 A 3 A 7 A 7 A 7 A 7 A 7 A 7 A 7 A 7	ኣ	ተተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	martine over decomment	4.0	4.0	4.0	4.0	4.0	4.0	4.0	HARMANER STOLLAR	4.0	4.0	4.0
Lane Util, Factor		1.00	*1.00	0.95	0.95	1.00	1.00	*1.00		1.00	*1.00	1.00
Frt	man i et et a cabase	1.00	0.85	1.00	1.00	0.85	1.00	0.99	STANDARD AND CO	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	support of the factorial aggressed	1787	3167	1681	1708	1583	1770	5510	321 CQ11 B.F.570 - 1-1	1770	5588	1583
Fit Permitted		0.96	1.00	0.95	0.97	1.00	0.08	1.00		0.08	1.00	1.00
Satd. Flow (perm)	min inc. of a community	1787	3167	1681	1708	1583	141	5510		151	5588	1583
Volume (vph)	230	40	624	191	32	56	188	1767	182	92	2321	82
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	242	42	657	201	34	59	198	1860	192	97	2443	86
Lane Group Flow (vph)	0	284	657	115	120	59	198	2052	0	97	2443	86
Turn Type	Split		pt+ov	Split		pt+ov	pm+pt			pm+pt		Free
Protected Phases	4	4	4 5	3	3	3 1	5	2		1	6	CC SOCIECTOR MANAGEMENT CO
Permitted Phases							2			6		Free
Actuated Green, G (s)		23.6	37.6	11.9	11.9	18.6	60.5	50.8		54.2	47.5	110.0
Effective Green, g (s)		23.6	36.6	11.9	11.9	17.6	61.8	52.8		55.2	49.5	110.0
Actuated g/C Ratio		0.21	0.33	0.11	0.11	0.16	0.56	0.48		0.50	0.45	1.00
Clearance Time (s)		4.0		4.0	4.0		3.0	6.0		3.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		383	1054	182	185	253	212	2645		160	2515	1583
v/s Ratio Prot		c0.16	0.21	0.07	c0.07	0.04	c0.08	0.37		0.03	0.44	
v/s Ratio Perm							c0.45			0.27		0.05
v/c Ratio		0.74	0.62	0.63	0.65	0.23	0.93	0.78		0.61	0.97	0.05
Uniform Delay, d1		40.4	30.9	47.0	47.0	40.3	31.6	23.7		19.3	29.6	0.0
Progression Factor	errogensk var somerenens	1.23	1.37	1.00	1.00	1.00	1.00	1.00		1.39	0.44	1.00
Incremental Delay, d2		7.5	1.2	7.0	7.6	0.5	43.4	2.3		3.3	7.7	0.0
Delay (s)	Emina sussi de desima d	57.1	43.5	53.9	54.7	40.8	74.8	26.0		30,1	20.8	0.0
Level of Service		E	D	D	D	D	E	C		C	C	A
Approach Delay (s)	CONTRACT VALUE AND ADDRESS OF	47.6	bugged spaces someones	MCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC	51.6	DANKON Social male Stages concretence on	20000000000000000000000000000000000000	30.3		en a company of the west with	20.4	OMPRESONAL SERVICE CO. A. A. A.
Approach LOS		D			D			···C			С	
Intersection Summary										¥		
HCM Average Control De	elay		29.8	H	ICM Lev	vel of Se	ervice		С			
HCM Volume to Capacity	/ ratio	ann earn an aide east of 1975	0.87		esepetitisessuitu			ara estado entració Sist	men a sudinore (i)	. top remrets selds	ummuustissi Tukkio	t ingdstip coonst.
Actuated Cycle Length (s	i)		110.0	S	um of l	ost time	(s)		16.0			
Intersection Capacity Util	ization	(90.5%			el of Ser			E	and the same that control of the	es activitées à description de l'étables	
c Critical Lane Group												

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Movement -	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ት ት			414				
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				- 0.30021.0 (0.0000002	4.0	AN - A T - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	~ emanded a un et lu en la lu	4.0	(2011-079-4740)(2017-1-68-68-0	Resident to a responsible	10000118 400 6 C MEXY 1000	(A 61-61-62-1996/85000) (2).
Lane Util. Factor					0.95			0.95				
Frt					1.00			1.00			one I demands de la	
Flt Protected					1.00			0.99				
Satd. Flow (prot)	STORY SAN EVERWINESA A				3539			3489				
Flt Permitted					1.00			0.99				
Satd. Flow (perm)					3539			3489				
Volume (vph)	0	0	0	0	615	0	310	776	0	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	. 0	0	0	647	0	326	817	0	0	0	0
Lane Group Flow (vph)	0	0	0	0_	647	0	0	1143	0	0	0	0
Turn Type	1239 200						Perm					
Protected Phases	4.04.240 (agg) (agu) (agu)	MATERIAL STATE OF THE STATE OF	05/03/03/03/03/03/03	roudelo sursu cumenterio.	8	Carte C.C.C. S. St. St. Stephen and S. S.	entueament i i sin	2	voronanti este sucretano	ede meet of total distributions	EUROSOTO HET OF CHARMES NOS	manana eerangan
Permitted Phases							2					
Actuated Green, G (s)	OFFI I ETHEROLEGISM		Military Control	H699999678999	46.0	NE ACCOMPANIACIO	Orange et al. (1984)	56.0	31.6889001244.20348 3 23		er Citarion Citari	entra escapio
Effective Green, g (s)					46.0			56.0				
Actuated g/C Ratio			to karenak		0.42	GCASAN PREMARE	BARAN NACES SE	0.51	0.50 g par 205 y a 375 fb p		entra de la compagnitación	and seedige
Clearance Time (s)				le de la companya de	4.0			4.0				
Lane Grp Cap (vph) v/s Ratio Prot					1480	ROSENSWIN TO CO	STATES EN LETT	1776			P177-77-0-X806-60	
v/s Ratio Prot					c0.18				1.575.70.00			
v/s Ratio Ferm					0.44			c0.33 0.64				unga baba
Uniform Delay, d1				State of the state	22.8			0.04 19.7				
Progression Factor					1.00	501/S/Subbah		0.52	n British will			
Incremental Delay, d2					0.9			1.4				
Delay (s)					23.7		55.4	11.6				
Level of Service					 C			B				
Approach Delay (s)		0.0			23.7			11.6			0.0	
Approach LOS		Α			C		W 32549th 6.5	В			Α	
Intersection Summary												
HCM Average Control De			16.0	Н	CM Lev	el of Se	rvice		В			***************************************
HCM Volume to Capacity	/ ratio		0,55									
Cycle Length (s)			110.0	S	um of lo	st time	(s)	and the second s	8.0			
Intersection Capacity Util	ization	5	6.6%	· IC	U Leve	l of Serv	/ice		Α			
c Critical Lane Group								- 1 - 5m-40 % (accompanies) (\$460,00)		A CONTRACTOR OF THE PROPERTY O	The second secon	

			_		4	4			_	Λ.	- 1	1
			*	•	•	•	7	ı		*	¥	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT.	SBR
Lane Configurations			33878054733	ካ	414						ተተተ	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	and the Property State of		Bespergaser (d. 1	4.0	4.0	loda (n. g. 15a media) 60	160 - 165 - 165 - 16 - 186 - 165 - 165 - 165 - 165 - 165 - 165 - 165 - 165 - 165 - 165 - 165 - 165 - 165 - 165	Selling Leader-1988	and this track to be	(1500)	4.0	interpretation (total n.:
Lane Util. Factor				0.91	0.91						0.91	
Frt	a como medical en en esta en e	0.000 (0.000 (0.000 (0.000)	COMPENSATE II :	1.00	1.00	1. 1. 1. 1. 1. 1. 1. 1. 1. 2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		*11:10 \$6 \$4 \$2 \$100 \$10.00			1.00	Serio C. M. L. Philippin
FIt Protected				0.95	0.97						1.00	
Satd. Flow (prot)			**************************************	1610	3296			***************************************	00.000000000000000000000000000000000000		5085	
Fit Permitted				0.95	0.97						1.00	
Satd. Flow (perm)			***************************************	1610	3296		***************************************				5085	
Volume (vph)	0	0	0	678	254	- 0	0	0	0	0	898	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	. 0	714	267	0	0	0	0	0	945	0
Lane Group Flow (vph)	0	0	0	357	624	0	0	0	0	0	945	0
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)				46.0	46.0						56.0	
Effective Green, g (s)				46.0	46.0						56.0	
Actuated g/C Ratio	r Sell Silver Wigner (and de common weller ver sell	al al traction from the second and a second	*********	0.42	0.42						0.51	and the second second second
Clearance Time (s)				4.0	4.0						4.0	
Lane Grp Cap (vph)	eximine entrope and in the			673	1378						2589	
v/s Ratio Prot										160	c0.19	
v/s Ratio Perm	27909-43037-1290428-800828-0008	Moviece is a significant construction of the	Makamakan takar tahun yan 1996	c0.22	0.19							
v/c Ratio				0.53	0.45						0.37	
Uniform Delay, d1		ALADOTTI ZGOZZENIO	NAME MANUFACTURE TO THE TOTAL	23.9	23.0	TOTAL TOTAL TOTAL SAME SIZE STOR	THE THE THE THE THE THE THE THE THE	271.0 02.01.200.01000000			16.3	A M. 10 - 100 100 100 100 100 100 100 100 10
Progression Factor				0.49	0.55						0.48	
Incremental Delay, d2		A DOMESTIC OF THE PARTY OF THE	sässässaneri os	2.6	0.9	es e tellar i sadok minist	arawayarayaratan zarabiya	CONTROL NO CONTROL O CONTROL DE C		SEMMOSTRUMENTO Y CONTROL LE ATTY	0.2	on the service of the
Delay (s)				14.4	13. <u>6</u>						8.0	
Level of Service		ALEMALICA ZOMES		В	В	tral startur, inter ta construente esta esta esta esta esta esta esta es	sanaome i sus au vous	72 904 W GILLTON (2000)		SANCORD CONTRACTOR CONTRACTOR	Α	STORES SALVANAT
Approach Delay (s)		0.0		in particular and a second	13.9			0.0			8.0	
Approach LOS		Α			В			Α			Α	
Intersection Summary			-									
HCM Average Control De			11.0	Н	CM Lev	el of Ser	vice		В			
HCM Volume to Capacity	/ ratio		0.44									
Cycle Length (s)			110.0	S	um of lo	ost time (s)		8.0			e consumeration and
Intersection Capacity Util	ization		4.7%	10	CU Leve	l of Serv	ice		Α			
c Critical Lane Group					and the second of the second o		Ann		are a region of the second		arana di karana di Karana	euro-europeanistation competition

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		*	7				590000000000000000000000000000000000000			ነኝ	414	Nest Nest Nest Nest Nest Nest Nest Nest
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	- 40 - V4	4.0	4.0	TO D. S. F. LONGO	V	USSUA SERVE ENAMED	Photosophy 63,2440.7	3. Sec. 25 - 6. Sec. 2 (2012) - 7	P.D.B. (1989)984-985	4.0	4.0	Periode and the second
Lane Util. Factor		1.00	1.00							0.91	0.91	
Frt		1.00	0.85		on the sorter commun	STATE COLLEGE	Mark 1991 Commission	30.3000 MW 50.00		1.00	1.00	(MEN, OIT GARREL
FIt Protected		1.00	1.00							0.95	0.98	
Satd. Flow (prot)		1863	1583			V W 8 (860 0 LOCT LATER CO. C. D. C.	D40700413240039400	ASSERT CON 85/AIT 10.0	to the second contract with a consider	1610	3306	o dervous settiput Visituri
Flt Permitted		1.00	1.00							0.95	0.98	
Satd. Flow (perm)		1863	1583					0.1100 A 200 A20 MET 10.140 A	0.00.00.0000000000000000000000000000000	1610	3306	CHIRCHICAL SUSA NO.
Volume (vph)	0	692	319	. 0	0	0	0	0	0	1160	557	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	728	336	0	0	- 0	0	0	0	1221	586	0
Lane Group Flow (vph)	0	728	336	0	0	0	0	0	0	614	1193	0
Turn Type			Perm							Perm		
Protected Phases		4					and a second of the second	* U. C. SHIN WARRY CO. S. S. S. S. S.	201.00000000000000000000000000000000000	****	6	UNIBEL PER SECURITION OF THE
Permitted Phases			4							6		
Actuated Green, G (s)		59.0	59.0			***************************************	***************************************			43.0	43.0	29424460 - 300 AC 1120
Effective Green, g (s)		59.0	59.0							43.0	43.0	
Actuated g/C Ratio		0.54	0.54							0.39	0.39	
Clearance Time (s)		4.0	4.0							4.0	4.0	
Lane Grp Cap (vph)		999	849							629	1292	
v/s Ratio Prot		c0.39										
v/s Ratio Perm			0.21							c0.38	0.36	ACRES OF COURT OF STREET
v/c Ratio		0.73	0.40							0.98	0.92	
Uniform Delay, d1	M. J	19.4	15.0							33.0	31.9	
Progression Factor		1.00	1.00							0.71	0.75	
Incremental Delay, d2	COST SAMPLE OF SAMPLE	4.7	1.4							29.5	11.8	
Delay (s)		24.1	16.4	ii d						52.8	35.7	
Level of Service	Остовинальный в принцада	С	В	Name of the Control of the Control						D	D	
Approach Delay (s)		21.6			0.0			0.0			41.5	
Approach LOS		С			Α			Α			D	
Intersection Summary	•											
HCM Average Control De			34.1	H	CM Lev	el of Se	rvice		С			
HCM Volume to Capacity	ratio		0.83									
Cycle Length (s)			110.0	Sı	um of lo	st time ((s)	and the second s	8.0			, a
Intersection Capacity Utili	zation	•	79.5%			l of Serv			С			
c Critical Lane Group		•						~ a. como en de cale (1000 como		economica establicada	and the second second	one and the state of the state

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414						ተተ				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					***************************************	4.0			m. 1-16, 30, 30, 40, 30, 30, 30, 30, 30, 30, 30, 30, 30, 3	
Lane Util. Factor		0.95						0.95				
Frt		1.00						1.00				
Flt Protected		0.98						1.00				
Satd. Flow (prot)		3467						3539				
Flt Permitted		0.98						1.00			er i er i Visioni	
Satd. Flow (perm)		3467						3539				
Volume (vph)	700	984	0	0	0	- 0	0	257	0	10	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	737	1036	0	- 0	. 0	. 0	0	271	0	0	0	0
Lane Group Flow (vph)	0	1773	0	0	0	0	0	271	0	0	0	0
Turn Type	Perm											
Protected Phases		4	Lenguage of Management				****	2				
Permitted Phases	4											
Actuated Green, G (s)	at de Carrigothio Rains, en	59.0	e i meneralità di sua ummenda	Notice (Latinoper Subseque La Paul Cità	VSX Santantina and agreement	Barriora es sociales describiroras	outrous Core in management	43.0	an author witter or one her con	domento ha centra com se	on a first soft none beginning the last	
Effective Green, g (s)	21423	59.0						43.0				
Actuated g/C Ratio	EDPERHANDISCANCERT	0.54	an i di indinanga dangan kanada	aramoren somere			militarin bir Norrak en sillinga so	0.39		nonno esta de la composición de la comp	n conductive messages	of an enables along the
Clearance Time (s)		4.0	-					4.0			11	
Lane Grp Cap (vph)	es overession en en en	1860	ato agrano de e degos e	900000000000000000000000000000000000000	. Carolla de Servicio de			1383	ELETPONIA ARANG SURLEY IN	aucomminary i i c i		t of the contract of the contr
v/s Ratio Prot								c0.08				
v/s Ratio Perm	2,885,4040,2,4040,411,121	c0.51	ormanical transport of the service of	KANTO POPULATO E CONT	720-0708642-4500000000-080-4	(10 x 10 x 20 x 10 x 10 x 10 x 10 x 10 x	BEST STORY OF THE SECRETARY	SANGE A STILL MAN AND THE SANGE	DESCRIPTION AND SERVICE	ects in Fase w	CONTROL NO MONOCON INSPECTACION	er i mer til som med begregerer i k
v/c Ratio		0.95						0.20				
Uniform Delay, d1	and present the	24.2		tode relativistic constitution in				22.1	Programme Control Control		urrene du natione de	a iciidanaaninoosa.
Progression Factor		1.24						1.00	2.7			
Incremental Delay, d2	483619830841135	8.2	*///	::52854567070000				0.3		Markana and an an		9 c 900900000000
Delay (s)		38.1						22.4				
Level of Service	LISTANAN SIJEA	D	1520 2006 2875					С		nighten (j. 7	~ ~	_
Approach Delay (s)	1000-million	38.1			0.0			22.4			0.0	
Approach LOS		D			Α			С			Α	
Intersection Summary												
HCM Average Control D		olig standagumatav-40	36.0	Н	CM Lev	el of Se	rvice	**************************************	D	Mark Administration	2	aracas de externo de esc
HCM Volume to Capacit	y ratio		0.63									
Cycle Length (s)	v Zisternovariet i elece		110.0			st time		88507-20-00-00-00-00-00-00-00-00-00-00-00-00-	8.0		. At the decision of the terms	
Intersection Capacity Uti	lization	(34,2%	IC	CU Leve	l of Sen	/ice		В			
c Critical Lane Group												

Appendix D

Total Future Levels of Service

	*	-	\rightarrow	✓	◄	*	4	†	-	-	↓	4
Movement	EBL	EBT.	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ነኝ	ተተጐ		አ .አ.	† }			4	7	آبا	^	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	in the transcription Personal	4.0	4.0	Market no a termina		4.0	4.0	4.0	4.0	100 T
Lane Util. Factor	1.00	0.91		*1.00	0.95			1.00	1.00	1.00	1.00	
Frt	1.00	0.97	* C1 C - 40.500000000000000000000000000000000000	1.00	0.98	98 (17) (17) (17) (17) (17) (17) (17)		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4938	104 I, 107 (37 (44 (45 (45)45)45)	3539	3476	200 (200 (200)	ac - 4.4 a a a a a a a a a a a a a a a a a a	1788	1583	1770	1723	
Flt Permitted	0.39	1.00		0.95	1.00			0.75	1.00	0.71	1.00	
Satd. Flow (perm)	718	4938		3539	3476			1394	1583	1322	1723	
Volume (vph)	42	1510	362	1191	586	79	- 58	11	89	22	9	- 9
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	1589	381	1254	617	83	61	12	94	23	9	- 9
Lane Group Flow (vph)	44	1970	0	1254	700	0	0	73	94	23	18	0
Turn Type	pm+pt			Prot			Perm		pm+ov	Perm		
Protected Phases	. 7	4		3	8	4000	OM (25) 125 (1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2	3	ne wooden sake of account	6	• ****
Permitted Phases	- 4						2		2	6		
Actuated Green, G (s)	42.0	39.6		39.6	76.8	**************************************	a conditional and are a contract.	8.8	48.4	8.8	8.8	
Effective Green, g (s)	42.0	39.6		39.6	76.8			8.8	48.4	8.8	8.8	
Actuated g/C Ratio	0.42	0.40		0.40	0.77	**************************************	. # * ********	0.09	0.48	0.09	0.09	
Clearance Time (s)	4.0	4.0		4.0	4.0		2	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	327	1955		1401	2670			123	829	116	152	
v/s Ratio Prot	0.00	c0.40	0.00 4 /46 /00 0000 46/00 0000	c0.35	0.20		9 (100 (100 C X to 00 C C C C C C C C C C C C C C C C C C		0.04		0.01	C 1021 (2000) NOTICE (NOTICE 1)
v/s Ratio Perm 🖟 💮	0.05							c0.05	0.01	0.02		
v/c Ratio	0.13	1.01	. C. L. COR P. SON GAM. #1000	0.90	0.26		CONTROL OF A CONTR	0.59	0.11	0.20	0.12	Short out of the second
Uniform Delay, d1	17.9	30.2		28.3	3.4			43.9	14.1	42.3	42.0	
Progression Factor	1.00	1.00	ACC ACT ACT OCCUPANTAL PROPERTY.	0.69	0.27	304399 1945 (342335 : 3703496	COMPANY TO A SA SOCIAL CALLED	1.25	0.69	1.00	1.00	
Incremental Delay, d2	0.2	22,2		5.8	0.2			5.7	0.0	0.8	0.3	
Delay (s)	18.1	52.4_		25.3	1.1	1.00.100 to 1.000 to 1.11 4.14 1.000	- SECONDA SELECTION - 20012	60.8	9.7	43.2	42.4	NEL 21 & C PT : 200 / MAN PARK
Level of Service	В	D		С	A.			E	A	D	D	
Approach Delay (s)		51.7			16.6	AND THE REAL PROPERTY OF THE PARTY OF THE PA	2.00426.440.74.0000000	32.1	***************************************		42.8	2000
Approach LOS		D			В			С			D	
Intersection Summary												
HCM Average Control D	elay		34.4	" - F	ICM Lev	vel of Se	ervice		С			90,
HCM Volume to Capaci		ruen susceptibles	0.92	e ne spektynistiki	v. r - 3/2 W/3 . 5/2/2	anatok Ustain					masuMEDaSes(\$324)	puntintalis kis
Actuated Cycle Length (s)		100.0			ost time			12.0			
Intersection Capacity Ut	ilization	(95.6%	10	CU Leve	el of Ser	vice		Ε			
c : Critical Lane Group											ž.	

Movement		▶	-	•	•	-	*	4	†	~	\	Ţ	4
Lane Configurations 1	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Ideal Flow (yphpl)	Lane Configurations	ሻሻ	^ ^		ሻ	ት Ъ		ሻሻሻ			2,00,000,000,000,000,000	5.47.75.75.00.00000000000000000000000000	
Lane Util. Factor	ldeal Flow (vphpl)	1900	1900	1900	1900		1900					CONTRACTOR OF THE VALUE OF THE	1900
Frt 1.00 1.00 1.00 0.97 1.00 1.00 0.85 1.00 1.00 Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95		4.0	4.0	** ***********************************	4.0	4.0	1.000.000 C #400 (500 x progress)	4.0	4.0	4.0	4.0	4.0	Mari Manda seni dar Seni
Fit Protected	Lane Util. Factor	*1.00	0.95		1.00	0.95		0.94	0.95	1.00	1.00	*0.95	
Satd. Flow (prot) 3539 3539 1770 3429 4990 3539 1583 1770 5309 Flt Permitted 0.95 1.00 0.62 1.00 0.95 1.00 1.00 9.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 1.00 9.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 0.					1.00	0.97		1.00	1.00	0.85	1.00	1.00	SHORT 4.00(2.02f)
Fit Permitted 0.95 1.00 0.62 1.00 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 3539 3539 1146 3429 4990 3539 1583 1770 5309 Volume (vph) 494 545 0 121 242 64 1357 1106 151 57 1085 0 Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm) 3539 3539 1146 3429 4990 3539 1583 1770 5309 Volume (vph) 494 545 0 121 242 64 1357 1106 151 57 1085 0 Peak-nour factor, PHF 0.95					1770	3429		4990	3539	1583	1770	5309	2000 2000 2000 2000
Volume (vph)		0.95	1.00		0.62	1.00		0.95	1.00	1.00	0.95	1.00	
Peak-hour factor, PHF 0.95	Satd. Flow (perm)	3539	3539		1146	3429		4990	3539	1583	1770	5309	Ne-i Kalum Her
Peak-hour factor, PHF 0.95	Volume (vph)	494	545	0	121	242	64	1357	1106	151	57	1085	0
Adj. Flow (vph) 520 574 0 127 255 67 1428 1164 159 60 1142 0 Lane Group Flow (vph) 520 574 0 127 322 0 1428 1164 159 60 1142 0 Turn Type Prot pm+pt Prot Perm Prot Perm Prot Permitted Phases 8 5 2 1 6 Permitted Phases 2 1 6 7 4.8 23.0 2 1 6 0.0 6 0.0 6 0.0 0.4 0.4 0.4 </td <td></td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td>0.95</td> <td></td> <td></td> <td></td> <td>ASSESSED AND ASSESSED AND ASSESSED ASSE</td>		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				ASSESSED AND ASSESSED AND ASSESSED ASSE
Lane Group Flow (vph) 520 574 0 127 322 0 1428 1164 159 60 1142 0	Adj. Flow (vph)	520	574	0	127	255	67	1428	1164	159		1142	
Protected Phases 7 4 3 8 5 2 1 6 Permitted Phases 8 2 Actuated Green, G (s) 16.0 22.5 13.5 13.5 27.5 45.7 45.7 4.8 23.0 Effective Green, g (s) 17.0 23.5 14.5 14.5 28.5 46.7 46.7 5.8 24.0 Actuated g/C Ratio 0.17 0.24 0.14 0.14 0.28 0.47 0.47 0.06 0.24 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 602 832 216 497 1422 1653 739 103 1274 v/s Ratio Prot c0.15 0.16 0.05 c0.09 c0.29 0.33 0.03 c0.22 v/s Ratio Perm v/c Ratio 0.86 0.69 0.59 0.65 1.00 0.70 0.22 0.58 0.90 Uniform Delay, d1 40.4 34.9 45.6 40.3 35.8 21.2 15.8 45.9 36.8 Progression Factor 1.28 1.34 1.00 1.00 0.47 0.18 0.07 1.00 1.00 Incremental Delay, d2 6.0 1.1 4.0 2.9 16.2 1.0 0.3 8.1 8.5 Delay (s) 57.8 47.9 49.6 43.2 33.2 4.8 1.4 54.1 45.3 Level of Service E D D D C A A D D Approach Delay (s) 52.6 45.1 19.3 45.7 Approach LOS D B HCM Level of Service C HCM Volume to Capacity ratio 0.88	Lane Group Flow (vph)	520	574	0	127	322	0	1428	1164	159	486 (4.58 (800 (800 LL) 496 (5.50		ADD-4-034-AND-90-90-90-90-90-90-90-90-90-90-90-90-90-
Protected Phases 7 4 3 8 5 2 1 6 8 Permitted Phases 8 2 Actuated Green, G (s) 16.0 22.5 13.5 13.5 27.5 45.7 45.7 4.8 23.0 Effective Green, g (s) 17.0 23.5 14.5 14.5 28.5 46.7 46.7 5.8 24.0 Actuated g/C Ratio 0.17 0.24 0.14 0.14 0.28 0.47 0.47 0.06 0.24 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Turn Type	Prot			pm+pt			Prot		Perm	Prot		
Actuated Green, G (s) 16.0 22.5 13.5 13.5 27.5 45.7 45.7 4.8 23.0 Effective Green, g (s) 17.0 23.5 14.5 14.5 28.5 46.7 46.7 5.8 24.0 Actuated g/C Ratio 0.17 0.24 0.14 0.14 0.28 0.47 0.47 0.06 0.24 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Protected Phases	7	4			8	II. M. D. G. G. F. E. S. G.	CONTRACTOR CONTRACTOR CONTRACTOR	2			6	
Effective Green, g (s) 17.0 23.5 14.5 14.5 28.5 46.7 46.7 5.8 24.0 Actuated g/C Ratio 0.17 0.24 0.14 0.14 0.28 0.47 0.47 0.06 0.24 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	Permitted Phases				8					2			
Actuated g/C Ratio		16.0	22.5		13.5	13.5		27.5	45.7	45.7	4.8	23.0	Sec. (4.02.00.) (c) 200
Clearance Time (s) 5.0 3.0		7.5.7.7.9.60 (6.6.6.6.0)	AND SECURE OF SECURITION OF THE SECURE OF TH		14.5	14.5		28.5	46.7	46.7	5.8	24.0	
Vehicle Extension (s) 3.0					0.14	0.14		0.28	0.47	0.47	0.06	0.24	***************************************
Lane Grp Cap (vph) 602 832 216 497 1422 1653 739 103 1274 v/s Ratio Prot c0.15 0.16 0.05 c0.09 c0.29 0.33 0.03 c0.22 v/s Ratio Perm 0.04 0.10 v/c Ratio 0.86 0.69 0.59 0.65 1.00 0.70 0.22 0.58 0.90 Uniform Delay, d1 40.4 34.9 45.6 40.3 35.8 21.2 15.8 45.9 36.8 Progression Factor 1.28 1.34 1.00 1.00 0.47 0.18 0.07 1.00 1.00 Incremental Delay, d2 6.0 1.1 4.0 2.9 16.2 1.0 0.3 8.1 8.5 Delay (s) 57.8 47.9 49.6 43.2 33.2 4.8 1.4 54.1 45.3 Level of Service E D D D C A A D D Approach Delay (s) 52.6 45.1 19.3 45.7 Approach LOS D D B Intersection Summary HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.88		And the second second second second	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
V/s Ratio Prot c0.15 0.16 0.05 c0.09 c0.29 0.33 0.03 c0.22 V/s Ratio Perm 0.04 0.10 0.10 0.10 0.00		3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	Littlewater page City
V/s Ratio Perm 0.04 0.10 v/c Ratio 0.86 0.69 0.59 0.65 1.00 0.70 0.22 0.58 0.90 Uniform Delay, d1 40.4 34.9 45.6 40.3 35.8 21.2 15.8 45.9 36.8 Progression Factor 1.28 1.34 1.00 1.00 0.47 0.18 0.07 1.00 1.00 Incremental Delay, d2 6.0 1.11 4.0 2.9 16.2 1.0 0.3 8.1 8.5 Delay (s) 57.8 47.9 49.6 43.2 33.2 4.8 1.4 54.1 45.3 Level of Service E D D D C A A D D Approach LOS D D D B D D Intersection Summary HCM Volume to Capacity ratio 0.88 HCM Level of Service C			832		216	497		1422	1653	739	103	1274	
v/s Ratio 0.86 0.69 0.59 0.65 1.00 0.70 0.22 0.58 0.90 Uniform Delay, d1 40.4 34.9 45.6 40.3 35.8 21.2 15.8 45.9 36.8 Progression Factor 1.28 1.34 1.00 1.00 0.47 0.18 0.07 1.00 1.00 Incremental Delay, d2 6.0 1.1 4.0 2.9 16.2 1.0 0.3 8.1 8.5 Delay (s) 57.8 47.9 49.6 43.2 33.2 4.8 1.4 54.1 45.3 Level of Service E D D D C A A D D Approach LOS D D D B D D Intersection Summary HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.88		c0.15	0.16		0.05	c0.09		c0.29	0.33		0.03	c0.22	
Uniform Delay, d1					0.04					0.10			i.
Progression Factor 1.28 1.34 1.00 1.00 0.47 0.18 0.07 1.00 1.00 Incremental Delay, d2 6.0 1:1 4.0 2.9 16.2 1.0 0.3 8.1 8.5 Delay (s) 57.8 47.9 49.6 43.2 33.2 4.8 1.4 54.1 45.3 Level of Service E D D D C A A D D Approach Delay (s) 52.6 45.1 19.3 45.7 Approach LOS D D B D Intersection Summary B D D C HCM Volume to Capacity ratio 0.88 HCM Level of Service C					0.59			1.00	0.70	0.22	0.58	0.90	
Incremental Delay, d2		Manager and the second	All Control of the State of the		45.6	40.3		35.8	21.2	15.8	45.9	36,8	
Delay (s) 57.8 47.9 49.6 43.2 33.2 4.8 1.4 54.1 45.3 Level of Service E D D C A A D D Approach Delay (s) 52.6 45.1 19.3 45.7 Approach LOS D D B D Intersection Summary HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.88	•				1.00	1.00		0.47	0.18	0.07	1.00	1.00	
Level of Service E D D D C A A D D Approach Delay (s) 52.6 45.1 19.3 45.7 Approach LOS D D B D Intersection Summary HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.88					4.0	2.9		16.2	1.0	0.3	8.1	8.5	
Approach Delay (s) 52.6 45.1 19.3 45.7 Approach LOS D D B D Intersection Summary HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.88	Delay (s)				49.6	43.2		33.2	_ 4.8	1.4	54.1	45.3	men www.
Approach LOS D D B Intersection Summary HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.88		Ε			. D	D		С	Α	Α	D	D	
Intersection Summary HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.88						45.1			19.3	***************************************	or of Mark 2004 6000 - 0.000 - 1.2 o.0	45.7	34.54.5004.5004.004.0
HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.88	Approach LOS		D			D			В			D	
HCM Volume to Capacity ratio 0.88													
					H	ICM Lev	el of Se	rvice		C	William Co.		
				0.88		E. C.	AND RESIDENCE OF SECUL	# J - V & *			09 6 3 7 W CW CREECOLURE C		94.224.13.03
	Actuated Cycle Length (s			100.0	S	um of lo	st time	(s)		16.0			
Intersection Capacity Utilization 86.6% ICU Level of Service D		lization	8	6.6%									
	c : Critical Lane Group	5 (5 (4)) 3 (5 (4))											

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		स	717	ሻ	स	7	ሻ	ተተጉ		ሻ	ተተተ	7
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	************	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	0.88	0.95	0.95	1.00	1.00	0.91		1.00	0.91	1.00
Frt	e waaaan ay ee aan ah ah a	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	CONTRACTOR OF THE CO	1784	2787	1681	1718	1583	1770	5062		1770	5085	1583
Flt Permitted		0.96	1.00	0.95	0.97	1.00	0.11	1.00		0.12	1.00	1.00
Satd. Flow (perm)	V-1-7	1784	2787	1681	1718	1583	204	5062		229	5085	1583
Volume (vph)	52	7	296	273	71	65	521	2496	80	35	1377	374
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	55	7	312	287	75	68	548	2627	84	37	1449	394
Lane Group Flow (vph)	0	62	312	176	186	68	548	2711	0	37	1449	394
Turn Type	Split		pt+ov	Split		pm+ov	pm+pt			pm+pt		Free
Protected Phases	4	4	4 5	3	3	1	5	2		1	6	
Permitted Phases						3	2			6		Free
Actuated Green, G (s)	arte es Santal Compres	10.2	42.2	14.3	14.3	18.3	60.5	53.5		33.5	29.5	100.0
Effective Green, g (s)		10.2	41.2	14.3	14.3	17.3	63.5	56.5		35.5	32.5	100.0
Actuated g/C Ratio	MARGRADO (2007)	0.10	0.41	0.14	0.14	0.17	0.64	0.56		0.36	0.32	1.00
Clearance Time (s)		4.0		4.0	4.0	3.0	3.0	7.0		3.0	7.0	
Vehicle Extension (s)		3.0	To act the common succession of the common suc	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		182	1148	240	246	274	552	2860		128	1653	1583
v/s Ratio Prot	remainment lagget er er er er	0.03	0.11	0.10	c0.11	0.01	c0.27	0.54		0.01	0.28	
v/s Ratio Perm						0.04	c0.36			0.09		c0.25
v/c Ratio	EVEN SERVE OF THE RES	0.34	0.27	0.73	0.76	0.25	0.99	0.95		0.29	0.88	0.25
Uniform Delay, d1		41.8	19.5	41.0	41.2	35.7	29.0	20.4		24.6	31.9	0.0
Progression Factor	PALICIPATING NO. 711-1.4	1.17	0.36	1.00	1.00	1.00	1.00	1.00		0.22	0.19	1.00
Incremental Delay, d2		0.5	0.1	11.0	12.4	0.5	36.3	8.4		0.6	3.4	0.2
Delay (s)		49.3	7.0	52.0	53.6	36.2	65.3	28.8		6.0	9.3	0.2
Level of Service		D	. A	D	D	D	E	C		A	Α	Α
Approach Delay (s)		14.0	Construction and the	181111668611910191848.4C	50.2	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	WWW.restan Sale on to see.	34.9	With his visit was a constant		7.3	
Approach LOS		. В			D			С			Α	
Intersection Summary												
HCM Average Control De	lay		26.0	H	ICM Lev	el of Se	rvice		С			
HCM Volume to Capacity		one of the transfer of the contract of the con	0.83			muuddiguddigus	AW. A4837		HARLEST.	economica (SSS)		31486808555.
Actuated Cycle Length (s.			100.0	S	um of lo	st time	(s)		8.0			
Intersection Capacity Utili	zation	The second section of the	85.0%	IC	CU Leve	l of Ser	vice	CONTRACTOR OF THE	D			
c - Critical Lane Group												
							COLUMN DESCRIPTION OF THE PARTY.	entra par sen successi		e and discussion	-comment is	NAMES TO STATE OF

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				*	ተተ			ተጉ			4 01300000000000000000000000000000000000	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	h in he wit i go da 3000 a a 2000 a a 20	12 2 - W 4 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -			4.0	A SHOULDANE	2004 C. CSC (25.44)	4.0		AAN SEE AND AND A	14444	3000000 T. C. T.
Lane Util. Factor					0.95			0.95			142	
Frt	000.00.00.00.00.00.00.00.00.00.00.00.00			COSTON CHARACT	1.00		OK. 1111 1114 41 1845	1.00	ascena e marecia.	STOREST TRACES	1.1992/99899-2015-1111	
Flt Protected					1.00			0.99			400	
Satd. Flow (prot)	w vi. vii. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	> 0 100 EASTWARD SANSTAN	CO 100400117-04-10.11.0011000	ANTHORN THE PERSONS AND	3539	to reconnections refuel on	tookeed a terminend	3503	5-203233-24-96-5	68 288 888 888 888 AV - C	> 000 TOED (000 000 000 000 000 000 000 000 000 0	r nord de production de la company
Flt Permitted					1.00			0.99				
Satd. Flow (perm)					3539			3503		× 10.00 (- Commence of the Commence of	
Volume (vph)	0	0	0	0	222	0	242	919	. 0	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	234	0	255	967	0	0	0	. 0
Lane Group Flow (vph)	0	0	0	0	234	0	0	1222	0	0	0	0
Turn Type							Perm					
Protected Phases					8			2	***************************************	**************************************	00000000000000000000000000000000000000	60040 A 240 465 LG 500 (200)
Permitted Phases							2				30	
Actuated Green, G (s)	Anna de la constitución de la co				36.0			56.0				
Effective Green, g (s)					36.0			56.0				
Actuated g/C Ratio	tti delta eko <u>ku</u> ri sissa nemanin	come come como de la como de la como como como como como como de la como como de la como como como como como como como com		. 2000- 0-40 1000-000000-0000-	0.36			0.56				
Clearance Time (s)					4.0			4.0				
Lane Grp Cap (vph)		tas, constitues avantum average			1274			1962				
v/s Ratio Prot					c0.07							
v/s Ratio Perm	****		**************************************	DESCRIPTION FRANCISCO	OR DESCRIPTION OF A SHALLOW	N/15/75/03/8000000 and 15 about 10	onstruction on an examination	c0.35				
v/c Ratio					0.18			0.62				
Uniform Delay, d1	us unamenamen		MATERIAL CHICAGO	SACCOPPERCIAL COME	21.9		GUR PROMPER CHARLITER	14.9	Karabusa stassasta or assessors on	victualist situation and construction of the	STEETEN WALKER ST. A.	
Progression Factor					1.00			1.47				
Incremental Delay, d2				2.22	0.3		NGC management and Salar Management	0.9	egranacza i compose zoneczne	PROMOTOR RECOGNISHING IN WAR A 7		2010/00/00/00/00/00
Delay (s)			Sec. L		22.2			22.8				
		0.0			С			С		AND		0.056865854747
Approach Delay (s) Approach LOS		0.0	Euro veg		22.2			22.8			0.0	
Approach LOS		Α			С			С			Α	
Intersection Summary												
HCM Average Control De			22.7	Н	CM Lev	el of Se	rvice		С			
HCM Volume to Capacity	/ ratio		0.45									
Cycle Length (s)			100.0	S	um of lo	st time	(s)	TOTAL STREET,	8.0	over market and a		
Intersection Capacity Util	ization	4	7.3%	IC	U Leve	l of Serv	rice		Α			
c Critical Lane Group						and the second s			and the second s			an education to the California

	۶	→	*	√	4	4	4	†	<i>></i>	1	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	ተኑ						ተተተ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	(0.000 to 0.000 to 0	EN::::::::::::::::::::::::::::::::::::	GENCE CL. TO SERVERO	4.0	4.0	MONTH (1886-1761)	of the transmission of the	SAME STATE AND ADMINISTRA	************************************	to been no discontinued.	4.0	A Made Colored Co.
Lane Util. Factor				0.91	0.91		112		114		0.91	
Frt	PERSONAL SERVICES			1.00	1.00		70-02-96; 20:27% 30:30:30:00	W00011111-41-0111-1-1-1-1-1-1-1-1-1-1-1-1			1.00	mas model or c
FIt Protected				0.95	0.99						1,00	
Satd. Flow (prot)	V 40. 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			1610	3353	****	AND AND ASSESSMENT OF THE PARTY	STATISTICS CONT. CONT. 10.	20.26,00.30.30.77.77.2	V-14.4.5.2.4.5.5.4.4.4.4.4.4.4.4.4.4.4.4.4.	5085	Proceedings of the second
FIt Permitted				0.95	0.99			ENGLISH.			1.00	
Satd. Flow (perm)			na figure a referencie i naviete a procesi navi sida	1610	3353		27 C. J.	Manager and the Control	LANGE THE STREET OF STREET	e dan marana na series series e series	5085	
Volume (vph)	0	0	0	245	250	0	0	0	0	0	799	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	258	263	0	0	0	0	0	841	0
Lane Group Flow (vph)	0	0	0	183	338	0	0	0	0	0	841	0
Turn Type				Perm								
Protected Phases					8	\$ 2 m dutter, tri 2, repr. miles 4404 (co. vigin 4004	**************************************		200 S - 100 C		6	
Permitted Phases				8								
Actuated Green, G (s)				36.0	36.0			economista control i e i i succi i co			56.0	
Effective Green, g (s)				36.0	36.0						56.0	
Actuated g/C Ratio				0.36	0.36						0.56	
Clearance Time (s)				4.0	4.0		-				4.0	
Lane Grp Cap (vph)				580	1207						2848	
v/s Ratio Prot											c0.17	
v/s Ratio Perm				c0.11	0.10			00 00 00 00 00 00 00 00 00 00 00 00 00		******************		CONTROL OF THE STATE OF THE STA
v/c Ratio				0.32	0.28						0.30	
Uniform Delay, d1				23.1	22.8						11.6	and the second s
Progression Factor				1.05	0.90						0.31	
Incremental Delay, d2				1.3	0.5						0.2	
Delay (s)				25.6	21.1						3.8	
Level of Service				С	С						Α	
Approach Delay (s)		0.0			22.7			0.0			3.8	
Approach LOS		Α			С			Α			Α	
Intersection Summary											ii.	, p
HCM Average Control D			11.0	Н	CM Lev	el of Se	rvice		В			_
HCM Volume to Capacit	y ratio		0.30									
Cycle Length (s)			100.0		um of lo				8.0			
Intersection Capacity Uti	lization	(32.8%	IC	CU Leve	l of Sen	vice		Α		7	
c Critical Lane Group											The second secon	

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Movement	EBL	EBT.	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	7	**********					,	<u>ነ</u> ኝ	414	<u> </u>
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	M. 649-322 200 Delich 163	4.0	4.0		Selling and an analysis	ar ann an	70.682.73.50.7 <u>0.70</u> .70			4.0	4.0	
Lane Util. Factor		1.00	1.00							0.91	0.91	
Frt		1.00	0.85	DATE OF CHEST AND CASES OF		rw44.451755 - 19963		5 Tar 45 S 6 S 5 S 5 S 7 S	O PERSONAL CONTRACTOR	1.00	1.00	::X:80800 :
Flt Protected		1.00	1.00							0.95	0.97	
Satd. Flow (prot)		1863	1583			* * * * * * * * * * * * * * * * * * * *	KK 17480 1645 1750 - 0	**************************************	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1610	3289	ESPARATOR .
Flt Permitted		1.00	1.00							0.95	0.97	
Satd. Flow (perm)		1863	1583					W.A	***************************************	1610	3289	managaga 2 to 1
Volume (vph)	0	966	152	. 0	0	0	0	0	0	813	256	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	40.00	160	0	0	0	0	0	0	856	269	0
Lane Group Flow (vph)	0	1017	160	0	0	0	0	0	0	428	697	0
Turn Type			Perm							Perm		
Protected Phases		4			**************************************	CONTRACTOR (CONTRACT)	***************************************	-091.365.3130.386.4133.4		Marine Service Anna Contraction	6	2047):405 D.
Permitted Phases			4							6		
Actuated Green, G (s)	er Carlon de la Carlon Carlon (Carlon Carlon Ca	54.0	54.0						~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	38.0	38.0	2044 (TELBRECO) : .
Effective Green, g (s)		54.0	∞ 54.0							38.0	38.0	
Actuated g/C Ratio	an and the second was consum on	0.54	0.54	2012 2014 2014 2014 2014 2014 2014 2014						0.38	0.38	erenewalke (ACC)
Clearance Time (s)		4.0	4.0							4.0	4.0	-
Lane Grp Cap (vph)	0021111129007909484441411	1006	855							612	1250	
v/s Ratio Prot		c0.55										
v/s Ratio Perm	EBS TO ANALYSIS STREET	buddeleerne ver voor verster o	0.10							c0.27	0.21	GELCOMORPO (
v/c Ratio		1.01	0.19							0.70	0.56	
Uniform Delay, d1	Sola dekertiyenining	23.0	11.8							26.2	24.4	300 300 300 300 300 300 300 300 300 300
Progression Factor		1.00	1.00							0.49	0.53	
Incremental Delay, d2	Singuista de la compania de la comp	31.1	0.5	COLUMN STATEMENT NO MELLOCOM	ALGOROTOS POMPORANTAS EVOLV					6.4	1.8	*************
Delay (s)		54.1	12.3							19,1	14.6	
Level of Service	erena e e e e e e e e e e e e e e e e e e	D	В	CONTRACTOR DE LA COLOR	2889874975555	NEW LOOK PROCESS ON THE SECOND	MINTER BUTTON A ALAS		_	В	В	
Approach Delay (s)		48.4			0.0			0.0			16.3	
Approach LOS		D			Α			Α			В	
Intersection Summary											-	
HCM Average Control De		Towns and the second	32.7	Н	CM Leve	el of Sei	rvice		С			
HCM Volume to Capacity	/ ratio		0.88									
Cycle Length (s)	£3990000212400000000000		100.0		ım of lo				8.0			
Intersection Capacity Util	ızation		3.9%	IC	U Level	of Serv	rice		D			
c Critical Lane Group												and the second s

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ተጉ					***************************************	<u> </u>		*****	AMOTE - 4 - 1 (16)	<u> </u>
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	8800, 0000 8 0000 00 00 00 00 00 00 00 00 00 00 00 0	ESTRY Co., TA COLUMN STORE	Petiting in the Republic of the	(MAIL 20104: 1100, 1100 PF 1879)	####### OF DE	4.0	305459V 480 04 04 11 11 11 11 11 11 11 11 11 11 11 11 11	Alex (1995) - 1995 - 1995	G. M. D	ered/Sublets/Seri
Lane Util. Factor		0.95						0.95				11.00
Frt		1.00	- Photo - V - V - V - V - V - V - V - V - V -			***************************************	100000000000000000000000000000000000000	1.00	\$1000000000000000000000000000000000000	4079,000 va . · · · . · · · 9 /	557374 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
FIt Protected		0.97						1.00				
Satd. Flow (prot)		3430				**************************************		3539		110000000000000000000000000000000000000		
FIt Permitted		0.97						1.00				
Satd. Flow (perm)		3430						3539				
Volume (vph)	1157	658	0	0	0	0	0	450	0	0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1218	693	0	0	0	0	0	474	. 0	0	0	0
Lane Group Flow (vph)	0	1911	0	0	0	0	0	474	0	0	0	0
Turn Type	Perm											
Protected Phases	MOTOR MORNING AND LONG	4	*******					2				
Permitted Phases	4											
Actuated Green, G (s)	The Science Purposes For the	54.0	SNASSE Zeromena, vermenssense	(70°00)	Marrio - mandana isan	CYYON UNIVERSITY MARKET CO.	Manager 1, 100 Mar	38.0				
Effective Green, g (s)		54.0						38.0				
Actuated g/C Ratio	ini Seria di Managara de Cal	0.54	KAROTO BOLLOGO LO PREMIER	20.000-1-0000000000000000000000000000000	CAT I mone a month season		držena venenia o vradni	0.38	************************************	ndyuco uh net au titoro net ano	Section with the St. of the continues	
Clearance Time (s)		4.0						4.0				
Lane Grp Cap (vph)	erencerous de la basellatera August de la composition de	1852	econocidi il filoso sectingo i filosopa a	CV. F. C.				1345				
v/s Ratio Prot								c0.13				
v/s Ratio Perm	Desperation and the control of	c0.56	renderes I.A.A. all susception	No en en el montrologique	en entre electricisco de escribisco	nativity dendrates taken a treatment consense.	enachemen in an an a	T 4 10 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
v/c Ratio		1.16dl						0.35				
Uniform Delay, d1	. 54, 400 135, 400 135, 400	23.0		Uko XXXII U U U U U KANAN MENUNGKE	975.74-0770909000000000000	013.41.23.24 0 007500 55006 000.co.co.co.co.co.co.co.co.co.co.co.co.co.	escription of the control of the	22.2		was as a second		
Progression Factor		0,99						1.00				
Incremental Delay, d2	32.45.000.000.000.000.4c	24.7		orani w w y tronggrouwene	gara a garagea com umagua	,400, X200, X200, XX00,	88.85.875. Y. Y. Y. A. A. A.	0.7	0000 (600° 0000° 0000 Awar (10 1000 0	659'56" 1" K.T. (21% 7.91'5') A.	1989 (1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 - 1984 -	ombo abusancensistand
Delay (s)		47.5	**************************************					22.9				
Level of Service	ere y system a se	D		SUPERIOR NAMES			MARTINITIS LIA A G	С		Summeror of research	SPECTOR CONTRACT	2527000980-4-02-1101
Approach Delay (s)		47.5			0.0			22.9			0.0	
Approach LOS		D			Α			С			Α	
Intersection Summary											-	
HCM Average Control D	elay		42.6	HC	M Leve	el of Serv	rice		D		Section Control	
HCM Volume to Capacit	y ratio		0.75						_			
Cycle Length (s)			100.0	Su	m of lo	st time (s)		8.0		oscalegió	rangon.
Intersection Capacity Uti				ICU	J Level	of Service			D			
dl Defacto Left Lane.	Recode	with 1 th	ough la	ne as a	left lane	Э.	recensor en a Santa	and the second s		mans s Siddelika	040 to 22 - 150 to	ryacity day the Addition
c - Critical Lane Group											TANK	
							MINNESOTO PER SANDO DE		and the second s	na a como a forma de tradition a de la como	record to the form of the Control of	our and the or statement

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Movement	EBL	EBT	EBR	-WBL	WBT	WBR	NBL	NBT	ŅBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተጐ		ሻሻ	† }			4	7	ነ	1→	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4 175 CONTROL (MICHIEL IN 1990)		4.0	4.0	4.0	4.0	1 1500 600 Process (150 to 150 rt 150 ft)
Lane Util. Factor	1.00	0.91		0.97	0.95			1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00		11 1 7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1.00	0.85	1.00	0.90	Manage And Date Local
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5048		3433	3535			1776	1583	1770	1682	24Bet 0.46.287841.2774
FIt Permitted	0.13	1.00		0.95	1.00			0.68	1.00	0.31	1.00	
Satd. Flow (perm)	244	5048		3433	3535		the same are not tradition around survivor	1274	1583	578	1682	2010 100 to diamental 100 to 170 to
Volume (vph)	7	1159	59	320	1626	13	318	9	751	82	22	40
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	7	1220	62	337	1712	14	335	9	791	86	23	42
Lane Group Flow (vph)	7	1282	0	337	1726	0	0	344	791	86	65	0
Turn Type	Perm			Prot			Perm		pm+ov	Perm		
Protected Phases		4	**************************************	3	8		A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2	3	9 ************************************	6	VIII (100 (100 (100 (100 (100 (100 (100 (
Permitted Phases	4	10°					2		2	6		
Actuated Green, G (s)	30.5	30.5		35.0	69.5	*** *	a	32.5	67.5	32.5	32.5	
Effective Green, g (s)	30.5	30.5		35.0	69.5			32.5	67.5	32.5	32.5	
Actuated g/C Ratio	0.28	0.28		0.32	0.63			0.30	0.61	0.30	0.30	109 A. A. A. A. B. A. A. T. T. C.
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	***************************************
Lane Grp Cap (vph)	68	1400		1092	2233			376	1029	171	497	
v/s Ratio Prot		c0.25	anicomorphic control of the control	0.10	c0.49	> 0 < ME CANADO MARIOLIDADA	100 WOOD 1100 COM WOOD	en cuntario consciente do	0.24		0.04	5-08-70000000000000000000000000000000000
v/s Ratio Perm	0.03							c0.27	0.26	0.15		
v/c Ratio	0.10	0.92		0.31	0.77	CALLER THE OR. STANDALL STOPPEN	COLUMN TRUSPENS	0.91	0.77	0.50	0.13	Kalantini kanggaran
Uniform Delay, d1	29.6	38.5		28.4	14.6			37.4	15.5	32.1	28.4	
Progression Factor	1.00	1.00	######################################	0.52	0.39	THE CONTRACTOR SERVICES	**************************************	0.96	1.14	1.00	1.00	Macanine (section)
Incremental Delay, d2	-0.7	9.6		0.6	2.4			25.9	3.5	2.3	0.1	
Delay (s)	30.2	48.1		15.3	8.2	A		62.0	21.2	34.4	28.5	#800000 (B.W.) (B. BEL):
Level of Service	С	D		В	Α			Е	C	С	С	
Approach Delay (s)		48.0			9.3		A . A	33.6			31.9	20 r. 24 f. 10 r. 20
Approach LOS		D			Α			C			C	
Intersection Summary												
HCM Average Control D		26.7 HCM Level of Service						7.00	С	Maria de la composición dela composición de la composición dela composición de la co		
HCM Volume to Capacity	y ratio	0.85						erate antiquation of		303435567476 ⁴ 50	over a strately is to	estocour(#illi
Actuated Cycle Length (s			110.0	S	ium of lo	st time ((s)		8.0			
Intersection Capacity Uti	lization	ence control (CONTROL	88.7%			l of Serv			D	***************************************		190 TE (15 (15 (15 (15 (15 (15 (15 (15 (15 (15
c Critical Lane Group												
3000				THE PERSON AND THE PE	**************************************	~~*************************************						CONTRACTOR OF THE CONTRACTOR O

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Movement	EBL	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	757	^		ሻ	ት ጉ		ሻሻሻ	^	7	ሻ	ተተተ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	sevences con . " :	4.0	4.0	994.36.0000.36343001.000040.30	4.0	4.0	4.0	4.0	4.0	2000.02.02.02.000
Lane Util. Factor	0.97	0.95		1.00	0.95	1.0	0.94	0.95	1.00	1.00	0.91	
Frt	1.00	1.00	DRUNGINGES	1.00	0.98	1001.00.2.2.1.00.0000.700.100	1.00	1.00	0.85	1.00	1.00	
FIt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3539	ELFORNOUS EL	1770	3476	0024000.1.0011024946.111.000	4990	3539	1583	1770	5085	
Fit Permitted	0.95	1.00		0.26	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539		489	3476		4990	3539	1583	1770	5085	
Volume (vph)	436	441	. 0	168	521	70	766	1211	200	87	1445	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	459	464	0	177	548	74	806	1275	211	92	1521	0
Lane Group Flow (vph)	459	464	0	177	622	0	806	1275	211	92	1521	0
Turn Type	Prot			pm+pt			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2	- 4 000	1	6	
Permitted Phases				8					2			
Actuated Green, G (s)	16.0	20.1	2000mmin_101770	37.3	20.7		19.3	46.3	46.3	7.0	34.0	
Effective Green, g (s)	17.0	21.1		39.3	21.7		20.3	47.3	47.3	8.0	35.0	
Actuated g/C Ratio	0.15	0.19	week of the second of the seco	0.36	0.20	20120-00000-0-0000000000000000000000000	0.18	0.43	0.43	0.07	0.32	especial security of the second
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	531	679		380	686		921	1522	681	129	1618	
v/s Ratio Prot	c0.13	0.13	::::::::::::::::::::::::::::::::::::::	0.07	c0.18		0.16	c0.36	*********	0.05	c0.30	
v/s Ratio Perm				0.09					0.13			
v/c Ratio	0.86	0.68	mane stre or part	0.47	0.91	***************************************	0.88	0.84	0.31	0.71	0.94	Assertation .
Uniform Delay, d1	45.4	41.3		34.5	43.2		43.6	27.9	20.6	49.9	36.5	
Progression Factor	0.79	0.46	#666/45.06v@v4567v.55431 =015	1.00	1.00	241 x 1240 Y 24 X 2 X 2 X 12 X 2 X 2 X 2 X 2 X 2 X 2 X	0.57	0.35	0.32	1.00	1.00	ances and an artist and a second
Incremental Delay, d2	7.6	1.5		0.9	15.6		7.1	3.4	0.7	17.0	11.2	
Delay (s)	43.3	20.4	.mil.com.com.com.com.com.com.com.com.com.com	35.4	58.8	D 10.00 AC ACAMOUNT OF THE C	31.7	₋ 13.0	7.3	66.9	47.6	00.000.00000000000000000000000000000000
Level of Service	D	C		D	E		С	В	A	Ε	D	
Approach Delay (s)	A EL MAN MATTER PARTIENAL MARTINES CO	31.8	12 10 10 10 10 10 10 10 10 10 10 10 10 10	CONTRACTOR OF THE STATE	53.6	***************************************	20.00 abr 80.000.000.000	19.1	\$16\$P#96900000000000000000000000000000000000		48.7	MEDICAL COMPUTATION
Approach LOS		С			D			В			D	
Intersection Summary												
HCM Average Control D	elay		34.6	i i F	ICM Lev	el of Se	rvice		С	10000		
HCM Volume to Capacit		BANG SN JEHT IN DIESE	0.88		1 2	10. 1 2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	i.		The William S. Tubb.	555-0550 750 8-05046.		
Actuated Cycle Length (,		110.0	Ś	um of lo	st time	(s) -		12.0			•
Intersection Capacity Uti		romerski i staliki. I	88.7%		CU Leve				D			
c Critical Lane Group			7.4									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	77	ሻ	4	7	ሻ	ተተ _ጉ		ሻ	ተተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	outed visit in the Assistance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	TOTAL TO PERFORM AND THE PERFORMANCE OF THE PERFORM	4.0	4.0	4.0
Lane Util. Factor		1.00	*1.00	0.95	0.95	1.00	1.00	*1.00		1.00	*1.00	1.00
Frt		1.00	0.85	1.00	1.00	0.85	1.00	0.99	n P. Staffer Controls and the control of the field	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1787	3167	1681	1708	1583	1770	5511		1770	5588	1583
Flt Permitted		0.96	1.00	0.95	0.97	1.00	0.08	1.00		0.09	1.00	1.00
Satd. Flow (perm)		1787	3167	1681	1708	1583	154	5511		165	5588	1583
Volume (vph)	268	48	1140	191	32	56	203	1796	182	92	2359	93
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	282	51	1200	201	34	59	214	1891	192	97	2483	98
Lane Group Flow (vph)	0	333	1200	115	120	59	214	2083	0	97	2483	98
Turn Type	Split		pt+ov	Split		pt+ov	pm+pt			pm+pt		Free
Protected Phases	4	4	4 5	3	3	3 1	5	2		1	6	
Permitted Phases							2			6		Free
Actuated Green, G (s)		30.0	44.0	9.8	9.8	16.6	56.2	46.4		50.0	43.2	110.0
Effective Green, g (s)		30.0	43.0	9.8	9.8	15.6	57.4	48.4		51.0		110.0
Actuated g/C Ratio		0.27	0.39	0.09	0.09	0.14	0.52	0.44		0.46	0.41	1.00
Clearance Time (s)		4.0		4.0	4.0		3.0	6.0		3.0	6.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)			1238	150	152	224	213	2425		161	2296	1583
v/s Ratio Prot		0.19	c0.38	0.07	c0.07	0.04	c0.08	0.38		0.03	c0.44	
v/s Ratio Perm							0.44			0.25		0.06
v/c Ratio		0.68	0.97	0.77	0.79	0.26	1.00	0.86		0.60	1.08	0.06
Uniform Delay, d1		35.8	32.9	49.0	49.1	42.1	52.7	27.7		22.2	32.4	0.0
Progression Factor	STEELS ON THE ADVANCE	1.18	1.19	1.00	1.00	1.00	1.00	1.00		1.34	0.46	1.00
Incremental Delay, d2		3.9	18.4	20.6	23.2	0.6	62.9	4.2		3.0	41.1	0.0
Delay (s)		46.1	57.4	69.6	72.3	42.7	115.5	32.0	More the maps, or repay (Mey Prest)	32.8	56.0	0.0
Level of Service		D	, Е	E		D	- F	С		С	E	A
Approach Delay (s)	s, arrott () server and arrows	54.9	ran es acomá a la cresciona.	SWEET TENSOR OWNER, MINISTER	65.3	TRESCO INTO CAMANGA A	5000000 Decouples (5.00000 Mar 1900000000	39.7	Barran Balanca (Barran Barran Bar	atking/balaitinia kiim	53.1	LECTED SOCIOLOGICA SIL PORTOGRACIO SE
Approach LOS		D			Ε.			D		and the second	. D	
Intersection Summary	_											
HCM Average Control De	elay		49.5	F	ICM Lev	el of Se	ervice		D			
HCM Volume to Capacity	/ ratio	40 V.	1.05	oresent the solitorese solutions € u	Michigan Condensation & Const. Condensation	******************		egraphic actions regardens con	The state of the second se	in the Constant of the work and		Part Action Company Control Co.
Actuated Cycle Length (s			110.0	5	ium of lo	ost time	(s)		16.0			
Intersection Capacity Util	ization	1	06.4%	10	CU Leve	el of Ser	vice		F			00000000000000000000000000000000000000
c Critical Lane Group								Ť				

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Movement	EBL -	EBT -	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			0.000	k0.(10400)7.044.059, k 745	个 个			414	*******			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	40-1409807-150-4-01-60-	44 6 4 4 5 5 5 5 5 5 5 6 5 5 5 5 5 5 5 5	160×40404 44 44.04. 46.9	J** 46.30404234234*44 3+13	4.0	M. 8845 SINESS, 4,0:01-00		4.0	dielijakina metias indo	DAG SESAN	5 (2002) 60 (200)	66.00 (S.C.) (S.C.) (S.C.)
Lane Util. Factor					0.95			0.95				
Frt			948077 NV WYOLDOLD	III III TOO OO	1.00	164074.TM 101000000000		1.00	**************************************	riga a Walk (Injuisiona		0.870.5000.000000
Flt Protected					1.00			0.99				
Satd. Flow (prot)		errene arrene arrene arrene arrene		***************************************	3539		A ANGETT BACK TO A GROUP (1911)	3490	ner arenas er in a ved kolev	9 18 (1848 19 42 % TO 18 48 KI		person (10,000) (2)
FIt Permitted					1.00			0.99				
Satd. Flow (perm)					3539			3490				
Volume (vph)	0	0	0	. 0	615	0	310	790	0	- 0	0	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	647	0	326	832	0	0	. 0	0
Lane Group Flow (vph)	0	0	0	0	647	0	0	1158	0	0	0	0
Turn Type							Perm					
Protected Phases					8			2			2 (* 73 /80/46000000 0000 A 000	
Permitted Phases							2					
Actuated Green, G (s)	renocatemen o noncolou a ele-	*(/a 0 *0.00.00; / 0.00 *	**************************************	of the boundary of the second	46.0			56.0				
Effective Green, g (s)					46.0			56.0				
Actuated g/C Ratio	ioniciae and -		National St. Noncoopers	or accompanies which con-	0.42	on de la companione de la	en sout fratzromen.com	0.51		C. C	100 C C C C C C C C C C C C C C C C C C	
Clearance Time (s)					4.0			4.0		1.0		
Lane Grp Cap (vph)	Carterantesara	TOTAL OF MARK STORESTON WA	and a superior of the superior	IIII MARANANIA II VII LUVU A	1480			1777				
v/s Ratio Prot					c0.18							
v/s Ratio Perm	ANN 400 ANN 40	: 10°50°000 kilo k wasan ing menja	GORDON DES DES PROPERCIONALS.	LINE OF MEDICAL MEDICA	~*************************************			c0.33				
v/c Ratio					0.44			0.65				
Uniform Delay, d1	#7786K.776K.234	- C. C. S. C. S	de la composition de		22.8		_0000000000000000000000000000000000000	19.8	. S vovelor our et . Esservan a	CUSTO MORPHOSONO A PUEL FOARM		
Progression Factor			100		1.00			0.49				
Incremental Delay, d2	100000000000000000000000000000000000000	C274094034034094		and the second	0.9	93.TARY *********	en si da de santa formazione con co	1.4	process and a second process of the	200000 00 00 00 00 20 00000 0000000000		10 0/0/00/00
Delay (s)				and the second	23.7			11.2				
Level of Service		0.0			C	CONTRACTOR OF THE SECOND	8 - C. S.	В	647.435.373.2734.2			ERROSEN COME
Approach Delay (s)		0.0			23.7			11.2			0.0	
Approach LOS		Α			С			В			Α	
Intersection Summary												
HCM Average Control De			15.7	H	CM Lev	el of Se	rvice		В			
HCM Volume to Capacity	ratio		0.55							İ		
Cycle Length (s)	and the second second		110.0			st time (8.0			
Intersection Capacity Utili	zation	. 5	7.0%	IC.	:U Leve	l of Serv	rice		Α			
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR :	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ነ	414						ተተተ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		755753 <u>4,7567,695,66</u> 69		4.0	4.0	NIN AND THE STATE OF	WWW. CONT. ALCOHOL	40-49. DECEMBER 2017	-1:-1000401243-11:40-4-	AN SERVICE TO LOUIS AND A	4.0	TOURSESSON ON KANTONING
Lane Util. Factor				0.91	0.91						0.91	
Frt	rossett til til til til til til til til til t	58174594502360355	(1)	1.00	1.00	Materia (n.a. Pieto CC)	or objective sometime		remendential at a con-	100001044400000000000000000000000000000	1.00	nnamma.en men.
FIt Protected				0.95	0.97						1.00	
Satd. Flow (prot)	15-1-7-12-27-82-82-82-8-4		.to Paul Committee and State	1610	3296	America de la composición della composición dell	2 - A - 1 10 K 1 2 2 2 3 7 2 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	086/96 A 0/00 (4752 040 C.3 196 - 6)	6.0061-9.002.23023111999913999	ALLE A ALLESS AT THE OTHER	5085	
FIt Permitted			4,3	0.95	. 0.97						1.00	100
Satd. Flow (perm)	CLUMBEL SUPPLEMENT	222002304000	000/00/00/00/00/00/00/00/00/00/00/00/00	1610	3296	COMMENT - TO BE SECTION - 1	100000000000000000000000000000000000000				5085	
Volume (vph)	0	0	0	678	254	0	0	0	0	0	968	0 :: :
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	. 0	0	714	267	0	0	0	0	0	1019	. 0
Lane Group Flow (vph)	0	0	0	357	624	0	0	0	0	0	1019	0
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)				46.0	46.0						56.0	
Effective Green, g (s)				46.0	46.0						56.0	
Actuated g/C Ratio				0.42	0.42		-				0.51	
Clearance Time (s)				4.0	4.0						4.0	
Lane Grp Cap (vph)				673	1378						2589	
v/s Ratio Prot											c0.20	
v/s Ratio Perm				c0.22	0.19							
v/c Ratio				0.53	0.45						0.39	
Uniform Delay, d1				23.9	23.0						16.6	
Progression Factor				0.51	0.56						0.54	
Incremental Delay, d2		AND THE THE PARTY OF THE PARTY	a to come cert to contract to come making contra	2.6	0.9	· Outcome control control of the con		v ************************************		~~~~	0.0	a trade alfrede abaticoness a 1000
Delay (s)				14.9	13.8						9.1	
Level of Service				_ B	В			assanta anteres en el el	ear community of the same	-16:37000000000000000000000000000000000000	Α	Managaran Transport
Approach Delay (s)		0.0			14.2			0.0			9.1	
Approach LOS		Α			В			Α			Α	
Intersection Summary												
HCM Average Control D	elav		11.6	F	ICM Lev	el of Se	rvice		В			***************************************
HCM Volume to Capacit			0.46	•			-		-			
Cycle Length (s)		3.40	110.0	S	Sum of Io	st time	(s)		8.0			
Intersection Capacity Uti	lization	4	46.1%		CU Leve				Α			
c Critical Lane Group					Balance (1940) (1960)	anociotico	a sacarati sono sono sono sono		e e e e e e e e e e e e e e e e e e e	and Krain or Kollin		COLLEGE STATE OF STATE OF
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	. NBL	NBT	NBR	SBL	SBT-	SBR
Lane Configurations		*	7							ሻ	414	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2. E860-686-1949-97-633 P. 194-38433	4.0	4.0	52.795.6799.995.905.006.2042	4.07. 11.15000***0070 0#*0172.0	LEHMONDO S. DANKI	X 11800 N 108 N 10000	DELENSORS CHECKS AND A CO.	CONTRACTOR OF STREET	4.0	4.0	
Lane Util. Factor		1.00	1.00							0.91	0.91	
Frt	Stunden secon surface	1.00	0.85	Compressive Company	2.181.1 2 20279298007.11.	intermedia y narawa	obeckernipschalling.	inth travership experience in i	C90710704073601141340711010	1.00	1.00	
FIt Protected		1.00	1.00							0.95	0.97	
Satd. Flow (prot)		1863	1583	11111111111111111111111111111111111111	D084-10000A-02013-1194	10 m 2 m 10 m 10 m 10 m 10 m 10 m 10 m 1	40.000000000000000000000000000000000000	Prescribation and the Control of the	PART	1610	3303	
Fit Permitted		1.00	1.00							0.95	0.97	
Satd. Flow (perm)	900 - 1	1863	1583	e facilità de distribuir designatures de la casa	THE STATE OF THE S			The second secon	A. A	1610	3303	
Volume (vph)	- 0	706	319	. 0	0	0	0	0	0	1232	557	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	743	336	0	0	0	. 0	0	0	1297	586	. 0
Lane Group Flow (vph)	0	743	336	0	0	0	0	0	0	649	1234	0
Turn Type			Perm							Perm		
Protected Phases		4									6	
Permitted Phases			4							6.		
Actuated Green, G (s)		59.0	59.0							43.0	43.0	
Effective Green, g (s)		59.0	59.0							43.0	43.0	
Actuated g/C Ratio		0.54	0.54							0.39	0.39	
Clearance Time (s)		4.0	4.0							4.0	4.0	
Lane Grp Cap (vph)		999	849							629	1291	
v/s Ratio Prot		c0.40										
v/s Ratio Perm			0.21			-				c0.40	0.37	
v/c Ratio		0.74	0.40							1.03	0.96	
Uniform Delay, d1	9700 x 000 8000 x 20. (Factors (Factors	19.7	15.0	TOWORK COMMUNICATION PROPERTY OF AN	process of the proces	en real company when there a view as	C. ADMINISTRATION OF THE CONTROL OF			33.5	32.6	a analysis and the second
Progression Factor		1.00	1.00							0.74	0.77	
Incremental Delay, d2	MENTER NAME OF A PROPERTY OF THE	5.0	1.4	1000aa.da.aa.aa.aa.aa.aa.aa.aa.aa.aa.aa.aa.a	ando in the San and San	CAMPAGE IN LITTLE OF WATER CO. IN CA.	LANGUET MONTH OF ANY AND ANY			43.2	15.8	NAMES OF BRIDE
Delay (s)		24.7	16.4							68.0	40.9	
Level of Service		С	В	STORY TO A CONTRACT CONTRACT	externa especial di respectation del proposition del propositi	1006-7040-5111101M 10708 10708	0%0.2804017000105.VC\$XXxxx	N. 180 (2000 121) N. 187 (Proping April 2000 1801 1801	0.00 (0.000)*** NAPAN, 204-0.07 (1.000)	_ E	D	~00/0~/00/0000 E10010000
Approach Delay (s)		22.1			0.0			0.0			50,3	
Approach LOS		С			Α			Α			D	
Intersection Summary												
HCM Average Control Do			40.0	Н	CM Lev	el of Se	rvice	Actual Control of the	D		arania da arangan	
HCM Volume to Capacit	/ ratio		0.86									
Cycle Length (s)			110.0			st time		**************************************	8.0	Section of the sectio	on the state of th	**************************************
Intersection Capacity Uti	ızation		31.7%	- IC	U Leve	l of Ser	vice		D			
c Critical Lane Group												

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Movement .	·EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414						ተተ				
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	50 CO. 171 SHOP (2000) A. DO. ARAD	4.0	10.000 AC ABBO MT 02 TO 10 TO 10 TO 10			C F 146	SERVICE OF SAME AS C. S. S.	4.0				
Lane Util. Factor		0.95						0.95				
Frt		1.00						1.00				
FIt Protected		0.98						1.00				
Satd. Flow (prot)		3469						3539				
FIt Permitted		0.98						1.00				
Satd. Flow (perm)		3469						3539			•	
Volume (vph)	714	1058	0		0	. 0	0	257	0	0	.0	. 0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	752	1114	0	0	. 0	0	0	STATE OF STA	0	0	0	0
Lane Group Flow (vph)	0	1866	0	0	0	0	0	271	0	0	0	0
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Actuated Green, G (s)		59.0						43.0				
Effective Green, g (s)		59.0						43.0				
Actuated g/C Ratio		0.54						0.39				
Clearance Time (s)		4.0						4.0				
Lane Grp Cap (vph)		1861						1383				
v/s Ratio Prot								c0.08				
v/s Ratio Perm		c0.54										
v/c Ratio		1.00						0.20				
Uniform Delay, d1	TO BE THE STATE OF	25.5	anno esta esta esta esta esta esta esta esta					22.1				
Progression Factor		1.25						1.00				
Incremental Delay, d2	************************************	15.8		Marrows (2008) 8 700 (1000) M 700 (400)	1006-1417 NOV ON AND X 100 X 1	>> >>	emon outself NOT Term in a sur York	0.3	n eminos de 2 contra Motore coerce dos tod		estion twice to the engineering	45000000000000000000000000000000000000
Delay (s)		47.6						22.4				
Level of Service		D					agricultural di al California del Ca	С	s Charles at the sink proving state of the	commence and control	entra entre entre estadores	solomono e es co
Approach Delay (s)		47.6			0.0			22.4			0.0	
Approach LOS		D			Α			C			Α	
Intersection Summary												
HCM Average Control De			44.4	Н	CM Lev	el of Se	rvice		D			
HCM Volume to Capacity	y ratio		0.66									
Cycle Length (s)			110.0	S	um of lo	st time	(s)		8.0	man de status en la completa de completa de la completa de la completa del completa de la completa del la completa de la completa de la completa della comp		
Intersection Capacity Util	lization	. (66.8%	IC	U Leve	l of Sen	vice		В			
c Critical Lane Group												

Timing Plan: PM 3/27/2003 wellsamcl1-st51

Intersection: 1: N Beauregard St & Mark Center Drive

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	Т	TR	L	L	TR	LT	R	L	TR	
Maximum Queue (ft)	43	298	277	456	185	524	16	113	53	31	31	
Average Queue (ft)	27	240	252	409	151	220	3	91	16	26	10	
95th Queue (ft)	40	317	310	469	228	478	13	120	51	34	30	
Link Distance (ft)		748	748	748		464	464	673	673	223	223	a and the contract of the cont
Upstream Blk Time (%)						0.02						
Queuing Penalty (veh)						17		en el alla la companie mente de com	12.12.12.12.140.000.4007.43	COM-1910 C 1000 DE 1910 COM	A. C.	engonega ang pentilon
Storage Bay Dist (ft)	250				200			49.7				
Storage Blk Time (%)		0.05			0.00	0.09	ar ann a-mar a - mar a ghlabhan guirin	e e successor en en en el de la company de l	CONTROL TO CONTROL OF THE STREET OF THE STRE	The same design of the same of the same	negre, 41	-2004-400000000000000000000000000000000
Queuing Penalty (veh)		2			2	51						

Intersection: 2: N B	Beauregard St &	Seminary Rd
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Movement	EB	EB	- EB	EB	WB :	WB	WB	NB	NB.	ŅΒ	NB	NB
Directions Served	L	L	Т	Т	L	Т	TR	L	L	L	Т	Т
Maximum Queue (ft)	107	230	224	224	170	126	127	195	205	330	330	280
Average Queue (ft)	92	216	221	163	121	103	104	181	183	281	220	185
95th Queue (ft)	112	249	226	247	183	135	141	201	243	379	385	306
Link Distance (ft)		116	116	116		528	528			214	214	214
Upstream Blk Time (%)	0.00	0.58	0.73	0.33				0.00	0.01	0.25	0.13	0.06
Queuing Penalty (veh)	0	184	232	105				0	0	214	111	48
Storage Bay Dist (ft)	250				250			250	250			
Storage Blk Time (%)	0.00	0.58						0.00	0.01	0.25		0.39
Queuing Penalty (veh)	0	144						0	6	222		59
Intersection: 2: N Be	aureg	ard St	& Sen	ninary l	Rd							

Movement	NB	SB	SB	SB	SB						
Directions Served	R	L	Т	T	Т						
Maximum Queue (ft)	48	52	71	189	170						
Average Queue (ft)	21	34	49	174	170				and the second second second second second	5. 15. 5. 4. 6. 17. 17. 17. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	 rom amoranda y
95th Queue (ft)	51	65	92	186	170						
Link Distance (ft)		80	80	80	80	er en alban en al del Steel en	Andron in richtens state Annua		Non-warmer all Wild All On Str.	er a consistencia sal basersar	 isacietiemoni:
Upstream Blk Time (%)			0.11	0.77	0.77						
Queuing Penalty (veh)		san sa hannon a dha an a	31	222	221	enany in a senenal distriction meteor	selectiva del compression de la compression della compression de la compression della compression dell	elias isac community		e der state from Kl imende	TOTAL PROPERTY.
Storage Bay Dist (ft)	10								eanorem e		
Storage Blk Time (%)	0.05	arenemene cincopers	10.50 408 F 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10	*****	er to computation in the terms of		-	494540960135694504	1997 (1998 T. 164.649)		and the state of
Queuing Penalty (veh)	26										

Intersection: 3: Mark Center Drive & Seminary Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	LT	R	R	L	LT	R	L	T	Т	TR	L	T
Maximum Queue (ft)	51	50	31	147	145	55	326	518	614	314	31	147
Average Queue (ft)	32	31	23	96	87	44	266	331	267	220	12	110
95th Queue (ft)	62	62	43	158	143	62	352	668	596	364	37	144
Link Distance (ft)	688	688	688	252	252	252		489	489	489		358
Upstream Blk Time (%)								0.04	0.01			
Queuing Penalty (veh)			-			-31 31 37 4111111111111111111111111111111		44	8			
Storage Bay Dist (ft)							300				300	
Storage Blk Time (%)							0.08	0.04				
Queuing Penalty (veh)							64	20				

Intersection: 3: Mark Center Drive & Seminary Rd

Movement	SB	SB	SB	
Directions Served	Т	Т	R	
Maximum Queue (ft)	243	466	461	
Average Queue (ft)	155	292	161	
95th Queue (ft)	247	532	491	
Link Distance (ft)	358	358	358	
Upstream Blk Time (%)	3000	0.15	0.10	
Queuing Penalty (veh)		67	46	TO THE THE THE STATE OF THE
Storage Bay Dist (ft)				
Storage Blk Time (%)	· · · · · · · · · · · · · · · · · · ·	ur versionere annesse colle	and the second second second	The state of the s
Queuing Penalty (veh)				

Intersection: 4: I-395 SB Off Ramp &

Movement.	· WB	WB	NB	NB					
Directions Served	Т	T	LT	T					
Maximum Queue (ft)	135	109	188	171					
Average Queue (ft)	71	51	145	110					
95th Queue (ft)	146	118	197	176					
Link Distance (ft)	131	131	267	267					
Upstream Blk Time (%)	0.02								
Queuing Penalty (veh)	2								
Storage Bay Dist (ft)									
Storage Blk Time (%)			na . nama a santa di Albania di A	ar	 o merenenningh entimis .	an in a case in a record or compagnition is.	e or to a the common position (see excellent to		A
Queuing Penalty (veh)									

Intersection: 5: I-395 SB Off Ramp &

Movement	WB	WB	-WB	SB	SB	SB	
Directions Served	L	LT	T	Т	Т	Т	
Maximum Queue (ft)	52	72	92	46	50	69	
Average Queue (ft)	35	45	29	21	29	25	
95th Queue (ft)	49	74	90	51	60	64	
Link Distance (ft)	253	253	253	141	141	141	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: I-395 NB On Ramp &

Movement	- EB	- EB	SB	SB	SB	
Directions Served	Т	R	L	LT	Т	
Maximum Queue (ft)	568	28	150	153	109	
Average Queue (ft)	392	27	114	126	74	
95th Queue (ft)	598	29	145	154	138	
Link Distance (ft)	554	554	263	263	263	
Upstream Blk Time (%)	0.05					
Queuing Penalty (veh)	0					, жылы жана кыргында кыргызда жана жана жана жана жана жана жана жа
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: I-395 NB On Ramp &

Movement	EB	EB	NB	· NB			
Directions Served	LT	Т	Т	T			
Maximum Queue (ft)	276	304	187	145			
Average Queue (ft)	248	232	120	120			
95th Queue (ft)	317	354	177	147			
Link Distance (ft)	238	238	122	122			
Upstream Blk Time (%)	0.20	0.10	0.04	0.07			
Queuing Penalty (veh)	175	86	9	15			THE PROPERTY OF THE PROPERTY O
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 1: N Beauregard St & Mark Center Drive

Movement	EB	EB	EB	EB	WB -	WB	WB	WB	NB	NB	SB-	SB
Directions Served	L	Т	Т	TR	L	L	Т	TR	LT	R	L	TR
Maximum Queue (ft)	20	288	307	335	116	123	81	79	267	378	51	70
Average Queue (ft)	9	215	197	256	55	49	68	62	173	292	34	30
95th Queue (ft)	19	294	313	336	111	123	95	85	267	453	48	69
Link Distance (ft)	Commence And Service	748	748	748		464	464	464	673	673	223	223
Upstream Blk Time (%)												
Queuing Penalty (veh)											Sala Manufacture Name Name	
Storage Bay Dist (ft)	250				200						energia (7)	
Storage Blk Time (%)		0.03								ann aire ann 14.75 an ior an an an		Norma (Andredenswer)
Queuing Penalty (veh)	Mada	0										

Movement	EB	EB.	- EB	EB	WB	WB	WB	NB	- NB	NB:	NB	NB
Directions Served	L	L	Т	Т	L	Т	TR	L	L	L	Т	Т
Maximum Queue (ft)	109	221	224	170	152	209	277	148	204	330	330	319
Average Queue (ft)	97	172	200	98	93	154	167	95	137	221	247	239
95th Queue (ft)	122	218	276	174	147	225	283	145	211	385	366	341
Link Distance (ft)		116	116	116		528	528			214	214	214
Upstream Blk Time (%)	0.01	0.17	0.24	0.07					0.00	0.09	0.14	0.15
Queuing Penalty (veh)	0	49	69	21					0	63	104	107
Storage Bay Dist (ft)	250				250			250	250			
Storage Blk Time (%)	0.01	0.17							0.00	0.09		0.56
Queuing Penalty (veh)	2	37							1	44		112
Intersection: 2: N Re	auren	ard St	& Sem	inary F	5H							

Intersection: 2: N Beauregard St & Seminary Rd

Movement	NB	SB	SB	SB	SB - Line Committee
Directions Served	R	L	Т	Т	T
Maximum Queue (ft)	36	55	72	170	170
Average Queue (ft)	28	47	66	170	169
95th Queue (ft)	52	61	79	171	171
Link Distance (ft)		80	80	80	80
Upstream Blk Time (%)			0.15	0.74	0.72
Queuing Penalty (veh)			58	284	277
Storage Bay Dist (ft)	10				
Storage Blk Time (%)	0.04				
Queuing Penalty (veh)	25				

Intersection:	ვ.	Mark	Center	Drive	ጲ	Seminary Rd	
miersection.	o.	IVIAIR	Center	DIIVE	α	Seminary Ru	

Movement	EB	EB	EB	WB	WB.	WB	NB	NB	NB	NB	SB	SB
Directions Served	LT	R	R	L	LT	R	L	Т	T	TR	L	Т
Maximum Queue (ft)	243	359	359	110	109	31	144	326	328	326	72	227
Average Queue (ft)	193	282	230	101	77	- 30	116	262	267	280	48	169
95th Queue (ft)	249	355	346	117	115	33	143	359	333	331	74	245
Link Distance (ft)	688	688	688	252	252	252	#K 1999ac 211. < 523 cm	489	489	489	ASSECT SEASONS AND ADMINISTRA	358
Upstream Blk Time (%))											100
Queuing Penalty (veh)							······································	50000 100 000 000 000 000 000 000 000 00	Andrew Andrew College Control	2 8 C - W - J C - V - B	no mini di Para di Para di Angela (1904).	
Storage Bay Dist (ft)							300				300	
Storage Blk Time (%)					**************************************	o de la constitutação en estado de la composição de la constituida de la constituida de la constituida de la c	COLO LO RECOLOMO DE SILVIE SI MORI DE	0.03	,	1907		
Queuing Penalty (veh)								7				
Intersection: 3: Mar	k Cente	r Drive	م2 <i>&</i> د	minan	Вd	b Person of the State of the service	00000000000000000000000000000000000000	market server (Dec. 12. 17. 17		(3 J. CAYASIZNING)		

Intersection: 3: Mark Center Drive & Seminary Rd

Movement	SB	SB.	SB
Directions Served	T	Т	R
Maximum Queue (ft)	350	472	467
Average Queue (ft)	290	424	370
95th Queue (ft)	392	507	675
Link Distance (ft)	358	358	358
Upstream Blk Time (%)	0.01	0.09	0.24
Queuing Penalty (veh)	4	57	155
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: I-395 SB Off Ramp &

Movement	WB	WB	NB	NB	
Directions Served	T	T	LT	Т	
Maximum Queue (ft)	203	109	266	148	
Average Queue (ft)	119	73	173	100	
95th Queue (ft)	190	115	259	152	
Link Distance (ft)	131	131	267	267	
Upstream Blk Time (%)	0.02		0.00		
Queuing Penalty (veh)	6		2		
Storage Bay Dist (ft)					
Storage Blk Time (%)					The state of the s
Queuing Penalty (veh)					

Intersection: 5: I-395 SB Off Ramp &

Movement	WB	WB	WB	SB	SB	SB			
Directions Served	L	LT	Т	Т	T	Т		and the second second second second	
Maximum Queue (ft)	86	103	51	69	88	111			
Average Queue (ft)	55	61	33	61	71	77			and the second s
95th Queue (ft)	85	96	51	76	96	118			
Link Distance (ft)	253	253	253	141	141	141		and a state of the	
Upstream Blk Time (%)									
Queuing Penalty (veh)							 	A delection of the control of the co	
Storage Bay Dist (ft)									
Storage Blk Time (%)						manuscripture (n. 1818 - 1918)		en Armani das stockhomosticu	ooner 1966 i Guilliage (Children Martin Martin 1970)
Queuing Penalty (veh)									

Intersection: 6: I-395 NB On Ramp &

Movement	EB	EB	SB	SB	SB	
Directions Served	Т	R	L	LT	Т	
Maximum Queue (ft)	362	108	250	296	270	
Average Queue (ft)	259	70	214	262	224	
95th Queue (ft)	373	117	286	312	289	
Link Distance (ft)	554	554	263	263	263	
Upstream Blk Time (%)			0.00	0.09	0.07	
Queuing Penalty (veh)			1	51	38	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: I-395 NB On Ramp &

Movement	EB	EB	NB	- NB	
Directions Served	LT	Т	Т	Т	
Maximum Queue (ft)	275	306	110	110	
Average Queue (ft)	244	236	66	59	
95th Queue (ft)	280	311	113	125	
Link Distance (ft)	238	238	122	122	
Upstream Blk Time (%)	0.13	0.07	0.00	0.00	
Queuing Penalty (veh)	125	68	0	1	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

REVISED: December 18, 2003

APPLICATION for SPECIAL USE PERMIT # 2003-0037 [] Change of Ownership or [] Minor Amendment
[must use black ink or type]
PROPERTY LOCATION: I-395 and Seminary Road
TAX MAP REFERENCE: 19.04-02-14; 20.03-02-01; 19.04-02-07 ZONE: CDD-4
APPLICANT Name: THE MARK WINKLER COMPANY, agent
Address: 4900 Seminary Road, Suite 900, Alexandria, Virginia 22311
PROPERTY OWNER Name: MARK CENTER PROPERTIES LIMITED PARTNERSHIP, et al
Address: 4900 Seminary Road, Suite 900, Alexandria, Virginia 22311
SITE USE: Request for Transportation Management Plan. This Plan accompanies the Preliminary
Development Plan submitted for Plaza I, Mark Center.
[] THE UNDERSIGNED hereby applies for a Special Use Permit for Change in Ownership, in accordance with the provisions of Article XI, Division A, Section 11-503 (5)(f) of the 1992 Zoning Ordinance of City of Alexandria, Virginia. THE UNDERSIGNED, having read and received a copy of the special use permit, hereby agrees to comply with all conditions of the current special use permit, including all other applicable City codes and ordinances.
[] THE UNDERSIGNED hereby applies for a Special Use Permit for Minor Amendment, in accordance with the provisions of Article XI, Division A, Section 11-509 and 11-511 of the 1992 Zoning Ordinance of City of Alexandria, Virginia.
THE UNDERSIGNED, having obtained permission from the property owner, hereby requests this special use permit. The undersigned also attests that all of the information herein required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief.
J. Howard Middleton, Jr., Esq. Print Name of Applicant or Agent Signature
3110 Fairview Park Dr., Suite 1400 703-641-4225 703-641-4340 Mailing/Street Address Telephone # Fax #
Falls Church, VA 22042 City and State December 18, 2003 Date
——————————————————————————————————————
Application Received: Date & Fee Paid\$
ADMINISTRATIVE ACTION:
Date Director, Planning & Zoning

FRXLIB-0267486.01-JHMIDDLE December 18, 2003 12:07 PM The following information must be furnished to the Department of Planning and Zoning to determine if the current use conducted on the premises complies with the special use permit provisions and all other applicable codes and ordinances.

1.	Please describe prior special use permit approval for the subject use.
	Most recent Special Use Permit #99-0067
	Date approved: September / 18 / 1999 Month day year
	Name of applicant on most recent special use permit Mark Winkler Company
Use _	Transportation Management Plan
operat	Describe below the nature of the existing operation <u>in detail</u> so that the Department of Planning oning can understand the nature of the change in operation; include information regarding type of tion, number of patrons served, number of employees, parking availability, etc. (Attach additional if necessary)
	A new Development Special Use Permit application for Preliminary Development Plan approva
<u>is sub</u>	mitted along with this application. The new Preliminary Development Plan provides for a
revisi	on to the approved development for Parcel IA at Mark Center as well as the inclusion of
devel	opment for Parcel IB. The new Preliminary Development Plan will include an addition of
<u>374,6</u>	16 square feet of floor area. The purpose of this application is to update the transportation
mana	gement plan previously approved in Special Use Permit #99-0067. This application includes
an an	alysis of the addition of Plaza IB, to create a new plaza known as Plaza I.
	The traffic impact study and transportation management plan proposal is included in the
docur	nent entitled Mark Center Plaza IA and IB Traffic Impact Study and Transportation Management
Plan,	prepared by Wells & Associates LLC and submitted with this application.

3.	Describe any proposed changes to the business from what was represented to the Planning Commission and City Council during the special use permit approval process, including any proposed changes in the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, any noise emitted by the use, etc. (Attach additional sheets if necessary)
	N/A

SUP # 2003-0037

Is the use currently open for business?	N/A	Yes			_ No	
If the use is closed, provide the date closed.	month		day		year	····
Describe any proposed changes to the condition	ions of	the spe	cial use	permit	:	
See Transportation Management Plan	, prepa	red by	Wells &	Assoc	iates, LLC,	
Accompanying this application.						
Are the hours of operation proposed to chang If yes, list the current hours and proposed ho	ge: urs:			_Yes		
Current Hours:		Propos	sed Hou	rs:		
N/A						
Will the number of employees remain the sar If no, list the current number of employees at Current Number of Employees:	me? nd the p	propose	ed numb	er.	Employees:	
Will there be any renovations or new equipm If yes, describe the type of renovations and/o	or list aı	ny new	equipm	ent pro	posed	
		-				
Are you proposing any change in the sales of	r servic	e of alo	coholic	beverag	ges?Ye	S

Is off-street parking provided for your employees' If yes, how many spaces, and where are they loca	? Yes ted?	No
See Development Special Use Permit appl	ication	
Is off-street parking provided for your customers?	P <u>N/A</u> Yes	No
Is there a proposed increase in the number of seat If yes, describe the current number of seats or pat and patrons served. For restaurants, list the number of seats or patents.	rons served and the	proposed number of s
tables, etc.) Current:	Proposed:	
N/A		
Are physical changes to the structure or interior s If yes, attach drawings showing existing and prop area devoted to uses, i.e. storage area, customer s	oosed layouts. In bo	th cases, include the f
Is there a proposed increase in the building area of the secribe the existing amount of building a	devoted to the busine rea and the proposed	ess? Yes N I amount of building
Current Hours:	Proposed Hours:	
N/A		
The applicant is the (check one) Pro	operty owner	Lessee
The applicant is the (check one) N/A Current by Other, please describe:	usiness owner F	Prospective business of
	7 <i>Q</i>	

108

SUP#	2003	3-003	7

17.	Each application shall contain a clear and concise statement identifying the applicant, including the name and address of each person owning an interest in the applicant and the extent of such ownership interest. If the applicant, or one of such persons holding an ownership interest in the applicant is a corporation, each person owning an interest in excess of ten percent (10%) in the corporation and the extent of interest shall be identified by name and address. For the purpose of this section, the term "ownership interest" shall include any legal or equitable interest held in the subject real estate at the time of the application. If a nonprofit corporation, the name of the registered agent must be provided.
	Please provide ownership information here:
	See Attachment 1

ATTACHMENT 1

List of Applicant/Owners with ownership information

Applicant

•	The Mark	Winkler	Company
	I IIO IVIAIN	111117101	Company

• Owners of an interest greater than 10%

☐ Margaret W. Hecht

☐ Corolyn W. Thomas

☐ Kathleen W. Wennesland

Owner of undeveloped land within Plaza I

- Mark Center Properties Limited Partnership
 - General Partner

☐ Mark Center Properties, Inc.

• Owners of a limited partnership interest greater than 10%

☐ The Winkler Family Trust (99%)

Owner of developed property within Plaza I

4825 Mark Center Drive

- Parcel 901 Associates Limited Partnership
 - General Partner

□ Parcel 901, Inc.

• Owners of limited partnership interest greater than 10%

☐ Plaza I-A Associates Limited Partnership (51.263%)

4850 Mark Center Drive

• Institute for Defense Analyses

December 18, 2003

Ms. Eileen Fogarty
Director, Department of Planning and Zoning
City of Alexandria
City Hall
301 King Street, Room 2100
Alexandria, VA 22314

Re: The Mark Winkler Company; Mark Center Plaza IA and IB; Preliminary Development Amendment (DSUP 2002-0038)
And Transportation Management Plan Amendment

Dear Ms. Fogarty:

The Mark Winkler Company has filed applications for an amendment to the Preliminary Development Plan for Mark Center Plaza IA and IB and an amendment to the Transportation Management Plan.

The purpose of this letter is to inform you that, on behalf of The Institute of Defense Analyses, the owner of 4850 Mark Center Drive located in Mark Center Plaza IA, I consent to the filing and processing of these applications.

Yours truly,

Dr. Ruth Greenstein

Vice President of Finance and Administration



<jwmadden@starpower. net>

01/20/2004 03:00 PM Please respond to iwmadden

To: <alexvamayor@aol.com>, <delpepper@aol.com>,

<council@joycewoodson.net>, <councilmangaines@aol.com>,

<rob@krupicka.com>, <macdonaldcouncil@msn.com>,

<paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>,

<jackie.henderson@ci.alexandria.va.us>

CC:

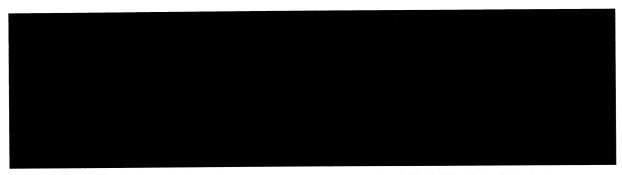
Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor

and Council Members (alexvamayor@aol.com, delpepper@aol.com,

council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com,

paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us,

jackie.henderson@ci.alexandria.va.us)



Time: [Tue Jan 20, 2004 15:00:07] IP Address: [208.59.89.56]

Response requested: []

First Name: James

Last Name: Madden

Street Address: 6207 Holmes Parkway

City: Alexandria

State: Virginia

Zip: 22311-1616

Phone: 703-379-1592

Email Address: jwmadden@starpower.net

Comments: I have lived within the City of Alexandria for over 31 years - all in the west end of the city. The last 27 years has been at 6207 Holmes Run Parkway. I have seen our residential area and particularly the commercial areas around it develop and grow over the years. Mostly for the better. The Winkler

> brothers were certainly a part of that development. Much of their spirit and vision continue. Skyline has been the another area of dense growth. While development has its benefit, unfortunately there is a detrimental by-product. That is, of course, increased traffic. The key to a great development is its ability to successfully handle the traffic it generates. Currently, my exit and entrance to my neighborhood is Seminary

Road which is already heavily traveled and can be a nightmare during rush hours. To add thousands of vehicles to the existing traffic is not a comforting thought.

I, as a resident of Alexandria, have no objection to the Winkler plan for constructing new office buildings behind the Hilton Hotel. Indeed, I understand that the City Council has already approved that project. I do, however, have serious reservations on their plan to accommodate the additional traffic to be generated by six to seven thousand employees at those new buildings, all who will be using Seminary Road or Beauregard Street. Here are my thoughts and concerns about this additional vehicular traffic.

I do not know the names of the new Winkler buildings so I will refer to them as the "Winkler business area" in the following remarks.

- 1. The traffic plan as presented by Winkler representatives appears to be flawed. The plan to have 3 left turn lanes off Seminary Road (going West) onto Beauregard Street (going South); then after one block (the next traffic light) having the 2 left lane on Beauregard designated as a left-turn lanes with the other lanes proceeding straight on Beauregard only invites unwanted lane switching by folks who either want to go straight but are in the left hand lane or who are in the left hand land and want to go straight. There is already considerable lane switching on Seminary Road between those wanting to be in the left turn lanes and those wanting to continue straight. This switching delays the flow of traffic and puts people in harm's way. The proposed solution for incoming traffic into the Winkler business area will the Seminary switching and add the same delay on Beauregard with the additional potential of backing the delay into the Seminary/Beauregard intersection. This is n! either wise or desirable.
- 2. The Winkler traffic plan appears to address only the additional traffic between I395 and the Winkler business area. While this linkage will probably create most of the additional traffic, little thought seems to be given to the other avenues of approach, i.e., Seminary Road from the West and Beauregard from the North and the South. Seminary Road is a major concern of the Seminary West Civic Association and the Dowden Terrace Civic Association. There is already a very heavy flow of traffic during the day and particularly during rush hour. The Skyline traffic that travels Seminary to get to I395 must be considered. The

western flow of traffic on Seminary that turns left into the Seminary West neighborhood is already at risk. The additional traffic will aggravate an already bad situation. I have already had one car "totaled" when rear-ended after stopping on Seminary for a left turn onto Fillmore.

- 3. New Fairfax residents working in the new office buildings will likely discover the Dowden Terrace -Seminary West neighborhood residential streets and decide them to be preferable routes over the clogged Seminary Road both in the morning and in the afternoon. Additional traffic (and drivers frequently in a great hurry) creates a serious hazard for our school children and also for the numerous joggers, walkers, bicyclist, and dog walkers that use our neighborhood as a safe haven to walk and exercise. We do not want to generate additional neighborhood traffic. It is a proven axiom in traffic engineering that vehicular traffic is like electricity; it will find the path of least resistance. That path should not go through our residential neighborhood. (I recall a previous city council in the 80's that erected a barricade at the city-county line in our neighborhood and made some streets one-way as a response to heavy through traffic. I'm certainly not advocating that, but I do! mention it as a solution to increased traffic in an earlier time.)
- 4. When a backup exists on I395 South onto Seminary Road, the likelihood of additional traffic exiting early off I395 into the Southern Towers parking lot, then through the lot and either onto Seminary or across Seminary into the Winkler business area. I have already seen that happen without the addition of four or five thousand vehicle to the mix. This is not a scenario that safe-minded people should create.
- 5. The "exiting" solution presented by Winkler is the building of one right-turn lane exiting the Winkler business area onto the Seminary East exchange. This solution heavily favors traffic going south on I395. One right turn lane would appear to be very insufficient. In addition it creates the option for the driver in a hurry to get in the right turn lane then proceed to cross lanes to traffic either onto Seminary East or into the exchange for going onto I395 North.
- 6. Response by emergency vehicles to our neighborhood during rush hours should also be considered in the final traffic plan.

I understand that Winkler does not yet have an

occupant for the new buildings. That being the case there must be time available for a careful and thorough analysis of their traffic plan or the generation of a new one. I urge the Council to take that path. There are more options than just the building of a third left turn lane for handling thousands of additional vehicles.

Thank you for your time and for considering this neighborhood problem.

James W. Madden 6207 Holmes Run Parkway Alexandria, VA 22311-1616

11,12



<cmschw@comcast.net</pre>

>

01/15/2004 09:06 AM Please respond to cmschw To: <alexvamayor@aol.com>, <delpepper@aol.com>,

<council@joycewoodson.net>, <councilmangaines@aol.com>,

<rob@krupicka.com>, <macdonaldcouncil@msn.com>,

<paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>,

<jackie.henderson@ci.alexandria.va.us>

cc:

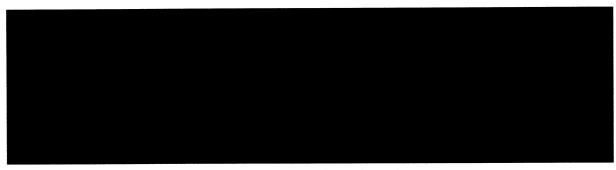
Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com,

council@joycewoodson.net, councilmangaines@aol.com,

rob@krupicka.com, macdonaldcouncil@msn.com,

paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us,

jackie.henderson@ci.alexandria.va.us)



Time: [Thu Jan 15, 2004 09:06:46] IP Address: [68.86.18.237]

Response requested: []

First Name: Charles

Last Name: Schwidde

Street Address: 4200 Ormond Avenue

City: Alexandria

State: VA

Zip: 22304

Phone: 703-370-9645

Email Address: cmschw@comcast.net

Comments: Dear Council Members,

My wife and I are 25 year-plus residents of Alexandria near Seminary Rd. We endorse the Seminary Hill Association letter of Jan. 14th to the

Council.

We think that Councilman MacDonald's view for an expanded study is the correct way to proceed. Seminary Rd.'s traffic has already increased substantially in the last decade (see presentations

by Rich Baier of City

showing that Seminary Rd. traffic has increased by at least 10,000 cars a day in the past 10

years).

The proposal as it stands will lead to confusion and traffic accidents, including potential fatalities. The fairest proposal is for a dedicated turn lane to the new site from a new I-395 Exit. While this may be expensive, who among you wants to be ultimately responsible for traffic accidents and fatalities on Seminary Rd.? Furthermore, let's not clog up Seminary Rd. more than is necessary!

Please slow this development down until we know we have a traffic solution that is safe, fair, efficient, and easily understood by motorists!

Thank you,

Charles Schwidde

11-24-04



"Bostain, Lynn" <LBostain@virginia.org To: <Jackie.henderson@ci.alexandria.va.us>

cc:

Subject: Seminary West Civic Association letter for all Councilpersons and

Mayor Euille

01/16/2004 03:23 PM

Jackie,

Could you please see that each City Council member receives this letter as well as Mayor Euille? Many thanks,

Lynn Bostain

P.S. My personal e-mail address is lbostain@erols.com

Lynn Bostain, CTC

Meetings Marketing Manager Virginia Tourism Corporation P.O. Box 11847 Alexandria, VA 22312

Phone: 202/872-0557 or 800/811-4296

Fax: 703/845-6380

<u>lbostain@virginia.org</u> <u>www.virginia.org/meetings</u>

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City Council letter, Jan 16 (Winkler).doc

MEMORANDUM

TO: City Council Cc: City Clerk

FROM: Lynn Bostain, President, Seminary West Civic Association

DATE:

January 16, 2004

SUBJ:

Winkler Traffic Proposal

The Seminary West Civic Association October 2003 meeting included a development plan presented by the Mark Winkler Company which included new traffic information that had not come before the citizens until that time, creating a dynamic that had not been in play in earlier. In addition, there seemed to be inconsistencies and varying numbers about the numbers of vehicles that the new development would bring. To explore those issues, I requested a separate meeting with a "core group" from the affected neighbor-hoods and the Winkler Company, which took place on December 18. That meeting lasted 3 hours and raised even more questions about the traffic situation and the best means to ensure that the proposed development would have a minimal impact on our community.

A group from Seminary West Civic Association and Dowden Terrace attended the Planning and Zoning meeting at City Hall on Tuesday, Jan. 6, which, as you know, resulted in a 7-0 decision in favor of the Winkler Company plan. This vote was rendereddespite the fact that citizens requested an independent traffic study because of traffic problems that had not been addressed in the Winkler Company-sponsored study. The Winkler Co. correctly states that neighboring communities endorsed a 1997-98 plan to construct office buildings on their property. That endorsement, however, was based on reasonable and viable traffic mitigation efforts that looked at options to adding left-turn lanes to Seminary and Beauregard. Seminary West Civic Association's concerns are not with Winkler building construction, but with traffic logistics that were considered dangerous in 1997-98 and appear to be even more dangerous in 2004.

Prior to the Dec. 18 and Jan. 6 meetings, it was the understanding of both the Seminary West and Dowden Terrace Civic Associations that the Winkler Co. intended to pursue the idea of either a flyover or direct access from I-395 directly into their property, thus avoiding the danger of adding more traffic to the already heavily-traveled Seminary/Beauregard Road juncture by adding a 3rd left turn off Seminary Road and a 2 nd left turn off Beauregard into Mark Center Drive. Documents from 1997-1998 record this understanding and note that former Transportation Director Tom O'Kanesaid that to add a 3rd left turn lane off Seminary Road onto Beauregard St. would be "perilous" and that former Councilman David Speck requested a more viable solution than the 3rd left turn lane on Seminary Road. Citizens were taken by surprise when the Winkler Company presented its plan in October 2004, ignoring 1997-1998's traffic suggestions and showing the added left turn lanes on Seminary Road and Beauregard Street as givens. Residents of Seminary West are still hoping for some sort of direct access to the Winkler property either from a ramp off I-395 or via a flyover as originally proposed.

In recent phone calls, CouncilmenAndrew Macdonald and Ludwig Gaines expressed interest not only in an independent traffic study, which Seminary West Civic Association endorses, but Councilman Gaines suggested a multi-regional traffic study. In light of already serious traffic congestion in the West End of Alexandria and proposed new building at Skyline and the Winkler complex, as well as the inevitability of future expansion in the entire area, Seminary West Civic Association advocates that the City examine very carefully, through an independently-contracted study, the present and anticipated traffic patterns in the West End of the City.



<acave9@comcast.net>

01/15/2004 08:11 PM Please respond to acave9 To: <alexvamayor@aol.com>, <delpepper@aol.com>,

<council@joycewoodson.net>, <councilmangaines@aol.com>,

<rob@krupicka.com>, <macdonaldcouncil@msn.com>,

<paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>,

<jackie.henderson@ci.alexandria.va.us>,

<sharon.wells@ci.alexandria.va.us>,

<page.moon@ci.alexandria.va.us>,

<page@focusdatasolutions.com>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com,

council@joycewoodson.net, councilmangaines@aol.com,

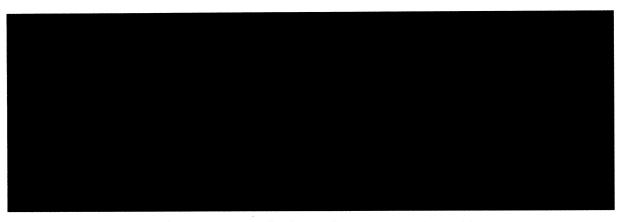
rob@krupicka.com, macdonaldcouncil@msn.com,

paulcsmedberg@aol.com, rose.boyd@ci.alexandria.va.us,

jackie.henderson@ci.alexandria.va.us,

sharon.wells@ci.alexandria.va.us, page.moon@ci.alexandria.va.us,

page@focusdatasolutions.com)



Time: [Thu Jan 15, 2004 20:11:51] IP Address: [68.86.29.95]

Response requested: []

First Name: Alice

Last Name: Cave

Street Address: 3736 Gunston Road

City: Alexandria

State: VA

Zip: 22302

Phone: 7033791521

Email Address: acave9@comcast.net

Comments: Mayor, Vice Mayor, and Members of the Council:

My husband and I are lucky enough to live and work within the City, our office is located in the Mark Center complex, 1500 N Beauregard St. So, we were appalled to read in the Post of the

development plans to add even more buildings and 6000 parking places to the location behind 4900 Seminary Road. Our commute takes us

south on 395 from Shirlington to Seminary Road West, and this exit from 395 is already very congested during rush hour. Adding this many more drivers (and let's face it, expecting a large percentage of those people to commute on the metro and use a shuttle is not that realistic) will bring traffic there to a standstill. Some specifics:

What genius came up with the idea to have a 3-lane left turn onto N Beauregard from Seminary? N Beauregard has only 2 lanes, where will that third lane go? During the morning rush at this intersection, the lanes headed straight are much more heavily travelled. Take one of those lanes away, as shown in the diagram, will back that traffic up a long way, probably back to Alexandria Hospital or worse!

One of the problems facing the intersection now is those people who want to turn left to get into the 4900 building now, at the light before N Beauregard. If these people are coming from 395, it is already a big jam of people trying to quickly cut across two lanes of traffic. Add 6000 more drivers and you have a nightmare backing up onto 395.

This intersection already needs to be re-engineered. Adding all this traffic will bring it to a complete halt on a regular basis. I agree with the comment of Councilman MacDonald, who said "we haven't done our homework on this." Please take this back to the drawing board, and for once, halt the development until the road issues have been fixed!

Very Sincerely,
Alice Cave and Rick Fletcher



<IntsSilins@aol.com>

01/16/2004 12:05 PM Please respond to **IntsSilins**

To: <alexvamayor@aol.com>, <delpepper@aol.com>,

<council@joycewoodson.net>, <councilmangaines@aol.com>,

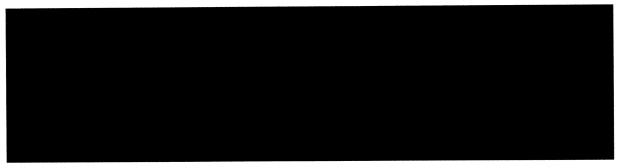
<rob@krupicka.com>, <macdonaldcouncil@msn.com>,

<paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>,

<jackie.henderson@ci.alexandria.va.us>

CC:

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Time: [Fri Jan 16, 2004 12:05:30] IP Address: [172.155.169.159]

Response requested: []

First Name: Ints and Elizabeth

Last Name: Silins

Street Address: 5683 Rayburn Avenue

City: Alexandria

State: VA

Zip: 22311

Phone: 703 998-8971

Email Address: IntsSilins@aol.com

Comments: Dear City Council Members:

When the traffic management plan for the Mark Center expansion comes before you on January 24, please hold off approval and order an independent traffic study to be done. The present proposal, involving additional left-turn lanes to handle an additional 6000 cars per day, seems certain to generate gridlock, causing pollution and inconvenience and dangerously impeding the movement of emergency vehicles during rush hour. A better solution could be direct access from I-395 to the new complex. This would eliminate the need for many cars to make a traffic-clogging detour via Seminary and

Beauregard to their jobs in the new buildings.

So far the Mark Center development has proceeded commendably, but this latest proposal could produce a bottleneck that would seriously degrade the area.

Thank you for your attention to this issue.

Sincerely, Ints and Elizabeth Silins

PHONE-O-GRAM® for: CC	1/ \$ /2
From <u>Samuel Wollson</u> Company City <u>55/1 Daniels Aue</u> . aly . 223/Area Code Phone	7- 0-7-07
☐ Telephoned ☐ Please return the call ☐ Returned your call ☐ Will call again	☐ Came in ☐ See me
Message He is against the traffic mana plan on the 1-24 docket. Nocket # 11 + 12,	jemens- Litem
DateTime9;00_ Taken byKy	
Action Wanted	
Action Taken	