Project Number: 2007-317P

April/2013

Mayfield Road Improvements

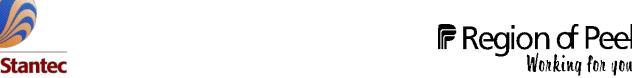
Airport Road to Coleraine Drive - Class Environmental Assessment



ENVIRONMENTAL STUDY REPORT

Volume 4 of 5 Appendix N - U

April 18, 2013





APPENDIX N

TRAFFIC & ROUNDABOUT STUDIES



Regional Municipality of Peel

Mayfield Road EA (Airport Road to Coleraine Drive) Traffic Study

Brampton and Caledon, Ontario

May 2010

Regional Municipality of Peel

Mayfield Road EA (Airport Road to Coleraine Drive) Traffic Study

Brampton and Caledon, Ontario

May 2010

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1. INTRODUCTION

1.1 Background and Study Purpose

This report documents the traffic study undertaken for the need and justification component of the Class Environmental Assessment for Mayfield Road between Airport Road and Coleraine Drive. Mayfield Road is the boundary road between City of Brampton and Town of Caledon within the Region of Peel. The traffic study was undertaken by iTRANS with the assistance and input from Stantec and Environment, Transportation and Planning Services staff from the Region of Peel.

Exhibit 1 illustrates the study area for the needs assessment undertaken for Mayfield Road.

The need for improvements and additional roadway capacity in the Mayfield Road corridor in the City of Brampton and the Town of Caledon had been previously identified in earlier studies, including the Mayfield Road Environmental Assessment and Preliminary Design Study (Hurontario Street to Heart Lake Road) 2002, the Mayfield Road Corridor Feasibility Study (Hurontario Street to Dixie Road) 1999, Mayfield Road EA (Heart Lake Road to Airport Road) 2004 and the Region Long Range Transportation Plan. In 2009, the City of Brampton completed the Brampton Transportation and Transit Master Plan Update and the Region of Peel completed the Peel-Highway 427 Extension Area Transportation Master Plan Study.

These studies recommended the widening of Mayfield Road from its current 2-lane cross-section to 4 lanes. The Mayfield Road EA study (Hurontario Street to Heart Lake Road) also identified lands to be protected for an ultimate 6-lane cross-section between Hurontario Street and Heart Lake Road. The Mayfield Road EA study (Heart Lake Road to Airport Road) also identified the need to protect for 6 lanes in the future. The recently completed Region of Peel *Peel-Highway 427 Extension Area Transportation Master Plan 2009* and City of Brampton *Transportation and Transit Study Update 2009* identified the need for 6 lanes on Mayfield Road. The above-mentioned studies were reviewed to extract relevant traffic data, forecasts, analyses, and recommendations.

Findings from other ongoing studies, including the Peel-Highway 427 Extension Area Transportation Master Plan will influence recommended improvements.

As part of the Environmental Assessment for Mayfield Road between Airport Road and Coleraine Drive, this study assesses the transportation need and justification for improvements to Mayfield Road (between Airport Road and Coleraine Drive) based on updated information for horizon year 2031.

1.2 Traffic Analysis Approach

This study was undertaken concurrent with other strategic transportation planning studies. It has also been undertaken as infrastructure in the vicinity of the study area is changing. This study had regard for issues that will be addressed in the Peel-Highway 427 Extension Area Transportation Master Plan and the GTA West Corridor Environmental Assessment Study.

The traffic analysis was initiated in the fall of 2007 with existing traffic counts and travel patterns that reflected conditions at that time. The study does have regard for the changes in travel patterns associated with planned, committed, and recently completed infrastructure (such as the extension of Highway 410 to Mayfield Road).

In carrying out the needs assessment, iTRANS with the assistance of Regional staff has prepared traffic forecasts for the study area for the years 2007, 2012, 2017, and 2032. Traffic analyses were then undertaken to assess intersection operations for years 2012, 2017, and 2032 under various future road network scenarios.

The traffic conditions reflect the highest observed traffic volumes for each intersection and anticipated traffic growth:

- 2012 traffic on the existing 2 lanes of Mayfield to address the problem identification.
- 2012 traffic with Mayfield Road widened to 4 lanes and intersection improvements to confirm that any problems can be addressed.
- 2017 and 2032 traffic on Mayfield Road to confirm the ultimate road network and lane configurations.





Exhibit 1 Study Area iTRANS Project #4113

2. REGIONAL AND STUDY AREA CONTEXT

2.1 Background Studies

There are a number of related studies completed in the vicinity of the study area. These are briefly discussed as follows in regard to the transportation analysis and need for improvements to Mayfield Road:

Proposed Distribution Warehouse Development Transportation Study, March 2005
In establishing the need for improvements to Mayfield Road in this EA study, the analysis in the Distribution Warehouse study prepared by iTRANS Consulting in March 2005 addressed future development in the northeast quadrant of the Mayfield Road / Airport Road intersection. The study did not make any recommendations for future widening of Mayfield Road but traffic forecasts for the developments were identified by the Region of Peel for inclusion in the background development trip forecasting process. The subsequent addendum submitted in June 2005 was also included in the forecasting process.

The study analyzed existing 2005 and future 2010 daily peak hour turning movement volumes at the Mayfield Road and Airport Road intersection.

Mayfield Road Class Environment Assessment and Preliminary Design Study (Hurontario Street to Heart Lake Road), November 2002

Stantec prepared a Schedule "C" Class Environment Assessment and Preliminary Design Study for Mayfield Road, from Hurontario Street to Heart Lake Road. The study reviewed the Corridor Feasibility Study and used updated traffic forecasts from the Region of Peel to form the need and justification for widening Mayfield Road. The study documented forecasted 2011 volumes in the range of 1,700-1,800 vehicles per hour during the AM and PM peak periods. Stantec used these results and recommended a 4-lane cross section with turning lane improvements at signalized intersections to accommodate the 2011 forecasted volumes.

Mayfield Road Class Environment Assessment and Preliminary Design Study (Heart Lake Road to Airport Road), May 2004

Stantec prepared a Schedule "C" Class Environment Assessment and Preliminary Design Study for Mayfield Road, from Heart Lake Road to Airport Road. The study reviewed the Corridor Feasibility Study and used updated traffic forecasts from the Region of Peel to form the need and justification for widening Mayfield Road. The study documented forecasted 2012 volumes greater than 1,000 vehicles per hour per lane during the AM and PM peak periods. Stantec used these results and recommended a 4-lane cross section with turning lane improvements at signalized intersections to accommodate the 2012 forecasted volumes.

Vales North Special Study Area Draft Transportation Study, August 2007

The Vales North Secondary Plan (SP 49) comprises an area of approximately 185 hectares (462 acres) bounded by the valley west of Airport Road, Countryside Drive to the south, Goreway Drive to the east and Mayfield Road to the north. Two Special Study Areas were defined within the Secondary Plan.

This transportation study identifies and confirms the infrastructure necessary to accommodate development objectives of the Special Study Areas. It assesses the appropriateness of elements of the network such as the collector road system, right-of-way designations, timing of required arterial infrastructure, pedestrian/cyclist links, and accessibility to transit that the proposed network provides. The findings include the need for the widening of Mayfield Road east of Airport Road prior to the year 2016.

2.2 Recent and Ongoing Studies

Other ongoing studies may influence planning of infrastructure within the Mayfield Road corridor. These studies include:

Highway 427 Extension Environmental Assessment Study, Ministry of Transportation The Ministry of Transportation has completed a study to carry out the EA of the Highway 427 Transportation Corridor. The EA study's Terms of Reference (TOR) provide for the possibility of extending Highway 427 to a point somewhere south of the Green Belt and Oak Ridges Moraine and the study findings include an extension of Highway 427 to Major Mackenzie Drive in the City of Vaughan. The Ministry has made no provision for formally considering new or realigned arterial connections (such as Mayfield Road) as a part of the Highway 427 EA except in the context of considering terminus options (i.e. the connecting road where the Highway 427 extension stops).

Peel-Highway 427 Extension Area Transportation Master Plan, Region of Peel, City of Brampton, Town of Caledon

This Study identified arterial roadway needs, in recognition of the future extension of Highway 427. It will identified appropriate new road links required to accommodate distribution of traffic to/from the Highway 427 extension and planned development in the adjacent area, while maintaining flexibility to accommodate longer term Provincial transportation, development, environmental, and sustainability objectives. Recommended solutions included a proposed new road alignment from Mayfield Road east of Clarkway Drive to Highway 50 at Major Mackenzie Drive and the widening of Mayfield Road to 6 lanes west of this new road and 4 lanes east of this new road.

GTA West Corridor Environmental Assessment

The Ministry of Transportation initiated an Individual EA process to study the long-term provincial transportation needs for a new GTA West Corridor. The terms of reference for this study was recently approved by the Ontario Ministry of the Environment. The GTA West Corridor could provide major potential linkages to Highways 400, 410, 427, 401 and Highways 6 and 7. There is also a need to integrate GTA West Corridor planning with other transportation initiatives currently underway (i.e. Hwy 427 Corridor EA, the potential North-South corridor at the Brampton / Halton boundary, Niagara-GTA EA, Highway 7 EA – Kitchener to Guelph, Highway 24 EA Study, and Highway 6 EA – Freelton to Guelph).

The GTA West Corridor has a relationship with meeting needs of municipal transportation systems, such as its impact upon planned local transportation corridors and proposed arterial road networks. From the Region of Peel's perspective, immediate steps need to be taken to protect portions of the GTA West Corridor that are under intense development pressures before the EA process is completed. The study must also address impacts to the local road network, while considering relevant local planning and policy documents. Other major environmental constraints include the Greenbelt, Niagara Escarpment, and the Oak Ridges Moraine; as well as traversing several major rivers and watersheds. The long-term needs of Mayfield Road may be affected by the ultimate recommendation of the GTA West Corridor EA.

No commitments have been made related to new infrastructure associated with the GTA West Corridor beyond the initiation of the environmental assessment study.

3. TRANSPORTATION ANALYSIS

A transportation analysis for the Study Area was carried out which utilized previous studies as well as updated information.

The tasks included:

- A review of existing traffic conditions
- Analyses of midblock road links and key intersections
- An assessment of existing transportation deficiencies and local traffic issues
- An assessment of the safety performance for Mayfield Road
- Preparation of travel forecasts for the 2007, 2012, 2017, and 2032 planning horizons
- An assessment of future corridor travel demands and deficiencies
- The identification of road improvements to accommodate future travel demands

3.1 Existing Road Network

Mayfield Road is an east-west arterial road under the jurisdiction of the Region of Peel (Regional Road 14). Mayfield Road has a two-lane paved cross section with gravel shoulders. Within the study area, Mayfield Road intersects with eight north-south roads (Airport Road, Maisonneuve Boulevard, Goreway Drive / Innis Lake Road, McVean Drive / Centreville Creek Road, The Gore Road, Marysfield Drive, Clarkway Drive / Humber Station Road, and Coleraine Drive). Mayfield Road forms signalized intersections with Airport Road, Goreway Drive / Innis Lake Road, and The Gore Road. In the vicinity of Airport Road and Goreway Drive, The Gore Road and Marysfield Drive, the posted speed on Mayfield Road is 60 km/h. Otherwise, the posted speed increases to 80 km/h.

Airport Road is a four-lane north-south arterial road, under the jurisdiction of the Region of Peel (Regional Road 7).

Maisonneuve Boulevard is a local, two-lane north-south road, which ends at Mayfield Road, and is approximately 0.6 km east of Airport Road. This 50 km/h road is under the jurisdiction of the City of Brampton.

Goreway Drive / Innis Lake Road is a 70 km/h two-lane north-south road, which intersects at Mayfield Road approximately 0.5 km east of Maisonneuve Boulevard. Goreway Drive has a posted speed of 70 km/h and it is under the jurisdiction of the City of Brampton south of Mayfield Road. Innis Lake Road has a posted speed of 80 km/h and it is under the jurisdiction of the Town of Caledon north of Mayfield Road.

McVean Drive / Centreville Creek Road is a 70km/h two-lane north-south road, which has an off-set intersection at Mayfield Road approximately 1.3 km east of Goreway Drive / Innis Lake Road. McVean Drive is under the jurisdiction of the City of Brampton south of Mayfield Road. Centreville Creek Road is under the jurisdiction of the Town of Caledon north of Mayfield Road.

The Gore Road is a two-lane north-south arterial road, which intersects at Mayfield Road approximately 1.3 km east of McVean Drive / Centreville Creek Road. This 60 km/h road is under the jurisdiction of the Region of Peel (Regional Road 8).

Marysfield Drive is a local, two-lane north-south road, with an unsignalized T-intersection at Mayfield Road approximately 0.4 km east of The Gore Road. Marysfield Drive is under the jurisdiction of the City of Brampton.

Clarkway Drive / Humber Station Road is a two-lane north-south road, which intersects at Mayfield Road approximately 1.6 km east of Marysfield Drive with an offset of 25 m. Clarkway Drive has a posted speed of 70 km/h and it is under the jurisdiction of the City of Brampton south of Mayfield Road. Humber Station Road is under the jurisdiction of the Town of Caledon.

Coleraine Drive is a north-south road, which intersects at Mayfield Road approximately 1.5 km east of Clarkway Drive / Humber Station Road. Coleraine Drive forms part of the Caledon Bolton Arterial Roads (BAR) environmental assessment network. Recent improvements include the widening of Coleraine Drive north of Mayfield Road to four lanes and removing the offset intersection. Coleraine Drive has a posted speed of 70 km/h and it is under the jurisdiction of the City of Brampton south of Mayfield Road, and the Town of Caledon north of Mayfield Road.

3.2 Existing Traffic

3.2.1 Weekday AM and PM Peak Hour Traffic Volumes

Recent turning movement counts were provided by the Region of Peel to develop representative existing traffic volumes in the Study Area. **Table 1** summarizes the sources and dates of the traffic count data used in the study.

Table 1: Traffic Counts - Date and Source

Location	Date	Source	Peak Hour		
			AM	PM	
Mayfield Road and Airport Road	May 4, 2005	Region of Peel	7:00 - 8:00	4:30 - 5:30	
Mayfield Road and Maisonneuve Boulevard	March 21, 2006	Region of Peel	7:30 - 8:30	4:30 - 5:30	
Mayfield Road and Goreway Road / Innis Lake Road	June 8, 2005	Region of Peel	7:15 – 8:15	4:30 - 5:30	
Mayfield Road and McVean Drive / Centreville Creek Road	June 7, 2005	Region of Peel	7:00 - 8:00	4:45 - 5:45	
Mayfield Road and The Gore Road	May 16, 2006	Region of Peel	7:30 - 8:30	4:45 - 5:45	
Mayfield Road and Marysfield Drive	June 21, 2006	Region of Peel	7:15 – 8:15	5:00 - 6:00	
Mayfield Road and Clarkway Drive / Humber Station Road	May 31, 2005	Region of Peel	7:15 – 8:15	4:45 – 5:45	
Mayfield Road and Coleraine Drive	May 31, 2005	Region of Peel	7:15 - 8:15	4:45 - 5:45	

As shown in **Table 1**, the AM and PM peak hours correspond typically to the hours of 7:15 - 8:15 AM and 4:45 - 5:45 PM.

The existing weekday AM and PM peak hour turning movement volumes on Mayfield Road are shown in **Exhibit 2**. Existing volumes show that the peak direction during the AM peak hour is typically eastbound. The eastbound traffic decreases at Maisonneuve Boulevard and Marysfield Drive, then increases at The Gore Road. For the PM peak hour, existing volumes show that the peak direction is typically westbound.

The highest two-way peak hour volumes during both the AM and PM peak hours is just west of The Gore Road. Generally speaking, the volumes are lower in the eastern portion of the corridor.

3.2.2 AADT Volumes

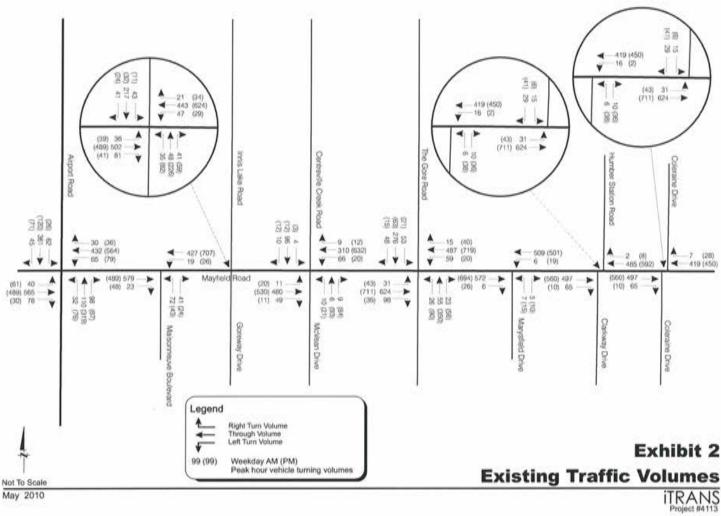
Existing and historical Annual Average Daily Traffic (AADT) volumes on Mayfield Road were also provided by the Region from 1994 to 2006. **Table 2** presents the 2006 AADT volumes on Mayfield Road.

Table 2: 2006 AADT on Mayfield Road

Location	Eastbound AADT	Westbound AADT	Two-Way AADT
1.1 km East of Airport Road	5,870	5,790	11,660
0.6 km West of The Gore Road	5,730	5,750	11,480
2.1 km West of Highway 50	5,610	5,120	10,730

Source: Region of Peel - "Traffic, 13 Year AADT Summary - Mayfield Road"

As shown in **Table 2**, AADT volumes on Mayfield Road slightly decrease from west to east for eastbound traffic, and increase from east to west for westbound traffic. In terms of both directions, the two-way AADT also decreases from west to east, reflecting the role and function of Mayfield Road as a commuter route carrying traffic from the current urban envelope of Brampton (west of Airport Road) towards the rural areas of northeast Brampton and across the Peel boundary to York Region and the rest of the GTA.



3.2.3 Future Growth Rates

Mayfield Road Corridor

Future growth rates along Mayfield Road were provided by the Region of Peel. The growth rates assumed a declining growth over the horizon periods, which reflect the long term build out of lands along the corridor, as well as a diversion of traffic to parallel routes as improvements to these facilities take place. Details of the growth rate application are discussed in **Section 3.4.3**.

3.2.4 Truck Percentages

Truck percentages were obtained through the most recent Peel Region Cordon Count data available. The 2006 Cordon Count data were used to determine the percentage of light and heavy trucks for the arterial roads that are intersecting Mayfield Road in between Airport Road to Coleraine Drive. **Table 3** shows the truck percentages from the 2006 Cordon Count.

Table 3: Truck Percentages (Roads South of Mayfield Road)

		Truck Percentage			
Location	2006 Cordon Count Station	AM Peak 7:15 – 8:15	PM Peak 16:45 – 17:45	15 Hours 5:30 – 20:30	
Airport Road South of Mayfield Road	181	4.8%	10.3%	9.7%	
Goreway Drive South of Mayfield Road	182	11.2%	11.2%	16.9%	
McVean Drive South of Mayfield Road	169	8.2%	6.4%	9.2%	
The Gore Road South of Mayfield Road	184	17.0%	5.3%	14.0%	
Clarkway Drive South of Mayfield Road	185	6.1%	3.9%	8.1%	
Coleraine Drive South of Mayfield Road	186	0.0%	0.0%	1.9%	

Note: McVean Drive has been designated as a "no truck" route restricting heavy trucks

The 15 Hour period from 5:30 AM to 8:30 PM, and the AM and PM peak hour truck percentages were obtained. Truck percentages ranged from 0% on Coleraine Drive to 17% for Goreway Drive and The Gore Road.

The truck percentages on Mayfield Road between Airport Road and Coleraine Drive are lower than the percentages further west along Mayfield Road (outside of the study area). Although Mayfield Road is a trucking route, truck traffic originating in central and western Caledon may chose Highway 410 to access areas to the south and east. With the completion of Highway 410 to Highway 10 (in 2010), trucks are more likely to utilize the freeway system rather than Mayfield Road.

Based on the above truck percentages and volumes in the Region of Peel Cordon Count, Mayfield Road is currently carrying approximately 25-80 trucks during the AM and PM peak hours.

3.3 **Existing Level of Service**

3.3.1 **Intersection Analysis**

The operations of the study area intersections were analyzed on the basis of the existing turning movement volumes indicated in Exhibit 2 and on the basis of the existing intersection lane configurations shown in Exhibit 3.

Analysis of the signalized intersection operations was conducted using the Synchro 6, Traffic Signal Coordination Software version 6, which employs the methodology from the Highway Capacity Manual (HCM 2000) published by the Transportation Research Board National Research Council. Synchro 6 can analyze both signalized and unsignalized intersections in a road corridor or network taking into account the spacing, interaction, queues and operations between intersections.

The unsignalized intersection operational analysis in this report was also completed using the Synchro 6 software, which employs the 2000 Highway Capacity Methodology for intersection analysis. Capacity and delay at unsignalized intersections are a function of gap availability in the traffic flow and driver acceptance of gaps in traffic.

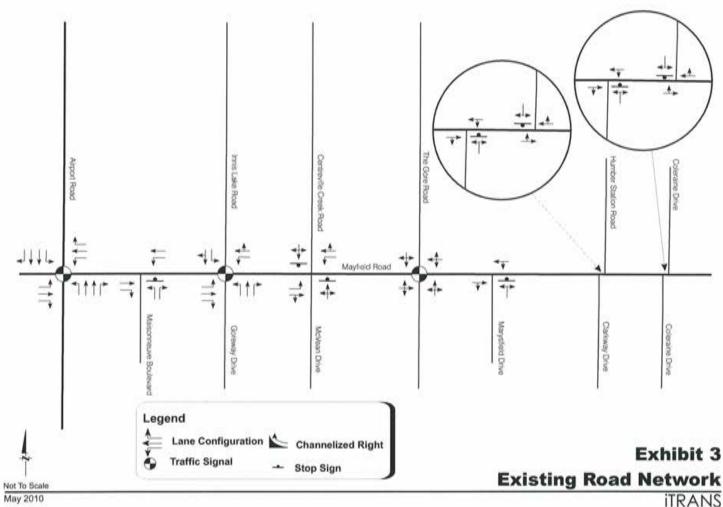
The results of the signalized and unsignalized intersection operations along Mayfield Road are summarized in Table 4 and Table 5, respectively. Detailed analysis is provided in Appendix A.

Table 4: Existing Level of Service at Signalized Intersections along Mayfield Road

Signalized Intersection	Time Period	V/C (1)	Overall V/C	LOS (2)
Mayfield Road and Airport Road	AM Peak	0.63	0.51	В
	PM Peak	0.61	0.48	В
Mayfield Road and Goreway Road / Innis Lake Road	AM Peak	0.54	0.52	A
	PM Peak	0.64	0.58	A
Mayfield Road and The Gore Road	AM Peak	0.80	0.74	В
	PM Peak	0.86	0.84	C

^{1 -} V/C - maximum volume / capacity ratio for the critical movement

^{2 -} LOS - overall intersection level of service



A discussion of the level of service analysis results is provided below:

Mayfield Road and Airport Road

This signalized intersection is currently operating at an overall Level of Service (LOS) of B during the AM and PM peak hour.

Mayfield Road and Goreway Road / Innis Lake Road

This signalized intersection is currently operating at a LOS of A during the AM and PM peak hour.

Mayfield Road and The Gore Road

This signalized intersection is currently operating at a LOS of B during the AM peak hour and a LOS of C during the PM peak hour.

Table 5: Existing Level of Service at Unsignalized Intersections along Mayfield Road

Unsignalized Intersection	Time Period	V/C (1)	LOS (2)
Mayfield Road and Maisonneuve Boulevard	AM Peak	0.29	D
	PM Peak	0.23	D
Mayfield Road and McVean Drive / Centreville Creek Road	AM Peak	0.46	D
	PM Peak	0.89	F
Mayfield Road and Marysfield Drive	AM Peak	0.04	С
	PM Peak	0.10	С
Mayfield Road and Clarkway Drive	AM Peak	0.04	С
	PM Peak	0.53	D
Mayfield Road and Humber Station Road	AM Peak	0.44	С
	PM Peak	0.17	С
Mayfield Road and Coleraine Drive (south leg)	AM Peak	0.20	С
	PM Peak	0.29	C
Mayfield Road and Coleraine Drive (north leg)	AM Peak	0.48	C
	PM Peak	0.29	С

^{1 -} V/C - maximum volume / capacity ratio for the critical movement and not the average for the intersection

^{2 -} LOS - maximum level of service for all the individual movements

A discussion of the level of service analysis results is provided below:

Mayfield Road and Maisonneuve Boulevard

This unsignalized intersection is currently operating with a maximum Level of Service (LOS) of D during the AM and PM peak hour. For the AM peak hour, the level of service is due to northbound left-turning vehicles turning onto Mayfield Road.

Mayfield Road and McVean Drive / Centreville Creek Road

This unsignalized intersection is currently operating with a maximum LOS of D during the AM peak hour and a LOS of F during the PM peak hour. The poor level of service in the AM and PM peak hours is due to the southbound left, through, and right-turning vehicles sharing one lane.

Mayfield Road and Marysfield Drive

This unsignalized intersection is currently operating with a maximum LOS of C during the AM and PM peak hour.

Mayfield Road and Clarkway Drive

This unsignalized intersection is currently operating with a maximum LOS of C during the AM peak hour and a LOS of D during the PM peak hour. For the PM peak hour, the level of service is due to the northbound left-turning vehicles turning onto Mayfield Road.

Mayfield Road and Humber Station Road

This unsignalized intersection is currently operating with a maximum LOS of C during the AM and PM peak hours.

Mayfield Road and Coleraine Drive (south leg)

This unsignalized intersection is currently operating with a maximum LOS of C during the AM and PM peak hour.

Mayfield Road and Coleraine Drive (north leg)

This unsignalized intersection is currently operating with a maximum LOS of C during the AM and PM peak hour.

It should also be noted that, given the jog in the intersection alignment, that eastbound and westbound left-turns conflict when occurring at the same time.

3.3.2 Link / Midblock Analysis

For the link analysis, a theoretical maximum link capacity of 1000 vehicles per hour per lane was applied to the existing volumes to assess a volume to capacity (v/c) ratio for each link of Mayfield Road. Link volume-to-capacity ratio of higher than 0.90 (or a volume of more than 900 per lane) indicates the need for additional link capacity. Based on the link analysis, Mayfield Road has an existing maximum link v/c ratio of 0.73 in the AM peak hour, which occurs just west of The Gore Road.

The existing PM peak hour has a maximum link v/c ratio of 0.90, also occurring just west of The Gore Road. Current v/c ratios indicate that volumes have reached acceptable levels

3.3.3 Existing Need for Mayfield Road Improvements

Based on the existing volumes and operations on Mayfield Road, the improvements identified for consideration in the immediate term include:

- Change the northbound left-through-right shared lane at the Mayfield Road and McVean Drive / Centreville Creek Road to an exclusive northbound left-turn lane and a shared through-right turn lane.
- Realign Clarkway Drive / Humber Station to remove the existing jog in alignment.
 However, it is recognized that jog elimination may be most cost effectively co-ordinated with other scheduled improvements.

With the proposed McVean Drive / Centreville Creek Road intersection improvement, the maximum v/c ratio in the PM peak hour will drop from 0.89 to 0.72 at this intersection. The average vehicle delay will remain marginally above the level of service 'F'.

3.4 Future Traffic Conditions

3.4.1 Highway 427 Corridor

Travel demands in Northeast Brampton, South Bolton, and Western Vaughan will be influenced by changes in the provincial transportation network. The 427 Transportation Corridor Environmental Assessment is a provincial study that will plan and design improvements to the transportation system north of the existing terminus of Highway 427 at Highway 7 to south of the greenbelt. Based on results of this study, the recommended solution includes an extension of Highway 427 to the vicinity of Major Mackenzie Drive prior to the year 2021. The Highway 427 extension is not currently programmed, but it could be in place by 2014. In anticipation of improvements in the Highway 427 corridor, municipalities in Peel Region and York Region are considering longer-term network improvements, including new road links and alignment changes.

3.4.2 Peel-427 Extension Area Transportation Master Plan

The Region of Peel, City of Brampton, and Town of Caledon have undertaken the Peel - Highway 427 Extension Area Transportation Master Plan Study to assess the long term strategy for the arterial road network between Castlemore Road and Healy Road and from The Gore Road to Highway 27.

The study recommends a new roadway connection extending from Major Mackenzie Drive at Highway 50 to Mayfield Road east of Clarkway Drive. It is anticipated that the timing of this new proposed link will be coordinated with the extension of Highway 427.

3.4.3 Projected Growth and Turning Movement Forecasts

To determine the future need for Mayfield Road improvements, and the future analysis of lane requirements, travel demand forecasts were prepared for this study for the 2012, 2017, and 2032 horizon years (reflecting 5, 10, and 25 year growth). The approach to travel demand forecasting involved developing turning movement volume forecasts on Mayfield Road at each study area intersection based on declining growth rates provided by the Region of Peel.

Historic and existing turning movement counts and AADT's were provided by the Region of Peel at the outset of the study.

The Region of Peel provided growth rates along Mayfield Road, which were applied are noted below:

- 4% from 2007 to 2012
- 3% from 2012 to 2017
- 2% from 2017 to 2032

iTRANS is of the opinion that these growth rates are reasonable. The ultimate anticipated traffic growth associated with these rates is comparable to traffic volumes identified in the Brampton TTMP Update Study.

For the growth rates on the north-south cross-streets, the Regional model forecasts, forecasts from the Highway 427 EA and work previously completed by iTRANS, were reviewed.

The following growth rates were applied:

- 3% from 2007 to 2012
- 2% from 2012 to 2017
- 1.5% from 2017 to 2032

The exceptions to the listed rates were Maisonneuve Boulevard and Marysfield Drive, which had no growth applied to them. All turning movements on the north-south cross-streets, and on Mayfield Road had a growth rate of half that of the through movement applied to it. For example, the left and right turns on Mayfield had a 2% growth rate applied to them from 2007 to 2012.

Coleraine Drive had 2% growth per annum applied from 2007 to 2032. Coleraine Drive is an arterial serving the west side of the Town of Bolton which is experiencing longer term development, and when additional capacity is provided within the corridor within Brampton, higher growth will likely be realized.

The 2012, 2017, and 2032 background traffic volumes (existing traffic volumes plus growth) are shown in **Exhibit 4**, **Exhibit 5**, and **Exhibit 6**.

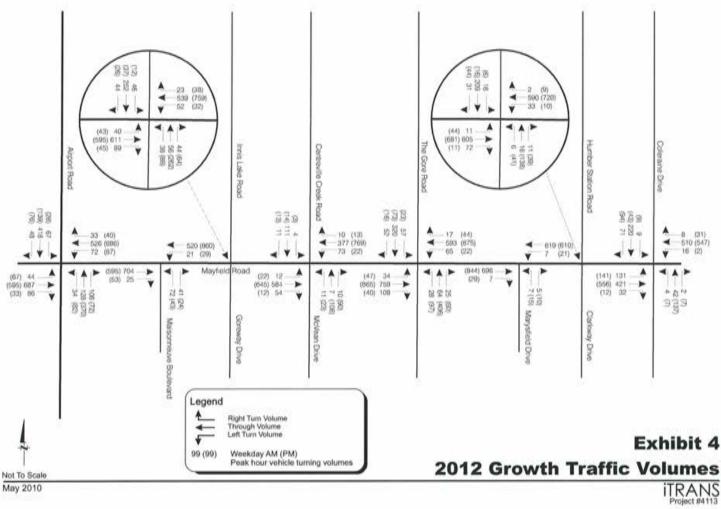
Several background developments in the study area were identified by the Region of Peel. These developments include site traffic from the following sources:

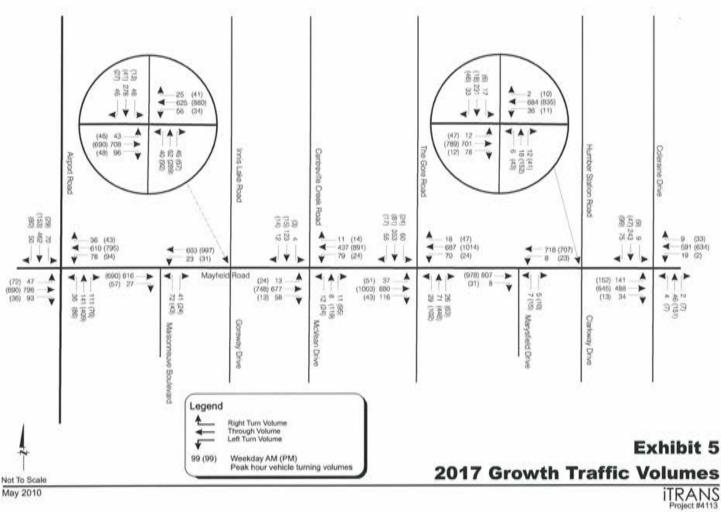
- 'Proposed Distribution Warehouse Development Transportation Study' by iTRANS, March 2005.
- 'Addendum to Urbacon Proposed Distribution Warehouse Development Transportation Study' by iTRANS, June 13, 2005.
- Proposed Distribution Warehouse Development' by iTRANS, Jan 2006.
- 'TIS for Proposed Industrial Development' by BA Group, January 2006 (revised April 2006).
- 'Proposed Development at 7905 Mayfield Road' by Cole Engineering, April 18, 2007.
- Proposed Tullamore Plaza, Traffic Impact Study' by UMA Engineering, July 2007.
- 'Tullamore Secondary Plan Traffic Impact Study' by McCormick Rankin Corporation, February 2000.
- 'Vales North Special Study Area Transportation Study' by iTRANS Consulting Inc. August 2007.

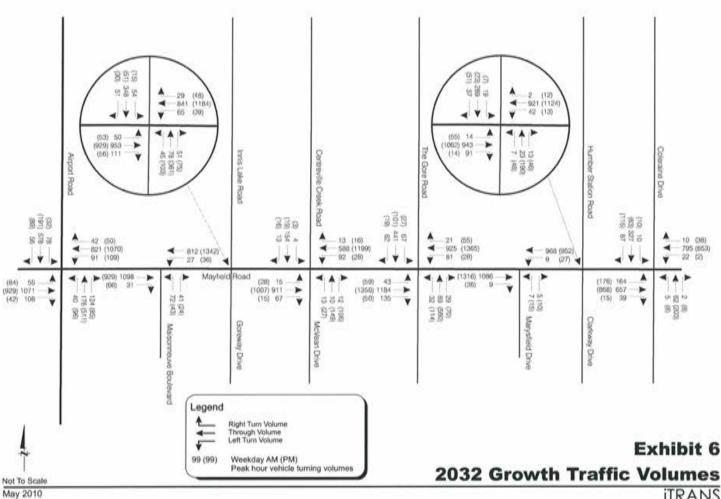
The transportation study for the planned Secondary Plan Area 47 – Northeast Brampton has just been initiated.

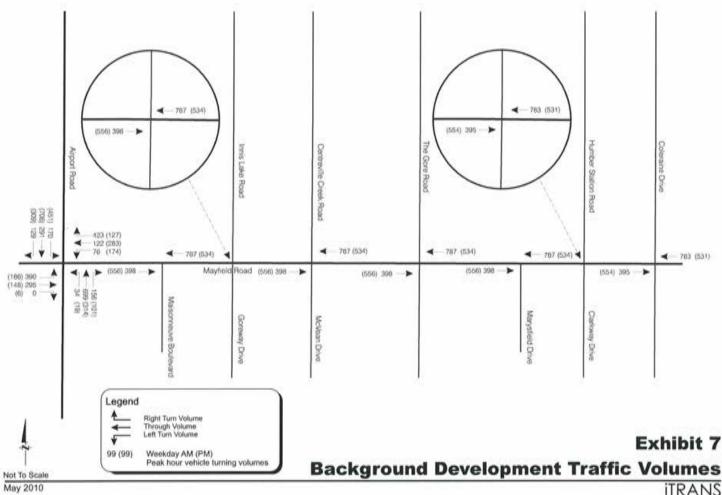
The total of the background development traffic is shown in **Exhibit 7**, while the 2012 total traffic volumes, 2017 total traffic volumes, and the 2032 total traffic volumes are shown in **Exhibit 8**, **Exhibit 9**, and **Exhibit 10**. These values are appropriate for capacity analysis and assessment of intersection requirements along Mayfield Road.

If the proposed new road, Alignment A2 is implemented, then traffic volumes on Mayfield Road east of the new Alignment A2 intersection will be reduced. **Exhibit 10** illustrates the anticipated 2032 volumes associated with the implementation of Alignment A2.

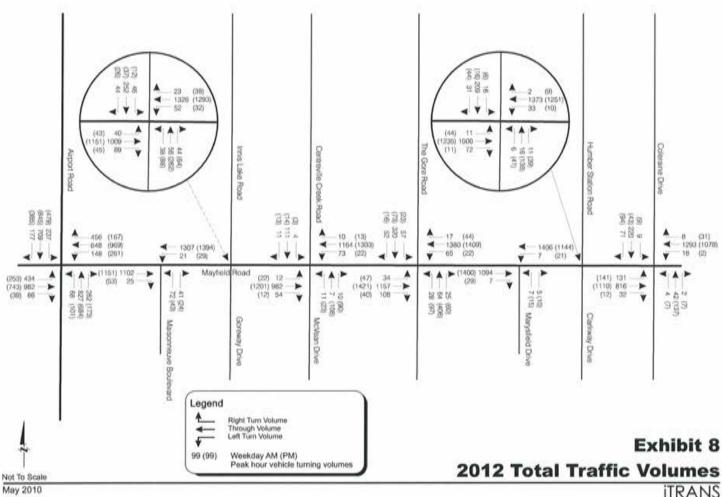


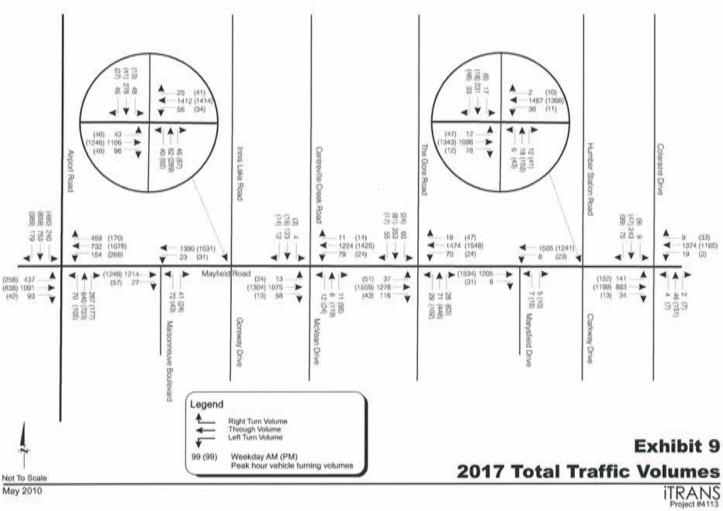


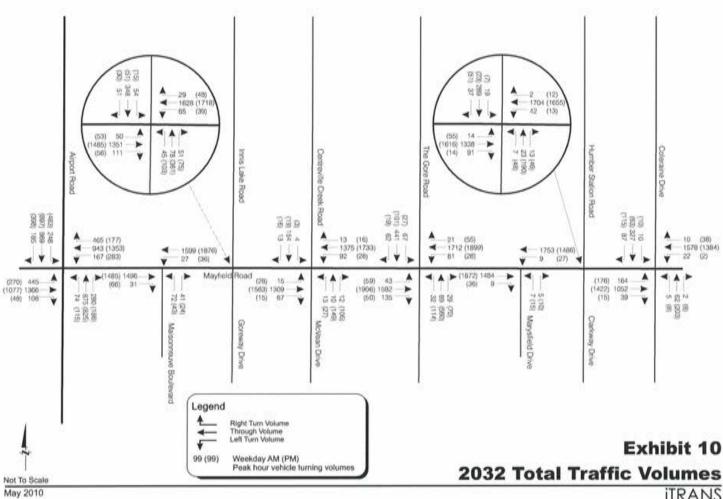


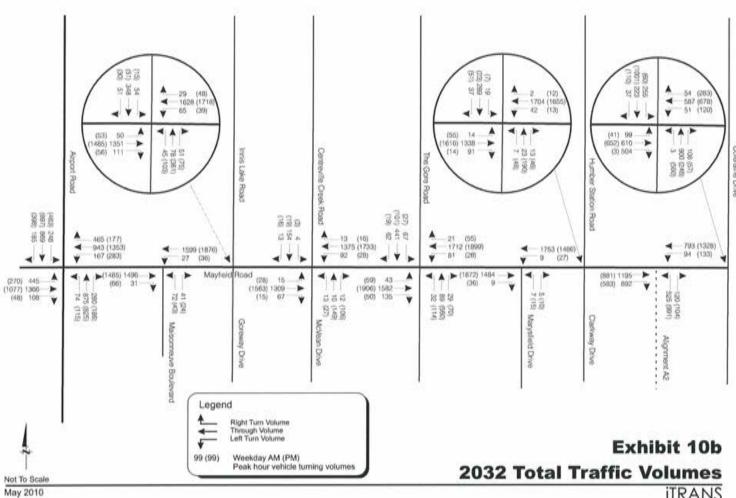


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3.4.4 Future Link Capacity Analysis

For the link analysis, a theoretical maximum link capacity of 1000 vehicles per hour per lane was applied to the existing volumes to assess a volume to capacity (v/c) ratio for each link of Mayfield Road. Link volume-to-capacity ratio of higher than 0.90 (or a volume of more than 900 per lane) indicates the need for additional link capacity.

Table 6 summarizes the link capacity analysis.

Table 6: Link Capacity Analysis

Location	Volume (I	Need		
	Year 2012 Year 2017 Yea		Year 2032	
Mayfield Road (Airport Road to Maisonneuve Boulevard)	1397	1574	1919	6 lanes Prior to 2032
Mayfield Road (Maisonneuve Boulevard to Goreway Drive)	1423	1562	1912	6 lanes Prior to 2032
Mayfield Road (Goreway Drive / Innis Lake to McVean Drive)	1339	1463	1776	6 lanes by to 2032
Mayfield Road (McVean Drive / Centreville to The Gore Road)	1508	1653	2015	6 lanes Prior to 2032
Mayfield Road (The Gore Road to Marysfield Drive)	1475	1619	1982	6 lanes Prior to 2032
Mayfield Road (Marysfield Drive to Clarkway Drive)	1413	1544	1882	6 lanes Prior to 2032
Mayfield Road (Clarkway Drive to Proposed Road)	1309	1477	1670	6 lanes by to 2032
Mayfield Road (Proposed Road to Coleraine Drive)	1309	1477	1670 (or 1461 with new arterial)	4 lanes (New proposed 4 lane arterial)

The link analysis shows the need for 4 lanes on Mayfield Road throughout the study area by prior to 2012. Based on the link analysis, Mayfield Road will need to be widened through most road sections to six lanes by 2032. A new roadway is proposed east of Clarkway Drive that would provide connectivity to Highway 427. It would be appropriate to provide six lanes of capacity from Coleraine Drive to this new roadway by 2032 to provide lane continuity.

The study findings are in keeping with the findings of the following studies:

- Brampton Transportation and Transit Master Plan June 2009
- Peel -427 Extension Area Transportation Master Plan June 2009 Final Draft Report

3.4.5 2012 Future Intersection Analysis without Mayfield Road Improvements

Based on the link forecasts presented in **Exhibit 8**, through **Exhibit 10**, it is evident that there will be capacity deficiencies on Mayfield Road well before the 10-year horizon. Intersection analyses using Synchro were also conducted to assess the capacity deficiencies. **Table 7** and **Table 8** summarize the intersection operations analysis for 2012 traffic assigned to the existing road network (i.e. Mayfield at 2 lanes). Detailed analysis is provided in **Appendix B**.

Table 7: 2012 Overall Level of Service at Signalized Intersections (Existing Road Network)

Signalized Intersection	Time Period	V/C (1)	Overall V/C	LOS (2)
Mayfield Road and Airport Road	AM Peak	>1.00	>1.00	F
	PM Peak	>1.00	>1.00	F
Mayfield Road and Goreway Road / Innis Lake Road	AM Peak	>1.00	>1.00	D
	PM Peak	>1.00	0.95	D
Mayfield Road and The Gore Road	AM Peak	>1.00	>1.00	F
	PM Peak	>1.00	>1.00	F

^{1 -} V/C - maximum volume / capacity ratio for critical movement and not the average for the intersection

Table 8: 2012 Overall Level of Service at Unsignalized Intersections (Existing Road Network)

Unsignalized Intersection	Time Period	V/C (1)	LOS (2)
Mayfield Road and Maisonneuve Boulevard	AM Peak	>1.00	F
	PM Peak	>1.00	F
Mayfield Road and McVean Drive / Centreville Creek Road	AM Peak	>1.00	F
	PM Peak	>1.00	F
Mayfield Road and Marysfield Drive	AM Peak	0.25	F
	PM Peak	0.62	F
Mayfield Road and Clarkway Drive	AM Peak	0.97	F
and the encountry of the encountries of the encount	PM Peak	>1.00	F
Mayfield Road and Humber Station Road	AM Peak	>1.00	F
ANCE AND SECTION ASSESSMENT AND ASSESSMENT ASSESSMENT AND ASSESSMENT AND ASSESSMENT AND ASSESSMENT ASSESSMENT AND ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT ASSESSMENT AND ASSESSMENT ASS	PM Peak	0.81	F
Mayfield Road and Coleraine Drive (south leg)	AM Peak	0.53	F
	PM Peak	0.93	F
Mayfield Road and Coleraine Drive (north leg)	AM Peak	>1.00	F
	PM Peak	>1.00	F

^{1 -} V/C - maximum volume / capacity ratio for the critical movement and not the average for the intersection

^{2 -} LOS - overall level of service

^{2 -} LOS - maximum level of service for all the individual movements

As shown in **Table 7** and **Table 8**, several intersections on Mayfield Road between Airport Road and Coleraine Drive would be experiencing LOS F and have v/c ratios greater than 1.0 during both AM and PM peak hours.

Based on the results of the 2012 analysis, intersection analyses of 2017 forecasts on the existing road network were not required to assess the need for Mayfield Road improvements. However, intersection analysis for 2017 and 2032 was conducted to determine the long term lane requirements for any future widening of Mayfield Road.

The analysis of 2012 forecast volumes on existing Mayfield Road confirm that traffic levels will exceed the capacity of a 2-lane arterial road (1,000 vph). By 2012, vehicles will have limited alternative routes to travel east-west across eastern Brampton to access the rest of the GTA. Although constrained by the 2 lanes, vehicle demand (including trucks) on Mayfield Road will continue to grow based on developments proceeding.

3.4.6 2012 Future Intersection Analysis with Mayfield Road Improvements – No Widening

3.4.6.1 Exclusive Turn Lane Improvements

The Region of Peel has indicated that it is their practice to provide exclusive left-turn lanes for public street intersections. Based on the intersection analysis presented in **Table 7** and **Table 8**, turning-lane improvements were added to the existing network to develop a recommended 2012 road network. Mayfield Road remains as a 2-lane road in this scenario. The improvements to Mayfield Road include the signalization of the Mayfield Road / Maisonneuve Boulevard, Mayfield Road / McVean Drive & Centreville Creek Road, Mayfield Road / Clarkway Drive & Humber Station Road, and the Mayfield Road and Coleraine Drive intersections, as well as turning-lane improvements. Additional northbound and southbound through lanes were included at The Gore Road.

With Mayfield Road remaining as 2-lanes, and with signalization and turning-lane improvements added, the capacity problems could not be resolved. Further improvements, specifically the widening of Mayfield Road, will need to be explored.

3.4.6.2 Jog Elimination - Clarkway Drive / Humber Station Road

The Mayfield Road and Clarkway Drive / Humber Station Road intersection currently operates as three-legged unsignalized intersection with a jog in the north-south road alignment. A scenario was analyzed in which there was no widening to Mayfield Road, but the jog was eliminated and they aligned as a four-legged intersection. The elimination of the jog did not bring the v/c ratios under 1.00. Signalization of the intersection was also tested as an additional improvement. With signalization of both of the four-legged intersection, the v/c ratio was still greater than 1.00, with Mayfield Road operating as a 2-lane cross-section.

3.4.7 2012 Future Intersection Analysis with Mayfield Road Improvements – 4 Lane Widening

Based on the intersection analysis presented in **Table 7** widening to a 4-lane cross-section and lane improvements were applied to the existing network to develop a recommended 2012 road network. Synchro analysis was conducted using the 2012 traffic forecast and the recommended lane configurations shown in **Exhibit 11**. The improvements to Mayfield Road also include the signalization of the Mayfield Road / Maisonneuve Boulevard, Mayfield Road / McVean Drive & Centreville Creek Road, Mayfield Road / Clarkway Drive & Humber Station Road, and the Mayfield Road and Coleraine Drive intersections. **Table 9** and **Table 10** summarize the intersection operations at the signalized and unsignalized intersections, respectively, based on 4 lanes between Airport Road and Coleraine Drive. Detailed analysis is provided in **Appendix C**.

Table 9: 2012 Overall Level of Service at Signalized Intersections (with Improvements – 4 lane widening)

Signalized Intersection	Time Period	V/C (1)	Overall V/C	LOS (2)
Mayfield Road and Airport Road	AM Peak	0.91	0.87	D
	PM Peak	0.92	0.87	D
Mayfield Road and Maisonneuve Boulevard	AM Peak	0.62	0,55	A
	PM Peak	0.62	0,53	A
Mayfield Road and Goreway Road / Innis Lake Road	AM Peak	0.75	0.68	В
	PM Peak	0.72	0.61	В
Mayfield Road and McVean Drive / Centreville Creek Road	AM Peak	0.58	0.54	A
	PM Peak	0.64	0.58	A
Mayfield Road and The Gore Road	AM Peak	0.59	0.61	A
	PM Peak	0.72	0.64	В
Mayfield Road and Clarkway Drive / Humber Station Road	AM Peak	0.70	0.67	A
	PM Peak	0.63	0.57	A
Mayfield Road and Coleraine Drive	AM Peak	0.80	0.72	В
	PM Peak	0.64	0.59	A

^{1 -} V/C - maximum volume / capacity ratio for critical movement and not the average for the intersection

^{2 -} LOS - overall level of service

Table 10: 2012 Overall Level of Service at Unsignalized Intersections (with Improvements—4 lane widening)

Unsignalized Intersection	Time Period	V/C (1)	LOS (2)
Mayfield Road and Marysfield Drive	AM Peak	0.11	E
	PM Peak	0.33	F

^{1 -} V/C - maximum volume / capacity ratio for the critical movement and not the average for the intersection

Inclusion of a four-lane cross-section within the next 5 years demonstrates that the provision of an additional lane in each direction on Mayfield Road would result in acceptable operations and additional capacity which would be sufficient to accommodate the forecasted volumes beyond the 2012 horizon year (to 2016). While minor street (Marysfield Drive) left-turn movements will experience level of service E and F during peak hours, there will be sufficient capacity to accommodate all movements and delay will not exceed 76 seconds for any movement. This is common for minor street left-turn movements onto arterial roads. The volumes at the Marysfield Drive / Mayfield Road intersection will be well below the thresholds for traffic signal warrants.

^{2 -} LOS - maximum level of service for all the individual movements



3.4.8 2017 Future Intersection Analysis with 2012 Proposed Mayfield Road Improvements

A similar analysis with 2017 traffic forecasts assigned to Mayfield Road was also performed to help determine the lane requirements over the 10-year horizon. The 2017 total traffic volumes in **Exhibit 9** were analyzed using Synchro for the 2012 recommended lane configurations as shown in **Exhibit 11**. The 2017 analysis used the lane configurations recommended in 2012, to determine if any further improvements are required. **Table 11** and **Table 12** summarize the intersection operations at the signalized and unsignalized intersections, respectively. Detailed analysis is provided in **Appendix D**.

Table 11: 2017 Overall Level of Service at Signalized Intersections (with 2012 Proposed Improvements – 4 lane widening)

Signalized Intersection	Time Period	V/C (1)	Overall V/C	LOS (2
Mayfield Road and Airport Road	AM Peak	0.93	0.91	D
	PM Peak	0.93	0.92	E
Mayfield Road and Maisonneuve Boulevard	AM Peak	0.64	0.57	A
	PM Peak	0.66	0.57	A
Mayfield Road and Goreway Road / Innis Lake Road	AM Peak	0.78	0.72	В
	PM Peak	0.74	0.66	В
Mayfield Road and McVean Drive / Centreville Creek Road	AM Peak	0.63	0.55	A
	PM Peak	0.68	0.63	A
Mayfield Road and The Gore Road	AM Peak	0.74	0.65	В
	PM Peak	0.75	0.68	В
Mayfield Road and Clarkway Drive / Humber Station Road	AM Peak	0.73	0.71	A
	PM Peak	0.67	0.61	A
Mayfield Road and Coleraine Drive	AM Peak	0.88	0.79	В
	PM Peak	0.66	0.60	A

^{1 -} V/C - maximum volume / capacity ratio for critical movement and not the average for the intersection

^{2 -} LOS - overall level of service

Table 12: 2017 Overall Level of Service at Unsignalized Intersections (with 2012 Proposed Improvements – 4 lane widening)

Unsignalized Intersection	Time Period	V/C (1)	LOS (2)
Mayfield Road and Marysfield Drive	AM Peak	0.14	F
	PM Peak	0.45	F

^{1 -} V/C - maximum volume / capacity ratio for the critical movement and not the average for the intersection

As shown in **Table 11** and **Table 12**, the widening of Mayfield Road to 4 lanes and the other intersection improvements recommended in 2012 provide sufficient capacity and maintain acceptable levels of service by 2017. While minor street (Marysfield Drive) left-turn movements will experience level of service F during peak hours, there will be sufficient capacity to accommodate all movements and delay will not exceed 113 seconds for any movement. All intersections are anticipated to operate with volume to capacity ratios less than 0.90, with the exception of the Mayfield Road and Airport Road intersection. Therefore, no further improvements are required to the 2017 road network beyond what was recommended in the 2012 horizon year.

3.4.9 2032 Future Intersection Analysis with 2017 Proposed Mayfield Road Improvements

A similar analysis with 2032 traffic forecasts assigned to Mayfield Road was also performed to help determine the long term lane requirements. The 2032 total traffic volumes in **Exhibit 10** were analyzed using Synchro for the 2017 recommended lane configurations as shown in **Exhibit 11**. The 2032 analysis uses the lane configurations recommended in 2017 (and 2012), to determine if any further improvements are required. **Table 13** and **Table 14** summarize the intersection operations at the signalized and unsignalized intersections, respectively. Detailed analysis is provided in **Appendix E**.

Table 13: 2032 Overall Level of Service at Signalized Intersections (with 2017 Proposed Improvements – 4 lane widening)

Signalized Intersection	Time Period	V/C (1)	Overall V/C	LOS (2)
Mayfield Road and Airport Road	AM Peak	>1.00	>1.00	F
	PM Peak	>1.00	>1.00	F
Mayfield Road and Maisonneuve Boulevard	AM Peak	0.70	0.63	A
	PM Peak	0.76	0.67	A
Mayfield Road and Goreway Road / Innis Lake Road	AM Peak	0.83	0.83	В
	PM Peak	0.81	0.78	В

^{2 -} LOS - maximum level of service for all the individual movements

Table 13: 2032 Overall Level of Service at Signalized Intersections (with 2017 Proposed Improvements – 4 lane widening) Cont'd

Signalized Intersection	Time Period	V/C (1)	Overall V/C	LOS (2)
Mayfield Road and McVean Drive / Centreville Creek Road	AM Peak	0.66	0.61	A
	PM Peak	0.83	0.74	В
Mayfield Road and The Gore Road	AM Peak	0.79	0.73	В
	PM Peak	0.83	0.82	В
Mayfield Road and Clarkway Drive / Humber Station Road	AM Peak	0.84	0.80	В
	PM Peak	0.76	0.72	A
Mayfield Road and Coleraine Drive	AM Peak	0.90	0.87	С
	PM Peak	0.76	0.73	В

^{1 -} V/C - maximum volume / capacity ratio for critical movement and not the average for the intersection

Table 14: 2032 Overall Level of Service at Unsignalized Intersections (with 2017 Proposed Improvements – 4 lane widening)

Unsignalized Intersection	Time Period	V/C (1)	LOS (2)
Mayfield Road and Marysfield Drive	AM Peak	0.26	F
	PM Peak	0.94	F

^{1 -} V/C - maximum volume / capacity ratio for the critical movement and not the average for the intersection

As shown in **Table 13** and **Table 14**, Mayfield Road at Airport Road would be experiencing LOS F and have v/c ratios greater than 1.0 during both AM and PM peak hours.

3.4.10 2032 Future Intersection Analysis with Additional Mayfield Road Improvements

Based on the intersection analysis presented in **Table 13** and **Table 14**, lane improvements were added to the 2017 road network to develop a recommended 2032 road network. There is a demonstrated need for additional east-west capacity through the Airport Road intersection and additional north-south capacity through The Gore Road intersection. Synchro analysis was conducted using the 2032 traffic forecast and the recommended lane configurations shown in **Exhibit 12**. Detailed analysis is provided in **Appendix F**.

^{2 -} LOS - overall level of service

^{2 -} LOS - maximum level of service for all the individual movements

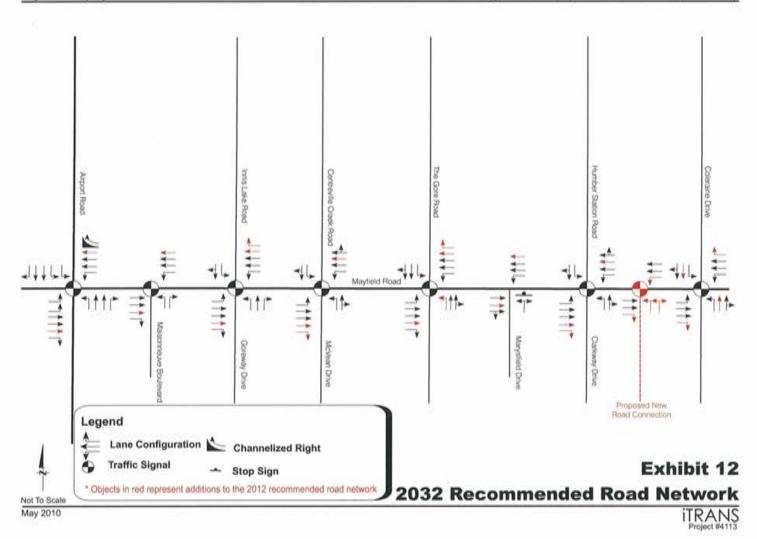


Table 15: 2032 Overall Level of Service at Signalized Intersections (with Additional Improvements)

Signalized Intersection	Time Period	V/C (1)	Overall V/C	LOS (2)
Mayfield Road and Airport Road	AM Peak	0.94	0.89	D
	PM Peak	0.99	0.93	E
Mayfield Road and Maisonneuve Boulevard	AM Peak	0.70	0.63	A
	PM Peak	0.76	0.67	A
Mayfield Road and Goreway Road / Innis Lake Road	AM Peak	0.82	0.82	В
	PM Peak	0.80	0.77	В
Mayfield Road and McVean Drive / Centreville Creek Road	AM Peak	0.67	0.61	A
	PM Peak	0.83	0.74	В
Mayfield Road and The Gore Road	AM Peak	0.80	0.76	В
	PM Peak	0.83	0.80	В
Mayfield Road and Clarkway Drive / Humber Station Road	AM Peak	0.84	0.80	В
	PM Peak	0.76	0.72	A
Mayfield Road and Coleraine Drive	AM Peak	0.90	0.86	C
	PM Peak	0.74	0.72	В

^{1 -} V/C - maximum volume / capacity ratio for critical movement and not the average for the intersection

Table 16: 2032 Overall Level of Service at Unsignalized Intersections (with Additional Improvements)

Signalized Intersection	Time Period	V/C (1)	LOS (2)
Mayfield Road and Marysfield Drive	AM Peak	0.26	F
	PM Peak	0.94	F

^{1 -} V/C - maximum volume / capacity ratio for the critical movement and not the average for the intersection

As shown in **Table 15**, **Table 16**, and **Exhibit 12**, the widening of Mayfield Road to 6 lanes would be required from Airport Road through to Maisonneuve Boulevard to maintain acceptable intersection levels of service and v/c ratios by 2032. The other sections of Mayfield Road would require additional east-west capacity (a widening to 6 lanes) to meet the link demands as documented in Section 3.3.6. To be consistent with Region of Peel operational practice the addition, of exclusive turn lanes are recommended, as identified in **Exhibit 12**. In the long term, increase in traffic volumes on Mayfield Road will result in fewer gaps in traffic to accommodate left-turn movements from Marysfield Drive. Traffic volumes at the Marysfield Drive / Mayfield Road intersection should be monitored for traffic signal warrants.

^{2 -} LOS - overall level of service

^{2 -} LOS - maximum level of service for all the individual movements

Volumes are not expected to exceed capacity, but delay will increase to over 6 minutes for left-turns during peak hours. Volumes at the Marysfield Drive intersection are anticipated to remain well below warrants for traffic control signals, but volumes and driver behaviour should be monitored.

3.4.11 Queuing and Storage Requirements

Table 17, Table 18, Table 19, and **Table 20** summarize the critical peak hour storage lengths required by 2012, 2017, and 2032 forecast turning movement volumes for left turn lanes on Mayfield Road. The storage requirements are based on the worst case scenario of 95th percentile queues estimated by the Synchro analysis. The tables identify movements which in the future will require mitigation through design. Detailed analysis is provided in **Appendix G**.

Table 17: Existing Traffic Queue Lengths

Intersection & Movement		AM Peak Hour	PM Peak Hour	Mitigation Measures
	Existing Storage (m)	(queue m)	(queue m)	(storage m)
Airport Road / Mayfield Road				
Eastbound Left-turn	80	<10	11	
Eastbound Right-turn	80	<10	<10	
Westbound Left-turn	65	12	11	
Westbound Right-turn	75	<10	<10	
Northbound Left-turn	140	<10	16	
Northbound Right-turn	65	<10	<10	
Southbound Left-turn	125	15	<10	
Southbound Right-turn	65	<10	<10	
Maisonneuve Boulevard / Mayfield Road				
Eastbound Right-turn	30	<10	<10	
Westbound Left-turn	50	<10	<10	
Goreway Drive / Mayfield Road				
Eastbound Left-turn	35	<10	<10	
Eastbound Right-turn	30	<10	<10	
Westbound Left-turn	40	<10	<10	
Northbound Left-turn	60	<10	<10	
Northbound Right-turn	40	<10	<10	
Southbound Left-turn	45	<10	<10	

Table 17: Existing Traffic Queue Lengths Cont'd

Intersection & Movement		AM Peak Hour	PM Peak Hour	Mitigation Measures
	Existing Storage (m)	(queue m)	(queue m)	(storage m)
McVean Drive / Mayfield Road	7 WC-79			
Eastbound Left-turn	50	<10	<10	
Westbound Left-turn	65	<10	<10	

None of the existing storage lanes are exceeded by the 95th percentile queue. There are no exclusive turning lanes for any of the intersections east of Mayfield Road / McVean Drive, so queuing analysis was not performed for this intersections in the existing traffic scenario.

Table 18: 2012 Total Traffic Queue Lengths

Intersection & Movement		AM Peak Hour	PM Peak Hour	Mitigation Measures
	Existing Storage (m)	(queue m)	(queue m)	(storage m)
Airport Road / Mayfield Road				
Eastbound Left-turn ¹	80	83	55	Lengthen to 85
Eastbound Right-turn	80	12	<10	
Westbound Left-turn	65	73	112	Lengthen to 115
Northbound Left-turn	140	32	53	
Northbound Right-turn	65	25	19	
Southbound Left-turn	125	53	91	
Southbound Right-turn	65	16	44	
Maisonneuve Boulevard / Mayfield Road				
Eastbound Right-turn	30	<10	<10	
Westbound Left-turn	50	<10	<10	
Goreway Drive / Mayfield Road				
Eastbound Left-turn	35	<10	<10	
Eastbound Right-turn	30	<10	<10	
Westbound Left-turn	40	<10	<10	
Northbound Left-turn	60	14	21	
Northbound Right-turn	40	<10	<10	
Southbound Left-turn	45	14	<10	

Dual left turn lane is proposed

Table 18: 2012 Total Traffic Oueue Lengths Cont'd

Intersection & Movement	13/6	AM Peak Hour	PM Peak Hour	Mitigation Measures
	Existing Storage (m)	(queue m)	(queue m)	(storage m)
McVean Drive / Mayfield Road	Water -			
Eastbound Left-turn	50	<10	<10	
Westbound Left-turn	65	<10	<10	1000
Northbound Left-turn	+	<10	<10	Design as 15
Southbound Left-turn		<10	<10	Design as 15
The Gore Road / Mayfield Road				
Eastbound Left-turn	-	<10	11	Design as 15
Eastbound Right-turn	18	<10	<10	Design as 15
Westbound Left-turn		11	<10	Design as 15
Northbound Left-turn	*	<10	24	Design as 25
Southbound Left-turn	-	15	<10	Design as 15
Clarkway Drive / Mayfield Road				
Eastbound Left-turn	-	<10	<10	Design as 15
Westbound Left-turn	721	<10	<10	Design as 15
Northbound Left-turn	-	<10	<10	Design as 15
Southbound Left-turn		<10	<10	Design as 15
Coleraine Drive / Mayfield Road				
Eastbound Left-turn	-	15	13	Design as 15
Westbound Left-turn	-	<10	<10	Design as 15
Northbound Left-turn	-	<10	<10	Design as 15
Southbound Left-turn	1.5	<10	<10	Design as 15

Dual left turn lane is proposed

In 2012, the eastbound and westbound left-turn lanes at the Airport Road / Mayfield Road intersection will need to be lengthened from their existing storage length. There are also several new exclusive turning lanes that will need to be designed to accommodate the 95th percentile queue length. The design storage lengths have been indicated in the mitigation measures column in the table above.

Table 19: 2017 Total Traffic Queue Lengths

Intersection & Movement		AM Peak Hour	PM Peak Hour	Mitigation Measures	
	2012 Storage (m)	(queue m)	(queue m)	(storage m)	
Airport Road / Mayfield Road					
Eastbound Left-turn ¹	85	82	57		
Eastbound Right-turn	80	13	<10		
Westbound Left-turn	115	77	117	Lengthen to 120	
Northbound Left-turn	140	33	55	PARTITION AND ADDRESS OF THE PARTY CALLS A PRICE	
Northbound Right-turn	65	27	21		
Southbound Left-turn	125	56	92		
Southbound Right-turn	65	17	47		
Maisonneuve Boulevard / Mayfield Road			\$ 0000 2		
Eastbound Right-turn	30	<10	<10		
Westbound Left-turn	50	<10	<10		
Goreway Drive / Mayfield Road					
Eastbound Left-turn	35	11	11		
Eastbound Right-turn	30	<10	<10		
Westbound Left-turn	40	<10	<10		
Northbound Left-turn	60	18	24		
Northbound Right-turn	40	<10	<10		
Southbound Left-turn	45	15	<10		
McVean Drive / Mayfield Road					
Eastbound Left-turn	50	<10	<10		
Westbound Left-turn	65	12	<10		
Northbound Left-turn	15	<10	<10		
Southbound Left-turn	15	<10	<10		
The Gore Road / Mayfield Road					
Eastbound Left-turn	15	<10	23	Lengthen to 25	
Eastbound Right-turn	15	<10	<10		
Westbound Left-turn	15	14	<10		
Northbound Left-turn	25	11	31	Lengthen to 35	
Southbound Left-turn	15	17	11	Lengthen to 20	

Dual left turn lane is proposed

Table 19: 2017 Total Traffic Queue Lengths Cont'd

Intersection & Movement		AM Peak Hour	PM Peak Hour	Mitigation Measures
	2012 Storage (m)	(queue m)	(queue m)	(storage m)
Clarkway Drive / Mayfield Road				
Eastbound Left-turn	15	<10	<10	
Westbound Left-turn	15	<10	<10	
Northbound Left-turn	15	<10	11	
Southbound Left-turn	15	<10	<10	
Coleraine Drive / Mayfield Road				
Eastbound Left-turn	15	24	15	Lengthen to 25
Westbound Left-turn	15	<10	<10	1977
Northbound Left-turn	15	<10	<10	
Southbound Left-turn	15	<10	<10	

Dual left turn lane is proposed

In 2017, the westbound left-turn lane at the Airport Road / Mayfield Road intersection, the eastbound, northbound, and southbound left-turn lanes at Mayfield Road / The Gore Road intersection, and the eastbound left-turn lane at the Coleraine Drive / Mayfield Road intersection will all need to be lengthened from their 2012 storage lengths indicated in the table above.

Table 20: 2032 Total Traffic Queue Lengths

Intersection & Movement		AM Peak Hour	PM Peak Hour	Mitigation Measures
	2017 Storage (m)	(queue m)	(queue m)	(storage m)
Airport Road / Mayfield Road				
Eastbound Left-turn ¹	85	84	55	
Eastbound Right-turn	80	14	<10	
Westbound Left-turn	120	82	125	Lengthen to 125
Northbound Left-turn	140	42	58	50 SH100 SH1
Northbound Right-turn	65	29	25	
Southbound Left-turn1	125	56	97	
Southbound Right-turn	65	18	42	
Maisonneuve Boulevard / Mayfield Road				
Eastbound Right-turn	30	<10	<10	
Westbound Left-turn	50	<10	<10	

Dual left turn lane is proposed

Table 20: 2032 Total Traffic Queue Lengths Cont'd

Intersection & Movement		AM Peak Hour	PM Peak Hour	Mitigation Measures	
	2017 Storage (m)	(queue m)	(queue m)	(storage m)	
Goreway Drive / Mayfield Road					
Eastbound Left-turn	35	21	22		
Eastbound Right-turn	30	<10	<10		
Westbound Left-turn	40	13	<10		
Westbound Right-turn	-	<10	<10	Design as 15	
Northbound Left-turn	60	30	36	\$6.	
Northbound Right-turn	40	<10	16		
Southbound Left-turn	45	21	<10		
McVean Drive / Mayfield Road					
Eastbound Left-turn	50	<10	<10		
Eastbound Right-turn	-	<10	<10	Design as 15	
Westbound Left-turn	65	27	<10	Anti-State and Court at	
Northbound Left-turn	15	<10	<10		
Southbound Left-turn	15	<10	<10		
The Gore Road / Mayfield Road			7		
Eastbound Left-turn	25	15	32	Lengthen to 35	
Eastbound Right-turn	15	<10	<10		
Westbound Left-turn	15	10	<10		
Westbound Right-turn		<10	<10	Design as 15	
Northbound Left-turn	35	17	39	Lengthen to 40	
Southbound Left-turn	20	25	16	Lengthen to 25	
Clarkway Drive / Mayfield Road					
Eastbound Left-turn	15	<10	22	Lengthen to 25	
Eastbound Right-turn	35	<10	<10	Design as 15	
Westbound Left-turn	15	<10	<10		
Northbound Left-turn	15	<10	12		
Southbound Left-turn	15	<10	<10		

Table 20: 2032 Total Traffic Queue Lengths Cont'd

Intersection & Movement		AM Peak Hour	PM Peak Hour	Mitigation Measures
	2017 Storage (m)	(queue m)	(queue m)	(storage m)
Coleraine Drive / Mayfield Road				
Eastbound Left-turn	25	55	41	Lengthen to 55
Eastbound Right-turn	-	<10	<10	Design as 15
Westbound Left-turn	15	<10	<10	200 0200 0000
Westbound Right-turn	-	<10	<10	Design as 15
Northbound Left-turn	15	<10	<10	95
Southbound Left-turn	15	<10	<10	

In 2032, the westbound left-turn lane at the Airport Road / Mayfield Road intersection, the eastbound, northbound, and southbound left-turn lanes at Mayfield Road / The Gore Road intersection, the eastbound left-turn lane at Mayfield Road / Clarkway Drive, and the eastbound left-turn lane at the Coleraine Drive / Mayfield Road intersection will all need to be lengthened from their 2017 storage lengths indicated in the table above. Additionally, several exclusive right-turn lanes are proposed along Mayfield Road. The storage length required for all of these new lanes is 15 metres.

4. ULTIMATE NEEDS FOR MAYFIELD ROAD CORRIDOR

4.1 Region of Peel Official Plan

The Region of Peel Official Plan designates Mayfield Road as a 50 m right-of-way. The designated right-of-way will allow for an ultimate 6-lane (plus turn lanes) cross-section. The need for 6 lanes from Airport Road to the new proposed road link east of Clarkway Drive will be required prior to 2032 as identified in Section 3 of this report. The need for 6 lanes from the new proposed road link east of Clarkway Drive to Coleraine Drive may be realized beyond the year 2032.

4.2 GTA West Corridor Environmental Assessment

The GTA West Corridor Environmental Assessment (EA) Study is being conducted by the Ministry of Transportation to assess the need for and identify the location of a new east-west transportation corridor between Highway 400 in York Region and the Guelph area. The environmental Terms of Reference for the study were approved by the Ministry of the Environment, and clarification of a new transportation corridor is anticipated upon the completion of the study (beyond the next two years). A new corridor may confirm or lessen the need for six lanes on Mayfield Road. However the nature and timing of a GTA West Corridor may not be sufficient to address the short, medium and possibly even long term needs along Mayfield Road.

The GTA West Corridor EA will require an extensive public process to define a corridor for new infrastructure. Opportunities for new corridors are limited. The existing Mayfield Road will continue to be a key corridor alternative. It is recommended that the designated 50 meter right-of-way be retained.

5. SUMMARY OF NEEDS ASSESSMENT

iTRANS has assessed the short term and long term need for improvements on Mayfield Road and determined the ultimate lane requirements based on the 2012, 2017, and 2032 planning horizons.

The midblock future lane requirements for Mayfield Road are summarized below in **Table 21**, while the recommended future lane configurations at the study area intersections were illustrated in **Exhibit 11** and **Exhibit 12**.

Table 21: Recommended Number of Lanes on Mayfield Road (Based on Horizon Years)

From	To	Recom	mended Number	of Lanes
		2012	2017	2032
West of Airport Road		4	4	6
Airport Road	Maisonneuve Boulevard	4	4	6
Maisonneuve Boulevard	Goreway Road / Innis Lake Road	4	4	6
Goreway Road / Innis Lake Road	McVean Drive / Centreville Creek Road	4	4	6
McVean Drive / Centreville Creek Road	The Gore Road	4	4	6
The Gore Road	Marysfield Drive	4	4	6
Marysfield Drive	Clarkway Drive / Humber Station Road	4	4	6
Clarkway Drive / Humber Station Road	New Roadway	4	4	6
New Roadway	Coleraine Drive	4	4	4

The recommendations are based on a review of available data and reports and updated information provided by the Region of Peel. The Region of Peel provided appropriate traffic growth between 2012, 2017, and 2032 along Mayfield Road.

Findings from other ongoing studies, including the Peel-Highway 427 Extension Transportation Master Plan Study and Brampton Transportation and Transit Master Plan Study are consistent with recommended improvements. The Region of Peel Official Plan designates Mayfield Road as a 50 m right-of-way. The designated right-of-way will allow for an ultimate 6-lane (plus turn lanes) cross-section.

6. SAFETY PERFORMANCE REVIEW

The following sections document the comprehensive safety review of the existing conditions of Mayfield Road from Airport Road to Coleraine Drive. The safety review followed the same study area of Mayfield Road as the traffic analysis (Exhibit 1).

iTRANS conducted an office review of the data provided prior to undertaking a site investigation. The office investigation aims to bring a preliminary understanding of the area, the collision history and their causes, as well as the traffic movements in the study area (Section 6.1). The trends and patterns of collisions and related potential causes, in conjunction with the traffic operations, road geometry and adjacent land use provide the investigators with a list of concerns to consider during the site visit. These concerns are combined with issues observed and measured during the site investigation (Section 6.2). An understanding of these issues provided the background for identifying potential countermeasures to improve the safety performance of Mayfield Road (Section 6.3).

Possible road widening options that may be considered during the EA process were also considered from a safety perspective (Section 6.3).

6.1 Office Investigation

The office investigation began with an examination of the collision history of the road segments and intersections.

The following information was reviewed during the office investigation:

- 4 years of collision reports from 2003 to 2006
- Aerial photography of Mayfield Road

The Region provided police reports for 97 collisions, however 18 collisions were determined to be outside of the study area. The study area for this safety review included the functional area of each intersection from Airport Road to Coleraine Drive, and the road segments of Mayfield Road that lie in between those intersections. The functional area of each intersection was defined as the average length of the intersection turn lanes. Where the average turn lane length was less than 30 metres, the functional area was defined as 30 metres. These are the functional areas of intersections (by cross-street):

	Airport Road	155 metres
•	Innis Lake Road / Goreway Drive	101 metres
•	Centreville Creek Road	86 metres
	The Gore Road	30 meters
	Humber Station Road	30 meters
	Coleraine Drive	30 meters

Of the 97 collision reports provided by the Region, 18 collisions occurred on the cross-streets outside of the functional area of the intersection with Mayfield Road, and were excluded from this safety review.

From the 79 collisions remaining, summary tables were developed to determine possible trends, such as collision location, time of day, and environmental collisions. A summary of the collision history of the entire corridor is provided in **Table 22**. Specific findings for each intersection are provided in **Sections 6.1.1** to **6.1.6**. Collisions on road segments are discussed in **Section 6.1.7**.

Table 22: Summary of Reported Collisions along Mayfield Road from Airport Road to Coleraine Drive (2003 to 2006)

Location	Total	Injury	PDO	Collision types
Airport Road	32	3	29	9 Angle 1 Approaching 6 Rear-end 5 Sideswipe 8 Turning Movement 2 SMV Other 1 Other
Innis Lake Road/ Goreway Drive	13	1	12	3 Angle 8 Rear-end 1 Sideswipe 1 SMV Other
Centreville Creek Road	2	2	0	2 Angle
The Gore Road	5	0	5	2 Rear-end 1 Turning Movement 1 Sideswipe 1 SMV Other
Humber Station Road/ Clarkway Drive	9	1	8	2 Angle 4 Rear-end 1 Sideswipe 1 Turning Movement 1 SMV Other
Coleraine Drive	2	0	2	2 Turning Movement
All Road Segments	16	2	14	1 Angle 4 Rear-end 1 Sideswipe 8 SMV Other 2 Other
TOTAL	79	9	70	17 Angle 1 Approaching 24 Rear-end 9 Sideswipe 12 Turning Movement 13 SMV Other 3 Other

NOTE SMV = Single Motor Vehicle; PDO = Property Damage Only

The overall collision analysis findings for the entire corridor are:

- 46.8% of collisions during peak periods (6 to 9 AM and 3 to 6 PM) (37 of 79)
- 24.7% of collisions are rear-end (24 of 79)
- 21.5% of collisions are angle (17 of 79)
- Majority of collisions not caused by adverse environmental conditions (82.3% during daylight, 93.7% during clear weather, 70.9% with dry road surface)
- 82.3% of collisions occur in the functional area of intersections (65 of 79)
- No fatal collisions from 2003 to 2006

6.1.1 Airport Road at Mayfield Road

There were a total of 32 collisions reported for the four-year period at this signalized intersection. A collision summary by type is shown in **Table 23**. Of the 32 collisions, there were 3 injury collisions and no fatalities. Region of Peel staff have indicated that fatal crashes may have occurred in 2007.

Table 23: Collision Summary by Type - Airport Road at Mayfield Road

Collision Type	Total Collisions	NB	SB	EB	WB
Angle	9	5 (4 NB/EB, 1 NB/WB)	1 (SB/WB)	0	3 (1 WB/NB, 2 WB/SB)
Approaching	1	0	1 (SB/EB)	0	0
Rear End	6	2 (2 NB/NB)	0	0	4 (3 WB/WB, 1 WB/WB/WB)
Sideswipe	5	2 (NB/EB)	0	1 (EB/NB)	2 (2 WB/WB)
Turning Movement	8	4 (1 NB/SB, 3 NB/EB)	0	3 (2 EB/WB, EB/NB)	1 (WB/EB)
SMV Other	2	1	1	0	0
Other	1	1 (NB/SB)	0	0	0

Angle collisions are the most common type of collision at this intersection (nine recorded collisions). The directions of travel indicate six vehicles were travelling northbound, four westbound, four eastbound, and two southbound. The angle collisions may indicate an issue with sight distances, signal head visibility, or driver awareness of the intersection. Two angle collisions occurring on the east leg of the intersection involved cars using driveways colliding with cars travelling straight along Mayfield Road.

Turning movement collisions are the second most frequent type with eight collisions recorded at this intersection. Of the vehicles involved in these crashes, seven were travelling eastbound, five were travelling northbound, three were travelling westbound and one southbound. Turning movement collisions at this intersection were tied to driveways close to the intersection and the traffic leaving those private driveways. Four turning movement collisions occurred at driveways on the west leg of the intersection.

The large number of driveways within the functional area of this intersection, including three on the west leg and nine in total, should be addressed to decrease collisions. Three of the driveways are private and six are commercial driveways.

Four of six rear end collisions at this intersection involved vehicles travelling westbound. Two northbound rear ends occurred at the intersection. One possible factor contributing to the rear-end collisions may be the combination of signal timing and the dilemma zone. One definition of the dilemma zone is "Drivers are in the dilemma zone if, when they see the yellow indication, they lack adequate distance to stop before the intersection but are too far away to enter the intersection before the red indication". Rear end collisions that occur in clear dry conditions may also be related to congestion and queuing, access points near the intersection, road surface, intersection conspicuity or driver guidance.

Five sideswipe collisions were recorded at this intersection. Three of those collisions involved northbound and eastbound vehicles. The other two cases involved both vehicles travelling westbound.

Three collisions were recorded as SMV other or other. One of the single vehicle accidents occurred in the northbound direction and the other in the southbound direction. The accident recorded as "other" involved one vehicle travelling northbound and one southbound.

One approaching collision occurred at this intersection. According to the police report one vehicle was travelling southbound and the other travelling eastbound.

6.1.2 Innis Lake Road / Goreway Drive at Mayfield Road

There were a total of 13 collisions reported for the four-year period at this signalized intersection. No fatalities and one injury collision were recorded. A collision summary by type is shown in **Table 24**.

Table 24: Collision Summary by Type – Innis Lake Road / Goreway Drive at Mayfield Road

Collision Type	Total Collisions	NB	SB	ЕВ	WB
Angle	3	1 (NB/SB)	0	0	2 (WB/SB, WB/NB)
Rear End	8	0	0	2 (EB/EB/EB, EB/EB)	6 (6 WB/WB)
Sideswipe	1	1 (NB/NB)	0	0	0
SMV Other	1	0	1	0	0

Rear end collisions were the most common type of collision at this intersection. Two collisions involved eastbound vehicles and the other six involved westbound vehicles. As noted previously, possible contributing factors to rear end collisions include the dilemma zone, road surface conditions, queuing, intersection conspicuity or driver guidance.

There were three angle collisions at this intersection. One collision involved a westbound vehicle striking a northbound vehicle, another involved a westbound vehicle striking a southbound vehicle and the third involved a vehicle travelling north and one travelling south. Possible contributing factors to angle collisions include sight distance, signal head visibility, driver awareness of the intersection, driveways in the intersection functional area, and red light running.

One sideswipe collision was recorded at this intersection. The vehicles were travelling northbound.

One collision was recorded as SMV other. This single vehicle collision occurred in the southbound direction and was an animal collision.

6.1.3 Centreville Creek Road at Mayfield Road

There were a total of two collisions reported for the four-year period at this two-way stopcontrolled intersection. A collision summary by type is shown in **Table 25**. Both of the collisions resulted in injury.

Table 25: Collision Summary by Type - Centreville Creek Road at Mayfield Road

Collision Type	Total Collisions	NB	SB	ЕВ	WB
Angle	2	1 (NB/WB)	0	1 (EB/SB)	0

Angle collisions are the only collision type recorded at this intersection. Two collisions over four years are not enough to establish a pattern.

6.1.4 The Gore Road at Mayfield Road

There were a total of two collisions reported for the four-year period at this signalized intersection. A collision summary by type is shown in **Table 26**. None of the collisions resulted in injury.

Table 26: Collision Summary by Type - The Gore Road at Mayfield Road

Collision Type	Total Collisions	NB	SB	EB	WB
Rear End	2	0	0	2 (EB/EB)	0
Turning Movement	1	0	0	1 (EB/NB)	0
Sideswipe	1	0	1 (SB/NB)	0	0
SMV Other	1	0	1	0	0

The two rear end collision at this intersection involved vehicles travelling in the eastbound direction.

One collision was a turning movement in which one vehicle travelling eastbound struck a vehicle travelling northbound. One collision was a sideswipe where one vehicle was travelling southbound and the other travelling northbound. There was on single motor vehicle collision involving a southbound direction of travel. No injuries were sustained in these collisions.

6.1.5 Humber Station Road / Clarkway Drive at Mayfield Road

There were a total of nine collisions recorded for the four-year period at this two-way stopcontrolled offset intersection. A collision summary by type is shown in **Table 27**. One collision resulted in an injury.

Table 27: Collision Summary by Type – Humber Station Road/Clarkway Drive at Mayfield Road

Collision Type	Total Collisions	NB	SB	EB	WB
Angle	2	1 (NB/EB)	1 (SB/WB)		
Rear End	4	0	2 (2 SB/SB)	1 (EB/EB)	1 (WB/WB)
Turning Movement	1	1 (NB/WB)	0	0	0
Sideswipe	1	0	1 (SB/SB)	0	0
SMV Other	1	0	0	0	1

Four collisions at this intersection were rear end collisions. One collision involved vehicles travelling in the westbound direction, one involved vehicles travelling in the eastbound direction, and the other two were southbound collisions.

Two angle collisions occurred in the four-year period at this intersection: one involving a northbound and an eastbound vehicle, and one involving a southbound and a westbound vehicle.

The turning movement involved one vehicle heading northbound and the other heading westbound. One collision was a sideswipe with vehicles travelling in the southbound direction. One westbound single motor vehicle collision occurred at this intersection.

6.1.6 Coleraine Drive at Mayfield Road

There were a total of two collisions reported for the four-year period at this two-way stopcontrolled offset intersection. A collision summary by type is shown in **Table 28**. Both of the collisions resulted in property damage only.

Table 28: Collision Summary by Type - Coleraine Drive at Mayfield Road

Collision Type	Total Collisions	NB	SB	EB	WB
Turning Movement	2	1 (NB/SB)	0	1 (EB/SB/EB)	0

Turning movement collisions are the only type that occurred at this intersection. Two collisions over four years are not enough to establish a pattern.

6.1.7 Road Segments

There were 18 collisions recorded on the road segments of this corridor. The collision summary is as follows: eight SMV other, four rear-end, one angle, one sideswipe and two other. Two injuries occurred in the road segment accidents over the four years.

These collisions are insufficient to establish trends for each individual segment. Some possible causes of the collisions recorded on the segments in the corridor are explored below.

Of the eight single motor vehicle collisions, four involved animals. Two animal related collisions were recorded on the segment between Centreville Creek Road and Innis Lake Road / Goreway Road during the four year period. Also, two animal related collisions were recorded on the section of road between The Gore Road and Centreville Creek Road. In some cases the car struck the animal, and in other cases the collision was a result of a vehicle taking measures to avoid hitting an animal. Animal collisions are often found in a rural setting such as Mayfield Road.

Loss of control is one possible cause of single motor vehicle accidents. Lost-control collisions may be the result of the condition of the driver and driver error. There are factors that do not necessarily make it onto the collision report that may be causes of these single motor vehicle accidents. Drivers can be drowsy and lose focus and could also be involved in talking on cell phones, adjusting the car sound system, picking up objects within the vehicle that have fallen, dressing and grooming themselves, and eating or drinking. Taking one's eyes off the road even for a couple seconds can lead to loss of control even in good weather conditions.

Rear-end collisions on road segments may be the result of vehicles slowing to turn into driveways, causing traffic behind them to slow or stop. Rear-end collisions may also be related to queues and congestion, driver inattention, or following too closely.

The one angle collision that occurred on the segments was related to a driveway access and the conflict of vehicles utilizing this accesses and drivers travelling along Mayfield Road.

6.1.8 Summary of Issues for Field Investigation

Upon completion of the office investigation, a list of concerns to examine further was compiled prior to visiting Mayfield Road. Due to the low frequency of collisions occurring on Mayfield Road with the exception of the Airport Road intersection, there are few site-specific trends identified through the office investigation. In general, rear-end collisions are the most common form of collision in the corridor, and westbound traffic is most frequently involved, particularly on the segments (75% of vehicles involved in segment collisions).

For the purposes of the site visit, issues for review have been summarized here based on the collision types observed. The items have been grouped by type of roadway element. Note that these lists are preliminary and that on-site observation is likely to introduce new factors that influence collisions that are not identifiable through an office investigation only.

General factors to investigate:

- Lane configuration and continuity, road surface conditions, pavement markings
- Signal head visibility, signage
- Horizontal and vertical curves, sight distances to intersections and driveways
- Offset intersections
- Left-turn lane offset, intersection alignment and sightlines
- Posted speed limits, general operating speeds
- Shoulder type and width, guide rails, sideslopes, clear zone

Rear End Collisions:

- Dilemma zone, intergreen period, congestion or queuing
- Potential driver distractions
- Access points within the intersection functional area

Angle Collisions:

- Inability to stop at intersection due to high speed
- Red light running
- Private driveway conspicuity and sight distances

SMV Other:

- Awareness of area wildlife crossings
- In-car driver distraction
- Driver drowsiness

Turning Movement Collisions:

- Red light running
- Gap acceptance by drivers
- Signal timing/operation, particularly for left-turns

6.2 Field Investigation

The field investigation was conducted on the morning of December 4, 2007. The weather was cold with light snow. Due to the weather and roadside conditions, the roadside observations were conducted from the car. The route was driven in both directions and filmed, and observations were recorded.

It should be noted that a nighttime investigation was not conducted since 82.3% of collisions occurred during daylight.

The following sections document the observations made while on site. These observations will lead to the potential countermeasures in **Section 6.3**.

6.2.1 Lane Configuration and Road Surface

The existing lane configuration in the corridor is a 2-lane road which widens to include turn lanes at the intersections. Passing is generally allowed throughout the corridor with the exception of a no passing zone (double yellow centreline) from about 200 metres east of Goreway Drive / Innis Lake Drive to Airport Road.

Most collisions along this corridor occur with a dry road surface. Minor polishing and wearing of the pavement surface was noted along the corridor. Geotechnical investigations will provide detailed pavement conditions as part of the environmental assessment.

6.2.2 Signs and Signals

Signal heads at all signalized intersections are adequately visible to approaching traffic. There are warning flashers at Coleraine Drive; these flashers are visible to approaching traffic, and intersection warning signs alert drivers of intersections where the north-south street is stop-controlled.

Street name signs are generally small in size and are not consistent throughout the corridor. Some of the intersections in the study area have advance street name signs, most of the intersections have street name signs at the intersection. All are mounted on short wooden posts.

Clearance intervals at the signalized intersections appear to be adequate based on field observations and a review of the existing signal timing plans. Based on the collisions recorded and field observations, the dilemma zone was not identified as a substantial issue at any of the signalized intersections.

Queuing was observed at Airport Road; however there were no queues that lasted after the red light changed to green and no queues of more than three vehicles observed.

6.2.3 Geometry and Sight Distance

The horizontal alignment of this portion of Mayfield Road is generally tangent, with a horizontal curve on the east leg of the intersection of Airport Road. The vertical alignment is gently rolling, with some vertical grades near the water crossings, at The Gore Road and on the approaches to Goreway Drive / Innis Lake Road.

The sight distances throughout the corridor appear to be sufficient for the design speed based on observations from the car. Specific sight distances were not measured during the field investigation. It is anticipated that any sight distance deficiencies will be addressed through the EA process.

There are two intersections in which the north and south legs are offset: Humber Station / Clarkway Drive, and Centreville Creek Road / McVean Road. At the Humber Station intersection there is a 27 metre offset, and at the Centreville Creek intersection there is a five metre offset.

The left-turn lanes along this corridor generally have a zero offset; that is, each dedicated left-turn lane is aligned directly with the opposite direction left-turn lane.

Sightlines for eastbound left-turning drivers at the intersection of Airport Road will have limited sightlines to oncoming westbound traffic if there is a vehicle in the westbound left-turn lane, due to the horizontal alignment on the east leg.

6.2.4 Intersections

Access points are located within the functional area of some intersections in the study area. Access points create additional conflict points, which is a point where the paths of two vehicles cross. Increasing the number of conflict points can decrease the safety performance of a road segment or intersection. Of particular note, the access points near Airport Road appear to be contributing to collisions, as noted in the office investigation, and based on observations during the field investigation.

Yellow or red light running was not observed at the signalized intersections during the field investigation.

6.2.5 Road Segments

The posted speed limit varies between 60 km/h and 80 km/h in the study area, as summarized in **Table 29**. Operating speeds were observed to be generally higher than the posted speed based on travelling on Mayfield Road at the speed of traffic (i.e. speed of traffic methodology). Average and 85th percentile speed measurements were not taken.

Table 29: Road Segment Speed Limits

From	То	Speed Limit
RR 50 Highway 50	805 metres east of RR 8 The Gore Road	80 km/h
805 metres east of RR 8 The Gore Road	315 metres west of RR 8 The Gore Road	60 km/h
315 metres west of RR 8 The Gore Road	100 metres east of Goreway Drive/Innis Lake Road	80 km/h
100 metres east of Goreway Drive / Innis Lake Road	490 metres west of RR 7 Airport Road	60 km/h
490 metres west of RR 7 Airport Road	760 metres east of Bramalea Road	80 km/h

Operating speeds were not available at the time of the study. Based on field observations and the rural nature of the roadway, it is likely that operating speeds on Mayfield Road are higher than the posted speed limit of 60 km/h or 80 km/h. Angle and turning movement collisions can occur due to high operating speeds or speed differentials among vehicles approaching an intersection or driveway

Along Mayfield Road, edgelines are generally provided. Beyond the edgeline, the shoulder typically consists of a narrow pavement width, and a 1.5 to 2 metre gravel shoulder. Beyond the shoulder, the roadside varies from recoverable ditches to steep side slopes that lead into fields, residences, and there are several watercourses. There are guide rails along the road at several locations throughout the corridor, as well as at the water crossings. Compliance with roadside safety practices should be investigated through the design process of the environmental assessment.

There is a line of utility poles along both sides of Mayfield Road for the length of this study area. The poles are approximately 10 metres from the edgeline.

Pavement markings along the corridor and at intersections are clear. They were fairly visible even with some snow coverage on the road.

No urban forms of external driver distractions are located in the corridor (e.g., billboards or commercial signage). For the most part, the surrounding land use is open field, with some residences and the occasional service station.

Although Mayfield Road is not illuminated, every intersection within the study area has at least one street light.

6.2.6 Village of Wildfield

In the area of The Gore Road intersection with Mayfield Road is the historic Village of Wildfield, a collection of farms, houses and businesses that are officially part of the Town of Caledon. There are several driveways on either side of Mayfield Road through the Village. Wildfield also contains a school for which there are fluorescent yellow-green school crossing signs visible as a vehicle approaches the intersection from either side.

6.3 Potential Countermeasures

This section outlines potential countermeasures to increase safety for all users throughout the corridor based on findings of the office and field investigations. These countermeasures may be considered for implementation through the EA process.

The expected effectiveness of a countermeasure requires information about the Accident Modification Factor or Function (AMF) for the specific conditions of the site. AMFs provide estimates of the change (decrease or increase) in the frequency and/or severity of collisions that occur after implementation of a countermeasure or combination of countermeasures. AMFs are often calculated separately by collision severity (e.g., fatal, injury, PDO) and/or collision type (e.g., nighttime collisions, pedestrian collisions, etc.). AMFs are expressed as a decimal factor. If the AMF for a countermeasure is 0.80, the implementation of the countermeasure is expected to reduce the number of collisions to 80% of the present number; that is, a collision reduction of 20%. AMFs are generally derived from before-and-after evaluations of similar installations undertaken. Where available, reliable AMFs are provided in the following discussion.

6.3.1 Village of Wildfield

During the development of design alternatives for Mayfield Road, consideration should be given to the accommodation of the existing driveways and the school crossing within the Town of Wildfield. The potential need for speed management within the transition from undeveloped area to the rural centre including, turning lanes, and the accommodation of pedestrians and other modes can be assessed as part of the alternatives for Mayfield Road.

6.3.2 Existing Conditions

- 1. There were few SMV collisions recorded in the study area (13 of 79, 16%). However, there are a number of shoulder and roadside treatments that could be considered along with the improvements for Mayfield Road. Shoulder and roadside improvements may increase safety by aiding errant vehicles to regain control and safely recover to the roadway. Some shoulder and roadside improvements for the entire corridor that can be assessed in the design alternatives include:
 - Increasing the paved surface of the shoulders to 0.5 metres (partially paved) will
 provide more stable recovery area for any errant vehicles. This additional width may
 also provide a place for vehicles to avoid rear-end collisions, and will provide a semi-

- turning lane for vehicles turning right into driveways. The Region may wish to consider using a surfacing material of different appearance for the shoulder than the type of material used on the travel lanes. This dissimilar appearance will help drivers to differentiate between the travel lanes and shoulder.
- Other suggested roadside improvements would involve providing an adequate clear zone and recoverable slopes as part of other road improvements, following the MTO or AASHTO Roadside Design Guides.
- It is noted that shoulder rumble strips do not appear to be warranted at this time along this corridor; the reported collisions do not indicate drowsy or inattentive drivers leaving the roadway.
- Signs with larger letter heights, and placed in more prominent locations would provide better guidance to drivers. All intersection street name signs at intersections could be placed on existing overhead signal arms. This prominent location improves the conspicuity of the sign. In addition, the letter size should be increased, and the font should have upper and lower case letters, to match the guidelines in OTM Book 1B. Advance signage may still be provided, however it is recommended that the current signs be replaced with signs with bigger font.
- 3. To increase awareness of certain driveways that may be considered hidden, postmounted delineators could be provided to demarcate the driveway openings along Mayfield Road.
- To increase awareness of the potential for wildlife crossings, wildlife warning signs could be placed at key wildlife crossing locations, or locations where wildlife are frequently involved in collisions, as determined by the Region.
- 5. Consider communicating the safety issues to Peel Region Police and Ontario Provincial Police - Caledon Detachment, and encourage increasing enforcement of speeding and the use of clearance intervals to mitigate the turning movement and angle collisions. Applications such as Red light cameras could be used as a potential tool that can be used to assist enforcement at signalized intersections to decrease right-angle collisions of all severities and injury severity, and increase rear-end collisions of all severities and injury severity, as shown in Table 30.1 This option could be considered as a form of mitigation for any future collision trends.

Persaud, B., Council, F. M., Lyon, C., Eccles, K., and Griffith, M., "A Multi-Jurisdictional Safety Evaluation of Red Light Cameras." 84th Transportation Research Board Annual Meeting, Washington, D.C., (2005) pp. 1-14.

Table 30: Accident Modification Factors for installing red-light cameras at intersections

Treatment	Setting Intersection type	Traffic Volume	Collision type Severity	AMF	Std. Error
			Right-angle All severities	0.75	0.04
Install red light	Urban	Entering AADTs Minor: 12,562 to	Right-angle Injury	0.84	0.07
cameras	Unspecified	33,679 vpd Major: 52,625 to 109,067 vpd	Rear-end All severities	1.15	0.04
			Rear-end Injury	1.24	0.1

NOTE: "vpd" = vehicles per day, AMF = Accident Modification Factor

6. Driveway density along Mayfield Road is low; however, the Region may wish to monitor those accesses within the functional area of intersections. Access points within the functional area of an intersection increase the number of conflict points and may reduce the safety performance of the intersection, particularly if traffic volumes on the road or using the driveway increase. Through the EA process, the Region may wish to consider implementing access management policies and guidelines to minimize the potential for vehicle conflicts on intersection approaches.

6.3.3 Road Widening

Additional lanes for through traffic are not considered a potential measure to improve the safety performance of this section of Mayfield Road. However, it is recognized that road and intersection improvements may improve traffic flow and operations, therefore potentially reducing rear-end, angle, and turning movement collisions.

Left turn lanes were considered during the field investigation, in particular through the Town of Wildfield where driveway density is greatest. Options for introducing a TWLTL include a three-lane or five-lane cross-section. Some of the latest research suggests the following pros and cons for these options:

- Three-lane cross-section (two lanes plus TWLTL)
 - Expected to reduce driveway-turning collisions were driveway density is at least 3 driveways per kilometre
 - Generally favoured by residents with driveways
 - Permits two-stage turns drivers turning left into driveways can wait for a gap in traffic without feeling pressured by following vehicles, and drivers turning left out of driveways can use the TWLTL as a refuge before merging with traffic
 - In the US, conversion from 4 lanes to 3 lanes is known as a "road diet" and studies to date have shown safety and operational benefits
- Five-lane cross-sections (four lanes plus TWLTL):
 - Less research is available; a threshold for driveway density was not found
 - Similar to 3-lane cross-section, permits two-stage turns
 - Road width can be a challenge for crossing pedestrians, and can generate negative reaction from residents unless traffic capacity is clearly needed
 - · Operating speeds are a potential concern, particularly during off-peak

Auxiliary turn lanes are recommended where turning activity is anticipated. In addition to traffic turn lane warrants, auxiliary left turn lanes should be considered to address anticipated high speed conflicts. A fifth lane for a four lane widening and a seventh lane for the ultimate configuration should be considered in road sections with multiple accesses or intersections.

Appendix A Existing Traffic Intersection Operation Calculations

Lane Configurations
Lane Configurations
Total Lost time (s)
Total Lost time (s)
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Effective Green, g(s) 25.6 25.6 25.6 25.6 25.6 25.6 17.1 17.1 17.1 17.1 17.1 17.1 17.1 17
Actuated g/C Ratio 0.50 0.50 0.50 0.50 0.50 0.50 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.3
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Lane Util. Factor	1.00	1.00	1.00	1.00	1:00		1.00	1,00	1.00	1.00	1.00	医图画
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Satd. Flow (perm)	573	1746	1555	668	1666		933	1671	1317	1303	1678	
Volume (vph)	36	502	81	47	443	21	35	4.8	5 41	43	217	41
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	36	502	81	47	443	21	35	48	41	43	217	41
RTOR Reduction (vph)	0	0	38	0	2	0	0	0	29	. 0	11	0
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Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	MONTH STREET	3.0	3.0	3.0	3.0	3.0	and selection
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Incremental Delay, d2	0.2	0.6	# OVO	0.2	0.5	BOHRBASINA	0.2	MOHW	0.0	MO11	0.8	000000000000000000000000000000000000000
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Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (yph)	31	624	98	59	487	15	26	55	23	53	276	48
RTOR Reduction (vph)	0	5	0	0	1	0	0	11	0	0	6	0
Lane Group Flow (yph)	0	748	\$ 0	O	560	O	0	93	0	0	871	O
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Movement Fb FBR WB WB NBt NBt Lane Configurations Free Free Stop Grade O% O% O% Volume (veh/h) 579 23 19 427 72 41 Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 Hourly flow rate (vph) 579 23 19 427 72 41 Pedestrians I
Sign Control
Grade 0% 0% 0% 0% Volume (vel/h) 579 23 19 427 72 41 Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 Hourly flow rate (vph) 579 23 19 427 72 41 Pedestrians Lane Width (m) Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (m) pX, platoon unblocked VG, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 1 conf vol vC4, unblocked vol tC, Single (s) tC, 2 stage (s) IF(s) p0 queue free % p0 queue free % p1 1 92 p0 queue free % p
Volume (veb/h) 579 23 19 427 72 41 Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 Hourly flow rate (vph) 579 23 19 427 72 41 Pedestrians Lane Width (m) Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (m) DX, platoon unblocked VG, conflicting volume vC1, stage 1 conf vol VG2 stage 2 conf vol VG2, stage 2 conf vol VG2, stage 3 6,4 6,2 IC, 2 stage (s) IF(s) 23 3,6 3,3 PO queue free % 98 71 92 CM capacity (veh/h) 911 247 509 Direction Falle : E8 E88 WB 1 WB 2 NB 1 NB 2
Peak Hour Factor 1.00 1.0
Hourly flow rate (vph) 579 23 19 427 72 41 Pedestrians Lane Width (m) Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (m) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol tC, single (s) tC, 2 stage (s) tF(s) p0 queue free % p8 71 92 cM capacity (veh/h) p1 427 509 Direction, Table 1 EB EB & WB 1 WB 2 NB 1 NB 2
Lane Width (m) Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (m) pX, platoon unblocked vC, conflicting valume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 602 1044 579 1044 579 1045 1044 1046 1046 1046 1047 1048
Walking Speed (m/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (m) pX, platoon unblocked vC, conflicting valume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 602 1044 579 1044 1044 579 1044 1044 579 1044 1044 579 1044 1044 579 1044 1044 579 1044 1044 579 1044 1044 579 1044 1044 579 1044 1044 579 1044
Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (m) pX, platoon unblocked yG, conflicting yolume vC1, stage 1 conf vol yC2, stage 2 conf vol vCu, unblocked vol tG, single (s) tC, 2 stage (s) tE(s) p0 queue free %
Right turn flare (veh) Median type Median storage veh) Upstream signal (m) pX, platoon unblocked VC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF(s) p0 queue free % Median type None Non
Median storage veh) Upstream signal (m) pX, platoon unblocked vQ, conflicting volume 602 1044 579 vC1, stage 1 conf vol vQ2, stage 2 conf vol vCu, unblocked vol 602 1044 579 tG, single (s) 4.3 6.4 6.2 tC, 2 stage (s) 2.3 3.5 3.3 pO queue free % 98 71 92 cM capacity (veh/h) 91/J 247 509 Dixection, Taken EB LEGZ WB I WB 2 NB I NB Z
Upstream signal (m) pX, platoon unblocked vG, conflicting volume 602 1044 579 vC1, stage 1 conf vol vQ2, stage 2 conf vol 602 1044 579 tG, single (s) 4.3 6.4 6.2 tC, 2 stage (s) 2.3 3.5 3.3 pO queue free % 98 71 92 cM capacity (veh/h) 911 247 509 Direction (sine) EB (EB Z WB I WS 2 NB I NB Z)
pX, platoon unblocked vG. conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, 2 stage (s) tF(s) p0 queue free % p1 yes p1 yes p1 yes p1 yes p2 yes p3 yes p3 yes p3 yes p4 yes p4 yes p5 yes p6 yes p7 yes p8 y
VC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol fC, single (s) tC, 2 stage (s) tF(s) p0 queue free % fF(s) p1 y2
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 602 1044 579 tC, single (s) 4.3 6.4 6.2 tC, 2 stage (s) 2.3 3.5 3.3 tF(s) 2.3 3.5 3.3 p0 queue free % 98 71 92 cM capacity (veh/h) 911 247 509 bixection (sine) EB (EB Z WB) (WS 2 NB) (NB Z)
vCu, unblocked vol 602 1044 579 tC, single (s) 4.3 6.4 6.2 tC, 2 stage (s) 2.3 3.5 3.3 tF(s) 2.3 3.5 3.3 p0 queue free % 98 71 92 cM capacity (veh/h) 911 247 509 Direction (Same) EB I EB/Z WB I WS 2 NB I NB Z
tC, single (s) 4.3 6.4 6.2 tC, 2 stage (s) tF(s) 2.3 3.5 3.3 p0 queue free % 98 71 92 cM capacity (veh/h) 911 247 509 Direction Pane BB FB/2 WB 1 WS 2 NB 1 NB 2
tC, 2 stage (s) tE'(s) 2.3 3.5 3.3 p0 queue free % 98 71 92 cM capacity (veh/h) 911 247 509
tF(s) 2.3 3.5 3.3 p0 queue free % 98 71 92 cM capacity (veh/h) 911 247 509 Direction (ane / LB / LB / WB / WB / NB / NB / NB /
p0 queue free % 98 71 92 cM capacity (veh/h)) 911 247 509 Direction, Rame 2 EB EB Z WB 1 W 2 NB 1 NB 2
DIRECTION, LETTER AND LETTER WELL WEST WEST NEW MEST
Volume Total: 579 23 19 427 72 41
Volume Left 0 0 19 0 72 0 Volume Right 0 23 0 0 41
cSH 1700 1700 911 1700 247 509
Volume to Capacity 0.34 0.01 0.02 0.25 0.29 0.08
Queue Length 95th (m) 0.0 0.0 0.4 0.0 8.2 1.8
Control Delay (s) 0.0 0.0 9.0 0.0 25.4 12.7
Lane LOS A D B Approach Delay (s) 0.0 0.4 20.8
Approach LOS C
Intersection Summary and All Market Bulletin States and
Intersection Capacity Utilization 41.1% ICU Level of Service A
Analysis Period (min) 15

1	▲	→	>	1	-	1	1	†	-	1	ļ	4
Mexemen	EBL	I BT	EBR	WBL	WBT	W/a)#	MEI	Nist	MEN	The Par	asam.	HEALT.
Lane Configurations	4	4		74	7.			4			4	10.50
Sign Control Grade		Free			Free			Stop			Stop	
Volume (veh/h)	311	0% 480	49	66	0% 310	10 19 1	10	0%	9	ELIZA SECULIA	0% 96	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	and the second s	480	49	66	310	9	10	6	9.5	4	street, dictional laws on which care	10
Pedestrians	MENTAL SERVICES	N I STATE OF THE S	error error								1	manus/cus
Lane Width (m)		GHC22H							他的學術			40000
Walking Speed (m/s) Percent Blockage		MANUFACTURE CO.		POST-CONSTR	acres acres	SANSKA SVARAN	BURGADA SURG	SSECOLO CONTRA		OKUMBANAGA	1.2	COCCUMENTALIA
Right turn flare (veh)	(PANESANZII	ENGLISHED SON	DEDNINGUES	RALITY CONTRACTOR	BM RESELECTED STOR	IN STREET	BERTONDE	建设设施的	STOREGUE	THE COURTS	THE PARTY OF	建加設到
Median type	DESCRIPTION OF THE PERSON OF T		が表現	1650,720	MOHENTA.			None	MAKE ST		None	
Median storage veh)											Decision entervalua-	THE STREET
Upstream signal (m)	制造,提		Spling	MANA.	學學學		是许些					
pX, platoon unblocked vC, conflicting volume	1020		SUCCESSION	Megalia	EPROVINCE NOTER	and and a	1026	978	504	e neos	998	NI OVO
vC1, stage 1 conf vol	19491	SIENE LEDONE	BEKKURUKEN	DESCRIPTION	SERVICE STREET	MORE THE STATE OF	LUZDA	1000	904	1902	990	910
vC2, stage 2 conf vol				Salkania	SE 534		NEW TEN		Mark Control	5500		
vCu, unblocked vol	320			529			1026	978	504	962	998	316
tC, single (s)	4,6			4.1	Per day		7.6	×6.5	6.3	7.1	6.5	6.4
tC, 2 stage (s)	27	THE REPORT OF THE PARTY	SUTURNISHES	2.2	SERVICE CONTRACTOR	OCHHOLIST	4.0	4.0	3.4	Natural	NAME AND A TOTAL	angore
p0 queue free %	99	SERBITEDARE	CONTRACT	94	ARMUNENCO DE	MOSPHINEORNICO	91	97	98	98 98	4 0 58	3.5 99
cM capacity (veh/h)	993			1033		NICE AND A	109	233	550	2167	226	684
Dragion, Lama#	ESEC	EBIZIN	WB	WB 2	NB 5	SB (CKUSKE			umnecu		
Volume Total	11	529	66	319	25	110		Marin Marin	表现最高		STORY OF	1000
Volume Left	11	0	66	0	10	4	artaneumanicae	ACK DOLLER CHIRALIS	AUTOR CALLO	SHANIS PARKET		DECEMBER OF THE PARTY OF THE PA
Volume Right	O	49	O	9	9	10	Mary Mary			SAME OF		
cSH Waterstand	993 0.01	1700 0.31	1033	1700	186	240	COMPATING BEAUTION	THOMAS STORES	ORNO PROCESS	STORMAN CO.	NUMBER OF THE	STORMAN PARKET
Volume to Capacity Queue Length 95th (m)	0.2	0.0	1.4	0.0	0.13 3.2	0.46 15.6						
Control Delay (s)		NOO	8.7	0.0	27.3	32.0	CONTRACTOR OF THE PARTY OF THE		Deliver of the last of the las	SERVICE SERVICE	SAME AND ADDRESS	TORONO CONTRACTOR
Lane LOS	Α	and and a second	Α	nennennennen sen	D	D	OKSTANO NEW DESCRIPTION OF THE PROPERTY OF THE	SHARMARING	MARKET AND DESIGNATION OF	INCLINICAL CONCURSIONS	nucuantina artu	OR STANDARD STANDARD
Approach Delay (s)	0.2		1.5		NAMES OF THE PARTY	32.0						2000年
Approach LOS					D	D						
Intersection Symmany		FIRM	1118						Anna S	Paris rom		Act E
Average Delay	THE RESERVE AND THE PARTY OF TH	MINIMA TO YORK IN LIVE	4.6		411 Paris 197	OUR DOWN STREET	e reconstruction and		-			
Intersection Capacity Utili	zation	4	8.0%	IC	U Leve	of Serv	rice	REPUBLISHED.	A			
Analysis Period (min)			15			CARCOLOGINA USANO	METANESHI KIR	PERSONAL CHARLES	MARKET STATE	A-DEBROOTS AN	95/R1508 Q7/III	
economic necessaria de la companya del companya de la companya del companya de la	maranarda	DITTELLIFICATION OF THE PARTY O	OSUSIDATIO	RESIDENCE DE LE COMPTE DE LE CO	NEWWYNESKINS	EN CONTROLLEGE	CHICKET SE	DESCRIPTION AND PROPERTY.				RELIGIEDE

	-	1	1	-	1	1				
Moximian	EBI	EEF	WBI	WHILE	N(St.	NBR			Leither ales	
Lane Configurations	- ↑			4	W					
Sign Control	Free				Stop					
Grade Volume (veh/h)	0% 572	NI N	6	0% 509	0%	FOR THE PERSON AND ADDRESS OF THE PERSON	POSEDIA MERCHANI	EN FONTED TO SERVICE SON	rus enu un entre entre exc	THE SECTION OF THE SECTION
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	CACHE THE REAL PROPERTY.		TAN MESSES ENS	EDMERNS/SORM
Hourly flow rate (vph)	572	6	60	509		W1105				
Pedestrians				Printi Landjoli Mekindita	2	THE PROPERTY OF THE PROPERTY O	NAMES OF THE PARTY	CONCREMINENTALIBRES	PACTOR CHILDREN CONTRACT	INDERNITURE CONTROL
Lane Width (m)					3.7					
Walking Speed (m/s) Percent Blockage	Name	THE PROPERTY OF	NETSTENDIEZES	and drawn con-	1.2	750umtistimek	BATTACISM CONSIDER	(14) AND	SANDORINI ISANDANIAN	PRINTE IN LINE WHEN THE
Right turn flare (veh)	HUNCHE	RICEANERH	DE ASSOCIATION OF		RESIDENCE VALUE	action makes	Divine State (State (St			NUTSUARIES CONTRACTOR
Median type					None			UPPER STORY	ABUUMARAN	
Median storage veh)							- A STATE OF THE S	AND A THE PROPERTY OF THE PARTY	MANAGE OF STREET STREET STREET	NATURAL DESCRIPTION A
Upstream signal (m)						Banks 5	AL EXPL			
pX, platoon unblocked vC, conflicting volume	NEW PROPERTY.	STREET, SANGE	580		1098	MED THE	TANCHER SOM THE LINES	RIFECOSTOR MICHIGANI	MARIE EN PROPERTOR DE LA CONTRACTION D	DOMESTICAL DESCRIPTIONS
vC1, stage 1 conf vol	EEEEROORANIA	CHARDOM BUILDE	NI DOG N	(RECEIPERED	0030	21000	Mary State of the	MORESTURNED PROCES		NO CHARGO CONTRACTOR
vC2, stage 2 conf vol			A PARTY							
vCu, unblocked vol	Chicago manage		580		1098	577				
tC single (s)		10000	4.1		6.4	6.2		Jakan Kal		
tC, 2 stage (s) tF (s)	OUT THE PROPERTY.		2.2	SOVERNISHED SHEET	3.5	3.3	SOCIETA ESTRECTO		HILANGE STATE OF STAT	RODERS BURESON
p0 queue free %	TARREST MESSAGE	OCENSION CONTROL	99	ENGLANG ESTABLIS	97	99	SELECTED NEWS THE	STANDAR INSURPRINCE	THE RESERVE OF	MISSING DESIGNATION
cM capacity (veh/h)			1002	EAST TO SERVICE STATE OF THE PARTY OF THE PA	236	519	DESIGNAL TO THE			
Dhaalon, Lang#	EB II N	WBit	NB	MARKET			Maria de Maria		ENAME IN THE REAL	BEHERSKREICH
Volume Total	578	515	12	a raining	65 m. 2024		emana.			
Volume Left	0	6	7		an merchanism such	MANAGAMAGAMAGAM	POSPEC TREATMENT TO THE REAL PROPERTY OF	HEALTHOUGH STORES BACKET	noeuwerenuurensen	Denouscouplingsough
Volume Right	6	0	5							
cSH Volume to Capacity	1700 0:34	1002	305 0 04	OFTEHROMEN	RZERTIANIEZONENI	TO GOLD BURNESS	TERRESEASON FOR SERVICE	BOULHOWSER CONTROL	BIZETONU DONUNG GUTTERD	REGULARITERATURA DE LA CONTRA DE
Queue Length 95th (m)	0.0	0.1	0.9					858HH16589944389L		
Control Delay (s)	0.0	0.2	17.3	TENNE BALL			S PARADITATION	阿斯斯斯斯	ESTABLISHED TO ST	
Lane LOS		Α	С	PATHOLOGICAL PRINCIPAL DE C	HOLLOGISM ON CONTROL	PHINESE THE SHEET MAJESTATIVE	ISSURGER MINISTER POPULAR	THE RIGHT PETERS CHIEF	AND COMPANY OF THE STATE OF	HESPERING CONTROL OF THE
Approach Delay (s)	0.0	0.2	17.3							
Approach LOS			C						191	
Intersection Summary				Markon			新雄田田田			
Average Delay	ZZIZA neocen	annomiakoo iy	0.3	NULKUMANIA	Treatment tracks	TO SECURITION OF THE PARTY OF T	vertoussammus vo	an normanicam year	NODGISCION WINDOWS	NICONOMINA DE PROPERTORIO
Intersection Capacity Util Analysis Period (min)	zation	SEE A	1.6% 15	IC	U Level	of Service	ens line	A		SERVALE
Marian Ferrod (IIIII)	AT THE STREET	KATE SELE		STEER CHANGE	100000000000000000000000000000000000000	199 PER		CECUL TURCE-PERCH	ATTIVISM METATERS	SALLO BUTTER PERSON
POLICIONE LA COMPANIA DE LO MONTO DE CARRON DE LA COMPANIA DEL COMPANIA DE LA COMPANIA DE LA COMPANIA DE LA COMPANIA DEL COMPANIA DE LA COMPANIA DEL COMPANIA DEL COMPANIA DE LA COMPANIA DE LA COMPANIA DE LA COMPANIA DEL COMP	THE RESERVE OF THE	ESCHILLER SETTEM	RESIDENCE PROPERTY.	THE STANSFERS	210094000000	BESTHROSISETUR		和自己的政治的政治的	ELISTAMENTA PROPERTY	

	\rightarrow	1	1	•	1	1		88		
Movement	EBIT	EBR	WBI.	Wat	Maju	NBA				
Lane Configurations	ß	umening ran	water and the second	4	W					
Sign Control Grade	Free 0%	ALL SERVICE		Free 0%	Stop 0%					Silver.
Volume (veh/h)	507	65	6	509	DWEST N	5		AL AND EDUCATION		ESSECUEIS!
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	HARRIST HOLDING COLUMN	OSTEDBULI ZERMA DA ASIOCETTUMO N	INTERPREDICTION	RESERVED
Hourly flow rate (vph)	507	65	6	509	7	5				400
Pedestrians Lane Width (m)		BIONCOMPRESSIO	ECCHRONICY.	551950 900 5 5		NULSARDARIO GARAGO	DETERMINATION OF THE PROPERTY	BANGGARA GANILANA GERMANA	SACHERS ESSEN	(Introduction
Walking Speed (m/s)	HIGH PURPLE	and produced in	HARRAMSON	ENGROSSING.	MARKET CHARLES	REBRIDDING SERVE		PROPERTY AND ADDRESS.		DESCRIPTION
Percent Blockage	40.365				源明顯			Maria Maria	350 ASS	
Right turn flare (veh)	CASHANI CANADAN CANADA	RETURNS COTON	DESCRIPTION OF	DAUGEDPHICHG	NAME OF TAXABLE PARTY.	SER GOODS SERVICE	PAGULES PRESENTA METABOLIS	UNICOSNO ACTUAL DE LA COMP	WAR AND THE SAME	
Median type Median storage veh)	通知的多机			be the	None					
Upstream signal (m)							EMPLE AND PAR			
pX, platoon unblocked					annews (year)	approximate company	AND DESCRIPTION OF THE PARTY OF	A AMERICAN STREET, SECTION OF SHARES	Incontant and a second	LANDAL PROCESS
vC, conflicting volume vC1, stage 1 conf vol			572		1060	540				
vC2, stage 2 conf vol			H DOWN			SORRE MERRI	AND RESTRICTION OF THE PARTY OF	CHECK THE WORLD	DEPENDENT AND	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,
vCu, unblocked vol	LORICE PERIOD LAN	winds substitution of the control of	572	CORPORATION CONTRACTOR	1060	540	NEUR DE BOUGHES ES NICHE	(BUTTON POWER OF STREET	NIZ IĘ LUSO SKUSNIKA	BUSINESSI
tC, single (s)	F (1428)		4.1	EXECUTE OF	6.9	6.4	6 在 10 10 10 10 10 10 10 10 10 10 10 10 10	1 (**)		李俊
tC, 2 stage (s)	BEARS NAVIO	SCHERESTERS	22	NATIONAL PROPERTY.	4.0	3.5	STORED STRUCTURES RELEVANT	AUGUARINIS SENSATIAN (180	PER	500000523
p0 queue free %	OR THE RESERVE	MANUS BURNES	99	LEGERTS LOSIE	97	99		A SOUTH REAL CONTROL	AND DESCRIPTION OF THE PARTY OF	DESCRIPTION
cM capacity (veh/h)			1011		201	509				
Orrection, Lance#	EBNA	WB 1	NB 1		THE RE	THE REPORT OF THE		INGONEERS		ET CENTE
Volume Total	572	515	12							
Volume Left	0 65	6	7	TINGSWETT/ONSKIP	STATE OF THE STATE	TO DATA TANON PINANCIANO	WIND CONTROL CONTROL	SECURITY IN ANY MANAGEMENT	menare reputations:	NUMBER OF THE PERSON
Volume Right	DOMESTIC MADE AND GROWING ME	1011	269	Parking	866410764165					
	that have been been been	0.01				RATE MEDICAL	PROBLEM NO.	\$800 JAMES 1		
Queue Length 95th (m)	0.0	0.1	1.0		TO AN ADDRESS OF THE PARTY OF	HOODUSTON SON MANAGEMENT AND SON OF S		TANKK NAME TIL TRUNK GRANNAN	INVESTMENT THE CHIEF AND THE C	nargo puaguar.
Control Delay (s) Lane LOS	0.0	0.2 A	19.0 C	建筑基础						各的
Approach Delay (s)	0.0	0.2			MESSAGNON			ESPRINGIAM PROPERTY		ESSURE:
Approach LOS	HEMOGRAZIATERION	I DERBECT STORIGE	C	ID 2 HAMBARDA ILGO	605588946059595	ANN THE PROPERTY OF THE PARTY O	OBSIGNATION STREET, THE TABLE	NAMES OF THE PROPERTY OF THE PARTY.	SEMESTERS AND SEASON OF THE SEASON OF T	REBURNUES
Interspection Summary	ASAMA BEA	THE REAL PROPERTY.								
Average Delay			0.3						are serviced and the service of the	SUSTAIN
Intersection Capacity Utili	zation	4	M. J. J. J. J. STORT JOHN POLIT	IC	U Leve	of Service	1544	A		
Analysis Period (min)		TERROR DISTRIBUTE	15	on unprocessor	DAMESTO CONTROL	CELLON VIZUE TELLO DE TELLO TELLO	NATIONAL SERVICES	ASSESSMENT SOUTH AND ADDRESS OF THE PARTY.		ROBERTON
DENGERODO DE LES EL ROPOS DE LA PROPERTICIONE	THE PROPERTY OF	DESCRIPTION OF THE PERSON								THE REAL PROPERTY.

	-	\rightarrow	1950	-		*	9		7			
Можентетр	EBL	(E)E)T	WET	WELL	SEL	SBX			MAN TOTAL		rie Haur	
Lane Configurations		4	4		W							
Sign Control		Free	Free	1.125	Stop				10 FEET			
Grade Volume (veh/h)	DA S	0% 507	0% 5/15	10000	0% 15	209	HANGE BERNEST HER	ALSO TORROSTOR	NAME OF THE PARTY	ANTO DE MODERNI	UNION DESCRIPTION	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		SCHOOL STREET	HINDONING HAVE	HERESTAGES AND	MANAGEMENT OF THE PARTY OF THE	
Hourly flow rate (vph)		507	515	21	15	209		NO MARKET		STORES		
Pedestrians	deservation and the		DOMESTIC STATE	NA POST OFFICE A								
Lane Width (m) Walking Speed (m/s)					是對自動後		DANAGE					
Percent Blockage	INSTANTALIS		Walter State	SHEET AND THE SHEET OF THE SHEE	SOUTH THE	estrans a con	AKANINUNIS	THE SHEET STATE	SHAN BEET AND THE		AND DESCRIPTION OF THE PARTY OF	
Right turn flare (veh)	(ADMIROWERS)	OR OTHER DESIGNATION OF THE PERSON OF THE PE	CONTRACTOR CONTRACTOR	DOUBLE MANAGEMENT	ALTERNATION OF	SELEKHALIEN	ENTRY (SERVICE)		SEASON CONTRACTOR	ATTESTICIBED HEIZEN	ROPLARICALISMENT	
Median type					None							
Median storage veh)	итенопичии		HOLD BLAND STREET	ONE DESCRIPTION OF THE PERSON	OF SHOULD STORY	TUT OFFICE BOTTON		SECTOR STREET	manuscon constructions	Carrest Company	NATUREO O DANDERS	
Upstream signal (m) pX, platoon unblocked	ERENBUS I			MERMAN			Masagemen		STATE OF		與公司的問題問題	
	517	ALCOHOL:		AND DATE	1071	516	SELECTION OF THE PERSON			TOTAL STATE	100000000	
vC1, stage 1 conf vol		CONT. SECURITION CO.	NO PRODUCTION OF THE PER	Period-Mandelon-In-	******	ancin/min/ariatri	Service Control (CC)	ANTHINISAN CHICAGOLINI II	II more and Action at	Corrected and Sector	NACON CONTRACTOR	
vC2, stage 2 conf vol							MARK!			4004558	25年 图 图 2	
vCu, unblocked vol tC, single (s)	517 431	DESCRIPTION OF	SECURIOR SECTION	276/52/500/5	1071 6.4	516 6.2	UTSIDARIA UUDA SA	TO CONTRACT HERE SEEMS	CHARLESTANCE	TENEDROOM PROGES	KATHANANANANAN	
tC, 2 stage (s)	BURESTAND	BUREARSSON		REPLY SHEAD SER	HALL MACKET		BODGE STANDOOS	FEMSERSHENERS	DEVELOPED LA CONTROL	0322800000	ALEMENT SERVICE	
(F (s)	2.2				3.5	3.3						
p0 queue free %	98	NACH IN MEIOTE	DOD SONT THE COME	THE WATER OF THE PARTY OF THE P	94	63	smmoonnobner	ere nemeno com	EDENOMINA DE LA COMPANIO	OTHER NAMES OF STREET	managorino los misos	
cM capacity (veh/h)	1049				239	559						
Direction, Lare#	(E(B) (I	WB II	SB			HOUSE	用時時期級					
Volume Total Volume Left	531 24	517 0	224									
Volume Right	24		15 209		HERRICAL DE	DATE STATE	A A SHARE THE REAL PROPERTY.	EMAKES ELECTR	SPUTERUS PAR		GRIPTING ASTRON	
cSH	1049	1700	513	HEATTH SECTION AND THE	ASSESSED TO THE PROPERTY OF TH	THE CASE OF THE PARTY OF T	United to the second	SANCE STATE	STEENSTEIN STEEL	MEDISHREDIN	DANGERSKINGSWEG	
Volume to Capacity	0.02	0.30	0.44		医皮肤							
Queue Length 95th (m) Control Delay (s)	0.5	0.0	15.3 17.3	NUMBER OF STREET	semunos de son	29046350405000	SWOOSAWNIS TOTAL	NAMES OF THE PARTY OF THE PARTY.	SONOWAYO SONOWATER	PARTITION OF THE PARTIT	DEMORPHE DESCRIPTION	
Lane LOS	A	N. O.O.	C	SHAPE TARGET	ELECTRIC TO S	GIRPHTERE						
Approach Delay (s)	Contract of the Contract of th	0.0	17.3	福度開展			HALLER PROPERTY.	BERKET ENDRESS				
Approach LOS	The Control of the Control	- CONTRACTOR	C	RCDOCHROMEN.	A BARRACA CONTRACTOR	anusch-Valer Hodeld	HUMBFSCHROBIC	Geografia (Sensor	NAME OF THE PROPERTY OF	ATHERE ENGINEERING MEDI	MALA PROPERTY OF THE PARTY OF T	
Intersection Summany		Tall & Six				SIEDERAN					SESSION	
Average Delay		V 1 = 1000 - 1	3.3					The later of the factor		MACHINE CONTRACTOR		
Intersection Capacity Uti	lization	(- IC	U Leve	of Ser	vice		C			
Analysis Period (min)	HALLSON STATE	ETHORNIUS DANS	15	TI A THUMBO	Secondaria	CONTRACTORS	HEIRICHERSENTE	APPARAGO TO POST (COMPAGE	ARTISTIC TOTAL	processors (press	NOSOGRESIONS	
OFFICE AND EDGE OF THE PROPERTY OF THE PROPERT	COMPARTMENT	ERCHARKER		HOW ENGINEEN		SULAHUS	CHARLES		SOURCE AND ADDRESS.	DEFINISHEN SEE	RESEARCH	

	\rightarrow	*	1		7					
Moyenien.	(3)	EBR	WEJL.	WAR	NBI.	NBR		ALCOHOLD S	i jugaran	
Lane Configurations	₽			ৰ	W					
Sign Control	Free	等開議機	Man a	Free	Stop			50000000		有数据条约语序
Grade	0% 465	W 1000	nuaveni	0%	0%	D-10000-0000	UNIVERSE PRODUCTION OF THE PARTY OF THE PART		AUDURING	STANSVERTING AND ARRAM
Volume (veh/h) Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			建筑和数据	
Hourly flow rate (vph)	465	29	215	4870		1.00	Gi tazazzak	delicenses de la cons	TO STATE STREET	almasia water o
Pedestrians	IOHUM PCHINE	NORTH PRINT	INGE-TAMESON.	BOOKE SAMOO	enamanierum	MINISTERNAL STREET	THE STATE OF THE S	STEEL S		BURE HAS BUSINESS
Lane Width (m)		P. COLUMN	APPRIL 13	THE REAL PROPERTY.	elanetra	or expense	REAL PROPERTY AND ADDRESS OF THE PARTY AND ADD			BEEN MEDICAL PROPERTY.
Walking Speed (m/s)		NAME OF TAXABLE PARTY.	OCH ME GOOD A	OR PRINCIPLE	Contraction of the Contraction o	STREET STREET,	SUCCESSION SECTION SECTION	A SHILLING CONTROLLS	ALIENA MINISTERNA CONTRACT	NATION NATIONAL PROPERTY OF
Percent Blockage					OP NO.					
Right turn flare (veh)	SCOMENSACHONI	GENORESTRALIN	ncentember	NAME AND DESCRIPTION OF THE PERSON OF THE PE		THE COLUMN TWO THE PARTY OF THE				
Median type		and the			None				(6.7)	
Median storage veh) Upstream signal (m)	CONTRACTOR CONTRACTOR			estunenterope	ION SINUMEDACIO	ENGRED REPORTED BY	CONTRACT AND DECIMARION	MINTO DESCRIPTION	MARK CONTROLLING	MUMINISTRATION TO PROPERTY
pX, platoon unblocked	BREEKERME	SHEWER BOOK				POSTAL PRINCIPAL				
vC, conflicting volume	BOHDED HOLES	SECTORES!	494		1396	480	ESPECIAL DE LA COMPANSION DEL COMPANSION DE LA COMPANSION DE LA COMPANSION DE LA COMPANSION	THE STATE OF THE S		MERCHANING ET
vC1, stage 1 conf vol	BOHROREGROUDE	ACCOUNTS CONTROL	HICKOLOGISH AND ST	massanines	OCCUPANT OF THE PARTY OF THE PA	THE REAL PROPERTY.	SESSECTION OF SERVINGER	NATURAL DESIGNATION OF	NO DESCRIPTION OF THE PERSON O	DESIGNATION OF THE PARTY OF THE
vC2, stage 2 conf vol		Name of the last	n de la compa						1 SU 1	DESIGNATION OF THE PARTY OF THE
vCu, unblocked vol			494		1396	480	POSTAL DE SENSION DE LA CONTRACTICA DE		Water the Control	a month of the control of the contro
tC, single (s)			4.1		6.6	6.7				
tC, 2 stage (s)	ORDER DESCRIPTION OF THE PERSON OF THE PERSO	MADE WILLIAM STATE	urani sentsember	PROFESSION	INDERGUSSIAN DE	ministraneonome	entra di socioni di so			
tF (s) p0 queue free %			10222		37	3.8				
cM capacity (veh/h)	REPOUREMENT	EFRENDRECTIVE	80 1080	CHARGEGERENATO	96	92 500	HOUSE CONTRACT THESE	THE STREET, ST	STATISHASINAS	STURFFERENCESCOVER
THE PROPERTY OF THE PROPERTY O	INTO THE REPORTS	MANURARES	CHARLEST AND SOCIAL STREET	DEPT DECIMAL SE	新加州市公司	III QUURIN		MANUFACTURE OF THE PARTY OF THE		SHEEDING COMMISSION
Direction, Lane # 30000	TO SHOULD BE A SHOULD BE	THE REAL PROPERTY.	NB I	Car Maria	and displaying	17 Marie 25				
Volume Total	494	702	44		u Parlantin					
Volume Left Volume Right	0 29	215	4 40	EHEKOOPE TERSS	nate Andrewsons	noiscontowerses	enocasoraeranneno	PIANOVINANO III ONI CY	SOURCE OF THE STATE OF THE STAT	юмининий
cSH	1700	1080	379	HASTINESS .		THE PARTY	BOOTEROODER	STREET, STREET,	and the con-	
Volume to Capacity	0.29	0.20	0.12	BELLEVIN STATES		FERRENGER ST	BERTALISM SERVENSES	BITTERS BY BUTTERS AND A STATE OF THE STATE	MICH SERVICE SERVICE	DATA GUARRA DE SANCIONE DE LA CANTA DE
Queue Length 95th (m)	0.0	5.2	2.7	maint memora	MANAGO ANG MANAGO	LIFE WALTERSTON, THE ST	CHROMORESCONORIO	OUT HOW AND SHIP COMPANY	THE REPORT OF THE PARTY.	CHOICE THE CONTROL
Control Delay (s)	0.0	4.6	15.7	1000	MARK STANK	ATTREE BROOK			PER	
Lane LOS		A	С		NAME OF TAXABLE PARTY OF TAXABLE PARTY.	THE INCHES OF THE INCHES	RUSHINI PERMUNING	moce/norm merce/sept	en market months district	PORTOCOPHIC RESPONDED
Approach Delay (s)	0.0	4.6	15.7							
Approach LOS			C							
Intersection Summary	AND SUBJECT						THE PERSON NAMED IN			
Average Delay			3.2				THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAM		A PROPERTY OF	
Intersection Capacity Uti	lization	7		lC.	U Level	of Service	ė	D		7.8 (Ey) (Ex)
Analysis Period (min)	of water and		15							
								1. 1. 1. 1.		

		\rightarrow	1000000	-	-	~	- 10				
MOVERNEE	EBL	EBIT	WEST	WBR	SIA	Sak	EN INCHES		BLANCK TOP		
Lane Configurations	o archivesor	4	4		W					and the same of th	interneumannessa.
Sign Control		Free	Free		Stop						
Grade		0%	0%		0%						
Volume (veh/h)	157	384	435	7.0	9	267					BUILDIN
Peak Hour Factor	1.00 157	1.00	1.00	1.00	1.00	1.00	THE STREET CO.	enderwern betreue	AUTORIO AUTORIO	AUTOTORIO SELANGO	DEGODERNINGS
Hourly flow rate (vph) Pedestrians	157	1309	435	PARTIE CONT	河 1000 之后	267					
Lane Width (m)	R FANCES	WEST MESTI	ENGLISHEDEN PR	EGET VISUALIAN	SE MACKACOUS	ORDER DE SANS	HINEARANORA	EXSERTITE DE LOTO	es Symposius		NUMBER OF STREET
Walking Speed (m/s)	BATANTALIZATE	NAMES OF TAXABLE PARTY.	MINUS BERTALIN	RESPONSE FOR	SHIP INTERNATION	NANAC SENANCES	PORTOD SHALLMAN	SERREPORTING SEC	GAURALOSSOCIOS:	ACHORINGES DELL	2018/03/CITELAND
Percent Blockage	20,2712		A SHORE	ed evolution		61,508				PONTAL SE	86500
Right turn flare (veh)					***************************************		PASSONIANA IN LEMENT	HOLDING WEELS	CHOCOCOL DELL'ANN	NACK RECORDS COURS	O WOO HAND STORE AND A
Median type					None				数在数据		
Median storage veh)	TOCK I TOWNS CHIEF	TAKET PORTONIN	weemmakana	DOMESTIC STREET		NOTE THE PARTY OF	MAG TO SAFEK FOLLOWS	BITAL PROPERTY WAS	NACTOR DE MANAGEMENT		
Upstream signal (m)										History III	
pX, platoon unblocked vC, conflicting volume	442	ASSESSED FOR	ESPAIRS IN LATER	NURSES NEWSFILM	1136	438	NOT WARRIED	0.0000000000000000000000000000000000000	OZGRODONAM POVIN	NEED OR DESCRIPTION OF THE PERSON OF THE PER	WOODANESSA!
vC1, stage 1 conf vol	HARLES TO SERVICE	E TENNETH STO	UNDER ENGINEEZ		NI SOM	4000	SCHOOL SERVICE	ARREST CHESTON		NATIONAL PROPERTY.	发现是国际 的
vG2, stage 2 cont vol	NAMES &	STATE OF THE PARTY.	40260	ROME TO SE	NEW PROPERTY.	MANAGEMENT OF THE PARTY OF THE	0145010F3		6.044.03	NAMES OF STREET	MORSE MARK
vCu, unblocked vol	442	CONTRACTOR OF THE PARTY OF THE	TO THE REPORT OF THE	A HUMANIE SCHOOL	1136	438	SERVE SCHOOL VICE LAND	RECENTERATION	D SPECIAL SHIP COMPLETE HE	STATE OF THE PARTY	mandasterationing
tC, single (s)	4.1				6.4	62	烈鸣 经证			在特别的	电影
tC, 2 stage (s)	NAMES OF TAXABLE PARTY.										
tF(s)	22		lia de la composición		3.5	3.3					
p0 queue free %	86	ACHIERO ATRICIO	CSADARSquine	DANG WINDOWS	95	57	MACCINGGO VICE	CONTRACTOR AND A CONTRA	en europousiekin	POWING DOWNS DIE	жинаниостичния
cM capacity (veh/h)	MINTON	MINERLESIA			192	618		SEASIBLE SEASIBLE		SEPARABELE S	
Olecilon, Lanc #	[EB] [WE I	S6 (BIGHT IN		THE PARK UT	
Volume Total	541	442	276					BARRIE			
Volume Left	157		9	WILLIAM CONTROL	akti atapan oraw	WOODEN TO UN	DOMESTICATION	n and spinores and spinores and	EUROPETTO DE TRA	SALE SALES AND IN COLUMN 1	www.epithona
Volume Right	1118	1700	267 577								
	0.14		0.48		ELECTRONICE SEC	natoėlia erosos	ES HOULEUM HER	SANTAGRADIA	TETRAN SUCCESSION	and the second	SHADENBARDER
Queue Length 95th (m)	3.4	O.O	18.0	NELT TRANSPORTER VIEW	REMITTED SERVICES	AND DUE 250 KIN	E HEBEREAL SE	ABSTOLERS SHOUSEFULDE		COMESHIAL TO COME	
Control Delay (s)	3.7		16.8		THE REAL PROPERTY.	SALES SELECTION OF THE PARTY OF	lo mens				
Lane LOS	A	ACCRECATION OF MAINTERSTAN	С	THE PROPERTY OF THE PROPERTY O	MONTH OF MINISTER HOLD CO.	RELIVENCES	1010 MARRIAGEN	MALL WARMING WITCH	NTHE CHATTER OF THE TOTAL	suenzharanottoaa	menununucus
Approach Delay (s)	3.7	0.0	16.8				PART OF THE PART O				经 对于200
Approach LOS			C						17		
Intersection Summary	10日世紀98			19.15	16.08		31 239	National Security			144 100
Average Delay	CLOVAL CONTRACTOR		5.3							111/11/11/11	THE REAL PROPERTY.
Intersection Capacity Uti	lization	7	9.2%	10	U Level	of Serv	rice		D H		
Analysis Period (min)	DE SOUTH OF THE SOUTH	TOLENT HANDS AND THE	15	elit National State of the last			The statement of the				
THE PROPERTY OF THE PARTY OF TH	MARK TO SERVICE STREET			問題制制					经理论的		

	1	→	*	1	-	4	1	1	1	1	1	1
Movement;	ાટીગ્રા	EBI	BBR	WBL	WET	WBR	NBL	NBIL	NBR	SBL	SEC	SE.
Lane Configurations	7	1	7	٦	↑	7	7	个个	7	ħ	^	7
Ideal Flow (yphpl)	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	4.0	4.0
Lane Util, Factor	1,00	1.00	1:00	1.00	1.00	1.00	1.00	0,95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1323	1746	1328	1630	1812	1150	1738	3318	1541	1352	3147	1328
Flt Permitted	0.33	1.00	1.00	0.39	1.00	1.00	0.68	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)	455	1746	1328	666	1812	1150	1237	3318	1541	795	3147	1328
Volume (vph)	61	489	30	79	564	36	76	319	67	26	120	71
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	61	489	30	79	564	36	76	319	67	26	120	71
RTOR Reduction (vph)	0	0	15	0	0	18	0	0	45	0	0	48
Lane Group Flow (vph)	61	489	15	79	564	18	76	319	22	26	120	23
Heavy Vehicles (%)	38%	10%	23%	12%	6%	42%	5%	10%	6%	35%	16%	23%
Furn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases	WEGOTO WAS	2	ORBINATAN	OF HAVING INCOME.	2	TOTAL PROPERTY AND ADDRESS OF THE PARTY AND AD	and responses your	1	TOWN CHARACTERS		1	· ·
Permitted Phases	100		HTTERES OF	M98621	Market Market	2	1 2 1		1	新疆源12		是影響
Actuated Green, G (s)	23.2	23.2	23.2	23.2	23.2	23.2	13.8	13.8	13.8	13.8	13.8	13.8
Effective Green, g (s)	26.1	26.1	26.1	26.1	26.17	26.1	16.7	16.7	16,7	16.7	-16.7	16.7
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Clearance Time (s)	69	6.9	6.9	6.9	6.9	6.9	6.9	6.9	6.9	619	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
ane Grp Cap (vph)	234	897	682	342	931	591	407	1091	507	261	1035	437
//s Ratio Prot	lina and	0.28	WAYA WA	DIFFERENCE	c0.31	WOODWAYSTIN	Walasii	c0.10	MINUWS BB	maracan	0.04	OHMASONS SO
//s Ratio Perm //c Ratio	0.13	NAME OF E	0.01	0.12	A CA	0.02	0.06	WARRING	0.01	0.03	The second second	0.02
Uniform Delay, di	0.26	0.55 8.3	0.02	0.23	0.61	0.03	0.19	0.29	0.04	0.10	0.12	0.05
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	12.7	11.6	11.8	11.9	11.6
ncremental Delay, d2	0.6	0.7	0.00	0.3		0.0	0.2	1.00	1.00	1.00	1.00	1.00
Delay (s)	7.5	9.0	6.1	7.2	9.8	6.1	12.4	12.8	11.6	12.0	0.1 11.9	11.7
evel of Service		A		TANKS	A.A	O. I		MAN BW	BENERAL BOX	WINDS	MAIBE	BENER B
Approach Delay (s)	HADREST CASES	8.7	STATE OF THE PARTY	and dicessi	9.3	TANKS TO THE	SERVERIEN	12.6	EVAN PAR	SECTION AND SECTION	11.9	BEENERAL P.
Approach LOS		A			A			ALB.			BUB	经数据
ntorsection Summary	III TERRETE		MINIST THE PARTY NAMED IN		a more		Mante		NAMES OF	anan i		
ICM Average Control D			10.2	H	CM Lev	el of Se	rvice	政 性。被	В	ESAME	A STATE OF THE STA	
ICM Volume to Capacity			0.48									- Annual Control
Actuated Cycle Length (50.8		um of lo			NO.	8:0	and the same		
ntersection Capacity Uti			71.3%	IC	CU Leve	of Ser	vice		С			
Analysis Period (min) Critical Lane Group			15						物學研			

c Critical Lane Group

	•	-	7	1	-	*	4	1	1	1	1	1
Mexemi	EBU	(B)	EBR	WAL	WBIL	WBR	NBL	NBIT	NEF	Sa	\$1	13187
Lane Configurations	7	<u>^</u>	ľ	"	4		7		7	7	ĵ.	
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99	TOTAL WAY	1.00	1.00	0.85	1.00	0.94	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1547	1700	1484	1659	1785	ALIGNATION DATHERS	1560	1847	1408	1825	1438	WINDOWS PROPERTY.
Fit Permitted	0.29	1.00	1.00	0.42	1.00	SELECTE	0.72	1.00	1.00	0.55	1.00	
Satd. Flow (perm)	479	STATE OF THE OWNER, WHEN PERSONS AND ADDRESS AND ADDRE	1484	728	1785	III THE AVEN	1183	1847	1408	1065	1438	ATM HISTORY
Volume (vph)	39	489	41	29	624	34	82	226	59		32	24
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	39	489	41	29	624	34	82	226	59	11	32	24
RTOR Reduction (vph) Lane Group Flow (vph)	0 39	0 489	17 24	0 29	3 655	0	0 82	0	43	0	18	0
Heavy Vehicles (%)	18%	13%	10%	10%	7%	3%	17%	226 4%	16% 16%	NO PUNIS ESTA ACOMUNI	38	INFIDICIONALIZA
A CONTRACTOR OF THE PARTY OF TH	Perm	ANNUAL PROPERTY	and the state of t	THE RESIDENCE PROPERTY.	WOMEN STATES	OCCUPATION OF THE PARTY OF THE		470 2000		0%	19%	33%
Turn Type Protected Phases	rema		Perm	Perm	121816348030	SPERMENT	Perm		Perm	Perm	DESCRIPTION	
Permitted Phases		ELTATERORINGE	MARKER STATES	SEDERMONEAUS	TOTAL PARTIES	HERSTEIN BOATS	SHEW DOOR	2	THE SHOET ASSO	NAME OF THE PERSON NAME OF THE P	2	ACCURACIONAL DES
Actuated Green, G (s)	27.2	27.2	27.2	27.2	27.2	SERVICE SERVIC	11.4	11.4	11.4	11.4	11.4	
Effective Green, g (s)	29.8	29.8	29.8	29.8	29.8	THE REPORT OF THE PARTY OF THE	14.0	14.0	140	14.0	14.0	SEMANTI DESEN
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.58	SEPRIMINE	0.27	0.27	0.27	0.27	0.27	METERS STREET
Clearance Time (s)	6.6	6.6	6.6	66	6.6		66	6.6	6.6	6.6	6.6	THE REAL PROPERTY.
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	(EHROMONIS)	3.0	3.0	3.0	3.0	3.0	SEED HER THE SEED
Lane Grp Cap (vph)	276	978	854	419	1027	SALIDORNA POLICE	320	499	381	288	389	NE TO GET A MARKET
v/s Ratio Prot	PHACHETTIAN PRANT	0.29	Mark Holes	rause-market	c0.37	CONTRACTOR OF THE PARTY OF THE	DOMEST NO.	c0.12	HORSELECTION	DE MARIA DE SANS	0.03	RECVIEWED
v/s Ratio Perm	0.08	HEADERING	0.02	0.04	ACCORPAGNACION SE		0,07	AND THE RESERVE	0.01	0.01	PREMATERIA	MESSESSIM
v/c Ratio	0.14	0.50	0.03	0.07	0.64	personnentration	0.26	0.45	0.04	0.04	0.10	ININIDATEDRA
Uniform Delay, d1	5.4	6.6	4.7	4.9	7.4	RESIDENCE OF THE PARTY OF THE P	14.8	15.7	13.9	13.9	14.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	an united transport	1.00	1.00	1.00	1.00	1.00	CONTRACTOR COS
Incremental Delay, d2	0.2	0.4	0.0	0.1	1/3		0.4	0.7	0.0	0.1	0.1	
Delay (s)	5.3	7.0	4.8	4.9	8.7		15.2	16.4	14.0	14.0	14.3	
Level of Service	Α.	A	A	Α	A	10000	В	B	В	B	B	
Approach Delay (s)		6.7			8.5			15.7			14.2	
Approach LOS		A			A			B	100	W. Company	B	建装线
Interseccion Summerey	ATTENDED		RESTAURANT	STATE LANGE	ALLIA CONTRACTOR IN	STATE OF THE PARTY		NE ANIAH MANA	ATHERESEN AND A STREET	ESPENDINGE SE		DESIGNACIO
HCM Average Control D	elav	i kalushini	9.7	BARRING CI	CM Lev	el of Se	vivilee)	CONTRACTOR	U. A.	1 1 1 1 1 1 1 1 1	ree assert	5,5750 5507
HCM Volume to Capacit		G RESIDENCE .	0.58	enover select	- AMILEY	20000	WINDSHIE	Marie Control		The second second		STATE OF STREET
Actuated Cycle Length (CHELINARY	518	MINISTER C	ium of lo	st time	(s)		8.0	A CARDON DOLLAR	E Careero	With the last
Intersection Capacity Uti			60.7%		CU Leve			COLUMN TO STATE OF THE PARTY OF	B	DESCRIPTION OF THE PARTY OF THE		
Analysis Period (min)		CHEST ALTON	100111519	A STATE OF THE PARTY OF THE PAR		RECEIPER	OF MANAGEMENT	NAME OF TAXABLE PARTY.	SUCCESSOR	OF BANK	STATE OF THE PARTY	NAME OF
c Critical Lane Group	MATERIAL PROPERTY OF THE PARTY	Problems 1904	TOTAL STATE OF	AMERICA COLOCIE	200000000000000000000000000000000000000	A ORDIO IL SEGGIO	A CONTRACTOR	THE PERSON NAMED IN	THE REST OF THE PARTY OF	NO STREET, SALES	or management	ALC: UNIVERSITY OF THE PARTY OF

1	1	-	*	1	-	4	1	†	1	1	1	1
Mevernosi	EBL	EBI	EBR	WBL	WEIT	WBR	NBL	NBII	NBR	SB:	Saii	(3(3))
Lane Configurations		4	THE SECOND CO.		4	MATERIAL MEDICAL	The state of the s	4		baranan	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	APPROACH TO COMMON PARTY.	4.0	Committees	unciciei en en en	4.0	NAME AND POST OF THE PARTY OF T	overenceno	4.0		MINISTER OF STREET	4.0	THE PROPERTY OF
Lane Util: Factor		1.00	BANKS ARE		1.00			1.00			1.00	NO PERSONAL PROPERTY.
Frt	THE REAL PROPERTY OF	0.99	an entertain an an an an an an	arrangement on	0.99	ancincul echilición	mmonanegga.	0.98	CONTRACTOR SECURE	OR RADIOWERS	0.98	SECURIOR SECUR
Fit Protected		1.00			1.00			0,99			0.99	2004
Satd. Flow (prot)		1785	California de		1801		entransministration.	1862		eparame (Octorna	1736	MINICONDING
Fit Permitted		0.94			0.97			0.92			0.88	TO THE REAL PROPERTY.
Satd. Flow (perm)		1674			1756	a manual property for each	IN CO. P. SEC. SEC. SEC. SEC. SEC. SEC. SEC. SEC	1731	Chapter and All Street	INNONIDURANI	1549	namet and on the
Volume (vph)	43	711	36	20	719	40	90	350	56	21	63	15
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	43	711	36.	20	7.19	40	90	350	56	21	63	15
RTOR Reduction (vph)	0	1	0	0	2	0	0	5	0	0	7	0
Lane Group Flow (vph)	0	789	0	0	777	0	0	491	O	O	92	O
Heavy Vehicles (%)	2%	7%	6%	0%	6%	5%	0%	1%	0%	0%	5%	27%
Turn Type	Perm	新印度规则		Perm	AR BELLEVILLE	经营业人	Perm	The Second	338 2027 1933	Perm		C REMOVE
Protected Phases		1	MUNICIPAL STATE OF THE STATE OF	mater mental manager	1	STGTHM: PANESALINESS	menentrance	2	MCMULS COMMO	DOMESTA AND PORT	2	NAMESTAL
Permitted Phases	NE DE		THE REAL PROPERTY.	期後17日		TO SHEED WAY	2		Sta Walle	2	STREET, STREET	September 1
Actuated Green, G (s)		43.2		and the same of the same	43.2	THE PROPERTY OF THE PARTY.	THE PERSON NAMED IN COLUMN	27.7	NATE OCH PROGRAMMENT	HIRL STATISHING IN	27.7	ans Catalonial
Effective Green, g (s)		45.2	al and the		45.2	事 制度改		29.7	SECTION SE	1000000	29.7	66.000
Actuated g/C Ratio		0.55	ang year		0.55			0.36		-	0.36	
Clearance Time (s)	情報的能	6.0		ALL PROPERTY.	6.0			6.0			6.0	Here the second
Vehicle Extension (s)		3.0			3.0			3.0			3.0	- Parameter and
Lane Grp Cap (yph)	HIS HARD	913			957.	ALC: NO	ENERGINE.	620	a semantin		555	\$1.51S1S
v/s Ratio Prot											TO HOUSE SPECIALISTS	MATERIAL SOUR
v/s Ratio Perm		c0.47			0.44			c0.28		AT DAME	0.06	
v/c Ratio		0.86			0.81			0.79			0.17	
Uniform Delay, d1		16.2			15.4			23.8			18.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		8.5			5,3			6.8		西斯尼路	0.1	
Delay (s)		24.7			20.7			30.7			18.3	
Level of Service		C			C		自发图片	C	Riskins	(8.0)	В	
Approach Delay (s)	CALLE MONOTON COMPANY	24.7	an market a Proposition and the		20.7			30.7			18.3	
Approach LOS		. C			C		Henrican	C			В	
Intersection Summany			NOTE OF STREET	SERVICE S	HINERE				STEEL SANSON	Marin Hall	STATE OF STREET	and the latest the lat
HCM Average Control De	lav	0.0000000	24.3	USBSSEE HO	CM Lev	el of Se	vice	10.553556	· c	State of Coppe	東北京部 南西 市	ROBERTO
HCM Volume to Capacity		AUPBINESTVESTO	0.84	and and a second	maintae Beron	THE PARTY OF	und with middle	HOLDER OF THE		The state of the s	artis (Coto)	ACTIVISMENTS.
Actuated Cycle Length (s			82.9	Si	ım of lo	st time (Symmetr	SALE BOOK	8.0	HERMANIE	UTBERTERNING.	
Intersection Capacity Utili		10	0.2%		U Level			ACMENIA SISBURA	G	ate months (as 0379/H124E3	
Analysis Period (min)	DESCRIPTION OF THE PARTY OF THE		115		AUGH TESTAN		CORPORATE PROPERTY.		BAN SAUEBR		SHARMUNSIKA	NUMBER OF STREET
c Critical Lane Group	SECONDARY OF COMME	A THE PARTY OF THE	amend to consider	AND DESCRIPTION OF THE PARTY OF	A STATE OF THE PARTY OF THE PAR	204100300088	CONTRACTOR OF STREET		BRANCH BRANCH	SHOOT STREET,		STATISTICS.

	\rightarrow	1	1	-	1	1	
Movement	EBT	EBR	WBL	WBI	NBL	NBR	E TRUE LES SET SEVERANTES A VERSEN PROSE
Lane Configurations	↑	7	ሻ	^	۲	7	
Sign Control	Free			Free	Stop	k alexand	
Grade Volume (veh/h)	0% 489	48	26	0% 707	0% 43	ROBERT STREET	ALIGNA STATE TO BE THE STATE OF
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	489	48	26	707	43	24	
Pedestrians		***************************************	anticompanie (CA	Necrossiana a.a.	NINCHAN DONO	NOCTORE ME PERSONNEL	and open and a contract and a contra
Lane Width (m)							
Walking Speed (m/s) Percent Blockage	STRANSPORTERS	SONO HOTELOGIC	estra de la constante	TOTAL DE LES SERVICES	TO SHOW HOME TO SHOW HE	STREET TO SOME	Department of the control of the con
Right turn flare (veh)	NEWSCHOOL SECTION	SINGLE STREET	enchara.	SHOOL IN	ROMANISMA	HERESLENGER	REPUBLICATION OF THE PROPERTY
Median type	CARGOTTA		A STATE OF		None'		
Median storage veh)							
Upstream signal (m)							25. P. S.
pX, platoon unblocked vC, conflicting volume	SELECTION OF THE SECURIOR		JE 27	REGETTHOUSES	1248	489	
vC1, stage 1 conf vol	HEIZORES HIGHIGANIC		SECTION SECTION	decounered	MASTLEMEN		RECERTED EN
vC2, stage 2 conf vol.		9				DESCRIPTION OF	
vCu, unblocked vol	nametriana	KARRINGANDONA	537		1248	489	
tC, single (s) tC, 2 stage (s)			4.1		6.4	6.2	
tE (s)		NAME OF STREET	2.2	ARTEN STREET	3.5	3.3	TO CORPORATE AND A SECOND ASSESSMENT OF THE PROPERTY OF THE PR
p0 queue free %	906/40/15/U11954	UNITEDENTICATEIR	98	OREGO PERSON PAR	77	96	Tamin dipatri pang di tragitar - di kalikatak pang kapata ing mang tugan bang pang pang balan bang ting pang k
cM capacity (veh/h)			1041		184	583	
Direction, Lane#	EB 1	EB 2	WB	WB 2	NB I	NB 2	
Volume Total	489	48	26	707	43	24	
Volume Left	0	0.	26	0	43	0	
Volume Right cSH	1700	48 1700	0 1041	1700	100	24	
Volume to Capacity	0.29	0.03	0.02	0.42	184	583 0.04	AND AND LEAD OF THE PROPERTY O
Queue Length 95th (m)	0.0	0.0	0.5	0.0	6.1	0.9	ASSESSMENT THE THE THE THE THE THE THE THE THE TH
Control Delay (s)	0.0	0.0	8:5	0.0	30.5	11.4	
Lane LOS	mons sannsa simila	THE PERSONNEL AND THE LO	A	V unoumpouses	D	B	MANUFACTOR OF THE STATE OF THE
Approach Delay (s) Approach LOS	0.0	RESERVED	0.3		23.6 C		
	NAME OF THE OWNER, OWNE	ne summation or		THE REPORT OF		CHICATAN PROPERTY	
Intersection Summary	ARREST HA					ES OF SAME	II. Salah Eleben Salah Ketalah Lalah Lalah Latan Berlanda Bili Salah
Average Delay Intersection Capacity Utili	zation		1.4 7.2%		LLTAVA	of Service	A CONTRACTOR OF THE CONTRACTOR
Analysis Period (min)	CONTRACTOR	MINISTERNATION OF	15	MODERAL STATE	MARKE	PATRICIAL PROPERTY.	A market see a see a mark of the sees of the see a
		781.14					

11)	1	→	*	1	+	4	4	1	1	1	ļ	1
Movement	EBL	EBIT	EBR	WBL	WBII	WBR	NBI-	NET	181614	SH.	SBI	SBR
Lane Configurations	ሻ	Ą		7	4			4			4	
Sign Control Grade		Free			Free			Stop		阿尔斯特	Stop	推過車
Volume (veh/h)	20	0% 530		20	0% 632	124	21	0% 93	84	3	0%	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	20	530	11	20	632	12	1000210	93	84	3	121	11112
Pedestrians			nome may wor									
Lane Width (m)	Mark St.						SHIP TO SHIP					
Walking Speed (m/s) Percent Blockage	BENEVER BE	ENSAU STREET	STEEDENS SOLET	WENTE STREET	Security of the	DESCRIPTION OF THE PARTY OF THE	STORAGE LINE	CENTRAL ALCOHOLING	REFERENCE	Bandana karangan	HITCHICA DAD	SUBSECUTION OF
Right turn flare (veh)	SIDMENDAL DE LEGIS	REDIGIRADORS A	SHUMMSER	ERSERIATE SERVE	DESCRIPTION OF THE PERSON OF T		ADDRESS ON ON O	BELGARAGE	ARCHITECTURE OF THE PARTY OF TH	MONING CHARL	HAUSCO	390000
Median type	N Market	HOUSENER			ill makes	Apade 6		None			None	THE REPORT
Median storage veh)											REPORT PACES (MORE)	and the second s
Upstream signal (m)												
pX, platoon unblocked vC, conflicting volume	644	STARBUTTOMAK	NESCONO DE LA COLO DE	ARRONAL PROPERTY SPECIAL	SE FORMUL HUTCH	DEN MONEGO DA	14000	Tanco III	WEOD !!	NA OZONI	ROFO	W 200
vC1, stage 1 conf vol	044	BESTER BURNE	MINISTER	BEID418	BENEGLEEN	BENEFIC BERTER	1266	1260	536	1378	1259	638
vC2, stage 2 conf vol	MATERIAL SERVICES	THE PROPERTY.				STATISTICAL PROPERTY.		SHOWING BOX	SHAPE S	STATE OF THE	100 SERVICE	
vCu, unblocked vol	644	PENEDARING SCI	OUNE COLLECTION OF THE PERSON OF	541	Decision in Colombia comp	and a control of the control	1266	1260	536	1378	1259	638
tC, single (s)	4.2			4.1	ALC: UNITED BY		7.2	6.5	6.2	7.4	6.5	6.4
tC, 2 stage (s)	mmanani	merconossus	налиниентого	TOUR DATES THE	TOTAL OT MEMORIES	тентенционни	wdensemeno	THE THE PARTY OF T	TO THE THE	IOMINE ATTACK	Headynas	NUMBER OF STREET
tF (s) p0 queue free %	2.3 98			98			3.5 84	43	85	3.8 94	93	3/5 97
cM capacity (veh/h)	904			1013		25000000	128	163	545	101470	165	438
Direction, Length	EBEI E	EB 2	NAVO PATRI	MONTOCHIONIUM		CHROCE PROPERTY				III III III III III III III III III II		
Volume Total	20	541	20	WE 2	108	SB 11	BORNE SESSO	Greathagas a			62086383	100000000
Volume Left	20		20	O	21	3	HARMAN MARKAN		LL SAMESTINE	STATE BEAUTY STATE		
Volume Right	0	math.	O	12	84	12		MASS NO.		(0.51 Mag)		No. of the last of
cSH	904	1700	1013	1700	223	165		MINISTER STREET	O MATERIAL DESIGNATION AND ADDRESS OF THE PARTY OF THE PA		CONTRACTOR OF STREET	OTHER PROPERTY.
Volume to Capacity	0.02	0.32	0,02	0.38	0,89							
Queue Length 95th (m)	0.5 9.1	0.0	0.4 8.6	0.0	50.3	4.0	GOS PENIND	ANYON RESIDENCE	DESIGNATION	CONTRACTOR OF THE PARTY OF THE	NOVEMBER OF THE PARTY OF	Michigan
Control Delay (s) Lane LOS	A	0.0	A	0.0	F	. 31.1 D		HATTIMATE WAS	AND PROPERTY.			
Approach Delay (s)	0.3		013		79.9	3111	AND DESCRIPTION OF THE PERSON	NASAMILARES		BURNING ST		
Approach LOS	DANIEL LADOR HAND	ACTIVIDA SAZIFRIO ZIRRINI	(Andreas and Control	KDOMOPKDENDE	F	D	HACADOM MARTINIZA	SHEW SHEW CONTROLLE CO.	TOP SHAREWILLIA	NTHRIGHESSESS	CHIRATETE SCHOOL	SASSING SCHOOL SCHOOL
Intersection Summary	EXHIBITED BY		in West			SHAMMER	MANAGER ST	THE REAL PROPERTY.				
Average Delay	manufacture (Control	ar markinali	11.7	erentaris		and the second	ALEXANDER AND ADDRESS OF THE PARTY OF THE PA	tal-marie del marie	material VIIII			
Intersection Capacity Util	zation		55.3%	IC	U Leve	of Sen	vice		В			
Analysis Period (min)	DEL DE SANTE SE		15									-
	A RESIDEN											

	\rightarrow	*	1	-	. 1	1	
Movement	EBIL	EBR	WBI	WBT	NBI.	NBR	
Lane Configurations	ĵ.		****	4	W		
Sign Control Grade	Free 0%				Stop		
Volume (veh/h)	694	26	19	0% 501	0% 15	10	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	III AROMANINI MARKATANI MA
Hourly flow rate (vph)	694	26	19	501	15	10	· 拉基、海上地区。由于 等级的 80年最后,6
Pedestrians	DOMESTIC STATE	EDOTOVIA MORNA	INVANCED IN THE	otobe sono	NAME AND ADDRESS OF THE PARTY O	ERNOLUMENT TO ST	
Lane Widtn (m) Walking Speed (m/s)							
Percent Blockage	TO SECUTION		STREET,		ASSESSED AND F	BANGE BANGE	
Right turn flare (veh)	REPRESENTATION OF THE PROPERTY	MIN ORTHADIANNE	ALPO HOUSESCHOUL	NATURAL POSICIO	omneritaen not	OCCUPATION DE LA COLOR.	AUDITION FOR THE CONTRACT OF THE PROPERTY OF T
Median type					None		
Median storage veh) Upstream signal (m)	SERVICE ACTION	encoasouarosen	INGOUNTERNOON	BURN SCRUUTEN	CONTRACTOR OF THE PARTY OF THE	IDDDS-6-VACCIONS	START TO THE START OF THE START
pX, platoon unblocked		ARREST STATES		nga wa			
vC, conflicting volume	TO ME LINE		720		1246	707	
vC1, stage 1 conf vol			ATTENNES - CONTRACTOR	DESCRIPTION OF BRIDE	TOTAL PROPERTY AND ADDRESS OF THE PARTY AND AD	SESSION OF STATE OF S	man natural managara osma za la mashadata managarah tamban sa bar manada sa managa managa na sa 1970).
vC2, stage 2 conf vol							
vCu, unblocked vol tC, single (s)	STORING THE	SAME THE PARTY OF	720	BOUNGBREFORD	1246 6.4	707 6.2	ACCOMING TO THE POWER OF THE PO
tC, 2 stage (s)	EDS-URBEHALDE ERA	en norsewerze	THE SALES	BERGRADE			
(F (s)			2.2		3.5	3.3	
p0 queue free %	E CONTRACTOR CONTRACTO	GROWING WILLIAM	98	SENIA I DESCRIPTO	92	98	DESCRIPTION OF A PROPERTY OF A
cM capacity (veh/h)		SMEKLER	891		190	439	
Direction, Lane #	CONTRACTOR STREET		NB 1			an orașe	
Volume Total Volume Left	720 0	520 19	25 15				
Volume Right	26	19	10		CELIZED HE	AGUIGNATE E TRANS	
cSH	1700	891	245	DESTANDAMENTO	eassectusion	net a fair de la constant de la cons	CHARLES CONTROL CONTRO
Volume to Capacity		0.02	0.10		REFORM HE	THE RESERVE	
Queue Length 95th (m)	0.0	0.5	2.4	DESCRIPTION OF THE PARTY OF THE	NUMBER OF STREET	menantrus error	PANUE VALUE AND STREET
Control Delay (s) Lane LOS		0,6 A	21 3 C	actions.	HIMESES OF		
Approach Delay (s)	0.0	0.6	21.3		Talking and		
Approach LOS	SALES OF STREET, STREE	MINING A MINING	C	ENDGRIGHEIN DE	HAROUSENBRUIK	Opportunitedestrate	THE LANGE TO SECOND SEC
Intersection Summary							THE REPORT OF THE PARTY OF THE PARTY OF
Average Delay			0.7	The state of the s			
Intersection Capacity Util	zation	5	1.8%	IC	U Level	of Service	e A
Analysis Period (min)	are as per octation	TO SECURIO DE LA COMPONIO DEL COMPONIO DE LA COMPONIO DEL COMPONIO DE LA COMPONIO DEL COMPONIO DE LA COMPONIO DEL COMPONIO DE LA COMPONIO DEL COMPONIO DEL COMPONIO DE LA COMPONIO DE LA COMPONIO DEL COMPONIO DE	15 (0.000,000,000	promonane	SHARMARA	Sept to generous to	THE CONTROL OF THE CO
		HOLERAUS	MI SALES		MILLEGAL	ACCESSABLIFICATE.	

4	\rightarrow	•	1	-	1			i i	8	4	
Mexemient	BEBIT	EBR	WBL	WBT.	INIBIL	NER					
Lane Configurations	ß	THAT COURS AND T	normanomum	4	W		orional superioristic states				
Sign Control Grade	Free 0%	ana.		Free 0%	Stop 0%		Jan 196				
Volume (veh/h)	600	№ 10 №	23	633	38	155					100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	SECRETARISTICS OF SECURITION O	ANNING SERVICE SERVICE	IIII AQUANNIBIDAD SAN	APPROGRAMMAN	ORESIST
Hourly flow rate (vph) Pedestrians	600	10	23	633	38	155		12000			
Lane Width (m)		SECTION HOUSE	ETEROS NAME		MATERIAL PROPERTY.	SON THE PROPERTY SEE	PRATEGRASSICALIS	ACEA LINE TO SE	SURADENS SERVERS	SECRETARIST SERVICES	OFFICE
Walking Speed (m/s)	AND HEROOGEN	INFRIDATION CONTRACTOR	III DOMENIA O	ALKEST BENEFERSE	SHALASERHAYAS	DEMARKORHERIERE	SEASTERNASSES		NAMES OF THE OWNERS OF THE OWN		8988
Percent Blockage											
Right turn flare (veh) Median type	ROTEREDISTRI	DESCRIBED			None	NO CONTRACTOR OF THE PARTY OF T	ETYETI GERAFFEN FERRE	CONTRACTOR SERVE	SVSSIBH AVAICURE	PHOLOTEGRICAGE COLAR	0959
Median storage veh)	BESTWETSRADE	CERTAINER	susardas dinas		NOTIO	THE REPORT OF THE PARTY OF	NUMBER OF STREET	Bernjalesunge	DECEMBER OF STREET	N1299073399121159	HUS
Upstream signal (m) 🧸 🥛									Sarah da		
pX, platoon unblocked vC, conflicting volume	NUMBER OF STREET	STOREGUERAGE	610	EXCHANGINATION OF THE	1284		DENSEMBLE BUNKER	насти измолняю	TO RESERVE NO SUPPLINE		DESTR
vC1, stage 1 conf vol	BRAMPS DIAM	SCHOOL SERVICE	010	REPROBLEMBELL	图长29階	605	BHANGSE	ESTREE SHOWS	ENSERO DE LA		BUSE
vC2, stage 2 conf vol			MINE			国的被源					
vCu, unblocked vol	SALITATION DE L'ANNO	tronnerson	610 4.2	(PROBONDED	1284	605	SEASTEPOS MINUS	rriberowanien.	METHODOLOGIC STATE	ancere or ancere or an	RNESIO
tC, single (s) tC, 2 stage (s)	BAUGEROUS	e series		Disease of	6.4	6.3	artaninise		Wealthean Ma	STATES OF THE	
tF (s)			2.3		3.5	3.4	0.87738				High
p0 queue free %	HOOTEN CONTRACTOR OF	rresononinasso	98	esiminisanganismin	78	68	non-source was was	WOOD OF A SUPPLY	MATTERIORISMA	TIMESANT THE SAME	OPENATOR .
cM capacity (veh/h)			926	AM 3844	177	490					
Direction, Lane # Volume Total	IN A PROBLEM OF THE PARTY OF THE	WB 1	NB I	constantions	onumante eb	mornado da vela	en abdetti		PHOSP GARGES		dia.
Volume Left	610 F	656 23	193 38	OHESSEN IN							
Volume Right	10	0	155					ERRECE			100
cSH	1700	926	363	INSCINITION OF THE	POCKSON PARAME		CONTRACTOR AND ADDRESS OF THE PARTY.				MATERIAL STREET
Volume to Capacity Queue Length 95th (m)	0.36	0.02	0.53 20.9								
Control Delay (s)	0.0	0.7	25.6	REAL PROPERTY.	REFERENCE.		E-MEAN RE		MARKET BURES	TRIBLIAN CON	WENT .
Lane LOS	WOLLD BEING BEING	A	D	THE COURSE SANS	engazenioan	OUSTINIO PARK HABBILAN	AMERICAN PROPERTY.	INCIDE MINIMAGED GE	ALTINEMENT DESCRIPTION OF THE PROPERTY OF T	TON DEPOSIT OF THE PARTY OF THE	antiacz.
Approach Delay (s) Approach LOS	0.0	0.7	THE SHOP OF THE BUILDINGS OF								
	CHENCOP STANSON	erona anterior	D								
Intersection Summary Average Delay	BARB STATE	MARKET SERVICE	3.7	KINE BAN		esta (Ella)	60.50A-684E	BREAMBA		are and a	
Intersection Capacity Util	ization	7		i i i	U Leve	of Service		C	XAS TO BE STOLEN		
Analysis Period (min)	SOCIAL METALET		15	ANTARCONIA ME		DESCRIPTION OF STREET	KARDO USTO DESIGN	NC STRUMENTIAL DO	en en la	and Artist Marketine	BEINI
Company and the company	4							all believed			

		-		-	-	-49	- 1		4			
Moximents	EEB EB	EBI	WBIT	WBR	SBL	SBR	NAME OF STREET	SHARK SHIP			SPS TELL	羅
Lane Configurations		ન	7>		W					Market Control		=
Sign Control		Free	Free		Stop							8
Grade Volume (veh/h)	159	0% 596	0% 601	8	0%	MANUE EARTH	encentro con	DELINGBOOM OF	NO FILL BARRISH THE PARTY OF TH	egoning rectores	CONTRACTOR SANCE	wei
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		ESCHEDISC.		STATE OF THE	SHIPPERS	器
Hourly flow rate (vph)	159	596	601	1118	07 FE 67	55					THE REPORT OF THE PERSON NAMED IN COLUMN 1	98
Pedestrians				and a large state of	CONTRACTOR OF THE PARTY OF THE	HINNE KLUNDOSKINOR	KYRIKEREBUDANA	NEWS OUT OF THE SEC.	orango charant gan	DEDNOMSTASS	ADDRESS OF THE PARTY OF T	ma
Lane Width (m)												10
Walking Speed (m/s) Percent Blockage		NAME OF THE PARTY	DATE CONSTRUCTOR	NUMBER OF STREET	MCCARGONAL	OCH CHICAGO IN THE CO	ENERGEBONES SE	PER	necuritos más	wcosu mastuac	archaelannan osa	1003
Right turn flare (veh)	RIMERICANIAN PROPERTY.	MERCENACIONAL	SERVICE SERVIC	HEADERS WELLER	EDWINDSHIEDS	DARKERSON.	CHEST HOUSE	SENIOTISE DA	ESPECIAL ESTABLISM		anometrical	1
Median type			NEW YORK		None's					THE DATE		
Median storage veh)	MONTH CONTRACTOR	плотеглива	SATESTANDONIA	mana mana ma	Treatment or the second		ESC PERSONAL IN				NAME OF THE OWNER	
Upstream signal (m) pX, platoon unblocked									12,223			
vC, conflicting volume	609		SHIPPOTE TO	SALENDESIRO	1519	605	SECTIONS	ATMINISTRAÇÃO	TOTAL PROPERTY OF	75/03/2027/04		503
vC1, stage 1 conf vol	NILL DARWING N	MARROTETHICAL	NEW CONTROL	ON CHARGAST AND			einanupens	and desired their		080800188861889	SELECTED PROFILE	22
vC2, stage 2 conf vol											推翻器	13
vCu, unblocked vol tC, single (s)	609	DANKA MARGADAN	REDORGOGRAPHE	BEGINNERSEES	1519 6.4	605	zamennos	andress contrast cont	eventuris and	DVDATES PROPERTY	Name of the same o	-
tC, 2 stage (s)		ECHRIBERICAL		SECOLO SUCCESSION DE LA CONTROL DE LA CONTRO		6.2					ALGERTAN	
tF(s)	2.2				3.5	3.3		ES LA CETTE	TITORUMSITI		STATE STATE STATE	n
p0 queue free %	84		MITTHE BANKARIA	unandikan mamilia	95	89	DOMOGRAPHISM	AND CONTROL OF A DISCUSSION	MENTAL KITANGA SAS	SHERICATION OF CLOSE	HED BOOK HIS STREET	250
cM capacity (veh/h)	970				109	498						B
THE PARTY OF THE SECOND CONTRACT OF THE PARTY OF THE PART	SKINIS- SERVINGS	WB 1	83)	A Property like		DESCRIPTION OF THE PARTY.		MARIE OF	BOOK AND SE	MIS CONTRACT		H
Volume Total	755	609	61									
Volume Left Volume Right	159	0	6 55	MATERIAL STREET	enemasissimus	STATE OF THE PARTY	Signisro exercis	noning mercenne	in in the manuscripton is a	seningaran managa	SANYAGUITSKA KRIGJANI	ma
cSH	970	1700	369	MORNING BUILD	UNITED BESTELLING	AKA CI KENERA	MELISSENS.	AU ARBESTAN	DESCRIPTION OF			Щ
Volume to Capacity		0.36	0.17	UP STATE						E1147610-100		W.
Queue Length 95th (m)	4.1	0.0	4.1				MINISTER STREET	a weerloom or constants	ниматиципионц	- WHEN CHICAGOS	D4444 SENANDOLLON	nu.
Control Delay (s)	3,9 A	0.0	16.7 C									e e
Approach Delay (s)	Contract to the last the same	0.0	16.7			198850UKARA	THE SHE HORSE	RECEISION	BARRATTING THE	VOTOGREDISTRIDES	SPACED BETTER OFFI	ez.
Approach LOS	NUMERICA STATES	MINISTERNA STATES	C	очношнисивн	CONTRACTOR	UMERTHOLOGICA	erabeustoevut	SHEAT CONTRACTOR OF THE SECOND CONTRACTOR OF T	ACTURABILITY AND A STATE OF THE	inirahetsaksek	AND REAL PROPERTY.	#
Intersection Summary		il in the same		RESERVED IN	STATE STATE				NO STREET NAME	HIGHER TANK	PARTIES NAMED IN	e e
Average Delay		ACHIERO CONTRACTOR CON	2.8	HE SHIPPING STREET	1000	CHARLES SANS	STATE SHIPE	NEW COLUMN	CHICAGO OF THE PARTY		DOMESTICAL SPRING	2
Intersection Capacity Utili:	zation	8	6,0%	/ IC	Ū Level	of Service	ce		E			H
Analysis Period (min)	SOCIETA	CHISTOGORUSAVI	15	mundement van	MILES DE SANDOLOS	THE RESIDENCE OF THE PARTY OF T	NO ACTION	ORDER DE LA COMPTENZA DE LA CO	TO COMPANY OF CALL	Tall English Control of the Control	APRIL 1000-100	77
RECEIPMENT BUT OF SELECTION			1490			27 3889		\$188 FFE (19.42)				8

4	-	V	1	-	1	1				2	
Movament	EBIT	EBR	WBIL	WBII.	NBL	NBR	法 第二条第二				I
Lane Configurations	A consequences	Ionaria weens	NO SPECIAL PLANS PROPERTY.	4	W/	especial massage	e autormunication de	CAPACIAN INTERNATION	dense and the second	her Nastan Armana and	
Sign Control Grade	Free 0%			Free 0%	Stop 0%						8
Volume (veh/h)	585	111	41	539	WIE ZO	131			PERSONAL PROPERTY.		78
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	INDINITE HOUSE	ENIONOMINACIONE	CANCER THE PERSON	AND STOLENGE TWO CONTROLS OF THE	29
Hourly flow rate (vph) Pedestrians	585	11	41	539	7	131					9
Lane Width (m)			REGISTRIANS	ZOSTEDNIKOM	THE CONTRACTOR	TOTAL METION PROPERTY.	CETTER SERVING	SENDEZUSIONERO		DANIES DE SECHE DE SECUENCIA DE LA COMPANION D	SE .
Walking Speed (m/s)		AND DESCRIPTIONS	MARKE MARKET COM	SCHURRANCE	MARRIER	SELECTION OF THE OWN	MICHEL PROPERTY.			A DESCRIPTION OF THE PARTY OF T	11
Percent Blockage											B
Right turn flare (veh) Median type		GTTERESTERNISH NO.	EUSKIDASTRATSKA	TS/CORDIT/ONE	er regester	MACANDE MONEGO GUARRIO	nakae wasanarin	HOLINA SAMPLES	STAINTHEN TO CONTRACT SALE	persuantententententen	en .
Median storage veh)	CHEOGROOGAMEN	SKIERSKETSELM	ADISTREBUTE.	BEISH NO	None		A STATE OF THE STA		ENGLES CARROLL	KEEDING ASSESS	Ž.
Upstream signal (m)								NO.			H
pX, platoon unblocked	PATRICULUM COATA	TENSET DO NOTO	TOTAL PROPERTY.	nenosannio anama	MARONOLONICA	HET VICTO COMMON BRIDGE	CENTRAL CONTRACTOR				
vC, conflicting volume vC1, stage 1 conf vol			596		1212	590					S.
vC2, stage 2 conf vol.	DESCRIPTION OF THE PARTY OF THE					OF TREE LEVEL TO MANAGE		BERT CONTRA	CERCIA SERVICE	ENGINE PROPERTY OF SE	B
vCu, unblocked vol		manuscraph and an	596	MANAGEM SCHOOL	1212	590	annes in creativities	S AND CHARLES AND ADDRESS OF THE	CHIRDNET CONTROL OF STREET		15
tC, single (s)			4.1		6.4	6.2		250			H
tC, 2 stage (s) tF (s)		KEROSETT TENESTIC	22		3.5	3.3	TANKA MARIANTAN	DUCANO MARAZARIA	OF THE SAME PARKETS AND ASSESSMENT	LEATHARRAN CONTROLLER	13
p0 queue free %	IOR FERTURALIST		96	COURT CHEST	96	74	SERCERATED		BARRAGE BARRAG	POSTANCIA POR PORTO DE LA COMPANSA DEL COMPANSA DE LA COMPANSA DE	ū
cM capacity (veh/h)		2.000	990		193	511					1
Discretion, Laner#	(EB) (F	WB 1	NB 1	AND DESCRIPTION OF THE PERSON	建	THE REPORT OF THE PERSON NAMED IN					ě
Volume Total	596	580	138						40年10年12日		100
Volume Left Volume Right	0	41	7	THE SUIT STATES	asteritore consumeration	SOURS AT DATE OF THE SOURCE SERVICE SE	EQUIPMENT OF THE PERSONS AND T	noodentawan	TO CHARLES AND THE CONTROL OF THE CO	SARIES NA TRANSPORTE NA TRANSPORT	e e
cSH	1700	990	472	ABBILLION OF	HERROSCHIE		HE WAS TO SEE	alikususeek	PURCHER PROPERTY	NAME OF STREET	Ā
Volume to Capacity	0.35	0.04	0.29			SHE DINE					ğ
Queue Length 95th (m)	0.0	0.9	8.4	mu manustra ustra	goethweyonnin	or o	NAME OF THE OWNER,	n octore e name e name			
Control Delay (s) Lane LOS	0.0	A	15.8 C								â
Approach Delay (s)	0.0		15.8			THE NESSES		in Fare at 5	DES OFFICERSIN		
Approach LOS	I CHARLOCOLOGICAL	NATIONAL DISCOURAGE	C	Sussessing frames	racestrativistic	WITH BOUTH ISSUE AND THE	3601213/223/90003	ectiva materialista	ETTXXXXESHIDIONARI	rakmas unique magnes and and a	4
Magalon Summay -	A STATE OF	ANY SHIP	Banniya.		28	AND AND AND			THE STREET		ı
Average Delay			2.1		La de la composición del composición de la composición de la composición de la composición del composición de la composi				THE RESERVE TO SERVE THE PERSON NAMED IN COLUMN 1		
Intersection Capacity Util	ization	7	7.3%	IC	U Level	of Service		i i)		a a
Analysis Period (min)	ENTHERSON DER		15	TOUS BUTTONES	MINISTER PROPERTY.	BESSER DE LA COMPANSIONE	NO THE BROKESE	run (a servenos au	CONTRACTOR CONTRACTOR	AND PROPERTY OF THE PROPERTY OF	2
	BEDDING SUPE	nsemendbe	CHEROMETER.		MISSISSISSISSISSISSISSISSISSISSISSISSISS	RHR-HIRD DROSSHS	MARKET DE PRODUCTION	化位5世纪 新祖	ASSESSED BUT BUT	网络拉拉斯斯斯斯 斯斯斯	ă.

		-	-	~	-	4	9		1		
Movement	EBL	EBTE	WBIT	WBR	SEL	SBR	HIS MANAGE			San Maria	100
Lane Configurations		4	4î		W					-	The same of
Sign Control			Free		Stop						
Grade Volume (veh/h)	252	0% 464	0% 452	28	0%	128	TO RECEIVE ON THE PROPERTY OF	ON CONTRACTOR OF THE PARTY OF T	ennegatimassica	(200000 C) CAMED HAVE IS	0000
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				BUNESIANUAS	
Hourly flow rate (vph)	252	464	452	28	9	128	THE RESERVE			North Control	NO.
Pedestrians	ondersoner	HERROLOGIANA	TORONT STRONG	DOTTO DE LA CONTRACTO DE CONTRA	n menon menonen						ur manufile
Lane Width (m) Walking Speed (m/s)											
Percent Blockage	NAME OF PARTY	e de la companie	SHEET SHEET		SELECTION OF THE SELECT		NECESSAL PROPERTY OF THE PARTY	TERSTER DE LA TRANSPORTE	ERENGERSKI DRO	STILL BEREITS BEALING	BETTER
Right turn flare (veh)	DEST OF SECURITY OF SECURITY	evenere and strain	ANTENDERS WHITE	nema macaeculos	ARM TOUR DRIVE	MARKEUNESCHAR	SONDREAD CONTRACTOR	CONTRACTOR CONTRACTOR	ANGRESS POSICIONALIS		5095625
Median type					None						
Median storage veh) Upstream signal (m)		SESSECTION OF THE SESSEC		92090789900	MANAGER EUROS	AND THE PERSON NAMED IN COLUMN 1	EDADONY PORESTURES	AT RESERVED MARKS BUT	dunio o un responsación	SECRECATION OF STREET,	0120
pX, platoon unblocked		ACCOUNT OF THE PARTY OF THE PAR	CITAL DESIGNATION OF THE PERSON OF THE PERSO	HIDEOURSES		ESPORT SERVE	SCHOOLS SEED FOR A	ANGE AND ANGELOS	er and a real	18121-1920-1931	WHE
vC, conflicting volume	480	AND DESCRIPTION OF THE PERSON			1434	466		和明明的		WALL STORY	
vC1, stage 1 conf vol	PSTEROSELECTORNA	COMMINGUISCON	TOO STATE OF	ENDERS VERNORED	attrantamen	- MEDANADARINA	ROPOLLY CHARLESPOOL	BEAUTODINADATEMENT			MINERS.
vC2, stage 2 conf vol vCu, unblocked vol	480	ALCOHOLD STATE	影响的影響區		1434	466		為上海色素			
tC, single (s)			100000000000000000000000000000000000000		6.4	612			TATELLIN SERVER		REES
tC, 2 stage (s)		***************************************		O MANOR CONTROLLED CONTROL	THE PROPERTY OF THE PROPERTY O	WWW.	TRANSPORTED THE RESERVE OF THE	C-SPACES INTERPRETATION OF	HAROMERICO DISCUSSIONI	STANIS STONE STANIS STANIS	ISBU)
tE(g)	77				3.5	3.3					
p0 queue free % cM capacity (veh/h)	1082			Made and the second	92 113	79 597	ROADSSOLINGTER HOUSE	almetranen must	DETROPHICADORISM	HERROGERE CHIEFLEDORICO	cana,
Olirection, Lane #	KARATATA PAUL			101081/1313/1005	100 MASS 1988		ANTOREGICILO DE DESSE	SUUD TADSOUS USEDS	SANK DEGREES OF		ISER
Volume Total	716	WB 1	SB 11	Bellin DREAM	Sees. When	SOMO SALA	ALEKSHINI SECTEMBER	MERCHIER SERVICE		G1174/22/28/26000	100
Volume Left	252	O	9	NO SERVICE DE LA CONTRACTION D	BEACH MICHIGARINA	NAMES OF THE PROPERTY OF THE P	TISHTOO BUTEROOTER		CHENESCHER	HULLISH SERVICE	19812
Volume Right	0	28	128						THE WATER		
cSH Volume to Capacity	1082	1700 0.28	466 0.29	SUPERIOR STREET	винараменией	onreasasamo	ninostrarobiosticist.	nacional parte de la constante	PROGRESSON STREET, THE STREET,	NYCENIONINA	menter
Queue Length 95th (m)	6.3	0.0	8.5		KHEE			REPRESENTED FOR		BURUAN DINUTSA	
Control Delay (s)	5.2	0.0	15.9					TE LINE	o and the same		期間
Lane LOS	Α		С	************			HATTA HATTA AND AND AND AND AND AND AND AND AND AN	THE REPORT OF THE PARTY OF THE PARTY.	manamonenous	MARKA TIRKTING CONTROL OF	OMES
Approach Delay (s) Approach LOS	5.2	0:0	15,9								
	MANAGES COMM	NIGHT HIS CATTO	С	W. 7 / PROPERTY.	-		MATERIA MATERIA			2017004034011000	
Intersection Summary Average Delay	E 2150/2	學的學問題的	4.4	海绵斑鹟	BESSET ST	THE REAL PROPERTY.	NAME OF TAXABLE PARTY.	NAME OF STREET			
Intersection Capacity Util	ization	8 8 8 8	Mark Mark Conference & November 1999		Level	of Servi	ce			SIAINSIGICATURE	965ax
Analysis Period (min)	marketinister and the	automostico M	15	MANAGEMENT	Applining to the second		on and an artist of			BELLINDER DELETER ST	MESS

Appendix B 2012 Total Traffic (with Existing Road Network) Intersection Operation Calculations

	•	→	*	1	-	4	1	†	1	1	ţ	1
inemevolN	EBI.	FBIT	EBR	WBU	W(B)II	WBJR	NBL.	(NB) (NEW	SBL	SBT	SHK
Lane Configurations	7	^	7	7	^	7	ň	^	7	7	1	7"
Ideal Flow (yphpl)	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	4.0	4.0
Lane Util: Factor	1.00	1,00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1,00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1352	1779	1512	1534	1731	1002	1615	2852	1445	1313	3259	1166
Fit Permitted	0.09	1.00		0.10	1,00	1.00	0.37	1.00	1,00	0.11	1.00	1.00
Satd. Flow (perm)	126	1779	1512	157	1731	1002	628	2852	1445	150	3259	1166
Volume (vph)	434	982	86	148	648	456	68	827	262	237	709	177
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj, Flow (vph)	434	982	86	148	648	456	68	827	262	237	709	177
RTOR Reduction (vph)	0	0	32	0	0	141	0	0	106	0	0	108
Lane Group Flow (vph)	434	982	54	148	648	315	68	827	156	237	709	69
Heavy Vehicles (%)	35%	8%	8%	19%	11%	63%	13%	28%	13%	39%	12%	40%
	m+pt		Perm	pm+pt		Perm	Perm		Perm	pm+pt		Perm
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases	2		2	6		6.	4	900	DI DESCRIPTIVI PALLERI S	MARTIN CONTRIBUTION COPYLIN		AND REPORTED IN PROCESS.
Actuated Green, G (s)	62.2	54.2	54.2	43.2	38.2	38.2	30.0	30.0	30.0	44.0	44.0	44.0
Effective Green, g (s)	65.1	57.1		45.1	41.1	41.1	32.9	32.9	32.9	46.9	46.9	4619
Actuated g/C Ratio	0.54	0.48	0.48	0.38	0.34	0.34	0.27	0.27	0.27	0.39	0.39	0.39
Clearance Time (s)	3.0	6.9	6.9	3:0	6.9	6.9	6.9	6.9	6.9			6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	273	847	719	105	593	343	172	782	396	156	1274	456
	c0.27	0.55		0.05	0.37			0.29		c0.13	0.22	
	c0.60		0.04	0.48		0.31	0.11	MARKET T	0.11	c0.47		0.06
v/c Ratio	1.59	1.16	0.07	1.41	1.09	0.92	0.40	1.06	0.39	1.52	0.56	0.15
	38.7	31.4		60.2	39.4	37.8	35.5	43.6	35.4	30,6	28.5	23.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
THE PROPERTY OF THE PROPERTY O	282.1	84.8	0,0	231,3	64.8	28.3	15	48.5	0.6	263.6	0.5	0.2
	320.8	116.2	17.1	291.5	104.2	66.1	36.9	92.0	36.1	294.2	29.0	23.8
Level of Service	LINE.	III K	B	F		E	D.	F	D	F		C
Approach Delay (s)	October 1992 ID-	169.7	************	****	112.5	N. A. Programme and St.	termore and	76.1	THE RESIDENCE OF THE PARTY OF T		84.1	MANAGEMENT II
Approach LOS		Zi SF			BEEFE		0550/46/15	E			E BE	
Intersection Summary	ALERSON.	NE DESIGNATION OF THE PERSON O	N 87 680	NAME OF	SHEARING &	THE REAL PROPERTY.	HCM RESE		SELECTION OF THE PERSON	SEASON AND AND	NAME OF STREET	A PERSONAL PROPERTY.
HCM Average Control De	lav	0.75%	114.9	i kasama	ICM Lev	el of Sc	rvice	140 (100)	UNINE C	0.340 (2865)	1.00 m	S. Helpin
HCM Volume to Capacity		omen service (ATA)	1.53	Pomoaetecnetto	istoria i del marco	uranthine la tina	TOWN MANAGES	HEREN WOOD IS	esorescue (IV)	PLACE CONTROL	DINGRENOUS.	TACK POLICE IN
Actuated Cycle Length (s		EREIDOUNIDESE	120.0	THE STATE OF	um of lo	sttime	(s)		0.8	DESIGNATION OF THE PARTY OF THE	SECTION OF REPORTS	NAME OF TAXABLE
Intersection Capacity Util		radhioodHJAJSKN						SHADELD MEDICAL DEP	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT NAMED IN COLUMN TWO IS NAMED IN COLUMN TRANSPORT NAME	NEWSCOOLS, CHESTON AND ADDRESS.	VERTURN PROD	DESCRIPTION OF THE PERSON NAMED IN
III Itol 360tion Capacity Ctil	ization	10	09.2%	10	CU Leve	of Ser	vice		Н			

31	1	→	7	1	+	4	1	1	-	1	ţ	1
Movement	FBIL	WEBIN	EBR	(MB);	WBIT -	WBR	NBL	MB1	NER	SBL	Sign	SBR
Lane Configurations	ሻ	^	7	7	4		ሻ	↑	T'	*1	î	
Ideal Flow (vphpl)	1900	1900	1900	1900	010000000000000000000000000000000000000	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	CMC NEW LOOK CO	4.0	4.0	4.0	4.0	4.0	MCZEROWET
Lane Util Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	пуравороння	1.00	1.00	0.85	1.00	0.98	пантопроид
Fit Protected	0.95	1,00 1746	1,00 1555	0.95 1615	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot) Fit Permitted	1285	1,00	1.00	0.17	1669		1674 0.23	1671	1317	1706 0.72	1685	SUPERIOR STATE
Satd. Flow (perm)	63	1746	1555	288	1669		411	1671	1317	1294	1685	ACHERBELEE
Volume (vph)	40	1009	89	52	1326	- 23	M#38	56	REDAMIN	46	252	44
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	1009	89	52	1326	28		11.56 N	7.00	46	252	44
RTOR Reduction (vph)	O	O	14	O	1	O	O	O	35	O	6	O
Lane Group Flow (vph)	40	1009	75	52	1348	O	38	34056	1000	46	290	O
Heavy Vehicles (%)	42%	10%	5%	13%	15%	5%	9%	15%	24%	7%	7%	37%
Turn Type	Perm	283.8	Perm	Perm -	House La		Perm		Perm	Perm	美国788 60	200
Protected Phases	ICHTER DELICATION ISSUED	2	and the state of t	ACCUPATION OF THE PARTY OF THE	6	CONTRACTORNA	MUNICHUMUMU	4		and the second s	8	PACKURATION TO SERVICE
Permitted Phases	2		. 2	6	原制制度	140	4		A	8		色影響
Actuated Green, G (s)	83.8	83.8	83.8	83.8	83.8		21.8	21.8	21.8	21.8	21.8	
Effective Green, g (s)	86.4	86.4	86.4	86.4	86.4		24.4	24.4	24.4	24.4	24.4	
Actuated g/C Ratio	0.73	0.73	0.73	0.73	0.73	THE RELIGION OF THE PARTY OF TH	0.21	0.21	0.21	0.21	0.21	anners and a second
Clearance Time (s)	6.6	6.6	6.6	6.6	6.6		6.6	6.6	6.6	6.6		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	SOUTH BANK ON THE
Lane Grp Cap (vph)	46	1270	1131	209	1214	areas.	84	343	270	266	346	建設開始
v/s Ratio Prot	0101297125751118	0.58	WARE	BENGANG GOOD	c0.81		98988	0.03		NO PROPERTY AND ADDRESS OF THE PARTY AND ADDRE	c0.17	AND STREET, ST
v/s Ratio Perm v/c Ratio	0.64	0.79	0.05	0.18			0.09		0.01	0.04		
Uniform Delay, df	0.87 12:0	10.5	0.07	0.25	1.11		0.45 41.3	0.16 38.8	0.03 37.8	0.17 38.9	0.84 4573	ANTENESTINE
Progression Factor	1.00	1.00	1.00	1.00	1.00	ISSNER CHARLE	1.00	1.00	1.00	1.00	1.00	BEDLEDSHOED
Incremental Delay, d2	83.5	3.5	0.0	0.6	61.8		3.8	0.00	Sero de	III ONSIN	162	WESTERN RESERVE
Delay (s)	95.6	14.0	4.7	6.0	78.0	NATIONAL ELECTRONIC	45.2	39.0	37.8	39.2	61.5	SHORESHARKER
Level of Service	THE EAST	HINN BU	A	A A	HARER			D.				
Approach Delay (s)	HEDORGII ENOMEDI	16.1	DOMOGRAPHICAL PROPERTY.	MMMCUNISACIO	75.4	an management and	AND STREET, ST	40.3	CLOSING COLORS	UNIQUED TO A PROPERTY OF THE PARTY OF THE PA	58.5	and market
Approach LOS		В			E	TA BER		D			E	
Intersection Summary		E INCHES					NO PAGE		and the same	A HONU		
HCM Average Control D		医	49.5	M SSEE 13	CM Lev	el of Se	rvice		D		THE BUILDING	ACRES :
HCM Volume to Capacity		PER PROPERTY OF THE PER PROPERTY OF THE PER PER PER PER PER PER PER PER PER PE	1.05	E WILLIAM SHIPLING NO		and the same of th	WINDLE DOUBLE	With Committee of the C	take itt rott	MADE NAMED OF STREET	and the second second	- ALLEGARIA
Actuated Cycle Length (1000	118.8	S	um of lo	st time	(s)		0.8			
Intersection Capacity Uti	lization	10	09.4%		U Leve				Н			
Analysis Period (min)			15									第 章
c Critical Lane Group			White-life is	COUNTRACTOR	GERMAN A	S. 925-1122 (123)	N.C. SCHOOL	WALLEY WALL	22 12 12 12 12 12 12 12 12 12 12 12 12 1	F. 1-14 17 18.	and Alexander	

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Movement	REBIE	EBIL	EBR	WBI.	WBII	WBR	NB)	NBI	NER	SBL	SBT	SBR
Lane Configurations		4	anasaan Ma	01025-N/N/	4	and beaut		4		Japanes, alizas	4	
Ideal Flow (vphpl)	1900	HINKLING TO HARDING STATEMENT	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util, Factor		1.00	362		1.00	No.		1.00			11,00	
Frt		0.99			1.00			0.97			0.98	
Fit Protected		1.00			1.00			0.99		HARLEY	0.99	
Satd. Flow (prot)	Managaraga	1760	-	alerane a meno	1753			1639			1814	
Fit Permitted		0.93	Male III		0.88			0.62	新国教科		0.93	
Satd. Flow (perm)		1632			1552			1035			1705	
Volume (vph)	34	1157	108	65	1380	17	28	64	25	57	320	52
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj: Flow (vph)	e-a-comercial thirties and	1157	108	65	1380	17	28	64	25	57	320	52
RTOR Reduction (vph)	0 -	3	0	0	0	0	0	8	0	0	4	.0
Lane Group Flow (vph)	0	1296	0	O	1462	O	0	109	OF	O	425	O
Heavy Vehicles (%)	10%	8%	5%	10%	9%	20%	28%	7%	9%	13% .	2%	2%
	Perm			Perm /			Perm		481	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			45			8		
Actuated Green, G (s)	NAME OF THE OWNER, ON	84.0		entroturas nas suct	84.0			24.0			24.0	
Effective Green, g (s)		86.0			86 0			26.0		6 PLANE	26.0	
Actuated g/C Ratio	EXCEPTION NAME.	0.72	I TOTAL SECTION AND ADDRESS OF THE PARTY OF	aumockychologyn	0.72		MENDOUS NUMBER	0.22	the insert two a		0.22	A A STATE
Clearance Time (s)		6.0			6.0			6.0				
Vehicle Extension (s)		3.0			3.0			3.0			3.0	7.15 A.77.55
Lane Grp Cap (vph)		1170			1112	E Paris	Jan String	224			369	
v/s Ratio Prot	SHARESHARE THE	KOLUMBURA A	non-ductrical trace	Milmonomon	- DUTHA DE TOTA DA	MINISTRACIO	NEW WARRANT TAXABLE	er e	TO COMPANY OF THE PARTY.			A STATISTICS COM
v/s Ratio Perm		0.79			c0 94			0.11			c0.25	
v/c Ratio	RECEIPTION OF THE	1.11	HORI COOKINS	sentimentopero	1.31	DIRECTOR OF THE PROPERTY OF TH	na kotalokou monon	0.49	n November and statement	metopoonen	1.15	energiano.
Uniform Delay, d1	10128113	17.0			17.0			41.2			47.0	
Progression Factor	timinate sandr	1.00	enterioria de la compa	, Raigemannines	1.00	NATION OF BUILDING	roscionaziano che	1.00	mandennimen	mannummu	1.00	communica.
Incremental Delay, d2		61.1			148.0	9984 <u>- 1</u> 1188		1.7			95.0	
Delay (s)	NORTH AND INCOME.	78.1	EDENOISE DINE	URTO PERFECT DISSE	165.0	Selectority and the	яновически оста	42.8	Thirt Andrews	norsantheastaine	142.0	COLUMN TO SERVICE STATE OF SERVICE STATE STATE OF SERVICE STATE STATE OF SERVICE STATE STATE OF SERVICE STATE STATE STATE STATE OF SERVICE STATE STATE STATE OF SERVICE STATE
Level of Service	TRUE CALE	70 A			105 A			D	H A Shalles		COLUMN TO STREET, STRE	
Approach Delay (s) Approach LOS	SERVICES	78.1	en mentoposiano	RANGE DE LA COMPANIE	165.0	SSERIOUSGOROST	BUGGESAGNITATA	42.8	NUMBER REPORTED	DESERVICEMENT	142.0	nichell sankert some
Appreach Los	MATURE ARTERIOR		THE PERSON	ESTREMES LES		P428000000000000000000000000000000000000	RESERVED BY		MARKET SEE			THE BUSH
Intersection Summary	阿斯斯教	Kerkita	美国新疆	國際經濟	WHITE	ENTAINE	學經濟學			Marie Marie		展開影
HCM Average Control De		DEPOSITE DESCRIPTION OF THE PERSON OF THE PE	123,6	H	CM Lev	el of Se	rvice	100	Ball En		400 300	RESERVE.
HCM Volume to Capacity	ratio		1.28	Contraction of		yan kanalesa			Anna Maria			AND DESCRIPTION OF THE PERSON
Actuated Cycle Length (s			120.0				(s)		8.0			
Intersection Capacity Util			7.4%			of Sen			Н		No.	A CHARLES
Analysis Period (min)			15									
c Critical Lane Group										- Automatical		

	-	1	1	•	1	-	2
Movement	EBI	EBR	WBIL	WBT	MBL	NER	
Lane Configurations	↑	7	٦	1	ሻ	7"	
Sign Control Grade	Free 0%			Free	Stop		
Volume (veh/h)	1102	25	21	0% 1307	0% 72	44	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	RECEIVEMENT OF THE PROPERTY OF
Hourly flow rate (vph)	1102	25	21	1307	72	41	
Pedestrians Lane Width (m)	OR VENTAGOS	astronous current	SECTION OF THE SECTIO		AT DESCRIPTION OF THE	O CONTRACTOR	
Walking Speed (m/s)	ALC: NO.		SHEEKSESE	BEREIRE			
Percent Blockage	hall sic				Williams.		
Right turn flare (veh)		MACCONDUCTOR WITH	and the same of th	Norman Arman	Service Administra		
Median type Median storage veh)		ESP-MI			None		
Upstream signal (m)		NI SECTION			ANN ASSESSMENT	20000000000	
pX, platoon unblocked	OKRONIO GARDAJES	Autometicarine	HOMEON OF THE	estronomicuo	unnakokokom	NASATA HINDDANIA	SALES REPORT OF THE CONTRACT OF THE SALES OF
vC, conflicting volume			1127		2451	1102	
vC1, stage 1 conf vol	STATE OF THE PARTY.	STATE OF THE PARTY	DANGE RESIDENCE	ERSONNICOS A	drieses se	e delle session	
vCu, unblocked vol	MINISTER CHARLES	amanana aran	1127	UDESKIEDE.	2451	1102	
tC, single (s)			4.3	STREET	6.4	6.2	
tC, 2 stage (s)	нацирантиры		nuowassenan	Competition and the	onisa iminata	TOTAL ENGINEE	TATION OF THE PROPERTY OF THE
tE(s) p0 queue free %	antescarios	RESIDENCE:	96		3.5	3.3 84	
cM capacity (veh/h)			574		33	254	
Direction Lene#	EBRE	EB 2	VBH	WB 2	NBM	NB 2	
Volume Total	1102	25	21	1307	72	141	TETTINGSPROMERNE PERFLIMENTE :
Volume Left	0	0	21	0	72	0	AND REPORTED TO STATE OF THE PROPERTY OF THE P
Volume Right cSH	0.00	25	0	0	0	41	
Volume to Capacity		1700 0.01	571 0.04	1700 0.77	33 2 21	254 0.46	
Queue Length 95th (m)	0.0	0.0	0.8	0.0	57.5	4.0	CONTRACTOR OF THE CONTRACTOR O
Control Delay (s)	0.0	0.0	11.5		816,3	21.9	
Lane LOS	0.0	TANTO DE PROTO DE CENTRA	B 0.2	THE REPORT OF THE PARTY OF THE	F constant	C	STATES (SECURE OF TAXABLE OF TAXA
Approach Delay (s) Approach LOS	UUU	ERMATRIANS S	0.2		528.1		
Intersection Summary	No.	ULTU ON COL		THE SECTION OF	o de la companya del companya de la companya del companya de la co		ASSESSMENT OF THE PROPERTY OF
Average Delay	AND VALUE OF THE PARTY OF THE P		23.3		AND DESIGNATION OF THE PARTY OF	M. SIGNOSTAN	
Intersection Capacity Utili	zation	15.57	CHIEF WANTER	10	U Level	of Service	e D.
Analysis Period (min)		marecratevites	15		www.manada	MARKING AND SALES	AND

	•	→	*	1	+	4	4	1	1	1	ţ	4
Mewemani	EBL	EBI	EBR	WBL	WBI	WBR	NBL	NBI	NBR	SBL	\$31	SER
Lane Configurations	Ŋ	7>		ሻ	14		7	4			4	
Sign Control		Free			Free			Stop			Stop	
Grade	MORE AND	0%	SUBSTRUCTION OF THE PARTY OF TH		0%	TONO CANADA	United Section 1	0%		HARMON STORY	0%	mperanticres
Volume (veh/h) Peak Hour Factor	1.00	982 1.00	1.00	1.00	1164	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)		982	1.00	73	1164				1.00	1.00		1.00
Pedestrians	REPROFESSION	ALLEGATION	RISTRICTATION.	2000 HILAMAN	DEADAL MARIN	SIGNERATIVESCOE	NROGET MATERIAL	BENNENHUARRER		RESENTATIONS	1	ISONORIE ALIN
Lane Width (m)	all probability	NT PERSONAL PROPERTY.		AND PROPERTY.								
Walking Speed (m/s)		- Distriction of the	III DI SIS GIOVALIA	ATT AND AND ROOM PROPERTY	HUNGHUNGUMENTA	act assessment of property	OCCUPANT DIRECTOR	THE NAME OF STREET	Economission	TENNESS (SPECIAL	1.2	HANGCESTEE BOOKS
Percent Blockage											0	March.
Right turn flare (veh)	nessaurrente	NI NI SERVICE DE LA CONTRACTOR DE LA CON	noroe/mmon/m	THE RESERVE OF THE PERSON NAMED IN	ens new entre	рожнопилопал		OLIVER DE LA COMPANIE	and the second second second	CTTUNES OCCUPANT	THE SAME OF STREET	nonem nei
Median type	938334							None			None	
Median storage veh) Upstream signal (m)	OSCIENTIA DECE	ONTO CONTROL OF CONTROL	(SURBIVIEW)	ASSESSMENT OF THE PARTY OF THE	SOROSOSINI	POTEURIE PROGRES	ON PROPERTY.	NASALESIASION	USENIEDIETIEN	THE PERSONS	etropienos sen	CONTRACTOR
pX, platoon unblocked	ABERRASINEO	SECTION.		SHESHIN	SERVICE DE							RMODESIA
vC, conflicting volume	1175		CONTRACTOR IN COLUMN	1036	DESIGNATION OF THE PERSON NAMED IN	BASASSITANTIHA	2410	2354	1009	2836	2376	1170
vC1, stage 1 conf vol	DELICE DE LA COMPANION DE LA C	TOO ILINEADOR LAUS	SED SHIP COLUMN TO SHIP	DILYMMUS	(Teleficina and the	ODBAGGE (USE)	METAL MARK			2000	******	SERVINGE STREET
vC2, stage 2 conf vol	2000年1000年		SWARK O		BASSEN II	1014300				THE REAL PROPERTY.		
vCu, unblocked vol	1175			1036		KATAMPA PERMANA	2410	2354	1009	2336	2376	1170
tC, single (s)	4.6			4.1			7.6	6.5	6.3	7.1	6.5	6,4
tC, 2 stage (s)		ENTERNO DE LOS	HIBOSHULUSTORNO	enorme menos	TOCOMINE THE TO	NAME AND ADDRESS OF THE PARTY O		emunicarior architecture	one was to make the make	TELESCO VINCTORIO	OMERS AND DO	CONTRACTOR OF THE PROPERTY OF
tF (s)	2.7			2.2			4.0	4.0	3.4	3.5	4.0	3.5
p0 queue free % cM capacity (veh/h)	97 440	exercise in the	A CONTRACTOR OF THE PARTY OF TH	89 667	mwmmararan	ASSESSED AND THE PROPERTY OF T	0	78 31	96 280	79 19	0	95 216
ELOCATION CONTRACTOR C		NEWSKER OF				161929290000000	STREET, SALE	MINISHER .	Zou	SKESTSTON	an our	N KIN
Direction trans#	EBI	E82	WEIT	WB 2	NB II	NB 2	SBILL	国的特别	A MENCHANT	MERNIN		RESERVE OF THE PERSON NAMED IN
Volume Total	12	1036		1174		17	126					
Volume Left	12 0	0 8/54	73	0 10	11	0	4	eaconogramm:	III MARKAMATIN SEAS	SOCIETATION	negnormumms	HOUSINGHAMON
Volume Right cSH	440	1700	667	1700	CONTRACTOR O	66	11 32			SERVE RA		EBEMBER
Volume to Capacity	0.03	0.61	0.11	0.69	Em	0.26	3.95	DSSSERVEDOR	SEPTEMBER STREET	ELECTRICAL SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND	SOLORE SERVICE	HUNDARRIN
Queue Length 95th (m)	0.6	0.0	2.6	0.0	Err	6.4	Err		ACCESSION STATES	HUSERMOON!		HAMESTELLES (S)
Control Delay (s)	13.4		RANGTIN	0.0	NI Emil	PROPERTY OF SERVICE	Erro		THE RESERVE	副部前移原		
Lane LOS	В	AND CHARLES AND CO.	В	runara curtorcanty is	F	F	F	STREET,	er an automorphism	and the state of t	DITISTICIPANDOSCITA	PVISACISHIBACIANO
Approach Delay (s)	0.2		0.6		Eir		Err			HARBORI I		
Approach LOS		1			F		F					
Intersection Summary	KINE N					SERVICE SERVIC		5745	Kerney S		SHARE	
Average Delay			Err				- Commission		media de la Companya	A. arrivate a la		ALCOHOL: UNIV
Intersection Capacity Uti	lization	7	8.3%	IC	U Leve	of Serv	/ice		J D			A1180
Analysis Period (min)			. 15					- Personal Parties	A STATE OF THE STA	entere de milit	- constraints	artical OPERIOR
							S VIII					ASSESSED OF

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Movement	1.634	EBR	Wat	WBIT	NBL	NBR	
Lane Configurations	1>			4	W		
Sign Control	Free			Free	Stop		
Grade Volume (veh/h)	0% 1094	INSARE-THE		0% 1406	0%	5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	AND THE PROPERTY OF THE STATE OF THE PROPERTY
Hourly flow rate (vph)	1094	18075	1 MAT 7 H	1406	7	5 5	
Pedestrians					2		
Lane Width (m)	直接關於於						
Walking Speed (m/s) Percent Blockage	HELEGONSEGNES	ammentus	WIESPIS BEREIO	SHESHTERN	1.2	EDITORIA PER SE	
Right turn flare (veh)	LOUGHERN RUSS (A)		PERMENASTI			BANTEL ESPRESSO	PHISPARI CHAINS AND GERTAL TO THE PARTY AND
Median type					None		
Median storage veh)	THE PERSON NAMED IN COLUMN	ELEMENTATIVE COMP	* E HOUSE DE LE				
Upstream signal (m)	SOURCE LAND						
pX, platoon unblocked vC. conflicting volume	HELSON PROCESS	COLOR HOSPITAL	1103		2520	1100	
vC1, stage 1 conf vol	HINDOORUNDEDE	HORTOGRAPH	BENNYMOR	RESERVED		MATERIAL SECTION	cinas auto parasta a asocio e emparae anche igenza a distribuira de caracter de descrit
vC2, stage 2 conf vol							NASA PERENGANAN PERENGAN PER
vCu, unblocked vol	MILINES AND TO THE WAY	CHARLES AND THE	1103	NETT PROPERTY.	2520	1100	
tC, single (s)			4.1	ELECTION	6.4	6.2	
tC, 2 stage (s) tF (s)	ENCIPSION DE LA COMPANION DE L	al Distance	1000		3.5	3.3	
p0 queue free %	HANDAM TEKNISTINE	19040000000	99	COLINGERINGE	77	98	wastaasimiga qipsagaa hastaareessa assissoo daaaa baasis daa saa
cM capacity (veh/h)			639		31	260	
Direction: Lane#	EB1	WB 1	NB 1		SECTION 1	HANDAGE AND A	
Volume Total	1101	1413	12				
Volume Left	0	7.	7				
Volume Right	7	0	5.1				
cSH Volume to Capacity	1700 0.65	639 0.01	49 0.25	REISEUTGHAN	endriumsiansi	TES SESTION TO	CONTROL OF THE CONTRO
Queue Length 95th (m)	0.0	0.2	5.8	OMERICAN CONTRACTOR	MEGUARISHIS	LINCOLAR MERCANDE	HALDER BESTELLED IN A THE SEA FLOAD BESTELLED SEA BESTELLED FOR THE SEA BESTELLED
Control Delay (s)			101.3				
Lane LOS	THE PARTY OF THE PARTY OF THE	Α	F				
Approach Delay (s)	0.0	0.7	101.3			自然的	
Approach LOS	99.005		F				
Intersection Summary	加了级思维					WE WHAT I	
Average Delay Intersection Capacity Ut	(III-aties	DATE OF THE PARTY	0.9 9.6%	STREET WILLIAM	S YTTER DECEMBER	TRUCKUM	229 1 3 4 6 6 1 5 1 6 1 5 1 6 1 6 1 6 1 6 1 6 1 6
Analysis Period (min)	ilization :	BERDERILS	15	STREETS	O Eeve	of Servi	
						CHECKSON	
THE PERSON NAMED IN TAXABLE PROPERTY.	A STATE OF STREET	a section of the section	THE PERSON NAMED IN	CONTRACTOR	THE CHARGE WATER	are unorazinotorian	 интернования принциперационности принциперационного противательного принциперации принциперации.

9.0	\rightarrow	1	1	•	1					
Movernent	BBU	HBK	WBIL.	WBII	NEL	NBR				9
Lane Configurations	}	pom/mmane	NATURA DO DA PORTO DE LA CONTRACTOR DE L	4	W	TOTAL STATE OF THE PARTY OF THE	TOTAL CONTRACTOR			
Sign Control Grade	Free 0%			Free 0%	Stop 0%	Meloja da Ser				M
Volume (veh/h)	1011	72	242	1404	0%	27	RESONAL PREMICANE	CONTRACTOR CONTRACTOR	TERROREE STATE OF THE STATE OF	服
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	HINDRAM HOUSE DANSELIN	GERTALSI REASTOCAFCINI SSI		24
Hourly flow rate (vph)	1011	72	242	1404	6	27			SECTION AND ADDRESS.	
Pedestrians	er terretaria de la composición dela composición dela composición de la composición dela composición dela composición dela composición de la composición del composición del composición dela composición del composición del composición del composición del composición dela composición del composición del composición del composición dela composición dela composición dela co	grandania a	000000000000000000000000000000000000000	autorence.	SERVICE CONTROL OF	BELONGTH BRIDGE CHESSU	national desirence and the second	STOREGRATIC HEROTONICAL INC.	PARTING HEREITE PRODUCTION OF THE SECOND PROPERTY.	275
Lane Width (m) Walking Speed (m/s)	ORBERNAM	ALABOTE S		SELECTION						89
Percent Blockage		West Post	BESS CHINANE	STATE OF THE PARTY		ELECTRIC PROPERTY OF THE				100
Right turn flare (veh)	DESCRIPTION OF THE PARTY OF THE	Honerano	waxaan ganaada	Account pursues	1900mGGGGGGG	en e	S DEPLOYATE DE CONTROCKETO CO	THE STATE OF THE S	CENSOREINAMINISCENSCHMEE	pur
Median type					None					
Median storage veh) Upstream signal (m)	TO A SOLUTION DE LA COLUMN DE L	ISBS BRADE BOOK	NATION DESCRIPTION	CONTRACTOR OF THE PARTY OF THE	THE PROPERTY OF THE PARTY OF TH	CHI MINITERE CHI	E FRATSFROMESTAL READER	ANGROET BUNDER CHECKER		853
pX, platoon unblocked	EEGAPAHRRIK	660000000	EDECH HOUSE DESIGNATION OF	ACCEPTAGE.	LUNE SHELSTER			NAMES OF TAXABLE STATES		8
vC, conflicting volume			1083		2935	1047	MINISTER STREET, ST.	ADMINISTRA		民語
vC1, stage 1 conf vol							Committee of the Commit	WARA CARRIED COURS CONTRACT OF THE PARTY OF	and the second second second second	-
vC2, stage 2 conf vol							All that was			
vCu, unblocked vol tG, single (s)		MINISTREES OF	1083	BATHER TRANSPORT	2935 6.9	1047	THE REPORT OF THE PARTY OF	STREET, SOURCE WILLIAM PROPERTY	AND THE RESIDENCE OF THE PARTY	786
tC, 2 stage (s)	PUTTERNERSTAFFERE	emprore masses	INTERNACIONES	BUSINEDARENAN			AND REPORTED BY	DANASCOLERCISONODOLE		US.
tF(s)			2.2		4.0	3.5				
p0 queue free %	swipomnopim	moracouconemi	63	enercoanuraca	13	89	NEWSCHOOL STATE OF THE STATE OF	PROFESSION CONTRACTOR DESIGNATION	ATTENNESS MEDICAL PROPERTY OF THE PARTY OF T	00
cM capacity (veh/h)			652		7	256				ä
Direction, Lane#	PARTICIPATION AND PROPERTY.	WB II	market and the plant of the last	明認問者					STREET, STREET,	
Volume Total Volume Left	1083	1646 242	33 6						34.18600年	M
Volume Right	1007201	242	27	BOLKO O SPECTE BAG	POTOROARESA	THEORY SPECIMENT HEREIN	REMARKACIONE DE LA COMPANION D	THE STATE OF THE S	SECURE SEARCH SERVICE	EST
cSH	1700	652	34	NOGROUMISTING	COLUMNICATION	SACSOLICE MODINGBEES MATE	BENERAL THE PROPERTY WE WE	RELIGERACIES AND ACCUMENTATIONS	MPSUMOTATISTER GRUNDATIO	202
Volume to Capacity		0.37	ACCUPATION OF THE PERSON OF TH							Œ.
Queue Length 95th (m)	0.0	12.0	24.2	науманарациал	DOCCHURTORI LITTUTTIC	THE STREET	DESCRIPTION OF THE PROPERTY OF	DEWINGSHIP OF THE PROPERTY OF THE PERTY OF T	NO PORREST TRANSPORTATION OF THE SECOND OF	acz
Control Delay (s) Lane LOS	0.0	27.0 D	320 U				SERBALSATE			
Approach Delay (s)	0.0	27.0	177.0							删
Approach LOS	National dimensional	MINISTERNA CARROL	F	AND GRADIES AND THE TOTAL	HERITARIAN CONTRACTOR SELECTION CONTRACTOR SELECTIO	account rocconducado de salación	ORGOND CHOCKEN TEMORISM	METALCHICATION DISTRIBUTION CO.	#X04090000000000000000000000000000000000	264
Intersection Summary	A TON STORES							ASSESSMENT OF	DESTRUCTION OF	M
Average Delay		Sent managed	19.9							-
Intersection Capacity Ut	lization	11	CONTRACTOR OF THE LINE	IC	U Leve	of Service		Н	5274 (14.4)	
Analysis Period (min)	demonstration	SUPPLE SERVICION DE	15	OR OTHER DESIGNATION OF THE PERSON OF THE PE	SHEETERSON	(Unicognomiaeum	MANUFACTURE OF THE PARTY OF THE	M OORBUIDKELDAWIING LITERS		200
	erren etak			300						10

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Movement	EBL	CBI	WBIT	WBR	SEL	SBR	
Lane Configurations		र्स	4		**		
Sign Control	(93.42)	Free	Free		Stop		
Grade Volume (veh/h)	W 97	0% 1011	0% 1406	TO BE SEED OF THE	0% 16	240	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	BERTATTATICALISATIONATA
Hourly flow rate (vph)	27	1011	1406	managed broaders to a light of the	16	240	
Pedestrians						anning and an included	AND
Lane Width (m)							
Walking Speed (m/s) Percent Blockage	TOTAL STREET		BANALEHAR HATTER	DESERVACE AND	CONCERNO DE LA CONCE		and the second of the second o
Right turn flare (veh)		BURNESS STATE	ENTRICKE ENTRE	MERCHANISME	RECORDERENCE	NAMES CONTRACTOR	STEERS FIELDS BEFORE DE XONE EN DE NOTE DE LE SER CONTRE LE ATRONNES DE LE CONTRE LE ATRONNES DE LE CONTRE
Median type				SERVICE STATE	None		
Median storage veh)	I TO THE REAL PROPERTY.	PATRIANCH DE DIE	THE CONTRACTOR OF	UPANES NA ANA			
Upstream signal (m) pX, platoon unblocked							
	1408	ERSTANDING	ORFOLDSON OF THE	olemae stasa	2472	1407	
vC1, stage 1 conf vol		THE STATE OF THE STATE OF	MESON DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO THE PERSON NAMED IN COLUMN TO T	HIREGRANDS	STATE OF STA	MATERIAL STREET	THE STOUGHT TO THE SET PARTY TO SET THE SET OF SECOND SERVICES.
vC2, stage 2 conf vol							
vCu, unblocked vol	1408	racional contract and	articonalismostics	SUDVENINE DE LE	2472	1407	
tC, single (s) tC, 2 stage (s)	4.1				6.4	6.2	
iF (s)	2.2	AUSTO MARKE	MATERIAL PROPERTY.	HIZATIA SABUE	3.5	3.3	
p0 queue free %	94	annest communication	II PARKUSEUM I REPAI	meanning (Appella	49	0	na, acumacum ato acum ate conquaramenta and an acum and an acum and an acum and acum and acum and acum at a cum
cM capacity (veh/h)	485	Marie II	N Balleau		31	170	
Direction, Lane # + 1	EB 1	WB 1	SE 1				
Volume Total	*HINDERSON STREETS AND PROPERTY.	1408	256				
Volume Left	27	O	16	nonmanmon	onogramiczne	ownermounne	NOTICE AND THE STREET OF THE S
Volume Right cSH	0 485	1700	240 133		Reality		
Volume to Capacity	0.06		192	RELEASE PROFITE	U00882480	NATIONAL PROPERTY.	CHESIKA KESECAN KECIMIKANA SENDENGAN KANDAN
Queue Length 95th (m)	1.2	0.0	140.8	oetinaen paradan p	UKETANO PRINCINI	TOTAL SPECIAL CONTRACTION	THE DESCRIPTION OF THE PROPERTY OF THE PROPERT
Control Delay (s)	2.1	0.0	497.1				
Lane LOS	A	THE PARTY OF THE	F assemblion	TOURTHEENSTERNE	TOTALINAPPORTURAT	TRINGSSTAMONI	Included 1925 the continues and are observed by the sevent of the control of
Approach Delay (s) Approach LOS		UU	497.1	126321616	ACCOUNT OF		
	(SHAPES CORNE)	UNITED BY A STATE OF THE STATE	HOLLES CONTACTOR	THE REAL PROPERTY.	STATE OF THE PARTY	acine ed cumous	
Intersection Summary Average Delay		NEWSTRANSPORT	47.9	ME SERVE	OF STREET	A STATE OF THE STA	
Intersection Capacity Util	ization	9	7.3%	S I C	U Level	of Servi	ce
Analysis Period (min)	BANGS PROTOCOL	IO/NONWHEELD	15	weening to the	egdilminili Azid	ocationidalities	A BORNANIA DE LA CILITA DE LA CONTRACA DE
	THE HOLD BY		SEE DESUERIER	SUBSTRUM	HISTORY IN		

	-	*	*	5070-10	1	1			8 7	
Movement	BBB	EBR	WBI	WBI	NBL	NBR	SECTION AND ADDRESS.	ESSENCE AND A STATE OF THE PARTY.	SOLD PARTY.	218
Lane Configurations	4	THE RESIDENCE AND IN		4	744					_
Sign Control	Free			Free	Stop		102030124			
Grade	0%	Therese are a supple	THE RESERVE OF THE PERSON NAMED IN	0%	0%					
Volume (veh/h)	947	32	238	1364	4	44	Park at a			鬬
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	ESCALIBRIDADE DE DATAMENTA	EACHER BURNES AND REAL PROPERTY.	ENERGE SERVICE CONTROL OF THE	SOBITS.
Hourly flow rate (vph) Pedestrians	94(Z30	1304	55 m 4 m	SINAAAAA	Parakiran para		CREATED SECTION AS A STATE OF	
Lane Width (m)		MARK BARNE		BUELESBESSE	PARTICIPATION AND A STATE OF THE STATE OF TH		BARON SISSESSES	TANK STATISHED SEC	AND THE PROPERTY LAWSE	SES
Walking Speed (m/s)	DANSED WAS COLORED	SAILKERCHOUSEG	COMPAND CHOSTEN	contract constraint	INCOMESSION ROS	анинационрац	SEASTED AND SECURE AND APPEARS OF THE	MODE SEPTEMBER SPECIAL SIGN	SERVICE DESCRIPTION DE L'ARTES DE SAN	2013
Percent Blockage				Maritime.		A 1180072		950 35 05 6 45		
Right turn flare (veh)										
Median type	数据数许				None			多美 法 计位		圖
Median storage veh)	ON THE PROPERTY OF THE PROPERT	rotmaseteromas	nisonneppiere	FUMORODUES	NAME AND ADDRESS OF	CONTRACTOR CONTRACTOR	ENTO MASO PER SUTTO FOR THE SUBJECT OF THE SUBJECT	SERVICIONE AND HOUSE PROPERTY OF THE SERVICE OF THE	versionesement matter	upm
Upstream signal (m) pX, platoon unblocked	BSALIBER LIS		HUMBIEST H	CUMBER	MESSEL SAFE					BEE BEE
vC, conflicting volume	ZIADIOMESIGISM	ALTHOUGH AND S	979	KURETINES	2803	963	THE WASHINGTON		MATERIAL MERCANIA VIEW	M008
vC1, stage 1 conf vol	REALINGUISCOCCUSATION	ereno constitui	arrassa (para)	Storocke) Transfer		CHAMMON OF THE PARTY OF THE PAR	INDEXECTION OF THE PROPERTY OF	2000 CONTRACTOR CONTRA	SGARGERUTUR NESTHUVES OF	2692
vC2, stage 2 conf vol					APTITION OF			March Short		
vCu, unblocked vol			979		2803	963				
tC, single (s)			4.1		6.6	6.7				
tC, 2 stage (s)	CLISTOR MORNEY (STEEL)	ALGRED TO THE ALGRED	ennosiisemin	DESKONINGENING	MINISTER STATES OF THE STATES	monosorsaumman	TURNOTURA BETTO CONTINUO DE LA CONTI	ELECTROPHIC CONTRACTOR OF THE	THE PERSONAL PROPERTY OF THE PERSON	moun
tF (s) p0 queue free %			67	maeanaena	3.7 64	83				
cM capacity (veh/h)		THE STREET	713	SHOULD REPORTED		253		TERROLLEN PER	RESPONSIBLE MEDICAL	naes
CHARLES AND AN ADDRESS OF THE PROPERTY OF THE	ALEGNACISTICS CO.	OBACHURICHER CASTONICA	ARTHUR DESCRIPTION	REPUBLISHER	RESERVANCES		STREET, HAVE PROTOCOLOGICAL	EBSONERSON MARKETON		5285
Direction, Lane#	CONTRACTOR OF THE PERSON NAMED IN	WB 1.	NB 1	Lancier Vielan	ner sommer som	SOSIUM INCOMESONO			er otheres treet state of	
Volume Total Volume Left	979 0	1602 238	48					THE STREET SHEETS		Mi
Volume Right	32	230	44	200000000000000000000000000000000000000		STATE OF THE PARTY	ENDING RECKISOR DE ANTONIO	THE THE PERSON NAMED IN COLUMN	SCRCISIVANION EN EN ENCE	EGE.
cSH	1700	713	90	MACHINEL MICH.	SERVINE DE L'ACTION DE LA COMPANIE	minesascommens	DENNING THE PROPERTY OF THE PARTY OF	SEGRETARISTA CHIEFESO	ABMINISTERATION	9094
Volume to Capacity		0.33	0.53							翻
Queue Length 95th (m)	0.0	10.3	16.5						AND THE REAL PROPERTY OF THE PERSON OF THE P	INFLORE.
Control Delay (s)	0.0	\$100.001 9996.140 ,66708.51070	83.4					NY STATE OF STATE		
Lane LOS	MINISTER NO.	C	F	Sissimoreado	поличения спо	NO CONTROL OF THE PROPERTY OF		POT INCOME TO THE REPORT OF THE PARTY OF THE	and the second second	NOTION .
Approach Delay (s). Approach LOS	0.0	19.9	83.4	RINBASIDAR	nuserons			新的。	AMERICA DE LA COMP	趣
			Г							
Intersection Summary			HE WASHIN	SERVING STREET	D STATE					GEN!
Average Delay	THE RESIDENCE	TOPONOCEOS	13.7	STANSON OF STREET	active specimens	NUMBER OF THE PROPERTY OF		MIGHTON ION ION ION	DIE GEGENERALISE GEGENERALISE	entra
Intersection Capacity Util Analysis Period (min)	ization	295016615	0.1% 15	SEE SEE	U Leve	of Service	e	H RESERVE		
	ETHER FAREIU					BERNINGSWEET	S Pleasa and the second		position of the first and	2000
The second section of the second section of the second section of the second section of the second section sec	CAROLINE WARREST LAND BUT	CONTRACTOR STATEMENT STATE	ATTENDED TO STATE OF THE PARTY	NAME OF TAXABLE PARTY AND POST OF TAXABLE PARTY.	THE RESIDENCE OF THE PARTY OF T	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	THE PARTY OF THE P	MATERIAL PROPERTY OF THE PARTY	THE RESIDENCE OF STREET, NAMED PARTY AND ADDRESS OF STREET, THE PARTY ADDRESS OF STREET, THE PARTY AND ADDRESS OF STREET, THE PARTY AND ADDRESS OF STREET, THE PARTY AND ADDRESS OF STREET, THE PARTY	COLUMN TWO

→	
Movement FBL FBIL WBIL WBR SBL SBR	
Lane Configurations A A Y	
Sign Control Free Free Stop	
Grade 0% 0% 0% Volume (veh/h) 173 818 1311 8 9 291	KUDK I DOMOGO (DASTO) TAVOR KOVERNOV
Volume (veh/h) 173 818 1311 8 9 291 Peak Hour Factor 1.00 1.00 1.00 1.00 1.00	
Hourly flow rate (vph) 173 818 1311 8 9 291	CHARGE CONTINUES EXPLOYED
Pedestrians	STATEMENT OF THE STATEMENT OF T
Lane Width (m)	
Walking Speed (m/s)	
Percent Blockage Right turn flare (veh)	
Median type None	
Median storage veh)	TURKUR-HUMENRARAN MANAGERA
Upstream signal (m)	
pX, platoon unblocked	
vC, conflicting volume 1319 2479 1315	
vC1, stage 1 conf vol vC2, stage 2 conf vol	SELECTION AND AND DOMESTIC HOLD BY
vCu, unblocked vol 1319 2479 1315	ESTREEN
iC, single (s) 4.1 6.4 6.2	
tC, 2 stage (s)	Sometiments of an electric and an electric and a least
IF (s) 3.5 3.3	
p0 queue free % 67 59 0 cM capacity (veh/b) 524 22 193	NAME OF THE PROPERTY OF THE PR
PROCESSOR STATE OF ACT FOR DELIGIOUS WASHINGTON OF THE DESIGNATION OF THE PROCESSOR OF THE	
Direction, Lane # 1 2001 BB 10 WB 10 SB 11 7 10 10 10 10 10 10 10 10 10 10 10 10 10	
Volume Total 991 1319 300 Volume Left 173 0 9	
Volume Left 173 0 9 Volume Right 0 8 291	2008/1970/DOMENTIAN WARRANTS
cSH 524 1700 156	Patriminal participation of the Control of the Cont
Volume to Capacity 0.33 0.78 1.92	
Queue Length 95th (m) 10.0 0.0 160.1	
Control Delay (s) 10.7 0.0 484.8 Lane LOS B F	
Lane LOS B F Approach Delay (s) 10.7 0.0 484.8	SERVINOS DE DIVINICIS DE LA COMPOSITA DE LA CO
Approach LOS F	HISANAISERINAUNGHUMBAGAL I
	CATALOGICA CONTRACTOR AND
Intersection Summary 59.8 59.8	and in the property of the
Intersection Capacity Utilization 150.6% ICU Level of Service H	TUTTER TREATMENT OF THE TAX THE TAX
Analysis Period (min) 15	TOCHER SERVICE
DESENDED SE EN 19 DE LEGA DE LA CALENDA DE SE DE UN CARROLLO DE LA CALENDA DE LA CALEN	PETROLOGICO CONTROLOGICO DE ACUADA

	•	→	*	1	-	4	1	1	1	1		1
Movement	EBL	EBT	EBR	WBL,	WBIL	WBR	NBL)	NBI	NBR	SBL	SBIL	SBI
Lane Configurations	7	↑	7	Y	1	7	7	ተተ	7	7	十 个	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Utli, Factor	1.00	1,00	1.00	1.00	1,00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1,00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1323	1746	1328	1630	1812	1150	1738	3318	1541	1352	3147	1328
Flt Permitted	0.09	1.00	1.00	-0.09	1.00	1,00	0.27	1.00	1.00	0.20	1.00	1.00
Satd. Flow (perm)	129	1746	1328	158	1812	1150	495	3318	1541	280	3147	1328
Volume (vph)	253	743	39	261	969	167	1101	684	173	479	845	385
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	253	743	39	261	969	167	101	684	173	479	845	385
RTOR Reduction (vph)	0	0	18	0	0	55	0	0	120	O	O	110
Lane Group Flow (vph)	253	743	12h	261	969	1112	101	684	53	479	845	275
Heavy Vehicles (%)	38%	10%	23%	12%	6%	42%	5%	10%	6%	35%	16%	23%
Turn Type	pm+pt	TEACH BEAUTY	Control of the latest and the latest	-	University of the	Perm	Perm	960000000000	Perm		O TERROLISMA	Perm
Protected Phases	5	2	SCHOOL STATE	1	6	MINISTER ACTION	ULDUNCS MILITARINE	4	MARKAGAMO!	3	8	CORRENA
Permitted Phases	2	1200 MAN	JAN 2	6	ZONHEZI KARONIE	6	SEE 101/200	HEERICA HATE BUR	ALTERNATION OF THE PARTY OF THE		THE REPORT OF THE PARTY OF THE	
Actuated Green, G (s)	47.5	40.4	40.4	47.5	40.4	40.4	29.0	29.0	29.0	39.1	39.1	39.1
fective Green, g (s)	494	43.3	43.3	49.4	43.3	43.3	31.9	31.9	31.9	42.0	42.0	42.0
Actuated g/C Ratio	0.48	0.42	0.42	0.48	0.42	0.42	0.31	0.31	0.31	0.41	0.41	0.41
Clearance Time (s)	3.0	6.9	6.9	3.0	6.9	6.9	6.9	6.9	6.9	3.0	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
ane Grp Cap (vph)	132	731	556	162	759	482	153	1024	475	177	1278	539
//s Ratio Prot	c0.11	0.43	MISSE	0.09	0.53	menta a com		0.21	DELL'HISH	c0.16	0.27	11000
//s Ratio Perm	c0.80		0.02	0.67		0.10	0.20	SPERIOR DESCRIPTION	TATA TATA	60.94		0.21
//c Ratio	1.92	1.02	0.04	1.61	1.28	0.23	0.66	0.67	0.11	2.71	0.66	NUMBER OF STREET
Uniform Delay, d1	50.9	30.1	17.7	24.2	30.1	19.4	31.0	3121	25.6	29.2	24.9	0.51
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ncremental Delay, d2	439.3	37.5	0.0	301.7	134.6	0.2	10,2		INOUTH	783.6		0.00
Delay (s)	490.1	67.5	17.8	325.9	164.7	19.6	41.2	32.8	25.7	812.8	26.2	23.7
evel of Service	HARM EN		IN IN IN		BUNG HIT	B.B	THE DIE	32.0	20.7	MINISTER OF	20.2	
Approach Delay (s)	DEPREMATIONS	168.9		ASSENTABLES	177.5		BIRTHER PROT	32.4	RECEIPTS THE	MATERIAL ASSET	OMETHER ENGINEERING PROPERTY.	C
Approach LOS	TRANSPORTED FOR THE		STATEMENT AND A STATE OF THE ST	PENERGOOD		MANAGEMENTS	on Biddell Sausa of	SZ.4	MARTHURISM	BETREFREIS METERN	246.1	EMPRESSON
ntersection Significany	arenten (nam)	angeatage Angeneral			HERZEDINASANS					STATE OF THE STATE	ELENGARISH TARIS Moduration	
ICM Average Control D	elay	ALCOHOL: NO	171.5		CM Lev	el of Se	nvice			n en en da	10 SU(40 de	
ICM Volume to Capacit			2.24		on any condition of the	PORTUGUIÇÃO DE LA COMPANSA DE LA COM	endunication(h)	WANTED STREET		A PARTITION	managetal di (Estilla)	AND DESCRIPTION OF THE PERSON
Actuated Cycle Length (SACE N	103.4	S	um of lo	st time	(s)		12:0	ENSIDER		NATIONAL PROPERTY.
ntersection Capacity Ut			23.8%		CU Leve			DOMESTICS	H	ALMO CLINE DOPOLE	WINDS STREET	AT THE PROPERTY.
Analysis Period (min)		THE TRACK	151	March on Lawrence Admiron Street, &	PROMINE EN HALLE	AND MEDICAL				HERE EN	MENURAL STREET	RECEIPED
THE RESERVE OF THE PARTY OF THE	ACCORDING TO STREET, S. L. S.	AND DESIGNATION OF THE PERSONS ASSESSMENT	UNION WINDOWS	CONTRACTOR	ALCOHOLD BE SHILLING	mercus por contrata vilvo	THE PERSON NAMED AND POST OF THE PERSON NAMED	MARKET SALES FOR THE SALES	THE RESERVE OF THE PARTY OF THE	NAME OF TAXABLE PARTY OF TAXABLE PARTY.	HOMEO 2000 CO. (CO.)	EDELLIN TOTAL

18	1	-	7	1	—	4	4	1	1	1	↓	1
Movement	EBL	EBIT	IEBR	WBL	WET	WBR	NBI	NBIL	NEK	SB	Skil	SBR
Lane Configurations	7	1	7	7	1	500	7	↑	7	7	P	
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	DESIGNATION OF THE PERSON OF T	4.0	4.0	4.0	4.0	4.0	unida maria
Lane Util. Factor	1.00	1:00	1.00	1.00	1.00		1.00	1.00	1,00	1.00	1.00	MARKEN
Frt Hanasementen meneralen er	1.00	1.00	0.85	1.00	1.00	KSD DIEUKINOONEE	1.00	1.00	0.85	1.00	0.94	CHENNES CONT. IN
Fit Protected	0.95	1.00	1.00	0.95	1,00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1547	1700	1484	1659	1790	PRINCIPAGE	1560	1847	1408	1825	1444	VOLUMENT SOUTHER
PROPERTY AND ADDRESS OF THE PROPERTY OF THE PR	0.05	1,00	1.00	0.11	1,00		0.72	1.00	1.00	0.28	1.00	
Satd. Flow (perm)	75	1700	1484	189	1790	one was	1176	1847	1408	539	1444	NAME OF TAXABLE PARTY.
Volume (vph)	43	1151	45	32	1293	38	88	262	64	12	37	26
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (yph)	43	1151	45	32	1293	38	88	262	64	12	37	26
RTOR Reduction (vph)	0 43	0 1151	6 39	0 32	1	0	0 88	0 262	51 13	12	21 42	O September of the Company of the Co
Lane Group Flow (vph)		13%	10%	COMPANIATION OF STREET	1330	MONTHUNDS	EMBROUGHE DE LES HARRES		16%		HOUSE SERVICE AND SERVICE OF THE	3300
Heavy Vehicles (%)	18%	1370 BUSHINGOOD		10%	7%	3%	17%	4%	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	0%	19%	33%
Turn Type Protected Phases	Perm	EHRESTER STATE	Perm.	Perm	EXEMPLES		Perm	THE REPORT OF THE PERSON OF TH	Perm	Perm		
Permitted Phases	2	2	10 miles	6	6	OUTS CONTRACTOR	SCHOROPPICACIO	4 Heropoparana	non substantia	NATION AND	8	REPORT PORTS
Actuated Green, G (s)	83.9	83.9	83.9	83.9	83.9	AND PERSONS	20.2	20.2	20.2	20.2	20.2	BEAUTION OF
Effective Green, g (s)	86.5	86.5	86.5	86.5	86.5	GEOLEGICZ SAND	22.8	20.2	22.8	22.8	22.8	OH HOUSE BEEN
Actuated g/C Ratio	0.74	0.74	0.74	0.74	0.74	ROBERSONER	0.19	0.19	0.19	0.19	0.19	erroracen
Clearance Time (s)	6.6	6.6	6.6	6.6	66		6.6	6.6	66	6.6		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	THE PROPERTY.	3.0	3.0	3.0	3.0	3.0	ASPARABLE SE
ane Grp Cap (vph)	65	1254	1094	139	1320	SEESSE FREE IN	229	359	274	105	281	Lake Secretical
//s Ratio Prot	東部町大大市	0.68			c0.74	ACCHILICUM	MILLSON	c0.14		ROBA CHA	0.03	MOSSIBUTEST
//s Ratio Perm	0.57	BING LERISON	0.03	0.17	WEEKSENSON	ETHERISATION	0.07	REPORTERED	0.01	0.02	BUNGRICUS	E PER EN EN
//c Ratio	0.78	0.92	0.04	0.23	1.01	ommorandes:	0.38	0.73	0.05	0.11	0.15	MARKET ROMORD
Uniform Delay, df	9.5	12.5	11421	4.9	15.4		4111	44.4	38.4	3819	39.2	NAME OF STREET
Progression Factor	1.00	1.00	1.00	1.00	1.00	III)MIAOOD II II IAO	1.00	1.00	1.00	1.00	1.00	ROUNIADOURCE
ncremental Delay, d2	50.5	10.7	0.0	0.8	26.7			7.3	0.1	0.5	0.2	
Delay (s)	60.0	23.2	4.2	5.7	42.1	NEIGHEREUSE/FIX	42.2	51.6	38.5	39.4	39.5	NEWSCHIMISCHES
evel of Service	MAE.	THE C	A	E OLA	DA DA		SE DE	D	Jan D	D	D	STATE OF THE PARTY.
Approach Delay (s)		23.8			41.2		OCTUBER DE SERVICE	47.6		annica statement	39.4	And the second second
Approach LOS		C	医建筑		O D			D				
Intersection Summary	MANUSCH MINIST		SECONDARIO	TANDAL SECTION		SHISHING	AND COMMONTO COM	PERCHASIAN	THE RESERVOIS	MINISTERNO I	NATIONAL SERVICES	
	414 00 (400)	San Halestone	Hisyapan	Stere I all course	CONTRACT	ioteora(ex	uezoete.		6' - T- T-	enter e desello	Section Mark Res	A STATE OF STREET
HCM Average Control D HCM Volume to Capacity			35.0 0.95	BENEFIT BENEFIT OF	IGM Lev	eror se	ivice	anau Russ	D	SORTH SERVICE		No Con Lon
Actuated Cycle Length (SECREPTIFICATION	117.3	eneganie	WAR AFTE	SERENTE SERVICE	ZENGROOM	SHIP DOOR NO	SEE SE	NE CONTRACTOR OF THE CONTRACTO	COLUMN DESIGNATION OF THE PARTY	BENEVER PROPERTY OF THE PARTY O
ntersection Capacity Uti		HODERSEN N	95.6%		of lo CU Leve				8.0 F	ness that their	THE PERSON	10000
Analysis Period (min)			95.0%	ASSESSED AND ASSESSED AND ASSESSED AND ASSESSED AND ASSESSED ASSESSED AND ASSESSED ASSESSED AND ASSESSED AND ASSESSED ASSESSED ASSESSED ASSESSED AND ASSESSED ASSES				REPORTED AND	THURSDAY TO	SOMEONIANS	READWARK	RATE CONTROL OF THE PARTY OF TH
Critical Lane Group	HUEBBUR	inderestia esti		unitersald.	NAME OF TAXABLE PARTY.	ROUTENSSTEENS	200384	Mark Control	make de sale	SHEAT PARTY	MEDICAL SECTION OF THE PERSON	BHS PARKET

Critical Lane Group

	•	→	*	1	+	4	4	1	1	1	ţ	1
Moxement	EBL	(Elşiir	EBR	WBIL	WBT	WBR	NBL	NBIT	NBR	SEL	SBIL	SBR
Lane Configurations	1	4	urronde.	inger samme	4	areas: Ek		4			4	
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	
Lane Util, Factor		1.00	是 中国		1,00	915 (300 800)		1:00			1,00	
Frt	etroouse trans	1.00			1.00			0.99			0.98	
Fit Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)	annionio en en en	1789	T. AND MANAGEMENT AND ASSESSMENT		1806			1864			1741	
FIt Permitted		0.91			0.96		Harris Harris	0.91			0.72	NEED B
Satd. Flow (perm)		1628			1735			1704		STATISTICS	1272	37.570.00
Volume (vph)	47	1421	40	22	1409	44	97	406	60	23	73	16
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	47	1421	40	22	1409	44	97	406	60	28	73	16
RTOR Reduction (vph)	0	1	0	0	1	0	0	4	0	0	5	0
Lane Group Flow (vph)	0	1507	0	O	DESERVICE THE PROPERTY OF THE PERSON NAMED IN COLUMN 1	0	0	559	0	0	107	- 0
Heavy Vehicles (%)	2%	7%	6%	0%	6%	5%	0%	1%	0%	0%	5%	27%
Turn Type	Perm			Perm	38688		Perm			Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)		78.0			78.0			30.0			30.0	
Effective Green, g (s) 🤚		80.0			80.0			32.0	THE RES		32.0	32 2
Actuated g/C Ratio		0.67			0.67			0.27			0.27	
Clearance Time (s)		6.0			6.0			6.0		PAGE 1	6.0	
Vehicle Extension (s)		3.0		NATION AND	3.0			3.0			3.0	
Lane Grp Cap (vph)		1085			1157	AL BACK		454	SELLENGE I		339	
v/s Ratio Prot												
v/s Ratio Perm		c0.93			0.85			c0.33			0.08	
v/c Ratio		1.39			1.27			1.23			0.32	
Uniform Delay, d1		20,0			20.0			44.0			35.2	Denta
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		180.9			130.1		23 46/46	122.4		NAME OF BRIDE	0,5	
Delay (s)		200.9			150.1			166.4			35.8	
Level of Service		Fig		Reserva	SEE FAIL			F			Ð	
Approach Delay (s)		200.9			150.1			166.4			35.8	
Approach LOS	得過過	F.			F		CHEER PROPERTY.	F			D	
Interested Summerly				NESSESSES.		I STATE OF THE	BEER ST	Residence of		AND RESIDEN	E CANADA	
HCM Average Control D	THE RESERVE THE PARTY OF THE PA	AND SALES	170.1	PR 386 H	CM Lev	el of Ser	vice	100000000000000000000000000000000000000	MARKE (II)		Bibliogram	
HCM Volume to Capacity		a seminated the seminated	1.34	CONTRACTOR OF THE PARTY OF THE		mentered during	AND THE PERSON	E STREET	eestuckineol	CONTRACTOR OF STREET	MODEL STREET, SE	WINDSOLLS
Actuated Cycle Length (:			120.0	THURS!	um of lo	st time (s)Wells	SANIE WITH	8.0	ORESTOCKED IN		H-85 (1889)
Intersection Capacity Uti			7.5%		U Level			door was fill tolk?	H	MATHERSTON E	all BOHICKUNES	mounzers
Analysis Period (min)			1001511		ALCOHOLD STATE		MINESUMANO.		STATE STATE	NEWS SERVICE	BIO 65030	HEERICA
c Critical Lane Group	The Particular of the Particul	AL SHARE STREET, STREE	ALCOHOLDS EVER	ALL DESCRIPTION OF THE PARTY OF	outdown about 16/80	Authorisacing M	**************************************	SECTION OF THE REAL PROPERTY.	THE PERSON NAMED IN	HISTORY THE THE	шишиовання	MARKET CHARLES
							100		14			

	\rightarrow	1	1	-	1	1	
Movement	EBI	EBR	WBI	WET	NBL	NBR	CONTRACTOR OF THE STREET OF THE STREET
Lane Configurations	1	7	*	↑	. 4	7"	
Sign Control 444 Grade	Free			Free	Stop		
Volume (veh/h)	0% 1151	53	29	0% 1394	0% 43	24	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	ODER TO DE REPORTE DE LE PRESENTATION DE LA TRANSPER POR LE PRESENTATION DE LA TRANSPER POR LE PRESENTATION DE
Hourly flow rate (vph)	1151	53	29	1394	43	24	TO STATE OF THE ST
Pedestrians	COMMISSION OF STREET	TO THE OWNER OF THE OWNER.	III OTOTOTOTO	arvestore de la constanta	NATUCO DE COMPOSITO	OUR STREET	CONTRACTOR OF THE PROPERTY OF
Lane Width (m) Walking Speed (m/s)		G2460HEGER			SET SECTION OF THE PERSON OF T	BUG DUNE BON	
Percent Blockage	E H REFE			n anna a	SPLZIES S		
Right turn flare (veh)	ara aran minutara que	and the second	анвалидокия	NAC PERSONNEL BALLA	CAMPAGE (FIL) (FILE)	NO+QUILLER/INNERVICATION	MENNE CASHED GARLACT LEBONICA STONY SECURION FOR THE SECURIFICATION OF THE SECURIFICATIO
Median type					None		
Median storage veh) Upstream signal (m)	NOTICE STREET	A TOTAL STREET	LONGER SANS	ETHERASICE	RESISTANTE PRODUCT	ATHER SECTIONS	
pX, platoon unblocked	SH CANCEL OF HEIGHT	NAME OF STREET	SCRUBICAGUE	COLUMBIANTOS	BOLLINGBARAK	STOPPOST PROCESSOR	EMPALO COMO COMO LA COSE Y ARROCA POR SANSO CON ADRADO COMO POR EN ESCO.
vC, conflicting volume			1204		2603	1151	
vC1, stage 1 conf vol	NEORAL TURBONS	to compression	THE REPORT OF THE PARTY OF THE	RESIDENCE PROPERTY.	euro contresconte	TOTAL NAME OF THE OWNER, WHITE	DOUGLE PROGRESS OF THE STREET
vC2, stage 2 conf vol vCu, unblocked vol	MANAGEMENT		1204		2603	1151	
tC, single (s)	NOTE:		4.1	MATERIAL STATE		6.2	
tC, 2 stage (s)				- Charles Carra	44musi dijeni	antino, metapolitações	CONTROL OF SECULAR ACCOUNTS HERE AND ACCOUNTS AND ACCOUNT
TREATMENT TO SELECT			2.2	Reside.	3,5	3.3	
p0 queue free % cM capacity (veh/h)	900418000		95 587	NUTSER BERNESTER	0 25	90 243	
	CHESTAGERES		WAS A	MERNINGRADUS	APPROXIMATION	MUNUNUS-ADMINIA	
Direction, Lane# Volume Total	1151	53	wв 1 29	1394	NB 1	NB 2 24	E language de la company d
Volume Left	O	0	29	0	43	O	
Volume Right	0	53	0	0	0	24	
		1700	587	1700	25	243	SARSHER CONTROL OF THE TAXABLE PROPERTY OF TAX
Volume to Capacity Queue Length 95th (m)	0.68	0.0	1.1	0.82	1.70 36.9	0.10 2.3	
Control Delay (s)	0.0	0.0	1115	RO.O		21.4	
Lane LOS			В	mounterprometuro	F	C	Personal Personal Comparison Comparison Comparison Comparison (Comparison Comparison Com
Approach Delay (s)	0.0		0.2		438.2		
Approach LOS					F		
Intersection Summary	相對原則			(4) p. 1.44 (5)	distribute of the state of the	ALC: MARKE	
Average Delay Intersection Capacity Utili	zation	kenamera	11.0 3.4%		maga	of Service	SOURCE SANDER BEAUTIFUL STREET
Analysis Period (min)	Zauon		15		aveave	JUSEIVIC	
						LATE	

Movement I I I I I I I WBL WBL WBL WBL NBL NBL NBL NBL NBL SBL SBL SE Lane Configurations 7 1 7 1 7 1 4 Sign Control Free Free Stop Stop	
	5270
Sign Control Free Free Stop Stop Grade 0% 0% 0% 0%	2013
Volume (veh/h) 22 1201 12 22 1303 13 23 108 90 3 14	13
Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	and the same
Hourly flow rate (vph) 22 1201 12 22 1303 13 23 108 90 3 14 Pedestrians	13
Lane Width (m)	
Walking Speed (m/s)	norum Iosom
Percent Blockage Right turn flare (veh)	
Median type None None	SIG.
Median storage veh)	and the same
Upstream signal (m) pX, platoon unblocked	
vC. conflicting volume 1316 1213 2618 2611 1207 2742 2610 13	10
vC1, stage 1 conf vol	encie encie
vC2, stage 2 conf vol vCu, unblocked vol 1316 1213 2618 2611 1207 2742 2610 137	關
	14
tC, 2 stage (s)	
tF.(s) 2.3 2.2 3.5 4.0 3.3 3.8 4.0 3 p0 queue free % 96 96 0 0 60 0 39 \$	5
cM capacity (veh/h) 500 565 7 22 223 0 23 17	
Direction Lane# HB1 HB2 WB1 WB2 NB1 NB2 SB1	
Volume Total 22 1213 22 1316 23 198 30	꽱
Volume Left 22 0 22 0 23 0 3	OHEOW.
Volume Right 0 12 0 13 0 90 13 cSH 500 1700 565 1700 7 38 0	
Volume to Capacity 0.04 0.71 0.04 0.77 3.30 5.22 Err	
Queue Length 95th (m) 1.0 0.0 0.8 0.0 Err Err Err	ALTHOR
Control Delay (s) 12.5 0.0 11.6 0.0 Err Err Err Lane LOS B B F F F	
Approach Delay (s) 0.2 0.2 Err Err	
Approach LOS F	sea
Interrection Summary	
Average Delay Err	-
Intersection Capacity Utilization 87.2% ICU Level of Service E Analysis Period (min) 15	

	\rightarrow	•	1	57.EX	7		4				
Mexiconent	EBITA	EBR	WBL	Walt.	NBL	NBR		BUNNERS F			Ma.
Lane Configurations	1			ৰ	A						
Sign Control	Free			Free	Stop						
Grade Volume (veh/h)	0% 1400	201	REBURESTATURE	0% 1144	0% 15	MATO THE	SECTION ARE THE CONTRA	SOUSISRADAD REPO	eromanumateur	EDRONI DERVINITATIONE	STEERING .
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	BENTANKSKI BOLEN	SHEED RESIDENCE	CENTRALISME	RICHERCURY	
Hourly flow rate (vph)	1400	29	21	1144	15	10					991
Pedestrians		DIDENSOR DE LA CONTRACTOR DE LA CONTRACT		INTUONSEADORNE	HOMEST SEATON		OHEREMANAGEA	AT HE PERSONNEL SHIPS	ancherate cesario con cui cui	potracia na pocazi anti	ACK MIT
Lane Width (m)			4 222 949								
Walking Speed (m/s) Percent Blockage	EGGEROMINE NO.	MARKINGERIN	NORMAN DEPARTMENT	RESTRICTE		COMOSSECTION	CONTRACTOR DE L'ARREST		DRIEGAS CRIBATIC		pares.
Right turn flare (veh)	BERRIEBER	WHEN STORE	AND REPORTED IN	NDOSKIPILIDE	ESECTION OF THE PERSON OF THE	estrategue.		NEW CONFESSION	REPORTED	SELECTION OF SELEC	Rich
Median type	Ranks.			AT RETURN	None					DARKER HALL	100
Median storage veh)							CONTRACTOR CONTRACTOR	T THE PARTY OF THE	ENPORTED PRODUCTION OF THE PROPERTY OF THE PRO	CONTROL CONTROL CONTROL CONTROL	- The same of
Upstream signal (m)			le jaget la								
pX, platoon unblocked vC, conflicting volume	NOT THE PARTY OF T	SULLINGUE SERVICE CO.	1/100		2600	1414	EINTERGROOM	CHRODODAS DE DITO	neurona nono autori	ACCULATION OF THE PARTY.	BOOMS.
vC1, stage 1 conf vol	BALUE PLANS SERV	Beweeten	BUTARRE	INTERNATION OF	2000	BATTALTERS	Introde Production	RECORD PARTICION		SELFERMENT STATE	REAL
vC2, stage 2 conf vol			A STATE OF	REAL PROPERTY.	SOFTER THE PARTY OF	CERSON.	BATH TRANS				
vCu, unblocked vol			1429		2600	1414					
tC, single (s)			4.1		6.4	6.2					
tC, 2 stage (s) (F (s)	TOTAL	SECONOMIS	2.2	ADMINISTRATION OF	3.5	3.3	TOTAL CHEST LESS SERVICES	POUSBITARION DE	LIPSON ENDERED	SONOBOURUS DES	203150
p0 queue free %	and community	SARZEONIUM	96	PERSONAL PROPERTY.	43	94	accest contract access	ESPECIO DI PROPRIO DI	DEPARTMENT OF THE PERT OF THE	samas saina mantas	112/01
cM capacity (veh/h)			482			170					
Direction, Laner#	EB 1	WB 1	NB 1	NAME OF THE	20000000	BEST OF BE	SIRGUASAN	NERAMED IN		ESTADORESIA	
A DESCRIPTION OF THE PROPERTY	1429	1165	25	81639	9576		A STATE OF				
Volume Left	0	21	15		THE PERSON NAMED IN	REPORTED TO SECULO	NUMBER OF STREET OF STREET STREET	минизонницини	MOROGEORIUS UN	миникаменцирог	NUMBER
Volume Right	29	0	10								
cSH Volume to Capacity	1700 0.84	482 0.04	40 0.62	MISCUSCOMESCOS	ORIUM REDECEMBE	STREETHINACTO	SALORO CONTRACTOR	OBSTANCE LEGINATION		EGIETTEREGRUNDH EDWARES	DECOM
Queue Length 95th (m)	0.0	1.0	15.8	ESTELLISERS COM	AUSAKO HINDONISSE	STREETHS CARRIED	39601007610700	PO O MORRADO MISSOS PER	enpagatifuggatuss:	BANGARAN SALAKSAR	\$1802
Control Delay (s)	0.0		190,1								
Lane LOS	POLICE CANADAMAN	Α	F	ent a believe man	MCCONCOCCOCCOCCOCCO	ACCOMPANSAN					-
Approach Delay (s)	0.0	1.9	190.1					他的規劃	Branch A		
Approach LOS			F		201001-70						
Intersection Summary		和野鄉明			學的問題	ED ESTREMENT	限则是坚锁	BENEVE OF		17 32 A S P A S	
Average Delay			C 75								
Intersection Capacity Util	Participation of the Control of the	THE REPORT OF THE	2.7	DAMES DE ANTICO	STORES THE STORES	THE COLUMN	wasangmannum		STREET TRANSPORTE	HITE TODO CONTENTO	EUTO O
Analysis Period (min)	ization	38	2.7 37.0% 15	IC.	U Leve	of Servi	ce				

	\rightarrow	1	1	-	1	-			8	1
Movement	EBIL	EBR	WBI	WBi	NBL	NBR	Homes of			
Lane Configurations	1>			4	W					The second secon
Sign Control	Free				Stop					
Grade	0%	anner ann	UNUDERA ARE	0%	0%	ORNING WILLIAMS	distribution of the same	TO STANKING DOOLS AN	Microphysion for the party of	ELANGED MANUARIES (TOTAL
Volume (veh/h) Peak Hour Factor	1.00	1.00	1.00	1295	1.00	1.00			SHERMAN	BARREST TO
Hourly flow rate (vph)	1279		1.00	1295	89974338	1.00	SECRETARISM DE LA COMPANION DE	SHEW AND ALTERS TO SEE	SCHOOLSES IN CHARGO	BOHRENSSO ADDVIS
Pedestrians	SHANGE WESTERN	EDRIGOLA CASS		DU ESTE MANAGES	DISTRIBUTION CON	SERVICENCIA	ALTO CONTRACTOR CONTRACTOR	BHEKNERBERGER		BESTERNE SHEETEN
Lane Width (m)			Artice (S					RECEIVED FOR		
Walking Speed (m/s)									THE PERSON NAMED OF THE PE	MANUFACTURE OF THE PROPERTY OF
Percent Blockage										
Right turn flare (veh) Median type	anny valence	SENTERNORO	TETREPOSITION DISCO	AND SHITTERS THE	KYUPEUSH	TEVANDANISMINISMINIS	RESPONSE TO CONTRACT	paracountaments	Maria de la composition della	DODON DE LE
Median storage veh)	PORSESOUR	ESSERISHER	N/BOSTATIONS	GENT THE STORY	None	ENCYARGONE	RECOUNTS AND	STATE OF THE PARTY		BEAR STATE OF THE
Upstream signal (m)	A PROPERTY AND A PROP	ROTTER SE			HEARTH SOUR	EMPROPRISARY	TO STANDOOM	ER SAMEREN AND		
pX, platoon unblocked	Sent Quantity when their reli	MANAGEMENT	SCHOOL STREET	ARIUMEDERIUS.	DEFENDA DINA DI	action constitution of	OT RESIDENCE AND ADDRESS OF THE PERSON AND A	anarchine de la serie	SANGE TRANSPORTED THE	environoments:
vC, conflicting volume		PERSONAL PROPERTY.	1290	120	2632	1284			(A)	
vC1, stage 1 conf vol		ertination measure	CHINNESS PER SELECT	CONTRICTOR		***********				
vC2, stage 2 conf vol vCu, unblocked vol		45000	1290			1004				
tC, single (s)		9881119999	1290	MENTAL PROPERTY.	2632 6.4	1284 6.3	MANAGE EN MANAGES	CHOOPERSON	ARTENIA A CONTROL	SANDARIZAGINENSI
tC, 2 stage (s)	QUENTED STUDENTED	D DECUMENTARY	DUDNING CHBOS	MARINE SETTINGS		MANACA MERIN	ADMINISTRATION OF	CONTROL OF THE CONTRO		HIDODONINOSASSISSIVIS
IF (s)			2.3	Historia de la compansión de la compansi	3.5	3.4				
p0 queue free %		CHECK CONTROL	95		0	10			HISP CHARLESTON CONTRACTORS	HILPENSTON CHARLESTER
cM capacity (veh/h)			508		25	197				
Direction, Lane#	EBI	WB	NB 1		RESIDENCE .			GENERAL STREET		
Volume Total	1290	SERVICE REPORTED	218		#47 H588	100		建筑		
Volume Left	O	26	41	Anna administrativa	NAME AND DESCRIPTION OF STREET	SHIVUNILOBAMIYADURN	MATERIAL PROPERTY OF THE PARTY	CYCLES WARRING BARRIOS	S. S. COLONIA DE LA COLONIA DE	
Volume Right	1700	508	177 85							
Volume to Capacity			2.57	THE COSSOCIAL	BOOKSHOOM	TERROTOTISTISTISTISTISTISTISTISTISTISTISTISTIST	TO PROGRESSION SHE	TERROPENIA DE LA COMPTENIA DE	SANTIATE MATERIAL	ESTERO PROPERTO I
Queue Length 95th (m)	0.0	1.1	144.2	RAISORETEORS	MENDERSONAL PROPERTY.	REPRESENTATION OF THE PROPERTY	LIP OLER BESCHLOSTER	LINE DESCRIPTION	BROOK I KEROTERA	
Control Delay (s)	0.0		815.8							
Lane LOS		Α	F							A CONTRACTOR OF THE PARTY OF TH
Approach Delay (s)	0.0	2.9	815.8						14000	
Approach LOS			F							
Intersection Summary	温度到效果				PARE HAR	SE DE SE		Holitan i Ber	as in the same	HE PROBLE
Average Delay	Valuation and the	DERTINATION	64.2	TUTO COMMUNICATION	************			Arrian Marian Company		
Intersection Capacity Uti	ization		08.9%	IC	U Leve	of Service		G		
Analysis Period (min)		BURTASMINION	15 #2000000	annonina anno	A STATE OF THE PARTY OF THE		NU COMPRODITION	inninggemanana	NUMBER OF THE STATE OF THE STAT	TAT TO THE SECURITY OF THE SEC
BERTHER TANKS THE PROPERTY OF THE PERSON	机构创加和工程层	MESOR SECTION	BURNESH BANK			ON THE PROPERTY OF THE PARTY OF				MANAGE OF THE STATE OF

		\rightarrow	10000000	_	*	*	
Movement	EBL	EBI	WBI	WBR	SEL	SBR	
Lane Configurations		4	A	The State of the S	W		
Sign Control		Free	Free		Stop		
Grade		0%	0%	unwayya may	0%		
Volume (veh/h)	182	1274	1261		6	60	
Peak Hour Factor Hourly flow rate (vph)	1.00	1.00	1.00	1.00	1.00	1.00	
Pedestrians	MILOS M	EU. 209 E	MISSIM	STREET, STREET	ermers as	e ou	BROWN AND COMMENT OF THE COMMENT AND A STATE OF THE COMMENT OF
Lane Width (m)			ELECTRIC TREASURE		TO SUBSTRUCE	er lage of the	
Walking Speed (m/s)	HIMISPONINGS	amenia una de osa	PROGREEMSAUS	accionana	distribusion in the contract of the contract o	NEW LOWING HER	OSANS PROPERTY OF A DOMAIN SAUSED PROVENCE OF A SOURCE THAT THE DATE OF A DESCRIPTION OF A SOURCE OF A
Percent Blockage				ESSE (ES		494	的。我们用于 2002年间,于当我的现在分词
Right turn flare (veh)							
Median type					None		
Median storage veh) Upstream signal (m)	SALES PROPERTY.	SANCE A POLICE A	esercano renor	SERVICE DISTRICT	CONTRACTOR SAME	and second	SESSITE DATE OF THE SESSION OF THE S
pX, platoon unblocked	avaremento:	GRANKERINI	MINISTER.	SEESAL TUSTURE	DESIDERED N	MECHANICAL PROPERTY OF THE PARTY OF THE PART	
vC, conflicting volume	1270	NUMBER OF THE PARTY OF	No. of the last of	SCOMES	2904	1266	ASSETTING AND ASSET OF THE PROPERTY OF THE
vC1, stage 1 conf vol	DIRECTOR SOLVE	SPECTRAL SCHOOLS	MATERIAL PRINT	INCOMPOSITATION IN	MONTH MAN		Operand and a superior of the
vC2, stage 2 conf vol							
vCu, unblocked vol	1270				2904	1266	
tC, single (s)	4.1				6.4	6.2	
tC, 2 stage (s) tF(s)	22	OUR DESIGNATION OF THE PARTY OF	HERMARKER	DESIGNATION OF THE PERSON OF T	3.5	THE CHOICE	COLORED SERVICE DE PRESENTA DE LA COLORES DE
p0 queue free %	67	MANUSCABINE	DEPOSIT DE		48	71	Stant Safe besselbere en dat de stante de stante de stant de la completation de la completation de la completa
cM capacity (veh/h)	547				8812	206	
Direction, Lane #	FARTA WINDOWS	WB 1	SB 4	MANGER BRANCO	MANAGARAN MENINGGANA	Marie Marie	
Volume Total	1456	COMMUNICATION AND ADDRESS.	The second second		50823015.081	CONTRACTOR	S. CONTROL OF THE SECRETARY DESCRIPTION OF THE SECRETARY SERVICES.
Volume Left	182	0	6	BBBS CONTRACTOR	SERVER LEGISLAND	anatamentur	GROSERO LI ASSES MURIE I SISRIBIJISSES ALIBADECE DADIS
Volume Right	0	HOTOT	60		STORIGINA	BUILDING I	
cSH	547	1700	82	AUTACLA TONE OF HEAD	ocusione establica	NAME OF THE PARTY	ASSAULTING ON DECIDE A CASE OF SAUGHERS AND RECORDERS AND RECORD FROM THE
Volume to Capacity	0.33	0.75	0.81	T REAL			
Queue Length 95th (m)	10.1	0.0	28.6	Sacona neoma	NAME OF TAXABLE PARTY.	no victory in econo mino	237 CONSTRUCTION OF THE PROPERTY OF THE PROPER
Control Delay (s)	19.1 C	0.0	139.5 F				
Approach Delay (s)	1911	0.0	139.5	ES DATES STORE	GENERAL PROPERTY AND A STATE OF THE STATE OF	PARTITION NAMED	
Approach LOS			ussumm F	ESTABLISHED REPORTE	SPESSIVERSON	SERREPUBLISHED	
	ALCOHOLD TO	NAME AND POST OF			NAME OF THE OWNER, WHEN PERSONS NAMED IN COLUMN	ericibysychtenia	
Intersection Summary	TAP TRANSP	THE REAL PROPERTY.	13.2		may part	TOP COLUMN	
Average Delay Intersection Capacity Util	12ation	100 H 20 H 4 H	8.1%		U Level	of San	TO BE A STATE OF THE STATE OF T
Analysis Period (min)		ARREST STATES	15	anning the same of	RORESTEI	MINER	ANAMAN SERBET SERVICE
	ne aller						
THE RESIDENCE OF THE PROPERTY			- John Schiller	THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O	mentanysi	HARMON BANKS	STATE OF THE PROPERTY OF THE P

	\rightarrow	*	1	-	1	1					
Movement	EBIT	EBR	WBL	WBIT	NBL	NBR	(1)	88 S. T.	REPORTED N		
Lane Configurations	f.			4	W						
Sign Control	Free			Free							
Grade Volume (veh/h)	0% 1251	anne an	esternogradur	0% 1172	0%	MAISTS AUDIONA	NOOTHITH WAS IN	auteuroneovat	MR MUNICIPAL CONTRACTOR	INCIDENTIAL PROPERTY	W/CONTRACTOR
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	38021-113842-3	Beschmist		BERTEIN	ER PROPERTY
Hourly flow rate (vph)	1251	1.00	45	1172	MARK THE	021449320				CETHANDA	
Pedestrians	Worksteinschaft	NACES AND REAL PROPERTY.	entranno Tenta	IS NATIONAL PROPERTY.	ASSESSED ON THE PROPERTY OF TH	MITERIAL PROPERTY OF THE PROPE	MATCHICA CONTROL OF THE	AAGAMAAS CESCOLO		CONTRACTOR	SUMSTANCES !
Lane Width (m)											
Walking Speed (m/s)	EDITORIONA	OWNERS CONTRACTIONS	SURCEPORATIONS	ala lerralita presi	NAMES OF THE PARTY	in the North Control	DODE PROPERTY OF THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN		SINCAN OPPARATION	OTTO HET CHILDREN	make more and
Percent Blockage Right turn flare (veh)	(MEDICAL)			BESERV		BURRERUR		SPACE STATE			
Median type				EXCHANGE RESID	None		COLUMN TO THE REAL PROPERTY.	AUTOSIDO MARAO	BOTTOMINE LIBERATOR	SECURIOR PROPE	UTBERNINGERN
Median storage veh)	entrative and cross	KORINIO OKO OKIZNE	REDROUGHS AND	SECTION AND ASSESSED.	ALEXANDEDO	(Startis Crispinaliya 2001)	DINICIONALIZATION	19.TT.PRESIDENCE	DEALESTER DECEMBE	CALIFORNIA CARCANTO	anne uranom
Upstream signal (m)				加州的首目	19						
pX, platoon unblocked	openium meneral	OVERALITE PROPERTY.	Misharatani	Name and American	HIDO LUTS/SOTHE		mi seremmete ser	COLOR STEP STEP ST	Miles Harris and San		
vC, conflicting volume vC1, stage 1 conf vol	Berting		1263	MENTER	2519	1257					
vC2, stage 2 conf vol.		PER NUMBER OF STREET	ATTACISM AS	alum sensor	TO SHOT	RED ET RECORDER TOTAL	DIRECTOR STORES	CONTROL		en menten	AND ADDRESS
vCu, unblocked vol	TORONO CONTRACTOR	SCHOOL SUCCESSION	1263	ALERCALDUDE (C.S.	2519	1257	REETVENSEER	entreament et	RESERVOUS DESIGNATION	erunuszkie	WELCHWICH ST
tC, single (s)			4.1		6.4	6.2					1000
tC, 2 stage (s)	SPHILITER INVOKATION	necessiones a	THE CHILD STATE OF THE COLUMN	and a second	MARIO TOTAL TARK	ATTORNOON TO THE REAL PROPERTY.	CO TO THE OWNER OF THE OWNER.				
IF (s) p0 queue free %			92 92		3.5	3.3					
cM capacity (veh/h)	BANGE STATE	MILITARINE.	557	SKURTHING	76 29	32 212	DESCRIPTION OF THE		SESTINATIVED HENCE	Name and Address	DELICORDER
THE RESERVE AND DESCRIPTIONS OF THE PARTY OF	DOGENOUS SEED K	BARELINGDIPS	THE RESERVE OF THE PARTY OF THE	STERROLLEGE	NUMARU		SURBBOSERSUBDE	BESSELEE/BESSEL	Keronyone kening	100021091	06160019889
Direction, I and #	THE PERSON NAMED IN COLUMN	WB 1 1217	NB 1	John Steel 2015	MANGARESTA	Interview of the contract	COSONO PROGRAMMO DO	Scaling Hose	azanaran anaran		
Volume Left	0	45	3849896 7					GUERRALES			
Volume Right	1112		1443	HOSE WA		NITS SECTION AND AND AND AND AND AND AND AND AND AN	RADIO DE LA COMPANSION DE		TO A RESIDENCE	MAKKAMA	ECHAPIANE
	1700	557	163	OCCUPATIONS	Managana	MINITOGONI MENERGENI	innerithmenten men	SANDTHOUGH	DENDMANACARDONNAMES	HISTORICAL TO	CONTRACTOR SALES
	0.74	0.08	0.93			48.30			NAME AND ADDRESS.	REPORT OF	
Queue Length 95th (m)	0.0	1.8	47.7	COST CHARACTORS	engesmiloeze	STATE THE STATE OF	NO CONTRACTOR IN	WAY THE PROPERTY AND	MUZEUTERWOODENIG	PHODURE/COVEL	ennamentes
Control Delay (s)	0.0	3:5 A	107 8 F							CREEKS	
Approach Delay (s)	0.0		107.8	EUGENANTES			SANSEBBERRES	REPUBLICA		CERTORIES SECT	OFFICE PROPERTY OF
Approach LOS	British says Box Little Co.	SEROLGIANI PRIN	F	PROFESSIONAL	REPROPRIESTOR COMP.	NAMES AND ASSOCIATION OF STREET	March and Committee of	ANTICOME INCOME.	DESCRIPTION OF STREET	SI SKALSKU MED	administration (1)
Intersection Summary							NEW TOTAL DESIGNATION OF THE PERSON OF T			and the same	THE PROPERTY.
Average Delay	Charles of the Control of the Contro		7.8	THE PARTY NAMED IN	SHEET	WALLES DE VIDA		THE STREET	228 1100 11 1100		
Intersection Capacity Utill	zation		14.1%	lC	U Leve	of Service	NEW WAR		100000000000000000000000000000000000000		
Analysis Period (min)	ALLEGACIO Describigidas	Brown Avenue	15		THE RESERVE OF THE PARTY OF THE	POLICE CONTRACTOR CONTRACTOR	our mentiones (U/II)	raciol Stopment(I), (c)	NAMED OF THE PARTY	ecreation united (CI)	PROPERTY AND INVESTIGATION OF THE PERSON NAMED IN COLUMN TO SHAPE IN C
										\$400 ii	September 1

		-	1070-00	_		~					
Movement	EBL	EBIN	WBT	WBR	SBI	SBR		as Politica			TANOS ES
Lane Configurations		4	1	All many many	W			7 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
Sign Control		Free	Free		Stop						
Grade Volume (veh/h)	070	0%	0% 1080	nenews som	0%	OF THE PARTY OF	NGS STOROGY FRANC	ORACRES WATER	arcinamenta Bos	HADDING TO WELL THE	DESIGNATION .
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	GEORGE WAS				CERRIEN
Hourly flow rate (vph)	278	1117	1080	310		137	MESTER CORRE			AND REPORT	CA PERSONAL VI
Pedestrians	UNIONIII BURNEY MESS	acturi a nuri canan	DIDIOCHIA CONTROLLE	and althorated the	HITSUHAWO.SUN	PARTICULTACIONES	ra-ornanaman.ou.o	MATCH SEPTEMBER	ad deliver outset to the	III III III III III III III III III II	- CONSTRUCTION OF THE PERSON O
Lane Width (m)											
Walking Speed (m/s) Percent Blockage	ACCOUNTS NAMED IN	ESUESION CONTRACT	DEBEGGEVENDE	GORGESSIENSWAS	NEW THE PARTY NAMED IN	нгаканангины	iline rum pour co	TITRATISALITEIGOS	DOMESTATION	Anaumeuneesan	eo musuousuuten
Right turn flare (veh)	I SHOWING THE	DESCRIPTION OF STREET	BESKERNERS	SECTION AND ADDRESS.			IN HER LEADING				SMERRIC
Median type	Mary Con	STATE SHOW			None		aliana men				500000000000000000000000000000000000000
Median storage veh)	NORTH STREET	I MANAGEMENT TO A COLUMN	ACRESISES ACRES OF THE PROPERTY OF THE PROPERT	SOUTHER INTERPRETATION	NUMERON OF STREET	CATAMACHINI DATE	лизнопаписыя	macessurgenes	NO LINGUISMAN SATE	NASAGATUS (SARATA SARATA S	KNEU CHAO CHARGE
								34987			4 (5)
pX, platoon unblocked vC, conflicting volume	31.13	онтинистория	SINTEROASINURSUR	BULL CHICKNEH CHICK	0700	WASSE!	SUBSTRUMBBERS III	онето пеничения	CHINAN IN MUNICIPAL	NACH PROPERTY AND ADDRESS OF THE PARTY AND ADD	CONTRACTOR SERVING
vC1, stage 1 conf vol	STATELNES	THE SERVICE	BRUSHER	BURGERRAN	2768	1096			ismeria pri		BER SZERBEG
vC2, stage 2 conf vol			TA BUTLE			REPORTED IN		H USBAUKS		TORRESON AND	
vCu, unblocked vol	1111	OWNERS CONTROL CONTROL	tenamina di had	ON CHILD CO. C. LANC	2768	1096	AGRIUNAMOGUSHINI	DEL HOLDSPORTUNING	BIRTLU SERVINCED BOLLO	DUITESSEEDANGE	SSSSINGNUICO
tC, single (s)	4.1				6.4	6.2			HE COST		
tC, 2 stage (s)	Wallana M	THE REPORT OF THE PERSONS AND	NAME OF STREET	e de la compania de	DEATH	(MICHINANO)	OGGOGGAGAGAGAGAGAGAGAGAGAGAGAGAGAGAGAGA	1986ANIIIIICIDOOT	TOMESHAPOSTOKUNDAN	етинического подагать подагать подагать подагать подагать подагать подагать подагать подагать подагать подагать подагать подагать по	ormanieauniumurs
(F (s))	2.2 56	TARREST RATE		810080482	3.5 24	3.3 47	RESERVED TO	NACH WEIGH		REMARKS THE	
cM capacity (veh/h)	629		OPPOSITION OF THE PARTY.	OFFICE AND A SECOND		260	MERCHANICA NA		TRANSPORTER	5814381814pt #1	HTTO CHARLES THE CO.
Direction, Lane #	EB 1	WB 1	SBI	BEHERMANDEUT	englukanska Karaman		PERSONAL PROPERTY OF THE PERSONAL PROPERTY OF		LIGORIENTERASES BASCONICIONES SERVICIO	SHUKSEENINEGOKU COOREENING	DISERSON STATE
Volume Total	1395	margaret services and	146	Compass	North Signal	River and	157.463.40148	STAGENGE COLUMN	lena anedear	Section 1989	April Stores
Volume Left	278	0	9	SBRZSZAZITANSE	EUROCESONSON	HINGULARI SERGIO		STATUS CONTINUES.	ALDINESSON BELLE	SORRANGUALISOUS	STREETS TO
Volume Right	O	31									(No. 1, 1997)
cSH	629	1700	114	NA PROPERTY MANAGEMENT	lunciero construe						
Volume to Capacity Queue Length 95th (m)	0.44 15.8	0.65	1.29 67.9					ALMUSS			
Control Delay (s)	18.7		250.9	NOT A DEPOSIT OF		ASSINE MOTERN	HUZESKERE	TETT L'ASSETTATIONER	STHITHINGSENSTEINS	PHOSPHER PHOTOS	SHSQ96STED
Lane LOS	C	HERBERTAN	marananan F		HARRIED DE SPECIE	ROMANDE PROTECTIONS	SELECTRICALISMENT	ADDRESSED LONGO	SECURIOR SE	RESTRUCTED BROOKER	RESCHOOLSETT GEED
Approach Delay (s)	18.7	0.0	250.9								
Approach LOS		+	F					analor make a super a super		HOM SHAP FOR THE PROPERTY OF T	EMPROPOSITION CONTRACTOR
Intersection Summary	建物理			adh Ne	V. S. O.L				SALES OF THE PARTY		ALC: NO PERSONAL PROPERTY.
Average Delay	ALERA NEVER DE		23.7			110000000000000000000000000000000000000	No.			The state of the s	
Intersection Capacity Utili	zation	15	1.9%	IC	U Level	of Serv	ice		H		
Analysis Period (min)	OTEROSEN HIGHTE	910000000000000	15 ####################################	PODERICARIONO	TO SECURITION SHADO	THE SECTION AND THE SECTION AN	mesacensem	DISTOCKED/UNIONO	osseaenomnom	DISTABILITATION	INSTANTIBE LIVES
	SEEDING CO.	STANSACTORY					MARKATANA				

Appendix C
2012 Total Traffic (with Improvements –
4 lane widening) Intersection Operation
Calculations

		→	>	1	-	4	1	1	1	1	ţ	1
Viovantain;	EBL	[EIS]]	国际	W/Bjr	WBH	WBF	N/BL	NE	[NISIR	Stal	Sisi	Si .
Lane Configurations	ኻኻ	44	7	7	44	7	*	ተተ	7	MA	44	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util, Factor	0.97	0.95	1.00	1.00	0.95	1.00	1 00	0.95	1.00	0.97	0.95	1/00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1,00	1.00	0.95	1,00	1.00	0.95	1.00	1 00	0.95	1.00	1.00
Satd. Flow (prot)	2623	3380	1512	1534	3288	1002	1615	2852	1445	2547	3259	1166
Flt Permitted	0.95	1,00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1,00
Satd. Flow (perm)	2623	3380	1512	1534	3288	1002	1615	2852	1445	2547	3259	1166
Volume (vph)	434	982	86	148	648	456	68	827	262	237	709	177
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	434	982	86	148	648	456	68	827	262	237	709	177
RTOR Reduction (vph)	0	0	54	0	0	0	0	0	158	0	0	112
Lane Group Flow (vph)	434	. 982	32	148	648	456	68	827	104	237	709	65
Heavy Vehicles (%)	35%	8%	8%	19%	11%	63%	13%	28%	13%	39%	12%	40%
Turn Type	Prot	2000年	Perm	Prof	Sec. Of	Free	Prot		Perm	Prot		Perm
Protected Phases	5	2	CRITICAL PROPERTY.	1	6.	CONTRACTOR	7	4	CONTRACTOR SECTIONS	3	8	and the second
Permitted Phases	and the state of	IN CHARGO	2			Free			4	SHIP WAY	NO DING	8
Actuated Green, G (s)	24.2	41.1	41.1	14.9	31.8	132.5	8.8	40.4	40.4	14.3	45.9	45.9
Effective Green, g (s)	24.2	44.0	44.0	14.9	34.7	132.5	8.8	43.3	43.3	14.3	48.8	48.8
Actuated g/C Ratio	0.18	0.33	0.33	0.11	0.26	1.00	0.07	0.33	0.33	0.11	0.37	0.37
Clearance Time (s)	4.0	6.9	6.9	4.0	6.9	20.0	4.0	6.9	6.9	40	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph) 😽	479	1122	502	173	861	1002	107	932	472	275	1200	429
v/s Ratio Prot	c0.17	c0.29		0.10	0.20		0.04	c0.29		c0.09	0.22	- AND THE PARTY OF
V/s Ratio Perm	数数据		0.02			0.46			0.07		100	0.06
v/c Ratio	0.91	0.88	0.06	0.86	0.75	0.46	0.64	0.89	0.22	0.86	0.59	0.15
Uniform Delay, d1	53.0	41.7	30.2	57.7	45.0	0.0	60.3	42.3	32,3	58.1	33.8	28.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2-	20.5	7.8	0.1	31.5	3.8	1.5	11.74	10.2	0.2	23.1	8.0	0.2
Delay (s)	73.5	49.5	30.2	89.3	48.7	1.5	72.0	52.5	32.6	81.2	34.6	28.2
Level of Service	经通常 E 其	00424603807250301	0	20 9 F W	D	A	W.E.	D	(C	F	C	C
Approach Delay (s)		55.3	101-100	0.0	36.3			49.1			43.4	CONTRACTOR.
Approach LOS		E	44		(D)			D			D	
Interstation Samutary			MARKET					No. of Lot				
HCM Average Control D	elay		46.5	H	CM Lev	el of Sc	ervice		- / D	西西岛 (1)		100 M
HCM Volume to Capacit		No Carlo	0.87									
Actuated Cycle Length (100	132.5	· · · · · · · · · · · · · · · · · · ·	um of lo	st time	(s)		12.0			
Intersection Capacity Ut	ilization		78.3%	IC	U Leve	of Ser	vice		D	Handi de		
Analysis Period (min) 🤚	Kanga		115	Market Service			4/10	A Volenia	16	EDIL ME	1236	
c Critical Lane Group		Arte Older	CAMPACE	1907-100		S-2400 (1925.00		00.678-1-488				

	-	7	1	4	1	1		1			
Minimizeral/	EBT	EBR	WH.	WVIBIT	NBL	NER		TOWN BERNO		BEST PU	501500000000000000000000000000000000000
Lane Configurations	^	7	4	44	. "	7					
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	NEW THE REAL				1.27
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	AZIRU CURINCI, VINI MATA	ATTERNATION OF THE PERSON NAMED IN	and the same of th	COLUMN THE SHE SHEET	CHARLES CONTRACT
Lane Util: Factor	0.95	1.00	1.00	0.95	1,00	1.00	at at the same		A SAN GARAGE		200
Frt	1.00	0.85	1.00	1.00	1.00	0.85		NAC THAT PARTY IN COLUMN 2		THE PERSON NAMED IN	
Fil Protected	1.00	1.00	0.95	1,00	0.95	1.00			924		
Satd. Flow (prot)	3318	1633	1573	3288	1772	1555					
Flt Permitted	1.00	1.00	0.28	1.00	0.95	1.00	EARL SE	(A)	4/4-1/4	Marine La	
Satd. Flow (perm)	3318	1633	383	3288	1772	1555	7.17.17.14.17.17.17.17.17.17.17.17.17.17.17.17.17.	variation design	CONTON MAIN	1001.7881.00%	
Volume (vph)	1102	25	21	1307	72	41.		多台灣	AND DESCRIPTION OF THE PERSON	No.	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	Same same nacema S				
Adj. Flow (vph)	1102	25	21	1307	72	41					
RTOR Reduction (vph)	0	9	0	0	0	35			1		
Lane Group Flow (vph).	1102	16	21	1307	72	6					
Heavy Vehicles (%)	10%	0%	16%	11%	3%	5%				***************************************	
Turn Type, 6		Perm	Perm			Perm				ASCHOL	
Protected Phases	2			6	8						
Permitted Phases 💹 🧽		2	6	Sugar S		8		****		DINNEY	
Actuated Green, G (s)	23.7	23.7	23.7	23.7	4.2	4.2					
Effective Green, g (s)	25.7	25.7	25.7	25.7	6.2	6.2		A Maria			
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.16	0.16	autoam manne anno cent	TREASURE VIEW			errounnessement
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		の		Section 4.1	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	ALIEN TOTAL PROPERTY AND	a in committee or a			NAME OF TAXABLE PARTY.
Lane Grp Cap (vph)	2137	1052	247	2118	275	242	SERVICE SERVICE				
v/s Ratio Prot	0.33	inthocytecomic	nesenscen	c0.40	c0.04	DESTANCE	BUNGAN SHAWNING SHOW	STREET, DESCRIPTION AND ADDRESS.	NAME OF THE OWNER, WHEN	MENTAL MICHAEL	BUNNINGS
v/s Ratio Perm	O FO	0.01	0,05	Section 1	MARCHANI	0.00					
v/c Ratio Uniform Delay, d1	0.52	0.02	0.09	0.62	0.26	0.03	PARKET TO SECURITION IN	WOLFIGURES WITH THE	OCCUPATION OF THE PARTY OF THE	NO-SIERE DOMESTICAL	CONTRACTOR OF THE PARTY OF THE
Progression Factor	1.00	1.00	1.00	1.00	1.00	OF WHICH THE PROPERTY OF THE PERSON NAMED AND ADDRESS OF THE P			SERVINE SERVICE		
Incremental Delay, d2	0.2	1.00	ALOMA	0.5	0:54	1.00	TO DESCRIPTION OF THE PROPERTY	AD EDICHERSON	NAME OF TAXABLE PARTY.	DESCRIPTIONS	000000000000000000000000000000000000000
Delay (s)	4.0	2.6	2.8	4.7	15.3	14.3	NO DELL'AND DELL'A	SECTION OF THE PARTY OF THE PAR			
Level of Service	A.O	HAMAYAY		A	BIN BI		NEW PROPERTY OF THE PROPERTY O	PERSONAL PROPERTY.		A COMPANIE OF THE PAR	THE RESERVE AND THE
Approach Delay (s)	4.0	THE PROPERTY OF		4.7	15.0	NAME OF STREET		EAST-COME TO	INCOME.	and the last	ENRIGHEDIN
Approach LOS	SALES		SHOW DROSS	ENCHANDANIAN AND THE PROPERTY OF THE PROPERTY	BW BW		250000000000000000000000000000000000000			SERVICES	012482048EEEE
No. 1 of Addisonal Conference of the Conference	ON SHIPP CARRY	ASSESSMENT OF THE PARTY OF THE	NAME OF TAXABLE PARTY.	SOMETHICAL		SAME RESIDENCE	CONTRACTOR OF THE PARTY OF THE	SOLIVINO	HINNINGHKON	PROCESSION OF STREET	DESTRUCTION
ntersesion Summary	a same A	MINISTER						以外面积	No.		
HCM Average Control D		7 1/2	4.8	H	ICM Lev	el of Ser	Vice	PV Child	A	14.000	N. COLOR
HCM Volume to Capacity		with the second second	0.55								
Actuated Cycle Length (39.9				s)		0	Sept 19	
Intersection Capacity Uti			50.3%	10	CU Leve	of Serv	ice		A		
Analysis Period (min)	a line		115	200		Tropic Cop	1145		0.00	FASHELL	STEEL
c Critical Lane Group	1						¥				

* U	•	\rightarrow	*	1	-	4	1	1	1	-	ţ	1
Vloverment	EBL	13 31	EBR	WEL	Wall	WER	MBL.	WBIL	NBR	SBL	SEN	(S)(E)
ane Configurations	7	ተተ	7	*	1	US-1410W	ሻ	1	7	ሻ	P	Cartainin tr
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1,900
Γotal Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	77.000.7750
ane Util Factor	1,00	0.95	1.00	1.00	0.95	Harry Co.	1.00	1.00	1.00	1.00	1.00	
-rt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.98	
It Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1285	3318	1555	1615	3171		1674	1671	1317	1706	1685	
It Permitted	0.12	1.00	1.00	0.22	1.00		0.44	1.00	1,00	0.72	1.00	
Satd. Flow (perm)	166	3318	1555	379	3171		776	1671	1317	1294	1685	
Volume (vph)	40	1009	89	52	1326	23	38	156	44	46	252	4
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	1009	89	1.52	1326	23	38	56	44	46	252	排放4 4
RTOR Reduction (vph)	0	0	39	0	2	0	0	0	30	0	5	(
ane Group Flow (vph)	40	1009	50	52	11347	0	38	56	14	46	291	14 A A (
leavy Vehicles (%)	42%	10%	5%	13%	15%	5%	9%	15%	24%	7%	7%	37%
Turn-Type	Perm	W 1252 N	Perm	Perm			Perm		Perm	Perm		
Protected Phases		2			6			4			8	
Pormitted Phases	2	45 A	2	6	经财务基础		4	经 特别	29 · 4	8	100	
ctuated Green, G (s)	35.7	35.7	35.7	35.7	35.7	1	18.7	18.7	18.7	18.7	18.7	
ffective Green, g (s) 🦂	38.31	38.3	38.3	38.3	38.3	THE REAL PROPERTY.	21.3	21.3	21.3	21.3	20,3	4/10/
ctuated g/C Ratio	0.57	0.57	0.57	0.57	0.57		0.32	0.32	0.32	0.32	0.32	-
Searance Time (s)	6.6	6.6	6.6	6.6	6.6	200	6.6	6.6	6.6	6.6	6.6	
ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
ane Grp Cap (vph) 👢 🐇	94	1880	881	215	1797		245	527	415	408	531	
/s Ratio Prot	CARREST AND A STATE OF THE STAT	0.30	autom Nacros resea		c0.42	NAMES OF THE OWNER, WHEN	describer account	0.03	A ROBERT THAT THE PARTY OF THE	The same of the sa	c0.17	
/s Ratio Perm	0.24	A 4 192	0.03	0.14		market by	0.05		0.01	0.04		
/c Ratio	0.43	0.54	0.06	0.24	0.75		0.16	0.11	0.03	0.11	0.55	
Iniform Delay, dfl	8.4	9.1	6.6	7.4	11.0		16.7	16.4	16:0	18.4	19.2	
rogression Factor	1.00	1.00	1.00	1.00	1.00	PROGRAMMAN.	1.00	1.00	1.00	1.00	1.00	MENDO SONO
icremental Delay, d2	3.1	0,3	0.0	0.6	8,1,8		0.3	0.1	0.0	0.1	1.2	在世界
Delay (s)	11.5	9.4	6.6	7.9	12.8	Santaurena	17.0	16.5	16.1	16.6	20.3	Month en suson
evel of Service	B	A	A	A,	В	4.4	В	B	В	B	ALTERNATION OF THE PARTY.	Telso
opproach Delay (s)	OLGO MATERIAL DE LOS COMPANSONOS POR COMPANSON	9.3	PAGE PART PAGE PAGE	ancere ce	12.6	NAME OF THE PERSON OF THE PERS	NATION AND DESCRIPTIONS	16.5	sonsennummen	WILLIAM CONTRACT	19.8	senonartes
oproach LOS		A			B			В		esiera)	В	200
jersaelon Summery	SERVICE SERVICE	and the second	SERVICE		AND DESCRIPTION OF	and Marie		Ballion Co.	St. Carrier	Suita Evil	CT THE SEC	SHALL WAS
ICM Average Control De		SERVICE TO	12.4	SERVICE C	ICM Lev	el of Se	rvice		B	LI THE REAL PROPERTY.	NATURAL PROPERTY.	or a little
ICM Volume to Capacity		A STATE OF THE PARTY OF THE PAR	0.68	- AND STREET	A DIRECTOR AND A STATE OF THE S	COLUMN SALVA SALVA	unite de la constitución de la c	AND THE PARTY OF T	***************************************	rownin British	ACCRECATION OF THE PERSON OF T	AND DESCRIPTION OF
ctuated Cycle Length (s		497890	67.6		um of lo	st time	(s)		8.0	A SUBSECTION		STORES
ntersection Capacity Util			81.5%		CU Leve			NAME OF TAXABLE PARTY.	D	OCCUPATION OF THE PARTY OF THE		and the second
malysis Period (min)	SERVED BEST		15		AND THE REAL PROPERTY.	THE SAME OF	THE STATE OF THE S	The Laborator	a syconal			
Critical Lane Group	MINISTER BASING	THE PERSON NAMED IN	MANUFACTOR OF THE PARTY OF THE	MENTAL HER	A CONTRACTOR OF THE PARTY	IN A LOCAL DESIGNATION CO.	MANAGES A SULLA	MARKET PROPERTY.	INTERESTINATES	THE REAL PROPERTY.		III PARILI GIONI

3 m 18	1	→	7	1	+	4	4	1	1	1	ţ	1
Movement	EBL	EBT	FBR	WYBIL	WBii	WBR	NBL	NEG	INER	880	SEDI	85
Lane Configurations	7	1		ሻ	1		*1	f>		7	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	-1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	namonimonana.	4.0	4.0	experience	4.0	4.0	role new York and	4.0	4.0	WANTE BY
Lane Util. Factor Frpb, ped/bikes	1.00	0.95 1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fipb, ped/bikes	1.00	1.00		1.00	1.00	UNIA PROPERTY.	1.00	1.00	CONTRACTOR OF THE PARTY OF THE	1.00	1.00	ENGINEERS
Frt	1.00	0.99	SASSONE USIN	1.00	1.00	AREA DE CONTRACTOR DE CONT	1.00	0.91	COMMUNICACIO	1.00	0.99	
Flt Protected	0195	1.00	MARKET THE	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1177	3347	WILL ALEMAN TO A	1772	3243	MANAGEMENT OF THE PARTY OF THE	1217	1645	SALE SPECIAL PROPERTY.	1825	1845	BUSINESS/PICE
Flt Permitted	0.20	1.00		0.25	ANTERIORIS NO COMPANY DE LA CONTRACTION DEL CONTRACTION DE LA CONT		0.68	1.00		0.75	1.00	
Satd. Flow (perm)	254	3347		466	3243		869	1645		1434	1845	
Volume (vph)	12	982	54	73	1164	10	119	7	10	4	11/8	1000
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj; Flow (vph) RTOR Reduction (vph)	12	982 5	54 0	731 0	1164	10		7.	10	4	1111	2000
Lane Group Flow (vph)		1031	SERVICE OF	73	1173	0	O 141	8	0	0	5	O
Confl. Peds. (#/hr)	1	DIREMEMBER	namen et a	MINISTRE LA CAL	SHELLEY AND	1	STREET, STREET,	P. S. P. A.	Name of Street, or other Persons and Perso	MINISTERN TEN	BRAUDZOS	
Heavy Vehicles (%)	55%	8%	12%	3%	12%	56%	50%	0%	11%	0%	1%	20%
Turn Type	Perm		ones to the second second	Perm			Perm		THE REAL PROPERTY.	Perm	e a complete de la co	OUR PROPERTY.
Protected Phases	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	2	MANAGEM N		61			4			8	THE SE
Permitted Phases	2			6	07.1100000000000000	10 Taran 10 March	4			. 8		
Actuated Green, G (s)	21.8	21.8	AP . A.	21.8	21.8		4.5	4.5		4.5	4.5	
Effective Green, g (s)	23.8	23.8	and and a second	23.8	23.8	minoral various	6.5	6.5	NAME OF THE OWNER O	6.5	6.5	NO DESCRIPTION OF THE PERSON O
Actuated g/C Ratio Clearance Time (s)	0.62 6.0	0.62 6.0		0.62 6.0	0.62 6.0	CONTRACT	0.17 6.0	0.17 6.0		0.17	0.17	
Vehicle Extension (s)	3.0	3:0	BEACHT BEACH	9113.0	MM310M	MENTS BROWN	3.0	3.0	A CONTRACTOR OF THE PARTY OF TH	6.0	6.0	
Lane Grp Cap (vph)	158	2080	KARRIEMERSK	290	2015	menogspenin	147	279		243	313	and the same
v/s Ratio Prot	ALMORETIC H	0.31	DESCRIPTION OF		c0.36			0.01	THE STATE OF THE S		c0.06	MSECHER!
v/s Ratio Perm	0.05	New York of the Parish	avirusing decime	0.16	* CONTRACTOR	CONTROLUCION	0.01	NACIDAD UNANO	Andreas	0.00	MINERONA	annonena
v/c Ratio	0.08	0.50	70年8月	0.25	0:58		0.07	0.03		0.02	0.37	
Uniform Delay, d1	2.9	4.0		3.3	4.3	-	13.4	13.3		13.2	14.1	
Progression Factor	1.00	1.00		1.00	1.00		1,00	1.00	计数字的	1.00	1.00	4
Incremental Delay, d2	0.2	0.2	XINCHUMBOS STATE	0.5	0.4		0.2	0.0	SAME NAME OF	0.0	0.8	especial managements
Delay (s) Level of Service	A	A	GENERAL STATE	3.7 A	4.7 A		13.6 B	43.3 B	10.00	13.3 B	14.8 B	40000
Approach Delay (s)	DESCRIPTION	441	TO SHE TON		47	CONTRACTOR OF THE	MINISTERNA STATE	13.4	PER SERVICE SERVICE	DESCRIPTION OF THE PERSON	14.8	
Approach LOS	248658385932	A	TELEVISION OF STREET	XUSCHNEWHIRE	A	EMANDOS SERVE	WARRING BAR	B		ZATEORIUM)	В	A CONTRACTOR
Intersection Summary	alle lan		to all years	MAN TO A		Standers			CHARLES IN	S SALL		THE STATE OF
HCM Average Control D			5.1		ICM Lev	el of Se	rvice		Α			
HCM Volume to Capacit		24.5	0.54			West S	48			0.00		14.50
Actuated Cycle Length (38.3		um of lo				8.0			
Intersection Capacity Ut	lization		59.1%	10	CU Leve	l of Ser	vice		В	No. Marie	11-11-11-11	
Analysis Period (min)	SE THE SECOND SECOND	SHARWSON .	15	SIONSSBURY	CANCELLE PARTIES	OR VOICE BOX	ADTENDED NAMED	DATEMENT	TOWN THE OWN	en tellemente	November 1	OMOTO SERVING
 Critical Lane Group. 	9/31/17/5EC#556	STOVE ON USA	CONTRACTOR OF		STATE STATE	TO STATE OF	MOVE HOW	Section S.	2 10 10 10 10 10 10 10 10 10 10 10 10 10	221 67 15 15 15 15	A CONTRACTOR	05/04/08/5/5/

10	•	-	*	1	-	4	4	1	1	1	1	1
Movement	EBL	HERIT.	EBR	WB	WBIT	WER	NBL	NET	NBE	\$(B)L	SIST	(5);
Lane Configurations	1	1		7	41		ሻ	P	NOVO GANCISTA	7	A	agentaria (A
Ideal Flow (vphpl)	1900	1900	1900	THE RESERVE OF THE PERSON NAMED IN	1900	1900	1900	1900	1900	1.900		1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util, Factor	1.00	0.95		1.00	0.95		1,00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.96		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	40000	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1659	3344		1659	3339		1426	1711		1615	1844	
Flt Permitted	0.11	1,00		0.14	1.00		0.34	1.00		0.70	1.00	
Satd. Flow (perm)	190	3344		248	3339		513	1711		1189	1844	
Volume (vph)	34	1157	108	65	1380	17	28	64	25	57	320	+ 52
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	34	1157	108	NA PROPERTY AND PROPERTY AND	1380	17	28	64	25	THE RESERVE AND PERSONS ASSESSED.	320	52
RTOR Reduction (vph)	0	6	0	0	1	0	0	13	0	0	5	0
Lane Group Flow (vph)	34	1259	0	65	1396	0	28	76	/: - TO	57	367	0
Heavy Vehicles (%)	10%	8%	5%	10%	9%	20%	28%	7%	9%	13%	2%	2%
Turn Type	Perm			Perm	No. of the last		Perm			Perm		B WAS
Protected Phases		2			6.			4			8	
Permitted Phases	2	A SILEAN		6			4			8	All policies	9/64/19
Actuated Green, G (s)	36.1	36.1	N. S. S. C. S. C. S.	36.1	36.1	NOTICE TO SERVICE	19.8	19.8	October many law	19.8	19.8	***************************************
Effective Green, g (s)	38.1	38.1		38.1	38.1		21.8	21.8		21.8	21.8	
Actuated g/C Ratio	0.56	0.56	manager com	0.56	0.56	NAME OF STREET	0.32	0.32	-	0.32	0.32	
Clearance Time (s)	6.0	6.0		6.0	(6,0)			6.0		6:0	ENGINEE CONTRACTOR	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	-	3.0	3.0	
Lane Grp Cap (vph)	107	1876		139	1874		165	549	Second.	382	592	
v/s Ratio Prot	market rank	0.38	PURCONSMISSION	MATERIAL STATE	c0.42	norrusanon		0.04		eurokania neway	c0.20	
V/s Ratio Perm	0.18			0.26			0.05		THE PERSON	0.05	ALKIOW TONIO GRADIN	40 A B
v/c Ratio	0.32	0.67	WACHEN BUTTON	0.47	0.74	Philodophysical Co.	0.17	0.14	COMPANY	0.15	0.62	TOTAL TRANSPORT
Uniform Delay, d1	8.0	10.5		8.9	11.2		16.6	16.4		16.4	19.5	200
Progression Factor	1.00	1.00	IDENTIKATIYA KERI	1.00	1.00	CONTRACTOR OF THE PERSON	1.00	1.00	sono/sumenuo	1.00	1.00	NAMES OF THE PARTY OF
Incremental Delay, d2	1.7	110	的政府工程的	2.5	11.6		0.5	0.1		0.2		
Delay (s) Level of Service	9.7	11.4	ESTO REMOVESTUMEN	11.3	12.9 B	THE REPORT OF THE	17.0	16.5	WELDOWN NO.	16.6	21.5	DATES HERE
Approach Delay (s)	A STATE OF THE PARTY OF THE PAR	11.4	WHEEL MARKET	MINDS	12.8	STATE OF THE PARTY.	BURGE DA	16.6	有限的数据 188	В	G C	
Approach LOS		MANUE N			12.0 BN	HER RAIN W	BANKSUUSA	NO.0			20.8	
	WINDS OF STREET										CONTRACTOR OF THE	enements and
ntersection Summany	V 10		daya dayan					A CONTRACTOR		A SECTION A		Markey
HCM Average Control De			13,4		CM Lev	el of Se	rvice		a ⊩Ba	OWNER.		4 M
HCM Volume to Capacity		ACCEPTANCE	0.70	NATIONAL PROPERTY.	NAMES OF STREET	STANCE STREET	on/(spenies	Nan Programmer	1501192752000	MATERIAL DISTRICT	1007000000000000000	CHARGE CHARGO
Actuated Cycle Length (s			67,9		um of lo			200	8.0			3750
Intersection Capacity Utili Analysis Period (min)												
		CAMBRIDGE CONTROL	82.0% 15) I	U Leve	of Ser	VICE	OUNT SHIP OF SHIP	D	emagonism	ECONOMIS NAMED	ROGROGUITANS

	1	→	*	1	-	4	4	1	1	. /	ţ	1
Movement	EBU	EBIG	(EB)R	WYBIL	The state of the s	W(B)R	MBIL	NBII	NEW	ঞ্চাল	3511	अ
Lane Configurations	"	474		7	1		*	P		٦	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	PRODUCTOR A STATISTICS	1900	1900	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0	Parket Constitution Text	4.0	4.0	S. A. Service S. Contract	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1,00		1.00	1.00	1000
Frt Fit Protected	1.00	0.99	MATERIAL STREET, STREE	1.00	1.00	NAMES OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	1.00	0.94	Unicapioni	1.00	0.98	OFFICE AND A STATE OF THE STATE
Satd. Flow (prot)	0.95 1521	4.00 3164		0.95 1825	1.00 3120	CONTRACT.	0.95	1.00		0(95	1,00	
Elt Permitted		3104	O DO TOTAL DO TO		1.00	Mary Mary area	1217	1668	MATERIAL SECTION	1372	1844	MUNICIPAR
Satd. Flow (perm)	228	3164	SERVICE SERVICE	436	3120	BANCISTS.	620	1668	MANAGE R	1068	1844	
Volume (vph)	220	1000	72	33	1373	1890 KURO 18	88868	1606	3331149	1008	209	INCOME.
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (yph)	HSH1143		1.00	33	1373	MANIEN ZN	1.00	1.00		7.00	209	1.00
RTOR Reduction (vph)	O	5	0	0	0	O	0	9	O	. 0	6	0
Lane Group Flow (vph)		1067	0	331	1375	MAL ON	84456N	18	100	16	234	
Heavy Vehicles (%)	20%	15%	3%	0%	17%	0%	50%	0%	20%	33%	1%	10%
Turn Type	Perm	AND DESCRIPTION OF THE PERSON	AND RESERVE	Permu	AL MANUAL PROPERTY.	NAME OF THE OWNER, WHEN THE OW	Perm	OKSISIA BARBARA	A STATE OF THE PARTY OF	Perm	KENNINGSKAN	GUINSION
Protected Phases	one as an industry	2	(EXCEPTION)	STATE OF THE PARTY OF	6	DOLDHOUSE CO.	MURSE MANUE	4	SPECIFICATION OF THE PERSON OF	ansania.	8	WARPS CO.
Permitted Phases	2	THE REAL PROPERTY.		6	BANK BERN	US NEWS	4		Carrier Con	8.4	MERCE	探险等
Actuated Green, G (s)	31.9	31.9	DASSIFU CINADADA	31.9	31.9	M/H2GUZZIONID2GI	9.9	9.9	and the same of th	9.9	9.9	Dentinations.
Effective Green, g (s)	33.9	33.9	Avelera.	33/9	33.9		119	119	G SAN SAN	0.11	11.9	Wall P
Actuated g/C Ratio	0.63	0.63		0.63	0.63		0.22	0.22		0.22	0.22	ORDERS OF STREET
Clearance Time (s)	6.0			6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	144	1994		275	1966	100	137	369	Mark Mark	236	408	100 m
v/s Ratio Prot		0.34			c0.44			0.01			c0.13	
//s Ratio Perm	0.05			0.08			0.01			0.01		
//c Ratio	0.08	0.54		0.12	0.70		0.04	0.05		0.07	0.57	
Uniform Delay, dif	3.9	5.6		4.0	6.6		16.5	16.5		METHOD OF SHIPS	18.7	
Progression Factor	1.00	1.00	ervindesina.ne	1.00	1.00	OPPARTOR DE LA CONTRACTION DEL CONTRACTION DE LA CONTRACTION DEL CONTRACTION DE LA C	1.00	1.00	and mode and assessed	1.00	1.00	unabakento d
ncremental Delay, d2	0.2	0.3		0.2	4.1.1		0.1	HIMAO OCHOUNTED		NUMBER OF STREET STREET	1.9	
Delay (s)	4.1	5.8	DUSTROPO GRUENT	4.2	7.7	THE SHARING	16.6	16.6	MINNESS CONTRACTOR	16.7	20.6	MITHER TOWN
level of Service Approach Delay (s)	A	A	A PROPERTY.	A	TO A		В	10.6	阿斯斯克德	E BE	C 1	
Approach FOS	DESCRIPTION	5.8	SHIGHTANES	NO UKACHENIN	7.6	GREEN CHARLE	ENING TOUR	16.6	CONTINUE DOLLAR	D.D.SHARWANIA	20.4	NCONSCION
A STATE OF THE PERSON NAMED IN COLUMN 2 IN	NET DE LOS	The state of the s	CATALOG STATE	MONEY CONTRACT		10027700000		SEE SEE	STATE BELLEVIEW	201706		STATE OF THE PARTY.
ritersection Stummery									HERRICA		Tall I	クロス
HCM Average Control De			8.2	H	GM Lev	el of Se	rvice		A		是特別是	数 图
-ICM Volume to Capacity			0.67									
Actuated Cycle Length (s			53.8		um of lo			2,44	8.0			266
ntersection Capacity Util	ization		57.6%	IC	CU Leve	of Sen	vice		В			
Analysis Period (min)	HICKORY.		15		不知此的社			100000	(C) (A) (A)			COLUMN TO

c Critical Lane Group

	٨	-	*	1	+	4	4	†	1	1	↓	1
Mexicani	EBL	1831	EER	WELL	WEIT	WBR	NBL	INBII	NBR	SEL	S 3	(31)
Lane Configurations	ሻ	1		7	^		4	A		٦	7	a veloc
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1,00	AV2 4 1 1 1	1.00	1.00	
Frt	1.00	0.99	MATERIAL PROPERTY.	1.00	1.00	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	1.00	0.99		1.00	0.96	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1,001	300
Satd. Flow (prot)	1690	3138	COMPANISON.	1825	3166	AND THE RESERVE	1460	1736	T-STORY WARRING	1372	1720	NO PERSONAL PROPERTY IN
Fit Permitted	0.10	1.00		0.33	1.00		0.40	1:00	21 18:15	0.73	1.00	2000年
Satd. Flow (perm)	180	3138	NOTION AND DESCRIPTION	640	3166	MINISTER CO.	621	1736	THE RESERVE NAMED	1052	1720	Name of Street
Volume (vph)	131	816	32	18	1293	8	4	42	2	9	220	. 71
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	131	816	32	18	1293	8	4	42	2	4.9	220	71
RTOR Reduction (vph)	0	3	O	0	0	0	O	1	0	0	12	0
Lane Group Flow (vph)	131	845	Bertichter an der Greek	18	1301	0	4	43	0	19	279	54.0
Heavy Vehicles (%)	8%	16%	7%	0%	15%	43%	25%	8%	50%	33%.	1%	28%
Turn Type	pm+pt	THE REAL PROPERTY.	CERTIFIC	Perm	MATERIAL		Perm.	ALC: NO.		Perm		
Protected Phases	5	2	Name and Address	NAME OF TAXABLE PARTY.	6	er Cardena con	MICHAEL STATE	4	owen automoralis	INTERNAL AND	8	and a second
Permitted Phases	14.2			36.6	200	district the second	Water An	MANDAGO		8	MEMOR	
Actuated Green, G (s)	44.2 46.2	44.2	A STEEL COLUMN TO A STATE	36.8	36.8	2000 Sec. (1997)	19.1	19.1	(KERNEDWINSTERN)	17.1	17.1	NAME OF TAXABLE PARTY.
Effective Green, g (s) Actuated g/C Ratio	0.61	46.2 0.61		38.8	38.8 0.52	SOUTH THE SECOND	21.1	21.1		2111	21.1	
Clearance Time (s)	3.0	6.0		0.52	6.0	DESTRUMENTS.	0.28	0.28	COLUMN COLUMN	0.28	0.28	BERTHANDIN
Vehicle Extension (s)	3.0	3.0	10 Section	3.0	3.0		3.0	3.0		8.0	MALIEN PROFESSION	
Lane Grp Cap (vph)	179	1925	and the second second	330	1631	HELE WAS DO	3.0	486	PUSSOSNIPM SIER	3.0	3.0	(BSGAD)BOSH
v/s Ratio Prot	c0.03	0.27	SOLGS HOLD	330	c0.41	ESPERATOR	RESILVED	Marie Color Color	STANDARD STANDARD	295	482	NEWS ST
v/s Ratio Perm	0.42	ATTRIBUTED BY	HOUSE THE	0.03	CO.41	O Secretary of	0.01	0.02	KARABKIEZI)	0.01	c0.16	NAME AND POST OFFI
v/c Ratio	0.73	0.44	KINE DESCRIPTION	0.05	0.80	MENSOR PROPERTY.	0.02	0.09	NAME OF STREET	0.03	0.58	SOLING THE
Uniform Delay, dri	11112	7.7	SERVINO ESTA	9.1	15.0		119.6	20.09	SHOW DATE:	197	23,3	16000000
Progression Factor	1.00	1.00	905508650240	1.00	1.00		1.00	1.00	SHIPS CHARLES	1.00	1.00	STATE OF THE PERSON
Incremental Delay, d2	143	0.2		LIM ONL	2.8		0.14	0.00	POSTURBACION	0.0	1.00	ACCURACIONS N
Delay (s)	25.5	7.9	IDADESH DETAKLIS	9.2	17.8	XAMMADA BASA	19.7	20.1	SHORESTER	19.7	25.0	CONTRACTOR OF THE PARTY OF THE
Level of Service	PINCH			A A	MAN BY	CELEBRATE STATE	BANK BANK	HARCI	200 USAN	MINNE BE	MANGE	
Approach Delay (s)	ENGINEERING CO.	10.2	A DESIGNATION OF THE PERSON OF	MANAGEMENT AND THE	17.7	MPG WALKED BANK	MINISTERNA PROPERTY	20.0	CHILDRENGISS	ICHORNES AN	24.8	ST-EU-CONTOCKS
Approach LOS		B			B	STATE OF		ALC:			MARCH	Health
Interesponder Seminatory		National Pro-			SPERM		DOM:		energy)			
HCM Average Control D	elay	645,393	15.8	用數個關	CM Lev	el of Se	rvice	Menvers	В	34 A	建筑	
HCM Volume to Capacit	y ratio	22.50/27/2004	0.72	Barranger		The state of the s	Language Co.					,
Actuated Cycle Length (s)		75.3	S	um of lo	st time	(s)		12.0	RESTREET.		
Intersection Capacity Ut		(39.2%		U Leve				С			
Analysis Period (min) 🥜			15	第四方		WARRIED TO	建設開發			经 共和		
c Critical Lane Group			- 100				-	- Company	- Control of the Cont			The state of the s

	\rightarrow	*	1	-	1	1	¥ .
Viovement	12B)(EBR	WEL	WEII	NBI.	NBR	PARAMERA PROPERTY IN THE CANADA SET CONTROL
Lane Configurations	1		ሻ	^^	Y		
Sign Control	Free	Wester		Free	BROOMS LESS SET LESS SET		
Grade Volume (veh/h):	0% 1094	SHEWS THE	N (197)	0% 4406	0%	5	THE STATE OF THE STATE OF THE PARTY OF THE STATE OF THE S
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	Makan Makan dan Destas Sebagai dan Sebagai Seb
Hourly flow rate (vph)	1094	7	to be a first proper storage at the last the	1406	7	5 4	
Pedestrians	-			de acrossador d	2		
Lane Width (m) Walking Speed (m/s)		FIRE		NAME OF	3.7 1.2		
Percent Blockage		SHEARES			1.2	SERVICE CO.	
Right turn flare (veh)	NEWSCHILD SAFEK	pantas rener	TO A STATE OF THE PARTY OF THE	SOURCE ESPER		THE STREET, COLUMN	CONTRACTOR OF THE PROPERTY OF
Median type				143	None	141	
Median storage veh)	PERSONNELLA	OTHER DES	POTENTIAN DE	nanuana.	CONTRACTOR SECOND	MILKANA PRINCIPAL	TILTE D. W. W. Landy R. W.
Upstream signal (m) pX, platoon unblocked						(41年)(6)	Studential Control of the Control of
vC, conflicting volume		SHAWAR .	1103	N. Marketon	1816	552	A VICE OF STATE OF THE STATE OF
vC1, stage 1 conf vol	anniaminos para	SCHOOL SCHOOL SECTION	IN NAMES OF STREET	MARIE CONTRACTOR	market Separate Separate		
vO2, stage 2 conf vol							
vCu, unblocked vol tC, single (s)	BONGER POCKS	CE SACCIONISMO	1103	zmounemonou	1816 6.8	552 6.9	AND THE PROPERTY OF THE PROPER
tC, 2 stage (s)		(Alvertinger	State Shall	80000000000	0.0	Gia	Secure List of the Control of the Co
(F (s)		and the same of th	2.2	Market Name	3.5	3.3	Cally Target Steen St
p0 queue free %			99	A STATE OF THE STA	90	99	A TOTAL DESIGNATION OF THE PARTY OF THE PART
cM capacity (veh/h)			639	No.	70	481	
Direction, Lane /	(5) 1	E 3 2	WALL II	W/E) 2	WE G	(NB) 1	
Volume Total	729	372	7	703	703	112	
Volume Left Volume Right	O	O	7	0	0	7 50	MINH COME SCIENCE MADVE AND A METER AND A TOTAL AND A SCIENCE AND A SCIE
cSH	1700	1700	639	1700	1700	109	
Volume to Capacity	0.43	0.22		0.41	0.41	0.11	
Queue Length 95th (m)	0.0	0.0	0.2	0.0	0.0	2.5	A water start and a production of the start
Control Delay (s)	0.0	0.0	10.7	0.0	0,0	42.2	and the second of the second o
Approach Delay (s)	0.0	CHECKEN TO	B 0.1	60 SE	CONTRACTOR OF THE	E 42.2	
Approach LOS		amuzenis	WEST STATES	SECRETARIA DE	N. W. P. S.	E	
Intersection Summary	OKSTANJE OVO	1685/E45000	STEEL STREET		TOTAL CONTRACTOR OF THE PARTY O	ASMAHORITANIA	THE PARTY OF THE P
Average Delay		A CHARLES	0.2	The state of the s	USH DELAN	on University	
Intersection Capacity Util	zation	Sept.	48.9%		SU Leve	of Serv	ice.
Analysis Period (min)	- Annual Control of the Control of t	- A STATE OF THE S	15	- THE PERSON NAMED IN	AND DESCRIPTION OF THE PERSON		A STATE OF THE PROPERTY OF THE
Sand Stranger Strain				rk in the			

10-24	A	-	*	*	-	4	4	1	1	1	+	4
Moxemaili	FBI	EBI	E BIK	WBIL	WBII	WBR	NBI	NBT	NBK	SEL	SBI	Sh
Lane Configurations	44	ተተ	7	74	^	7	ሻ	44	7	ሻሻ	ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util, Factor	0.97	0.95	1 00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1,00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2566	3318	1328	1630	3444	1150	1738	3318	1541	2623	3147	1328
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1,00	0.95	1.00	1.00
Satd. Flow (perm)	2566	3318	1328	1630	3444	1150	1738	3318	1541	2623	3147	1328
Volume (vph)	253	743	39	261	969	167	101	684	173	479	845	385
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	253	743	39	261	969	167	101	684	173	479	845	385
RTOR Reduction (vph)	.0	0	29	0	0	0	0	0	127	0	0	197
Lane Group Flow (vph)	253	743	10	261	969	167	101	684	46	479	845	188
Heavy Vehicles (%)	38%	10%	23%	12%	6%	42%	5%	10%	6%	35%	16%	23%
Turn Type	Prot		Perm	Prot		Free	Prot	No. of Lot	Perm	Prot	DESIGN.	Perm
Protected Phases	5	2		1	6		7	4	yla ya fa	3	8	
Permitted Phases	HER PARTY		2		1 1	Free			4			8
Actuated Green, G (s)	15.2	32.3	32.3	23.2	40.3	131.8	10.3	28.3	28.3	26.2	44.2	44.2
Effective Green, g (s)	15.2	35.2	35.2	23.2		131.8	10.3	31.2	31.2	26.2	47.1	47.1
Actuated g/C Ratio	0.12	0.27	0.27	0.18	0.33	1.00	0.08	0.24	0.24	0.20	0.36	0.36
Clearance Time (s)	4.0	6.9	6.9	4.0	6.9	William III	4.0	6.9	THE RESIDENCE OF THE PARTY OF T	4.0	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	296	886	355	287	1129	1150	136	785	365	521	1125	475
v/s Ratio Prot	0.10	0.22		c0.16	c0.28		0.06	c0.21		c0.18	0.27	
v/s Ratio Perm		0.00	0.017			0.15			0.03	No.		0.14
v/c Ratio	0.85	0.84	0.03	0.91	0.86	0.15	0.74	0.87	0.13	0.92	0.75	0.40
Uniform Delay, d1	57.2	45.6	MILITA ALKILYBIRADANI	53,3	41.4	0.0	59.5	48.4	39.6	51.8	37.2	31,7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	20.7	7.0	0.0	30.3	6.6	0.3	19.5	10.4	0.2	21/3	2.9	0.5
Delay (s)	77.9	52.6	35.7	83.6	48.1	0.3	78.9	58.8	39.7	73.0	40.1	32.3
Level of Service	的现在是	D	D		E-00/03/04/05/25/04/0	// A	E)	E	D	E E	D	C
Approach Delay (s) Approach LOS	EFENORS.	58.2 E			49.0 D			57.5		NAME OF	47.5 D	
Intersection Summary		Market (S)		MARKET	BENTANK	BILL THE	DE LA	HARMAN			HER	
HCM Average Control D			52.0		ICM Lev	el of Se	rvice	Mark to	D.			254
HCM Volume to Capacity		Marie Carrier	0.87						V-1000			
Actuated Cycle Length (s			131.8			ost time		PHE RE	12.0			
Intersection Capacity Uti	lization	8	30.9%	IC	CU Leve	of Ser	vice		D			100000000000000000000000000000000000000
Analysis Period (min) 🍱			15	ri rajik		Alegae A		projection.	42.0	电影的电影		以
 Critical Lane Group 												

£ 1	\rightarrow	*	1	•	1	1	
Movement	EBII	EBR	WBIL	WBII	INBIL	NBR	Burnetts (1984) is a file and the large state of the
Lane Configurations	^	7	ሻ	个个	**	7	economica de la companya del companya de la companya del companya de la companya del la companya de la companya
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	A STATE OF THE STA
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	CONTRACTOR OF THE PARTY OF THE
Lane Util. Factor	0.95	1.00	1:00	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	1.00	1.00	0.95	1.00	0:95	1.00	
Satd. Flow (prot)	3444	1633	1825	3476	1738	1633	
Fit Permitted	1.00	1.00	0.22	1.00	0.95	1.00	
Satd. Flow (perm)	3444	1633	417	3476	1738	1633	
Volume (vph)	1151	53	29	1394	43	24	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	1151	53	292	1394	43	24	
RTOR Reduction (vph) Lane Group Flow (vph)	O	18 35	0 29	0 1394	. 0	20	VOTE DUTGO NOT THE RESIDENCE PROPERTY AND THE RESIDENCE PROPERTY AND THE P
Heavy Vehicles (%)	6%	0%	0%	NUMBER OF STREET	43	SEMERAL AND	
Turn Type		Perm	WATER COMPANIES OF THE PARTY OF	5%	5%	0%	LINE SALES AND DECEMBER 197.
Protected Phases	2	Renn	Perm			Perm	
Permitted Phases	ESTREMENTAL PROPERTY OF	THE STREET	OVERED	6	8 PORTEGORISM	8	
Actuated Green, G (s)	24.0	24.0	24.0	24.0	4.0	4.0	
Effective Green, g (s)	26.0	26.0	26.0	26(0)	6.0	60	
Actuated g/C Ratio	0.65	0.65	0.65	0.65	0.15	0.15	
Clearance Time (s)	6.0	6.0	6.0	60	6.0	6.01	STATE OF THE PROPERTY OF THE PROPERTY OF THE PARTY OF THE
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	2239	1061	271	2259	261	245	
v/s Ratio Prot	0.33		OCHE TELEVISION	c0.40	c0.02	MANUAL DESIGNATION OF THE PERSONS ASSESSMENT	Completed in London at 1990 and the second of the Principle of the Second of the Secon
v/s Ratio Perm		0.02	0.07			0.00	
v/c Ratio	0.51	0.03	0.11	0.62	0.16	0.01	The state of the s
Uniform Delay, d1	3.7	2.5	2.6	4.1	14.8	14.5	的數學學所謂 (4)
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.0	0,2	0.5	0.3	0.0	
Delay (s)	3.9	2.5	2.8	4.6	15.1	14.5	CONTRACTOR OF THE PROPERTY OF
Level of Service	A	A	A	A	В	В	
Approach Delay (s)	3.8	BOOKS PARKETEETE	DALINGKINGATEAC	4.6	14.9	PERMITTER	
Approach LOS		級和緊急時		A.	В		
intersection Summary		BUTTO PRINT	建一线模型				MARKET SEED OF STREET WAS ALLEGED FOR THE FOR
HCM Average Control De			4.5	建物配 用	CM Lev	el of Se	rvice A
HCM Volume to Capacity			0.53			201203-0020411711	
Actuated Cycle Length (s			40.0				(S) 8(0)
Intersection Capacity Util			2.7%	IC	U Leve	l of Serv	rice A
Analysis Period (min)			15			PARK	
c Critical Lane Group							

	1	→	*	1	+	•	1	1	1	1	†	1
MtoX/Ing@igit	EBIL	EBIT	EBR	WBIL	WBIT	WBR	NBL	WBIT.	NBR	SBL	SBI	SiBit
Lane Configurations	7	个个	7	7	† \$		7	^	7	19	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	11900		1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	CHRICULARZONIA	4.0	4.0	4.0	4.0	4.0	No. of Concession, Name of Street, or other party of the Concession, Name of Street, or other pa
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	Water to	1.00	1.00	1.00	1.00	1.00	100000
Frt	1.00	1.00	0.85	1.00	1.00	MANUFACTURE NATIONAL	1.00	1.00	0.85	1.00	0.94	antitodiscioni
Flt Protected	0.95	1.00	1.00	0.95	1:00		0.95	1.00	1.00	0.95	1.00	40 70 60
Satd. Flow (prot)	1547	3230	1484	1659	3400		1560	1847	1408	1825	1444	ONCOLUMN AND DESCRIPTION OF THE PERSON OF TH
Flt Permitted	0.12	1.00	1.00	0.17	1:00		0.72	1.00	1.00	0.51	1.00	100 PM
Satd. Flow (perm)	198	3230	1484	301	3400	- Commence of the Commence of	1176	1847	1408	971	1444	manomicut
Volume (vph)	43	1151	45	32	1293	38	88	262	64	30012	37	26
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdJ. Flow (vph)	43	1151	45	32	1293	38	88	262	64	12	37	26
RTOR Reduction (vph)	0	0	19	0	3	0	0	0	43	0	18	O
Lane Group Flow (vph)	43	1151	26	32	1328	0.1	88	262	24	12	45	O
Heavy Vehicles (%)	18%	13%	10%	10%	7%	3%	17%	4%	16%	0%	19%	33%
Turn Type	Perm		Perm	Perm		White Co	Perm	AND SECURITY OF	Perm	Perm	STEE SHARES	2000年
Protected Phases		2	A REPORT OF THE PROPERTY OF TH	AUDITALIA DEPOSITS	6	Series Series	errine company and	4	ineo en processo de la companyo	M TANCET LANCE	8	TO SERVICE STATE OF THE PERSON STATE OF THE PE
Permitted Phases	2		2	6	SAME SAME	THE ARCH	4	TO STATE OF	3.4	8	SHARINAN	34013
Actuated Green, G (s)	30.7	30.7	30.7	30.7	30.7	COMMUNICATION OF THE PARTY.	17.1	17.1	17.1	17.1	17.1	DENOTERNA
Effective Green, g.(s)	33.3	33.3	33.3	33.3	33.3		19.7	19.7	19.7		19.7	
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55	Paneni il Justini.	0.32	0.32	0.32	0.32	0.32	PROGRAMMA I
Clearance Time (s)	6.6	6.6	6.6	6.6	6.6		6.6	6.6	6.6	6.6	6.6	500
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	Marin Makalini
Lane Grp Cap (vph)	108	1763	810	164	1856	Market No.	380	596	455	314	466	100
v/s Ratio Prot		0.36			c0.39		ALTERNATION SCHOOL	c0.14	DODD OVER SHOW	SINGLE PARTIES	0.03	MORPHISM (MARKET
v/s Ratio Perm	0.22	A 17	0.02	0.11			0.07		0.02	0.01		B)(2) H(1)
v/c Ratio	0.40	0.65	0.03	0.20	0.72		0.23	0.44	0.05	0.04	0.10	DODE:SUPPLIE
Uniform Delay, df	8.0	9.8	6.4	7.0	10.3	Constitution of	15.1	16.3	14.2	14.2	14.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.4	0.9	0.0	0.6	1.3		0.3	0.5	0.0	0.1	0.1	
Delay (s)	10.4	10.7	6.4	7.6	11.7		15.4	16.8	14.2	14.2	14.5	14-20-00
Level of Service	B	BIV	A	A	B		B	BEN BE	В	В	В	ST 18
Approach Delay (s)		10.5			11.6			16.1			14.5	
Approach LOS	大学的 专	B	制制制的		В		HARRIST	В			⊥ B	100
Intersection Surprisery	松田林田田		a describerati	-	CASSIAN ISSUE	SUPPLIES CALL	i de la composición de	BANGS STON	ESCULPATION OF THE PARTY OF THE	STATISTICS.	EMSLA VECTO	HORNOGEN
HCM Average Control D		YEAR TO SEE	11.8	ele contrare	CM Lev	DACS.	-Vice	H-1000000000	d Bu	2022200	HE INDOOR	A Plantistant
HCM Volume to Capacit		ORIGINAL SECTION	0.61	STREET, STREET	ZIVIL EV	5,101,56	D. L. C.		EXECUTE PIE			1920
Actuated Cycle Length (61/0	STREET, STREET	um of lo	strime	STABOURA		.08	RESERVE HEAVE ONLY	OF THE REAL PROPERTY.	SERCENCE NO.
Intersection Capacity Ut		SHARITA SIDSKII •	66.8%		CU Level			BARBOLDHIA	C	en la	ESCOPE-FI	WENN L
Analysis Period (min)		PHONE REVERSION	10.076 10.015	STATES NAMED	HELICAL STREET		HOSTONAMULO TO CO	MERCAL PRINCIPLE	MAZARRAMANIAN CONTRACTOR	SERVICE SERVICE	SISTEMA CHARGO	RANDES NO
c Critical Lane Group	INDICATE NAME OF THE PARTY OF T	Selection (AMOUNTS CONT		AND DESCRIPTION OF THE PARTY.			SOUPPLE STATE		HEROSOPHIA		
							0.72					

		1	\rightarrow	*	1	-	4	1	1	-	1	ţ	1
1	Movement	EBL	EBIL	EBR	WBL.	WBI	WBR	NBL	NBT	INBR	SHI	SEI	(3)11
į	ane Configurations	4	1		7	1		ጘ	ß		7	f,	
	deal 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	and the Committee	4.0	4.0		4.0	4.0	ETHICAL COLUMN
	and Util: Factor	1.00	0.95		1.00	0.95	A 940 7	1.00	1.00		1.00	1.00	可铁规
	=rt	1.00	1.00	and There	1.00	1.00		1.00	0.93		1.00	0.93	
	It Protected	0.95	1,00		0.95	1.00		0.95	1,00		0.95	1,00	
	Satd. Flow (prot)	1659	3333		1738	3367		1738	1755		1372	1591	
	It Permitted	0.16	1.00		0.18	1.00		0.74	1.00		0.61	1.00	200
-	Satd. Flow (perm)	271	3333		335	3367		1353	1755		876	1591	
	/olume (vph)	22	1201	12	22	1303	13	23	108	90	3	14	13
	Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	Adj. Flow (vph)	22	1201	12	22	1303	13	23	108	90	3	14	13
	RTOR Reduction (vph)	0	1	0	0	1	0	0	45	0	. 0	10	0
	ane Group Flow (vph)	22	1212	0	22	1315	0	23	153	0	3.	17	O
-	leavy Vehicles (%)	10%	9%	45%	5%	8%	33%	5%	2%	2%	33%	0%	25%
	urn Type	Perm	30.00		Perm			Perm	的医系统技术	建筑的	Perm	100	
1444	Protected Phases		2			6			8			4	
	Permitted Phases	2		n with	6		规则的	8			- 4		
	Actuated Green, G (s)	25.7	25.7	-	25.7	25.7		7.8	7.8		7.8	7.8	
	ffective Green, g (s)	27.7	21.7		27.7	27.7	k like	9.8	9.8		9.8	9.8	
	Actuated g/C Ratio	0.61	0.61	Printerior homodynamics	0.61	0.61		0.22	0.22		0.22	0.22	
	learance Time (s)	6.0	6.0		6.0	6.0		6:0	6.0		6.0	6,0	No.
-	/ehicle Extension (s)	3.0	3.0		3.0	3.0	DECEMBER 1	3.0	3.0		3.0	3.0	
	ane Grp Cap (vph)	165	2029		204	2050		291	378	4	_ 189	343	100
	/s Ratio Prot	ninganianian	0.36	STREET STREET	emecouracemen	c0.39	THE RESIDENCE OF THE PERSON NAMED IN COLUMN 1	mano nedecovan	c0.09			0.01	
	/s Ratio Perm	0.08			0.07			0.02			0.00		
100.00	/c Ratio	0.13	0.60	Vicuminannu	0.11	0.64	TIONAU NOTANO	0.08	0.41	MANAGER CONTRACTOR	0.02	0.05	
	Iniform Delay, d1	3.8	55		3.7	5.7		14.2	15.3		14.1	14.2	
434	rogression Factor	1.00	1.00	SCHOOLS CONTROL	1.00	1.00	DOS TRANSPORTED TO SE	1.00	1.00	O DESMANDADO	1.00	1.00	WANTED
	ncremental Delay, d2	0.4	0.5	Silver Heat	0.2	0.7		0.1	0.7		0.0	0.1	
18	Pelay (s) evel of Service	4.2	· 6.0	REPUBLICATION	4.0	6.4	SIGUSEMENTORIA	14.4	16.1	MANAGEMENT OF THE PARTY OF THE	14.1	14.2	TO SHIP WATER
	approach Delay (s)		5.9			BORNACO CONTRACTOR IN	SELECTION SELECT	В	B		В		
	pproach LOS	TECHNOLIS		AUGINERIAN	BONESSEENUS	6.4	USTUNDANSON	DAMESTING TO STATE	15.9	NOT SERVICE	KENATOKEKA	14.2	NAME OF THE OWNER, OR THE OWNER, OR THE OWNER, OR THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,
-	ACTION AND AND AND AND AND AND AND AND AND AN	SESTALEDISTOR	MARK COM	ORDANIS		MREATHE CONTRACTOR	DAMA DURANTE			HIEROSON.	NAME OF THE OWNER, OWNE	MAN DE	
<u>)i</u>	ntersection Summary			N Sast	SHALL BY	PER LABOR			HERRISTA		AUSU W	HEREN	BENUT
	ICM Average Control De		THE REAL PROPERTY.	7.0	H	CM Lev	el of Se	rvice	SI SECTION	A	menus.		ME AN
H	ICM Volume to Capacity	ratio		0.58		COANTRO CRICE AN		2-10-10-10-10-10-10-10-10-10-10-10-10-10-	NO STREET	FF of REVENUE DE	Water State of the	4.312.533.0+73.43	
	ctuated Cycle Length (s			45.5		um of lo				8.0	GO NEWS		
	ntersection Capacity Util		ŧ	4.3%	IC	U Leve	of Serv	/ice		Α	CAN SECTION	CONTRACTOR STATE	all and the
A	analysis Period (min) 😘			15		という	plan ingerio						357100
C	Critical Lane Group							,					

30 man	•	· →	*	1	+	4	1	1	1	1	ţ	1
Moxement	EBL	EBT	FBR	WBL	WEIT	WBR	NEL	NBIT	NBR	(SIB)L	881	SEE
Lane Configurations	7	47		*1	1	S. OSOWIEJS	7	B		7	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0	1	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Utill, Factor	1.00	0,95		1.00	0.95		1.00	1.00		1,00	1.00	图 数例
Frt	1.00	1.00		1.00	1.00		1.00	0.98		1.00	0.97	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1789	3398	TOTAL SERVICE	1825	3429	un de la constantina	1825	1868		1825	1716	
Flf Permitted	0.09	1.00		0.09	1.00		0.70	1.00		0.24	1.00	
Satd. Flow (perm)	177	3398		180	3429		1343	1868		464	1716	
Volume (vph)	47	1421	40	22	1409	. 44	97	406	60	23	7.3	16
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	47	1421	(40)	22	1409	44	97	406	60	23	73	16
RTOR Reduction (vph)	0	2	0	0	2	0	0	- 5	0	0	7	0
Lane Group Flow (vph)	47	1459	0	22	1451	0	97	461	0	23	82	0
Heavy Vehicles (%)	2%	7%	6%	0%	6%	5%	0%	1%	0%	0%	5%	27%
Turn Type	Perm			Perm			Perm		S 167	Perm.		经 集型
Protected Phases	NOVERNISAM	2	SALES THE SALES	CTRONOUS COMM	6	enement enemal	STATE OF THE PERSON AS THE PER	4		SUMMAN	8	
Permitted Phases				6		(2)	MENAN			8		
Actuated Green, G (s)	40.6	40.6	PERSONAL PROPERTY.	40.6	40.6	UTANZA DIMONI	24.7	24.7	VIOLEN SWITTEN	24.7	24.7	THE RESIDENCE AND THE PERSON NAMED IN
Effective Green, g (s)	42.6	42.6	是自由限制	42.6	426	建筑的效果	-26.7	26.7		26.7	26.7	MERCE
Actuated g/C Ratio	0.55	0.55	DIMPLOWITORANIE	0.55	0.55	DOMESTICAL DESCRIPTION OF THE PERSON OF THE	0.35	0.35	NEW PROPERTY OF THE PERSON NAMED IN COLUMN	0.35	0.35	ISAN GUNDINA
Clearance Time (s)	3.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	Duovuseido	3.0	3.0	Medica villago	3.0	3.0	DECEMBER OF THE PARTY OF THE PA	3.0	3.0	
Lane Gro Cap (vph)	98	1873	新加州	99	1890	建計劃建	464	645		160	593	
v/s Ratio Prot v/s Ratio Perm	0.27	c0.43	KNOSTWORKS	THE STATE OF THE S	0.42	HUMBOURA	WAVAGU	c0.25	WEDWINS	THE SHAPE	0.05	THE PROPERTY OF
v/c Ratio	0.48	0.79		0.12	O 77		0.07	DESIGNATION		0.05		
Uniform Delay, d1	10.6	0.78	DECEMBER OF STREET	0.22	0.77	POSTORE ROBERTS	0.21	0.72	SHIP MENDING	0.14	0.14	ENGINEENS .
Progression Factor	1.00	1.00	NEW TOWNS	1.00	1.00		1.00	1.00		17.4	17.4	BUMOSB
Incremental Delay d2	1.00	1.00	REPOSITE SECURITION OF THE PERSON OF THE PER		1.00	SPECIAL SERVICE	0.00	388	GMODERSKRIT	1.00	1.00	NAME OF THE PARTY
Delay (s)	14.3	15.8	CHERRICA	10.0	15.4	MANAGULE NO HA	18.1	25.8	SERVICE SALE	17.8	17.5	ASSESSED S
Level of Service	BING BW	WHEN	MODULE SALES		FINE BOX	SESSEEMS!	BING BIN		PER		BWBW	SWEETEN ST
Approach Delay (s)	IMMEDIANE TO SAND	15.7		NEW YORK AT SHO	15.4	BRADARA	BENEVEZ O	24.4	100000000000000000000000000000000000000		17.6	STATE OF STA
Approach LOS	Sittle 1	BE			MINE BE			Z-T-T			BE BE	
Intersection Summerly		E PARE		AND DE		Marian	NEGOTIAL PROPERTY.	O STATE OF	DISORTER S		BNEE	DIRECTO
HCM Average Control De	elay	To Service	17.0	H	CM Lev	of Se	rvice		В	Course.	10000010	a de la com
HCM Volume to Capacity		MAINTEN CONTRACT	0.75	MONTH OF THE STATE	ANALISTICATION STATES		NACO MARKING PROCESSORS	100000000000000000000000000000000000000	DOMESTIC DESIGNATION OF THE PERSON OF T			REPRESENT
Actuated Cycle Length (s			773	Si Si	im of lo	st time (s)		8:0		TO SHOW	A CARL
Intersection Capacity Util		7	2.2%		U Level			CONTRACT DESCRIPTION OF THE	C	CONTRACTOR AND		ALL SECTION AND ADDRESS.
Analysis Period (min)	SALE IN		115		排放股份	A SHARE	AN AMPLIAN	ETRANCE	22.0	HOTOMERO		100
c Critical Lane Group		- Security Control of the Control of	A STATE OF THE PARTY OF THE PAR	THE RESERVE OF THE PARTY OF THE		TOTAL STREET, SEC.	and the second second	AND DESCRIPTION OF THE PARTY OF		THE REAL PROPERTY.	STOCK	NAME AND ADDRESS OF THE PARTY O

4 ,	1	\rightarrow	7	1	-	4	1	1	-	1	Į.	1
Movement	EBL	FBT	FBIR	WBL	WBT.	WBR	NBL.	NBI	INBR	SHIL	SBI	State
Lane Configurations	ኻ	ተ ጮ		7	1		ሻ	4	unga kalapa sa	79	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	SECURITION AND ADDRESS.	1900
Total Lost time (s)	4.0	4.0	NAME OF THE OWNER, WHEN	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Utill, Factor	1.00	0.95		1.00	0.95		1,00	1.00		1.00	1.00	阿斯姆
Frt	1.00	1.00	HOUSE PROPERTY OF	1.00	1.00	russamment oc	1.00	0.97	returnament.	1.00	0.89	
Flt Protected	0.95	1 00		0.95	1.00		0.95	1,00		0.95	1.00	建
Satd. Flow (prot)	1825	3311	NAGRIKONON	1644	3375	MONTH AND THE PARTY AND THE PA	1772	1806	NAME OF THE OWNER, OWNE	1560	1649	and the same of th
Fit Permitted	0.17	NEROSACION		0.17	1.00		0.72	1.00	A. 4. (1)	0.65	1.00	
Satd. Flow (perm)	321	3311	TERROR SALVER	296	3375	Sim mirans	1339	1806	MOUNTAL A SU	1060	1649	all and the second
Volume (vph)	44	CHARLING CONTRACTOR	研制加切	10	1251	9	41	138	39	6	16	44
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph) RTOR Reduction (vph)	44	1235	11	10	1251	9	41	138	39	6	NOOTHICINE SPECIOLE CHIEF	44
Lane Group Flow (vph)	0 44	1 1245	O	0	misterenen	0	O DECEMBER	14	0	0	34	0
Heavy Vehicles (%)	0%	10%	20%	11%	1259	AGEBROWN STUDY	41	163	0	6	26	0
Turn Type	Perm	HISTORY 100 100 100 100 100 100 100 100 100 10	2076	Perm	8%	13%	3%	2%	6%	17%	0%	5%
Protected Phases	Porm	STATE OF THE PARTY		Perm			Perm	SCHEET SHEET		Perm		WHEN THE REAL PROPERTY.
Permitted Phases	CHEMEON	2	Br sando es	annama em	6	SURFACE CONTRACTOR		4		DOM: NO	8	NINOTONIA
Actuated Green, G (s)	23.9	23.9	SELECTION OF THE PERSON OF THE	23.9	23.9	CHECKEN	77	7.7	Med Mark	5 W 8 8		
Effective Green, g (s)	25.9	25.9	rice and the same	25.9	25.9		7.7	7.7 HE 977	en and a second	7.7 9.7	7.7	THE PROPERTY.
Actuated g/C Ratio	0.59	0.59	ALPRES DE LA COMPANION DE LA C	0.59	0.59	NUMBER OF STREET	0.22	0.22	Maria de Maria	0.22	9.7 0.22	
Clearance Time (s)	6.0	6.0	RUPHINISHED	6.0	6.0	DESIGNATION OF	6.0	6.0	Samero	6.0	6.0	ALAKSA SERE
Vehicle Extension (s)	3.0	3.0	ELFEDINATION IS	3.0	3.0	indicularional	3.0	3.0	SECTION S.	3.0	3.0	A CHARLES
Lane Grp Cap (vph)	191	1967	HING MAYOUR	176	2005	F2306 LESS	Annual Control of Control of Control	402	CANESCONO	236	367	(S/709/23/509
v/s Ratio Prot	BOWN LESS COM	c0.38	RESIDENCE SERVICE	annace Man	0.37	NORTH PERSON	NZ90	c0.09	COLUMN TO STATE OF THE STATE OF	200	0.02	SWEETING.
v/s Ratio Perm	0.14	ELECTRICATE OF THE PARTY OF THE	BERREIN	0.03	ENDER BASIS		0.03	ETHANDRANGE SANGER	(S)20 m (C)20	0.01		DESIGNATION OF
v/c Ratio	0.23	0.63	argebian said	0.06	0.63	ACHIDEN SCHOOL	0.14	0.41	WAR STREET	0.03	0.07	DESTRUCTION
Uniform Delay, d1	11014.2M	15.8		317	5.7		13.6	14.5	MATERIAL PROPERTY.	13.3	13.4	NAME OF STREET
Progression Factor	1.00	1.00	CONTRACTOR (CE	1.00	1.00	SOMEON SERVICES	1.00	1.00	AND RESIDENCE OF THE PARTY OF T	1.00	1.00	HE WHAT THE
Incremental Delay, d2	0.6	0.7		0.11	0.6	MATERIAL PARTY.	0.2		2000年	0.0	0.11	NO STATE OF THE PARTY OF THE PA
Delay (s)	4.8	6.4	A STATE OF THE PARTY OF THE PARTY.	3.9	6.4	RINGEL GRANGE CHICAN	13.8	15.2	E-SPECIAL CONTRACTOR	13.3	13.5	MISSINGLE
Level of Service	A	A		A	- A	数据数据 面	A BE	BAR BAR	His San	B	B	
Approach Delay (s)		6.4	Victoria de la composição		6.3			14.9	CUTAN XINONIONES DA	-	13.5	ACCUPANTED IN
Approach LOS	BANK Y	A			A			В	STATE OF THE PARTY.	W.X	B	0.00
Intersection Summary	Maria an	es aspetit	SEASTING S	HE STATE OF THE ST		AND DESCRIPTION OF THE PERSON	NAME OF TAXABLE PARTY.	SENDINGERSKO			Managas	SHARKS!
HCM Average Control De			7.2	e de la componi	CM Lev	all of Sa	avidas (A		disamenta	
HCM Volume to Capacity			0.57		CIVILLEY	GIONOC	IVICO III		A	经间路级	SEPREMARY.	SECTION S.
Actuated Cycle Length (s			43.6		um of lo	sttime	CENTER NO.	MERCHANICA STATE	- 8.0	STRUCTURE AND	MERCOCA	SALUTINGOUS
Intersection Capacity Util		errenandina. F	2.9%		U Leve			OH COLUMN	A	nsatten (pade		and the same
Analysis Period (min)		MATTERSON	150	ASSESSED FOR	NAME OF STREET	NORTH STATE	New Control	REPORTER AND A STATE OF THE STA	NEW STREET	NAME OF TAXABLE PARTY.		DESERVED
c Critical Lane Group		MINANGER BOOK	and the same of th	THE REAL PROPERTY.	MANAGE STREET, SA		ONEW CONTRA	NAME OF THE PARTY	DESCRIPTION OF	THE PERSONS	DESCRIPTION OF	BEST BEST STATE
							- 2					

	1	→	*	1	-	1	1	1	1	1	+	4
Movement	EEL	EBIT	EBR	WBL	WBII	WBR	NBL	NBT	NBR	SBL	SBIL	\$33
Lane Configurations	**	ተ ቡ	A STERROOM STATE	N.	44	racento Armes	ሻ	A	a de la composición dela composición de la composición dela composición de la compos	ሻ	7	a sanyiyi sal
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util, Factor	1.00	0.95		1.00	0.95		1.00	1.00		1,00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.90	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1,00		0.95	1,00	100
Satd. Flow (prot)	1560	3377	a anno a managa	1825	3347	Name and Address of the Owner, where	1825	1821		1496	1602	
Fit Permitted	0.16	1.00		0.25	1,00	Add Asia	0.67	1.00		0.67	1.00	
Satd. Flow (perm)	258	3377		488	3347	MARKET STATE	1286	1821		1048	1602	
Volume (vph)	141	1110	123	2	1078	31	7	137	7	9	43	94
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	141	1110	12	2	1078	31	7	137	7 -	9	43	94
RTOR Reduction (vph)	0	1	0	0	2	0	0	2	0	0	76	0
Lane Group Flow (vph)	141	1121	0	2	1107	0/		142	0	9	61	- 0
Heavy Vehicles (%)	17%	8%	0%	0%	8%	29%	0%	5%	0%	22%.	0%	11%
	pm+pt.	BREET WA		Perm.			Perm			Perm		
Protected Phases	5	2	NO STREET, STR	THE REAL PROPERTY.	6	outons/me/w	THAT PURETY NA	4	-		8	
Permitted Phases	2	APPROXIMATE OF		6	Marketin				1000	8		Set Berry
Actuated Green, G (s)	31.9	31.9	ACCOMPANIES OF	24.7	24.7		7.6	7.6	articular and a second	7.6	7.6	
Effective Green, g (s)	33.9	33.9		26.7	26.7		9.6	9.6	NAME OF TAXABLE	9.6	9.6	
Actuated g/C Ratio	0.66	0.66	HOMEON PORTES	0.52	0.52	NAME OF THE PARTY	0.19	0.19	Difference control	0.19	0.19	de arresta interna
Clearance Time (s)	3.0	60		6.0	6.0		6.0	6.0	BEAUTIAN	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	PAGULAUI SONE	3.0	3.0	ortension saugo	3.0	3.0	COOK NAMED OF	3.0	3.0	Marie marie ne
Lane Grp Cap (vph) v/s Ratio Prot	251	MARKETIN OF REPORT AND ADMINISTRATION OF REPORT ADMINISTRATION OF RE	MEDICAL	253	1735	STEEL STEEL	240	339		195	299	
v/s Ratio Perm	0.03	c0.33	MAKINDEN MPS	TOTO OF	c0.33	PASTEURING PAR	NA WAS	c0.08	MINISTRATIONS	missinguitin	0.04	SERVICE STEELS
v/c Ratio	0.56	0.50	AND DESCRIPTION OF THE PERSON	0.004	MEDICAL PROPERTY.	NEW THE REAL PROPERTY.	0.01	TERMINE STR		0.01		国建筑的
Uniform Delay, d1	5.4	0.50	NAME OF THE PARTY	0.01	0.64	CHORESCHIUFFOOD	0.03	0.42	HEREN WAR	0.05	0.20	CONTRACTOR
Progression Factor	1.00	1.00	BUTTONIO	1.00	1.00	HIRISTENSOR	17.1	18.5	CARLES SE	17.2	17.7	
Incremental Delay, d2	2.9	81020	NO PROGRAMMENT	1.00	018	STEANICZDUE	1.00	0.8	and the same of th	1.00	1.00	PERSONALIZA
Delay (s)	8.2	4.7	MEDICIPOLISI	6.0	9.7	091818921038	17.2	19.3	SACRESS .	17.3	18.0	EQUINATED S
Level of Service	PHARAGE	MINA	PERMIT	BEAL AND	A		BING BILL	MINIBE	NEW PROPERTY.	WHIE BW	BUB	STEFFOLKSON,
Approach Delay (s)	DOMESTIC PROPERTY.	5.1	SOUTH DESCRIP	MINESTER SALIK	9.7	BORNSHONINGS	BESTEROOP FOR THE	19.2	THE REAL PROPERTY.		18.0	STATE OF THE PARTY
Approach LOS	Marie S	A A	Maria M	NEWS	A		WANTED TO	BA			BI BI	
hierseellon Summery			CASTORNESS OF	COLUMN TO	NATALES.		MELITARY.	THE WILLIAM	HIRE		HERNE	NURSER
HCM Average Control D	elay		8.5	1	CM Lev	cl of Se	rvice		A		Completely	
HCM Volume to Capacity			0.59		7-0242000000			(100				The second secon
Actuated Cycle Length (:			51.5	M S	um of lo	st time	(s)		12.0			
Intersection Capacity Uti	lization		6.6%		CU Leve				В			
Analysis Period (min) 🦠	自動物		15		(1) (1)				6.5			
c Critical Lane Group						The state of the s		The second second	The state of the s	- AVALUE	A CONTRACTOR OF THE PARTY OF TH	- Completely

	\rightarrow	A	1	-	· •		2 ⁸ 8 9
Inemeyely	EBIL	EBR	WBL	WBT	INEL	NBR	
Lane Configurations	44		ሻ	ተተ	MA.	VA.	
Sign Control	Free			Free	Stop		
Grade Volume (veh/h)	0% 1400	ence some	MANUAL STATE	0% 1144	0% 15	10	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	1400	29	WW.201	1144	1.05	10	
Pedestrians	and the state of the state of	ANN MALE COLOR	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	ORIGONOLINAMENDO		THE PROPERTY OF THE PARTY OF TH	REPORT OF ANY PROPERTY OF A CONTRACT CONTRACT OF A CONTRACT CONTRA
Lane Width (m)		at the			建筑。		
Walking Speed (m/s)	CONTRACTOR IN CO	exceptions and	NEISENACUE.	ness seasons	SALUE CONTRACTOR OF THE PARTY O	**************************************	NAME OF THE PARTY
Percent Blockage Right turn flare (veh)		WHEN THE	in Figure		West State	HOLOGISTA	
Median type			16 O.A. TA		None	NAME OF TAXABLE PARTY.	
Median storage veh)	TOTAL MATERIAL SECTION	and material mentions	LOLONICO MILITARY	NO PERSONAL PROPERTY.		SCHOOL SECTION STATES	
Upstream signal (m). 🐣		7.20	of stance				
pX, platoon unblocked							
vC, conflicting volume			1429		2028	714	
vC1, stage 1 conf vol	UNIOZEAS SUCCES	STATE OF THE PARTY.	PROFESSIONS	CHOUSEMBASI	DATE OF THE PARTY	OF STANSAGE OF STA	Policy of the second se
vCu, unblocked vol			1429		2028	714	
tC; single (s)	Bath William		411	N LONG	68	69	The state of the s
tC, 2 stage (s)		um Mice (socialis)	SCHOOL SECTION SECTION	THE STREET STATES AND ADDRESS OF	MANUFACTORISMS	CHANCESCON	ANCE AND AND THE STATE OF THE STATE OF COLUMN TO STATE OF THE STATE OF
(F (s))		the said	2.2		3.5	3.3	
p0 queue free %	anaramons no	1000000 A20000	96	PE CONTRACTOR IN COLUMN	69	97	PRO BOOTSENSULS AND SOME AND ADDRESS OF THE STREET, AND ADDRESS OF THE STRE
cM capacity (veh/h)			482		49	378	PAGE BELLEBUITE SE DANGE SE DESCRIPCIO E LESS
Ofreedlan, Dame #	EBBB	,EB2	(WAR) 21	WB2	WB 6	NET	SECREPART RESIDENCE AND RESIDENCE
Volume Total	933	496	21	572	572	25	
Volume Left Volume Right	O	0 29	21	O	O	15	SALES COURT OF THE CONTROL OF THE CO
cSH	1700	1700	482	1700	1700	75	
Volume to Capacity		0.29	0.04		0.34		
Queue Length 95th (m)	0.0	0.0	1.0	0.0	0.0	8.8	HANTANIA DERIFFERNO DELLA PREDIFFICIA DEL CONTROLO DEL CO
Control Delay (s)	0.0	0.0	12.8	0.0	0.0	75.4	法的证据的是否的 的特殊方式。
Lane LOS	enconscription	ninskourramanara	В		mentary characters and	F	The Control of the Co
Approach Delay (s) Approach LOS	0,0	SHAMMA	0.2		新聞的問題	75.4	
		on Survey		881 TISTURE	121557 Into	F	
marsagion Sumpany		SHEED AND IN	and the latest the lat		STATE OF THE PARTY OF		
Average Delay	(II)	SEASON AND A	0.8	MARIONE (MARION STREET	STOTOGRAM	ministra e suprimo	
Intersection Capacity Ut Analysis Period (min)	mzatton		49.6% 15	MARKET STATE	SO Leve	l of Servi	Ce A
Analysis Period (min)			ROMERINA		and professor	STEEL STEEL	Photographic periods and the conference of the
ENCHORISM PROPERTY OF STREET,	nsaturnario del del	WHI COCCURS	POTATE MAN	MINISTERNA IN	MANAGEMENT STATES	NAME OF STREET	

Appendix D
2017 Total Traffic (with 2012 Proposed
Improvements – 4 lane widening)
Intersection Operation Calculations

	1	-	*	1	4	4	1	1	1	1	1	1
Movement	EBL	(B)	EBR	WBI	(W)(B)	WER	N/B/L	NBII	NEW	SEL	Sin	8:
Lane Configurations	77	ተተ	7"	7	ተተ	7	15	ተተ	7	77	^	7
Ideal Flow (vphpl)	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	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1 00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1 00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2623	3380	1512	1534	3288	1002	1615	2852	1445	2547	3259	1166
FiltPermitted	0.95	1,00	1.00	0.95	1.00	1.00	0.95	1.00	1,00	0.95	1.00	1.00
Satd. Flow (perm)	2623	3380	1512	1534	3288	1002	1615	2852	1445	2547	3259	1166
Volume (vph)	437		93	154	732	459	70	840	267	240	753	17/9
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	437	1091	98	154	732	459	70	840	267	240	753	17/9
RTOR Reduction (vph)	0	0	53	0	0	0	0	0	159	0	0	114
Lane Group Flow (vph)	437	1,091	40	154	732	459	70	840	108	240	753	65
Heavy Vehicles (%)	35%	8%	8%	19%	11%	63%	13%	28%	13%	39%	12%	40%
Turn Type	Prof		Perm	Prot	diam'r.	Free	Prot	HOUSE.	Perm;	Prot		Perm
Protected Phases	5	2	INCHES TO SEC.	1	6	Market Commence	7	4		3	8	
Permitted Phases			原的名	SURFACE DESCRIPTION OF THE PERSON OF THE PER		Free	1 (1)		4	4000		8
Actuated Green, G (s)	25.4	45.5	45.5	15.4	35.5	137.6	9.1	40.9	40.9	14.0	45.8	45.8
Effective Green, g (s)	25.4	48.4	48 4	15.4	38.4	137.6	9.1	43.8	43.8	14.0	48.7	48.7
Actuated g/C Ratio	0.18	0.35	0.35	0.11	0.28	1.00	0.07	0.32	0.32	0.10	0.35	0.35
Clearance Time (s) J.	4.0	6.9	6.9	4.0	6.9		4.0	6.9	6.9	4.0	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	484	1189	532	172	918	1002	107	908	460	259	1153	413
v/s Ratio Prot	c0.17	c0.32	000000000000000000000000000000000000000	0.10	0.22	NAMES AND ADDRESS OF THE PARTY	0.04	c0.29	SHI SHI SHARANI	c0.09	0.23	SECTIVE PROPERTY.
v/s Ratio Perm 2000 0000 v/c Ratio	0.90	0.92	0.08	0.90	0.80	0.46	O SE	0.03	0.07	0.00	MATERIAL STATES	0.06
Uniform Delay, d1	54.9	42.7	9 29 7	60.3	0.80 46\0	0.46	0.65	0.93 45.3	0.24	0.93	0.65 37.4	0.16
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	34.6 1.00	1.00	WORLD STANFORD	30.4
Incremental Delay, d2	19.9	1100	0.1	39.9	4.9	1.00	13/5	14.8	0.3	36/4	1.00	1.00
Delay (s)	74.8	53.8	29.8	100.2	50.9	1.5	76.2	60.1	34.8	97.7	38.7	30.6
Level of Service		DJ.			DI DI	MA A	MINNE FIN	WANTED THE	WHIGH		30.7	30.0
Approach Delay (s)		58.1	AUDIENSESA	SECURITION OF THE PARTY OF THE	39.7	SIDENIES CO	ENTERIOR DE LA COMPANSION DE LA COMPANSI	55.4	MINNED SIN		49.5	
Approach LOS	NAME OF TAXABLE PARTY.	BRIDGE PAR	1000	NEW TOWN		estiva savovi	STATE OF THE PARTY OF			GENERAL SE	MALON	NEGREEN
	STATE OF THE PARTY	NAMES OF THE		SHIP STOPPER	STREET, STREET	SCHOOL STATE	SERVER STREET	SHEERIO MAA	MINISTER	HIEDRINA (COM	Manager Angel	THE REAL PROPERTY.
Intersection Summany		与我的规律的		NEW THE PARTY		SECTION SE		新新新華科	abaghi		域和特殊	
HCM Average Control D		STATE OF	50.9	HARRIE H	CM Lev	el of Sc	rvice		- D			和智慧
HCM Volume to Capacit		to the contract of	0.91	ORDANIA PROPERTY	Anne de la company	electric transfer	CONTRACTOR OF THE PERSON OF TH	WIND COMPANY	DESCRIPTION AND ADDRESS OF THE PARTY OF THE	NUMBER OF THE PROPERTY OF		MICHIGAN CONTRACT
Actuated Cycle Length (STREET, ST. SALL LAND	137.6			st time		Seller			100	Copply
Intersection Capacity Uti	lization	ACCOUNTS AND ADDRESS OF THE PARTY OF THE PAR	32.1%	IC	U Leve	of Ser	vice	DESCRIPTION	E		- Martin Springer	
Analysis Period (min)	1004	Design State	15	W					101545			4/3/2
c Critical Lane Group												

	\rightarrow	*	1	-	1	1	
Movement	EBIT	EBR	WBL	WEST	MEL	NBR	BURNER HOLD I LEGALES DESENTE DE RECUESTO DE LA COMPTENSIÓN DEL COMPTENSIÓN DE LA CO
Lane Configurations	^	7	*	个个	35	7	
the state of the s	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	AND CHILDRAN CONTROL CONTROL SECTION CONTROL C
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Fit Protected	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	3318	1633	1573	3288	1772	1555	
Fit Permitted	1.00	1.00	0.20	1.00	0.95	1.00	
Satd. Flow (perm)	3318	1633	330	3288	1772	1555	
Volume (vph)	1214	- 21	- 23	1390	72	41	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (yph)	1214	27	23)	1390	72	41	
RTOR Reduction (vph)	0	8	0	0	. 0	35	4
Lane Group Flow (vph)	1214	19	23	1390	72	6	
Heavy Vehicles (%)	10%	0%	16%	11%	3%	5%	
Turn Type	COLUMN TO SERVICE SERV	Perm	Perm.		NAME OF TAXABLE	Perm	ALCOHOLOGICAL CONTRACTOR AND
Protected Phases	2	-	TOWN ADDITION	6	8	VIII DE SECULIA DE LA COMPANIONE DE LA C	
Permitted Phases		Man 28	6			8	
Actuated Green, G (s)	25.9	25.9	25.9	25.9	4.3	4.3	CONTROL OF THE SAME AND THE SAM
Effective Green, g.(s)	27.9	27.9	27/9	27.9	6.3	6.3	
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.15	0.15	TO SEE STATE OF THE SECOND
Clearance Time (s) Vehicle Extension (s)	6.0 3.0	3.0	60	6.0	60	6.0	
Management of the Control of the Con	2194	OR OTHER DESIGNATION OF THE PERSON NAMED IN	3.0	3.0	3.0	3.0	000000000000000000000000000000000000000
Lane Grp Cap (vph)	0.37	1080	218	2174 c0.42	265	232	
v/s Ratio Perm		0.01	0.07	CU.42	c0.04	0.00	
v/c Ratio	0.55	0.02	0.11	0.64	0.27	0.03	
Uniform Delay, di	88.6	2/5m	2)6	4/2	0.27 0.519R	153	SERVICE STATEMENT OF STATEMENT
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	NEED TO SECURE OF THE PROPERTY
Incremental Delay, d2	0.3	Olo	0.2	0.6	0.6	0.0	
Delay (s)	4.1	2.5	2.8	4.8	16.5	15.4	CONSTRUCTION OF THE PROPERTY O
Level of Service	A	A	A	A	BW	BERNER	
Approach Delay (s)	4.1		DESCRIPTION ACTOR	4.8	16.1	N HITTERS NATIONAL STATES	CHICAGO CONTRACTOR CON
Approach LOS	Α		4.35	A	BER		
		MONTEGROU	NI MONIMON			MONGGOVICO)	
intersection Summary	egressine del		112	and an amount	C 1000 1000 100	- 20 May 142 M	envision de la companya de la compa
HCM Average Control D		是自在自然	4/97		CM Lev	elorse	ervice A
HCM Volume to Capacity Actuated Cycle Length (REAL PROPERTY.	0.57 42.2		THE PARTY OF THE P	NAME AND ADDRESS OF THE OWNER, WHEN	7-1
Intersection Capacity Uti			52.6%		Um of it		(5) 8(0)
Analysis Period (min)			15	NO MATERIAL PROPERTY AND ADDRESS OF THE PARTY	TO FOLK	MANAGEMENT	vice A
c Critical Lane Group	BENEFIT AND SE	BANKSON STOCK	NAME OF THE OWNER, OWNE	OUT THE STATE OF	SORTH PRINC	A STATE OF THE PARTY OF THE PAR	
o omiour carie Group							*

	1	→	*	1	+-	4	1	1	1	1	Ţ	4
Viovennemi	EBL	EBT	EBR	/WBI	Wair	WBR	NBL	NIBII	NBR	SEEL.	SBI	Sa
Lane Configurations	75	^	7	ሻ	1		ሻ	1	7	7	7.	
ldeal Flow (yphpl) 🥏 🥼	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	Participated and Automotive Control	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1,00	1,00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	no promiser with	1.00	1.00	0.85	1.00	0.98	www.eccom
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	59999
Satd. Flow (prot)	1285	3318	1555	1615	3171	CHISTOCHUS (NO.	1674	1671	1317	1706	1690	unencenter.
Fill Pormitted	0.11	1.00	1.00	0.19	1.00		0.39	1.00	1.00	0.72	1.00	
Satd. Flow (perm)	143	3318	1555	329	3171	MANUFACTURE AND DESCRIPTIONS	681	1671	1317	1287	1690	Name of the last
Volume (veh)	43	1106	96	56	1412	25	40	62	46	48	278	46
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	43	1106	96	56	1412	25	40	62	46	. 48	278	46
RTOR Reduction (vph)	0	0	39	0	2	0	0	0	32	0	4	0
Lane Group Flow (vph)	43	1106	57	56	1435	0	40	62	14	48	320	0
Heavy Vehicles (%)	42%	10%	5%	13%	15%	5%	9%	15%	24%	7%	7%	37%
Turn Type	Porm.	SVIEW	Perm	Perm		88 KA	Perm		Perm	Perm		
Protected Phases	on or other state of	2	UNIONULATE	Necessary	6	A CONTRACTOR	OUR STORY AND	4	-		8	
Permitted Phases	MIN 28			6		Carlo Const.	4	Marticle	4	8		A 16:
Actuated Green, G (s)	40.2	40.2	40.2	40.2	40.2	SECURIORISCO	20.1	20.1	20.1	20.1	20.1	name and
Effective Green, g.(s)	42.8	42.8	42 8	42.8	42.8		22.7	22.7	22.7	22.7	22.7	
Actuated g/C Ratio Clearance Time (s)	0.58	0.58	0.58	0.58	0.58	TE O DE MODERNO	0.31	0.31	0.31	0.31	0.31	PERSONAL PROPERTY.
Vehicle Extension (s)	3.0	3.0	3.0	6.6	66		6.6	6.6	6.6	6.6	6.6	
			905	3.0	3.0	Celumenters	3.0	3.0	3.0	3.0	3.0	Disputant
Lane Grp Cap (vph)	83	1932	905	192	1847		210	516	407	397	522	
V/s Ratio Perm	0.30	0.33	0.04	0.17	c0.45	SAME DESCRIPTION OF THE PERSON	0.06	0.04	TOTAL STATE	NO.	c0.19	NAME OF THE PARTY
v/c Ratio	0.52	0.57	0.06	0.29	0.78	Manual Section	0.19		0.01	0.04	0.64	
Uniform Delay, drl	9.2	9.6	6.7	7.7	WEAT 1974	EXPRINGENCE	18.7	0.12	0.03	0.12	0.61	SENSORIEN I
Progression Factor	1.00	1.00	1.00	1.00	1.00	BAROT MAR	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.50	0.41	0.0	0.80	251	SCHOOL DAYS ON THE	0.4	0.00	1.00		2.0	SALES CONTRACTOR
Delay (s)	14.6	10.0	6.7	8.6	13.8	AREA MARKETON	19.1	18.3	17.8	18.4	23.8	SERVICE S
Level of Service	MANUE OF THE PERSON NAMED IN	NAME N	MARKET AND	A.		DESCRIPTION OF	MIN BW	MAN BI	WANTED	NUMBER BY	25.0	WEST WEST
Approach Delay (s)	AND DESCRIPTION	9.9	MENTAGOS DE	MANAGERICA DE	13.6	COLUMN TREESMENT	LEDGE HER THE STEEL	18.4		SHOWING HAR	23.1	EVERTORY
Approach LOS	in the same		MENUNCHAN	SHUMAN SCHOOL	BE	WW. 1848	NACES WAS BEEN	10.4 B	TOTAL DESIGNATION OF THE PERSON OF THE PERSO	CARSON OF	ZO.	929994819
ALI (22222)	CORRESPONDENCE	WHITE STATE OF THE	SOCIETA SERVICE	ACTRICATION OF THE PARTY OF THE	ROUGHING-SAN	OFBERBASSE	MINUSERSHIPPE	DOGRAGOL: LAN	AND DESCRIPTION OF THE PARTY.	SCHOOL STREET	unionius 2m	03826863
Intersection Summary						THE REAL PROPERTY.			Allege.		WATER	
HCM Average Control De			13.5	國際使用	CM Lev	el of Se	rvice		B			
HCM Volume to Capacity		AND DESCRIPTION OF THE PERSON	0.72		WW.							
Actuated Cycle Length (s		400.0	73.5	AUTOMOTORY SERVICES	um of lo				0.8		2 33 75	
Intersection Capacity Util		nueckersers	36.4%	IC	CU Leve	of Sen	vice	DAGGERAN	E	activation of		atta de constante de la consta
Analysis Period (min)			. 115					等程的			k ok	
c Critical Lane Group									62			

	•	→	*	1	-	4	4	1	1	1	1	1
Movaman	(FB)L	EBIL	EBR	WBL	WET	WBR	NBL	NBIT	NEER	831	Sal	SIBI
Lane Configurations	Ŋ	1		ሻ	44		7	7		7	1	
Ideal Flow (vphpl) 🚈 🕆	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	STREET, STATE OF STREET,	1900
Total Lost time (s)	4.0	4.0	THE DESCRIPTION OF	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Utill. Factor	11.00	0.95	3,983	1:00	0.95	Ostania	1,00	1.00		1.00	1,00	
Frpb, ped/bikes	1.00	1.00	anthermorae	1.00	1.00	uouzumkaan.	1.00	1.00	www.nasen	1.00	1.00	announced to
Flpb, ped/bikes	1.00	1.00		1.00	1.00	Value of the	1 00	1.00		1.00	1 00	100 C
Frt Flt Protected	1.00	0.99	NOVADASSES	1.00	1.00	NEW WORLD	1.00	0.91	DAMES OF THE PARTY	1.00	0.99	SHIST WATER
Satd. Flow (prot)	1177	3347		1772	3243	RESIDENCE	1217	1649	P. C. S. S. S.	0.95 1825	1.00	100,000
Fit Permitted	0.18	1.00	NO LONG E MA	10/21	1,00	CONTRACTOR OF THE PARTY OF THE	0.67	1049	SIVACUUS	0.75	1040	or Addition
Satd. Flow (perm)	221	3347	SALENZINSON	389	3243		859	1649	ET TO THE BUTCH	1431	1846	SERVICE SERVIC
Volume (vph)	13	1075	58	79	1224	SEC HARRIE	NSW612N	1048		2000	123	12
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	135	1075	58	792	1224		1100	W8 H 18 W		1.00	123	1.00
RTOR Reduction (vph)	0	4	O	O	1	O	0	9	O	O	6	
ane Group Flow (vph)	13	1129	0	79	1234	MODE OF	1012	HOM	ON	200	129	0
Confl. Peds. (#/hr)	1		SUBSTRUCTOR STATE	EDWEST CO.		1	N PROPERTY OF THE PERSON NAMED IN		DESCRIPTION OF	NAME OF STREET	THOUGH PAR	BEAUTICA ST
Heavy Vehicles (%)	55%	8%	12%	3%	12%	56%	50%	0%	11%	0%	1%	20%
Furn Type	Perm			Perm	Name of the last o		Perm		The same of the sa	Perm	erican a caractron	THE PERSON NAMED IN
Protected Phases	TANKS A	副部 2 W	S		6	and the same	CAN DAME	4	NO APR	301143	8	
Permitted Phases	2			6	Con Annual Control	THE PERSON NAMED IN	4		CONTRACTOR OF STREET	. 8	AND DESCRIPTION OF	
Actuated Green, G (s)	24.7	24.7		24.7	24.7	713. 66	7.2	7.2	24-1-1-2-PM	7.2	7.2	別。尼福斯
Effective Green, g (s)	26.7	26.7		26.7	26.7		9.2	9.2		9.2	9.2	
Actuated g/C Ratio	0.61	0.61		0.61	0.61		0.21	0.21		0,21	0.21	desired.
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
ane Grp Cap (vph)	134	2036		237	1972		180	346		300	387	
//s Ratio Prot		0.34			c0.38	Mary No.		0.01	(220) 301	A SHEET	G0 07	50.50%
//s Ratio Perm	0.06	navarovenia	- domination	0.20	tomactina someti	INAPSINA	0.01		Marketon	0.00		PORTANIA NA
/c Ratio	0.10	0.55		0.33	0.63		0.07	0.03	60.0	0.01	0.33	機器
Jniform Delay, d1	3.6	5.1 1.00 V	and any district	4.2	5.4	contraction	13.9	13.8	NIE DELEGIS	13.8	14.7	MOT PROCESSES
Progression Factor ncremental Delay, d2	1.00 0.3	0.3		1.00	1.00		1.00	1.00		1.00	1.00	2010
Delay (s)	3.9	0.3	ESIR WERESTS	0.8	0.6	NAME AND ADDRESS OF THE PARTY O	0.2	0.0 13.8	NAMES AND ASSOCIATION OF THE PARTY OF THE PA	0.0	0.5	ESMANDERON
evel of Service	.A	A	TO THE REAL PROPERTY.	A	A	SPORTFERDA	B	B	A DESCRIPTION OF THE PERSON OF	B	B	GENERAL STREET
Approach Delay (s)	NAME OF THE OWNER, WHEN	5.4	AND DESIGNATION OF THE PARTY OF	INCESTIFICATION IN	60	STATE AND	THE PARTY OF THE P	13.9	STATE OF	MATERIAL DIST	15.2	BANK MATERIAL
Approach LOS	SASSINGUISA	A	ORDINATED TO	GIVATED MILES	. A	LINE SAME	ERIOR RUGA DE	В	PANTERINE.	ENRUNDER	B	
ntasaalor Summay	15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		9514494		Barrier (All	Paringson,	Sales		(in three s	naxi (200		ESTABLIS .
ICM Average Control D	elay		6.3	Н	CM Lev	el of Se	rvice		Α	VIII N ACCUSATE		PLATFOCK TO
ICM Volume to Capacit			0.55	SERVICE STATE					NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,		W 2015	N. Salar
Actuated Cycle Length (s		The second second	43.9	S	um of lo	st time	(s)	The second second	8.0		MINISTRACTOR STATE	THE REAL PROPERTY.
ntersection Capacity Uti		6	1.7%		U Leve				В	and the		AND S
Analysis Period (min)	J. Janes		15				- Andrews					-
Critical Lane Group	THE WAR			Maria de la compansión de			Manufactive St.	ON PRINT	DEL MINES		ALC: N	(5.2) q

X + 02	1	→	*	1	-	4	1	†	1	1	ţ	1
Movement	EBL	EBI	EBR	WEL	WBT	WER	NEL.	NET	NB)R	SBI	SBI	श्रह्म
Lane Configurations	7	1		7	1		*	7		*	P	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1 00	0.95		1.00	0 95		1.00	1.00	外沿海	1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.96		1.00	0.98	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1659	3345		1659	3339		1426	1715	an anguer ann	1615	1845	
Flt Permitted	0.09	1 00		0.11	1.00	STATE OF STATE	0.28	1.00		0.69	1.00	
Satd. Flow (perm)	161	3345		199	3339		416	1715		1180	1845	
Volume (vph)	37	1278	116	70	1474	18	29	71	26	60	353	55
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	37	1278	116	70	1474	18	29	71	26	60	353	55
RTOR Reduction (vph)	0	6	0	0	1	0	0	11	0	0	5	0
Lane Group Flow (vph)	37	1388	0	70	1491	(0)	29	86	0	60	403	. 0
Heavy Vehicles (%)	10%	8%	5%	10%	9%	20%	28%	7%	9%	13%	2%	2%
Turn Type	Perm			Perm	No. of Con-	的线线的	Perm.	1000		Perm		类别数别
Protected Phases		2			6.			4			8	
Permitted Phases	2	CONTRACTOR OF THE PARTY OF THE		6	特点非然		-4	Service Control		8		
Actuated Green, G (s)	41.9	41.9		41.9	41.9		21.9	21.9		21.9	21.9	
Effective Green, g (s)	43.9	43.9	2001	43.9	43.9		23.9	23.9	性的技術	23.9	23.9	
Actuated g/C Ratio	0.58	0.58		0.58	0.58		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	93	1937		115	1934		131	541		372	582	
v/s Ratio Prot	min more and management	0.41		and the same of th	c0.45		-	0.05			c0.22	
v/s Ratio Perm	0.23			0.35			0.07	Man Telegraphic		MADERIALI MI LACHILICRI		
v/c Ratio	0.40	0.72	MARKET MARKET	0.61	0.77	orange en cons	0.22	0.16	ELECTRONIS CONTRACTOR	0.16	0.69	
Uniform Delay, dt	8.7	11.5	120	10.4	12.1		19.1	18.7		18.7	22.7	
Progression Factor	1.00	1.00	CHEANOR HAVE	1.00	1.00	enonement and	1.00	1.00	NAME AND ADDRESS OF THE OWNER, TH	1.00	1.00	
Incremental Delay, d2	2,8	1113		8.8	2.0.		0.9	0.1		0.2	3.6	河南縣
Delay (s)	11.5	12.8	Windows Indianaeuro	19.2	14.1	ARKINDOWING	20.0	18.8	HET HER STREET	18.9	26.3	Margormen
Level of Service	B	B		В	B		В			В	BEAUTIFUL CONTRACTOR AND SERVICE OF THE SERVICE OF	
Approach Delay (s)	onestatement contr	12.7	UTTOURNESSEE	SISHMER	14.3	AND THE PERSON NAMED IN	SISTEMATION OF THE	19.1	NATIONAL SECTION	DATE OF THE PARTY	25.4	VPASURONETURE
Approach LOS	2000年	B			В	design of		В			ii G	
Interspection Summerly	- Department	Since State	distribution	THAT GET					BERNER	MEIER		SERVICE SERVICE
HCM Average Control D	elay	100000	15.3		ICM Lev	el of Se	rvice	ale Light	B	SEE SEE OF	Departy.	SERVING SERVING
HCM Volume to Capacit		AND RESIDENCE AND ADDRESS OF THE PERSON NAMED IN	0.74	NAMES OF TAXABLE PARTY.	MIDAL W. MCCOCKI	NEW PROCESSION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRE	GREEN CONTRACTOR	NATIONAL PROPERTY.	DO TO SHIRT WATER	CASTERIOR DE COMO	OMBERGE CONTRACTOR	VANHGIGISTO
Actuated Cycle Length (75.8	MANUS	um of lo	st time	(s)		8.0	104 1450		
Intersection Capacity Ut		A STATE OF THE PARTY OF THE PAR	35.4%		CU Leve			a storage transfer	E	and the same of th		THE PARTY NAMED IN
Analysis Period (min) 🥒			15	A REAL PROPERTY AND ADDRESS OF THE PARTY AND A	NAME OF STREET	NAME OF THE OWNER, OWNER, OWNER, OWNER,	/H-1,01,25	ASSESSED FOR			AND DESCRIPTION OF THE PERSON	U. fact to
c Critical Lane Group					AND DESCRIPTION OF THE PARTY OF	THE REAL PROPERTY.	ACCORDINATION OF THE PERSON OF	THE RESIDENCE OF THE PERSON OF				and Charles Call
7							17		7 6			

	1	→	*	1	-	4	4	†	-	1	1	1
Mayamarti	FEBL	EBIT	BBR	WBIL	WB	WBR	NBL	NBI	NER	SIBIL	SBI	Sisi
Lane Configurations	ሻ	1		ሻ	ተቡ		ሻ	ß		K	A	AND DESCRIPTIONS
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Utili Factor	1.00	0.95		1 00	0.95		1.00	1.00	VERM	1.00	1.00	100
Frt	1.00	0.99	nitra international	1.00	1.00	-	1.00	0.94		1.00	0.98	Line I
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1521	3164	COUNTRY	1825	3120	norman m	1217	1672	en market	1372	1846	
Fit Permitted	0.12	1.00		0.20	1.00		0.41	1.00		0.74	1.00	
Satd. Flow (perm)	200	3164	an acres con	380	3120	owelling to the	526	1672		1065	1846	and the second
Volume (vph)	12	1096	78	36	1467	24	6	188	12	17	231	33
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph) RTOR Reduction (vph)	CHINADA CANCILLIS PARA SAID	1096) 6	78	36	1467	20	6	18	12	17	231	33
Lane Group Flow (vph)	0 12	1168	0	0 36	. 0	0	0	9 21	0	. 0	5	0
Heavy Vehicles (%)	20%	15%	3%	0%	1469 17%	0%	50%	CHARLES CHARLES	0	17	259	4000
Turn Type	Perm	SHIR SECONDARY CO.	NAME OF STREET	NA SHARMAN AND AND ADDRESS OF THE PARTY OF T	1770	divisioning	NAME AND ADDRESS OF TAXABLE PARTY.	0%	20%	33%	1%	10%
Protected Phases	MEGITIE	2	SEESTAL SECTION	Perm			Perm	SELECTION		Perm	NAME OF STREET	7. D. 2004
Permitted Phases	DATE COLD	NAME OF TAXABLE PARTY.	MINE WATERSON	6	6	CEZHOLIANA		4	NAME OF TAXABLE	8	8	CONTRACTOR OF
Actuated Green, G (s)	36.5	36.5	NAME OF STREET	36.5	36.5		10.8	10.8	EUROPONIE	10.8	10.8	
Effective Green, g (s)	38.5	38.5	AND SHOW	38.5			12.8	12.8	ALTERNATION AND ADDRESS OF THE PARTY OF THE	12.8	12.8	MANAGEMENT .
Actuated g/C Ratio	0.65	0.65	ENTERNOUS PROPERTY.	0.65	0.65		0.22	0.22		0.22	0.22	AND RELEASE
Clearance Time (s)	6.0	6.0	SOLA SEN	6:0	6.0	MANUFACTO DE LA COMPANIONE DE LA COMPANI	6.0	6.0	NAME OF STREET	6.0	6,0	NAMES AND
Vehicle Extension (s)	3.0	3.0	SILLY SIGNAL AND	3.0	3.0	DIGISARNIGUSA	3.0	3.0	NINOWING MARKE	3.0	3.0	DANIEL CONTROLL
Lane Grp Cap (vph)	130	2054		247	2026	and a them	1114	361	A PAGE SALE	230	398	64236
v/s Ratio Prot	STREET, STATE OF STREET,	0.37	OCTOR DICEOUR	Section of the Parket	c0.47	III MANAGAMANA MA	NO CONTRACTOR CONTRACTOR	0.01		MANAGEMENT OF THE PARTY OF THE	c0.14	anamana.
v/s Ratio Perm	0.06	加州的基		0.09			0.01		02858 W	0.02	THE PROPERTY.	多数数数
v/c Ratio	0.09	0.57		0.15	0.73		0.05	0.06		0.07	0.65	APPRINCIPATION .
Uniform Delay, d1	3.9	5.8		4.0	6.9		18.4	18.5	医内侧形	18.5	21.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay: d2	0.3	0.4	政治等等现	0.3	1.3		0.2	0.1		0.1	3.6	
Delay (s)	4.2	6.1		4.3	8.2	-	18.6	18.5		18.7	24.8	
Level of Service	. A	A		. A	Αı	建筑海 米	В	В		В	C)	
Approach Delay (s)	AND REPORT OF THE PARTY.	6.1	TO SERVICE STATE OF THE SERVIC	UNIVERSE AND A SECOND	8,1	AZVISAUSPOIS	eta bersaturio de	18.5			24.5	-
Approach LOS		A			A			В			©.	
Mersealon Summerly		建筑市场股	經過程度	明规制		FIGHER	AND STATES			ESTABLE	HELIAM	des in
HCM Average Control D	elay		90	H	CM Leve	el of Se	rvice	化性系统系统	Α	均隔路 沿	15 25 5 6 6	A. Cale
HCM Volume to Capacit			0.71								The second secon	
Actuated Cycle Length (59.3		um of lo			STATE OF STREET	8.0			
Intersection Capacity Ut		€	1.4%	IC	U Level	of Serv	/ice	AND A STREET	В			AMPHOLINATE I
Analysis Period (min)			15									1000
c Critical Lane Group		7										

Lane Configurations	1	1	\rightarrow	*	1	←		1	†	1	1	1	1
Lene Configurations 1	Moveragent	EBL	EBIT	EBR	WBL	WBIT	WBR	NBL	NBIT	NBR	SBL	SBT	SE
Ideal Libow (vphpl) 1900	Lane Configurations	*	1		ሻ	1		ጘ	The state of		*	7+	
Company Comp	ldeal Flow (vphpl)	1900		1900	1900		1900	1900		1900	1900		1900
Fit Protected: 0.95 1.00 0.99 1.00 1.00 0.99 1.00 0.96 Fit Protected: 0.95 1.00 0.95 1	Total Lost time (s)	4.0			4.0		2000	4.0	4.0		4.0	4.0	
File Protected:	Lane Util, Factor	EZPEROPEZA NA CARRA PERE	0.95	(September 1	THE RESERVE AND THE RESERVE AN	0.95		1.00	1.00	470		1.00	
Satd, Flow (prot)	Frt		and the second of the second continues of										
File Permitted	WHEN A WALK IN THE OWN PROPERTY OF THE PROPERT	инисичен колыгыны длуг		(A)	THE CHARGE LANCONSTR	ACCULATION OF THE PARTY OF		0.95	Participation of the Sales Marie		NAMES OF THE RESIDENCE OF THE PARTY OF THE P	THE RESERVE AND ADDRESS OF THE PARTY OF THE	
Satd, Flow (perm)		The second section is a second section in the second	contract the based because the pulse has		A STATE OF THE PARTY OF THE PAR	continue a majorir con to find a london		and the second second				And the second second second	
Volume (vph)		HIROTO HARVURAN TUR			高級のとなりの 米米なり	CONTRACTOR AND ADDRESS.		INCOMPANION STATES	e de en la la constanta de la c		THE PARTY OF THE P	MINISTRATIVE AND ADDRESS OF THE PARTY.	1000
Peak-hour factor, PHF	THE RESIDENCE OF THE PARTY OF T		CONTRACTOR OF THE PERSON NAMED IN		THE STREET	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	The second second		TWO INCOMES AND ADDRESS OF THE PARTY OF THE		The second liverage and the second	The second second second	
Adj Flow (vph)		ESTABLISHED AND STREET	PERSONAL PROPERTY OF THE PROPE	MADOUR BREAGABLE	CHINGCED UCASH	MARKING CATASIS NAMES	DANIDARIC CAPADARI	IN CLARGE SAY IN CARR			EN CONTROLL AND	Committee of the second second	75
RTOR Reduction (vph)			and the second second second second	and the second second second second second		a decidence of the latest contract to			and the second section is a second second second second section second s				1.00
Cane Group Flow (yph)		manufacture and property of the second		RESIDENCE OF THE PARTY OF THE P	MULMAND STOCKS	E INTELLIFERE DELICATION	MARKINESCALIFICATI	MOGROCIOSIMISCOMS	With the second			CHARLEST TO CHARLE STATES	75
Heavy Vehicles (%)				- T		A 10 to 10 t							0
Perm				WHEN THE PROPERTY AND PERSONS AND PERSONS ASSESSED.		SURFIGURE SATISFACE	MINEY DEADER AND LIGHT	ADPROVE KOTTY-KONPUT		ST BEST WATERWAYNER	STREET, STREET, SALES		0
Protected Phases 5 2 6 4 8 Permitted Phases 2 6 4 8 Actuated Green, G (s) 47.9 47.9 40.6 40.6 20.3 20.3 18.3 18.3 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5	The state of the s		16%	7%		15%	43%	The second secon	8%	50%		1%	28%
Actuated Green, G (s) 47.9 47.9 40.6 40.6 20.3 20.3 18.3 18.3 21.5 21.5 22.3 22.3 22.3 22.3 22.3 22.3 22.3 22		Control of the Parket			Perm	exercis.		Perm	MARKATER		Perm		
Actuated Green, G (s) 47.9 47.9 40.6 40.6 20.3 20.3 18.3 18.3 Effective Green, g (s) 49.9 49.9 42.6 42.6 22.3 22.3 22.3 22.3 Actuated g/C Ratio 0.62 0.62 0.53 0.53 0.28 0.28 0.28 0.28 Declarance lime (s) 3.0 6.0 6.0 6.0 6.0 8.0 8.0 8.0 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) 161 1952 318 1682 151 484 291 480 V/s Ratio Prot c0.04 0.29 0.44 0.03 c0.18 V/s Ratio Perm c0.51 0.03 0.44 0.03 c0.18 V/s Ratio Perm c0.51 0.03 0.44 0.00 0.03 c0.18 V/c Ratio Delay, d1 13.1 8.1 9.1 15.6 24.1 21.5 21.1 25.4 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	A CONTRACTOR OF THE PROPERTY O		2	THE WHITE PARTY OF	NAME OF THE PARTY.	6	sometiments	are recognist that	4	SATING THE PROPERTY OF THE PARTY OF THE PART	OF MANAGEMENT	8	ON THE STREET
Effective Green, gr(s) 49.9 49.9 49.9 42.6 42.6 22.3 22.3 22.3 22.3 22.3 22.3 Actuated g/C Ratio 0.62 0.62 0.53 0.53 0.53 0.28 0.28 0.28 0.28 Dicarance Pime (s) 3.0 6.0 6.0 6.0 6.0 6.0 6.0 8.0 8.0 Wehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0					100			Maria An		ALC: NO.	ZIBINION (NUMBER OF STREET		No.
Actuated g/C Ratio				anner on a second			RASAMCHADISONA			STREET, SPECIFICATION ST			SHIKOHOW SERVI
Clearance Time (s) 3.0 6.0 6.0 6.0 6.0 6.0 6.0 8.0 8.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 161 1952 318 1682 151 484 291 480 Vis Ratio Prot c0.04 0.29 0.44 0.03 c0.18 Vis Ratio Perm c0.51 0.03 0.01 Vic Ratio 0.88 0.47 0.06 0.82 0.03 0.10 0.03 Online From Delay, gt 13.1 8.1 9.1 15.6 24.1 21.5 21.1 25.4 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Delay (s) 50.5 8.3 9.2 19.0 21.1 21.6 21.1 28.2 Delay (s) 50.5 8.3 9.2 19.0 21.1 21.6 21.1 28.2 Devel of Service D A A B C C C Approach Delay (s) 13.9 18.9 21.5 28.0 Approach LOS B B C C C Approach LOS B B C C C Actuated Cycle Length (s) 80.2 Sum of lost time (s) Actuated Cycle Length (s) 80.2 Sum of lost time (s) ICU Level of Service D Analysis Period (min) 15				ENEMARK				REMOVED OF FRANKRISH	DHBCM-LACENCE TOWNS IN THE			PRESIDENT VESTORALIS	EXPLICATION.
Vehicle Extension (s) 3.0				RETURNICOURIES			NAME AND POST OF			Marina Marin			SP-SUSPENDENCE
Anne Grp Cap (vpt)					RECEIPTED TO A CONTRACTOR			DARWING CO.	SCHOOL FOR STATE SECON	MERCHANICALE		NUMBER OF STREET	BETTER BELLE
## Ratio Prot				SECURION SE			Marinistania	THE RESERVE OF THE PERSON NAMED IN		SAN MARKET DE LA		The second second	enterior de desirio
//s Ratio Perm			OMONES, Epical SCILL COLLEGE AND THE	PRODUCE	010		NEASTACHE	1019	HIRCHITCHER CYCCHAR	SECTION SECTION			STATE OF
## Approach LOS B B C C			WINDSHIPPING	OHTENEND STR	0.025	eterorororo	SATURACEMENT	- A 103		THE PROPERTY AND A PERSON NAMED IN COLUMN 1	A 03	CO.10	SAMPOURS/IND
Dillorm Delay, dt	RESIDENCE FOR THE SECOND SECON	BURE WHITE SHAPE AND AND AND ADDRESS OF THE PARTY OF THE	0.47	AUGUSTA BOOK	HIND INVESTIGATION	0.82	SARKADINES	MEDICALARITURALIZATION	0.10	INDEHANS.	MENTINETE COLUMN AND	0.64	SERVICE OF
Progression Factor 1,00 2,8 2,8 2,8 2,8 2,1 2,8 2,2 <td>A STATE OF THE PROPERTY AND ADDRESS OF THE PROPERTY OF THE PRO</td> <td></td> <td></td> <td>CLER VERNOR</td> <td></td> <td></td> <td>NORTH STATE</td> <td>named and involving the state of the state of the</td> <td></td> <td>HATTING THE PARTY OF</td> <td></td> <td></td> <td>NEW PARTY</td>	A STATE OF THE PROPERTY AND ADDRESS OF THE PROPERTY OF THE PRO			CLER VERNOR			NORTH STATE	named and involving the state of the state of the		HATTING THE PARTY OF			NEW PARTY
Delay (s)		PEDPENDION NEI ERUKUKA	NUMBER OF STREET OF STREET	hatasune:sallou					THE REAL PLANTS AND ADDRESS OF THE PARTY OF	SCHOOLSCALER		PROFESSIONAL PROFE	ARTHUS CHILD
Delay (s)			and their the law black between the	MATHROPING				the same that is not been also be a		e de la companya	Control of the Contro		
A B C C C Approach Delay (s) 13.9 18.9 21.5 28.0			SECURE AND A SHAPE OF	NOFFRENCHAUMALIN			ERHIAHRANASI	WIND ON A STRUMON AND	CONTRACTOR OF THE PROPERTY OF	VINESCHARION	STORES AND STREET, STR		and designation of
Approach Delay (s) 13.9 18.9 21.5 28.0 Approach LOS B B C C Intersection Summary HCM Average Control Delay 18.1 HCM Level of Service B HCM Volume to Capacity ratio 0.79 Actuated Cycle Length (s) 80.2 Sum of lost time (s) 8.0 Intersection Capacity Utilization 73.4% ICU Level of Service D Analysis Period (min) 15		MANUAL PROPERTY AND A PARTY OF			CHARLEST STREET, STREE		NATIONAL PROPERTY.	WENCH CH			E C		SAME AND
Approach LOS B B C C Intersection Summary HCM Average Control Delay 18.1 HCM Level of Service B HCM Volume to Capacity ratio 0.79 Actuated Cycle Length (s) 80.2 Sum of lost time (s) 8.0 Intersection Capacity Utilization 73.4% ICU Level of Service D Analysis Period (min) 15		MISSISSISSISSISSISSISSISSISSISSISSISSISS	COMMENSAGE PARTY.	A MOUNT WALL TO THE	KEMBERHED SAZEL	CONTRACTOR DESCRIPTION OF THE PERSON OF THE	ALEKSATIKISI S	OWNERS CO.	MINNSHED TO THE AUGUST	DICKE STATE OF STATE	OR PROPERTY.		AND CONTRACTOR
HCM Average Control Delay 18.1 HCM Level of Service B HCM Volume to Capacity ratio 0.79 Actuated Cycle Length (s) 80.2 Sum of lost time (s) 8.0 Intersection Capacity Utilization 73.4% ICU Level of Service D Analysis Period (min) 15	Approach LOS								Office and the least of the lea				
HCM Average Control Delay 18.1 HCM Level of Service B HCM Volume to Capacity ratio 0.79 Actuated Cycle Length (s) 80.2 Sum of lost time (s) 8.0 Intersection Capacity Utilization 73.4% ICU Level of Service D Analysis Period (min) 15	Interested Summerly		CASALINE .				SEASON .	MARKET		CLARACE			
HCM Volume to Capacity ratio 0.79 Actuated Cycle Length (s) 80.2 Sum of lost time (s) 8.0 Intersection Capacity Utilization 73.4% ICU Level of Service D Analysis Period (min) 15			21000000000	18.1	e e	IGM Lev	el of Se	rvice	15 342 58	В			
Actuated Cycle Length (s) 80.2 Sum of lost time (s) 8.0 ntersection Capacity Utilization 73.4% ICU Level of Service D Analysis Period (min) 15			MATERIAL PROPERTY.		Control of the Contro	CONTRACTOR OF	CALLED TO SERVICE	AUTO A PARTY	THE REAL PROPERTY.		1000000	MANUAL PROPERTY.	and the second
ntersection Capacity Utilization 73.4% ICU Level of Service D Analysis Period (min) 15					S	um of lo	st time	(s)	HISTORY.	8.0	STORES		
Analysis Period (min) 15			The second second						ALTUNIAN ST. PR	HEROTOPIA PRI ATT, CANDESSAN		manufacture of the	-
			99.50%				BEAUTANA PAR		ALC: N				
				A STATE OF THE PARTY OF T				and the latest the lat	- A CONTRACTOR OF THE PARTY OF			The second second	NAME OF TAXABLE PARTY.

	-	*	1	-	. 1	1	V
Meximeny	EBI	EBR	WBL	WBII	KIM	NER	
Lane Configurations	ተኩ		ሻ	个个	7		
Sign Control	Free	Z. 4			Stop	1.4	
Grade	0% 1205		en much	0%	0%		CONTROL OF THE PROPERTY OF THE
Volume (veh/h) Peak Hour Factor	1.00	1.00	1.00	1505	1.00	1.00	
Hourly flow rate (vph)	1205	1.00	1.00	1505	1.00	1.00	
Pedestrians		SHIP AND A SAME	RAW MINISTER	SECTION AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS	2	III.COOM O'I.C. GUBG	ANAMORIA III. I GARLAS AND
Lane Width (m)				REAL PROPERTY.	3.7	Sec. 1	GAS AND PROPERTY OF THE PARTY OF THE PARTY.
Walking Speed (m/s)					1.2		
Percent/Blockage					. 0	distance of	
Right turn flare (veh) Median type		NAME AND ADDRESS OF	SECTION SECTION	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	None	STOCK STATE OF THE	
Median storage veh)	NEW PROPERTY.		NEDWOOD .	ENERGIST	INOTIO	THE SECTION AND PROPERTY.	Mark Control of the C
Upstream signal (m)	NO SERVICE	O LONG TO	A SHEET	133 W. W.		STEP TO STORY	Editor XXIII SAPETA ANT TO THE TOTAL PROPERTY.
pX, platoon unblocked	- Charles and Article and Arti	AL DESIGNATION OF THE PARTY OF	ALICA PROPERTY SPECIA	TOTAL PARTICION	ALTERNATIVE SPECIES	and the same of th	AND THE PROPERTY OF THE PROPER
vC, conflicting volume	191.10		1215		1980	608	
vC1, stage 1 conf vol	TO MAKE WATER	UNINONE STREET	ORDER DE LE COMP	MICONIUS IN	NAME OF THE OWNER.	OTANICISMUM IN	Manufacture (MATCH Profession and Anapolite (MATCH Profession (MAT
vC2, stage 2 confive vCu, unblocked vol	E PER CONTRACT		1215	THE RESIDENCE	1980	608	
(C, single (s)		SALES CONTRACTOR	TE IS		68	69	
tC, 2 stage (s)	ALCOHOLD STORY	SOCIETY AND A	CONTRACTOR AND	MATERIAL PROPERTY.		NEWS TAXABLE	MANAGE STOREST NOT AN ORGANIZATION OF THE STORES OF T
IF (SI)		ring to	2.2		3.5	3,3	
p0 queue free %			99		87	99	
cM capacity (veh/h)	1.040000		580		54	443	
Direction, Lane #	EB	田田之	WB II	W/E) 2	W/Bi (3)	NE d	
Volume Total	803	410	8	752	752	12	Date of the second seco
Volume Left	0	0	8	0	0	7	
Volume Right	1700	1700	580	1700	1700	86	BIN ASSESSED BENEVICE PROPERTY OF THE PROPERTY
Volume to Capacity		0.24	and the second state of the second		0.44	the second secon	
Queue Length 95th (m)	0.0	0.0	0.3	0.0	0.0	3.3	APPRILITERATION OF THE PROPERTY OF THE PROPERT
Control Delay (s)	0.0	0.0	11.3	0.0	0.0	53.8	Circle College By Accompany of the College By College B
Lane LOS	COLUMN CHICK NAME		В			F	
Approach Delay (s)	0.0		0.1		非常性	53.8	"你会的我们是我们的,我们可以是不是我们的。"
Approach LOS		N 80				F	8
क्रांक्टान्डक्सिको अवस्थानहरू		SI MIN		HIS W	MRABIL	HEROTEK	STATE OF THE PROPERTY OF THE PROPERTY.
Average Delay	THE REPORT OF THE PARTY OF	WANT OF SHARE	0.3	WITHOUGH STATE	ENVIRONS SAROTE OF	ACTION AND ADDRESS OF	
Intersection Capacity Util	ization				SU Leve	l of Serv	ice A
Analysis Period (min)		A STANTON	. 15		Ber Cara STURBER	SAMOSTA	The Composition of the Administration of the Composition of the Compos
			ALTERNATION OF THE PARTY OF THE		Mark Street		

Victorial and State	1	-	*	1	-	1	1	1	1	1	ţ	1
Movement	EBL	EBIT	EBR	WBL.	Wali	WBR	NBL	NET	NBR	SIBL	SBU	811
Lane Configurations	1/1	个个	7	ሻ	^	7	*	^	7	77	11	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1400
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
FIL Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2566	3318	1328	1630	3444	1150	1738	3318	1541	2623	3147	1328
Fit Permitted	0.95	1:00	-1.00	0,95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2566	3318	1328	1630	3444	1150	1738	3318	1541	2623	3147	1328
Volume (vph)	258	838	42	268	1078	170	105	723	177	480	859	389
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	258	838	42	268	1078	170	105	723	177	480	859	389
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	123	0	0	192
Lane Group Flow (vph)	258	838	11.	268	OMNORTH A STATE OF THE	170	105	723	54	480	859	197
Heavy Vehicles (%)	38%	10%	23%	12%	6%	42%	5%	10%	6%	35%	16%	23%
Turn Type	Prot :	STATE OF	Perm.	Prot		Free	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	SERVICE OF	WAS A	. 2	NEW YEAR		Free			4		8.1.2	্ টে
Actuated Green, G (s)	15.6	34.4	34.4	24.1	42.9	136.7	10.5	29.5	29.5	26.9	45.9	45.9
Effective Green, g (s)	15.6	37/3	37.3	24.1	45.8	136.7	10.5	32,4	32.4	26.9	48.8	48.8
Actuated g/C Ratio	0.11	0.27	0.27	0.18	0.34	1.00	0.08	0.24	0.24	0.20	0.36	0.36
Clearance Time (s)	4.0	6.9	6.9	4.0	6.9		4.0	6.9	6.9	4.0	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	and other later to the same	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	293	905	362	287	出版のおから 25回答案件	1150	133	786	365	516	1123	474
v/s Ratio Prot	0.10	0.25	MINISTRATION	c0.16	c0.31	INDESCRIPTION	0.06	c0.22	UNIVERSITE VALUE	c0.18	0.27	emponentia
v/s Ratio Perm	THE REAL PROPERTY.		0.01			0.15			0.04			0.15
v/c Ratio	0.88	0.93	0.03	0.93	0.93	0.15	0.79	0.92	0.15	0.93	0.76	0.42
Uniform Delay, d1	59.6	48.4	36,5	55.5	44.0	0.0	62.0	50.9	41.2	THE RESERVE OF THE PARTY OF THE	38.9	33.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	THE REPORT OF THE PERSON NAMED IN	15.0	CLICATOR TO REPORT OF	35.7	13.5	03	26.0	15.7	0.2	23.6	3/2	0.6
Delay (s) Level of Service	84.6	63.3 E	36.5	91.2	57.5	0.3	88.0	66.6	41.4	77.6	42.0	33.8
Approach Delay (s)	INVESTIGATION OF THE PERSON OF	67.2	STATE OF STA	F.	EZO	A	E	MAE	(D)	問題を見て	D.	Į. C
Approach LOS	NAME OF THE OWNERS OF THE OWNER,	67.2	NOTICE TO BE	GENERAL SERVICE	57.0	HODELD CONTRACTOR	SOMEON OF THE STREET	64.4	ecycomunic	CENTRAL CONTRACT ECON	50.0	STATIONS
Vabioacilicoo		BECKERNE - NO.	OKERENIESEN	SELECTION RESERVE	SHEET STATE		DARABESINE		SECTION AND SECTION	TARKETON .	SAME FOR	
Intersection Symmany			Shanak		STEP DISTRICT							178000
HCM Average Control D			58.3	b.	IOM Lev	el of Se	rvice		SERVICE	MAN STE		
HCM Volume to Capacit			0.92					de la company		SERVICES.		
Actuated Cycle Length (136.7			ost time			12.0		444	特尔 基
Intersection Capacity Uti		***************************************	35.0%	10	CU Leve	of Ser	vice	-	E			-
Analysis Period (min)			15	17	Parts of						西部 种语	A STATE OF THE STA
c Critical Lane Group									3			

	→	*	1	4	4	1		e V	. 2
Movement	EBir	EBR	WBL,	WBar	NEL	NBR			MICHES WELD
Lane Configurations	ተተ	7"	ľ	ተተ	ነ ነ	7			Marie and the second
Ideal Flow (vphpl)	1900	1900	1900	PROPERTY AND ADMINISTRATION OF THE PROPERTY AND ADM	1900	1900			
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00			La procession (co
Frt	1.00	0.85	1.00	1.00	1.00	0.85	Neuronautorautorautorautorautorautorautorautor	A.Compression and action and	CANADAANINANIN DUDANANIN'I
Fit Protected	1.00	1.00	0.95	1,00	0.95	1.00			
Satd. Flow (prot)	3444	1633	1825	3476	1738	1633	NAMES OF PERSONS ASSESSED ASSESSED.	errandici en estados	OUTBOARD SHIP CONTROL OF THE CONTROL
Fit Permitted Satd. Flow (perm)	1.00	1.00	0.19	2470	0.95	100			
THE PARTY OF THE P	3444	1633	369	3476	1738	1633	CITICAL PROPERTY AND	SOMEON CONTRACTOR MANAGE	menerom constitutions
Volume (vph) Peak-hour factor, PHF	1246	57	4 00	1531	43	24			
Adj. Flow (vph)	1.00	1.00	1.00	1.00 1531	1.00	1.00	STEROSONO PROPERTIES NA	CHARLE GOTTON STREET	MATERIAL PROPERTY OF THE PROPE
RTOR Reduction (vph)	0	17	O	0	. 0	24 21			
Lane Group Flow (vph)		40	31	1531		21	TO NOT THE RESIDENCE AND THE	CAREBONIC CONTROL	NAME OF TAXABLE PARTY OF TAXABLE PARTY.
Heavy Vehicles (%)	6%	0%	0%	5%	5%	0%	SECTION AND PROPERTY.		Manager Carlo
Turn Type	MINISTER PROPERTY AND ADDRESS OF THE PARTY AND	Perm	Perm	376 376	NACIONAL MILE	Perm	STREET,	ALCOHOLD STATE	INTERNATION OF THE PARTY OF THE
Protected Phases	2	TO STATE	I GILLI	6	8	Bre Grusse	SANDARA MANAGEMENT	MAN PARTIES CONTRACTOR	CONCERNMENT OF THE
Permitted Phases	RINGSHANDISK	2	6	SECTION AND PARTY.	COLUMN TO S	8		NAME OF THE OWNER, WHEN	
Actuated Green, G (s)	26.3	26.3	26.3	26.3	4.0	4.0	Salahap Tarahan		
Effective Green g (s)	28.3	28.3	28.3	283	6.0	6.0			
Actuated g/C Ratio	0.67	0.67	0.67	0.67	0.14	0.14	CONTROL OF THE SECTION	(Andrewschartschustrus)	NAMES OF STREET OF STREET
Clearance Time (s)	6.0	6.0	60	6.0	6.0	6.0	MOR POLICE		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	SONISANSPORACINATIONAL	RESPONSE AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE PE	EXTENSE AND DESCRIPTION OF THE PERSON OF THE
Lane Grp Cap (vph)	2304	1093	247	2326	247	232		A STATE OF THE STATE OF	A PROPERTY OF THE PARTY OF THE
v/s Ratio Prot	0.36	entronsmanue	AND STREET, SALES	c0.44	c0.02		NATIONAL PROPERTY OF THE PROPERTY OF	BRANCH COUNTY ROLL	CONTRACTOR DE LA CONTRA
v/s Ratio Perm	THE REAL PROPERTY.	0.02	0.08	ALL MANAGES		0.00		Startes San	
v/c Ratio	0.54	0.04	0.13	0.66	0.17	0.01	CONTRACTOR CONTRACTOR OF STREET	AND SHEET HOUSE COURT COURT OF STREET	THORN ALCOHOLOGOUS EMPLOYMENT
Uniform Delay, dit	3.6	2.4	2.5	4.1	16.0	15.6		CHARLES TO SERVED	G174 000 100
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1		
Incremental Delay, d2 🥕	0.3	- 0.0	0.2	0.7	0.3	0.0			
Delay (s)	3.9	2.4	2.8	4.8	16.3	15.6			
Level of Service	Α	Α	A	A	В	B			
Approach Delay (s)	3.8			4.8	16.1				
Approach LOS	, A		ASE N	A	B			the state of the s	
in eiseelon Summary	ATTREE IN		STATE OF THE PARTY		NEWS BUILD		N. O. ST. DESKERS		II. GERMANIA IN CANADA
HCM Average Control D		MACHER DE	4.6	SSESSE F	ICM Lev	el of Ser	(ice)	A	and the state of the state of
HCM Volume to Capacit		A STATE OF THE PARTY OF THE PAR	0.57	and the same of th		AND THE REAL PROPERTY.	AND PERSONAL PROPERTY.	uminute and the second	manager and the second
Actuated Cycle Length (42.3		Sum of lo	st time (s		8.0	CONTRACTOR OF THE
Intersection Capacity Uti		MODIFICATION AND STREET	56.5%			of Servi		В	COLUMN TO SERVICE STATE OF THE
Analysis Period (min)		ENDMENDISCHIN	the latest description of the latest states and the latest states and the latest states are the latest states and the latest states are latest states and the latest states are latest states and the latest states are latest state	SINCOMPANIES	DAMESTIC CONTRACTOR	THE SHIP WAS AND A STATE OF TH	CONTRACTOR OF THE PARTY OF THE	CONTRACTOR OF THE PARTY OF THE	SCHOOL SHOWING HOUSE STREET
Analysis Rentochumin)	Republic Control	Market State	115	NEW TOTAL	SERVICE SERVICE			A A VARIABLE STATES	

	1	→	*	1	+	1	4	†	1	1		1
Movement	EBU	CENT	EBR	WBIL	WBIT	WBR	INBIL	INE) I	Melk	SBL	SBtr	937
Lane Configurations	ሻ	44	7	7	1	e Show all	7	↑	7	"1	B	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util, Factor	1.00	0.95	1.00	1,00	0.95		1.00	1.00	1.00	1.00	1,00	Philips
Frt	1.00	1.00	0.85	1.00	1.00	recoverable bette	1.00	1.00	0.85	1.00	0.94	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1,00	0.95	1.00	
Satd. Flow (prot)	1547	3230	1484	1659	3400	NAMES OF BRIDE	1560	1847	1408	1825	1450	BRICKLETTAY
Fit Permitted	0.10	1.00	1.00	0.15	1.00		0.71	1.00	1.00	0 44	1.00	
Satd. Flow (perm)	170	3230	1484	267	3400	NAME OF TAXABLE	1170	1847	1408	852	1450	***************************************
Volume (vph)	46	1246	48	34	1414	41	92	289	67	13	41	27
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph) RTOR Reduction (vph)	REST THE REST WITH THE PARTY OF	1246	#URINE HMTULLARITY	34	1414	41	92	289	67	13)	41	27
Lane Group Flow (vph)	0 46	0 1246	17 315	0	3 1452	0	0 92	0 289	41 26	0	17 51	O
Heavy Vehicles (%)	18%	13%	10%	10%	7%	3%	17%	4%	16%	0%	19%	2204
Turn Type 20	Perm	1370		Perm	MINISTRACIA MINIST	HICHELDERY	ACCUPATION AND DESCRIPTION OF THE PERSON NAMED IN COLUMN NAMED	4 70	THE REAL PROPERTY AND ADDRESS OF THE PARTY AND	and with the last of the last	1870	33%
Protected Phases	Eerme	2	Hemm	ar entre	6	NEW YORK	Perm	IN SECTION S	Perm	Perm		EMPANE N
Permitted Phases	2	ELEMENT OF A	6 2	6	HEAD CALLET HAND	NO.	SUNCESSION OF THE PROPERTY OF	A DEPOSITION	4	8	8	Signatura (
Actuated Green, G (s)	35.7	35.7	35.7	35.7	35.7	NAME OF THE OWNER.	17.7	17.7	17.7	17.7	17.7	THE LANGE
ffective Green, g (s)	88.3	38.3	3813	38.3	38.3	ROWSE	20.3	20.3	203	203	2013	HI 1 4 32 7 6 1
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.58	ETHEOMOGRA	0.30	0.30	0.30	0.30	0.30	NAME OF TAXABLE PARTY.
Clearance Time (s)	6.64	6.6	contracts to make its miles street.	6.6	6.6	AND THE RESIDENCE	6.6	6.6	6.6	6.6	and the second second second second	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	SOCIOCINATE	3.0	3.0	3.0	3.0	3.0	BEAUTICAL CONTROL
ane Grp Cap (vph)	88	1857	853	1154	1955	BIRNING S	357	563	429	260	442	CHECK THE
//s Ratio Prot	ENDICATION SHIP	0.39	The state of the s	energy and a state of	c0.43	DOBBED CHIEFEN	IN CHOZGAZGA ARUS	c0.16	METAL PARTIES AND ADDRESS OF THE PARTIES AND ADD	MINISTER OF THE PERSON NAMED IN	0.03	R)GGINDNINNS
//s Ratio Perm	0.27	RANGE AND	0.02	0.13	THE STATE		80.0	a larger to street, despite a six street	0.02	0.02	MAIN IN	Section.
//c Ratio	0.47	0.67	0.04	0.22	0.74	A MONEY MARKET	0.26	0.51	0.06	0.05	0.11	
Jniform Delay, d1	8.2	9.8	6.1	6.9	10.5		17.5	19.1	16.4	16.3	16.7	a salah
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	The second second
ncremental Delay, d2 🗥		1.0	0.0	0.7	1.6		0.4	0.8	0.1	0.1	0.1	
Delay (s)	11.8	10.8	6.2	7.6	12.1		17.9	19.9	16.5	16.4	16.8	77.50
evel of Service	В	B	Α,	A	В		В	В	В	В	B B	981
Approach Delay (s)		10.6			12.0			18.9			16.7	
Approach LOS	ath big	В	440.00		В	System		В	No. of the		B	1000
ntersection Summerly	BEIDE STORY	GOLULANDS:	HINS COLUM	COLUMNIA	I CHARLES SALES	KENNEN		ESSENCE PRO	RESTRUCTION OF			III OSSONIII
ICM Average Control D	elav	Sister of the C	12.5	* 3 (1 '0) Y	CM Lev	el of Sc	byler	SHALL NO	В		NOT THE	10000000
ICM Volume to Capacity			0.66	ACCOUNTS OF THE PARTY OF THE PA	SEXTING AND ADDRESS OF THE PERSON OF THE PER		Mee		新田田田巴州		CONTROL OF THE PARTY OF THE PAR	on the same of
Actuated Cycle Length (AND DESCRIPTION	6616	NIN NIS	um of lo	stilme	(8)	SELECTION OF	0.8	20.01	Statute in	SAME AND ADDRESS OF THE PARTY O
ntersection Capacity Uti		an University of the Control of the	39.4%	LANCE WITHOUT WALLEST COLUMN	CU Leve	NATIONAL PARTIES AND THE SERVICES.	A PROPERTY AND INCIDENT AND INCIDENT	NAME OF TAXABLE PARTY.	C	MONE SERVICE		100000000000000000000000000000000000000
Analysis Period (min)			157			HANDEN SHOW	STREET, STREET	EL COMPANIE	STATE OF THE PARTY	STANCE OF STREET		
Critical Lane Group	Marie	CERTIFICATION AND ADDRESS OF THE PERSON AND	CONTRACTOR ACTUAL ACTUA	A PROPERTY OF THE PARTY OF THE	DATE OF THE PARTY OF	AND DESCRIPTION OF THE PARTY OF	CHICASOLI P	CHANGE SHOW	THE PERSON NAMED IN	A PARTY OF THE PARTY OF	THE PLANTAGE AND ADDRESS OF THE PARTY OF THE	armir1076

* 0	A	\rightarrow	7	1	-	*	4	1	1	1	Ţ	1
Violverment;	1534	EBIT	(BBR	W/Bi	WEIT	WBR	MEL	NEW	MEM	(33)	ા કહ્યું	SJ.
ane Configurations	7	44		7	44	CHARLE HILL	4	7-	and the same of	7	1	Level note
deal Flow (vphpl):	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Total Lost time (s)	4.0	4.0	ARCA MARK	4.0	4.0		4.0	4.0		4.0	4.0	0.100
ane Util. Factor	1.00	0.95	Vitalija	1.00	0.95	80 894 84	1.00	1.00		1.00	1.00	
rt	1.00	1.00	Witter State	1.00	1.00		1.00	0.93		1.00	0.93	
It Protected	0.95	1,00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1659	3333		1738	3367	7.5	1738	1758		1372	1590	The second
It Permitted	-0.13	1.00		0.16	1.00	2000年度	0.74	1.00	2000年	0.55	1.00	
Satd. Flow (perm)	225	3333		290	3367		1351	1758		789	1590	
/olume (vph)	24	1304	13%	24	1425	14	24	第1193	95	3	15	STATE OF THE PARTY.
eak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
ldj. Flow (vph)	24	1304	13	24	1425	14	24	119	95	31	15	
RTOR Reduction (vph)	0	1	0	0	. 1	0	0	41	0	. 0	11	1 00000
ane Group Flow (vph)	24	1316	0	24	1438	0	24	173	0	3	18	Bilds.
leavy Vehicles (%)	10%	9%	45%	5%	8%	33%	5%	2%	2%	33%	0%	25
urn Type	Perm :	September 1	COMMISSION	Perm	A (4)		Perm.		Charles .	Perm	美国教育	
Protected Phases	GOTO CHILANDE	2	ENGLISHED COULT	NECTOR AND ADDRESS OF THE PERSON NAMED IN COLUMN	6	neognature and and	CLASSIAN COMPANY	8	OCCUPANT NO.	THE PROPERTY OF	4	and the same of
ermitted Phases	2			6			8	ALC: N	BONE SE	45		
ctuated Green, G (s)	29.4	29.4	white the second second	29.4	29.4	AMERICAN PROPERTY.	8.5	8.5	COLUMN AND CHILD	8.5	8.5	MILE SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PE
ffective Green, g (s)	81.4	31,4		31.4	31.4	AND DESCRIPTIONS	10.5	10.5	STREET, STREET	10.5	10,5	
ctuated g/C Ratio	0.63	0.63	ement-come of	0.63	0.63	ORGANISTING CHAR	0.21	0.21	CHIDOSHIRUTA	0.21	0.21	
Elearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	等重視
ehicle Extension (s)	3.0	3.0		3.0	3.0	and the first of the control of the	3.0	3.0	and an admit of the	3.0	3.0	-
ane Grp Cap (vph)	1424	2097	Mark Ricks	182	2119	SELECTION OF SELECTION	284	370		166	335	STORY.
/s Ratio Prot	Becorneraus	0.39	DJO ZIMBIL KLIANOVIK	NO. MINISTER DEL CARROLLO MAIO	c0.43	DESCRIPTION OF THE PARTY OF THE	enchistration and	c0.10	ryconstructions.	HARMAN SATAKAN	0.01	INCOME.
/s Ratio Perm	0.11	1000年100日		80.0			0.02		ONLENS AND	0.00	MININE	BRIE
/c Ratio	0.17	0.63	DI PRODUCTION OF	0.13	0.68	AND DESCRIPTION OF THE PARTY OF	0.08	0.47	NULL BOOK NAME	0.02	0.05	MODERNIK N
Iniform Delay, d1	3.8	5.7	AND DESCRIPTION OF THE PARTY OF	3.7	6.0		15.8	17.3		15.6	15.7	A ANT
rogression Factor	1.00	1.00	(And 100 and 1	1.00	1.00	AND DESCRIPTION OF THE PERSON	1.00	1.00	Andrew Control of the	1.00	1.00	A STORAGE
rcremental Delay, d2	0.6	0.6		0.3	0.9		0.1	0.9		0.0	0.1	\$1 BU
elay (s)	4.4	6.3	CONTRACTOR DE LA CONTRA	4.1	6.9	NI KOVIZIDO V SIIII	16.0	18.2	ASSESSED BY	15.7	15.8	
evel of Service	A	A	Maria Maria	A	A		B	В	No. 6 50	B	B	REINE
pproach Delay (s)	MINISTERNA PROPERTY.	6.2	occovusioni.	INCOMPANIAN COM	6.8	N. III. AND THE PROPERTY OF THE PARTY OF THE	NAME OF THE PARTY	18.0	THE REAL PROPERTY AND ADDRESS OF THE PERTY ADDRESS OF THE PERTY AND ADDRESS OF THE PERTY ADDRESS OF THE PERTY AND ADDRESS OF THE PERTY AND ADDRESS OF THE PERTY ADDRESS OF THE PERTY ADDRESS OF THE PERTY ADDRESS OF THE PERT	DOMESTIC CONTRACTOR	15.8	ancount of
pproach LOS		A	KELEN KAN		LIA		STATE STATE	REPUBLICATION OF THE PUBLICATION		独市 第	B	
richedation Summary		NIA DUNKSEYAN	IDECUNICACIO			Secondone		SALDSCRIPTION				DONE
		STATE OF THE STATE	ni (ni -201-201	estada da W	zanyon toess	kaza es	Constantial		A	2201181000	To all the second	Stores and
ICM Average Control De		AUGUST THE THE PERSON	75		CM Lev	01101-26	LAICE.	ADDITION OF	A	STATE OF STREET		DESC.
ICM Volume to Capacity		CHOSTO CHARGE	0.63	and a contract of			VECTOR STATE		THE GRAME	MONEOU WHO	8508267 WIN	BURNORN
ctuated Cycle Length (s		MAN STATE	49 9		um of lo			EST RE	8.0		TO STATE OF	CONT.
ntersection Capacity Util		MISSESSESSESSESSESSESSESSESSESSESSESSESSE	58.6%	NOCCOUNTEDING	U Leve	i or ser	NICE	NAMES OF WARDS	В	MANUFACTURE OF THE PARTY OF THE	Respect	and the same of
nalysis Period (min):	Harry Street	NAME OF STREET	15	10000000	178之中中的66	THE SECTION SEC	12 1. Aug 200 per	PARTITION	MAN EL WO	STEEL STEEL	1110	Website

	1	→	*	1	-	4	1	1	1	1	†	4
Movamen	EBL	HEBILE	EBR	WEL	WBII'	WER	MEIL	NBI	NER	SBL	SET	831
Lane Configurations	7	1		٦	44		"	4	Selection Plans	*1	4	Contraction of the Contraction o
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900 2	1900	1900	STATE OF THE PARTY	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	100 mm
Lane Util, Factor	1.00	0.95	100	1.00	0.95		1.00	1.00	965	1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.98		1.00	0.97	Marie Co
FII Protected	0.95	1.00	V	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1789	3398		1825	3429	ACCOUNT OF	1825	1869		1825	1720	4
Fit Permitted	80.0	1.00		0.08	1.00	News and	0.69	1.00		0.16	1.00	100 W.
Satd. Flow (perm)	145	3398		148	3429		1332	1869	300 100 300	314	1720	2000
Volume (vph)	51	15595	43	24	1548	47	-102	448	63	24	81	17
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	51	1559	43	24	1548	47	102	448	63	24	81	17
RTOR Reduction (vph)	0	2	0	0	2	0	0	4	0	0	6	0
Lane Group Flow (vph)	51.	1600	U (0)	24	1593	0	102	507	0	24	92	0
Heavy Vehicles (%)	2%	7%	6%	0%	6%	5%	0%	1%	0%	0%.	5%	27%
Turn Type	Perm		製物機	Perm	A SHARE		Perm	A CHARLES	建	Rerm	AND DESCRIPTION OF THE PERSON	400
Protected Phases		2			6.		TOTAL PROPERTY.	4	A PARTY OF THE PAR	REPORTATION STREET	. 8	ATTEMPORE PROPERTY.
Permitted Phases	2	NEW PAR	a sense de	6	NAME OF STREET		. 4	distributed	tire la la	W. 8 W.	Service Control	1000
Actuated Green, G (s)	49.9	49.9		49.9	49.9		28.1	28.1	- Inches	28.1	28.1	and any seems
Effective Green, g (s)	51.9	51.9	Name of	51,9	51.9	表似于	30.1	30.1	5	30.1	30.1	A Kirish
Actuated g/C Ratio	0.58	0.58		0.58	0.58	and the second	0.33	0.33		0.33	0.33	encaramentaria.
Clearance Time (s)	6.0	6.0		6.0	6.0	数数金数	6.0	6.0	Kara Ba	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	minus annual	3.0	3.0	NEXT WINDSHIPS
Lane Grp Cap (vph)	84	1960	MANAGE STATE	85	1977		445	625	DESCRIPTION OF THE PERSON OF T	105	575	LO LEGAL
v/s Ratio Prot	Control on Miles on Miles of the	c0.47	CHICAGO CONTRACTOR	NOT SHARTLINGS, MOUNTAIN	0.46	MARITHE LAGOLI	THE STATE OF STREET	c0.27	M. COLON MONTH PROPERTY AND ADDRESS OF THE PROPERTY ADDRES	CONTRACTOR DESCRIPTION	0.05	TOTAL DESIGNATION OF THE PERSON OF THE PERSO
V/s Ratio Perm	0.35	SALUE SA		0.16	1000000		0.08		No. of Concession, Name of Street, or other party of the Concession, Name of Street, or other pa	80.0		de la constitución de la constit
v/c Ratio	0.61	0.82	C/CE SANDAR COLONIA	0.28	0.81	MERCHAN THROUGH	0.23	0.81	NACOCINCUISION	0.23	0.16	SERVICE OF STREET
Uniform Delay, dit	12.4	15.2		9.6	15.1		21.6	27.4	SHEEDING	21.6	21.1	
Progression Factor	1.00	1.00	INCOME SERVICE	1.00	1.00	ANDONESIS	1.00	1.00	VARIO RIVINES EXCUSES	1.00	1.00	SHOWS WHEN THE
Incremental Delay, d2.	11.8	2/8		1.8	2.5		0.3	7.9		MENTAL PROPERTY.	0.4	
Delay (s)	24.2	18.0	CHRONIC DARROWS	11.5	17.6	inchile/careau	21.9	35.2	MATERIAL PROPERTY.	22.7	21.2	GHESHIOLIVINA
Level of Service	C	TEMBA	STREET, SECTION S.	B	國際軍 B	医 医性原则	MANUCAL CALL	MAD N	14.50	G.	State C	
Approach Delay (s)	and remaining said.	18.2	THE REAL PROPERTY.		17.5	MUNICIPAL DEL STA	ORDER DESIGNATIONS	33.0	NO CONTRACTOR OF THE PARTY OF T	DESCRIPTION SERVICE	21.5	MANUFACTOR
Approach LOS		By			BE			C	14 TO 10	an London	C	
intersection Summary		electronic and	anziolenia	00000000	BOUNES		RIGHT IN CO.	163 SALVATORISM	SILINGASARIA		MONUMEN	DEPOSITION .
HCM Average Control D		wine to the same	Kalay ta	en objekt grade	CIVITIES V	arara.		504504461940				15757525
HCM Volume to Capacity		WASHINGTON AND AND AND AND AND AND AND AND AND AN	2013		CM Lev	el ol Se	TVICE		G			
and the state of t	and the first and the first and the first and	PART PROPERTY IN	0.81 90.0	MERIDANO	um of la	CHINA CONTRACTOR	Z STORAN DA	O SERVICION DE LA CONTRACTION DEL CONTRACTION DE LA CONTRACTION DE	No A	NHOW STREET	THE CONTRACTOR OF THE CONTRACT	CONTRACTOR
Actuated Cycle Length (NAME OF THE			um of lo				8.0		EN MARK	
Intersection Capacity Uti		NEO-CONTROLLO	8.5%	RITCH LINE BARRIES	U Leve	TOT SET	VICE MINISTERNATION	NOVEMBER OF THE PARTY OF THE PA	D	нинарили	9200230500	ALTONOS COMPANY
Analysis Period (min) c Critical Lane Group	CEASE PLE			THE Y	THE PERSON			Mary Balls	AND DISE	五年 日 3年		
c Critical Lane Group												

	1	→	*	1	-	4	1	1	~	1	+	1
Мо м атаріі	FBL	EBI	EBR	WEST	WBII-	WBR	NBL	NBIT	INER	83	SET	Si
Lane Configurations	ሻ	1		ሻ	1		ሻ	P		7	4	Till Lucy V
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	表表现	1.00	1.00		1,00	1,00	
Frt	1.00	1.00		1.00	1.00		1.00	0.97		1.00	0.89	
Flt Protected	0.95	1.00	and deli	0.95	1.00		0.95	1.00		0.95	1,00	
Satd. Flow (prot)	1825	3311	-	1644	3375	-	1772	1808		1560	1655	
Fit Permitted	0:14	1.00		0.15	1.00		0.72	1.00		0.61	1.00	州村 20
Satd. Flow (perm)	270	3311		252	3375		1334	1808		996	1655	
Volume (vph)	47	1343	12	112	1366	10	43	152	410	(3)	18	46
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	47	1343	12	111	1366	10	43	152	41	6	18	46
RTOR Reduction (vph)	0	1	0	0	1	0	0	13	0	0	36	0
Lane Group Flow (vph)	. 47	1354	0	411	BERTOLDICAL CONTROL OF THE	0	43	180	(0)	6	28	0
Heavy Vehicles (%)	0%	10%	20%	11%	8%	13%	3%	2%	6%	17%	0%	5%
Turn Type	Perm			Perm	No. 24		Perm	SHAPE?	200	Perm		
Protected Phases		2		*******	6		-	4		-	8	
Permitted Phases	2			61			4		42	8	Phi 1	
Actuated Green, G (s)	27.3	27.3	Level manuscript	27.3	27.3	protenting and the state of the	8.4	8.4	DATE OF THE OWNER O	8.4	8.4	THE PROPERTY OF THE PARTY OF TH
Effective Green, g (s)	29.3	29 3		29.3	29.3		10.4	10.4		10.4	10.4	
Actuated g/C Ratio	0.61	0.61	NO TO A LABORATOR	0.61	0.61	NEVERT E DOOR	0.22	0.22	NO AND DESCRIPTION OF	0.22	0.22	entransensi
Clearance Time (s)	6:0	6.0	Sept of all	6.0	6.0		6.0	6.0		6.0	6.0	1
Vehicle Extension (s)	3.0	3.0	naconaecia de	3.0	3.0	SUPPLIENDENISA	3.0	3.0	DANIE SOCIEDA	3.0	3.0	nacountrius
Lane Grp Cap (vph)	166	2034		155	2073	MARKET PARK	291	394		217	361	を見せる。
v/s Ratio Prot	MOSTVS (FAXIN	c0.41	MISSENDIATED AND THE PROPERTY OF THE PROPERTY	WAYA TE	0.41	SWEEDSHOOTSHOOT	massassass	c0.10	COLUMN DEPARTMENT	THE STATE OF THE S	0.02	POWERSTRAN
v/s Ratio Perm	0.07	ENLESSED.		0.04	EUROPOKE SHOP SELECT		0.03	MANUAL PROPERTY.	AREA STREET	0.01	MARKET OF THE PARTY OF THE PART	
Uniform Delay, dil	0.28	0.67	ISUA/IRREPART	0.07	0.66	CHARGOUND THE	0.15	0.46	SERVICE WITH S	0.03	0.08	MONTENANCE
Progression Factor	1.00	1.00		1.00	1.00	PLANTERPROM	15.1	16.2	DESCRIPTION OF THE PERSON NAMED IN	14.7	14.8	的研究的
Incremental Delay, d2	0.9	1.00	TURNOTENENDAN	0/2	0.8	HTTP://COCHTRACK	1.00	1.00	SACREGUES	1.00	1.00	DATESTICAL
Delay (s)	5.2	6.8	SEPREPARE SE	3.9	6.8		15.3	17.0	STEEL STEEL	14.7	14.9	EXPERIENCE OF THE PARTY OF THE
Level of Service	D.Z		TO SERVICE OF	DENNIA M	DE A	NOT THE REAL PROPERTY.	BEN BE	MAN BIN	ON THE REAL PROPERTY.	MARK BY		MODEL STORES
Approach Delay (s)	TOWNS AND THE	6.8	CONTRACTOR		6.8	STATE SHOPE	BENESTE S	16.7		NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	14.9	SECULIAR S
Approach LOS	TO SHOW	A.	of the state		A)	COMPAND.		B B			B	预烧.
masedion Summiny				NIES E	MANUEL PROPERTY.							BARNE
HCM Average Control De		開始海	7.7	H	CM Lev	el of Se	rvice	医地震26	A	46.00	340	ALC: N
HCM Volume to Capacity			0.61				100 Horas	Market Service		So yer sal		37.334
Actuated Cycle Length (s			47.7		um of lo				8.0	16 PH 74 PK		
Intersection Capacity Util			56.2%	IC	CU Leve	of Sen	vice		В			
Analysis Period (min)	的特殊特		15		A. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	With the	59.7	n it begins			Mark HR	nt y
c Critical Lane Group	15 67.5	72-1016		13/19/20		4.11		ARCONO IN INITIA		A-50	100000	

y.	1	→	*	1	-	4	1	†	1	1	ļ	1
Migverment	HBL	E81	EBR	WBIL	WEIT	WBR	NBL.	N/B)T	NER	SEL	SBU	8313
Lane Configurations	ሻ	1		7	44		"	F		7	P	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.90	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1560	3377		1825	3348		1825	1821		1496	1606	en cruitat.
Flt Permitted	0.14	1.00		0.23	1.00		0.66	1.00		0,64	1.00	
Satd. Flow (perm)	229	3377	CONTRACTOR OF THE PARTY OF THE	446	3348		1276	1821		1002	1606	
Volume (vph)	152	1199	13	3 2	1165	33	7	151	7.	9.	47	99
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	152	1199	13	5 2	1165	33	0 1 7	151	7	9	47	99
RTOR Reduction (vph)	0	1	0	0	2	0	0	2	0	0	81	0
Lane Group Flow (vph)	152	1211	0	2	1196	0	7	156	0	9	65	0
Heavy Vehicles (%)	17%	8%	0%	0%	8%	29%	0%	5%	0%	22%	0%	11%
Turn Type	pm#pt	A STATE OF THE STA		Permi	No. of Control		Perm	30 Marie 54	STATE OF STREET	Perm	12/15/2015	STATE SALE
Protected Phases	5	2	NAME OF TAXABLE PARTY.	NO OTROCOMORDISM	6	* Notice Social States	athereterenen	4	NO DESIGNATION OF THE PERSON O	THE STATE OF THE S	8	MENNONNING
Permitted Phases	2			6			4			8	RESERVED.	
Actuated Green, G (s)	34.9	34.9	orani ya Purio ili ka	27.7	27.7	eminos mense	8.2	8.2	ATTREMENTATION CO.	8.2	8.2	WORKSTON VOCASIA III
Effective Green, g (s)	36.9	36.9		29.7	29.7		10.2	10.2		10.2	10.2	11011
Actuated g/C Ratio	0.67	0.67	MARKU MICKELING	0.54	0.54	NE SERVICION CONTRACTOR	0.19	0.19	SECURE SECURE	0.19	0.19	OWN RESIDENCE
Clearance Time (s)	3.0	6.0		6.0	6.0	2 × 8 10.	6.0	6.0	Sharen	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	Mark & STATE OF COLUMN	3.0	3.0	NOTE OF THE PERSON	3.0	3.0	MARKSCERN	3.0	3.0	HAN MATERIAL PROPERTY.
Lane Grp Cap (vph)	231	22624	ASSESS AND ADDRESS OF THE PARTY	240	1805		236	337	LIB MA	185	297	
v/s Ratio Prot	0.04	c0.36	INCREMENTAL STATE	MANUAL TOWNS OF STATES	0.36	MILLION AND LAND AND	ORACIA INCIDENTALISA	c0.09	Kenseseunsta	CHARLES SECTION	0.04	COMMERCIAL
v/s Ratio Perm	c0.40			0.00		HERE SHEET	001			0.01	PARTOLOGICA	阿拉斯斯斯
v/c Ratio	0.66	0.54	AND HORSELESS MANUAL OF	0.01	0.66	*WHITE THE PERSON NAMED IN	0.03	0.46	MININGSOUGHUE	0.05	0.22	COLUMN COLUMN CO.
Uniform Delay, d1	6.1	4.7		5.9	9.1	PROBLEM	18.4	20.0		18.5	19.1	
Progression Factor	1.00	1.00	CONTRACTOR OF STREET	1.00	1.00	UPLE REFUNDA SINC	1.00	1.00	MARKUTT TURBUTT	1.00	1.00	REMINISTRATION
Incremental Delay, d2	6.6	0.2	Mades	0.0	0.9	Line and the	0.1	1.0	2000	0.1	0.4	33.0
Delay (s)	12.7	4.9	CHRONICH WILL	5.9	10.0	MALE THE BROKE UTS	18.4	21.0	Manufacture Co.	18.6	19.4	CONTRACTOR OF
Level of Service	В	A.	Sales Victor	A	WANT BA	Salarie III	MENN BE	C		BANK BU	В	
Approach Delay (s)	Marine Straig Stratum Stra	5.8	CONTRACTOR STATE AND	MAN PROVINCE	10.0	SERVICE CONTRACTOR	NYCHONELICESORY	20.9	COMPUNICATION	EKDANI DVI AV	19.4	BANCARI BEL
Approach LOS		Α			B BR			C			B	
Massalon Summary						B.C. S. C.		SERVICE SERVIC		Manus		
HCM Average Control D		美国的	9.2	阿里姆旧	CM Lev	el of Se	rvice		Α	N. Sheri	ALS BEE	
HCM Volume to Capacit		AND DESCRIPTION OF THE PERSON	0.60	manus completed dis	tool out the transfer				micoral Analy	CHICAGO PARTIES	nan na sanaha karibi.	AND DESCRIPTION OF THE PARTY OF
Actuated Cycle Length (Charles his hope of the grown about		V55.1	MAN S	um of lo	st time	(s)		8.0	WEST CO.		
Intersection Capacity Ut		emmentoscosta.	0.2%		U Leve			WASHINGTON TO	B	and a settle for	MARKET PARTY OF	and the state of t
Analysis Period (min)		FRANCISC	101510		Maria de la compansión de	SERVICE CONTRACTOR	SHEET STATE		NAME OF TAXABLE	PARTITION OF THE PARTIES	acomposite de	STRUCT
c Critical Lane Group		CHARLES SHERED	THE PERSON NAMED IN	WERKOND CLUMB 20	THE REAL PROPERTY.	A SECURE ACTIONS	A CONTRACTOR OF THE PARTY OF TH	ON THE PERSON NAMED IN	MANUFACTURE OF THE PARTY OF THE	not Kind the (1)	and the second second	ALTERNATION IN COLUMN
							. 0.		4 1			

	\rightarrow	V	1	-	1	1	ų.			
Moxomen,	EBIT	EBR	WBL	WBIF	INBIL	NBR		ALEX OF THE CASE	as most	
Lane Configurations	47		7	^	W					
Sign Control	Free			Free	Stop					
Grade	0% 1534	31	and the same	0% 1241	0%	THE RESERVE OF THE PARTY OF THE	DOBROWS NO THE RES	CONTRACTOR DE LA CONTRA	MANASTREAMS RESERVE	PRODURAGE
Volume (veh/h) Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			dr. Saniewes	指標的
Hourly flow rate (vph)	1534	M.00	230230	1241	1.00	PARTICIPATE OF THE PARTICIPATE O				Or day
Pedestrians	AMERICANOS ACCIONAS MINIMO	CONSTITUEUR	nemero con const	BERLADJANESCHI.	SULPLE SULP OF STANK	#15ACCALINET NAMED	DONORA DISCUSSIONA SERVICE DE	NOSA (SINANI) GANG	CHIPAGUARA/AND/AND/AND/AND/AND/AND/AND/AND/AND/AN	HINGOSOMANIA
Lane Width (m)					A STATE					
Walking Speed (m/s)	DE TOTO NE SE	an empression	OTTO BENEVOOR	(ORANGO HAVE			NOT RECOGNISHED A RESPONDED	ON DESCRIPTION OF THE PARTY OF	iniumoriumenmikin	OSTORIUM PORTE
Percent Blockage Right turn flare (veh)		1000	STATE OF THE		SHEET STATE				AND SOMETH	
Median type	ALCO STERRED	7000000			None	STREET,			Se Colonia de la	500 CO
Median storage veh)	www.encens		AND DESCRIPTION OF THE PERSON	SPANIE OF THE SPANIE OF T		CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	CHROTTONDONDOCCORCO	ATTENCT VALUE AND A POST OF	INTO CHARLES SAVIET	COMMERCIAL
Upstream signal (m)	defact say						海滨 接			45.50
pX, platoon unblocked	SOMEON COME	ZINNERO REZIDIO	esperature and	answer work	1000000	manuacycumon	N. DETERMINATE PRO	IZONIA DODOGO ZANIANA	THE RESIDENCE OF THE PERSON NAMED IN	WALLOW MALE IN
vC, conflicting volume vC1, stage 1 conf vol	ASSESSED NO.		1565		2216	782			ACCOMPANY.	in the state of
vC2, stage 2 conf vol	6-3-110E		A SIGNAL	A STATE OF THE PARTY OF THE PAR		A STATE OF THE STA		ASSET WEST STATES.	50/2012/01/2012/01/2012	SAME TO SERVICE STATE OF THE S
vCu, unblocked vol			1565	THE STATE OF	2216	782	NO CONTROL OF STREET,	NORTH DESCRIPTION OF THE PERSON OF THE PERSO	INFRANCISCO COLLEGIO	ATTIMATED STATE
tC, single (s)	A COLUMN	维那 帮	4.1	CONTRACTOR OF THE PARTY OF THE	6.8	6.9				S. K. Ge
tC, 2 stage (s)	necessory and	management of	INCOME THE PARTY OF THE PARTY O	CONTRACTOR OF THE PARTY OF THE	DOMESTIC STREET		DOMESTICS USED IN	Water the Parket	TORONOO WARRANTE PA	PROCESSION OF THE PROCESSION O
tF (s) p0 queue free %			95	NAME OF	3,5) 58	97				
cM capacity (veh/h)	Sec. 3570.	3500	428	NAME OF THE OWNER,		341	Table in the total of	OSEC CONCERNO	to mission of the control	STEED SAFE
	(2) 62 KG (1)		Vavra Street	NAVIEWS WITH		THE PARTY OF THE P				SERVESANIA .
Direction, Lane# Volume Total	1023	542	W/S 1	WB 2 620	(WE) 4:	NE 1		Supplied Section 1975	SC INCOMESSARIA	
Volume Left	0	0	23	0	0	15	ALPINETRINE STREET, TO	RIELSCHILLEREN	SECULAR SEC	
Volume Right	0	31	0	0	//_ o	10	a consumer to	No. 4X	PASSA MARKET	
cSH	1700	1700	428	1700	1700	56		and the second second second	ALANIA (MANAGA) (MANAGA)	NAMES OF TAXABLE PARTY.
STATE OF THE PROPERTY OF THE P	0.60		0.05	REMINISTRATION OF THE PROPERTY	0.37	ORDING WORLD, ALL WAR CORNER,				
Queue Length 95th (m) Control Delay (s)	0.0	0.0	1.2 13.9	0.0	0.0	11.8 112.8	SHEETINE CHECKED THE DIRECTOR	ATTENDED STREET	CHARLESTON	RODONENOS
Lane LOS	0.01	0.0	B	0.0	U.U.	F				是其他
Approach Delay (s)	0.0	1	0.3			112.8	Control of the Control	A THE REAL PROPERTY.		
Approach LOS	The same of the same of			and desired to the		F				
massailm summing		A SOAN	ALCOHOL:	OX INCOME.		and Application	AN 182 FEB	digital sales de	of the second second second	Several Disc
Average Delay			1.1			and the same of the same	CHILL STRUKENSON	MARKET MARKET PARTIES	SHENCE OF SHELL STORE	
Intersection Capacity Util	ization			10	U Leve	l of Servi	ce	A	5715	NAME OF
Analysis Period (min)	ATTORNEY TO STATE	WATER STATE	15	COMPONENT OF THE PERSON NAMED IN	NATIONAL PROPERTY.		arrange expression	THE PARTY OF THE P	AND PARTY OF THE P	NAME OF THE OWNER, OWNE
		ALCOHOL:						Wester		加坡

Appendix E
2032 Total Traffic (with 2017 Proposed
Improvements – 4 lane widening)
Intersection Operation Calculations

	1	→	*	1	+	4	1	1	1	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBIR	SEL	SBL	SBR
Lane Configurations	ሻሻ	^	7	*	44	7	7	^	77	77	ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor	0.97	0.95	-1.00	1.00		1.00	1,00	0.95	1,00	0.97	0.95	1.00
Frt	.1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	4:00	0.95	1.00	1.00
Satd. Flow (prot)	2623	3380	1512	1534	3288	1002	1615	2852	1445	2547	3259	1166
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2623	3380	1512	1534	3288	1002	1615	2852	1445	2547	3259	1166
Volume (vph)	445	1366	108	167	943	465	74	875	280	248	869	185
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	445	1366	108	167	943	465	74	875	280	248	869	185
RTOR Reduction (vph)	0	0	48	0	0	15	0	0	160	0	0	101
Lane Group Flow (vph)	445		60	167	943	450	74	875	120	248	869	84
Heavy Vehicles (%)	35%	8%	8%	19%	11%	63%	13%	28%	13%	39%	12%	40%
Turn Type	Prot	to recommend the desired had been been been been been been been bee	Perm	Prot		pt+ov	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6	63	7	4		3	8	
Permitted Phases			2						4			8
Actuated Green, G (s)	24.0	47.1	47.1	16.0	39.1	61.0	10.0	40.9	40.9	15.0	45.9	45.9
Effective Green, g (s)	24.0	50:0	50.0	16.0	42.0	61.0	10:0	43.8	43.8	15.0	48.8	48.8
Actuated g/C Ratio	0.17	0.36	0.36	0.11	0.30	0.43	0.07	0.31	0.31	0.11	0.35	0.35
Clearance Time (s)	4.0	6.9	6.9	4.0	6.9		4.0	6.9	6.9	4.0	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	No.	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	447	1200	537	174	981	434	115	887	450	271	1130	404
v/s Ratio Prot	c0.17	c0.40	nonsumanamen	0.11	0.29	c0.45	0.05	c0.31	www.homen.com	0.10	0.27	NAME OF THE PARTY
v/s Ratio Perm			0.04					HALPASIERIE	0.08			0.07
v/c Ratio	1.00	1.14	0.11	0.96	0.96	1.04	0.64	0.99	0.27	0.92	0.77	0.21
Uniform Delay, di	58.3	45.4	30.5	62.1	48,6	39.9	63.7	48,2	3614	62,3	41.0	32.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	41.1	72.8	0.1	55.7	19.9	53.2	11.7	26.6	0.3	32.9	3/2	0.3
Delay (s)	99.5	118.2	30.6	117.8	68.5	93.1	75.4	74.8	36.8	95.2	44.2	32.6
Level of Service	REMARKEDER	100 C	C	USE F				E	D	MALLOS	D	C
Approach Delay (s) Approach LOS	INTERNATION D	108.9	arconzone filo	HERITAGE HERITAGE	81.0	en samme security	NAMES AND ASSESSED OF THE PARTY ASSESSED.	66.2	DESCRIPTION OF THE PARTY OF THE	HERMINITARION	52.3	COORDINATED CO
Approach Loses		STATE OF THE PARTY		BEHARBERDER	PARKET P	10EBBBBB	PERSONAL PROPERTY.		BERREAM		D	STATE OF THE PARTY
Intersection Summary			FERRISI		建樹脂鄉	NAME OF STREET	第一位	公司等	機構網	2010年		
HCM Average Control D		SELECTION OF SELEC	80.7	is t	CM Lev	el of Se	rvice	elan Rei	e leF≅		1881844	IGRAFIE PALA
HCM Volume to Capacit			1.02									
Actuated Cycle Length (140.8			st time			8.0			
Intersection Capacity Ut			91.6%	IC	CU Leve	of Ser	vice		F			
Analysis Period (min)		5 5 6 6 6 6	15									
c Critical Lane Group						THE STATE OF THE STATE OF	ON COURS AND			Wall problem	m Court of 10	ostroletos h

	-	*	1	•	1	1	X X 5
Movement	EBI-	EBR	WBL	WBT	NBL	- NBR	THE DESCRIPTION OF THE PARTY OF
Lane Configurations	个个	77	7	44	7	7	Amend and a consequence of the second of the
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util, Factor	0.95	1.00	1.00	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	INDECEMBER OF A PROPERTY OF A
Fit Profected Satd, Flow (prot)	1.00 3318	1.00 1633	0.95 1573	1.00 3288	0,95 1772	1,00 1555	THE BUSINESS CRAME STATE OF THE
Fit Permitted		1.00	0.14	1.00	0.95	1.00	
Satd. Flow (perm)	3318	1633	226	3288	1772	1555	SCIANNA PROCESSOR NA LA SPRANT MENAS DE PARAMENTA DE LA SERVA MENTAL.
Volume (vph)	1496	31	27	1599	72	410	Ballance personality of the control
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	N SPOCOCIO EN SANCRO E POR SOLDENO RECUE CAMPENDA DE RECUE PRODE PRODE PRODE STATEMENTO
Adj. Flow (vph)	1496	31	27	1599	72	41	
RTOR Reduction (vph)	0	7	0	0	0	33	
Lane Group Flow (vph)		24	27	1599	72	8	
Heavy Vehicles (%)	10%	0%	16%	11%	3%	5%	
Turn Type		Perm	Perm:			Rerm	
Protected Phases Permitted Phases	2 	OTENSIA ST	all and the same of the same o	6	8 RECORDERANCE CONTRACT	inamon somen	Market manager succession and a manager succession and the succession
Actuated Green, G (s)	30.8	30.8	30.8	30.8	4.3	4.3	
Effective Green, g (s)	32.8	32.8	32.8	32.8	6.3	1.3	
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.13	0.13	THE CONTRACTOR OF THE CONTRACT
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	AND THE PARTY OF THE THE PROPERTY OF THE PROPERTY OF THE PARTY OF THE
Lane Grp Cap (vph)	2311	1137	157	2290	237	208	
v/s Ratio Prot	0.45	DOMESTIC CHARACTER	Out of Constant Consum	c0.49	c0.04		
v/s Ratio Perm		0.01	0.12		MANAGEMENT	0.01	
v/c Ratio Uniform Delay, d1	0.65 4.0	0.02	0.17	0.70	0.30	0.04	TO THE WATER OF THE WATER ON THE WATER STATE SOCIETIES OF THE STATE OF
Progression Factor	1.00	1.00	1.00	1.00	18,4	17.8 1.00	
Incremental Delay, d2	0.6	0.0	0.5	0.9	0.7	1.00	THE OTHER DESIGNATION OF THE PROPERTY OF THE P
Delay (s)	4.6	2.2	3.0	5.2	19.1	17.8	NET SELLE LE
Level of Service	Α	A	A	A	В	B	
Approach Delay (s)	4.5			5.1	18.7		THE RESIDENCE OF THE PROPERTY
Approach LOS	L A	SALCE II		Α	В		
Intersection Summary	当时共东	5 4 STORY	1000	SAR DESIGNATION OF THE PERSON NAMED IN COLUMN 1	NAME OF TAXABLE PARTY.	Military William	ENDER STREET STREET
HCM Average Control De	elay	de la la	5.3	感题器	CM Lev	el of Serv	ice A
HCM Volume to Capacity	/ ratio		0.63				
Actuated Cycle Length (s		fallen fa	47.1	BESTER MARKET MATERIAL		st time (s	
Intersection Capacity Util		ODCORDON CONTRACTOR	8.4%	IC	CU Leve	l of Servic	e B
Analysis Period (min)			15		25.8 1 935		
c Critical Lane Group							

	•	-	*	1	+	4	1	1	-	1	↓	1
Movement	ÉBL	EET#	EBR	WBL	WBT	WBR	NBI	NBT	NBR	SBL	SBI	SBR
Lane Configurations	7	ተተ	7	*	^	Station a Same	ň	1	7	ሻ	4	Marie de la
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.98	
Fit Protected	0.95	1.00	1.00	0.95	1.00	WHERE N	0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1285	3318	1555	1615	3171	FIGHNESSONER	1674	1671	1317	1706	1700	
Fit Permitted	0.08	1.00	1.00	0.14	1.00		0:23	1.00	1,00	0.71	1.00	
Satd. Flow (perm)	104	3318	1555	235	3171		399	1671	1317	1268	1700	
Volume (vph)	50	1351	011	65	1628	29	45	78	51	54	348	51
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (yph)	CONTRACTOR OF THE	1351	111	65	1628	29	45	managed processing the property of the property of the processing	51	54	348	51
RTOR Reduction (vph) Lane Group Flow (vph)	0 50	0 1351	32	0 65	1 1656	0	0 45	0 78	37 14	0 54	4 395	O
Heavy Vehicles (%)	42%	10%	5%	13%	15%	5%	9%	15%	24%	7%	7%	37%
Turn Type	Perm	PATRICIO DE COMPUNIO.	Perm	Perm	(1576 (210000000000	URROCINE ILIUS	THE RESIDENCE PROPERTY.	1576	THE RESIDENCE OF THE PARTY OF T	The second second	1 70	3776
Protected Phases	CENTR	2	Echi	Reim	6	PARABONILLA	Perm	4	Perm	Perm	8	SHARE
Permitted Phases	Later Sea	THE STREET	2	6	DEPARTMENT	THE PERSONNELS	4		ESCHEROFINE	8		STEENESSES
Actuated Green, G (s)	56.1	56.1	56.1	56.1	56.1	TO ENGINEERE STATE	23.7	23.7	23.7	23.7	23.7	GENERALISM
Effective Green, g (s)	58.7	58.7	58.7	58.7	58.7	HOLD MOCKS	26.3	26.3	26.3	26.3	26.3	TRANSPORTER
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	au deciminates (0.28	0.28	0.28	0.28	0.28	estorecun
Clearance Time (s)	6.6	6.6	6.6	6.6	6.6		6.6	6.6	6.6	66		BERNEUT .
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	sonasimuntaineo	3.0	3.0	3.0	3.0	3.0	MARKATANA
Lane Grp Cap (vph)	66	2094	981	148	2001	SECTION OF	113	473	372	359		RECORDER OF THE PERSON NAMED IN
v/s Ratio Prot	ONIO ANTA DELLE	0.41	iouninateum	0.0001000000000000000000000000000000000	c0.52	Kattabarununu	DOB/ALIGNACIES.	0.05	aconomic research	IIIIII EE JA SANSIIII	c0.23	SACORDISCO.
v/s Ratio Perm	0.48		0.05	0.28	BURESHARE		0.11		0.01	0.04	MONTH PROTESTACION THE	
v/c Ratio	0.76	0.65	0.08	0.44	0.83	min merkine Marinette	0.40	0.16	0.04	0.15	0.82	CICICIOMICATINI
Uniform Delay, d1	12.1	10.7	6.7	8.8	13.2		27.0	25.1	24.2	25.0	31.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	38.4	0.7	0.0	2.1	3.0		2.3	0.2	0.0	0.2		
Delay (s)	50.6	11.4	6.7	10.8	16.2		29.3	25.3	24.2	25.2	41.9	
Level of Service	D	В	A	В	B B		C	C	C	C	D	以
Approach Delay (s)	VOROVORUMINAMA	12.3	TORNING INCIDE	ostunionemine.	16.0		SHORMANANIN	26.0		ernentelminentelmine	39.9	
Approach LOS-		В	Dather		В		120000	C			D	
Intersection Summary	SECURITY OF THE PARTY OF THE PA	HEADER	STATE OF THE STATE	ALC: NAME OF		NOTE STATE	NAMES OF STREET	心能影響器	AND DESCRIPTION		AND DECEMBER	
HCM-Average Control De		ENFORMACINE.	17.8		CM Lev	el of Se	rvice		B	183612111	(BUILDING)	
HCM Volume to Capacity		and the second s	0.83	a south the south of the south	A CENTRAL PROPERTY AND A PROPERTY AN	THE PERSON NAMED IN	and the second	AND DESCRIPTION OF THE PERSON	and the state of the	rovognitistica	THE PERSON NAMED IN	ORDER CONTROL
Actuated Cycle Length (s			93.0	NAMES OF	um of lo	st time	(s)		8.0	THE WAY		TENTRALIZATE I
Intersection Capacity Util			7.9%		CU Leve			- Annual Control	F			
Analysis Period (min)			15									
c Critical Lane Group		The same of the sa	-	- Committee of the Comm	anni anni	The same of the sa	- Level Control (II)	Contraction		ATTENDED OF	The same of the sa	- Comment of the

	1	→	•	-	-	4	1	1	*	1	ţ	1
Movement	BEBLE	BEBILL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካ 1900	4 ↑	1900	ን 1900	ሳ ች 1900	EX 1575/5 ES	ጎ 1900	1 1900	120000	THE POOR	A	
Total Lost time (s)	4.0	4.0	Mann	4.0	4.0	1900	4.0	4.0	1900	1900 4.0	1900 4.0	1900
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	STATE OF THE PARTY.	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	CHESCHOLOGICAL CO.
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt Fit Protected	1.00	0.99	BETERSKENIREET	1.00 0.95	1.00	NOTE THE PARTY OF	1.00	0.92	COMPTENDED	1.00	0.99	EMEMORITED
Satd. Flow (prot)	1177	3349		1772	3242	HAUSTRANDS	1217	1664		0.95 1825	1853	
Fit Permitted	0.15	1.00	MI BRIDE	0.15	1,00	PROPERTY	0.64	1.00	SECTION AND A	0.74	1.00	RIBINE
Satd. Flow (perm)	180	3349	PERMITTER	276	3242	Weboniotoniu)	814	1664	THE REST OF THE	1427	1853	MEDINORDITUDES
Volume (vph)	15	1309	67	92	1375	13	13	10	12	4	154	13
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph) RTOR Reduction (vph)	151	1309	67	92	1375	13	13	10	12	43	154	13
Lane Group Flow (vph)	0 15	1372	O	0 92	1 1387	O HUMBOR	0	10	O	0	4 163	O
Confl. Peds. (#/hr)	1	NINA MARKANIA	ETHER PROPERTY.	OHEOLOSIA COM	PUMMAN	1	SOMESTICAL SERVICES		RESIDENCE OF THE PERSON OF THE	BHERNANICEASE	MINUOS	MENNANC.
Heavy Vehicles (%)	55%	8%	12%	3%	12%	56%	50%	0%	11%	0%	1%	20%
Turn Type	Perm			Perm		umay-3	Perm			Perm		
Protected Phases		2			6			4			8	
Permitted Phases Actuated Green, G (s)	2 316	31.6	AND RECEIPTION OF THE PARTY OF	6 31.6	31.6	планония	4	ORDER DE L'ANDRE	ummo venno ca	8	- AND TAKE	DOCUMENTO
Effective Green, g (s)	33.6	33.6	SUPPRINCIPAL	33.6	33.6	REMEDSED	10.3	10.3		8.3 10.3	8.3 10.3	
Actuated g/C Ratio	0.65	0.65		0.65	0.65	CONTRACT	0.20	0.20		0.20	0.20	AUHSTERUS
Clearance Time (s)	6.0	6.0	ana y vanne ou	6.0	6.0	RESONALITATIONS	6.0	6.0	COCOMORINA	6.0	6.0	CONTRACTOR .
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3,0	3.0	
Lane Grp Cap (vph)	117	2168	TO TO THE PARTY OF	179	2099	NECK DOSNOWN	162	330		283	368	
v/s Ratio Prot v/s Ratio Perm	0.08	0.41		0.33	c0.43			0.01			c0.09	
v/c Ratio	0.08	0.63	EROTOCO INCOLORIS	0.33	0.66	andrewskinsk	0.02	0.04	CONTRIBUTION	0.00	0.44	PROGRAMMENT
Uniform Delay, d1	3.5	5.5	CHAOSCINGES	4.8	5.6	MH PEDUCAL	16.9	16.8	EDMINITERED	16.7	18.3	REPRESENT
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.6		2.5	0.8		0.2	0.0		0.0	0.9	MONTH OF THE PARTY
Delay (s)	4.0	6.1		7.3	6.4		17.2	16.8		16.7	19.1	
Level of Service Approach Delay (s)	A. Heritorheriche	A 6H	REPORTERED	A MAGRICULTURA	A 6.5	DEBERROWSES	B exitualizada	B	TRIFFORMISCHINE	В	B	monamena
Approach LOS	DECEMBER STORY	A	ORDERSEAR	MERCANICULARIA.	A	SCURE LISTS OF	PICHERCUSAN	17.0	AL CONTRACTOR		19.1 B	MARKET ST
	INVESTIGATION OF THE PARTY OF T	WASSELLED TO	DICTRICTURE SEED	MARINE BUTTON		MOUTHURE DOOR	MICHIES SOURCE HOM	TOMPS STATE OF THE	CONTRACTOR OF THE PARTY OF THE			
Intersection Summary HCM Average Control De	olov	DESIGNATION OF	7.1		CMLow	al of Co	STATE OF THE PARTY	A CHARLES		PROPERTY AND	阿巴尼亚斯 克里	展界股
HCM Volume to Capacity		ESSERVE DE LE CONTRE LE CO	0.61		CM Leve		Real Park	QUE 18/49/80/54		ESERVISES IN	STEPOWERS DO IN	ALES MESTREMENTS
Actuated Cycle Length (s		MARKED GEORGESSERVI	51.9	Si	um of lo	st time (s)	restress transfer	8.0	SECTION SECTION		HOUSEGEL
Intersection Capacity Util	and the second second second	6	6.7%		U Level				McM		NAME OF	
Analysis Period (min)	ATTENDED AND SOURCE	THE THE PARTY OF THE	15	Battle of the control	Manual Manual Manual	helefish water and	CONTRACTOR OF THE PARTY OF THE					
c Critical Lane Group							Service 3					

	1	-	*	1	4-	1	1	†	1	1	ţ	1
Mewernent	MEBU	EBJ	EBR	WBL	WET	WBR	NBL	NBT	NBR	SBL	ESBI	SBR
Lane Configurations	*	↑ 1>		*	44		*	4		*	P.	
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	CONTROL CARCANO	4.0	4.0	HARCHCOCKED IN	4.0	4.0	(CONTINUED ON THE PARTY
Lane Util. Factor	1.00	0.95	医温热容别	1.00	0.95		1.00	1.00		1.00		國際問
Frt	1.00	0.99		1.00	1.00	NAMES OF PASSIONS	1.00	0.96	DIENGOOGABURK	1.00	0.98	NAMES OF TAXABLE PARTY.
FIt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	PARTIES.
Satd. Flow (prot)	1659	3347	and the same of th	1659	3339	M CHRISTIAN CONTRACT	1426	1721	NAME OF PERSONS ASSESSED.	1615	1849	annanaumo
FIt Permitted	0:07	1.00		0.07	1.00	NAME OF THE OWNER.	0.12	1.00	SHOW HAND	0.64	1.00	
Satd. Flow (perm)	119	3347	and the second	124	3339	AND THE PERSON NAMED IN	177	1721	SERVINE CONTROL	1089	1849	HIDDRESS CHOOLS
Volume (vph)	43	1582	135	81.	1712	. 21	32	89	29	67	441	62
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	43	1582	135	81	1712	21	32	89	29	67	441	62
RTOR Reduction (vph)	0	5	0	0	1	O	O	10	0	0	4	O
Lane Group Flow (vph)	43	1712	O	81	1732	0	32	108	0	67	499	0
Heavy Vehicles (%)	10%	8%	5%	10%	9%	20%	28%	7%	9%	13%	2%	2%
Turn Type	Perm	HARLING HARLIN		Perm	- ORDER BOOK		Perm	SALE PROPERTY.	(NOTE OF REAL PROPERTY OF THE PERSON NAMED IN COLUMN 1	Rerma	MANUE TO T	SECULIAR ST
Protected Phases	IOU NO STUDING	2	epinamana ang	MONTGAGEN	6	HOMAGE ELECTRICATES	(OSC) CO CONTRACTOR	4	CONSTRUCTOR	DOMESAGOR	8	BEARSPROADE
Permitted Phases	1.12			6		AND DESCRIPTION OF THE PERSON	88F 43	MARKETANET		8 100	BELLEVANO.	
Actuated Green, G (s)	76.0	76.0	a nacomentary de	76.0	76.0	OSCIVIORENIAN	31.9	31.9	HATTORN HORSE CONTROL	31.9	31.9	CONTRACTOR
Effective Green, g (s)	78.0	78.0		78.0	78.0		33.9	33.9		33.9	33.91	ANGENERALIS.
Actuated g/C Ratio	0.65	0.65	markit signatura	0.65	0.65	INDAMES DE STORE	0.28	0.28	SCH CALL DESCRIPTIONS	0.28	0.28	MARKENIO
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	THE RESERVE	6.0		TO A PART OF
Vehicle Extension (s)	3.0	3.0	enter or or an extended	3.0	3.0	PLANTAGE STATES	3.0	3.0	NO COLOMBICO DE LA COLOMBICA D	3.0	3.0	200701001024
Lane Grp Cap (vph)	77	2177	BROKELIKES	81	2172	ER CORRE	50	487	CONTRACTOR OF	308	523	o Program
v/s Ratio Prot		0.51	SPERMINERALINATED	*DHAH SELECTED FEET	0.52	MANDONALD VIINCIII	NO GO COLOTA AND AND AND AND AND AND AND AND AND AN	0.06	ZAGRIDAGAO PER DEL	HOROTTO, TOTAL	c0.27	HERIOTANISMA
v/s Ratio Perm	0.36	BOTTONIA		c0.65			0.18	DESCRIPTION OF		0.06		BESTELLIS SELLI
v/c Ratio	0.56	0.79		1.00	0.80	enteriori Ricordarios	0.64	0.22	MUUTHINIAN HUMAN	0.22	0.95	BORNAROBOSO
Uniform Delay, d1	11.5	15.0		21.0	15.2	REPRESENT	37.7	32.9	262 (30) (3	32,9	42.2	
Progression Factor	1.00	1.00		1.00	1.00	NOT BE RECEIVED THE TOTAL OF	1.00	1.00	***************************************	1.00	1.00	manana peni
Incremental Delay, d2	8.5	1.9		1.00.0	2,1		24.7	0.2	HESIOERS	0.4	27,9	
Delay (s)	20.0	16.9		121.0	17.3		62.3	33.1		33.2	70.1	accessorate from the
Level of Service	О,	CHILD BUILD STREET			В		E	C		C	MAKE!	NINE WILL
Approach Delay (s)		17.0		- (Pag. 190)	22.0			39.4			65.8	
Approach LOS		В			C			D	CONTRACTOR OF THE PARTY OF THE		E	
Intersection Summary		WARNESS OF THE PERSON				(Merinan)	STATE STATES	CHECKER STATE		NEWS CHESINE	SERVINGEN STATE	SAUROSTORIS
HCM Average Control De	elav	ACTOR DE	26.4	THE H	CM Lev	el of Se	rvice	Manual Co	C	ISSOCIATION OF	to and said	STREET
HCM Volume to Capacity		W1553A000BG()(EII)	0.99	THE RESIDENCE AND	malan energia	OTAL STEEL STEEL	WHITE SHALL	HULLOS PERMITTER	ROMESTA STATE	SECTION OF SECTION	and fellinotes	ONDERNA
Actuated Cycle Length (s			119.9	S	um of lo	st time	(SYMBOM	(BATCHELLS)	8.0		DARKELSKIEW	SHEED FELLOWING
Intersection Capacity Util			5.0%		U Level			managensissississi	F F	SARRIER STREET		esteration
Analysis Period (min)			1115	18051500001000	SOFT THE PERSON NAMED IN	SERVINGE	OF STREET, STR	SINGERBURS	unungalinaus	ENTERCOUSE	BEHERBEHER	REPRESENT
c Critical Lane Group	WAR HAT THUS BEELE	more specialistical reports	ACCOUNTS TO THE PARTY OF THE PA	HARMOUR MORESTAN	undergoodstalles		avenders till freds	monte de la constitue de la co	anninaniuseisse		MORABISHANDISH	evantrajen)

	1	-	•	1	-	4	4	†	-	-	1	1
Movement	EBL	EBT#	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	47	nik (soon)	ሻ	1		7	1		*	7	
Ideal Flow (vphpl)	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	IN THE MAN IN THE CONTRACTOR OF	4.0	4.0	SCHOOLSH SERVICE
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	RINGS.
Frt	1.00	0.99		1.00	1.00		1.00	0.95		1.00	0.98	
Fit Protected	0,95	1.00	Bar M	0.95	1.00		0.95	1.00	Talking.	0.95	1.00	
Satd. Flow (prot)	1521	3165	erikkerityska.	1825	3120		1217	1695		1372	1851	
Fit Permitted	0.08	1.00		0.13	1.00		0.30	1.00		0.73	1.00	
Satd. Flow (perm)	126	3165	On the second section	248	3120		385	1695		1060	1851	
Volume (vph)	14	1338	91	42	1704	2	7	23	13	19	289	37
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	14	1338	91	42	1704	2	7	23	13	19	289	37
RTOR Reduction (vph)	O REMOGRATION TO PER	5	O musinemous	O	0	O	0	10	0	. 0	5	0
Lane Group Flow (vph)	14	1424	0	42	1706	O	7	26	0	19	321	O
Heavy Vehicles (%)	20%	15%	3%	0%	17%	0%	50%	0%	20%	33%	1%	10%
Turn Type	Perm			Perm	26588E		Perm			Perm		
Protected Phases	ONTOMOUSEZH	2	Nettopologies	erus armanus secur	6	normal arrange	WANTE THE PERSON	4	ENTRUM BANGANA		8	
Permitted Phases			UES LISS	69			84.4			8		
Actuated Green, G (s)	48.8	48.8	Commence Commen	48.8	48.8	SUANISTINOS SU	17.3	17.3	erin maarekees	17.3	17.3	NAME AND ADDRESS OF THE PARTY O
Effective Green, g (s)	50.8	50.8		50.8	50.8	HOUSE THE REAL PROPERTY.	19.3	19.3		19,3	19/3	可能的
Actuated g/C Ratio	0.65	0.65	Sensagamen	0.65	0.65	maraman and	0.25	0.25	restaulture russoon	0.25	0.25	PHORMSON
Clearance Time (s)	6.0	6:0	DANGE	6.0	6,0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	ancieneu35ee	3.0	3.0	nosubinari basin	3.0	- 3.0	ADDOOLUS (INTERIOR	3.0	3.0	overnment.
Lane Grp Cap (vph)	82	2059	ROSINGER	161	2029		95	419	BURSE	262	457	
v/s Ratio Prot	nerworzen	0.45	HISHOULDING AND	SBOWN SUPERIOR	CO.55	utinnasekmen	orana wan	0.02	distributions	minsensesson	c0.17	личеновичны
v/s Ratio Perm	0.11	BEIS CRESS	INDER 1	0.17		61111231384	0.02	HERSHOOT	THE RELEASE	0.02		
Uniform Delay, d1	0.17 5.4	0.69 8.7	annana santa	0.26	0.84	el God in Haward	0.07	0.06	DIAM SATISFACION CONTRACTOR	0.07	0.70	SURFICION PORTS
Progression Factor	1.00	1.00	AUSSESSOL	5.7 1.00	1.00		22.5	22.5	CERTORIAN,	22.5	26.8	
Incremental Delay, d2	1.00	1.00	careciningos	0.9	33	OND STOREGISHING	1.00	1.00	LIPET RELITIVE BEREICH	1.00	1.00	estramenta v
Delay (s)	6.4	9.7	9636000	6.6	13.9		22.9	22.5		22.7	4.9 31.7	HURRINA
Level of Service	SERVICE AND	AR AR	HARBONOSOUS	D.O	BA BA	HOUSENSESSE	MALE OF	ZZ.S	NELECTROPORTION			SMACONORES
Approach Delay (s)	RECEIVED	9.7	ENDORSOISE	DINEST FINANCIANO	13.7	sammandonie		22.6	NO DESCRIPTION OF THE PERSON O	annan Asia	31.2	SACRESSEE
Approach LOS		AT AT			B B			RAIL CH			MING!	HERSTERN.
Intersection Summerly	R STREET, ST	BHERRINGER	THE PERSON		HERMAN	HANNISONE	MERCHANIA	CONTRACTO	HIER PROPERTY.	UDMERCHERHE		DAMES OF THE PARTY
HCM Average Control D			13.9		CM Lev			oserolas (sale	В	Hall Mindshift (1)	history and	Girmanian
HCM Volume to Capacity		AND DESCRIPTION OF THE PERSON	0.80	HELDEN STREET, ST.	-WEST			NEW PROPERTY.	milion Pin	MARKAGE SE		CHEMINE SA
Actuated Cycle Length (s	2 DEFERRING	ETHERISCH!	781	BETTERS.	um of lo	stime	GYMDEN	TERRETAIN TO THE PERSON	8.0	BENESERIEN	RIAMES AND STR	800 X P.
Intersection Capacity Uti			1.3%		U Leve			uncontrol and ex	C	CHARLES ON	HEORIGINES.	HECTER SHEET
Analysis Period (min)			RM 1589	EPECAMIE FIRE	DEPARTMENT OF THE		DESIREDAR	DIRECTORIES	ZEDORREN EN	SALE BERNERS	SELECTION IN	THE RESIDENCE
c Critical Lane Group	PARKETS AND	a a troportianist	Setting to the second	PARTICIPATE OF THE PARTICIPATE O		NECTOS PROPERTO	CONDOCRINORS	muleusware &	medicina (Assumed)	antenning S.S.	antinosias (Link	Thirstolers

	٨	→	*	1	-	4	4	1	1	1	ţ	1
Mowaritepik	FEBL	EBI	EBR	WB!	WBII	WBR	NBL.	NBI	NBR	Su	SH	Sin
Lane Configurations	7	47		- 4	1		*	4		"	P	Del Con
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Utill Factor	1.00	0.95		1.00	0.95	40000	1.00	1.00		1.00	1 (00)	
Frt	1.00	0.99		1.00	1.00		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	300
Satd. Flow (prot)	1690	3138		1825	3166		1460	1749		1372	1744	
FitiPermitted	0.06	1.00	使的运输	0.26	1.00		0.16	1.00		0.72	1.00	100
Satd. Flow (perm)	108	3138		492	3166		240	1749		1033	1744	
Volume (vph)	164	1052	39	22	1578	10	W 5	62	18002	10	327	87
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	164	1052	399	22	1578	ME 10	MANUT	62	WANTED ST	\$4810	327	87
RTOR Reduction (vph)	0	2	0	0	O	O	O	1	O	O	8	O
Lane Group Flow (vph)	164	1089	0	22	1588	MINITED III	MARIST ST	63	0	10	406	WALL TO
Heavy Vehicles (%)	8%	16%	7%	0%	15%	43%	25%	8%	50%	33%	1%	28%
Turn Type	pm+pt*	SECONDARIA DE LA COMPONIONA DEL COMPONIONA DE LA COMPONIO	SHIPPHES THE	Perm		ALLEG ALARS AN	Perm	THE CHARLES BROKE	ACCORAGE SECTION SECTI		NAMES OF STREET	Bananging
Protected Phases	5 E	2	ELECTRICATES .	TE GOTTING	WHEN SOME SHARE		E Grow	BRANKERE	SISSESSES.	Perm	BUNGSHED!	
Permitted Phases	NAME 2	OFFICE AND ASSESSED.	DESCRIPTION OF		6.	SOCIETY CONTRACTOR	SULDSTITUTE OF THE	4 NICONOTUNION	MINISTER CONTRACTOR	ACCUMANTS AND	8	riguisticulatel
Actuated Green, G (s)	71.8	71.8		59.7	SHEET TO T		Marga 4 M	RUSSINSONS		26.2	NAME OF STREET	
	71.0	71.0	NORTH DAY OF STREET		59.7	PARAMETERS.	27.2	27.2	USHWA DEDUKADE	25.2	25.2	PODODICK WHI
Effective Green, g (s)	HENCENDED HENCE VIEW DOCK	NAMES OF TAXABLE PARTY OF TAXABLE PARTY OF TAXABLE PARTY OF TAXABLE PARTY.	SEA NEW	61.7	61.7		29.2	29.2		29.2	29!2	
Actuated g/C Ratio	0.66	0.66	DESCRIPTION OF THE PROPERTY OF	0.56	0.56	MINISTRATION OF THE PARTY OF TH	0.26	0.26	N/ THIS WILLIAM SHAPE	0.26	0.26	AND DESCRIPTION OF THE PARTY OF
Clearance Time (s)	3.0	6.0		6.0	6.0		6.0	6.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0	CONTRACTOR OF THE PARTY OF THE	3.0	3.0		3.0	3.0		3.0	3.0	THE TOTAL PROPERTY AND ADDRESS.
Lane Grp Cap (vph)	187	2086		273	1760	DEFENDA	63	460	保護器律論	272	459	10.40
v/s Ratio Prot	c0.06	0.35			0.50			0.04			c0.23	
v/s Ratio Perm	c0!52			0.04		i kin	0.02			0.01	300	
v/c Ratio	0.88	0.52		0.08	0.90		80.0	0.14		0.04	0.88	14.7.1,00044067
Uniform Delay, d1	30.4	9.5		11,5	22.0		30.8	31.3		30.4	39.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	9100111111111
Incremental Delay, d2	33.8	0.2		0.1	6.8		0.5	0.1		0.1	18.0	
Delay (s)	64.1	9.8		11.6	28.8		31.3	31.4		30.5	57.3	
Level of Service	E	A		B	C	Mark S	C	C		O		
Approach Delay (s)		16.9			28.6			31.4			56.6	
Approach LOS	100,40	B		1	C	法部分经		C	3.3		E	製造器
Intersection Summerly	MAG WAS A	ALC DESIGN			MARKANIAN M				SANTANE WHEE		ESSOURCES S	Manage
HCM Average Control D		1000000	27.8		CM Lev	el of Se	rvice	3000	C	PER IN		SIA SUAS
HCM Volume to Capacit		ACCOUNTS OF THE PARTY OF THE PA	0.87	CHESTARIES OF			WALL STATES		PRESENTATION OF THE PARTY OF TH	THE REAL PROPERTY.	SECTION OF	The state of the s
Actuated Cycle Length (· Constitution of the contract of the contract of	NO STATE OF THE PARTY OF THE PA	1110	RAMMAN NO.	um of lo	stilme	(2) (1) (A) (A) (A) (A) (A) (A) (A) (A) (A) (A	西 阿尔里斯拉	8.0	Short USS	DOMESTICAL PROPERTY.	AND STATES
Intersection Capacity Ut		NEW WORLD CONTRACT OF SALE	5.5%		U Leve			NEWS PROPERTY.	E	CONTRACTOR OF THE PARTY OF THE	BELLIA PROPERTY	SCHOOL STATE
Analysis Period (min)	MERCHANIA	ELECTRICAL STATE OF	15	STATE OF STATE	DESCRIPTION OF THE PARTY OF THE	BATTHANNE	MANGHARA MANGHARA	EUNE TEMPER	PATRICIPATION OF THE PARTY OF T	STATE OF STATE OF	RESUMBANA	SALES COMPANY
c Critical Lane Group	BURNAN BURNAS	() () () () () () () () () ()	CONT.		SEAL CONTRACTOR		DOM:	A STATE OF		THE REAL PROPERTY.		Coco Paris
C Childai Lane Group									7			

	\rightarrow	-	4	(100 pm 1)	7			4	3	
Movement	EBT	EBR	WBL	WBT	NBL	NBR				集份加到
Lane Configurations	1		ሻ	ተተ	**		LONG THE CONTRACTOR			. New to set it.
Sign Control	Free			Free	Stop					
Grade	0% 1484	NAMES OF THE PARTY	SWINNERSTATION	0%	0%	NATION NATION AND ADDRESS OF THE PARTY OF TH	MATION PROPERTY OF THE PROPERT	T/TELOTENSION DO DO MINOCE	Marcal II are envisored	www.comorum
Volume (veh/h)	1.00	1.00	1.00	1753	1.00	1.00			RESTRICTED AND PROPERTY.	
Hourly flow rate (vph)	1484	1.00	1.00	1753	1.00	1.00	THE REPORT OF THE PARTY OF THE	STEAR TO BE STORY OF THE STORY	RAKERICATION TO THE CONSTRUCTION OF	ROTANISMUMBER
Pedestrians	ERNEAT OF SER			MARKE	2	Design Parisis	ASSOCIATION OF THE	SCHOOLSCOOLS	HELPOLISH IZEKROLOGI.	NEEDS BEAUTION
Lane Width (m)	THE REAL PROPERTY.	Part and the	Service H		3.7	BLOOM BOOK	STANDARIO SE			SCHOOL SELECTION
Walking Speed (m/s)		COLOR DE SERVICIO	INCOMENTS MEMORY	Qualification (Conception	1.2	reserve on an dearth and	EMPERANCHER	NAMES OF THE OWNERS OF THE OWNER, WHEN THE OWN	ULZ TUTE NET GET NIN BENEF SHE PRESENT	NACABAGAGAGAGAR
Percent Blockage					0				医	
Right turn flare (veh)	onsoner-conner	nonamento:	S DESCRIPTION OF	eromomomomom	NAME AND ADDRESS OF THE PARTY.	VISARITATI DE ENVICEN	ett maanananen	TEXTS TO SECURITY OF THE SECUR	oma nimenente viscosione	T make service some
Median type Median storage veh)				國際經濟	None					
Upstream signal (m)	TETRALENA DA	SECURE DIVINESSE	BESOMEWEN	nepsassen	DOWN CONTRACTOR	MICHIGANIA TERMORISMA	MAD UTSHWING DUSING	SACROSTITEGRANDA HALBALTO	FOR SHEET STATES OF THE STATES	RATUSHINISTAN
pX, platoon unblocked	SISTEMBEURAS	MARKET STREET	KEREKKI DERE	REESCHE SULA	OURSTRANSFILM	SERVICE CONTROL	ALCONOMISSION D	KARBUULTINGSANDELD		CONTREGERS
vC, conflicting volume	HATTO VALUE		1495		2385	748			BETTER CONTINUE TO FRANCE	\$8.00 mm 11.00
vC1, stage 1 conf vol	NEW PROPERTY CONTRACTOR CONTRACTO	ротонынизначно	Mannementaci	TO SHE WAS A STATE OF THE STATE	THE RESIDENCE OF THE RE		and harmonia de debutes	SUSTRICTED STREET	NATURAL DEGREEOUS DE LA	N/MERCHOOM NOOF
vC2, stage 2 conf vol				Mark Mark						
vCu, unblocked vol	NACOTA DESCRIPTION	MICHIGANIA	1495	remmentation in a	2385	748	SWINSON HOME	THE REPORT OF THE PROPERTY OF THE PERSON OF	THE RETURNING AND PARTY.	NAME AND ADDRESS OF THE PARTY O
tCl single (s) tC, 2 stage (s)		BREEFER	4.1		6.8	6.9	2885.4921			
(F (s) MALE AND THE STATE OF TH	STEEDTING OBERTO	CERCIPICALIE	2.2	DEPENDENTE	3.5	3.8	AND MATERIAL PROPERTY.	EALISTITE ANTENNESSES	SECTION OF THE PROPERTY OF THE PARTY OF THE	BARHITHONISMS
p0 queue free %	CONTRACTOR	and the section of	98	PROGRAMMENT OF THE PARTY OF THE	76	99			OSCIORACIO DE PROCESO	BABIERERE
cM capacity (veh/h)		SEED TO THE	454	STARTER	29	359				USERCES COLUM
Direction Lane#	EBIO	EB 2	WBM	WB 2	WBS	NB II	DEICTEURISANNA	CHARLEST CHARLEST CONTRACTOR	HATTA MARKET AND THE SELECTION OF THE SE	MENDERSONAL
Volume Total	989	504	9.	876	876	12	5.7414611400000000	1188515 Sept. Sept.	oscilla e i stelle il liulie e	iesavalenenas
Volume Left	O	O	9	O		7	MERCHANIST SECTION			ENTERNAL PRINT
Volume Right	* *0	9	0	0	0	5	MINCHES LESS		DESIGN ASS	
csH	1700	1700	454	1700	1700	.46		TOTAL PLANTAGE CONTRACTOR OF THE PARTY OF TH	and/or/reconstruction	NOTAL BASES AND STREET, STREET
Volume to Capacity	0.58	0.30	0.02	0:52	0.52	0.26				
Queue Length 95th (m)	0.0	0.0	0.4 13H	0.0	0.0	6.1	NATIONAL PROGRAMMENT AND INC.	UK ZINOZENIOGENEROW	локазатта петем неделегати	PEDELETERMENT
Control Delay (s) Lane LOS	ELIZARINI	0.0	B B	0,0		107.7 F				MEDIA
Approach Delay (s)	0.0		0.1			107.7	DETERMINENTE PROPERTY	HEEDER 19190 DESK	BESTER CITATION PROBLEMS	SERVICE SERVICES
Approach LOS	BRIDGE WATER	PRINTER CONTROLLER	merkenen.	SHURRIGHER	HELPHINADONIO	EAIMAGIANGIGN F	NO DESCRIPTION OF THE PROPERTY	HACERALICADIO ANTONIO	BONCK DEBANGUA	BUTGHESTERNALIA
Intersection Summary	STATE OF STREET	VOICE DE LA COMP		rasi romani			PANSED PRODUCE	III AMBUUU BUUU BUUU		CONTRACTOR
Average Delay	200	100000000000000000000000000000000000000	0.4	all refle	graph married, file		Ive all and	TOWNS AREA OF	meter to the second	EMILA ST
Intersection Capacity Util	zation	WEARING A	8.5%	100	ULeve	of Service	en samue	R		HUARREIGER
Analysis Period (min)	anional serious	ownzywa i 24	15	Secondora Second		A PARTICIPATION OF THE PARTY OF	nasoviumnii opusk		estrus estrus de la compansión de la compa	CHIMPHEN CHIEF

Movement	9 10 1 9 10 10	•	-	*	1	-	4	*	1	1	1	ţ	1
Company Comp	Movement	EBL,	EBIT	EBR	WBL	WEIL	WBR	NBL	NBT	NBR	SHL	SEU	SBS
Ideal Flow (yphp) 1900			个个	7	ሻ	ተተ	7	7	^	7	777	介介	7
Fig. Color				COURT IN YOUR PARK IN SAFE MEETINGS		CHARLES AND LOCAL DISCOURSE AND ADDRESS OF THE PARTY OF T		11900	MARKET LITTLE TO A CHARLE	1900	1900	1900	1900
Fit				and the last description of the last state of		and the second s					4.0		4.0
Fili Protected 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 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 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.95 1.00 1.				NOTIFICATION BY NOW AND	BERNADW COSCURS AND							THE CHARLES AND A LOCAL PROPERTY.	
Satd. Flow (prot)												manufacture and designed a design of	
File Permitted		MALESTAN AND ADMINISTRATION OF THE PARTY OF				economical discommenda	MINISTER PROPERTY OF THE PERSON NAMED IN COLUMN 1 AND ADDRESS OF T		ENGLISH MEDICAL CONSTRUCTION OF THE PARTY OF			ECONOMISM GRADE	DESCRIPTION OF THE R
Satd. Flow (perm) 2566 3318 1328 1630 3444 1150 1738 3318 1541 2623 3147 1328													
Volume (vph) 270 1077 48 283 1353 177 115 825 186 483 897 398 Peak-hour factor, PHF 1.00		MARKATURA CHURCH SHARE		MINISTER CHIEF OF THE SHAPPING		MUNICIONO MANCHUM CALUMNACACE		POSEPHIA DI MATURI DI SI	#8000000000000000000000000000000000000	BUT WHEN IT YES HOUSE		REPUBLIER SPECIOLARIS INCIDES	
Peak-hour factor, PHF							The second second second		CONTRACTOR OF THE PARTY OF THE				THE RESIDENCE AND ADDRESS OF THE PERSON NAMED IN
Adj. Flow/(vph)			TO A CONTRACT OF THE PARTY OF T	NEW PROPERTY.	NAMES AND STREET, STRE			EUPROLUMENTO TOUR	MERCHALIS HEAD CASE OF THE SHARE	METHODISHINAN AND AND STREET	LIBETAPHICATIOLI MATERIA	THE COURSE WAS ARREST	
RTOR Reduction (vph)													
Lane Group Flow (vph)			TO BE DESIGNED TO SERVED		MEDICAL PROPERTY OF THE PARTY OF	water of your means in page	DESCRIPTION OF TARREST		HOLESCH THE POWER	DOMESTIC WATER	CONTRACTOR AND	MIX GUALDRING MA	
Heavy Vehicles (%) 38% 10% 23% 12% 6% 42% 5% 10% 6% 35% 16% 23%											In Charles Indiana and Market	The state of the s	
Protected Phases Frot Perm Prot Prot Prot Prot Perm Prot Prot Perm Prot Prot Perm Prot Prot Perm Prot Pr	Programmed and the Application of the Control of th				DESCRIPTION OF THE PARTY OF THE	MARKET HAND, NO. OF THE PARTY OF	COLUMN WALKSTON	THE RESIDENCE OF THE PARTY OF T					
Protected Phases	THE RESERVE OF THE PERSON OF T	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	1076	The state of the s		O%	-		10%	CONTRACTOR OF THE PARTY OF THE		16%	
Remitted Phases		Charles and the Control of the Contr		Rerm	Prot	REFERENCEMEN				Perm		STATE OF THE PARTY.	Rerm
Actuated Green, G (s) 16.0 35.1 35.1 25.0 44.1 78.4 10.9 30.1 30.1 27.4 46.6 46.6 Effective Green, g (s) 16.0 38:0 38.0 25.0 47.0 78.4 10.9 33.0 33.0 27.4 49.5 49.5 Actuated g/C Ratio 0.11 0.27 0.27 0.18 0.34 0.56 0.08 0.24 0.24 0.20 0.36 0.36 Clearance Time (s) 4.0 6.9 6.9 4.0 6.9 4.0 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 4.0 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9	AND DESCRIPTION OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY AD	UZWERWEN	NEW MERCHANISM	NOTE OF THE PARTY	MARIE COLUMN	INDESCRIPTION OF THE	63	NAME OF TAXABLE PARTY.	A DESIGNATION DESIGNATION	DESCRIPTION AND	PRODUCENSOR	8	SALMAN MANAGEMENT
Effective Green, g (s)		16.0	35.1	35.1	25 A	44.1	70 4	100	30.1	SHARE FUSION PARADO	27.4	46.6	STATE OF THE PERSON NAMED IN
Actuated g/C Ratio 0.11 0.27 0.27 0.18 0.34 0.56 0.08 0.24 0.24 0.20 0.36 0.36 Clearance Time (s) 4.0 6.9 6.9 6.9 4.0 6.9 6.9 4.0 6.9 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 6.9 4.0 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9				city between the production and all contracts			the sale of the sale of the sale of the	the second second second second		The second second second second	manufacture (contract to a Calif. Sec.		
Clearance Lime (s)			NOT THE ADMINISTRATION AND PARTY.		THE RESIDENCE HAVE AND ADDRESS.		Parties of the Company of the Compan	Fill William Co. Sept. S	POTENCIA JAKO PAGAMENER			MUST INCH HOM HETTOM SHIPPLE	THE SECTION AND VALUE
Vehicle Extension (s) 3.0							BIETUSBONONS				the second second second	administration of the contract of the contract of	manufacture by help of the party agree and
Lane Gro Cap (vph) 295 904 362 292 1161 647 136 785 365 516 1117 472				ETER SER BERRYTH, N. DOWNSKOOOL			NO CHEST STATE OF						
v/s Ratio Prot 0.11 0.32 c0.17 c0.39 0.15 0.07 c0.25 c0.18 0.29 v/s Ratio Perm 0.02 0.02 0.05 0.05 0.16 v/c Ratio 0.92 1.19 0.06 0.97 1.17 0.26 0.85 1.05 0.20 0.94 0.80 0.45 Uniform Delay, d1 61.0 50.7 37.5 56.8 46.2 15.6 63.4 53.2 42.6 55.1 40.6 34.5 Progression Factor 1.00 <td< td=""><td></td><td>Married World Street, Square, Square,</td><td>THE RESERVE OF THE PARTY OF THE</td><td></td><td>Married Science and Advanced</td><td></td><td>647</td><td>NAME OF TAXABLE PARTY.</td><td>AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED</td><td>T. S. STATE OF THE PARTY NAMED IN</td><td>THE RESERVE OF THE PERSON NAMED IN</td><td></td><td></td></td<>		Married World Street, Square,	THE RESERVE OF THE PARTY OF THE		Married Science and Advanced		647	NAME OF TAXABLE PARTY.	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED	T. S. STATE OF THE PARTY NAMED IN	THE RESERVE OF THE PERSON NAMED IN		
V/s Ratio Perm 0.02 0.05 0.16 v/c Ratio 0.92 1.19 0.06 0.97 1.17 0.26 0.85 1.05 0.20 0.94 0.80 0.45 Uniform Delay, d1 61.0 50.7 37.5 56.8 46.2 15.6 63.4 53.2 42.6 55.1 40.6 34.5 Progression Factor 1.00			THE PERSON NAMED IN COLUMN 2	DERICATION	Martin House, and hard part of the	CHARLES AND ACT AND ADDRESS.	I STREET, FOR STATE OF THE STAT			ensous:			
V/c Ratio 0.92 1.19 0.06 0.97 1.17 0.26 0.85 1.05 0.20 0.94 0.80 0.45 Uniform Delay, d1 61.0 50.7 37.5 56.8 46.2 15.6 63.4 53.2 42.6 55.1 40.6 34.5 Progression Factor 1.00		THE REPORT OF	HAMMARASAN	0.02	BOSCOWNSKI	SECTION SEC	SERVICE ELECTRIC	PER PROPERTY OF	MEDISH MULTI	0.05		NAME OF THE PARTY	016
Uniform Delay, d1 61.0 50.7 37.5 56.8 46.2 15.6 63.4 53.2 42.6 55.1 40.6 34.5 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		0.92	1.19	CHILALACHARACATACAM	0.97	1.17	0.26	0.85	1.05		0.94	0.80	
Progression Factor 1.00 <td>And the state of the second se</td> <td></td>	And the state of the second se												
Incremental Delay d2 31.1 97.1 0.1 43.7 84.1 0.2 35.6 46.3 0.3 24.5 4.3 0.7		NAME AND ADDRESS OF THE OWNER, OR OTHER DESIGNATION OF THE OWNER, WHEN THE OWN				MANUFACTORISM STREET			化化物性 化化物物化物 化硫酸银矿			EREIL/ON/YOUNG/PORCO	
Delay (s) 92.1 147.8 37.5 100.5 130.3 15.8 99.1 99.5 42.9 79.6 44.8 35.2 Level of Service F D F B F D E D <td>ACCRECATE AND AN ADMINISTRATION OF THE PROPERTY OF THE PROPERT</td> <td>All the second second second</td> <td></td>	ACCRECATE AND AN ADMINISTRATION OF THE PROPERTY OF THE PROPERT	All the second second second											
Fever of Service	Delay (s)	92.1	147.8	37.5	100.5			HID O'ULK KIKINGGO	THE RESIDENCE OF THE PARTY OF T				
Approach Delay (s) 133.2 114.5 90.1 52.1 Approach LOS F F F D Intersection Summary HCM Average Control Delay 96.1 HCM Level of Service F	Level of Service	1000年度	是是	Die		No.	B	CHROCHINGS PAGAZINE	AND RESIDENCE OF THE PERSON NAMED IN				
Approach LOS F F D Intersection Summany HCM Average Control Delay 96.1 HCM Level of Service F	Approach Delay (s)	x 50000	133.2			114.5		TOTAL CONTRACTOR OF THE	90.1	A STATISTICS OF THE REAL	amopulació (nam	WHITE THE COLUMN STREET	MATERIAL STATE
HCM Average Control Delay 96.1 HCM Level of Service	Approach LOS		F			ill F			MALE OF				100
HCM Average Control Delay 96.1 HCM Level of Service	Intersection Summerly					ACMERICA STREET	RABBE	ATTEN AND A ST	MANAGEMENT AND THE	NEW PROPERTY.	SCANNSHILLER	DARGE KINGE DA	
				96.1	ELECTRICAL P	CMIO	el of Sc	roviere	Sparker Mark	erally galle	GI (TIMA SEE) SW	HI SION STATE	100 CO
			electronic english	1.07		A STATE OF THE STA	CALL PRINCIPAL STREET	WATER ST	A STATE OF THE STA	Community of			teter est
Actuated Cycle Length (s) 139.4 Sum of lost time (s) 16.0			SPEKENE	produce with a large land and the change of		um of le	st time	(S) 100	ENTERNASIVE	16.0		NAME OF TAXABLE PARTY.	SEVE STEE
Intersection Capacity Utilization 95.4% ICU Level of Service F			AND THE PROPERTY OF THE PARTY O	NAMES OF A PARTIES ASSESSED.					UNCHES PROBLEM	MICHELL PROPERTY OF SACROOM		W. Phys. 53-1980	いのはかんは
Analysis Period (min)	Analysis Period (min)		Management.			THE REPORT OF			MARIE	HOLE SHE	NAME OF STREET		ENGINEER
c Critical Lane Group		CONTRACTOR LINES.	Marie Walter and Bull	and the second second	ALIGNOS ALIGNOS			CONTRACTOR OF SECURITY	The state of the s	american ir soliki	- Professional	Service Company	and the same of th

	\rightarrow	*	1	-	1	1			5	
Movement	EBIL	EBR	WBL	WBT	NBL.	NBR	Salato di Per		description.	a militarentes
Lane Configurations	ተተ	7	*	个个	*	7	The second second second	CONTRACTOR OF THE PERSON		Daniel College (State
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		162519/16204	从中国的	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	MINOCH LIPERANIA MATERIA			CONTRACTOR INTERCEDICAL
Lane Util. Factor	0.95	1.00	1:00	0.95	1.00	1.00	TO BUSINESS		EXT A POR	
Frt	1.00	0.85	1.00	1.00	1.00	0.85			ATTENDED TO STATE OF THE PARTY.	
FIt Protected	1.00	1.00	0.95	1.00	0.95	1.00			S. 2	
Satd. Flow (prot)	3444	1633	1825	3476	1738	1633				
FIt Permitted	1.00	1.00	0.14	1.00		1.00		F 1942 5		
Satd. Flow (perm)	3444	1633	271	3476	1738	1633			to a state	
Volume (vph)	1485	66	36	1876	43	24		Associate and	BANK PAR	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	1485	66	36	1876	43	24	建筑的现在分		MANUAL SE	
RTOR Reduction (vph)	0	14	0	0	. 0	21				
Lane Group Flow (vph)		52		1876		. 3	相关XX 中的	A 1 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		Kanta A. T.
Heavy Vehicles (%)	6%	0%	0%	5%	5%	0%				
Turn Type		Perm	Perm	A STATE OF	14845235	Perm		NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,		STATE OF THE PARTY
Protected Phases	2			6	8					
Permitted Phases		2月2日	6	Nie il		8		2000年		
Actuated Green, G (s)	34.3	34.3	34.3	34.3	4.6	4.6				
Effective Green, g (s)		36.3	36.3	36,3	6.6	6.6			a straight	All the sales of
Actuated g/C Ratio	0.71	0.71	0.71	0.71	0.13	0.13	DOSTANCIA MANAGEMA			
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	NINTERIOR CONTRACTOR OF THE PARTY OF THE PAR			
Lane Grp Cap (vph)	2456	1165	193	2479	225	212			21-10-15 N	
v/s Ratio Prot	0.43	arana san	MANUSAN	c0.54	c0.02	emicropore en	CONSTRUMENT OF THE PARTY OF THE	HAZIOREZ MANAGONIA	MARINE MENTAL IN	
v/s Ratio Perm v/c Ratio	DESIGNATION OF THE PERSON OF T	0.03	0.13	英州的国委		0.00				
Uniform Delay, d.1	0.60	0.04	0.19	0.76	0.19	0.01	north medium readure	DOMESTIC DESCRIPTION OF THE PERSON OF THE PE	District Automore	and the later of t
Progression Factor	1.00	1.00	1.00	4.5 1.00	19.8	19.3				A STATE OF THE
Incremental Delay, d2	0.4	1.00	0.5	1.00	1.00		ENICL SOLUTION STREET	M COLUMN TO THE PARTY OF THE PA	na elektromotowa	ednamicus nicronomy en
Delay (s)	4.1	2.2	2.9	5.9	20.2	19.3			SECTION AND PROPERTY.	
Level of Service	MANAGE	Z.Z	Z.S.	O.9	ZU.Z	WWB BW	ON CONTROL STORAGE	O CONTRACTOR OF THE PARTY OF TH	TOWNSHIELD TO	DESCRIPTION OF STREET
Approach Delay (s)	4.0	Return Chief	MINISTERNA PROPERTY NAMED IN COLUMN	5.9	19.9		CONTRACTOR AND	SERVICE SERVICE		
Approach LOS	MINERAL MINERAL MANAGEMENT AND ADMINISTRATION OF THE PARTIES AND ADMINISTR	CHRESIANNE	K#667576	BEEFE AND	BINN'SW	ETHANSHADIRASHD	AND THE PROPERTY OF THE PARTY O	STOCK WHAT		STEEL WEST CONTROL OF THE STEEL S
	NATURAL AND S	MILE SERVICE A	PHICKSOFFEE	SHEET REPORT	PAR PA	SENEDBARUSTANIS		Maritim of the Section 1		STATE OF STREET
Intersection Summary		外别的特殊	可能排列							gar busheya
HCM Average Control D			5.3	Mark I	CM Lev	el of Serv	ico in	A		24. 全角合体
HCM Volume to Capacity			0.67							
Actuated Cycle Length (s			50.9			st time (s		8.0	李然子	S. H. Wally
Intersection Capacity Uti	ization	(36.0%	IC	CU Leve	l of Service	ce	С		
Analysis Period (min)			15				es a constitution	Post of the second		Test But
c Critical Lane Group										

2	•	-	*	1	-	4	4	1	1	1	ţ	1
Mexement	EBL	EBT	EBR	WBL	WBII	WBR	(NB)L	NBI	NBR	-SBL	SBIT	SBI
Lane Configurations	7	^	7	7	ተጉ	o accessors	*	1	7	19	1	
Ideal Flow (vphpl)	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	V - 10 - 17	4.0	4.0	4.0	4.0	4.0	
Lane Utill Factor	1.00	0.95	1.00	1.00	0.95		1.00	1,00	1,00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1,00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1547	3230	1484	1659	3401		1560	1847	1408	1825	1461	
Flt Permitted	0.07	1.00	1,00	0.11	1 00		0.70	1.00	1.00	0.26	1.00	
Satd, Flow (perm)	113	3230	1484	197	3401		1157	1847	1408	506	1461	
Volume (vph)	53	1485	56	39	1718	48	103	361	75	15	51	.30
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj, Flow (yph)	53	1485	56	39	1718	SERVICE CONTRACTOR	103	361	75	15	51	30
RTOR Reduction (vph)	0 -	0	15	0	2	0	0	0	39	0	16	0
Lane Group Flow (vph)	53	1485	41	39	1764	O	103	361	36	15	65	O
Heavy Vehicles (%)	18%	13%	10%	10%	7%	3%	17%	4%	16%	0%	19%	33%
Turn Type	Perm.	医 医动物	Perm	Perm		esergi.	Perm		Perm	Perm		AND STATES
Protected Phases	DEMANAS P	2	MANAGEMENT NO.	NAME OF THE OWNER, WHEN PERSONS ASSESSMENT	6	-		4			8	
Permitted Phases	2,1		2	6			4		MENTAL	8		
Actuated Green, G (s)	54.8	54.8	54.8	54.8	54.8	artenno ano	21.4	21.4	21.4	21.4	21.4	
Effective Green, g (s)	57.4	57.4	57.4	57.4	57.4	Value 6	24.0	24.0	24.0	24.0	24.0	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	HANNODERGONAN	0.27	0.27	0.27	0.27	0.27	-
Clearance Time (s)	6.6	6.6	6.6	6.6	6.6		6,6	6.6	6.6	6.6	6.6	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	entruck (KVK) entr	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	73	2074	953	126	2184		311	496	378	136	392	March 1
v/s Ratio Prot	OF STREET	0.46	MISSISSSIN	BONSETTI USUM	c0.52	namen management	- Williams	c0.20	MARSHM	emskerske skrive	0.04	NAME OF TAXABLE PARTY.
V/s Ratio Perm v/c Ratio	0.47	O 70	0.03	0.20	BREEKSURE	Maries	0.09	MANAGE A	0.03	0.03		SALE
Uniform Delay, d1	0.73	0.72	0.04	0.31	0.81	ununun saatuun oo	0.33	0.73	0.10	0.11	0.17	MUNICIPARIN
Progression Factor	1.00	1.00	1.00	7.1	11.9	MANAGES I	26.3	29.7	24.6	24.7	25.0	
Incremental Delay, d2	29.9	別記102頭	0.0	1.00	1.00	HIGHWAN	1.00	1.00	1.00	1.00	1.00	MACHINE TO SERVICE A SERVI
Delay (s)	40.6	11.8	5.9	8.6	14.2		26.9	35.0	24.7	0.4	0.2	國際企業
Level of Service		BIN BIN				NATIONAL PROPERTY.	HORIWESER	35.0	24.7	25.0	25.2	352500000
Approach Delay (s)	网络阿拉拉斯	12.6	ALCOHOLD AND AND AND AND AND AND AND AND AND AN	SERVICE DE	14.1	BERNAMESS		32.0	MARK CORR		25.2	AMBIER
Approach LOS		B					CONTRACT OF THE PARTY OF THE PA	HI C		MARKEN	MUNICE COM	SOLANDER
hickeolon Summay				220 112	V Brogerse for	BACK PINON		NAME OF STREET	STANCAS MISA	SATERIAL DE	CHINGUE I	ESPAL
HGM Average Control De			16.1		CM Lev	el of Se	rvice	12848400	В	r1830001.006	enella edal	West of
HCM Volume to Capacity		mental builds	0.78	KINDSHIELD CO.	ENGINEED A		ELANGER BERT	MANUFACTURE SHOW	MOXEDULAÇÃ	CHEROPES IN	STREET, STREET,	NAME OF STREET
Actuated Cycle Length (s			89.4	MINING S	um of lo	stume	SYMMOTOR	NEW PROPERTY.	8.0	THE COMMUNICATION	CONTRACTOR OF THE PARTY OF THE	DOSESSIONES
Intersection Capacity Util		AND CONTRACTOR	76.0%		U Level			PROPERTY GENERAL	D		microsoffeed.	CHARLES COMP.
Analysis Period (min)		GOMESTINI	DEMENTS NO	CONTRACTOR OF THE PARTY OF THE		HANDRINGER	SELECTION CONTROL	STEERS OF		MACAGEMISTS		REMONDEN.
c Critical Lane Group	THE CHARLES AND ADDRESS OF THE COLUMN	on the second second	acamari (ATA)		PARTICLE SHORE	er an antonació			Telly Address of the Control of the		ALCOHOL: AND	CONTRACTOR OF THE PARTY OF THE

	1	-	*	1	-	4	4	1	-	1	↓	1
Mevement	EBL	EBI	BERR	WBL.	WBT	WBR	NBL	NBT	NBR	SHL	8331	State
Lane Configurations	٦	1		ሻ	44		7	P		7	Po	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1100	0.95		1.00	0.95	19 45 17	00,0	1.00		1.00	1,00	
Frt	1.00	1.00		1.00	1.00		1.00	0.94		1.00	0.93	100
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1 00	days!
Satd. Flow (prot)	1659	3333		1738	3368		1738	1766		1372	1606	
Flt Permitted	0.10	1.00		0.10	1.00		0.73	1.00		0.45	1 00	经统制
Satd. Flow (perm)	171	3333		179	3368		1344	1766		650	1606	42400 20
Volume (vph)	28	1563	15	28	1733	16	27	149	106	3	19	1.6
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	28	1563	15	28	1733	16	27	149	106	Carlo G.	19	16
RTOR Reduction (vph)	0	1	0	0	. 1	0	0	23	0	. 0	12	0
ane Group Flow (vph)	28	1577	0	28	1748	O a	27	232	0	3	23	0
Heavy Vehicles (%)	10%	9%	45%	5%	8%	33%	5%	2%	2%	33%	0%	25%
Turn Type	Perm			Perm		40000000000000000000000000000000000000	Perm			Perm		新疆線約
Protected Phases		2			6	MILANESCHAN DER BANA	WHICH SHE SHEET	8	ALTERNACIONIC	AUGUSTO WALES	4	METANCEDAVER
Permitted Phases	2			9	500000	N. Carlot	8			4	TO AND DE	300
Actuated Green, G (s)	38.8	38.8		38.8	38.8	mv accentition.	14.1	14.1	PARTY (BEAUTION)	14.1	14.1	MEANCOUNTS.
ffective Green, g (s)	40.8	40.8		40.8	40.8	PARTIE DO	16.1	116.1	Santa S	16.15	16.1	国際預算
Actuated g/C Ratio	0.63	0.63		0.63	0.63		0.25	0.25	THE REAL PROPERTY.	0.25	0.25	Market Mark
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	95000
/ehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	-	3.0	3.0	N. S.
ane Grp Cap (vph)	108	2095		113	2117	SHAME.	333	438	PROMINE	161	398	CONTRACT
//s Ratio Prot		0.47	THE REAL PROPERTY.	Contract of the Contract of th	c0.52	activity and an area	MUNICIPAL ENGINEER	c0.13	CANADE INCOME	KINNING CHILDRIN	0.01	MARCH STOCK
//s Ratio Perm	0.16			0.16	2 6 7 1 1		0.02		Carlo be	0.00	THE REAL PROPERTY.	
/c Ratio	0.26	0.75		0.25	0.83	C 101,111 Sec. 2111	0.08	0.53	Will be a second	0.02	0.06	Parity Kingdomes)
Iniform Delay, d1	5.3	8.5		5.3	9.3		18.7	21.1		18.4	18,6	ALCOHOL: N
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	INV REILUMEN
ncremental Delay, d2 🐭	1.3	1.6		1.2	2.8		0.10	1.2	100	0.0	0.1	PORTERIO
Delay (s)	6.6	10.1		6.5	12.1		18.8	22.4		18.5	18.7	NO SOCIETAÇÃO
evel of Service	A	B		Α	B		BUHB!	C		В	В	BERKE
Approach Delay (s)		10.0			12.0			22.0			18.7	Care of the same
Approach EOS		В		3400 %	B		州(水)	C ·			B	2V/03/2
ntersection Summary	EVILLE III.	NEWSTERN .	Carl Line	STREET, STREET		REPRESENTED IN	MARKET					NESSAN.
HCM Average Control Di	elav	SELECTION OF THE SELECT	12.0	BESSETH	ICM Lev	el of Se	rvice	CONTRACTOR OF STREET	В		V (0.00 (0.00)	AG 22
ICM Volume to Capacity	y ratio	NATIONAL STOCKES	0.74	AND THE PARTY OF T	and the same of			AND PERSONS ASSESSED.	TO THE REAL PROPERTY.	THE REAL PROPERTY.	INVENTAL VALUE	DATE:
Actuated Cycle Length (s			64.9	S	um of lo	st time	(S)	SALES SERVICES	8.0	SHIELDING .	第11年2月	STEEL STEEL
ntersection Capacity Uti			39.4%	ALL CAMPAGES CONTRACTORS IN A P.	CU Leve				C	MONEY BE	ALC: NO.	MATERIAL STATES
Analysis Period (min)		No. of the last	R8115	THE PROPERTY OF		WIND MINE	ANNIA MARKA	1000	Name of the	NO PERSONAL PROPERTY.	Remuse	
Critical Lane Group	A STATE OF THE PARTY OF THE PAR	NUMBER OF STREET		ALL DESCRIPTION OF THE PARTY OF		MANAGEMENT OF THE PARTY OF THE	MINERAL CONTROL	Application of the	Control Control Control	SERVICE STATE	NAME OF TAXABLE PARTY.	STATE OF STA

A CONTRACTOR OF THE PROPERTY O	1	-	*	1	-		1	†	1	1	↓	1
Movement	EBL	EBIL	EBR	WBL	WBIT	WBR	NBL	NBT	NBR	SBL	Sar	SBR
Lane Configurations	7	44		7	1	S-W2135	4	7.		7	1	
ldeal Flow (vphpl)	1900	1900	1900	1900	MINIOUS ATMENTS	1900	1900	NUMBER OF THE OWNER.	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util, Factor	1.00	0.95	1000	1.00	0(95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.98		1.00	0.98	
It Protected	0.95	1.00	100000	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1789	3399		1825	3430		1825	1872		1825	1729	
It Permitted	0.06	1.00		0.06	1.00		0.65	1,00		0.10	1,00	
Satd. Flow (perm)	106	3399		108	3430		1254	1872		. 187	1729	
Volume (vph)	59	1906	50	28	1899	55	114	560	70	27	101	19
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	MERCHINES IN BURNINGS	1906	50	28	1899	55	114	560	70	27	101	19
RTOR Reduction (vph)	0 -	2	0	0	2	0	0	4	0	0	6	0
ane Group Flow (vph)	59	1954	10	. 28	1952	0	114	626	O	27	114	· E . (0
leavy Vehicles (%)	2%	7%	6%	0%	6%	5%	0%	1%	0%	0%	5%	27%
urn Type	Perm	地位美国政		Perm			Perm			Perm		
Protected Phases		2		The second	6			4			8	
Permitted Phases	2			6			4			8	聽開聯	国利斯
Actuated Green, G (s)	69.0	69.0		69.0	69.0		39.0	39.0		39.0	39.0	
ffective Green, g (s)	71.0	71.0		71.0	71.0		41.0	41.0		VIDLING NAMES AND ASSOCIATED IN	41.0	
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.34	0.34		0.34	0.34	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
/ehicle Extension (s)	3.0	3.0	100000000000000000000000000000000000000	3.0	3.0	de constant	3.0	3.0	1000 Paris Indiana	3.0	3.0	ar marinari
ane Grp Cap (vph)	63	2011	BANKS!	64	2029		428	640		64	591	
/s Ratio Prot		c0.57			0.57			c0.33			0.07	100000000000000000000000000000000000000
/s Ratio Perm				0.26			0.09			0.14		
/c Ratio	0.94	0.97		0.44	0.96		0.27	0.98		0.42	0.19	
Jniform Delay, d1	22.4	23.5		13.5	23.2		28.6	39.1		30.4	27.8	
rogression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
ncremental Delay, d2 -	90.1			4.7	12.3		0.3	29.8	AR HIS	4.4	0.2	
Delay (s)	112.5	37.5		18.2	35.5		28.9	68.8		34.8	28.0	
evel of Service	Fig. Fig.	(D)		В	i D		C		*	C	0	AND AND
Approach Delay (s)		39.7			35.3			62.7		711	29.3	
Approach LOS		D			D			是於巨洲			C	1000000
ntersection Summery				SATISFIED IN			SERVICE ON A		DODESIN AND A	EREST MAN	UI DE VERSEN	III CHARLES
ICM Average Control D	elav	and the second	41.1	200	CM Lev	all of Se	ovice	2000	D	raisbeten	School	100 CH (0)
CM Volume to Capacit		OF STREET, STR	0.97	MERCENSCRIPTION OF	SALINGA	-101 OC				DOMESTICS.	ME-CONVENIENCE	NAME OF TAXABLE PARTY.
ctuated Cycle Length (Residence	120.0	STATISTICS.	um of lo	st fime	(8)	ENCORPORAÇÃO	8.00	HERINANAGERO	NIKAWA KATA	CORE IN COR
ntersection Capacity Uti		WINDSHIP OF THE PARTY OF THE PA	94.7%		U Leve			CONTRACTOR OF THE PERSON OF TH	F	uncontrol miletic		DESCRIPTION OF THE PERSON OF T
Analysis Period (min)	THE REAL PROPERTY.	SHANGHAMEN	15 m	and the same of the same		WIRENING THE STATE OF	MARHAMARAM	AND DESCRIPTION OF THE PERSON	APPENDISH A	NAME OF TAXABLE PARTY.	HOUSE BORRES	A COLUMN TO SERVICE
Critical Lane Group	NOT THE REAL PROPERTY.	DATE OF THE PARTY	SHOW B 1.50 (S)	STREET,	NAME OF THE OWNER,	ORGANI RESIDEN	narcenary)	DAN PERMIT	DE LOCKSON AND AND AND AND AND AND AND AND AND AN	SECTION OF		MANAGES !

c Critical Lane Group

1	1	→	•	-	4	•	4	† .	1	/	ţ	1
Meyerrani	EBU	EBIT	FBR	WBIL	WBT	WBR	NBI	NBT	NBR.	SBL	SEI	Ser
Lane Configurations	*	44	una escu et et esta ma	ሻ	↑ ₽		۳	4		*1	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	TE SECTION OF THE PARTY.	1900
Total Lost time (s)	4.0	4.0	CONTRACTOR OF THE PARTY OF THE	4.0	4.0		4.0	4.0	WHITE STREET	4.0	4.0	and the second
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	21/2	1.00	1.00	
Frt	1.00	1.00	NO. NO. OF THE PARTY NAMED IN	1.00	1.00	rumo nuvernos	1.00	0.97		1.00	0.90	ment of the same
Fit Protected	0.95	1.00		0.95	1.00	FULL HAR	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1825	3311	NAME OF STREET	1644	3375	reikryknezymen	1772	1815	DOWN OF BRIDE	1560	1665	BACISCONOV.
Fit Permitted	0.11	1.00	asieus is	0.11	1,00		0.71	1.00		0.47	1.00	
Satd. Flow (perm)	205	3311	Demonstrate	185	3375	ACTION OF A SACRED	1322	1815	OMMENO VICTORIAN	766	1665	Discontenue o
Volume (vph)	55	1616	114	139	1655	12	48	190	46	7.	23	51
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	TO A THE PROPERTY OF SECTION ASSESSMENT OF S	14	13	1655	12	48	190	46	7	23	51
RTOR Reduction (vph) Lane Group Flow (vph)	0 55	1 1629	0	0	1666	0	0 48	13 223	0	0	21	0
Heavy Vehicles (%)	0%	10%	20%	11%	THE REPORT OF THE RESERVE	NUMBER OF STREET STREET		THE REAL PROPERTY.	PLOS INTERNATIONAL PROPERTY.	470/	53	F 0
THE COMMENT OF STREET PROPERTY OF STREET, STRE		SOURCE STATES	NSI MASAGONI	The second second second	8%	13%	3%	2%	6%	17%	0%	5%
Turn Type Protected Phases	Perm.	STREET, SE	SURGES	Perm	THE REAL PROPERTY.	ENDOMES	Perm		HERE	Perm	NEWWORLD	
	NAME ALL STATES	2	NEW AND VED SHE'S	SECTION AND ADDRESS OF THE PARTY OF THE PART	6	INTERNATION IN	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND	4	ON THE PROPERTY OF	MINISTER STREET	8	CANCENSCO
Permitted Phases Actuated Green, G (s)	35.4	35.4	District of the last of the la	35.4	35.4		SERVICE N	anniament 100		10.0	100	
Effective Green, g (s)	37.4	37.4	DOWN THE REAL PROPERTY.	37.4	37.4	PRINTEDROPOR	10.0	10.0	entre en	10.0	10.0	CONTRACTOR
Actuated g/C Ratio	0.65	0.65	UNIX PERSON	0.65	0.65	SALES SERVICES	0.21	0.21	BUNGEL PE	0.21	0.21	RESIDENCE
Clearance Time (s)	6.0	6.0		6.0	6.00	809008000	6.0	6.0	od Disconsistence of	6.08	60	PERSON EN
Vehicle Extension (s)	3.0	3.0	ROBBITERS	3.0	3.0	RECHEROMOUR	3.0	3.0	WEIGHT WAS TO	3.0	3.0	DESCRIPTION
Lane Grp Cap (vph)	134	2157	RESIDENCE COS	121	2199	HANDERSON.	276	379	DECEMBERS.	160		SECTION S
v/s Ratio Prot	RESERVED	0.49	ESHRIRIKUM	DONES A PARTIE	c0.49	MEGNORALINES		c0.12	EMICRIPAGE	NAST ONS	0.03	SURMES
v/s Ratio Perm	0.27			0.07		OFFICE AND A STATE OF THE STATE	0.04	MANDAMA		0.01	DECEMBER OF STREET	SENSEACHOE
v/c Ratio	0.41	0.76	BREWERREN	0.11	0.76	BADAMATHUS.	0.17	0.59	NAME OF TAXABLE	0.04	0.15	MANAGEMENT
Uniform Delay, d1	4.8	6.9	MODERATE	3.70	6.9		186	20.5		185	18.5	
Progression Factor	1.00	1.00	STEEL STREET,	1.00	1.00	ELITOR CHESICON CONTRACTOR	1.00	1.00	KNOWN TO SANDYIN	1.00	1.00	Management
Incremental Delay, d2	2.0	1.5		0.4	1.5	NO STATE OF THE PARTY OF THE PA	0.3	2.3		OM	0.2	SERVICE SERVICE
Delay (s)	6.8	8.4	TOTAL THE COMMISSION OF	4.1	8.4	novemble section	18.9	22.8	International production	18.2	18.8	NATION DESIGNATION OF THE PERSON OF THE PERS
Level of Service	A	A		A	A		В	O	VIET STATE	В	B	
Approach Delay (s)		8.4	EMONEUS MENTONIS	Annual Contraction	8.4		CHRISTON	22.2	ALL SCHOOL STREET	THE WHOLE SOLE	18.7	NAMES OF THE OWNER, THE
Approach LOS		A			A			C			В	
Interception Summery		ELEVORENESIS A	MARKEMENT STREET	ROMENTO	NAME OF THE OWNER, WHEN	HYMERE HAN	unerskener	HARMINANA	KOLONIANSK	nosement.	NEWS THE REAL PROPERTY.	CONTRACTOR OF THE PARTY OF THE
Intersection Summary			Yave	ner en soniere	rest Velices ve	الحاربة	on displaying the P	a demonstration		Market Name		THE PERSON NAMED IN
HCM Average Control De HCM Volume to Capacity		TO STATE OF THE PARTY OF	0.72		ICM Llev	ei oi oe	VICE	COLOR OF STREET	Α.	Water Wild		可定抗 []
Actuated Cycle Length (s		ENVERANCE OF THE	57.4		um of lo	STEWS	Zelvene.	THE SECTION	8.0		NEWSCHOOL STREET	MARKET SE
Intersection Capacity Uti		MARKET PROPERTY.	35.6%		CU Leve			NAME OF STREET	C	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	MANUFACTOR	nastrake
Analysis Period (min)		Managara a	35.0 % BEE 15%	THE PROPERTY OF THE PARTY OF TH	THE PROPERTY OF		NAMES CALLERS	SHOW MALE IN	TOTAL PROPERTY.	NO PARKET	WINE RECEIPE	NAME AND ADDRESS OF
c Critical Lane Group	ALCOHOLD CHUZ	CONTRACTOR OF THE PARTY OF THE	education (See	The same of the sa	MS COMMENT	STATE OF STREET		inches lange		OF THE SAME		NAME OF TAXABLE
o ormous come oroup												

iTRANS Consulting Inc.

	1	-	*	1	←	1	1	1	1	1		1
Movement	EBL	EBIT	EBR	WBI	WBT	WBR	NBL	NET	NBR	SBL	SBIT	SIRI
Lane Configurations	ሻ	14		7	ተቡ		٦	4		7	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	THE RESERVE AND PROPERTY OF THE PERSON NAMED IN	1900	1900	EDBLITH UNDERSON HERE	1900
Total Lost time (s)	4.0	4.0	and the management	4.0	4.0		4.0	4.0		4.0	4.0	
ane Util Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
rt	1.00	1.00	ORDONALDUKY	1.00	1.00	Secretary Control	1.00	0.99	***	1.00	0.90	
It Protected	0.95	1.00		0.95	1.00		0.95	1.00	MERSON A	0.95	1.00	170
Satd. Flow (prot)	1560	3377	TO ANNUAL PROPERTY.	1825	3349	PROGRAM DESCRI	1825	1823	materiological	1496	1620	MANAGARI
Satd. Flow (perm)	0.09	1.00		0.18	1.00	S. MERLIN	0.52	1.00		0.43	1.00	
	149	3377	utero/020w-eo	355	3349	MONTH SERVICE	992	1823	managana ana	. 684	1620	months (1970)
olume (vph)	176	1422	100	W 21	1384	38	8	203	H 188	10	63	10
eak-hour factor, PHF	1.00 176	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
dj. Flow (vph) TOR Reduction (vph)	MARKET MATERIAL PROPERTY.	DEPRESADE SELECTION	BOUTHWEST WITH THE	TO THE PARTY OF THE PARTY.	1384	38	8	203	8	10	63	111
ane Group Flow (vph)	0 176	1 1436	0	0	2 1420	0	0	2 209	O	0	71	enstanguious
eavy Vehicles (%)	17%	8%	0%	0%	8%	29%	DELINE STREET, VOICE PROPERTY	5%	NATION BUILDING STATES	Market School Street Street	107	
The state of the s	pm+pt	O 70	U 76	THE PERSON NAMED IN	HARMAN AND	29%	0%	D%	0%	22%	0%	11%
urn Type	**************************************	2	KARABAKEE	Perm	BENERALISMA	BUHHER	Perm			Perm		45.6
ermitted Phases	5	TOTAL AND INCIDENCE	SSHORESTERNING	6	6	eunoanzonen	009H2029209	4 Turonomoran	namatawa nee	SERVICIONIS SERVICES	8	Oranganan
ctuated Green, G (s)	50.3	50.3	NU PER PER PE	38.8	38.8	SETTIMENTER	11.1		STATE OF	1111	BANK GOVERNMENT	
ffective Green, g (s)	52.3	52.3	OBSTRUCTOR OF	40.8	40.8	REGUERATOR	1311	11.1	TARREST STORY	11.1	11.1	C1755CF
ctuated g/C Ratio	0.71	0.71	NEW TAXABLE	0.56	0.56	ENGINEERING PROPERTY.	0.18	0.18	ALCOHOL: N	0.18	0.18	
learance Time (s)	3.0	6.0	E CONTRACTOR DE LA CONT	6.0	6.0	BARRARIESHTA	6.0	6.0	BORNES MINE	6.0		BY WILLIAM
ehicle Extension (s)	3.0	3.0	NAME OF THE PARTY	3.0	3.0	BENESTATION OF C	3.0	3.0	ENGLOSSINGENSES	3.0	3.0	REPROPER
ane Grp Cap (vph)	250	2406	SARRIAL MARIE	197	1862	MONTH NEEDS	177	325	40.6083W636B	122	289	場が結構が
's Ratio Prot	c0.07	0.43	CANADAD PROPERTY.	MINE AND ADDRESS OF THE PARTY O	c0.42	STREET, SOLD	SHIPTOTAL	c0.11	mercupana		0.07	POLICEARMIN
s Ratio Perm	0.43	THE REPORT OF THE PARTY OF THE	PART TO SAN	0.01	DESIGNATION CHARGE		0.01			0.01	WORKER STATE	LANGE OF THE PARTY
c Ratio	0.70	0.60	REALERAN	0.01	0.76	MENTRAGRICATION	0.05	0.64	DITORO ENGLISM	0.08	0.37	ONINGERO)
niform Delay, dt	13.8	5.3	PERMANEN	7.3	12.6	de la compa	25.0	28.0	A SHEED WATER OF	25.1	26.5	a sue sue
rogression Factor	1.00	1.00	Tuest Tap Selection	1.00	1.00	REPORTED MONTHS	1.00	1.00	NAME OF TAXABLE PARTY.	1.00	1.00	mer becoming
cremental Delay, d2 📧	8.7	0.4	Pin Pin	0.0	1.9		0.1	4.3	Single.	0.3	0.8	
elay (s)	22.5	5.7		7.3	14.5	THE REAL PROPERTY.	25.1	32.3	WORKSTREEN TANK	25.4	27.3	CONTRACTOR OF THE PARTY OF THE
evel of Service	C	A		A	B		C	C		WHI C	C	
pproach Delay (s)		7.5			14.5			32.1		en stration model at an o	27.2	- Control of the Cont
pproach LOS		A			B		NAME OF		20 500 20		O .	
tersection Summany	Margarett et	AND DESCRIPTION OF STREET	STATUTE THE	CHARLES AND DE	NYPROBERENCE	NAMES AND	NO MORE A LINE OF	DOMESTICAL PROPERTY.	NEW WHEN	HARRA URINIDEAS		MARKE THE
CM Average Control D	alav	37.000.5300	13.0	arbe garw	CM Lev	al ade	rylos	H again occur		PART PROPERTY.	Jugar in the	ACRES DE LOS
CM Volume to Capacity		Maria de Ballo	0.73	A STATE OF THE PARTY OF THE PAR	CIVI-LEV	el ol oe	IVICE	N. V. S.	B	Control	国际规则的	227002
ctuated Cycle Length (s			73,4	EDWINDING!	um of lo	stfime	EXECUTE OF THE PARTY.	THE REPORT OF THE PARTY OF	12.0	KARI KUUDO	THE STATE OF THE	OR CATIE
tersection Capacity Util		2000 (1000 (0.4%		U Leve			000000000000000000000000000000000000000	C	CHANGE STOP	EDPAYMENT.	TO WELL STREET
nalysis Period (min)			3145	ON THE STREET	RIPRESENSE	RESIDENCE				Management .	STATE OF THE PARTY	STERVING TO
Critical Lane Group		Particular State State Company		ACCUSED OF S	ACCESSION OF THE PARTY OF THE P	PORTER DESIGNATION	AND DESCRIPTION OF	SPEEDS STATE	WW. 1954	THE PROPERTY OF	Manager Street	

Critical Lane Group

2.1	\rightarrow	V	1	4	*	-			3	9	8
Movement	EBT	EBR	WBL	WBT	NBL	NBR	MAN HOUSE				
Lane Configurations	ተኩ		4	44	**						
Sign Control	Free	191			Stop					1 4 8	
Grade Volume (vch/h)	0% 1872	36	27	0% 1486	0% 15	10	enonuenue es	IN COLUMN TO SERVICE AND SERVI	WOODS ON THE PARTY OF THE PARTY	60203702011	DASSHOOMSON TO
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	PERSONAL		REPRESENT	MICHERON	RECORDEDA
Hourly flow rate (vph)	1872	36	27	1486	15	10				all faire	
Pedestrians	-	VIII MARKANIA MARKAN									
Lane Width (m) Walking Speed (m/s)											A 14 15
Percent Blockage		SAN STANDARG	NO SECURIO	CONTRACTO		SHEET SEASON	TOTAL PROPERTY.	DESTRUMBER OF		erns es es	ETERS ACTION A
Right turn flare (veh)	PERSONAL PROPERTY.	DOLENZINGKES	ORSESHINGUIN DA	THE PROPERTY OF THE PARTY OF TH	SEKURANON HERS	ASSENCACIONAMINAS	ROBINSHIBOLOGE	EN TORONO CONTROL	III CHANNON IN	SERVED NO.	AND OF BUILDING STATE
Median type			佛皇朝		None	146		\$ 100 (sa)			
Median storage veh)	NEATHER BANKE	monovomono	OCKNOWN SHIP	PHATE SOURCE	RECEIPE DECISION	PROVINCE PARTY.	SOMETIME VOICE		NAMES OF TAXABLE PARTY.	NAME OF TAXABLE PARTY.	THE REAL PROPERTY.
Upstream signal (m) pX, platoon unblocked	ARKIO PRISE	MENGER			新超级组 图	DESCRIPTION OF THE PERSON OF T					
vC, conflicting volume		OF THE PARTY OF TH	1908	NE REPORT	2687	954			MANAGEMENT OF THE STATE OF THE		THOUSAND IN
vC1, stage 1 conf vol	CONTRACTOR CONC.	TENCHOLOGIC SISSESSION	DION MATERIA	- Management and	OUTS CHARLES	DHONOVENICHEDONE		MISSINGGUIA		mental and the	NO. OTHER DESIGNATION OF THE PERSON OF THE P
vC2, stage 2 conf vol											4.00
vCu, unblocked vol	SEAGHELLESSELE	SUPPLIES DE LA CONTRACTION DEL CONTRACTION DE LA	1908	OGSUBIES	2687 6.8	954 6.9	MEANING HOUSE	TARRELUURSUNSKO	one marchine	THE REAL PROPERTY.	MICHARDO POLICIO
tC, 2 stage (s)		DOTENHER	March School	SIERRETURAL	PROTOR	NI STATE OF THE PARTY OF THE PA	BREED AND THE	MANAGEM A			MUSELEUM
tF (s)	(88)		2.2		3.5	33	HE SON				Section 6
p0 queue free %	-		91		9	96					
cM capacity (veh/h)			316		177	263				2000	
Dicelog Lane#	EB 1	EB 2	WB 1	WB2	WBI 3	NB1		STIFE SALE		STRUCK	
Volume Total	1248	660	27	743	743	25					
Volume Left Volume Right	0	0	27 剪用的數	O	0	15 10	KENTAGARAN DARAN D	MRSTISSARONING	HONONINESSANS	NAME OF THE OWNER,	estessessessesses
cSH	1700	1700	316	1700	1700	26			ERRORI UNION		
Volume to Capacity	0.73	0.39	0.09	0.44	0.44	0.94	METORIAL PROPERTY.				
Queue Length 95th (m)	0.0	0.0	2.0	0.0	0.0	20.8					
Control Delay (s)	0.0	0.0	17.5	0.0	0.0	368.6 F					新广播传统
Approach Delay (s)	0.0		C 0.3			368.6	ERRESCENSIONES	ENFLORES THE	LES DE PENESSES	CONTRACTOR OF THE PARTY OF THE	ENGRAPHICA .
Approach LOS	NAME AND ADDRESS OF THE PARTY O	NUMBER	MISCHARINES	PARKEUS PROPERTY	HER CHARLES STORY	F	QUINS DE RESERVOIRO	BARACAGIAN ESSI	CHARLETANAZA	Children (1975)	SHANGKER SHE
Intersection Summerly	MARKE				11000	THE REPORT OF THE PERSON NAMED IN COLUMN	OR LANGUE	2000		12 12 13 13 1	
Average Delay		HAND STREET	2.8		ATCACHER 62		avalenties.	Advisor Full dil			ON THE PERSON NAMED IN
Intersection Capacity Util	zation	· (2.9%	10	U Leve	of Service	e v	SAMPE I	B		Tenso.
Analysis Period (min)	OTHER TRANSPORT		15				***********	*************			
		NAME OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,		SPANIS I		Mar Maria					

Appendix F
2032 Total Traffic (with Additional
Improvements) Intersection Operation
Calculations

	1	•	*	1	-	4	4	1	1	1	ļ	4
Movement	EBL	源自由指	EBR	WBL	WBT	WBR	NEL	NBT	NBR	SBL	SBIT	SBR
Lane Configurations	777	ተተተ	7	*	ተተተ	7	7	^	7	14.14	11	79
Ideal Flow (vphpl)	1900	1900	1900	1.900	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	4.0	4.0
Lane Util, Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1 00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1,00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2623	4856	1512	1534	4725	1002	1615	2852	1445	2547	3259	1166
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2623	4856	1512	1534	4725	1002	1615	2852	1445	2547	3259	1166
Volume (vph)	445	1366	108	16.7	943	465	74	875	280	248	869	#185
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	445	1366	108	167	943	465	74	875	280	248	869	185
RTOR Reduction (vph)	0	0	69	O	0	O PROGRAMMA	O	0	161	0	O	107
Lane Group Flow (vph)	445	1366	39	167	943	465	74	875	119	248	869	78
Heavy Vehicles (%)	35%	8%	8%	19%	11%	63%	13%	28%	13%	39%	12%	40%
Turn Type	Prot	SMISSINGERS	Rerm	Prot	MANUAL	Free	Prot		Perm	Prot		Perm
Protected Phases	5	2	SADURATION OF THE PARTY OF THE	nipoperanovini	6.		7	4	NINSONDARIU	3	8	900000000000000000000000000000000000000
Permitted Phases	OF C		RAMARIEN	DESIGNATION OF THE PERSONS AND ADDRESS OF THE PE		Free				RESERVED TO STATE OF THE STATE	BANKARAN	8
Actuated Green, G (s)	25.6	41.5 44.4	41.5	16.4	32.3	136.3	8.6	41.8	41.8	14.8	48.0	48.0
Effective Green, g (s) Actuated g/C Ratio	25.6 0.19	BUTH A REPORT OF THE PERSON OF	44.4	16.4		136.3	8.6	44.7	44.7	14.8	5019	50.9
Clearance Time (s)	4.0	0.33	0.33	0.12	0.26	1.00	0.06 4.0	0.33	0.33	0.11	0.37	0.37
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	SECONS SERVICES	3.0	3.0	3.0	3.0	3.0	6.9 3.0
Lane Grp Cap (vph)	493	1582	493	185	1220	1002	102	935	THE RESERVE AND ADDRESS.	277	THE RESERVE AND ADDRESS OF THE PARTY.	The state of the s
v/s Ratio Prot	c0.17	c0.28	则的社会方面	0.11	0.20	IIII OUZ	0.05	c0.31	474	c0.10	1217	435
v/s Ratio Perm	RESTANGUISMO	ncemaneum	0.03	RESERVATION	DESERVATE	0.46		MARRIAN MARRIAN	0.08	CO. TO	0.27	0.07
v/c Ratio	0.90	0.86	0.08	0.90	0.77	0.46	0.73	0.94	0.25	0.90	0.71	0.18
Uniform Delay, d1	54.1	43.1	31.8	59.2	46.8	0.0	62.7	44.4	33.6	600	36.5	28.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.6	5.2	0.1	39.7	3.1	1.5	22.4	16.0	0.3	28.5	2.0	0.2
Delay (s)	73.8	48.3	31.9	98.9	50.0	1.5	85.1	60.4	33.8	88.5	38.5	28.9
Level of Service		D.	MINCH	MARKE BY	D.	REAL PART		MINNE	BERCH	MANAGEM		
Approach Delay (s)	MANUSCRIPCO - UNIX	53.3	manumananaca	umman benefit	40.9	IOO OCCU DIEEDAASINA	BINDIDORSHIN	55.9	REPRESENTATION	MISHRINGERIURE	46.7	ADMINISTRA
Approach LOS		D			D.	MANARES E	MINISTER .	WE E	NO PER SE		MINIOR	第5段開閉
Intersection Summary		Balle 1959	AND DESIGNATION	Mark Mark	SANIES D	SHARESTAN	IN THE REAL PROPERTY.	and Mike		NATIONAL PROPERTY.	MARKING.	AUUNER
HCM Average Control D	elav	0.07584656	49.1	No fice	CM Lev	el of Se	irvice	um sasasa	e de la companya		en en can	9000000
HCM Volume to Capacit		III-UNIONONIULISSI	0.89		mistatument	NICONAL PROPERTY OF	CUTAR MINIS	ecoustament)	NOTIONAL ENGINEER	HIPSTROOPS AND	OUR DESIGNATION OF THE PERSON	STRUGGETTS
Actuated Cycle Length (136.3	MIN S	um of lo	ost time	(s)	BOST US AND	120	GHUG1940	ECHIBANISCO	COGO SERVICIO
Intersection Capacity Ut		M2000000000000000000000000000000000000	80.2%			of Ser		acad daming	D	ne(undiaseli)	untersease (1900)	Nakasana
Analysis Period (min)			15	SUBTRIBUTE STREET	DONELLER	CSSRIPSIPLE IN	SIGNATURA	TO BEAUTIES	HERMAN STREET	ORIGINALISM SE	HIBURO BREE	BESSHEETS .
c Critical Lane Group	a a tribusticionics)	ALL PROPERTY AND ADDRESS OF THE PARTY AND ADDR	OMERICAN CO.	CAN CHILDREN	- Line Line 1979	un/aumaunande)	NACIONAL PROPERTY.	WANTED BEE	incination (III)	MODERAL PROPERTY (SQ	Managaran (1900)	NAME OF TAXABLE PARTY.

	\rightarrow	*	1	—	1	1		3	9	
Movement	EBIL	EBR	WBU	WBIT	NBL	NBR		Service and the	918135333	
Lane Configurations	^	7	75	44	*	7		Section of the sectio	OF STREET	Name and Address of the Owner, when the Owner,
Ideal Flow (vphpl)		1900	1900	1900	principal and the first of the second	1900		BARTINGAY.		
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	HAMMARIN WILLIAM CHARLESTON	AUENTERS IEM ESCURISION	HAMILTON HERSELLE	ensoumoenumuus
Lane Util, Factor	0.95	1.00	1,00	0.95	1.00	1.00	harrier Navidita			
Frt	1.00	0.85	1.00	1.00	1.00	0.85				
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00				
Satd. Flow (prot)	3318	1633	1573	3288	1772	1555				
Flt Permitted		1.00		1.00	0.95	1,00				
Satd. Flow (perm)	3318	1633	226	3288	1772	1555				
Volume (vph)	1496	31	27	1599	72	41	10年6年10月1日			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	NEW ROOM OF THE WORLD WITH THE	TT IS THE COLUMN TO THE COLUMN TH	Michigan Marchine	neero constitutiva
Adj. Flow (vph)	1496	31	27	1599	72	41				
RTOR Reduction (vph) Lane Group Flow (vph)	0 1496	9 22	0 27	0 1599	0 72	33	ментенняющения	ANTINEARAN ANTINEARAN	DVVZNJEDNOOTORNI	Eldeswerth To the French Land
Heavy Vehicles (%)	10%	0%	16%	11%	3%	5%	edalar (Central Central Centra		SAN TENENT	
Turn Type	SONO POR PORTO	Perm	Perm	Charleson Williams	DATAGOUNINESS	Perm	пропростоя по при	on sense sustaints	SOURCE PROPERTY OF THE PARTY OF	MARKET STREET,
Protected Phases	2	REIDER	SE STITUTE		8	Remiss		STATE OF THE PARTY		
Permitted Phases	PROGRAMMA		OST BE	6 Merendinana	ATTENDED CO	8	AND THE RESIDENCE AND THE RESI	DOMESTICAL PROPERTY OF	OF STREET	HOGELUTENI HINDERING
Actuated Green, G (s)	30.8	30.8	30.8	30.8	4.3	4.3	AND INDICATION ASSESSMENT OF	DOMESTIC SOLD	SCHAROCOCK NO.	
Effective Green, g (s)	32.8	32.8	32.8	32.8	6.3	4.0		DEPOS GENERALISM		OR HER DESCRIPTION OF THE PARTY
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.13	0.13	NAMES OF THE PROPERTY OF THE P	TUZZI MI IRMANIA CHE CITE	120/012/08SOCIES	NORTH THE PROPERTY OF
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0			08002080	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	ADMITICA AND DISCOLUTION OF THE PROPERTY OF T	NATURA GROUP OF CHARLES	ALLIS IS AND THE OWNER, OR STREET	SALVONICHON ATRICCIO
Lane Grp Cap (vph)	2311	1137	157	2290	237	208		N 48 BA 100B	MET WATER	MANAGEMENT OF THE PARTY OF THE
v/s Ratio Prot	0.45	Control of the Street Control		c0.49	c0.04	осмоськостыминия	CARLE CLARES OF MORNING STORY	COCCONNACANAMINACION	POLSORIUS IMPARILINA	METEROL BY DO CONTROL OF
v/s Ratio Perm		0.01	0.12			0.01				
v/c Ratio	0.65	0.02	0.17	0.70	0.30	0.04				
Uniform Delay, d1	4.0	2.2	2.5	4.2	18.4	. 17.8		MINE SERVICE		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.6	0.0	0.5	0.9	0,7	0.1				
Delay (s)	4.6	2.2	3.0	5.2	19.1	17.8	nounty were expended as	HATTI OF THE STREET	мамалистано	ACARS COMMUNICATION AFTER
Level of Service	4.5	Α	A	LA	B	В				和加斯里斯 拉
Approach Delay (s) Approach LOS	4.5	NICHTERSTEIN	EMILITATION OF THE	5.1	18.7	REPORTED TO THE PARTY OF THE PA	SACCESTOR DESCRIPTION OF THE PROPERTY	COMPATIONAL SERVICES		BETWINDERSKER FLUTENSTON
		OUGARARICAN		SERVINE STATE	HISLAND P. R.	SUBSCRIPTION			NEW THE PARTY OF T	EMERGINE DATE:
Intersection Summary	diff.	機能開網		時期後期	Part of	影響的學	排列系数域系统	康福爾蘭聯	提到此時間便	
HCM Average Control D			5.3	St. L	ICM Lev	el of Ser	vice	A	BEL SE	KE DECITE
HCM Volume to Capacit			0.63		MANUFACTURE CO.					
Actuated Cycle Length (47.1	DESCRIPTION REPORTS		ost time (8.0		
Intersection Capacity Uti		mmoranesemo	58.4%	10	CU Leve	of Serv	ice	В	des transcer la comp	NATION AND DESCRIPTION OF THE PARTY OF THE P
Analysis Period (min)			15							
c Critical Lane Group										

	•	\rightarrow	*	1	-	4	1	1	1	1	ļ	1
Movement	EBL	EBU	TEBRI	WBL	WBT	WBR	NBL	NBIN	NBR	SBL	SBILL	SBR
Lane Configurations	7	个个	7	*	1		শ	↑	7	*	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util, Factor	1.00	0.95	1.00	1.00	0.95		1,00	1.00	1.00	1,00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00			
Satd. Flow (prot)	1285	3318	1555	1615	3171		1674	1671	1317	1706	1700	
Flt Permitted	0.08	1.00	1.00	WILLIAM WHAT IS THE	1.00		0.23	1.00	1.00	0.71	1.00	
Satd. Flow (perm)	104	3318	1555	235	3171	BILLION CONTROL	399	1671	1317	1268	1700	
Volume (vph)	50	1351	111	65	1628	29	45	78	51	54	348	51
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	50	1351	2110	65	1628	29	45	78	51	54	348	51
RTOR Reduction (vph)	0	0	32	0	1	0	0	0	37	0	4	0
Lane Group Flow (vph)	50	1351	79	65	1656	0	45	78	14	54	395	0
Heavy Vehicles (%)	42%	10%	5%	13%	15%	5%	9%	15%	24%	7%.	7%	37%
Turn Type	Perm		Perm	Perm			Perm		Perm	Perm		
Protected Phases	and the second of the second	2		mention was train	6	LOWER PROPERTY.	and the same of th	4			8	
Permitted Phases	2		2	6			4		4	8		
Actuated Green, G (s)	56.1	56.1	56.1	56.1	56.1	SKANCING-BARANTE	23.7	23.7	23.7	23.7	23.7	MARKONOMANA
Effective Green, g (s)	58.7	58.7	58.7	58.7	58.7		26.3	26,3	26.3	26.3	26.3	
Actuated g/C Ratio	0.63	0.63	0.63	0.63	0.63	inmesoperos	0.28	0.28	0.28	0.28	0.28	waxaaaaaa
Clearance Time (s)	6.6	6.6	6.6	6.6	6.6		6.6	6.6	6.6	6.6		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	- Control of the Cont	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (yph)	66	2094	981	148	2001		113	473	372	359	TOTAL DESIGNATION SPECIAL	
v/s Ratio Prot	incontractal action	0.41	NA PARA PARA	MICHANIZACIONI	c0.52	mananuanuman	NAME AND PROPERTY OF THE PARTY	0.05	Interspersion and	010548129299	c0.23	nucumos minore
v/s Ratio Perm	0.48		0.05	0.28			0.11		0.01	0.04 -		Market
v/c Ratio	0.76	0.65	0.08	0.44	0.83	SABERO III DO III O IIII	0.40	0.16	0.04	0.15	0.82	antonina mouse
Uniform Delay, d1	12.1	10.7	6.7	8.8	13.2		27.0	25.1	24.2	25.0	31 1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	CO-GENERAL REVIEWS	1.00	1.00	1.00	1.00	1.00	HOMEOGRAPH
Incremental Delay, d2 Delay (s)	38.4 50.6	0.7	0.0	2.1	3.0		2.3	0.2	0.0	0.2	10.8	ERNAM
Level of Service	50.6	11.4	6.7	10.8	16.2	HITCH THE PROPERTY OF THE PARTY	29.3	25.3 ©	24.2	25.2	41.9	ROGERSTANIA
Approach Delay (s)	Bellen Pal	12.3			16.0	Allocate and a		MINISTRUMENTAL ACRES AND A SECOND ACCORDING	C	C	A SHOP OF THE PARTY OF THE PART	SERVINGS.
Approach LOS		12.3 B	ESHAROTE)		NO.0	ed focusion		26.0			39.9	Repeat
Intersection Summary	CONTRACTOR OF THE PERSONS AND ADDRESS A	STREET,		SECTION CONTRACTOR	OVERSON DESIGNATION OF THE PERSON DESIGNATIO	SOURCE STATE	SWEATERS	WESTERMAN	STREET,	STATE OF THE PARTY	CONTRACT	BOOMBILL BOO
HCM Average Control De	elav	DECEMBER OF THE PARTY OF THE PA	17.8	on near old damage.	CM Lev	al of Se	nuco III	S CONTROL OF	В	ildstansoig	and the contract	engaresses
HCM Volume to Capacity		ASSESSMENT OF THE PARTY OF THE	0.83	nunsering A.A.	MINUTE Y	-10128	TAVE ZERBE	BOOLER WHERE	STORE S		eder de l'inner	DISTRIBUTE E
Actuated Cycle Length (s		ERSOTAR CORES	93.0		um of lo	st time	(EVERTED S	SCHARGEUR	8.0	NORTH MAKE	CONTRACTOR	TEMPORARIA
Intersection Capacity Uti			97.9%		U Leve			BEHARDSHIP	F	and control	mermanaan	DETRIBUTES:
Analysis Period (min)	ACCOUNT NAMED IN				BIOGRAPHICAL SATS	OTHER PROPERTY.	CHEMBERISHARK	HEED OF THE BASE		9889899994	(CONTROLORS)	
c Critical Lane Group	manapping()	an examinous.	ALICHALANA MARIA	undendalinsta	HARRING THIS SHAPE	munusianus	and an amount of the second	H-DHINDESKEE	AUSTEN GIRINGIA	MATERIAL PROPERTY.	ESCREPANCE OF THE PROPERTY OF	DECEMBER OF STREET

Mari Hedri aranggaran Masangeran	1	→	*	1	+	4	4	†	1	. /	+	1
Movement	EBL	#EBT#	EBR	WBI	WBI	WBR	NBL	NBT	NBR	SBL	SBT	SER
Lane Configurations	**************************************	ት ጉ	TTESTS.	ት	<u>ተ</u> ጉ	01/13/27/27/27/09	*	B		۲	4	SAME OF THE PARTY
Ideal Flow (vphpl) Total Lost time (s)	1900 4.0	1900 4.0	1900	1900 4.0	1900 4.0	1900	1900	1900	1900	1900	1900	1900
Lane Utili Factor	1.00	0.95	SSECTION AND	1.00	0.95	SERVICE SERVICE	4.0	4.0	DERIVE WITH	4.0	4.0	新闻初调则 领
Frpb, ped/bikes	1.00	1.00	nontrigraphic de la contraction de la contractio	1.00	1.00	erenaman	1.00	1.00	endressonness.	1.00	1.00	PHARMES
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99	of the state of th	1.00	1.00	LANGUAGO CO	1.00	0.92		1.00	0.99	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot) Fit Permitted	1177 0.15	3349 1.00	AUGASTOR	1772 0.15	3242	REGISSEL	1217	1664	Markettine com	1825 0.74	1853	ENGOSPIONOS AND
Satd. Flow (perm)	180	3349	DESCRIPTION	276	3242		814	1664	RECENTRED	1427	1853	RESIDENCE
Volume (vph)	15	1309	67	92	1375	13	13	10	12	(FR) (FA)	154	13
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	15	1309	67	92	1375	13	13	10	112	4	154	13
RTOR Reduction (vph)	O REDUING GUTE-NO	4	О	0	1	0	0	10	0	0	4	0
Lane Group Flow (vph) Confl. Peds. (#/hr)	15	1372	0	92	1387	0	13	12	0	4	163	0
Heavy Venicles (%)	55%	8%	12%	3%	12%	56%	50%	0%	11%	0%	1%	20%
Turn Type	Perm	100000	an appearance	Perm	100012 70.000	NO NO	Perm	elimino/20spi	innaconzono	Perm	ninges/nzon	20/20
Protected Phases	Manager (1)	2	323 233	PART CARRY	6			4		UTTO BEET A	8	
Permitted Phases	2			6			4		THE PERSON NAMED IN	8	many separate descrip	ONTONEXHOL
Actuated Green, G (s)		31.6		31.6	31.6		8.3	8.3		8.3	8,3	
Effective Green, g (s) Actuated g/C Ratio	33.6 0.65	33.6 0.65		33.6 0.65	33.6 0.65	ratorias aug	10.3	10.3		10.3	10.3	DIFTE HOUSE
Clearance Time (s)	6.0	6.0	HEILE STEINE LEIDE	6.0	6.0	REFERENCE	6.0	6.0	DAMED STATE	6.0	0.20 6.0	STEERING S
Vehicle Extension (s)	3.0	3.0	SERVICE SERVICE	3.0	3.0		3.0	3.01		3.0		
Lane Grp Cap (vph)	117	2168		179	2099		162	330	LI SALISHI SANIO	283	368	and and an area
v/s Ratio Prot		0.41			c0.43			0.01			c0.09	
v/s Ratio Perm	0.08	nierasini	MANUSPRISE	0.33	Musurarantin	Stanton co como	0.02	rith burn services	omeownativania	0.00	автоливатот	MANAGEMENT OF THE PARTY OF THE
v/c Ratio Uniform Delay, d1	0.13 3.5	0.63 5.5		0.51 4.8	0.66 5.6		0.08 16.9	0.04 16.8		0.01	0.44	HE SHE
Progression Factor	1,00	1100		1.00	141.00	WEDGENEZISAS	1.00	1.00	ninsanonea	16.7	18.3	PER MANAGEMENT
Incremental Delay, d2	0.5	0.6	exacomoscam	2.5	0.8	DESCRIPTION	0.2	0.0	ndsecumentos	0.0	0.9	CONTRACTOR
Delay (s)	4.0	6.1		7.3	6.4		17.2	16.8		16.7	19.1	e in the
Level of Service	A	A	VINAMUSTORO	A	Α	Southernoon	В	В	moneratana	В	В	
Approach Delay (s) Approach LOS		6.1			6.5	864E		17.0			8494	
					A			В		14 CH 100 S 5 S 5 S	В	A STATE OF
Intersection Summary	RAW MAN			对种类型	明整新疆	Ver III	IND AND	NAME OF STREET	THE REAL PROPERTY.	AND MARKET		Party
HCM Average Control D HCM Volume to Capacity		CTECHNOLOGIC	7.1 0.61	H meaning and a	CM Leve	of Se	rvice	and the second second	A DESCRIPTION OF THE PARTY OF T	DAD BLOCKHOUSE	and department	DEGES ACTION
Actuated Cycle Length (s			51.9		um of los	serences		SEE SEE SEE	8.0	AUTHORITIES	TULLEGE	BY SUBJECT
Intersection Capacity Uti		6	6.7%		U Level					DANIEL DESCRIPTION		
Analysis Period (min)	e amoretanel Si	The state of the s	15	· ·	em isotou viliali (fili)	essin TLTA	orest managed Co.	mayumaqiyezi	TANKES OF THE SECOND	AND DESCRIPTION	ACTION NO. 1204	mbevalusorus
c Critical Lane Group	HE SHEET										Marie P	

	1	→	*	1	-	4	1	1	1	1	ţ	1
Movement	BBU	LEBIE	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBI	SBR
Lane Configurations	ሻ	1		ሻ	1	Serve Indian	*	1		7	44	Orac IV
deal-Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util, Factor	1.00	0.95		1.00	0,95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99	amuningane	1.00	1.00	STUDION TO S	1.00	0.96	TO CHOOL THE PARTY OF	1.00	0.98	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1659	3347	purpusannow	1659	3339	SOM CONTRACTOR	1426	3271	Parin III v 1990	1615	3512	TOTAL BUTTON
Fit Permitted	0.09	1.00		0.07	1.00		0.28	1.00		0.68	1.00	
Satd. Flow (perm)	165	3347	DOMESTIC STATE	116	3339	111.50 N. H. 19710	418	3271	and the same	1151	3512	THE PARTY NAMED AND ADDRESS OF
Volume (vph)	43	1582	135	81	1712	10022111	32	89	29	67	441	62
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph) RTOR Reduction (vph)	43	1582	135	81	1712	21	32	89	29	67	441	62
	· 0	6 1711	O	O	1 		O SIGNATATION	22	O Manager Service	O BEREITS AND THE SECOND SECON	9	O Seminariamen
ane Group Flow (vph) Heavy Vehicles (%)	10%	8%	5%	81 10%	1732	20%	32	96	0	67	494	200
	THE PERSON NAMED IN COLUMN	O 76	123000000000	A THE RESERVE AND ADDRESS.	9%	20%	28%	7%	9%	13%	2%	2%
Turn Type Protected Phases	Perm	MENTAL BROWN	COMPANIES.	pm+pt	ACCEPANGE	ESSESCIPAS	Perm	INSERNORES	Managaran.	Perm	MINISTER	(Constant
Permitted Phases	2	2	PRINCIPAL PRINCI	1	6 nadatassassas	HISTORICA CONTRACTOR	OLDROWN AND	4	en proposition de la company	THE PROPERTY OF	8 MARKETERINA	COMPANIAN SECON
Actuated Green, G (s)	54.1	54.1	NE SECOND	62.6	62.6	HEESBARRE		HENGELERICHER	TERSTINANES	MARRIADE M		SERVICE SERVIC
ffective Green, g (s)	56.1	56	DUTHUASES SAZAR	64.6	64.6	SOLD CONTROL OF	19.1 21.1	19.1 21.1	EST HOLD HIS REST	19.1 21.1	19.1 21.1	SENERGIJA I DE
Actuated g/C Ratio	0.60	0.60	ROSEOMINANUA	0.69	0.69	Schhistettett	0.23	0.23	MENTRE	0.23	0.23	
Clearance Time (s)	6.0	6.0		3.0	6.0	AND REAL PROPERTY.	6.0	6.0	OR RESERVO	6.0	6.0	ALCO SERVICE
Vehicle Extension (s)	3.0	3.0	ON RESERVOIS	3.0	3.0	NO BERRISHINGS	3.0	3.0	stationidada	3.0	3.0	endere de la companie
ane Grp Cap (vph)	99	2004	\$1528E18\$550	154	2302	BICHERONGER	94	737	NO DESCRIPTION IN	259	791	Sportmoses
//s Ratio Prot	MINNO TRANSPORT	c0.51	ABAGESHIMIK GAS	0.03	c0.52	ancommissas	SALUSIN ALA	0.03	massocationii	HEDITAMA	c0.14	acemenan
//s Ratio Perm	0.26		Chicago ora	0.34		INSERTED AND A	0.08		E COMO DOMESTICO	0.06	ONASSUNOS	1188585KH
//c Ratio	0.43	0.85	meteropenta i de	0.53	0.75	Conduspenden	0.34	0.13	reconnection	0.26	0.62	10/2/03/1807/101
Jniform Delay, d1	10.2	15.4	DEMIN	15.1	9.4		30.5	29.0	PRESIDENT	29.9	32.7	
Progression Factor	1.00	1.00	MINISTER DESIGNATION	1.00	1.00	AND COMMITTEEN	1.00	1.00	ne a meramonin	1.00	1.00	BESTERLINGS
ncremental Delay, d2	3.0	3,8	Ballan	3.2	1.4		2.2	0.1		0.5	1.5	
Delay (s)	13.2	19.2		18.3	10.8		32.6	29.1	INTERNATION OF THE PROPERTY OF	30.4	34.3	ALMHOUSE SECTION
evel of Service	В	В		B	В	12 1288	C	C		C	C	
Approach Delay (s)		19.1			11.2			29.8			33.8	
Approach LOS		В			В			C			C	
ntersection Summary II	NAMES OF THE PARTY	STREET,		MEET STATE		形和新沙路	ENGLISHED IN	STATE OF THE PARTY	AND ALLESS	STATE OF THE PARTY	SHIROM SHIP	NET SECOND
HCM Average Control De		Fig. 1. (1986)	18.1	AND RESIDENCE OF THE PERSON NAMED OF THE PERSO	ICM Lev	el of Se	MINISTER STREET	in the state of th	l e		hensame	Sommen
ICM Volume to Capacity		CONTRACTOR CONTRACTOR	0.80	MIRBERINGA	NAME OF STREET	Contract Contract	MARRIED	CASTRACTURE		EUR PHIERRAN	ROBERTON	EUIDW888
Actuated Cycle Length (s		BHERWALD	93.7	MARKOTS	um of lo	st time	(s)	THE STREET	12.0		SECULOR DE	CONTRACTOR OF
ntersection Capacity Uti			94.6%		CU Leve			matoware over a	F	DOMESTIC OF STREET	DECEMBER OF THE PROPERTY OF TH	BANDENBURK
Analysis Period (min)			15			DE CENTRAL DE LA COMPTENZA DE	THE PROPERTY OF	PER				
Critical Lane Group	and the second second	STATE OF THE PARTY	niconnection	THURSDURINGER	BECOMODON	EU-COCCERLAIN	means and such	VINICOSER STAT	NAMES OF THE PARTY	E200G0KKIGUU	Managaran (187)	annument)

9.7	٨	→	7	1	+	4	4	1	~	1	↓	1
Movement	EBL	EBIT	EBR	≅WBI	WBT	WBR	NBL	NBT	NBR.	SBL	SBIL	SER
Lane Configurations	ሻ	1		ħ	1		Ŋ	7,		34	4	
Ideal Flow (vphpl)	1900	KONNELSKE PROFESIONE	1900	1900	1900	1900	1900	NO CONTRACTOR DESCRIPTION OF	1900	1900	DESCRIPTION OF SHAPE STREET, SHAPE S	1900
Total Lost time (s)	4.0	4.0	DE TRANSPORTE	4.0	4.0	enenannususususus	4.0	4.0	пология полоч	4.0	4.0	monoconomo
Lane Util: Factor	1.00	0.95	ALTERNATION OF THE PARTY OF THE	1.00	0.95		1.00	1.00		1.00	1.00	
Fit Protected	1.00	0.99	eserca nearmana	1.00	1.00	HILLIAN GOTTON	1.00	0.95	TOPOGE SUPPORT	1.00	0.98	DESIGNATION OF THE PARTY
Satd. Flow (prot)	1521	3165	ETHERESESHINE	1825	3120		0.95 1217	1695		0.95 1372	1.00 1851	SECTION
Fit Permitted	0.08	1.00	UI DATE ESSENTES	0.13	1.00	BERESENCE LES	0.30	1000	STOCHOLOGY	0.73	1.00	RESERVATIONS
Satd. Flow (perm)	126	3165	OMINESCONOR	248	3120	BREEDERFERE	385	1695	25 25 ALVERS	1060	1851	BESTRUCK
Volume (vph)	14	1338	91	42	1704	0.00	7	23	3813	19	289	37
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19914	1338	I I I	1811421	1704	BN191271	1000000	23	1113	THE PERMIT	289	37
RTOR Reduction (vph)	0	5	O	0	. 0	0	O	10	O	O	######################################	O
Lane Group Flow (vph)	14	1424	0	42	1706	0.1	7	26	0	19	321	0
Heavy Vehicles (%)	20%	15%	3%	0%	17%	0%	50%	0%	20%	33%	1%	10%
Eurn Type	Perm	A BURNEY	ON SER	Perm	91.00.01	88 31 14	Perm	est like		Rerm		
Protected Phases		2			6	CHARLES TO THE STATE OF THE STA		4	MARKET THAT COMPANY	SCHOOL STANDS	8	eneron contract de la
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	48.8	48.8		48.8	48.8		17.3	17.3		17.3	17.3	201000000000000000000000000000000000000
Effective Green, g (s)	50.8	50.8		50.8	50.8	Kall House	19.3	19,3		19.3		
Actuated g/C Ratio	0.65	0.65	www.commenum	0.65	0.65	ann turn an talescares	0.25	0.25	normalisación	0.25	0.25	TENNESSON IN
Clearance Time (s)	6.0	6.0	280HBBBBB	6.0	REPRODUCTION OF THE	HAMMA	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	terpouverain	3.0	3.0	3303000000000	3.0	3.0	ristano mana	3.0	3.0	Aconomic
Lane Grp Cap (vph) v/s Ratio Prot	82	2059		161	2029		95	419		262	457	19932188
v/s Ratio Prot v/s Ratio Perm	0:11	0.45	oninanaeano	and the second	c0.55	enicamenanoso	MATARIE	0.02	SECURENCEOUS	000000000000000000000000000000000000000	c0.17	DANSABURIN
v/c Ratio	0.17	0.69	SEGISIOSESS	0.17	0.84		0.02	0.06	SCHEDISCUL.	0.02	0.70	MINISTRA
Uniform Delay, d1	5.4	11877	ENTRE SERVICES	5.7	10.5	100000000000000000000000000000000000000	22.5	22.5	A PROBLEM SECOND	2215	26.8	ADMINISTRATION
Progression Factor	1.00	1.00	BIRDHONONIA	1.00	1.00	and reminer	1.00	1.00	MELOTERNITIES CO	1.00	1.00	Philipperin
Incremental Delay, d2	1.0	1.0		0.9	3.3	ASCREPANDARIO	0.3	0.1	automatics	0.1	419	STREET, STREET
Delay (s)	6.4	9.7	n ommane aman	6.6	13.9	SCHOOL SC	22.9	22.5	(NE) ENGINEERS (NE)	22.7	31.7	Managarana
Level of Service	A	Α		A	В	REPORTED H	C	C		C	C.	
Approach Delay (s)		9.7	ONLINE THE PARTY OF THE		13.7	Trouble (Trouble) 649		22.6	CALL TO SERVICE STATE ST	ACMINISTRUMENTAL BUILD	31.2	and the second second second
Approach LOS		A		HISTORY IS	В	2266		C			C	
intersection Summary	NAME OF STREET	HER PER	THE PHANCES	and the same	BRIDING		CONTRACTOR INCOME.	SCHOOLS	MARGINARI	和温度效效	MARKET	T0/25800065
HCM Average Control D		unio de la completa d	13.9		ICM Lev			500000000000000000000000000000000000000	В	SECRETAL SE	000000000000000000000000000000000000000	203000
HCM Volume to Capacity		terestate grant and di	0.80	www.macetage	CENTER!		AND SHOULD BE SH	month strail	MARKET CONTRACTOR		mattarkaturia	rudisero en la
Actuated Cycle Length (:			78.1		um of lo	st time	(s)	STUBBING AS	8.0			SHIPSHAM
Intersection Capacity Uti		end-len (majoriti)	71.3%		CU Leve			CHIMORENDODA	C	and Christian (AC)	N. W. Charles Co., Spirit	maramoocou
Analysis Period (min).			15						NESCHI DER			
c Critical Lane Group			ALL CHILDREN STREET	- dinaminu	THE PERSON NAMED IN COLUMN 1	MATERIAL CONTRACTOR CONTRACTOR	THE RESERVE OF THE PERSON NAMED IN COLUMN	THE PERSON NAMED IN	Control of the	m mathematical matters	- Children	Acceptance (30)

	1	-	*	1	+	4	1	1	1	1	†	1
Movement	FBI	(E)B(1)	EBR	WBL	WBI	WBR	NBI-	NBI	NBR	SBL	SIBII	Sil
Lane Configurations	ሻ	44		7	44	was and	7	Ť,		7	4	
Ideal Flow (vphpl)	1900	MAD CHARGE MARKET	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1,00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00	NIME A	0.95	1.00		0.95	1.00		0.95	1.00	10 Sept.
Satd. Flow (prot)	1690	3138		1825	3166		1460	1749		1372	1744	
-It Permitted	0.06	1.00		0.26	1.00		0.16	1.00		0.72	1,00	1000
Satd. Flow (perm)	108	3138		492	3166		240	1749		1033	1744	Marine Commen
Volume (vph)	164	1052	39.	22	1578	10	5.	62	2	10	327	87
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	164	1052	39	22	1578	10	5	62	2	10	327	87
RTOR Reduction (vph)	-0 -	2	0	0	0	0	0	1	0	0	8	0
ane Group Flow (vph)	164	1089	0.	22	1588	<u>.</u> 0 ⊢	5	63	(0)	10	406	0
Heavy Vehicles (%)	8%	16%	7%	0%	15%	43%	25%	8%	50%	33%	1%	28%
Turn Type	pm+pt	國際政治		Perm	特别的		Perm		TO SHAPE	Perm		See All See
Protected Phases	5	2			6.			4		The same of the sa	8	
Permitted Phases	2			6	160		4			8	THE REAL PROPERTY.	
Actuated Green, G (s)	71.8	71.8		59.7	59.7		27.2	27.2		25.2	25.2	
ffective Green, g (s) 🦠	WITHER MANAGED AND A SCHOOL	73.8		61.7	61.7	Star Br	29.2	29.2	(A) (1) (1)	29.2	29.2	
Actuated g/C Ratio	0.66	0.66		0.56	0.56		0.26	0.26	A Treatment	0.26	0.26	
Clearance Time (s)	3.0	6.0	30人员的	6.0	6.0	k () ()	6.0	6.0	4.75	8.0s	8.0	乌猛動
/ehicle Extension (s)	3.0	3.0	SETTING AND A	3.0	3.0		3.0	3.0		3.0	3.0	
ane Grp Cap (vph)	187	2086	Market No.	273	1760		63	460	34.1	272	459	
r/s Ratio Prot	c0.06	0.35			0.50			0.04	2 7 2 2 2 2 2 2 2		c0.23	
/s Ratio Perm	c0.52	40000		0.04	1		0.02			0.01	1	1.00
r/c Ratio	0.88	0.52		0.08	0.90		0.08	0.14		0.04	0.88	
Jniform Delay, d1	30.4	9.5		11.5	22.0		30.8	31.3		30.4	39.3	是部门部
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
ncremental Delay, d2	33,8	0.2		0.1	6.8		0.5	0.1		0.1	18.0	of the same
Delay (s)	64.1	9.8		11.6	28.8		31.3	31.4		30.5	57.3	
evel of Service	NINE DE	Α		B	C		C,	C		. C	E	1. 种种
Approach Delay (s)	and continuent to the	16.9	of the same of the		28.6			31.4			56.6	
Approach LOS		В	SAME N	See See Miles	C			C			E	
nicusatolion Surintary		STREET, STREET	BERTHARDS	UNISH MARKET	SAME IN CO.	SOMEONI PARTI			SS AND LANDARS	SHEROON.	ATTENDED	WESTERNE
IGM Average Control D	elav	era de la companya de	27.8		CM Lev	el of Se	nvice:	338772, 40 A	· · · · · · · ·	Carlston's	100 M	est standard
ICM Volume to Capacit		KAJORESHI KU	0.87	ounced and the	SIMPLEX	Second Sec	MERGE	DOMESTIC OF THE PARTY OF THE PA				S. October 1989
Actuated Cycle Length (144.0		um of lo	sttime	(8)	THE REAL PROPERTY.	8.0	Service Control	MORNSON.	AND DATE
ntersection Capacity Ut		A CONTRACTOR	5.5%		U Leve			ALERO MINISTERNA	E	MARKE STATE	and belone	West House
Analysis Period (min)		NO STREET	10.0 /s	STATE OF THE STATE	SERVICE SAME	NATIONAL STREET	RAMES TO STATE OF THE STATE OF	Section 1	No.		SENSON CO	Service .
Critical Lane Group	N LONG THE REAL PROPERTY.	ALCOHOLD THE SHAPE	SECTION OF STREET	DISTRIBUTE OF THE PARTY OF THE	STREET, STREET	CHARLES FOR	THE OWNER OF THE OWNER,	ALICE COLUMN	The state of the state of	OUNTROCKSON	DESCRIPTION OF THE PARTY OF THE	STATE OF THE PARTY OF

	-	*	1	_	1		£	
Movement	EBI	EBIA	WBL	WBT	NBL	NBR		
Lane Configurations	14		"	ተተ	sh.			
Sign Control Grade	Free 0%				Stop			
Volume (veh/h)	1484	O P	q	0% 1753	0%	AND PARTY AND PARTY.		189
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	manuscript of property of the following of the state of the first between the	251
Hourly flow rate (vph)	1484	9	9	1753	7	5	ALLENSON DESCRIPTION OF THE STREET	M
Pedestrians			TO MANUSCO	e of the speciment of the	2			
Lane Width (m)			以 地面图型		3.7			8
Walking Speed (m/s) Percent Blockage	OLIVE SHIEN	SESSION REPORT	BOADMOS	PHENORUM.	1.2	CONTROL STATE		60
Right turn flare (veh)	CHARLES STREET	ADADENCE OF THE	emerchanipten pa	ATORNIO GRAZZIA	ADMINISTRATION SALES	ASSESSMENT OF STREET	S ESTABAGE CONTRIBUES AND ESTABLISHED HAN LUKA SEÇÇÜTAN BALLA SESEM MESTABLISHE ESTABLISHE ESTABLISHE ESTABLISHE	100
Median type			A SHARE		None	Against Au		
Median storage veh)	SHEETS STREET	RATERIES	oomenmum.	THE STREET		MILITAN WILLIAM		_
Upstream signal (m) pX, platoon unblocked			BREEZEN.	SELECTS				
vC, conflicting volume	50000000		1495		2385	748		200
vC1, stage 1 conf vol	OLUMBINOSEDS	SZEROSKI ZAZEMIN		MERCUSSIONS	MINITED TO SECURITARISM	IDMOSTNIA STREETH	AMADINADO UN LOS DESENTAS DE ARRESTA DE ARRESTA DE ARRESTA DA CARROLINA DE ARRESTA DE ARRESTA DE ARRESTA DE AR	139
vC2, stage 2 conf vol.								10
vCu, unblocked vol	NAMES OF THE PARTY OF	onswerten von	1495		2385	748		***
tC, single (s) tC, 2 stage (s)	DESTRUCTION OF THE PARTY OF THE		RH 4-13H		6.8	6.9		23
iF (s)			2.2		3.5	33		H
p0 queue free %	OCH POLICE MANAGEMENT	DUMPOND NO GADA	98	TOWNS CONTRACTOR OF STREET	76	99	ecese unconscientimistrasona suprementation in sensimismo de estimation de la conscientimismo de la conscientim	1113
cM capacity (veh/h)			454		29	359		
Direction, Laine #	EBI	EB2	WB 1	WB 2	WB 3	NB 1		H
Volume Total	989	504	9	876	876	12		
Volume Left	0	O September 201 September 2	9	0	0	7	STENNING CHINA AND ATTENTION OF REAL PROPERTY AND	
Volume Right cSH	1700	1700	454	1700	1700	46		趨
Volume to Capacity	0.58	0.30	0.02	0.52	0.52	0.26		ENT.
Queue Length 95th (m)	0.0	0.0	0.4	0.0	0.0	6.1	BARTURE PROPERTY OF SUPERIORS AND THE RESERVE OF THE PROPERTY	1531
Control Delay (s)	0.0	0.0	13.1	0.0	0.0	107.7		B
Lane LOS	DOM:NO	Name and Associated States	B	sekonovinistavi	o manazarana	F	THE STREET WAS A CONTROL OF TH	mm.
Approach Delay (s) Approach LOS	0.0	EARCE NO.	0.1			107.7 F		
	DOLENS DE CONTRACTOR	AND DESCRIPTION OF		SURBINIS CONTRACTOR		Г	A STRUCTURE PROTECTION AND THE P	
Intersection Summary							CONTRACTOR OF CONTRACTOR OF CONTRACTOR	10
Average Delay Intersection Capacity Util	291100	SENDOSCIETA	0.4 8.5%	THE PROPERTY	SOUTESTA	of Servi	AA TANAMA MARKANINA WARRANINA WARRAN	685
Analysis Period (min)	WHITE WE	DEBUGGE S	15	UNCUES SEEDERS	A FOYE	UI SEIVI	ASTRONOMICS AND SERVICE SERVICES AND	髓

	1	→	7	1	-	4	1	1	-	1	ļ	1
Movement (1997)	EBIL	EBT	EBR	WEL	WBT	WBR	MNBL	NBU	NER	SBL	SBT	Si
Lane Configurations	ሻሻ	ተተተ	1	7	ተተተ	7	*	^	7	ሻሻ	^	7
Ideal Flow (vphpl)	1900	1900	1900	1900.	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util, Factor	0.97	0.91	1.00	1,00	0.91	1.00	1,00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0,95	1,00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2566	4768	1328	1630	4948	1150	1738	3318	1541	2623	3147	1328
FIt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2566	4768	1328	1630	4948	1150	1738	3318	1541	2623	3147	1328
Volume (vph)	270	1077	48	283	1353	177	115	825	186	483	897	398
Peak-hour factor, PHF Adj. Flow (vph)	1.00	1.00 1077	1.00	1.00 283	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	0	0	35	0	1353 0	177 0	115	825	186 113	483	897	398
Lane Group Flow (vph)	270	1077	33	283	1353	177	0 1115	0 825	73	0 483	0 897	209 189
Heavy Vehicles (%)	38%	10%	23%	12%	6%	42%	5%	10%	6%	35%	16%	23%
Turn Type	Prot	SHESSIONISM STA	Perm	Prot	ANNESSEE DE LA COMPANION DE LA	Free	Prot	BALLINA SASA	Perm	Prot	THE RESERVE OF THE PERSON NAMED IN	Perm
Protected Phases	5	2	RESULTIN		KARRIERIANIEI 6		7	######################################	aremna	3	8	TEST TO
Permitted Phases		SICHERAN	011 D	OCHE CONTRACTOR	HANGER	Free	MANAGEMENT	AND INCOME OF THE PARTY OF THE	NEW PLAN	STANDARD STANDS	Market Branch Street,	8
Actuated Green, G (s)	17.3	33.4	33.4	25.0	41.1	139.3	11.5	33.1	33.1	26.0	47.6	47.6
Effective Green, g (s)	173	36.3	36/3	25.0	44.0	139.3	1115	36.0	36.0	26.0	50.5	505
Actuated g/C Ratio	0.12	0.26	0.26	0.18	0.32	1.00	0.08	0.26	0.26	0.19	0.36	0.36
Clearance Time (s)	4.0	6.9	6,9	4.0	6.9	CHARLES AND ST	4.0	6.9	6.9	4.0	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	I S MICHIES ROUGHO	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	319	1242	346	293	1563	1150	143	857	398	490	1141	481
v/s Ratio Prot	0.11	0.23		c0.17	c0.27		0.07	c0.25	and the second second	c0.18	0.29	mentacon a
V/s Ratio Perm			0.01			0.15		in the state	0.05	E SHARK		0.14
v/c Ratio	0.85	0.87	0.04	0.97	0.87	0.15	0.80	0.96	0.18	0.99	0.79	0.39
Uniform Delay, d1	59,7	49.2	38.4	56.7	44.9	0.0	62.8	51.0	40.2	56.5	39.6	33.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	183	6.6	0.0	42 9	5.3	0.3	26.9	22.0	0.2	36.6	3.6	0.5
Delay (s)	78.0	55.8	38.5	99.6	50.2	0.3	89.7	73.0	40.4	93.1	43.2	33.5
Level of Service	图然的压性到	BEE ST	D		F2 0	I E A		MAN EN	D	WARTER	D	C
Approach Delay (s) Approach LOS	SECTION SECTION	59.5	STANDERS CONTROL	INCREASED NAME OF	53.0	RESIDENCE OF STREET	SOUTHWEST OF	69.3	PROPERTY OF THE PROPERTY OF TH	STANSWARD	54.6	DENGE OF THE SECOND SEC
Pri Cardina de Cardina	ZINGHINA MIN		DESCRIPTION	MADE NAME OF	SHEET-1	URSING COMM	THE REAL PROPERTY.	20100月2	STREET,		Manage 12 18	3000000 ·
Intersection Summary		西南沿岸地		管理研究		学科中		经外决的		PROPERTY.	报的物理规则	4448
HCM Average Control D			58.0	BEET T	ICM Lev	el of Se	rvice	1000	E A	The later	ALC: NO	Call 200
HCM Volume to Capacit			0.93	District Control		Hand To Albert						
Actuated Cycle Length (139,3			ost time		A POLY	12.0			53362
Intersection Capacity Ut		STATE OF THE PROPERTY.	36.4%	IC	CU Leve	of Ser	vice	TOUR SOLDEN	E		anda and a	American
Analysis Period (min)			15		300		ALCOHOL:		建筑的			
 Critical Lane Group 												

	\rightarrow	*	1	←	1	1	¥
Movement:	/ EBIT	EBR	WBL	WBT	NBI	NBR	MARK SASSESSE AND THE RESIDENCE OF STREET
Lane Configurations	1	7	*	44	*	7	New Color de la company de la color de
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	WENTHERS OF THE SEAT OF THE PROPERTY OF THE PROPERTY AND THE PROPERTY OF THE P
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.004	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	and a second control to a new second from a new second control to the second control to
Flt.Protected	1,00	1,00	0.95	1:00	0.95	1.00	
Satd. Flow (prot)	3444	1633	1825	3476	1738	1633	
Flt Permitted	1.00	1.00	0.14	1.00	0.95	1.00	
Satd. Flow (perm)	3444	1633	271	3476	1738	1633	
Volume (vph)	1485	66	36	1876	43	24	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	1485	66	36	1876	43		
RTOR Reduction (vph)	0	19	0	0	0	21	
Lane Group Flow (vph)	1485	47	36	1876	43	3	
Heavy Vehicles (%)	6%	0%	0%	5%	5%	0%	
Turn Type		Perm:	Perm	100	Mark Co.	Perm	
Protected Phases	2	NORTH BUT AND	em property two	6	8.	NAME OF STREET	
Permitted Phases		经期间取 33	18046			8	
Actuated Green, G (s)	34.3	34.3	34.3	34.3	4.6	4.6	SELVICENCE CONTY C
Effective Green, g (s)	36:3	36.3	36.3	36.3	6.6	6.6	
Actuated g/C Ratio	0.71	0.71	0.71	0.71	0.13	0.13	
Clearance Time (s) Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	6.0	GALBELIN BILLIARE CIENCE DESITARE REACHER ENGLES.
Lane Grp Cap (vph)	2456	1165		2479	225	3.0 212	A CANADA SA ANGAN DA SA
v/s Ratio Prot	0.43	国市185個	1195	c0.54	c0.02		
V/s Ratio Perm	SECURATIONS:	0.03	0.13	CO.54		0 00	
v/c Ratio	0.60	0.04	0.19	0.76	0.19	0.01	AND STREET OF THE STREET OF TH
Uniform Delay, d1	113.72		2.4			11933	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	DECEMBER OF STREET, SAME AND STREET, SAM
Incremental Delay, d2	0.4	0.0	0.54	2004	0.4	COLUMN TO A STREET OF THE PARTY	
Delay (s)	4.1	2.2	2.9	5.9	20.2	19.3	COMMANDER IN CONTROL OF THE PROPERTY OF THE PR
Level of Service	MIN AND	A	A	A	white the party states and the	BAR	
Approach Delay (s)	4.0	ADDRESS AND STATEMENT	CONTRACTOR MANAGEMENT	5.9	19.9	CHILD SHALL BEEN	PACKONIDE EDENIN EN ONE STANDARD SECULIDADO DE MAINE M
Approach LOS	AL.			A	WHITE BY	ENTAINE	
Intersection Summery	NEST DESCRIPTION	BOGBOOKKONIKO	CONTRACTOR OF THE PARTY OF THE	Stannastan	CONTRACTOR DESCRIPTION OF THE PERSON OF THE	ETHERD RESIDEN	MAY TO DO THE TOTAL THE TAXABLE PARTY OF TAXABLE PARTY
A CONTRACTOR OF THE PARTY OF TH	aptication		The of		valva (a tile i a		Approximation of the second
HCM Volume to Capacite		SECONDARIES	5.3		Civi Lev	er of Ser	vice
HCM Volume to Capacity Actuated Cycle Length (s		SEPSORY OF DOLE	0.67 50.9	Senioron &	Tress as the	T 1105000	90
Intersection Capacity Uti		SECRETARIAN SEC	36.0%			st time (I of Serv	
Analysis Period (min)		CORRESPONDED IN	30.0% Fig. 150				
c Critical Lane Group	940000210Ab	manya Denil	STATE OF THE PARTY	MEN WHAT	DENIS CONTRACT	STATE OF STREET	Personal Control of the Control of t
o ormour carlo oroup							

1 4 4	A	→	*	1	4	•	4	†	1	1	ţ	1
Movement	EBL	BBIE	EBR	WBL	WBI	WER	INBL.	NBT	NBR	SBL	SBIL	(জান্ত)
Lane Configurations	"	个个	7	7	44		*	^	7	7	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util, Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.94	
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1547	3230	1484	1659	3401	***	1560	1847	1408	1825	1461	MANAGEMENT .
Flt Permitted	0.07	1,00	1.00	0.11	1.00		0.70	1,00	1.00	0.26	1.00	2073
Satd. Flow (perm)	113	3230	1484	197	3401	OWNER PROFESSION IN	1157	1847	1408	506	1461	
Volume (vph)	53	1485	56	39	1718	48	103	361	75	15	州 51月	30
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	53	1485	56	39	1718	48	103	361	75	15	51	30
RTOR Reduction (vph)	0	0	15	0	2	O	0	0	39	. 0	16	0
Lane Group Flow (vph)	ON THE PROPERTY AND A SECURIOR	1485	0.6411	39	1764	0	103	361	36	15	65	0
Heavy Vehicles (%)	18%	13%	10%	10%	7%	3%	17%	4%	16%	0%	19%	33%
Turn Type	Perm	THE REAL PROPERTY.	Perm	Perm			Perm		Perm	Perm.		
Protected Phases	WOMEN NO ZANO	2	monomers som	THE STATE OF THE S	6	COLORIDATE STATE	DHARMIN PLYCO	4	MINN STREET, CO.	DESIGNATION OF THE PERSON OF T	8	NOTE CHARGE
Permitted Phases	SHEMMEN SHE	BESTEROOL	MENNY M	61	HEATENINGS	国是民族的		REPRESENT	A CALL	MINISTER ST		
Actuated Green, G (s)	54.8	54.8	54.8	54.8	54.8	RANGO TITRO DE SUIT	21.4	21.4	21.4	21.4	21.4	COLONICIONI (COLONICIONI)
Effective Green, g (s)	57.4 0.64	57.4 0.64	57.4	57.4	57.4		24.0	24.0	24.0	24.0	24.0	ZANKAZI
Actuated g/C Ratio Clearance Time (s)	6.6	6.6	0.64 6.6	0.64	0.64	PERCENDICAL PROPERTY	0.27	0.27	0.27	0.27	0.27	REPRESENTATI
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	ACTION OF THE LEGIS	3.0	3.0	3.0	3.0	6.6 3.0	
Lane Grp Cap (vph)	3.0	2074	953	126	2184	DOLLEGO DE SE	311	496	THE RESERVE THE PERSON NAMED IN	3.0	The second secon	ORGERIESING
v/s Ratio Prot	阿斯斯(5 里	0.46	MRSSB	新聞人 子名 斯	c0.52	MENALER	調の頂頭	c0.20	SVOR	100	392 0.04	
v/s Ratio Perm	0.47	CONTRACTOR OF THE PARTY OF THE	0.03	0.20	BRADE BERTON	ORSENSKE SE	0.09	HANDESCHEE	0.03	0.03	NAMES OF THE PARTY	DESCRIPTION OF THE PERSONS IN COLUMN 1
v/c Ratio	0.73	0.72	0.04	0.31	0.81	REPORTSHERE	0.33	0.73	0.10	0.11	0.17	DECEMBER 1975
Uniform Delay, d1	10.7	10.6	5.9	7,11	4119		26.3	29.7		24.7	25.0	BETTENETON
Progression Factor	1.00	1.00	1.00	1.00	1.00	SHEEDSARTERS	1.00	1.00	1.00	1.00	1.00	BOSEMENSE
Incremental Delay, d2	29.9	112	0.0	11.4	23		0.6	5,3	0.1	0.4	0.2	SA CHELL
Delay (s)	40.6	11.8	5.9	8.6	14.2	SNO GRANDIDINIO	26.9	35.0	24.7	25.0	25.2	ALCOHOLDS N
Level of Service	D	業が開 め	A	A	BRANCE BRANCE		STATE OF	部別部の	CU CU		A CH	830 N
Approach Delay (s)	KANANG KANANG MINING MANANG MA	12.6	- Children & House	an play to the state of	14.1	STATE OF THE PARTY	NAME AND ADDRESS OF THE PARTY O	32.0	PARTICIPATION OF THE PARTY OF T	HARMACON CACAL	25.2	PERSONAL PROPERTY.
Approach LOS		В		Angele Age	В	计算量是		(Ĉ			C	
Intersection Summary	BASINING IN		MARIE E DESCRIP	BOSEWASRAM!	Salara de la composición dela composición de la composición de la composición de la composición dela composición de la composición dela composición dela composición de la composición de la composición de la composición dela composición del composición dela composición d	ACCRAINMENTS	MONEUM		en de la compansa de	STATE OF THE PARTY	NAME OF STREET	MANUFACTION AND ADDRESS OF THE PARTY OF THE
HCM Average Control E		e State a Self-report	16.1	Telephones you	ICM Lev				В			SING NEWS
HCM Volume to Capacit		OFFICE AND ADDRESS OF THE PARTY	0.78	SOCIONALES.	SWILEY	510106	vice	WEST STATE		BERTHER ST	enternania (元公司
Actuated Cycle Length (SAME OF THE	89.4		um of lo	st time	(g)	Sieben schellen	8.0	30/03/03/03	ana ana	NO STREET, NO.
Intersection Capacity Ut		MELETRIALIZAÇÃO	76.0%		CU Leve			and the second half of	D	HEREN AND		
Analysis Period (min)		NAME AND PARTY OF THE PARTY OF	10 15 M	TO STATE OF THE PARTY OF THE PA			NUMBER OF THE PARTY OF		THE WAY SEED		2550000	ENFARMENT.
c Critical Lane Group	SERVICE SERVICE	OF THE PERSON OF	mannor 6	and the Little and	MARKATER VIOLES	STORESTORES	amoutomulii	DESCRIPTION OF THE PARTY OF THE	ON OTHER DESIGNATION OF THE PERSON OF THE PE	BEATTER WAS	Section of the last	

it.	▲	-	*	1	4	4	4	†	1	>	ļ	1
Movement	BBL	E E E E	EBR	WEL.	WBT	WBR	NBL	NBT	NBR	SBL	SBIT	SB
Lane Configurations	N,	ተቡ		ሻ	1		ሻ	4		ጓ	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900,	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	A CANADA CARCA	4.0	4.0		4.0	4.0	and the contract	4.0	4.0	
Lane Util. Factor	1 00	0.95		1.00	0.95		1:00	1.00		1.00	1.00	
Frt	1.00	1.00	Michael Communication	1.00	1.00	NAME OF THE OWNER, OR THE	1.00	0.94	WANTED TOPTON	1.00	0.93	NO CONTRACTOR OF THE PARTY OF T
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	4150
Satd. Flow (prot)	1659	3333	WINDERSON OF	1738	3368	NUMBER OF STREET	1738	1766	PLEINCHERNER	1372	1606	NAMARATA
Satd, Flow (perm)	0.10	1.00		0.10	1.00 3368		0.73	1.00		0.45	1.00	
	171	3333	ORTHOD HTM	179	-	anter Pare	1344	1766	URBIN A COMM	650	1606	ORDER SE
Volume (vph) Peak-hour factor, PHF	1.00	1563	1.00	28	1733	16	27	149	106	9483	19	2000
Adj. Flow (vph)	1.00	1.00 1563	1.00	1.00	1.00	1.00	1.00	1.00 149	1.00 106	1.00	1.00	1.00
RTOR Reduction (vph)	0	1		0	1	0	O O	23	O	0	12	0
Lane Group Flow (yph)	28	1577	MOTERAL	28	1748	O	27	232			23	TO THE PARTY OF
Heavy Vehicles (%)	10%	9%	45%	5%	8%	33%	5%	2%	2%	33%	0%	25%
Turn Type	Perm	MATERIAL STATES	ACCES NO 6	Perm	GAR MERCE	SCHOOL SC	Perm	SUSPENSION OF	201/2015/001	Perm	NAMES AND PARTY OF	INDUME.
Protected Phases	SUSSECTIONS	2	SOMESTICAL O	SASSALLIAN	6	254120202120006	MARKATANO	8	RANGE VERTICAL	WESWING	4	MARKET NE
Permitted Phases	FC 2			6	CHARLES AND T		8		(E)	120 40	Managan	1000
Actuated Green, G (s)	38.8	38.8	CORONNECCORNE	38.8	38.8	BROOK SHIELD ASSA	14.1	14.1	AARTHIN COR	14.1	14.1	NUMBER OF STREET
Effective Green, g (s)	40.8	4018		40.8	40.8	MARKET	16.1	16.1		16.1	216 18	AND THE REAL PROPERTY.
Actuated g/C Ratio	0.63	0.63	erenous tonector	0.63	0.63	MINISTER PROPERTY.	0.25	0.25	INGLANOUS SHAPES	0.25	0.25	MOTHERSTON
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	3.00	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	, at a mile and a second	3.0	3.0	
Lane Grp Cap (vph)	108	2095		113.	2117	STATE OF STREET	333	438	建建设	161	398	
v/s Ratio Prot		0.47	2.337d1102301427		c0.52			c0.13			0.01	*3,1000*********************************
v/s Ratio Perm	0.16			0.16			0.02			0.00		
v/c Ratio	0.26	0.75	# 101/11/Pytonesia	0.25	0.83	omesmosus.	0.08	0.53		0.02	0.06	et e
Uniform Delay, d1	5.3	8.5	910220	5.3	9.3	No.	18.7	21.1		18,4	18.6	
Progression Factor	1.00	1.00	en a constant	1.00	1.00	присторист	1.00	1.00	radycouper-continues	1.00	1.00	CONCERNMENT
Incremental Delay, d2	113	1.6		12	2.8	BELLEVIE	0.1	1.2		0.0	0.1	
Delay (s) Level of Service	6.6	10.1		6.5	12.1	DER VERSIERE HET WITH	18.8	22.4	NEXT CONTRACTOR	18.5	18.7	KREDNISALBAR
Approach Delay (s)	10000000000000000000000000000000000000	10.0	REFERENCES OF THE PARTY OF THE		12.0		到 的地名	22.0	E STATE OF THE PARTY OF		19.7	SECTIONS
Approach LOS	NASCON DECEM	SANIMAN STATES	HARTONIO DE	Maria Maria	和經濟已經	MARKET WARREN	STREET STREET		STANCES CONTRACTOR	BIARROMISESCH	18.7	NOT STREET, STREET,
	MATANATANA	AND COLORS		PERSONAL PROPERTY.	REPART CHAR	STEMASTOCK STATE	MUSEUMAN		ENERGOSSIAN	NAMES OF THE PERSONS ASSESSED.	MINISTER COM	ON CHARGE
Intersection Summary	的机械的	的經濟學	網絡網絡線	经验证的	自由被制作	特别规则	(A) (A) (A)	阿特里斯		APRILL MARKET	(1) (1)	
HCM Average Control D		1、包括约	12.0	日	CM Lev	el of Se	rvice		В			
HCM Volume to Capacity		enum drugenum	0.74	ace material	MINISTER STATES	NA DESCRIPTION OF	MINISTER STATE OF THE PARTY OF		S Market Southern			
Actuated Cycle Length (64.9		um of lo				8:0		地区	30,450
Intersection Capacity Uti			9.4%	IC	U Leve	of Sen	/ICE	STEWNISSESSESSESSES	C	TORONO DI CONTRACTO	HAD FOR WHITE	TRUS CONT.
Analysis Period (min)			15		Wash S			CHAILS C.				
c Critical Lane Group												

d	•	→	*	1	-	4	4	1 1	~	1	1	1
Mlaxamraatt	EBL	(IEB)	EBR	WBI	WBT	WBR	NBL	NBI	NBR	SEL.	SBIT	833
Lane Configurations	7	44		7	44		ሻ	44		*1	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	CHIEF THE PARTY	1900
Total Lost time (s)	4.0	4.0	SI SINGKA MARKA	4.0	4.0	and the second	4.0	4.0	ALL ROSCONECOS	4.0	4.0	CANADO CARROL
Lane Util, Factor Frt	1.00	0.95		1.00	0.95		1.00	0.95	ar skille	1.00	0,95	1
Fit Protected	1.00	1.00	901551698710	1.00	1.00	94UCGOUSSAG	1.00	0.98	WINESPERSON CO.	1.00	0.98	AND DESCRIPTIONS
Satd. Flow (prot)	1789	3399	MEZDETRICO	1825	3430		0.95 1825	3558		0.95 1825	1,00 3285	BASE SAN
Fit Permitted	0.06	1100	Sim Marie Sale	0.06	1.00	SERVICE STATE	0.68	1.00	SOUND OF THE PERSON NAMED IN	0119	1.00	SSEELANDEVI
Satd. Flow (perm)	114	3399	MANAGED IN	116	3430	CONTRACTOR	1299	3558	NOT THE PARTY OF	356	3285	
Volume (vph)	59	1906	50	280	1899	55	MI/148	560	70	27	101	19
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	59	1906	501	28	1899	55%	1114	560	70	08/12/74	101	9
RTOR Reduction (vph)	0	2	0	0	. 2	0	O	8	0	0	12	O
Lane Group Flow (vph)	59	1954	0	28	1952	0	2 114	622	(0)	27	108	0
Heavy Vehicles (%)	2%	7%	6%	0%	6%	5%	0%	1%	0%	0%	5%	27%
Turn Type	Perm	现的特色公会	1000	Perm	Call Page 1		Perm		NAME OF	Perm		18 Mary 19
Protected Phases		2			6			4	-		8	WITH BUILDING
Permitted Phases	2		DESCRIPTION	6			4			3.8		
Actuated Green, G (s)	64.2	64.2	-	64.2	64.2		19.6	19.6		19.6	19.6	
Effective Green, g (s)	66.2	66.2		66.2	66,2		21.6	21.6	學問題	21.6	BEDSELL LINEAR BUTCH	r galand
Actuated g/C Ratio	0.69	0.69	na one ager	0.69	0.69	новисиновии	0.23	0.23	vermonica vice	0.23	0.23	many becomes
Clearance Time (s)	6.0	6.0	1000000	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	ocanism me	3.0	3.0	na rapinopolitico	3.0	3.0	PAGE TO LENGTH	3.0	3.0	DOUGLE WORK
Lane Grp Cap (vph) v/s Ratio Prot	79	2349	BERNE	80	2370		293	802		80	741	STORES.
v/s Ratio Perm	0.52	c0.57	emale insume	0.24	0.57	NAMES CALLED	0.09	c0.17	HICONIE DE COMO	0.08	0.03	SEPTEMBER SECTION SECT
v/c Ratio	0.75	0.83	HISLOGRAM	0.35	0.82	MARKENIER	0.39	0.78	MARKATON SET	0.34	0.15	Sales Sales
Uniform Delay, d1	9.4	10.8		6.0	10.6	U SAN HOUSE STRA		348	200000000	W37M1	29.7	
Progression Factor	1.00	1.00	POMPRISHARK	1.00	1.00	townsmissing	1.00	1.00	MICONING S	1.00	1.00	ACCOUNT OF
ncremental Delay, d2	31.4	2.7		2.6	2.5		0.9	4.7	WARRIED TO	25	WO 41	
Delay (s)	40.9	13.4	ACTION CONTRACTOR	8.7	13.1	anucacanous	32.4	39.6	-	33.6	29.8	mostronera un
Level of Service	Dr	B		A ₁	В		· · C	D		C	C	\$10 King
Approach Delay (s)		14.2			13.0			38.5			30.5	
Approach LOS		В			В			D		e vice in	. С	
ntersection Summary		MINISTER STATES	SERVING.		100 AU 5150			MARKETON	MERCENNIZ	ATTACABLE SERVICE	STATEMENT ON	BILL COLUMN
HCM Average Control D	CONTRACTOR OF THE PARTY OF THE		17.9	THE RESERVE OF THE PERSON NAMED IN	CM Lev	el of Se	rvier)	ADDITION NAMED	В.	SWEETER	A REPORT OF THE	200
HCM Volume to Capacity		thereof the beautiful (0.82	one about 142		THE PARTY OF THE P		THE RESERVED AND THE		or of the latest and the	and the state of t	No. of Street, St.
Actuated Cycle Length (s			95.8	S	um of lo	st time	(s)	UNITED 12	8:0	NAME OF TAXABLE PARTY.	WEI GOAL	NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,
Intersection Capacity Uti		8	3.4%		U Leve			A STATE OF THE PARTY OF THE PAR	E		entra o historia	
Analysis Period (min)		CONTRACTOR OF STREET	15	Real Property						THE REAL PROPERTY.		CHARLES OF
Critical Lane Group										and the same of th	STATISTICS IN	THE RESERVE

	•	-	*	1	+	4	4	†	-	1	ţ	4
Mevamenic	EBL	EBU	PBR	WBI	WBI	WBR.	NBL	NBII	NBR	SBL	SBT	SE
Lane Configurations	ሻ	1		7	44		ሻ	ĵ»		۳	7>	
Ideal Flow (vphpl)	1900	DESCRIPTION OF PROPERTY AND PROPERTY.	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util, Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	-	1.00	1.00		1.00	0.97		1.00	0.90	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1825	3311		1644	3375		1772	1815		1560	1665	
Fit Permitted	0.11	1,00		0.11	1.00		0.71	1.00		0.47	1.00	
Satd. Flow (perm)	205	3311		185	3375		1322	1815	TERROR STATE	766	1665	
Volume (vph)	55	1616	114	13	1655	12	48	190	46	7	23	51
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	1616	14	13	1655	12	48	190	46	7	23	51
RTOR Reduction (vph)	0	1	0	0	1	0	0	13	0	0	21	C
Lane Group Flow (vph)	55	1629	0	13	1666	0	48	223	0	- 7	58	. 0
Heavy Vehicles (%)	0%	10%	20%	11%	8%	13%	3%	2%	6%	17%	0%	5%
Turn Type	Perm			Perm		HILL WE	Perm	Salahara Salahara		Perm	MARKET BOTH	SEE SE
Protected Phases		2		artification of the Control	6.	NA PATRICIA NA PARAMETRA	the control of the co	4	NICHEBOREAUNIO	eraspusitysselli (8	NO CONTRACTOR OF THE PARTY.
Permitted Phases	2			.6	WANTED ST	ad allege	4.		No. 12	8	COLUMN TO SERVICE STATE OF THE PERSON SERVICE STATE SERVICE STATE STATE SERVICE STATE STATE STATE SERVICE STATE STATE STATE SERVICE STATE STAT	Name:
Actuated Green, G (s)	35.4	35.4	- WHITE WARRING COLORS	35.4	35.4	THE REAL PROPERTY.	10.0	10.0	and the same	10.0	10.0	- Approximate
Effective Green, g (s)	37.4	37.4		37.4	37.4	100000	12.0	12.0%	TELEVISION OF THE PERSON OF TH	12.0	12.0	Service.
Actuated g/C Ratio	0.65	0.65	THE SHIP SHIP SHIP SHIP	0.65	0.65	MER STREET, STREET, ST.	0.21	0.21	MONTH MANAGED	0.21	0.21	DENEMBRALIO
Clearance Time (s)	6.0	6:0		6.01	6.0	SWEETENSKY.	6.0	6.0	THE WAR	6.0	6.0	Market 1
Vehicle Extension (s)	3.0	3.0		3.0	3.0	AND DESCRIPTION OF THE PARTY OF	3.0	3.0	THE REPORT OF STREET	3.0	3.0	AMENITACIONA
Lane Grp Cap (vph)	134	2157	网络科学	121	2199	100 A	276	379	A CANADA	160	348	BELLEVILLE .
v/s Ratio Prot	PROGRAMME CALLINGER	0.49	numanes numerical	HEIMAG STANSIN	c0.49	Annua Curran	unuacins.com	c0.12	CHILDREN	WILLIAM D. PATTERNA	0.03	NOVERSHOUSE
v/s Ratio Perm	0.27			0.07	DESCRIPTION OF THE PARTY OF THE	1000	0.04			0.01	ROMON SERVICE	
v/c Ratio	0.41	0.76	MUTORINGUATE	0.11	0.76	ar annual mention of the	0.17	0.59	NI CHEST CONTRACT	0.04	0.15	SUPPLICATION
Uniform Delay, d1	4.8	6.9		3.7	6.9		18.6	20.5		18.1	18,5	
Progression Factor	1.00	1.00	SELECTION OF THE PERSON	1.00	1.00	PEGENGUATUROOS	1.00	1.00	LIBONOVOHEZ	1.00	1.00	SENSOR
Incremental Delay, d2	2.0	WE 1150		0.4	1.5		103	2.3	SALES SALES	0.1	0.2	20.2350
Delay (s)	6.8	8.4	DEBUNNISH	4.1	8.4	CATALOGUE SERVICE	18.9	22.8	NACHENUBLESCA	18.2	18.8	PERSONAL PROPERTY.
Level of Service	A A	A		A	A	CHEST CONTRACTOR	B	C		MALE BY		
Approach Delay (s)	CANONICULA MANUE	8.4	CHARACTER COLORS	DAMES HIGH CONTRACT	8.4	ALMOUS PRODUCTION	AUTHOR OF THE STREET	22.2	SECTIONS	MANUAL CONTROL	18.7	MACHINET THE
Approach LOS	BLANCE DE	A			A	No.	NSOCIETA I	MAC	LI ASSIST		WINNER W	SWARE
and a second sec		UNINDOZUMANO	ENGINANANA			national control	EUROS IN INITIAL		THE PARTY OF T		MONTH OF THE	HARVE GYEN.
intersection Summary	CONTRACTOR OF THE PARTY OF THE		的話師		在美国政策		499-000		SERVICE STATES	的基件指数	THE PERSON	
HCM Average Control D			9.6		CM Lev	el of Se	rvice		A	9-1-10	1	
HCM Volume to Capacity	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Name of the last o	0.72	ORDINA MINE	neuron-	-		-				
Actuated Cycle Length (57.4	Mary Louisian Service A. S. Printer, P. Printer, S. Pr	um of lo			2000年1月2日	8.0			1
Intersection Capacity Uti		(35.6%	IC	CU Leve	of Serv	vice		С			3/1/13
Analysis Period (min)	A THE COLUMN		15		Algebra .					外为的 是	6 1 1 1 1	
c Critical Lane Group										WENT VIEW	111111111111111111111111111111111111111	

	•	→	7	1	•	4	4	1	1	-	↓	1
Movement	(EB)L	TEBINE	FBR	WBI	WBII'.	WBR)	NBL	NET	NBR	SBL	SBII	SEL
Lane Configurations	ሻ	ተ ጉ		*	1 %		4	7>		*	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	
Lane Util. Factor	1.00	0.95	Manufacture of the Control of the Co	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	NAME AND ADDRESS OF	1.00	1.00	manusimum	1.00	0.99	DESCRIPTION	1.00	0.90	ariaczonina a
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1560	3377	National Transport	1825	3349	ancioreocime	1825	1823	DAKKARI PERAN	1496	1620	NUMBER OF STREET
Fit Permitted Satd. Flow (perm)	149	3377		0.18 355	1,00 3349		0.52	1.00	表演 医电流	0.43	1.00	
	176	1422	mana es	355		NAME OF THE PARTY	992	1823	Service House	684	1620	reinour faves
Volume (vph) Peak-hour factor, PHF	1.00	1.00	1.00	PRODUCTION OF THE PROPERTY OF	1.00	38		203	1.00	10	638	100
Adj. Flow (vph)	1.00	1422	1.00	1.00	1384	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Reduction (vph)	0	MITSSEE	O	0	. 2	0	O	SCHOOL STATE OF THE PARTY OF TH	0	0	71	775
Lane Group Flow (vph)	176	1436	MINION IN	WWW.121	1420	規模の機能	8	209			107	0
Heavy Vehicles (%)	17%	8%	0%	0%	8%	29%	0%	5%	0%	22%	0%	11%
	pm+pt	ALCOHOLD STATE	CONTRACTOR	Perm	MAKE CHI HOMOSE	DADIERUS AND	Perm	ENHORIZATION AND THE	200 Paris Control Cont	Perm	HOLINION COLOR	NUMBER OF
Protected Phases	2M#2M 5	2	erionalico	TO STATES	6 HAPPER BANKS	RESERVED SERVERS	ESIME	4	ENTENDED ENTEN	Femilia	8	ACCOUNT.
Permitted Phases	GUMANON	ON DAKKONSK	DE RECEION OF	64	\$505033005425	OCCUPATION OF	SHIPPARE	ACCRECATION AND	MANAGER MODE	811		NA PROGRAMMA
Actuated Green, G (s)	50.3	50.3	SERVICE SERVICES	38.8	38.8	IN COLUMN TO	11.1	11.1	SECTION SECTION	11.1	11.1	SHOROUS
Effective Green, g (s)		52.3	HANDSON	4018	40.8	EU 2014 154	13.10	1311		13.1	13AB	THE REAL PROPERTY.
Actuated g/C Ratio	0.71	0.71	CHARGEDRY	0.56	0.56	ELEKSINGS/KKW	0.18	0.18	ITEMPOREA (CO.	0.18	0.18	BUCKHANDAS
Clearance Time (s)	3.0	6.0		6.0	6.0	THE PROPERTY.	6.0	6.0		6.0	6.0	STATE OF
Vehicle Extension (s)	3.0	3.0	CHORONADA	3.0	3.0	NUADISIDIO	3.0	3.0	CONTRACTOR	3.0	3.0	CONTINUENT N
Lane Grp Cap (vph)	250	2406		197	1862	SALL KANG	177	325	000000000000000000000000000000000000000	122	289	ACCUPATION OF
v/s Ratio Prot	c0.07	0.43	Lineraninoseita	and 45Mills	c0.42	anta/non.nonence	RESIDENCE STREET	c0.11	etnasummuni	NAME AND ADDRESS OF THE PARTY O	0.07	INVICABINA
v/s Ratio Perm	0.43	NEEDSTAND		0.01	AND REAL PROPERTY.		0.01		EXTENSE	0.01		ASSESS
v/c Ratio	0.70	0.60	PICKERHITE BUILD	0.01	0.76	COMMECHUSEC	0.05	0.64	:Xazaby;mum	0.08	0.37	STREET, STREET
Uniform Delay, di	13.8	5,3		7.3	12.6		25.0	28.0		25.1	26.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	and all the second
Incremental Delay, d2	8.7	0.4		0.0	1.9		0.1	4.3		0.3	8.0	
Delay (s)	22.5	5.7		7.3	14.5	110	25.1	32.3		25.4	27.3	
Level of Service	ii C	Α	District of	Α	В		C	C		C	C	美国 (1986)
Approach Delay (s)		7.5			14.5			32.1			27.2	
Approach LOS		A		Marie e	B	and our		i C			C	1000
Intersection Summary	W. 110 S S A	建 原用器	all Adam			THE REPORT OF	SHIP SHOUSE	STREET,	NATURAL E	SULTE ALCO		
HCM Average Control D			13.0	高級原金GF	CM Lev				THE BUILDING	Appending	9.20 (B. 5)	SERVICE SERVICE
HCM Volume to Capacity		TO SELECT SERVICE SERVICES	0.73	the Marie Williams	HIN HAW TONING		ALL PROPERTY OF THE PARTY OF TH	economica vend		THE PERSON NAMED IN		REPORCEUS.
Actuated Cycle Length (:		THE STREET	73.4	S	um of lo	st time	(s) (°		12.0	4 1 19 19	NATION AND DESCRIPTION OF THE PARTY OF THE P	
Intersection Capacity Uti		7	0.4%		U Leve			NATION DESCRIPTION OF THE PERSON OF THE PERS	C			and the same
Analysis Period (min)	No.	No.	15	REAL PROPERTY.		THE PARTY OF THE			SHOWER STATE	2000	6821, 1869	
c Critical Lane Group		in minite	KGH WES							SERVICE VA		

	\rightarrow	1	1	-	1	1	98
Movement	EBI	EBR	WBL.	WBT	NBI	NBR	1000 DE 1800 E 1800 E 1800 DE 1800 E 180
Lane Configurations	1		ሻ	^	Y		
Sign Control Grade	Free			Free	Stop		
Volume (veh/h)	0% 1872	36	0111570	0% 1486	0%	NAME OF THE OWNER, OF THE OWNER,	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	SUBSTITUTE DE LE CONTROL DE LA CONTROL D
Hourly flow rate (vph)	1872	36	27	1486	15	10	
Pedestrians							The state of the s
Lane Width (m)	100						
Walking Speed (m/s) Percent Blockage	NAME OF THE PERSON	NAVI DAVIDAGE	DOCUMENTO FREE	ON PARTY	NAME OF THE OWNER, WHEN	BEST POLICE	na i na trada migra de su escribir en 1500 de ser 1700 de ser o como esta de ser deservir
Right turn flare (veh)	CEDODAGNEDA	SUNDARGERES	SAMPONICAL SAM	HARRISTON OF	CONTRACTOR	SAUTHOUSE DE	COLONIO DE CONTRACTOR DE COMPANSO DE C
Median type	Night of		DESCRIPTION OF THE PARTY OF THE		None		
Median storage veh)	AND THE PARTY NAMED IN	EXAMPLE A PROPERTY OF	THE PARAMETERS				
Upstream signal (m) pX, platoon unblocked		Sara L			A STATE OF		
vC, conflicting volume	DITERSONAL DESIGNATION OF THE PERSONAL PROPERTY.		1908	Den services	2687	954	
vC1, stage 1 conf vol	ane annanzaran	OCCUPANT SECTION	in the second	NAMES OF TAXABLE PARTY.			
vC2, stage 2 conf vol	的特殊						
vCu, unblocked vol	Martinaman	CHARLEST STATE	1908		2687	954	
tC, single (s) tC, 2 stage (s)			4.1		6.8	6.9	
(E (s))	NA STREET		1022	医温度性 侧	3.5	3.3	S of the second
p0 queue free %	SCURCOMMINIS	umanum milante	91	STANDON DE COCO.	9	96	MACHINERY AND PARTIES AND ASSESSMENT OF THE PROPERTY OF THE PR
cM capacity (veh/h)			316		17	263	
Direction, Lane.#	EB i	103.2	WB 1	WB2	WB 3	NB i	
Volume Total	1248	660	27	743	743	25	
Volume Left	0	0	27	0	0	15	
Volume Right	1700	36 1700	316	1700	1700	10	
Volume to Capacity		0.39		1700 0.44	1700	26 0.94	
Queue Length 95th (m)	0.0	0.0	2.0	0.0	0.0	20.8	
Control Delay (s)	0.0	0.0	17.5	0.0	0.0	368.6	等的思想的是"REPORTS 对图形的关系,这个不是
Lane LOS	DESCRIPTION OF THE PARTY OF THE	MUNICATINGAS	C	NONE PROPERTY OF THE	WOODERSTOR	F	SUPPLIES OF THE PROPERTY OF TH
Approach Delay (s) Approach LOS	0.0	MENTE	0.3			368.6	
		vidalancana	-	N INCHES IN COMM	cameavene	entral meneral constraints	
Intersection Summary			2.8	THE REAL PROPERTY.		STREET,	Strong Control of the
Average Delay Intersection Capacity Utili	zation	F	2.8 2.9%	10	LLLava	of Service	
Analysis Period (min)		DANGE SERVICE	15		MAN AND AND AND AND AND AND AND AND AND A	STATE STATE	
BUZNAT POLITICA PROBLEM	6.747 ST						
							The second secon

Appendix G Queuing Reports

	1	-	*	1	-	4	4	1	1	1	ļ	1
Lane Group	EBU	(68)	HER	W/B)	WB	WEIR	NBL	NBI	REIR	\$12,00	Sal	(88)
Lane Group Flow (vph)	40	565	78	65	432	30	32	110	98	62	361	45
v/c Ratio	0.16	0.63	0.10	0:37	0.50	0.06	0.11	0.12	0.18	0.20	0.33	×0.11
Control Delay	8.4	12.7	2.2	14.3	10.4	3.0	17.0	15.3	5.5	17.8	16.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0
Total Delay	8.4	12.7	2.2	14.3	10.4	3.0	17.0	15.3	5.5	17.8	16.0	7.0
Queue Length 50th (m)	1,5	27.3	0.0	2.6	18.9	0.0	1.7	3.1	0.0	3.4	11.0	0.0
Queue Length 95th (m)	6.1	62.3	4.2	11.3	44.0	2.7	8.5	10.3	8.7	14.2	28.6	6.0
Internal Link Dist (m).		566.5			643.7	Septiment of		363.2	等於總	1 191 3	387.9	
Turn Bay Length (m)	80.0		80.0	65.0		75.0	140.0		65.0	125.0	0.07010.00.00	65.0
Base Capacity (vph)	311	11/28	988	225	10981	4.646	519	1695	899	561	1937	711
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	. 0	- 0	0	0	0	0	0	(0)	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.50	0.08	0.29	0.39	0.05	0.06	0.06	0.11	0.11	0.19	0.06
htesestoù Summy					SHEET, S	MAG EST	s a voisie de	MEAN AND A			Rensit	A) AL

	•	-	*	1	-	4	†	-	1	1	
teme Group	EBIL	EBIA	EBR	WBL	WBir	INBL	ENBIT	NBR	S 1331	(3)	
Lane Group Flow (vph)	36	502	81	47	464	35	48	41	43	258	
v/c Ratio	0.12	0.49	0.08	0.13	0.47	0.10	0.08	0.08	0.09	0.41	
Control Delay	8.8	11.1	2.4	8.8	10.9	14.7	13.8	6.1	14.1	15.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	
Total Delay	8.8	11.1	2.4	8.8	10.9	14.7	13.8	6.1	14.1	15.8	
Queue Length 50th (m)	1.5	26.9	0.0	1.9	24.2	1.8	24	0.0	2.2	14.1	
Queue Length 95th (m)	6.1	58.9	4.8	7.4	54.2	8.2	9.7	5.1	9.1	39.0	
Internal Link Dist (m)		686.6			1363.3		594.9			410.7	
Turn Bay Length (m)	35.0		30.0	40.0		60.0		40.0	45.0		
Base Capacity (vph)	347	1159	1059	401	1107	423	770	629	600	781	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	. 0	0	
Spillback Cap Reductn	0	0.4	0.	0	0	0	0	0	(0)	. 0	计算程序 设计
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	. 0	
Reduced v/c Ratio	0.10	0.43	0.08	0.12	0.42	0.08	0.06	0.07	0.07	0.33	
Intersection Summary							LI SUEL				MARONIE

	\rightarrow	4-	1	1	
Lane Group	EBI	Werr	NBI	SBI	
Lane Group Flow (vph)	753	561	104	377	
y/c Ratio	0.81	0.69	0.21	0.66	
Control Delay	22.5	17.8	18.2	27.9	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	22.5	17.8	18.2	27.9	
Queue Length 50th (m)	63.3	42.4	8.0	40,3	
Queue Length 95th (m)#	WEST AND AND THE PROPERTY OF THE PARTY OF TH	103.5	20.0	75.6	
VOTES - A 4G/AV - JOSEP INDSA DELVAR REPORT MARKET PRINTERS	329.3	408.8	427.7	408 9	
Turn Bay Length (m)	INTERPORTURAL INTERPORTURA I	nema se sossiem	NATIONAL SCOOL HON	TOTAL SALES	
CONTRACTOR OF THE PROPERTY AND A STATE OF THE PROPERTY AND	1064	939	704	836	
Starvation Cap Reductn	O CONTRACTOR	D CONTRACTOR OF THE CONTRACTOR	PORTRIBUTION	O O	
Spillback Cap Reductn Storage Cap Reductn	0		ENERGINE .	HERMING.	
Reduced V/c Ratio	PA VZSU	RINTERNI		WANTED	
reduced we rail		REP (OUR	BASTS R		
https://diam.semmeny		North Steam	UP REPORT		
# 95th percentile volun	ie exce	eds cap	acity, q	Jeue m	ay be longer.

5	1	-	*	1	4-		1	1	1	1	ţ	1
Lanta Chiouje	EBU	EBI	EBIR	W/BIL	WBJ	WBR	NIBL	INBIL	NEA	Sfit	Sin	SE
Lane Group Flow (vph)	61	489	30	79	564	36	76	319	67	26	120	71
v/c Ratio	0.39	0.55	0.04	0.31	0.61	0.06	0.19	0.29	0.12	0.10	0.12	0.15
Control Delay	15.6	10.7	2.7	10.6	11.7	2.6	17.5	16.1	6.1	17.7	15.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0:0	0.0	0.0	0.0	0.0
Total Delay	15.6	10.7	2.7	10.6	11.7	2.6	17.5	16.1	6.1	17.7	15.6	6.2
Queue Length 50th (m)	2.5	22:4	0.0	3.1	26.9	0.0	4.3	9.8	0:0	1.4	3.4	0.0
Queue Length 95th (m)	11.0	48.6	2.6	10.9	57.8	2.8	16.0	25.4	7.3	7.5	11.0	7.6
Internal Link Dist (m)	以特別的	566.5			643.7			363.2	期间外3月		387.9	
Turn Bay Length (m)	0.08	- V-10-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	80.0	65.0		75.0	140.0		65.0	125.0	10/11/11/11/11/11/11	65.0
Base Capacity (vph)	197	1115	859	317	1157	748	731	1961	938	457	1860	814
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn s.	0	O	0	0	0	0	0	0	0	O.	0	0
Storage Cap Reductn	0	0	0	0	0	. 0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.44	0.03	0.25	0.49	0.05	0,10	0.16	0.07	0.06	0.06	0.09
htorscolon Summery	y reine			由 的信息	110800	17 18k -	MIN NAME OF THE OWNER, OF		Sept. 18			

9. %	▲	\rightarrow	*	1	-	1	Ť	1	1	Ţ	10 9
Camp Group	EBL	EBU	EBR	WEIL	WEII	NBL	NBI	NBR	151	\$12	ASSESSED IN
Lane Group Flow (vph)	39	489	41	29	658	82	226	59	11	56	difference of the even
v/c Ratio	0.16	0.46	0.04	0.07	0.58	0.20	0:36	0.11	0.03	0.11	
Control Delay	9.2	9.9	2.7	7.2	11.7	17.2	17.8	5.9	15.6	11.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.2	9.9	2.7	7.2	11.7	17.2	17.8	5.9	15.6	11.1	ALL STREET, ST
Queue Length 50th (m)	1.7	26.2	0.0	1.2	39.3	5.5	15.9	0.0	0.7	2.0	
Queue Length 95th (m)	6.8	54.0	3.3	4.6	80.5	15.4	35.0	6.3	3.7	8.9	
Internal Link Dist (m) 💯		686.6		200	363.3		594.9			410.7	
Turn Bay Length (m)	35.0	A VIII SINGE	30.0	40.0		60.0	33.000	40.0	45.0	700000000000000000000000000000000000000	MATERIAL - 1000 MATERIAL - 101 (1986)
Base Capacity (vph)	253	1134	1004	425	1193	514	803	645	468	639	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	. 0	0	
Spillback Cap Reducth	0//	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	. 0	
Reduced v/c Ratio	0.15	0.43	0.04	0.07	0.55	0.16	0.28	0.09	0.02	0.09	
hipsector Sumpany	A SI SOM	Marie de					STATE OF THE PARTY.	HEE!	i de la compania del compania del compania de la compania del compania del compania de la compania del compania		医胆管 医

illi	\rightarrow	-	T	+	44
Sim Group	[68]	Well	IKEKI.	Site	
Lane Group Flow (vph)	790	779	496	99	
v/c Ratio	0.88	0.82	0.80	0.18	
Control Delay	31.6	26.6	35.2	18.6	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	31.6	26.6	35.2	18.6	
Queue Length 50th (m)			71.6	9.8	
Queue Length 95th (m)#			105.9	19.4	TO STORY TO STREET AND ADDITION AND THE PROPERTY OF THE PROPER
Internal Link Dist (m) 1	329.3	40818	427.7	408.9	
Turn Bay Length (m)	SOURCE AND STORY	minus secures in	DOS PREVENTIO	EDWAY/CHOP	DE DESCRIPTION DE COMPANS DE LA COMPANS DE LA COMPANS DE COMPANS D
Base Capacity (vph)	970	mental control control	779	693	
Starvation Cap Reductn	0	0	0	0	
Spillback Cap Reductn Storage Cap Reductn	O	0	0	0	
Reduced v/c Ratio	10/810	0.76	0.64	0	
Reduced We Kano	NO TOTAL	21/2E	BB R75403	國名可群康	

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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1: May	vfield	Rd.	&	Airport	Rd.

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Lante (Circolo)	IEEIL	[28]	Elsia.	WATER	WEN	WER	NEIL	NBI	INB)#	SH	Slair	\$1
Lane Group Flow (vph)	434	982	86	148	648	456	68	827	262	237	709	177
v/c Ratio	10.90	0.87	0.15	0.86	0.75	0.46	0.54	0.90	0.42	0.86	0,59	0.33
Control Delay	76.5	51.1	8.1	97.7	51.3	1.5	77.5	57.8	8.3	86.9	38.1	6.2
Queue Delay	00	0.0	. 0.0	0.0	0,0	0.0	0.0	0.0	(0, 0)	0(0)	(0).(0)	00
Total Delay	76.5	51.1	8.1	97.7	51.3	1.5	77.5	57.8	8.3	86.9	38.1	6.2
Queue Length 50th (m)	56.2	121.8	0.8	37.6	79.2	0.0	17.0	106.1	4.8	31.1	78.8	0:0
	#82.7	147.2	11.5	#72.2	99.5	0.0	31.3 #	#139.6	24.4	#52.5	100.3	15.2
Internal Link Dist (m)	100	566.5	對學的		643.7			363.2			387.9	Harry Co.
Turn Bay Length (m)	80.0		80.0	65.0		75.0	140.0		65.0	125.0		65.0
Base Capacity (yoh)	Address of the same of the factoring	1202	590	187	932	1002	155	960	643	292	1208	543
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	(0)	0	0	0	(0)	0	0.	0	(0)	0		0
Storage Cap Reductn	.0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.82	0.15	0.79	-0.70	0.46	0.44	0.86	0.41	0.81	0.59	0.33
ntesection Summary		all seasons	September 1		A STATE OF THE PARTY OF THE PAR	S. Leading	O AND		NAME OF THE OWNER, OWNE	Sept This	a en de la com	100
# 95th percentile volum	e exce	eds cap	= e fiv/: /e	veve m	av be lo	nieleje.	MARKET	a Walder		50,005,00	3	

and the second second second second	\rightarrow	1	1	◄	1	1	<u> </u>	25	
Lamp Group	EBIT	EBB	WBI	WBT	NBL	NBR			A STATE OF THE PARTY OF THE PAR
Lane Group Flow (vph)	1102	25	21	1307	72	41			
v/e Ratio	0.43	0.02	0.08	0.51	0.15	0.09			
Control Delay	4.6	1.8	4.9	5.3	17.9	8.1	on ever to have a constraint and		
Queue Delay	0.0	0.0	0 (0)	0.0	0.0	0.0		White Plant (Park)	
Total Delay	4.6	1.8	4.9	5.3	17.9	8.1			
	22.0	0.0	0.6	28.9	4.2	0.0			
Queue Length 95th (m)	34.6	1.6	2.6	45.7	14.7	6.0	CONTRACTOR CONTRACTOR CONTRACTOR		CHARLES AND
	643.7		INDRESTRICTORS IN	686.6	389.3				THE RESERVE
Turn Bay Length (m)	INCLUSIVE PROPERTY	30.0	50.0	NO CONTRACTOR	NEWSCHIN	THE STATE OF THE S	THE RESIDENCE OF THE PARTY OF T	DANGER PROPERTY OF THE PROPERT	CARLO RECURSION AND PARTY.
	2743	1354	2/1	2718	769	698	THE RESERVE		
Starvation Cap Reductn	O	0	TO THE PARTY OF TH	O O	0	O O	ETTOMOSE HERMONOGENERALIS WAR	THE REPORT OF THE PARTY OF THE	TO AND THE PROPERTY OF THE PARTY OF THE PART
Spillback Cap Reductn	0	MENUS	DESCRIPTION OF	SEATON OF	9				
Storage Cap Reductn	0	0	U	O O	U O	U O	MATERIAL PROPERTY AND THE PROPERTY AND T	CHEROMORES CONTRACTOR	MANUSCRIPTOR DE LA CONTRACTION DE LA C
Reduced v/c Ratio	0.40	0.02	0.08	0.48	0.09	0.06			
mersedion Summary					Marie Control	THE PERSON		Historia di della di Bert	openius aff

	1	-	1	-	-	1	1	-	1	1	
அற்கும்	(BB)L	EBI	EBR	W/E)_	WBIT	NEL	NEI	NBR	SBL	SET	
Lane Group Flow (vph)	40	1009	89	52	1349	38	56	44	46	296	
v/e Ratio	0.33	0.54	0.10	0.22	0.76	0.28	0.11	0.10	0.11	0.55	
Control Delay	16.4	10.3	1.9	9.8	14.2	29.0	21.5	8.3	22.0	26.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7 6 16
Total Delay	16.4	10.3	1.9	9.8	14.2	29.0	21.5	8.3	22.0	26.6	
Queue Length 50th (m)	2.1	32,3 -	0.0	2.5	52.2	3,2	4.5	0.0	3.7	27.1	
Queue Length 95th (m)	9.1	53.3	4.4	8.3	86.0	13.6	15.0	6.9	13.2	65.4	
Internal Link Dist (m)		686.6	192		363.3		594.9			410.7	
Turn Bay Length (m)	35.0	************	30.0	40.0		60.0		40.0	45.0		
Base Capacity (vph)	162	2484	1187	319	2374	159	605	505	468	615	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	.0	0 -	0	.0	0	0.	0	0.4	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.25	0.41	0.07	0.16	0.57	0.24	(20)	- 0.09	0.10	0.48	
marcajon Summary	Market .			ROBUST ST	PARTINE		BELLEVILLE	William Co.			

	1	\rightarrow	1	-	4	1	1	1	
Lane Group	GEL.	(18)	WBI	WEIT	NBL	NBII	SS	SET	
Lane Group Flow (vph)	12	1036	73	1174	11	17	4	122	***
v/c/Ratio	0.07	0.41	0.24	0.48	0.04	0.04	0.01	0,23	South and the second second
Control Delay	5.8	4.9	7.3	5.5	16.8	12.2	16.2	16.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.8	4.9	7.3	5.5	16.8	12.2	16.2	16.3	
Queue Length 50th (m)	0.3	19,6	2.3	24.5	0.6	0.4	0.2	6.2	The skip was a second
Queue Length 95th (m)	2.1	35.4	8.7	44.1	4.0	4.2	2.1	20.7	
Internal Link Dist (m)	PROTESTATION AND A SECONDARION OF THE PROPERTY	1363.3	MICHEL DAY CONTRACTOR	1329.3	NAME OF TAXABLE PARTY.	352.5		290.3	
Turn Bay Length (m)	50.0	NAME AND ADDRESS OF THE PARTY O	65.0	BUT DE TOPT ET ET EN EN EN EN	15.0	material construction as	15.0	Marie Telephone	
Base Capacity (vph)	180	2751	335	2665	388	743	642	830	
Starvation Cap Reductn	O SECTION OF THE PERSON	0	O	0	0	0	. 0	0	DESCRIPTION OF THE PARTY OF THE
Spillback Cap Reduction	ERE LON	HE ON	0	25 a O	SERVICE OF	0	THE O	0.0	
Storage Cap Reductn	O	0	0	0	0	0	O HISTORY SHOWN	O TOTAL CONTROL OF THE O	TARREST MANUFACTURE BANGER OF THE STATE OF T
Reduced v/c Ratio	0.07	0.38	0.22	0,44	0,03	0.02	0.01	0.15	经的利用的证明的基础的基础的证明的
Intersection Sturmany				distribution	A PARTY	Allega BURT	Charles and		March Bridge Bri
				-				-	

	_	\rightarrow	1	-	1	1	1	Ţ	Đ
Lano Group	EBL,		WEL	WBII	MEIL	INBU	SBL	(38)	DATE STATE OF THE PERSON NAMED IN THE PERSON N
Lane Group Flow (vph)	34	1265	65	1397	28	89	57	372	
v/c Ratio	0.37	0.68	0.52	0.76	0.16	0.16	0.15	0.63	
Control Delay	23.7	13.2	29.0	15.1	24.8	18.0	22.3	27.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.7	13.2	29.0	15.1	24.8	18.0	22.3	27.8	BOOK TO THE CONTRACT OF THE CO
Queue Length 50th (m)	118	44.2	38	52.9	2.2	54	4.4	33.5	
Queue Length 95th (m) Internal Link Dist (m)	11.8	100.1 1829.3	22.0	119.0 408.8	10.6	20.2	16.9	88.7	
Turn Bay Length (m)	20.0	1020.0	25.0	400.0	30.0	427.7	20.0	408.9	
Base Capacity (vph)	116	2316	155	2308	275	879	603	940	POTENTIAL PROPERTY AND
Starvation Cap Reductn	SERANGE SON	O	O	O	O	O	O	O	CENTRAL PARAMETERS CONTRACTOR STATEMENT CONTRA
Spillback Cap Reductn	(0)	0	o l	0	0	0	0	0	
Storage Cap Reductn	0.	0	0	0	0	0	0	0	CONTRACTOR CONTRACTOR INCOMESSION OF CONTRACTOR
Reduced v/c Ratio	0.30	0.55	0.42	0.61	0.10	0.10	0.09	0.40	The State of the S
Intersection Sumpley	attioutist	DE LA CONTRACTOR DE LA	No. of Street,	NEW YORK	PERSONAL DES	ASSESSED BY	SHARKET SHE		

a. a ⁰	-	\rightarrow	1	-	4	†	1	1.		2 3	- W
<u> гарта (Фючу</u> я	EBL	EBIT	WEIL	WBT	NBL	NBT	State	SBI			STORY STREET
Lane Group Flow (vph)	11	1072	33	1375	6	27	16	240	4		
v/c Ratio	0.08	0.49	0.12	0.64	0.04	0.06	0.05	0.46		BOARS I	为1966.26世纪19
Control Delay	7.4	7.5	7.1	9.6	22.2	16.5	21.8	23.8			
Queue Delay	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0			
Total Delay	7.4	7.5	7.1	9.6	22.2	16.5	21.8	23.8			
Queue Length 50th (m)	0.4	26.1	調的學	40.3	0.4	1.1	1.1	17.8			
Queue Length 95th (m)	2.7	56.4	5.5	86.6	3.4	7.5	6.4	51.1			
Internal Link Dist (m) 🛴		475.9	Manager Committee	1355.6	18-10-17	435.4		513.8			
Turn Bay Length (m)	15.0		15.0		15.0		15.0				
Base Capacity (vph)	154	2442	305	2405	273	748	476	826		4.5	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		THE TRUMBER	
Spillback Cap Reductn.	0	0	0	0	0	0 1	0	0	Real A		PER TRESPUT
Storage Cap Reductn	0	. 0	O	0	0	0	0	0	Mary Mary Mary Mary Mary Mary Mary Mary	winds on the	
Reduced v/c Ratio	0.07	0.44	0.11	0.57	0.02	0.04	0.03	0.29			
Intersection Summary						REPRESENTATION OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE			gu near		BURGANIA PRINT
And the second s					-				Marine No. 10		

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GING GROUP	hat.	, iegi	WHI	WB)I	INBL	NEN	Sal	SBII	
Lane Group Flow (vph)	131	848	18	1301	4	44	9	291	
We Ratio	0.58	0.45	0.05	0.80	0.03	0.09	0.03	0.59	
Control Delay	17.3	8.5	10.4	19.7	26.5	25.0	26.2	31.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.3	8.5	10.4	19.7	26.5	25.0	26.2	31.7	
Queue Length 50th (m)	6.6	28.1	5 12	74.3	0.4	4.4	0.9	33.2	
Queue Length 95th (m)	#14.8	43.0	4.3	106.6	3.0	13.5	4.8	68.8	
Internal Link Dist (m) 🛸	CONTRACTOR OF STREET	355,6		587.9		353.0	SECURITION OF STREET	336.1	
Turn Bay Length (m)	15.0		15.0		15.0		15.0		
Base Capacity (vph)	226	2191	395	1956	183	588	356	592	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reducting	0	0	0	0	0.5	0.	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.58	0.39	0.05	0.67	0.02	0.07	0.03	0.49	
ntorsection Summery	ANUSCO	SKIEGERS IN			MERISON	TAR PON			FIELDRALLENGER FOR ALL THREE
# 95th percentile volun	ne exce	eds cap	acity, o	ueue m	ay be lo	nger.			

35 (2)	♪	\rightarrow	*	1	-	4	4	1	1	1	ļ	1
ema ஞ்ஞு _{ற்}	EBL	1181	EBR	WEL	WBII	WBR	NBL	NBIT	NBR	(SIS)L	SBI	Spin
Lane Group Flow (vph)	253	743	39	261	969	167	101	684	173	479	845	385
V/e Ratio	0.86	0.84	0.10	0.91	0.86	0.115	0.75	0.87	0.35	0.92	0.75	0.57
Control Delay	85.3	56.1	11.8	89.4	50.8	0.3	93.2	62.7	9.2	76.7	43.1	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0,0
Total Delay	85.3	56.1	11.8	89.4	50.8	0.3	93.2	62.7	9.2	76.7	43.1	11.5
Queue Length 50th (m)	33.1	94.1	0.0	65.9	120.1	0.0	25.6	89.1	1.4	62.3	99.3	13.7
	#54.6	116.4	8.3	#111.4	145.0	0.0	#52.3	#117.2	18.6	#91.0	121.9	43.2
Internal Link Dist (m)	66000000	566.5	200		643.7	1000		363.2	1814	90100	387.9	1
Turn Bay Length (m)	80.0		0.08	65.0	Glassian Stab	75.0	140.0	Annual Santa	65.0	125.0	100000000000000000000000000000000000000	65.0
Base Capacity (vph)	313	943	405	307	1199	11150	146	825	508	554	1173	687
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductin	(0)	(0)	0	(0)	(0)	0	0	. 0	0	0,	(0)	-10
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.79	0.10	0.85	0.81	0.15	0.69	0.83	0.34	0.86	0.72	0,56
incorrection Summerly		STATE OF THE PARTY.		TORSUS OF		CHILLIA	STANDARDS N	An Indian				

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

0.4	\rightarrow	*	1	4	1	1		
Lame Group	EBI	EBR	WEL	WARIT	NBL	NER		(8)
Lane Group Flow (vph)	1151	53	29	1394	43	24		
v/c Ratio	0.43	0.04	0.12	0.51	0.10	0.05		
Control Delay	4.4	1.4	5.1	5.1	17.7	9.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		(P)
Total Delay	4.4	1.4	5.1	5.1	17.7	9.3		
Queue Length 50th (m)	23.0	0.0	0.8	31.0	2.6	0.0		e,
Queue Length 95th (m)	32.8	2.2	3.1	44.1	9.7	4.4		
WITH REALDONIES WITH HAT WORKS WITH CONTROL OF THE STREET, AND	643.7			686.6	389.3			
Turn Bay Length (m)		30.0	50.0	THEORY AND THE	MINE POUR MOR			emon.
Base Capacity (vph)	2755	1317	257	2781	748	717		
Starvation Cap Reductn	0	O	0	0	O	0	TO AN A STATE OF THE STATE OF T	ereco
Spillback Cap Reductn	THE OH	0.2	0	0.0	BOT OF	F. (000)		30
Storage Cap Reductn	0	0	0	0	0	0	NATIONAL PROTESTICS INVESTIGATION OF THE PROTESTICS OF THE PARTY.	0900
Reduced v/c Ratio	0.42	U:04	0.11	0 50	0.06	0.03		
intersection Summary								

0 5	*	-	*	1	←	4	1	1	1	ļ.	
Laine Choup	SISSL.	EBT	[E][8][2]	- WEIL	WBIT	NBL	NBT	NBR	SBL	SET	
Lane Group Flow (vph)	43	1151	45	32	1331	88	262	64	12	63	
v/c Ratio	0.30	0.66	0.05	0.16	0.72	0,23	0.44	0.13	0.06	0.13	A STATE OF THE STA
Control Delay	13.7	11.7	2.7	9.1	12.8	20.7	21.8	6.9	19.9	13.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.7	11.7	2.7	9.1	12.8	20.7	21.8	6.9	19.9	13.4	
Queue Length 50th (m)	2.0	35.8	.0.1	1.4	43.6	6.2	20.0	0.1	0.8	2.5	
Queue Length 95th (m)	8.9	66.7	3.5	5.9	80.1	20.5	51.3	7.8	4.9	11.9	AND DESCRIPTION OF THE PARTY OF
Internal Link Dist (m)		686.6	Mark!	INCOME NAME OF TAXABLE	1363.3		594.9		HAND GARAGE STATE	410.7	ALKONO SALA
Turn Bay Length (m)	35.0	Total Washington	30.0	40.0		60.0	and or many or many	40.0	45.0	non-universal	WINDOWS DOWNSON
Base Capacity (vph)	Martin Contract	2452	1136	277	2583	455	714	583	234	574	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	THE PURPLE AND THE PURPLE AND THE
Spillback Cap Reductn	0	0.	0	O O	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	O	U U	0	management representation
Reduced V/c Ratio	0.21	0.47	0.04	0.12	0.52	0.19	0.37	0.11	0.05	0.11	New York
ரிஞ்சூர்ம்ற சொள்ளத்								SECTION .	IN LEGISLA		

8 2	▲	\rightarrow	1	4-	1	†	1	ţ.	
Lance Group	EBL	EBIT	WBL	WBI	NBL	NBT	SBL	SBI	
Lane Group Flow (vph)	22	1213	22	1316	23	198	3	27	
v/c Ratio	0.15	0.54	0.12	0.58	0.06	0.38	0,01	0.06	
Control Delay	8.0	7.3	6.8	7.7	18.0	15.5	18.0	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.0	7.3	6.8	7.7	18.0	15.5	18.0	13.3	
Queue Length 50th (m)	0.6	25.3	0.6	28.7	1.3	8.6	0.2	0.8	
Queue Length 95th (m)	3.9	53.5	3.6	60.4	6.8	29.0	1.9	6.2	DECEMBER OF THE PROPERTY OF TH
Internal Link Dist (m)	COLUMN TO THE PARTY OF THE PART	363.3	REAL PROPERTY AND INCOME.	1329.3		352.5	THE PERSON NAMED IN COLUMN PARTY AND	290.3	
Turn Bay Length (m)	50.0	FO (CO)	65.0	DATA OF	15.0	www.	15.0		
Base Capacity (vph) Starvation Cap Reductn	0	2478	208	2503 0	602	812	368	714	
Spillback Cap Reducting	0	MOREONE	O		187310565225W	0	0	MINE DOWN	- Haracan Company
Storage Cap Reductn	O	O	0	0		O	CHEST OF THE PERSON OF THE PER	O CO	SEPTEMBER OF STREET
Reduced v/c Ratio	0.13	Marie Contract of the last	mondal	0.53	0.04	0.24	0.01	0.04	
	IIM. III. SEE						A COMP		
Intersection Summary	建加速					arasistifi	24.0		
									F1.

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Lance Citologo	EBIL	(HB)	WBI	W/B)II	NEL:	NEII	SBL	SBI		ı
Lane Group Flow (vph)	47	1461	22	1453	97	466	23	89		
v/c Ratio	0.49	0.79	0.23	0.78	0.21	0.73	0.15	0.15		1
Control Delay	34.4	18.6	18.7	18.2	23.6	32.4	26.1	20.4		
Queue Delay	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	3.6. 中国国际国际	
Total Delay	34.4	18.6	18.7	18.2	23.6	32.4	26.1	20.4		3
Queue Length 50th (m)	3.4	71.7	1/4	70.5	8.8	51.4	2.0	7.0		1
Queue Length 95th (m)	19.5	143.0	7.6	140.4	26.4	118.7	9.4	22.2		
Internal Link Dist (m)		1329.3		408.8		427.7	104	408.9		1
Turn Bay Length (m)	20.0		25.0		30.0		20.0			
Base Capacity (vph)	117	2272	117	2291	631	881	210	811		1
Starvation Cap Reductn	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0.1	0	0	0	0	0	0		1
Storage Cap Reductn	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.40	0.64	0.19	0.63	0.15	0.53	0.11	0.11		1
ingradion Summily	IN RAS						HARDEN	TEACHER !		

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Lancy Choop	EBI	TEBIE	WBL	WBI	NBL	NBI	SBL	SBII	
Lane Group Flow (vph)	44	1246	10	1260	41	177	6	60	
v/c Ratio	0.23	0.57	0.06	0.57	0.11	0.34	0.02	0.12	
Control Delay	9.2	7.8	5.9	7.7	17.1	17.0	16.8	9.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.2	7.8	5.9	7.7	17.1	17.0	16.8	9.1	
Queue Length 50th (m)	1.3	26.7	0.3	27.0	2.2	9.1	0.3	0.9	
Queue Length 95th (m)	6.9	55.3	2.0	55.3	9.7	28.7	2.8	8.4	
Internal Link Dist (m)		475.9		1355.6	1000	435.4	See High	513.8	
Turn Bay Length (m)	15.0		15.0		15.0		15.0	700000000000000000000000000000000000000	
Base Capacity (vph)	222	2501	205	2549	573	783	414	731	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0.0	. 0.	0	0	. 0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.20	0.50	0.05	0.49	0.07	0.23	0.01	0.08	
Intersection Summerly			REAL PROPERTY.		NEW YORK	REAL PROPERTY.	Lass SP	TERRESIDENCE IN COLUMN TO A CO	
The authorities of the first of			HARLES OF STREET				THEODINAMIAN	STORES OF THE PARTY OF	Minister of the Control of the Contr

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Line Group	EBL	EBI	WBL	WBIT	NBL	NBE	SBL	SBI	
Lane Group Flow (vph)	141	1122	2	1109	7	144	9	137	
v/e Ratio	0.50	0.46	0.01	0 56	0.02	0.32	0.04	0.29	
Control Delay	11.7	5.9	8.0	11.6	20.6	22.7	20.9	10.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.7	5.9	8.0	11.6	20.6	22.7	20.9	10.9	
Queue Length 50th (m)	4.1	23.2	0.1	38.0	0.5	11.0	0.7	3.2	经验证权益的
Queue Length 95th (m)		44.3	0.9	64.4	3.4	28.5	4.1	16.2	
Internal Link Dist (m) 🧼	THE RESIDENCE OF THE PARTY OF T	1355.6		587.9		353.0		336.1	
Turn Bay Length (m)	15.0		15.0		15.0		15.0		
Base Capacity (vph)	284	2548	296	2181	483	703	389	675	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	. 0	0	0	. (0)	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.50	0.44	0.01	0.51	0.01	0.20	0.02	0.20	
Intersection Summary	ALL PARTY OF		AND DESCRIPTION OF THE PERSON	STATE OF THE PERSON		CONTROL OF THE PARTY OF THE PAR	MARSINESS	Name of the least	
# 95th percentile volun	ne exce	eds cap	acity of	reue ma	v be lo	nger	150,000	N RESERVE	AND REPORT OF THE PROPERTY OF THE PARTY OF T

93 0.16 8.8 0.0 8.8 2.0	154 0'89 104.9 000 104.9 39.3	732 0.79 53.3 0.0 53.3 91.5	459 0.46 1.5 0.0 1.5 0.0	70 0.67 79.6 0.0 79.6 17.5	840 0194 64.3 010 64.3	267 0.43 9.1 0.0 9.1	240 0.92 99.0 0.0 99.0	753 0,65 41.7 0,0 41.7	179 0.34 6.9 0.0
0.16 8.8 0.0 8.8 2.0	0.89 104.9 .0.0 104.9	53.3 0.0 53.3	0.46 1.5 0.0 1.5	0.57 79.6 0.0 79.6	0.094 64.3 0.0 64.3	9.1 9.1 0.0 9.1	0.92 99.0 0.0	0,65 41.7 0.0	0.34 6.9 0.0
8.8 0.0 8.8 2.0	104.9 0.0 104.9	53.3 0.0 53.3	1.5 0.0 1.5	79.6 0.0 79.6	64.3 0.0 64.3	9.1 0.0 9.1	99.0	41.7 0.0	6.9
0.0 8.8 - 2.0	0.0 104.9	0.0 53.3	0.0 1.5	0 _{.0} 79.6	0.0 64.3	9.1	0.0	0.0	0.0
8.8 2.0	104.9	53.3	1.5	79.6	64.3	9.1	ATTERNATION CONTRACTOR	NEI BOOKS OF SECTION AND SECTION ASSESSMENT AND SECTION ASSESSMENT	HISTARICHMENT SPINS
2.0	A CONTRACTOR OF THE PARTY OF TH		And in column 2 is not a second or second	Advanced by the control of the last	CONTRACTOR OF THE PARTY OF THE		99.0	41.7	6.9
	39.3	91.5	0.0	物面がわれば物	DESCRIPTION OF THE PARTY OF THE	INDIANA PROPERTY.			
400				を できる 日本の 日本	109.6	6.1	31.9	87.5	0.5
12.9	#76.4	113,5	0.0	32.2	#146.4	26.8	#55.8	110.5	16.€
	Book &	643.7			363.2		No.	387.9	
80.0	115.0		75.0	140.0		65.0	125.0		65.0
598	179	937	1002	149	911	620	262	1162	529
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0	0	0	0	0	0	0	0	0	(
0.16	0.86	0.78	0.46	0.47	0.92	0.43	0.92	0.65	0.34
No.	598 0 0 0	598 179 0 0 0 0 0 0	80.0 115.0 598 179 937 0 0 0 0 0 0	80.0 115.0 75.0 598 179 937 1002 0 0 0 0 0 0 0 0	80.0 115.0 75.0 140.0 1598 179 937 1002 149 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80.0 115.0 75.0 140.0 598 179 937 1002 149 911 0 0 0 0 0 0 0 0 0 0 0 0	80.0 115.0 75.0 140.0 65.0 1598 179 937 1002 149 911 620 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80.0 115.0 75.0 140.0 65.0 125.0 598 179 937 1002 149 911 620 262 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80.0 115.0 75.0 140.0 65.0 125.0 598 179 937 1002 149 911 620 262 1162 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

	\rightarrow	*	1	—	1	1			2 8
Lama Group	EBT	EBR	WELL	WBII	INBI	NBR			
Lane Group Flow (vph)	1214	27	23	1390	72	41			
v/e Ratio	0.47	0.02	0.12	0,54	0,16	0.10		CONTRACTOR OF THE PARTY OF THE	
Control Delay	4.7	1.9	5.6	5.4	19.3	8.6			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	4.7	1.9	5.6	5.4	19.3	8.6			
Queue Length 50th (m)	25.5	0.1	0.6	32/2	4.6	0.0		Server at the	
Queue Length 95th (m)	40.7	1.8	3.1	51.2	15.4	6.2			
Internal Link Dist (m)	643.7		THE RESIDENCE OF THE PERSON NAMED IN	686.6	389.3				A 72-40 - 52
Turn Bay Length (m)	(A-2014)	30.0	50.0	PROPERTY	Macalli .		WHAT IN THE PARTY OF THE	SECRETARY SALES	
	2714	1340	202	2689	793	200 DEED			N. C. A. St. Oak
Starvation Cap Reductn	0	O	THE WAY	WALLEY WALL	BERNIA DE	O	DESCRIPTION OF THE OWNER, SAFERING	na ang ang ang ang ang	CONTRACTOR AND
Spillback Cap Reductn Storage Cap Reductn	0	0	0	0	0.0				
Reduced v/c Ratio	0.45	0000	DO HAND	0.52	0.09	0.06	NAME OF TAXABLE PARTY.	SATISMUSAS REGISTRATIONS	NAME AND POST OF THE PARTY OF T
	W-45		SEATERS.	0.32	U.UB	OIOO,			公司 (1985年)
nitraction Summary									国民共民政治

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цапе Сточ р	(EB)L	15)形订	EBR	WBL.	WEN	- NBL	INBIT	NBR	SHL	SBI	
Lane Group Flow (vph)	43	1106	96	56	1437	40	62	46	48	324	
v/c Ratio	0.39	× 0.58	0.10	0.26	0.78	0.38	0.12	0.11	0.12	0.62	
Control Delay	20.1	10.8	1.9	10.9	15.2	38.2	23.9	8.9	24.4	31.0	
Queue Delay	(0,0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	用意為
Total Delay	20.1	10.8	1.9	10.9	15.2	38.2	23.9	8.9	24.4	31.0	
Queue Length 50th (m)	2,9	44.8	0.2	3.4	70.9	4.1	5.8	0.0	4.5	35.2	
Queue Length 95th (m)	10.8	59.9	4.7	9.2	95.1	#17.4	17.6	7.6	14.7	#80.0	
Internal Link Dist (m)		686.6	3 10 10 10 10 10 10 10 10 10 10 10 10 10		1363.3		594.9			410.7	
Turn Bay Length (m)	35.0		30.0	40.0		60.0		40.0	45.0		
Base Capacity (vph)	142	2457	1176	279	2348	118	571	480	439	581	ido de Raja de
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	(0)	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/o Ratio	0.30	0.45	0.08	0.20	0.61	0.34	0.11	0.10	0.11	0.56	7 A
intersection Summany # 95th percentile volum	ie exce	eds dap	acity, q	ueue m	ay be lo	onger.					

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(காடிடுருமு	EBL	EBII	WEL	WBIT	NBL	NBI	SBL	SBT	BINGIN F		
Lane Group Flow (vph)	13	1133	79	1235	12	19	4	135		as to only	
V/etRatio	0.11	0.50	0,36	0.57	0.05	0.04	0.01	0.27	5-21-2		
Control Delay	6.8	6.4	11.1	7.2	18.2	12.9	17.5	18.1			
Queue Dolay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			POP STATE
Total Delay	6.8	6.4	11.1	7.2	18.2	12.9	17.5	18.1			
Queue Length 50th (m)	0.4	22.5	2.6	26.5	0.7	0,5	0.3	7.5			
Queue Length 95th (m)	2.4	42.1	11.7	49.7	4.5	4.8	2.2	24.0			
Internal Link Dist (m)	REALTH AND REVIOUS COME.	1363.3	mentenden immen	1329.3		352.5	DEAL TREATMENT THE PROPERTY AND	290.3			gys correct
Turn Bay Length (m)	50.0	MITUCAL AND AND	65.0	ENGLY CONTROL	15.0		15.0	-	Market Program		anapanancerewora
Base Capacity (vph)	ACCORDING TO STREET, S	2515	248	2436	382	749	644	835			
Starvation Cap Reductn	0	0	0	0	0	0	0	0	MODEL AND	ULA-ULU DA	CONTRACTOR DATE: SPECIAL CONTRACTOR OF THE CONTR
Spillback Cap Reductn	0	MARK OF	0	0	0.00	0	0	0		,000,000,000	No. of Particular States
Storage Cap Reductn	0	0	O	0	0	0	0	O	energy con-	TOTAL SECURIOR	SOLUTION OF STREET
Reduced V/c Ratio	0.09	U.45	0,32	0.51	0.03	0.03	0.01	0.16			
higgsiden Summary				BEDWEN		THE R			REAL PROPERTY.	Mary Britis	

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Lang Gioup	EBL,	(E) (E) (E)	WEIL	WBIT	NBL	NBII	SBL	SBII	
Lane Group Flow (vph)	37	1394	70	1492	29	97	60	408	
We Ratio	0.35	0.73	0.56	0.78	0.28	0.18	0.17	0.70	
Control Delay	20.5	14.4	31.2	16.1	35.2	21.9	26.1	34.0	
Queue Delay	0.0	(0,0)	(0.0)	(0)(0)	() ()	0.0	0.0	0.0	
Total Delay	20.5	14.4	31.2	16.1	35.2	21.9	26.1	34.0	
Queue Length 50th (m)	2.3	60.6	5.0	69.3	2.7	743	5.5	44.3	
Queue Length 95th (m)	11.1	112.0	24.0	127.6	13.4	25.2	19.7	111.5	
Internal Link Dist (m)		1329.3		408.8		427.7		408.9	
Turn Bay Length (m)	20.0		25.0		30.0		20.0		
Base Capacity (vph)	131	2371	156	2361	141	732	486	782	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn ."	0	.0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.28	0,59	0.45	0.63	0.21	0.13	0.12	0.52	
Interspettern Significany		PERSON		CHESTA		Marrie	URANIA	BINGSHIN	

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Lane Group	EBIL	EBIL	WBL	WBII	MBL	NBT	SBL	SE	
Lane Group Flow (vph)	12	1174	36	1469	6	30	17	264	
We Ratio	0.09	0.53	0.14	0.67	0.05	0.07	0.06	0,52	
Control Delay	7.2	7.9	7.2	10.2	25.3	18.1	24.5	27.6	
Queue Delay	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	
Total Delay	7.2	7.9	7.2	10.2	25.3	18.1	24.5	27.6	
Queue Length 50th (m)	0.4	33.2	1.4	50.4	0.5	1.4	1.3	23.3	
Queue Length 95th (m)	2.7	63.2	5.7	95.6	3.8	8.6	7.1	60.6	
Internal Link Dist (m)		475.9	INCLUDED STATES OF THE STATES	355.6	2.2	435.4	W 4	513.8	
Turn Bay Length (m)	15.0		15.0		15.0		15.0		
Base Capacity (vph)	158	2473	294	2435	172	614	387	674	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn 🦸	0	0	0	0	0	.0	. 0	. 0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.47	0.12	0.60	0.03	0.05	0.04	0,39	
ingssija Sunary			MIDNE	MINE E			EGENCEN.		AMERICAN SERVICE SERVI

2	1	-	1	←	1	†	1		1 2 2
Lane Group	EBL	EBIT	WBL	WBI	NEL	NEG	SBL	SEI	
Lane Group Flow (vph)	141	917	19	1383	4	48	9	318	
v/c Ratio	0.70	0.48	0.06	0.82	0.03	0.10	0.03	0.65	
Control Delay	29.6	9.1	10.7	21.2	27.5	26.0	26.9	34.9	
Queue Dolay	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	
Total Delay	29.6	9.1	10.7	21.2	27.5	26.0	26.9	34.9	
Queue Length 50th (m)	8.0	35.0	14	89.7	0.5	5.4	1.0	42.1	
Queue Length 95th (m)	#23.3	49.4	4.6	121.8	3.0	14.1	4.7	75.2	
Internal Link Dist (m) 🧢	PROPERTY OF STREET	355 6	阿斯特	587.9		353.0		336.1	
Turn Bay Length (m)	15.0		15.0		15.0		15.0		
Base Capacity (vph)	201	2152	361	1917	164	578	348	582	2000年度,1000年度,1000年度
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	/ 0	. 0	0	0	
Storage Cap Reductn	.0.	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.70	0.43	0.05	0.72	0.02	0.08	0.03	0.55	
inicpescention Standardelay	STEELS ST.		ERANGER .	THE REAL PROPERTY.		PART TO SE	ALTERNATION OF		
# 95th percentile volum	ne exce	eds cap	acity o	ueue m	av be lo	nger	100000000000000000000000000000000000000		Heriza Barria (Barria (Barria)

1: Mayfield Rd. & Airport Rd.

	1	-	*	1	4	4	1	1	1	1	ļ	1
Lare Group	EBL	BEBILL	EBR	WBL	WBT	WER	NBL	[KIBIT	NBF	SBL	SB	3.
Lane Group Flow (vph)	258	838	42	268	1078	170	105	723	177	480	859	389
y/e Ratio	0.88	0.92	0.11	0.93	0.93	0.15	0.78	0.92	0.36	0.93	0.76	0.58
Control Delay	90.0	65.3	11.3	94.4	59.1	0.3	98.7	69.0	10.4	79.8	44.6	12.4
Queue Delay	0.0	0.0	0.0	0.0	(0),(0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.0	65.3	11.3	94.4	59.1	0.3	98.7	69.0	10.4	79.8	44.6	12.4
Queue Length 50th (m)	133.9	110.1	0.0	68.0	139.7	0.0	26.7	95.5	3.2	62.4	101.5	16.0
Queue Length 95th (m)	#56.2	#145.0	8.5	#116.1	#177.8	0.0	#54.4	#128.3	20.9	#91.2	124.7	46.8
Internal Link Dist (m)	100	566.5			643.7			363.2	No.	10 E	387.9	學國情
Turn Bay Length (m)	85.0	All the second sections and the	80.0	115.0		75.0	140.0		65.0	125.0		65.0
Base Capacity (Vph)	300	920	398	297	1175	1150	140	799	493	534	1142	673
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	C
Spillback Cap Reducto	0	()	0	0	0	0	0 -	0):	(0)	0	0	0
Storage Cap Reductn	0	. 0	0	0	0	0	0	0	0	0	0	C
Reduced v/c Ratio	0.86	0.91	0.11	0.90	0,92	0.15	0.75	0.90	0,36	0.90	0.75	0.58
Makedion Summer			MINISH	MERCHAN	LE GENERALIS	NEWSKI			ENHANCE			nns.
# 95th percentile volun	пе ехс	eeds cap	acity, c	ueue n	ay be lo	nger (SOLICE HE		Name of the last	建设建设	HALL WATER	CHEST !

9	\rightarrow	V	1	4	1	1	
LandiGroup	但由计	EBR	WBI:	WEST	NBL.	NBR	BENTANDER BESTER FOR TRUSCHED STOR
Lane Group Flow (vph)	1246	57	31	1531	43	24	
v/e Ratio	0.46	0.04	0.15	0.56	0.10	0.06	
Control Delay	4.4	1.4	5.7	5.3	18.9	9.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	4.4	1.4	5.7	5.3	18.9	9.6	
Queue Length 50th (m)	25.9	0.2	0.9	36,4	≥ 29	0.0	
Queue Length 95th (m)	37.0	2.4	3.7	52.0	9.7	4.4	
BOWN STANSON STANSON SCHOOL STANSON ST	643.7	MANUAL		686.6	389.3		
Turn Bay Length (m)		30.0	50.0			WATERWAN	
Base Capacity (vph)	E 15 CO PERSONNEL MANAGEMENT	1317	215	2781	721	691	
Starvation Cap Reductn	0	0	0	0	0	0	PER
Spillback Cap Reductn	0	0	0.	0	0	0	
Storage Cap Reductn	MOVACUE	0	0	0	0	. 0	
Reduced v/c Ratio	0.45	0.04	0.14	0.55	0.06	0.03	2000年1990年10日 - 1990年15日 - 1990年
Intersection Summary	DETERMINE THE PERSON NAMED IN	新加州市					

4	-	-	*	1	-	1	1	~	1	1	
Lance Group	EBL	EBIA	EBR	WBL	WBT	NBL	NET	NBR	SEU	SB,	
Lane Group Flow (vph)	46	1246	48	34	1455	92	289	67	13	68	
v/c Ratio	0.36	0.68	0.06	0.18	0.75	0.26	0.52	0.14	80.0	0.15	March 1970
Control Delay	16.7	11.8	2.7	9.5	13.2	24.1	26.1	9.0	23.8	16.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	I SECTION OF
Total Delay	16.7	11.8	2.7	9.5	13.2	24.1	26.1	9.0	23.8	16.1	
Queue Length 50th (m)	2.2	40.7	0.3	1.5	50.6	7.5	25.7	0.6	1.0	3.3	that said the
Queue Length 95th (m)	10.4	74.3	3.7	6.2	91.5	23.8	63.9	9.6	5.8	14.5	
Internal Link Dist (m) 🧼		686.6			1363.3		594.9	11 12 A		410.7	
Turn Bay Length (m)	35.0		30.0	40.0		60.0		40.0	45.0		
Base Capacity (vph)	170	2439	11311	244	2570	423.	668	547	182	540	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn 🥟	0	0	0	0	0 >1	0	0	0	0-	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.27	0.51	0.04	0.14	0.57	0.22	0.43	0.12	0.07	0.13	
mensaginan Summany	<u> </u>	STATE STATE	SELECTION OF	Office for		ER SAFEGO	MERENIO .		SEE SEE		

	_	\rightarrow	*	-	1	1	1	ļ.	3.5	- 3
Lang Groep	EBL	EBIG	WBIL	WBI	MBL	NBT	SBL	SBI		
Lane Group Flow (vph)	24	1317	24	1439	24	214	3	29		
v/c Ratio	0.19	0.57	0.14-	0.62	0.07	0.42	0.01	0.07	的 一致 的名字	Actor (Carlo
Control Delay	9.9	7.8	7.7	8.4	19.5	17.9	19.3	14.1		
Queue Delay	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	9.9	7.8	7.7	8.4	19.5	17.9	19.3	14.1		
Queue Length 50th (m)	8.0	31.4	0.7	36.2	1.6	11.4.	0.2	1.0	第四个人的	45.0440
Queue Length 95th (m)	5.0	64.8	4.3	74.8	7.2	33.8	2.1	6.7		
Internal Link Dist (m)	PROFILE UNITED AND CONTRACT	363,3	wis political production and	329.3		352.5	MOMBROACK SERVICE SHARE	290.3		
Turn Bay Length (m)	50.0	00077252740104	65.0	wararanan	15.0	MATERIAL DE LA COMPANION DE LA	15.0	Water Common	Market	NAME OF TAXABLE PARTY.
Base Capacity (vph)	MARKON CONTRACTOR	2477	183	NAME OF STREET	545	7415	315	651		1200
Starvation Cap Reductn	O MANAGEMENTO	O CONTRACTOR	O NUMBER OF STREET	O Marinimization	O O	O HOUSE PER PARTY OF THE PARTY	O	0	THE	DODGOODOODOO
Spillback Cap Reducts	0			0		0	201			
Storage Cap Reductn Reduced V/c Ratio	TO TATO THE	BISTESMA	U	0	MANAGEM	0	matasiii	U	TO THE PARTY OF TH	MUDICIPALITY AND STREET
Neddlede We Kallio	0.18	0.53	0.13	0.58	0.04	0.29	0.01	0.04		
interestation Summerly		的规则					BERNAR		THE RESERVE OF THE PARTY OF THE	
			-0.41					+: 114 37		1000

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Lame Chargo	(EBIL	EBI	WBL	WBIT	NBL	NE)T	SBL	SBIL	
Lane Group Flow (vph)	51	1602	24	1595	102	511	24	98	
v/c Ratio	0.65	0.83	0.30	0.82	0.24	0.82	0.26	0.17	以形式的 的复数复数电影 医多种性 医皮肤丛
Control Delay	56.0	20.6	23.4	20.1	28.0	42.6	36.5	24.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.0	20.6	23.4	20.1	28.0	42.6	36.5	24.6	
Queue Length 50th (m)	5.7	112.3	2:0	110.5	12.5	78.5	3.0	10.6	
Queue Length 95th (m)	#28.1	157.9	8.8	155.1	28.9	#148.3	11.2	25.3	THE STATE OF THE S
Internal Link Dist (m) 🦠		1329.3	300 T.	408.8		427.7		408.9	
Turn Bay Length (m)	20.0		25.0		30.0		20.0		
Base Capacity (vph)	91	2234	92	2255	539	772	115	712	品性是不多数的性别。指示是不多的
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.56	0.72	0.26	0.71	0.19	0.66	0.21	0.14	
Intereservation Short Grave		annaxiums	AND DESCRIPTION OF THE PERSON	93101CVIII	SECTION STATE	SILVESTRATURE	MINOCOPONDIO	UCCONDENSION OF THE PERSON OF	NAVASONA NASSOCIATA DE QUE HOMO ASA DE MANTE DE

95th percentile volume exceeds capacity, queue may be longer Queue shown is maximum after two cycles.

7: Mayfield Rd. & Humber Station Rd.

	-	-	1	-	1	1	1	1	
Large Group	EBL	EBI	WBL	WEIT	NIBIL	NBIL.	I SBUI	SBI	
Lane Group Flow (vph)	47	1355	11	1376	43	193	6	64	
v/c Ratio	0.29	0.61	0.07	0.60	0.12	0.38	0.02	0.13	BONDON COMPANY
Control Delay	11.8	8.3	6.5	8.2	19.1	19.4	18.8	10.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.8	8.3	6.5	8.2	19.1	19.4	18.8	10.0	
Queue Length 50th (m)	1.6	32.8	0.3	33.2	2.6	11.6	0.4	1115	William of the Control
Queue Length 95th (m)	9.0	68.2	2.3	68.7	11.0	34.5	3.1	9.6	
Internal Link Dist (m)		475.9	VERNING AND	1355,6	BREEKE	435.4	HELICANIC STREET, STRE	513.8	
Turn Bay Length (m)	15.0	SOUTH THE RESERVE	15.0	UNIVERSE PROPERTY	15.0	and the Parish of the Parish o	15.0		
Base Capacity (vph)	undurant material	2475	168	2522	MINISTER DECIMAL	746	377	701	
Starvation Cap Reductn	O	DESINING	O	O Territoria	0	0	. 0	0	NAC - dOMONON NAME OF TAXABLE PARTY.
Spillback Cap Reductn Storage Cap Reductn	0			0	0.	0	AZ HOM	0.00	
Reduced v/c Ratio	0.26	0.55	0 07	0 0.55	0	0.26	0.02	0.09	
The second contract of	D.ZO.	@10/255 Mg	19,97	V-20	0.08	0.20	UIUZ	U.09	
mitaiscellon Summerly								HARBEITE	
								+	

4	1	-	1	←	1	1	1	1	9
Lane Group	EBL	EBIT	WB).	WBi	MBL.	NBIL	SBL	SBT	
Lane Group Flow (vph)	152	1212	2	1198	7	158	9	146	The second secon
v/c Ratio	0.53	0.50	0.01	0.59	0.02	0.35	0.04	0.31	MARKET STREET,
Control Delay	12.2	6.2	8.0	12.0	22.6	25.0	22.9	11.8	
Queue Delay	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.2	6.2	8.0	12.0	22.6	25.0	22.9	11.8	
Queue Length 50th (m)	4.7	27.4	0:1	44.1	0.6	13.4	0.7	3.8	The state of the s
	#14.5	53.2	1.0	74.8	3.6	33.6	4.3	18.3	
Internal Link Dist (m)		1355.6		587.9		353.0		336.1	计数据数据的数据数据数据数据
Turn Bay Length (m)	15.0		15.0		15.0		15.0		
Base Capacity (vph)	289	2707	292	2415	435	695	343	673	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn 🦥	(0)	0	(0)	0	41- 0	0	0	0.7	Mary Control of the only St.
Storage Cap Reductn	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.45	0.01	0.50	0.02	0.23	0.03	0.22	Notice of the second
Interspection Summary	Contract of	She San	Carse man	8811000000000	14884	en anno an	NEGORNAL MARIE	AMERICAN DE	
# 95th percentile volum	e exce	eds cap	acity d	netre to t	w be lo	la Calcula	ing a particular	and the second	rana a tradicionale di accessiva di construire di construire di construire di construire di construire di cons

8 K	1	→	*	1	-	4	1	†	1	1	1	1
Lane Group	FBL	EBIT	EBR	WBL	WBT	WBR	NBL	L NBT	NBR	SBL	SBIF	SBR
Lane Group Flow (vph)	445	1366	108	167	943	465	74	875	280	248	869	185
v/c Ratio	0.90	0.86	0.19	0.90	0.77	0.46	0.73	0.94	0.44	0.90	0.71	0.34
Control Delay	77.1	50.2	7.6	104.8	52.3	1.5	100.1	62.3	9.2	93.5	40.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.1	50.2	7.6	104.8	52.3	1.5	100.1	62.3	9.2	93.5	40.9	7.2
Queue Length 50th (m)	57:4	119.1	0.9	42.7	82.2	0.0	18.8	113.7	7.2	32.7	99.4	2.4
	#83.5	136.9	13.1	#81.9	97.5	0.0	#41.9	#150.7	28.5	#55.7	121.7	17.7
Internal Link Dist (m)		566.5			643.7			363.2			387.9	
Turn Bay Length (m)	85.0		80.0	120.0		75.0	140.0		65.0	125.0		65.0
Base Capacity (vph)	515	1621	573	191	1242	1002	107	954	642	281	1234	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	<u> </u>	O	O	0	. 0	0	0	0	0	0
Storage Cap Reductn	0 -	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.84	0.19	0.87	0.76	0.46	0.69	0.92	0.44	0.88	0.70	0.34
Intersection Summary		NAME OF TAXABLE	in the service	IN STREET	NAME OF TAXABLE	AND DESIGNATION		Value Spirit				SERVINA
# 95th percentile volum	e éver	ede dela	e city.	luelle m	-Walanda	ara(-)		COCCESSION	euroosea	15,590		
COURSES CONTINUES CONTRACTOR OF THE PROPERTY O	STREETS AND S		manus Assets	THE RESERVE	STATE SALE	TIS STATES					WHERE SALLERS	OR WANTED

Lane Group Flow (vph) 1496 31 27 1599 72 41 Vic Ratio 0.56 0.02 0.21 0.60 0.17 0.10 Control Delay 5.2 1.4 8.5 5.7 22.4 10.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 5.2 1.4 8.5 5.7 22.4 10.4 Queue Length 50th (m) 36.3 0.0 0.8 41.4 5.5 0.3 Queue Length 95th (m) 58.1 1.7 4.6 66.9 16.6 6.8 Internal Link Dist (m) 643.7 686.6 389.3 Turn Bay Length (m) 50.0 Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced v/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07	. 4	\rightarrow	V	1	_	1	-	814 11 81 11 2
V/c Ratio 0.56 0.02 0.21 0.60 0.17 0.10 Control Delay 5.2 1.4 8.5 5.7 22.4 10.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 5.2 1.4 8.5 5.7 22.4 10.4 Queue Length 50th (m) 36.3 0.0 0.8 41.4 5.5 0.3 Queue Length 95th (m) 58.1 1.7 4.6 66.9 16.6 6.8 Internal Link Dist (m) 643.7 686.6 389.3 Turn Bay Length (m) 50.0 686.6 389.3 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07	Latie Grovio	EBT	EBR	WBI	WBIT	MBL	NBR	
Control Delay 5.2 1.4 8.5 5.7 22.4 10.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 5.2 1.4 8.5 5.7 22.4 10.4 Queue Length 50th. (m) 36.3 0.0 0.8 41.4 5.5 0.3 Queue Length 95th (m) 58.1 1.7 4.6 66.9 16.6 6.8 Internal Link Dist (m) 643.7 686.6 389.3 Turn Bay Length (m) 50.0 Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07		1496	31	27	1599	72	41	
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 5.2 1.4 8.5 5.7 22.4 10.4 Queue Length 50th (m) 36.3 0.0 0.8 41.4 5.5 0.3 Queue Length 95th (m) 58.1 1.7 4.6 66.9 16.6 6.8 Internal Link Dist (m) 643.7 686.6 389.3 Turn Bay Length (m) 50.0 Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07		0.56	0.02	0(21)	0.60	0.17	0.10	
Total Delay 5.2 1.4 8.5 5.7 22.4 10.4 Queue Length 50th (m) 36.3 0.0 0.8 41.4 5.5 0.3 Queue Length 95th (m) 58.1 1.7 4.6 66.9 16.6 6.8 Internal Link Dist (m) 643.7 686.6 389.3 Turn Bay Length (m) 50.0 Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07		5.2	Andrew Street	A selection of the district of the		selected and death of the formal form	10.4	
Queue Length 50th (m) 36.3 0.0 0.8 41.4 5.5 0.3 Queue Length 95th (m) 58.1 1.7 4.6 66.9 16.6 6.8 Internal Link Dist (m) 643.7 686.6 389.3 Turn Bay Length (m) 50.0 Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07	PAPER TRANSPORTED BY THE METAPOLISM AND PROJECT OF THE OUT TO SELECT OF THE SELECT OF	они вежерезиван	0.0	0.0	0.0	RETURNITION TO THE PROPERTY AND THE PROP	KINDOWKO-CONTENED REPORTED BEI	
Queue Length 95th (m) 58.1 1.7 4.6 66.9 16.6 6.8 Internal Link Dist (m) 643.7 686.6 389.3 Turn Bay Length (m) 50.0 Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07		the an expectation of the last on the same	and the second second	and the second			10.4	
Internal Link Dist (m) 643.7 686.6 389.3 Turn Bay Length (m) 50.0 Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07		SERVICE AND ADDRESS OF PRINCIPLE	0.0	0.8	41.4	SCHOOLSE PRODUCED	ARTHURNION CROSSESSON	
Turn Bay Length (m) 50.0 Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced V/c Ratio 0,55 0.02 0.20 0.59 0.10 0.07	and the second s	part to be a financial and a final and a second as	1.7	4.6		and the latest state of the latest states and the latest states are latest states and the latest states are latest states and latest states are latest states and latest states are latest state	6.8	
Base Capacity (vph) 2739 1354 134 2714 691 629 Starvation Cap Reductn 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07	ANY AND THE PROPERTY OF THE PROPERTY OF THE PARTY OF THE PROPERTY OF THE PROPE	643.7			686.6	389,3		
Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07		nogravan serime	arendorumenes	expensaciones incompranta	DATE OF THE PARTY.	ETHERENCE MAN	ONLY CONTROL OF THE	
Spillback Cap Reductin 0 0 0 0 0 Storage Cap Reductin 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07		CALL SHAPE AND ADDRESS OF THE	nomenomenowan	134	THE PERSON NAMED IN POST OF	S MALESCAN STREET, ST.	629	
Storage Cap Reductn 0 0 0 0 0 0 0 Reduced V/c Ratio 0.55 0.02 0.20 0.59 0.10 0.07		ожтопитизамен	destrainmentente	O	0	MARKINGSTAN	O CONTROL CONTROL CONTROL CONTROL	
Reduced V/c Ratio 0,55 0.02 0.20 0.59 0.10 0.07				SEEDON	0	0	NE ROLLER	
		O CONTRACTOR OF	O	THE RESERVE AND ADDRESS.	0	0	0	CORD WARP SOURCE AND AN ADMINISTRATIVE A PROPERTY OF A PRO
Interspection Summany	Reduced vic Ratio	0.55	0.02	0.20	0.59	0.10	0.07	
	Intersection Summary				A SHEET AND A SHEE		area of the second	

	_	-	7	1	-	1	†	1	1	1	
Lame Group	EBU	MEBIT.	EBR	WBL	WEI	ENBE	NBT	NBR	SBL	SEIT	腦
Lane Group Flow (vph)	50	1351	111	65	1657	45	78	51	54	399	
v/c Ratio	0.58	0.65	0.11	0.38	0.83	0.58	0.17	0.12	0.15	0.82	
Control Delay	38.7	11.8	2.0	14.6	16.9	67.4	32.3	10.8	32.9	49.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.7	11.8	2.0	14.6	16.9	67.4	32.3	10.8	32.9	49.8	1333
Queue Length 50th (m)	4.2	64.5	1.3	4.6	97.9	6.2	9.5	0.0	DOMESTIC AND A STATE OF THE STA	59.3	
Queue Length 95th (m)	#24.2	78.7	5.6	12.2	121.0	#29.7	26.7	9.5	20.3 #		
Internal Link Dist (m)	eria en	686.6		SECURITION OF SECURITION OF	1363.3		594.9			410.7	鵩
Turn Bay Length (m)	35.0	Mesterorum contest	30.0	40.0	and the same of th	60.0		40.0	45.0		
Base Capacity (vph)	99	2389	1144	WITH SAFETY TO SECURE	2283	78	472	409	355	485	
Starvation Cap Reductn	DHILMWITHURSDAND	O	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0.0	0	0	* O	0	0	0	0	0	0	
Storage Cap Reductn	O .	O	O O	O	0	0	0	0	0	0	
Reduced v/c Ratio	0.51	0.57	0.10	0.33	0.73	0.58	0.17	0.12	0/15	0.82	
Intersection Summary		Maria I				NEW YORK	Market St.		DESCRIPTION OF THE PARTY OF THE		
# 95th percentile volun	ne exce	eds cap	acity, qu	ieue m	ay be lo	nger.		988			1

					4 5				(4)
Lang Group	EBIL	器EBIB	WBI	WET	NBL	NBT	SBL	SBIF	
Lane Group Flow (vph)	15	1376	92	1388	13	22	4	167	
v/c Ratio	0.14	0.58	0.56	0.61	0:07	0.05	0.01	0.35	
Control Delay	8.5	7.4	25.4	7.8	22.2	15.5	21.2	23.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.5	7.4	25.4	7.8	22.2	15.5	21.2	23.0	
Queue Length 50th (m)	0.5	32.9	4.1	34.5	0.9	0.7	0.3	12.1	
Queue Length 95th (m)	3.2	64.4	#29.1	68.1	5.1	5.6	2.4	32.0	
Internal Link Dist (m)	PHENOMETRIC STREET	1363,3	PARTICULAR PRODUCTION (PERCHANICAL PROPERTY PROP	1329.3		352.5		290.3	
Turn Bay Length (m)	50.0		65.0		15.0		15.0		
Base Capacity (vph)	113	2511	175	2429	297	645	547	713	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	A
Spillback Cap Reductn	0	0	0	0	O	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	. 0	0	
Reduced v/c Ratio	0.13	0.55	0.53	0.57	0.04	0.03	0.01	0.23	
							11/20/11/20	100000000000000000000000000000000000000	

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

	•	\rightarrow	1	—	1	1	1	Ţ	
Lane Group	EBL	EBT	WBL	WBI	NBL	NBT	SBL	SBIT	AND DESCRIPTION OF THE PARTY OF
Lane Group Flow (vph)	43	1717	81	1733	32	118	67	503	
v/c Ratio	0.40	0.86	0.48	0.76	0.38	0.15	0.26	0.62	
Control Delay	24.9	21.1	21.4	12.1	53.4	28.4	39.7	39.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.9	21.1	21.4	12.1	53.4	28.4	39.7	39.5	
Queue Length 50th (m)	raminant accurat	118.3	3.8	85.1	5.0	6.8	10.1	42.8	
Queue Length 95th (m)	14.9	174.6	16.7	126.0	16,1	15.6	24.4	68.4	
Internal Link Dist (m)	MINITED HE WASHING	1329.3		408,8	RHOME UTILITY COMBANI	427.7	THE REPORT OF THE PERSON	408.9	
Turn Bay Length (m)	30.0	NUCCOTON CONT	25.0	MATERIAL PROPERTY.	30.0	THE PARTY OF THE P	20.0	MINISTER CONTRACTOR OF THE PARTY OF THE PART	
Base Capacity (vph)	incide; Squares on an individual in prigor	2245	200	2506	103	929	319	985	
Starvation Cap Reductn	0	0	O	O Managachia roccio	0	0	0	0	
Spillback Cap Reductn	0	0		0		0	0	0.5	
Storage Cap Reductn	0	O CONTRACTOR OF THE CONTRACTOR	O	0	0	O noneconnectication	O Direscossovenia	0	TO DESCRIPTION OF THE PROPERTY
Reduced v/c Ratio	0.36	0.76	0.41	0.69	0.31	0.13	0.21	0.51	
Intersection Summary	POMPET N	OF THE SERVICE		REAL PROPERTY.	MATERIAL STATE	SERVICE OF THE PARTY OF	12/2/2014	A CANADA	

4	♪	-	1	-	1	1	1	1	7 X
Lane Group	EBL	EBITE	WBL	WBI	NBL	NBT	SBL	SBI	
Lane Group Flow (vph)	14	1429	42	1706	7	36	19	326	
y/c Ratio	0.16	0.70	0.25	0.85	0.08	0.08	0.07	0.71	
Control Delay	11.0	11.1	10.7	16.1	32.0	21.2	29.4	39.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.0	11.1	10.7	16.1	32.0	21.2	29.4	39.5	
Queue Length 50th (m)	0.7	64.1	2.4	93.6	0.8	2.7	2.2	44.3	
Queue Length 95th (m)	3.6	87.5	7.6	129.7	4.5	10.4	8.1	#82.1	CARDINA A LIGHT THE STALL CONTINUES AND A PROPERTY OF THE STALL CONTINUES AND A PROPERTY OF THE STALL CONTINUES AND A STALL CONTINUE
Internal Link Dist (m)		475.9	проскольный	355.6		435.4	GENERAL	513.8	
Turn Bay Length (m) Base Capacity (vph)	15.0 95	2264	15.0 184	Too out	15.0	DOTE WEDDIN	15.0	NOTE EN NO	DESIGN REPORT THE SEC SECURIOR DESIGNATION OF THE SECURIOR
Starvation Cap Reductn		0		2228	101	516 0	317	558	MARKET MELLINGUESELL SELECT
Spillback Cap Reductn		UTSTAN ONE	Method		END ON		ROMAGE		GST Principles of the particular particular particular points
Storage Cap Reductn	O	Podestinus sono O		O	O				DEMONSTRUCKS A CHRIST READER OF A CASHADA DESTRUCTION OF THE CHRIST READER.
Reduced v/c Ratio	0.15	0.63	0.23	0.77	0.07	0.07	0.06	0.58	
Intersection Summary		BORDLENSEN	THE REAL PROPERTY.		REPERK	SHARWSHA	BALL SALVANIES	BAUT STREET, ON	EUR PACKO PRE POLICIA DE PROPERTO
# 95th percentile volum	e evce	ade can	yan waa	leule mis	was de	POOR TOTAL	000000000000000000000000000000000000000	DEGRAMMAN S	9 203 905007 (2000) 35 (0000)
mmsayingerseimerkanin				nege ins	y be lo	FACTORIS	MEDITED STATES		

81.85 K - 1.862	1	-	1	-	1	↑	1	1	/I	
usinto Cirotejo	EBL	EBI	WBL	-WENT	NEL	MBI	SBU	SBI		Med al
Lane Group Flow (vph)	164	1091	22	1588	5	64	10	414		-
v/c Ratio	0.85	0.52	0.08	0.90	0.09	0.14	0.04	0.89		
Control Delay	59.3	10.4	12.0	30.2	39.8	34.8	34.6	62.3		NI MONTH AND DESCRIPTION OF THE PERSON NAMED IN COLUMN 1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	STORE STORES	a delegate
Total Delay	59.3	10.4	12.0	30.2	39.8	34.8	34.6	62.3		
Queue Length 50th (m).	PART MOUNT NO DEVENOUS BY	54.3	2.0	143.5	0.8	10.4	1.6	83.8		
NAME AND ADDRESS OF THE OWNER OWNER.	#55.2	67.5	5.6	176.8	4.2	21.2	5.8 #	141.0		
Internal Link Dist (m)	ALTERNATION OF THE RES	1355.6		587.9		353.0		336.1	"是我的一种人的人	Alexander V
Turn Bay Length (m)	25.0	MISSESSESSESSES	15.0		15.0		15.0			
Base Capacity (vph)	193	2166	288	1862	55	473	279	478		对
Starvation Cap Reductn	O	0	O	0	0	0	0	0		-
Spillback Cap Reducting	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	O	0	O	0	O HATEGORISANIO	0	STATISTICS AND ADDRESS OF THE PARTY OF THE P	-
Reduced v/c Ratio	0.85	0.50	0.08	0.85	0.09	0.14	0.04	0.87		
Intersection Summary		洲洲洲		OF SERVICE		MALE STR		1000	MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND	SEATS IV
# 95th percentile volum	ie exce	eds capa	city, qu	eue ma	y be lo	nger.			CT-CLAR PROPERTY	

100 HW	1	-	*	1	-	4	1	†	1	1	ţ	1
Lane Group 1515 451	FBI	EBI	EBR	WBL	WET	WBR	NBL	NBII	MBR	SEL	SBI	SEL
Lane Group Flow (vph)	270	1077	48	283	1353	177	115	825	186	483	897	398
v/c Ratio	0.85	0.87	0.13	0.97	0.87	0.15	0.80	0.96	0.36	0.99	0.79	0.58
Control Delay	83.2	57.7	11.0	101.4	51.9	0.3	98.4	73.7	12.0	93.6	45.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	57.7	11.0	101.4	51.9	0.3	98.4	73.7	12.0	93.6	45.9	10.5
Queue Length 50th (m).	35.1	96.1	0.0	72.6	119.4	0.0	29.2	110.1	6.4	64.0	107.8	127
Management and the control of the co	#54.8	112.8	9.2	#124.6	137.2	0.0	#58.0	#148.2	24.9	#96.9	132.0	41.4
Internal Link Dist (m) 🥌		566.5			643.7			363.2	建设	300	387.9	
Turn Bay Length (m)	85.0		80.0	120.0		75.0	140.0	CHARLES AND AND AND	65.0	125.0	Charles and Asia	65.0
Base Capacity (vph)		1260	386	293	1563	1150	149	857	512	490	1140	690
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	(
Spillback Cap Reductn	0	(0)	(A)	(0)	0	(0)	0	0	0	0	0	### (
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	(
Reduced v/c Ratio	0.82	0.85	0.12	0.97	0.87	0.15	0.77	0.96	0.36	0.99	0.79	0.58
Intersection Summary		10 A TO 10 A T	tiera espera	AND EVEN AND				TOTAL PROPERTY.	USBRIDGE	39202	NAME OF STREET	estatute:
# 95th percentile volun			eveltiv Te	uven ve leed	ation value		anerija iz sa				Sure Sure of	conditions.
Queue shown is may				dedeim	dannello	(10) S (Same						

	\rightarrow	*	1	—	1	1	
Lette Goro	EBI #	EBR	WEL	WBIT	NBL	NBR	
Lane Group Flow (vph)	1485	66	36	1876	43	24	
v/c Ratio	0.54	0.05	0.22	0.67	0.12	0.07	
Control Delay	5.0	1.2	8.2	6.8	20.0	9.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.0	1.2	8.2	6.8	20.0	9.5	
Queue Length 50th (m)	34.8	0.0		54.2	3.4	0.0	
Queue Length 95th (m)	49.7	2.4	5.3	79.7	9.7	4.4	THE PROPERTY AND ADDRESS OF THE PARTY OF THE
	643.7	關於關鍵		686.6	389,3		
Turn Bay Length (m)	125	LITECOS SOCIO	50.0		WD ARADO	9007A7A780000	NATURE NATURE OF THE PROPERTY
Base Capacity (vph) Starvation Cap Reductn	2755	1320	162	2781	622	600	
Spillback Cap Reducth	MEDADWESASTA	O	TURROUS SAR	MATRICAL DESCRIPTION OF THE PARTY OF THE PAR	RESILLEGISM		THE STATE OF
Storage Cap Reductn	0			0	O	0	
Reduced v/c Ratio	0.54	0.05	0.22	INDEX SECURITION AND ASSESSMENT	0.07	0.04	
WATER-COLORS COLORS COL	*WYNUNE		HANNE SAME	0.07	0.01		
Intersection Summary	1000	Wallship.		mana			

	A		*	1	-	4	1	1	1	1	
Larie Group	EBIL	EBIT	EBR	WBL	WBiT	NBL	NBIT	NBR	્કાગ્રા,	SBI	Market Market
Lane Group Flow (vph)	53	1485	56	39	1766	103	361	75	15	81	
v/c Ratio	0.62	0.72	0.06	0.27	0.81	0.34	0.73	0.18	0.19	0.20	
Control Delay	43.2	12.7	2.5	11.6	15.2	36.7	44.0	15.8	41.2	26.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.2	12.7	2.5	11.6	15.2	36.7	44.0	15.8	41.2	26.3	
Queue Length 50th (m)	4.7	77.5	0.8	NAMES AND TAXABLE STORES.	103.4	13.2	52.1	2.6	1.8	7.2	
	#26.4	95.2	4.0	7.4	125.9	35.5 #	#127.3	15.6	9.1	23.4	
Internal Link Dist (m)		686.6		MARKET SPECIALISM	1363.3		594.9		SMULLINE SCIENCE OF THE	410.7	
Turn Bay Length (m)	35.0	NA PARAMETER	30.0	40.0	mrss.ru rissamin	60.0		40.0	45.0	MARKET CHILDREN	
Base Capacity (vph)	NATURE LINE WATER	2369	1099	169	2495	328	5341	445	87	438	
Starvation Cap Reductn	O		O O	D CONTRACTOR	O O	O	0	O	0	0	MINUTED AND THE
Spillback Cap Reductn Storage Cap Reductn	0		O		國場所2個	O	0	0	101		
Reduced v/c Ratio	0.54	0.63	0.05	0.23	O Marketonian	O BUDSSUM	DIAVO O INI	0	U EDADADAM	U U	WINDOWN ASSESSMEN
**************************************	mo oran	INDIO ON	FA:03	0.23	0.71	0.31	0.68	0.1/	UNIA	0.18	
Intersection Summany	13. F. A.					學學學	THE RESERVE	BEAR BUT	THE REAL PROPERTY.	aning s	
# 95th percentile volum	e exce	eds cap:	acity, qu	jeue m	ay be lo	nger, 🦠		a partir		2000年10日	

40	•	\rightarrow	1	4	4	† .	1	ı† :	1 S 7
Large (Cirango	EBL	EBIT	WBL.	WEIT	NEL	NBT	SBL	SBI	
Lane Group Flow (vph)	28	1578	28	1749	27	255	3	35	ST SAMOON ON THE PASSESSAMON AS
v/c Ratio	0.30	0.76	0.29	0.83	0.08	0.55	0.02	0.09	
Control Delay	17.4	12.1	16.1	14.7	21.2	25.1	20.3	14.7	
Queue Delay	0.0	-0,0×	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.4	12.1	16.1	14.7	21.2	25.1	20.3	14.7	NATIONAL AND DESCRIPTION OF THE PROPERTY OF TH
Queue Length 50th (m) Queue Length 95th (m)	1.2 8.1	56.0 103.1	1.2 7.6	68.2 125.9	7.8	24.6	0.3	1.8	
Internal Link Dist (m)	amini ko emilesteri	1363.3		1329.3	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	43.5 352.5	2.0	7.5 290 3	
Turn Bay Length (m)	50.0	auto in the control	65.0	192919	15.0	9929	15.0	280.0	ASSAULTO A RECEIVED TO THE RESERVED OF
Base Capacity (vph)	98	2204	103	2227	460	625	237	560	CONTRACTOR OF THE PROPERTY OF
Starvation Cap Reductn	0	0	0	0	0	0	O	0	TATALON BEAUTIFUL TO STANKE ST
Spillback Cap Reductn	.0	0	(0)	a (0)	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	The state of the s
Reduced v/c Ratio	0.29	0.72	0.27	0.79	0.06	0.41	0.01	0.06	
Intersection Summary		A STATE OF THE PARTY OF THE PAR	National Property of the Party	Maria Car		A CONTRACTOR OF THE PARTY OF TH	SALVES CO	addition less	PERCENTERS SERVICE SER
24,000	many with Links		. 221.1212112111		771-971-971-9	Mark Contract	DAMES OF STREET	Service Services	entrol 2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -

	-	-	1	-	1	1	1	1	
Lame Ciroup	(Sall	LIBIT.	WBL	WBIT	INBU	NBI	SBL	SBT	THE PARTY OF THE P
Lane Group Flow (vph)	59	1956	28	1954	114	630	27	120	
V/c Ratio	0.75	0.84	0.35	0.83	0.39	0.78	0.38	0.16	公司,以在1900年的
Control Delay	65.9	14.6	19.4	14.2	43.1	45.8	57.0	32.4	
Queue Delay	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.9	14.6	19.4	14.2	43.1	45.8	57.0	32.4	
Queue Length 50th (m)	6.1	122.2	19	120.4	18.8	5916	4.5	8.5	
	#14.3	149.5	8.2	146.7	38.7	#96.6	#15.8	17.6	
Internal Link Dist (m)	#14/11/WARDTROUGHT IS	1329.3		408.8		427.7	HE CHEP	408.9	
Turn Bay Length (m)	30.0		25.0		30.0		20.0		
Base Capacity (vph)	86	2555	88.	2580	330	911	81	847	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reducting	- 0	0	0	. 0	0	0	. 0	. 0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	,
Reduced v/c Ratio	0.69	0.77	0.32	0.76	0.35	0.69	0.33	0.14	
Intersceiten Summary	ROPER N	SAMPLE .	THE STATE OF			有种的	2000建平海	kin kini	

W	_	\rightarrow	1	—	1	†	1	1	
Lame Group	FRU	EBIL	WBL.	WBT	NBI	NBT	SBL	SBIT	
Lane Group Flow (vph)	55	1630	13	1667	48	236	7	74	The state of the s
v/c Ratio	0.49	0.70	0.13	0.70	0.14	0.48	0.03	0.16	A STATE OF THE STATE OF THE STATE OF
Control Delay	29.1	10.5	9.5	10.5	21.9	24.2	21.0	15.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	的是国际外部 (1965年)
Total Delay	29.1	10.5	9.5	10.5	21.9	24.2	21.0	15.9	
Queue Length 50th (m) Queue Length 95th (m)	#21.8	55.5	0.5	57.0	4.2	21.0	0.6	4.1	ALAE DAY SECTION SECTION
Internal Link Dist (m)	#21.0	107.1 475.9	3.4	109.3 1355.6	12.0	42.4	3.4	13.4	
Turn Bay Length (m)	15.0		15.0	100010	15.0	435.4	15.0	513.8	No. 24 AMERICAN PROPERTY.
Base Capacity (vph)	and of the part of the latter because	2416	and the state of the latest and the state of	2462	479	668	296	620	all resources of the section of the section of
Starvation Cap Reductn		O	0	O	O	O	0	0	MATERIAL SECTION AND ADMINISTRATION OF THE PROPERTY OF THE PRO
Spillback Cap Reductn	0	0	0	(0)	0	0	0	0	
Storage Cap Reductn	0	0	0	0	. 0	0	0	0	
Reduced v/c Ratio	0.47	0.67	0.12	0.68	0.10	0.35	0.02	0.12	
ratersection Summary	1806 16		SISTER OF STREET	A STATE OF THE PARTY OF		NAME OF THE OWNER, WHEN		PRESIDENT	
# 95th percentile volun	ne exce	eds cap	acity, o	veue ma	v be lo	ncer			Carrier of the commission parameters and

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Lama Crovia	EBL	EBIL	-WBL,	WBT	NBI	NBT	SEL	SBT	
Lane Group Flow (vph)	176	1437	2	1422	8	211	10	178	
v/c Ratio	0.61	0.56	0,01	0.69	0.03	0.49	0.06	0.40	
Control Delay	28.6	7.5	12.0	18.4	30.0	35.3	30.8	20.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.6	7.5	12.0	18.4	30.0	35.3	30.8	20.3	
Queue Length 50th (m)		49.4	0.1	90.5	1.0	29.9	1.3	12.4	
Queue Length 95th (m)	#40.1	83.7	1.2	136.8	4.5	52.3	5.3	30.6	
Internal Link Dist (m) 🌭	可以不可能 医气管 医心上性炎	1355.6	100	587.9		353.0		336.1	的数据编码器数据图图 第
Turn Bay Length (m)	25.0		15.0		15.0		15.0		
Base Capacity (vph) 🕢	355	2619	217	2140	318	573	231	568	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0.	0	0	0	
Storage Cap Reductn	0.	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.50	0.55	0.01	0.66	0.03	0.37	0.04	0.31	
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Regional Municipality of Peel

Mayfield Road Roundabout Feasibility Study (Airport Road to Coleraine Drive)

Brampton and Caledon, Ontario

March 2010

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Project # 4113

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1.0 INTRODUCTION

The need for traffic capacity and structural improvements in the Mayfield Road corridor, in the City of Brampton and the Town of Caledon, has been the subject of various studies and reconstruction projects over the last several years. Since Mayfield Road is under the jurisdiction of the Region of Peel, the Region has been the proponent of all studies and contracts extending east of Hurontario Street (Highway 10) in the last several years.

The most recent study on Mayfield Road is a Class Environmental Assessment for the corridor section from Airport Road to Coleraine Drive. This study, which is currently ongoing, will examine alternative improvement concepts that will align with projected traffic volume increases, address safety issues, examine utility and property impacts, propose mitigative measures to protect and preserve natural and social environmental conditions, and be consistent with previous study design proposals for Mayfield Road, from Hurontario Street to Airport Road.

As part of the current Class Environmental Study process, the Region of Peel requested that additional analysis be undertaken to determine the feasibility of installing modern roundabouts at four (4) existing intersections and at one (1) proposed intersection. The roundabouts would take the place of traditional signalized intersections, if justified, and would have the potential of being the first and only roundabouts on the Mayfield Road corridor.

Typically, roundabouts have greater capacity than signalized intersections and have the potential of reducing traffic queuing lengths and delays on approaching intersection legs. As an extension to these benefits, therefore, is the potential that roundabouts can also delay the need for widening an existing roadway. The additional study requested by Peel Region was to provide answers to these questions.

The Mayfield Road Traffic Study Report (November 2009) was used as a source of relevant traffic data, forecasts, analyses and recommendations for the roundabout feasibility study. The corridor study limits are highlighted in **Exhibit 1**.

2.0 STUDY PURPOSE

The purpose of this study is to determine the feasibility of providing roundabouts at selected study area intersections along the Mayfield Road corridor. The intersections include:

- Innis Lake Road / Goreway Drive (existing)
- Centreville Creek Road / McVean Drive (existing)
- The Gore Road (existing)
- Humber Station Road / Clarkway Drive (existing)
- Major Mackenzie Drive Extension (proposed)

General approach and work program activities were presented in a proposal by Stantec Consulting Ltd., dated October 7, 2007, and are briefly summarized as follows:

- Develop preliminary roundabout concepts for the five (5) intersection study locations;
- Provide an analysis (using RODEL and SIDRA) of the 5 roundabout intersection concepts;
- Compare the results of the roundabout analyses with the operations of the same locations as conventional intersections;
- In comparing the roundabout and signalized intersection design concepts, include an analysis of the level of service for midblock links in the study area;
- Provide commentary on operational safety aspects of roundabouts for the identified intersections.
- Ascertain the feasibility of implementing roundabouts at some or all of the studied intersections based on the analysis and comparisons with conventional signalized intersections:
- Provide a summary report with technical conclusions, and recommendations where appropriate.

3.0 WORK PROGRAM

In all previous Mayfield Road (Hurontario Street to Airport Road), Environmental Assessment Studies, it was concluded that the Region of Peel should protect right-of-way (ROW) for a future 6-lane roadway in addition to corridor space for intersection turn lanes, utilities and landscaping. To-date, a 50 metre right-of-way has been designated in the Region of Peel Official Plan.

The November 2009 Mayfield Road Traffic Study Report, which provides the "Need and Justification" for the current Class Environmental Assessment Study, identifies a need to protect for an ultimate 6-lane roadway on Mayfield Road, between Airport Road and Coleraine Drive, beyond 2031. These findings are consistent with the Brampton Transportation and Transit Master Plan Update (TTMP), dated November 2009. On this basis, a minimum 50 metre ROW is being proposed for this section of Mayfield Road.

Although Modern Roundabouts are not totally new in North America, the concept of implementing one or more roundabouts on a major corridor in Peel Region is relatively new. Further, the thought of introducing such facilities on a corridor that will ultimately carry 6 lanes of traffic may be potentially controversial. However, Peel Region is considered technologically innovative and believed in the need to at least assess intersection design options on Mayfield Road, from Airport Road to Coleraine Drive, as part of the ongoing Class Environmental Study. In exploring alternatives to improve the movement of goods and people on their Regional Road System, one of the innovative alternatives available to Peel Region is the use of modern roundabouts.

Approval to proceed with the Roundabout Study, based on the October 2007 proposal, was provided to Stantec Consulting Ltd. in August 2009. HDR | iTRANS was engaged as a subconsulant to complete the technical analysis and reporting, because of their involvement with the Mayfield Road Traffic Study Report.









4.0 ROUNDABOUT ANALYSIS

4.1 General

Preliminary design concepts were created by Stantec Consulting Ltd. for the five (5) intersections, and are provided in the **Appendix C**. (Exhibits 1-5 inclusive). The functional details of these concepts were based on the general principals of modern roundabout design and were considered suitable for the operational analyses applied in this study. Adjustments to the preliminary concepts would be required during detailed design of the roundabouts (if approved), to fine tune inscribed circle diameters, entry lane widths and angles, circulating roadway widths, centre island configurations, splitter island details, pedestrian crossing treatments, and other parameters. Change to the speed limit is not required with this design.

It is noted that the attached preliminary roundabout concepts have been developed as "Two Lane Roundabouts on a 4 lane Mayfield Road platform". This approach was selected on the premise that Peel Region would not extend beyond two lane roundabouts (i.e.: 3 lane roundabouts), which would, in turn, limit the corridor widening to 4 lanes under the Roundabout scenario.

Previous studies have indicated that roundabouts may delay the need for widening roadway corridors because of their improved operational efficiency when compared to signalized intersections for certain traffic conditions. Therefore, analysis was undertaken to assess the merits of constructing the two lane roundabout on the existing 2-lane Mayfield Road, and stage its widening to 4 lanes based on operational need, all of which is subject to the results of this study and approval by the Region, of roundabouts on Mayfield Road.

At each of the five intersections under consideration for a roundabout, a conceptual design has been developed for a signalized intersection based on its ultimate configuration on a 6 lane Mayfield Road corridor. These concepts are provided in the **Appendix C** (Exhibits 1A to 5A inclusive). It is noted that these intersection concepts may also be suitable for an interim 4 lane cross-section on Mayfield Road.

4.2 Traffic and Roundabout Volumes

Volumes for the four existing intersections were applied to the roundabout analysis using data from the Mayfield Road Traffic Study Report - November 2009. Volumes for the proposed intersection at Mayfield Road and the Major Mackenzie Drive Extension were forecasted using the EMME/2 model used for the Brampton TTMP study. Link volumes were obtained and then compared to the volumes used in the Traffic Report, in order to validate the volumes. Turning movements were forecasted using adjacent link and turning movement volumes for the future horizon year.

Since the model is a PM only model, future AM peak hour volumes for the proposed Major Mackenzie Drive Extension intersection were determined by reversing the PM volumes and applying a factor of 90% (consistent with AM/PM volume differences calculated at the other study area intersections). Truck percentages are anticipated to remain constant over time.

The approach volumes for each of the subject intersections are summarized in **Table 1** below:

Table 1 - Two-Way Intersection Link Volumes

Intersection	Base Year AM(PM)	2031 AM(PM)
Innis Lake Road/Goreway Drive	1555(1690)	3861(4034)
Centreville Creek Road / McVean Drive	1060(1450)	3077(3703)
The Gore Road	1795(2164)	4294(4888)
Humber Station Road / Clarkway Drive	1109(1291)	3579(3730)
Major Mackenzie Drive extension	N/A	*3618(4020)

^{*}PM volumes factored by 90%

Typical capacity parameters for roundabouts are 2000 veh/hr for a single lane and 4000 veh/hr for a double lane roundabout based on other roundabout data. It should be noted that the mix of turning movements, as well as geometry, will influence the final outcome of capacity considerations.

Comparing the base preliminary parameters highlighted in the paragraph above to the approach volumes in **Table 1**, a single lane roundabout would be sufficient to accommodate the existing traffic volumes for four of the five intersections, with the exception of The Gore Road at Mayfield Road intersection which would require a two lane roundabout to accommodate the PM peak hour volume.

For the 2032 horizon year, approach volumes for three of the five intersections are close to, or above, the 4000 vehicle threshold capacity for a two lane roundabout. The two exceptions are the Centreville/McVean and Humber Station/Clarkway Drive intersections which peak at just below the 4000 threshold, at close to 3700 vehicles/hr each in the PM peak.

4.3 2032 Horizon Year Analysis

To determine the feasibility on a more detailed level, analysis was undertaken using roundabout modelling software in the form of RODEL and SIDRA software. RODEL and SIDRA are considered to be appropriate 'micro-scale' modelling tools to determine the operations for prospective roundabout locations. SIDRA also allows for modelling of conventional intersections, and can provide comparisons between operations of a traffic signal and a roundabout using similar operational parameters.

For each of the five roundabouts, conceptual designs for 4-lane roundabouts were developed by Stantec Consulting Inc and have been included in **Appendix C**. These designs were used

as a base in order to provide input parameters to both RODEL and SIDRA in the assessment of future operations. As mentioned, in SIDRA, the intersection was also modelled as a traffic signal in order to obtain a comparison with roundabout operations. The signal timings for SIDRA were first optimized in SYNCHRO and then the timings were transferred to the SIDRA signalized intersection analysis.

It should be noted that some adjustments to the conceptual designs were made in SIDRA in order to ensure the best level of service (LOS) was obtained for the ultimate 2032 horizon year. If, based on the results of the analysis, the design of the roundabouts were to proceed, HDR | iTRANS recommends that a refined set of functional design parameters be developed that would maximize the level of service at the intersections while providing the most efficient design of the roundabout.

Recent research by the Transportation Research Board (NCHRP Report 572 on "Roundabouts in the United Sates") found that both the Australian (SIDRA) and United Kingdom (RODEL) methodology currently over-estimates the capacity of roundabouts in the US. There is still varying industry beliefs as to whether this is a temporary phenomenon while US drivers get used to driving roundabouts or whether it reveals a permanent difference in driver behaviour between the schools of thought.

4.4 Analysis Results

Each intersection was analyzed in both RODEL and SIDRA. The results of the analyses have been summarized for both RODEL and SIDRA on an intersection by intersection basis.

4.4.1 Innis Lake Road/Goreway Drive

Results of the analysis in RODEL for the AM and PM peak hours indicate level of service (LOS) of 'B' and 'C' respectively. The largest average vehicular delay is 31 seconds on the Innis Lake Road leg in the AM peak. The longest (average) queue is 77m (11 vehicles) shown to be on the Mayfield Road East leg. The average vehicular delay is shown to be 10 and 16 seconds in the AM and PM peaks respectively.

The results of the RODEL analysis for this intersection indicate that the intersection appears to operate well with a 2-lane roundabout in the 2032 horizon year.

The results of the SIDRA analysis show an improved LOS compared to RODEL with results of LOS 'B' in both peaks. The longest 95%ile queue is estimated to be 220m in the PM peak on Mayfield Road.

The comparison of the roundabout results compared to the conventional intersection analysis identify that both the traffic signal and roundabout options provide a LOS 'B' in both peaks. However, the roundabout queues as shown in **Table 2** are less than the traffic signal option for all 4 legs.

In addition, the overall average delay for the roundabout option is better than the traffic signal option in both peak periods.

Table 2 - Innis Lake Road / Goreway Drive Intersection

Sidra Comparison	Traffic signal	Roundabout
AM Pk Overall average delay (secs)	18 sec	14 sec
PM Pk Overall average delay (secs)	17 sec	17 sec
Longest 95%ile queue (m)	303 (AM)	220 (PM)
LOS (AM)	В	В
LOS (PM)	В	В

From a traffic delay perspective, the results of the analysis suggest that a 2-lane roundabout appears to be a feasible alternative for the 2032 planning horizon year for this intersection.

4.4.2 Centreville Creek Road/McVean Drive

Results for the analysis in RODEL indicate a LOS of 'A' for both peak periods. The largest average vehicular delay is 31 seconds on the Centreville Creek Road leg in the AM peak. The longest (average) queue is 28m (4 vehicles) shown to be on the Mayfield Road East leg. The average vehicular delay is shown to be 4 and 6 seconds in the AM and PM peaks respectively.

The results of the RODEL analysis for this intersection indicate that the intersection appears to operate well with a 2-lane roundabout in the 2032 horizon year.

The results of the SIDRA analysis show an improved LOS compared to RODEL with results of LOS 'A' in both peaks. The longest 95%ile queue is estimated to be 79m in the PM peak on Mayfield Road.

The comparison of the roundabout results compared to the conventional intersection analysis identify that both the traffic signal and roundabout options provide a LOS 'A' in both peaks. In addition, the roundabout queues as shown in **Table 3** are less than the traffic signal option for all 4 legs.

In addition, the overall average delay for the roundabout option is marginally better than the traffic signal option in both peak periods.

Table 3 - Centreville Creek Road / McVean Drive Intersection

Sidra Comparison	Traffic signal	Roundabout
AM Pk Overall average delay (secs)	9 sec	6 sec
PM Pk Overall average delay (secs)	6 sec	6 sec
Longest 95%ile queue (m)	136m (PM)	79m (PM)
LOS (AM)	Α	A
LOS (PM)	A	A

From a traffic operations perspective, the results of the analysis suggest that a 2-lane roundabout appears to be feasible for the 2032 planning horizon year for this intersection.

4.4.3 The Gore Road

Results for the analysis in RODEL for the AM and PM peak hours indicate LOS of 'D' and 'F' respectively. The largest average vehicular delay is 479 seconds on The Gore Road south leg in the PM peak. The longest (average) queue is 77m (123 vehicles) shown to be on the Mayfield Road East leg. The average vehicular delay is shown to be 30 and 101 seconds in the AM and PM peaks respectively.

The results of the RODEL analysis for this intersection indicate that the intersection overall would operate with significant delay in the PM peak period in the 2032 horizon year as a 2-lane roundabout.

The results of the SIDRA analysis show an improved LOS compared to RODEL with results of LOS 'D' and 'F' in the AM and PM peaks respectively. The longest 95%ile queue is estimated to be 1149m in the PM peak on Mayfield Road.

The comparison of the roundabout results to the conventional intersection analysis identify the traffic signal option would provide a better level of service than a roundabout option and therefore a roundabout would not be a feasible alternative for this intersection. The results are summarized in **Table 4**.

In addition, the overall average delay for the traffic signal option is less than the roundabout in both peaks.

Table 4 - The Gore Road Intersection

Sidra Comparison	Traffic signal	Roundabout
AM Pk Overall average delay (secs)	19 sec	26 sec
PM Pk Overall average delay (secs)	52 sec	112 sec
Longest 95%ile queue (m)	1149 (PM)	1201m (PM)
LOS (AM)	В	C
LOS (PM)	D	F

From a traffic operations perspective, the results of the analysis a 2-lane roundabout does not appear to be a good option for the 2032 planning horizon year.

While 3-lane roundabouts are known to exist in Europe, none are known to exist in North America at this time, although a number have been considered. The addition of a third lane would not increase the capacity to sufficiently service the demand. Furthermore, the additional weaving results in a decrease in safety benefit afforded by a typical roundabout.

Given the absence of available data for 3-lane North American roundabouts, it would not be recommended for the Region to assume that a 3-lane roundabout could be proven and acceptable by the forecast horizon year of 2032.

4.4.4 Humber Station Road/Clarkway Drive

Results of the analysis in RODEL for the AM and PM peak hours indicate LOS 'A' in both peak periods. The largest average vehicular delay is 31 seconds on the Humber Station Road north leg in the AM peak. The longest (average) queue is 28m (4 vehicles) shown to be on the Mayfield Road east leg. The average vehicular delay is shown to be 9 and 7 seconds in the AM and PM peaks respectively.

The results of the RODEL analysis for this intersection indicate that the intersection appears to operate well with a 2-lane roundabout in the 2032 horizon year.

The results of the SIDRA analysis show an improved LOS compared to RODEL with results of LOS 'A' in both peaks. The longest 95%ile queue is estimated to be 88m in the AM peak.

The comparison of the roundabout results to the conventional intersection analysis identify that both the traffic signal and roundabout options provide a LOS 'A' in both peaks. However, the roundabout queues as shown in **Table 5** are less than the traffic signal option for all 4 legs.

In addition, the overall average delay for the roundabout option is better than the traffic signal option in both peak periods.

Table 5 - Humber Station Road/Clarkway Drive Intersection

Traffic signal	Roundabout
14 sec	8 sec
11 sec	7 sec
263 (AM)	87 (AM)
A	A
Α	A
	14 sec 11 sec

From a traffic operations perspective, the results of the analysis suggest that a 2-lane roundabout appears to be a feasible option for the 2032 planning horizon year for this intersection

4.4.5 Major MacKenzie Drive Extension

In presenting results for this future intersection, it should be noted that the turning movement forecasts developed for this intersection were developed based on the model link volume outputs alone, with some manual rebalancing of the data to forecast future turning movement counts. The turning movement projections for the other 4 intersections were developed on the basis of existing turning movements.

Results of the analysis in RODEL for the AM and PM peak hours indicate LOS 'A' and 'B' respectively. The largest average vehicular delay is 31 seconds on the Mayfield Road north leg in the AM peak. The longest (average) queue is 91m (13 vehicles) shown to be on the same leg. The average vehicular delay is shown to be 9 and 14 seconds in the AM and PM peaks respectively.

The results of the RODEL analysis for this intersection indicate that the intersection appears to operate well with a 2-lane roundabout in the 2032 horizon year.

The results of the SIDRA analysis show a lower LOS compared to RODEL with results of LOS 'C' and 'E" in the AM and PM peaks respectively. The longest 95%ile queue is estimated to be 613m in the PM peak on Mayfield Road.

The comparison of the roundabout results compared to the conventional intersection analysis identify that a traffic signal would provide a better LOS in both peaks. Roundabout queues are shown to be greater with the largest 95%ile queue at 613m compared to 215m for the traffic signal.

In addition, the overall average delay for the traffic signal option is less than the roundabout in the AM (20 vs. 24 seconds) and similarly in the PM peak (28 vs. 69 seconds). The results are summarized in **Table 6**.

Traffic Roundabout Roundabout (with signal channelized E to W turn lane) Overall average delay (AM) 20 sec 24 sec 28 sec Overall average delay (PM) 69 sec 23 sec 28 sec 187m (AM) Longest queue 215m (AM) 613m (PM) LOS (AM) C C В C E LOS (PM) C

Table 6 - Major MacKenzie Drive Extension Intersection

From a traffic operations perspective, the results of the analysis suggest that a 2-lane roundabout does not appear to be a good option for the 2032 planning horizon year. The main reason for this appears to be the large traffic movements between Mayfield Road west and Mayfield Road east.

It was decided to simulate another roundabout option in SIDRA, this time incorporating a channelized right turn between Mayfield Road east to Mayfield Road west. This has the effect of excluding 793 vehicles in the AM peak and 1328 vehicles in the PM peak from circulating in the roundabout. A revised analysis shows this scenario to work much better.

With this scenario, the roundabout performs better, particularly if a full day's worth of delay were to be considered.

4.4.6 Future Mayfield Road Mid-Block Access Intersections

The above analysis focuses on existing major intersections along the Mayfield Road corridor, corresponding to the intersections analyzed in the Mayfield Road Traffic Study Report and the Class Environmental Assessment Study. Further planning of additional 'mid-block' intersections should be addressed by proponents of adjacent future developments and reviewed in conjunction with the development application process. Any proposed future accesses onto Mayfield Road will require traffic impact studies by the respective developers, confirming that the location and design of such accesses do not negatively affect the operation of potential roundabouts outlined in this report.

New access points will be subject to the Region of Peel Access Management Policy. Access control (left turn prohibitions) may be necessary in close proximity to roundabouts or signalized intersections. This may contribute to more circuitous routing for land access.

5.0 SAFETY ASSESSMENT

5.1 General

The design of modern roundabouts takes into account the interaction of vehicular traffic and pedestrians / cyclists. Current practice provides for the strategic location of pedestrian and cyclist crossings on each of the approach and exit lanes of a roundabout "leg", which contribute to the safe movement of pedestrians and cyclists without the need for traffic signals and other warning lights. In addition to the designated crossing locations on each roundabout "leg", cyclists are also discouraged from entering the roundabout by providing wider sidewalks at the roundabout and corresponding ramps for cyclists to exit the roadway and travel on the boulevard towards the crossing points.

5.2 Operations Safety: Vehicles

5.2.1 Collision History

In 2008, HDR | iTRANS conducted a safety review of the Mayfield Road corridor, which was summarized in the November 2009 iTRANS report Mayfield Road EA (Airport Road to Coleraine Drive) Traffic Study. The review included an office review of collision data provided by the Region of Peel. The office investigation provided a preliminary understanding of the area, the collision history and their causes, as well as the traffic movements in the study area.

The study findings included an assessment of summary of reported collisions within the study area. The number of collisions over a four-year period (January 2003 to December 2006) is summarized in **Table 7**.

Table 7: Summary of Reported Collisions along Mayfield Road (2003 to 2006)

Location	Total	Injury	PDO	Traffic Control
Airport Road	32	3	29	Signal
Innis Lake Road/ Goreway Drive	13	1	12	Signal
Centreville Creek Road	2	2	0	Stop
The Gore Road	5	0	5	Signal
Humber Station Road/ Clarkway Drive	9	1	8	Stop
Coleraine Drive	2	0	2	Stop
All Road Segments	16	2	14	
TOTAL	79	9	70	

NOTE SMV = Single Motor Vehicle; PDO = Property Damage Only

The Region of Peel does not have calibrated safety performance functions with which to assess the collision history with statistical significance based on the state of the practice. However, the average number of collisions per year for the Airport Road intersection (8) is notable. Based on an estimate of approximately 4 million vehicles entering the intersection per year, we would consider the collision rate of approximately 2 collisions per million vehicles entering the intersection to be high for a rural/suburban arterial in the GTA.

For other intersections within the corridor, the overall number of collisions and rate of collisions are typical of rural/suburban arterials. Furthermore the severity of collisions, 11% injury collisions is typical or low for a rural/suburban arterial road. No significant collision trends by collision type have been identified.

5.2.2 Collision Prediction

As noted, the Region of Peel has not developed calibrated safety performance functions as a collision prediction tool. Furthermore, rural/suburban arterial roundabouts do not currently exist within the Region to provide a basis for Regional experience. Data is not readily available in Ontario for roundabouts on 4 lane rural or suburban arterial roadways to provide a statistically significant comparison of safety performance.

The most comprehensive source for before and after roundabout collision data in North America was documented in the National Cooperative Highway Research Program (NCHRP) Report 572, Roundabouts in the United States. The conclusions of the report state "with the exception of conversions from all-way-stop—controlled intersections, where crash experience remains statistically unchanged, roundabouts have improved both overall crash rates and, particularly, injury crash rates in a wide range of settings (urban, suburban, and rural) and previous forms of traffic control (two-way stop and signal)." However Table 28 of the NCHRP Report 572 notes that there is insufficient collision data for suburban signalized intersections (before condition) to estimate effectiveness of roundabouts for reduction of injury related crashes. Mayfield Road will have a suburban arterial environment.

While a predictive model for Mayfield Road is not available, findings of NCHRP Report 572 do document reduced approach speeds, which is commonly identified as a safety benefit for roundabouts. It is anticipated that reduced speed for roundabouts on Mayfield Road could contribute to lower severity of crashes.

5.3 Pedestrian and Cyclist Safety

Projected traffic volumes on Mayfield Road are expected to reach 2,000 vehicles per hour in the peak direction. This level of traffic will offer limited gap opportunities for pedestrians to cross Mayfield Road even crossing one direction at a time. The alternative of traffic signals will provide pedestrian priority during the north-south signal phase.

The NCHRP Report 572 documents the driver yielding behaviour for pedestrians at roundabout intersections. The percent of drivers that did not yield was documented at approximately 30% overall (38% at the exit point). These values are higher than observations made in the greater Toronto area for signalized intersections (Bacquie, Ray, Ing, Lisa, "We are All Pedestrians Program - First Steps in Pedestrian Safety", 2004)

Appropriate provisions would need to be made for pedestrians and cyclists, at the detailed design stage of any recommended roundabouts, to provide the necessary separation from vehicular traffic within the roundabout for the future safety of pedestrians and cyclists.

6.0 CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusions:

Based on the results of the analysis of the 5 intersections using RODEL and SIDRA roundabout modelling software, the following conclusions have been determined related to the feasibility of implementing roundabouts on Mayfield Road:

Two Lane Roundabouts are practical alternatives at three (3) existing intersections, up to the study horizon year of 2031, based on the technical parameters of the analysis. The Three intersections include:

- Innis Lake Road/Goreway Drive;
- Centreville Creek Road / McVean Drive; and
- Humber Station Road / Clarkway Drive.

A Two Lane Roundabout, with an additional by-pass lane, is a practical alternative for one (1) future intersection, up to the study horizon year of 2031, based on the technical parameters of the analysis. The future intersection is:

Major MacKenzie Drive Extension at Mayfield Road

A Roundabout is not a suitable alternative for one (1) of the existing intersections, up to the study horizon year of 2031, based on the technical parameters of the analysis. The subject intersection is:

The Gore Road

It should be noted that the forecasted turning movements for the Major MacKenzie Drive extension intersection cannot be taken with the same level of confidence as the other intersections due to the nature of the future forecasting and the available data. It is for this reason that property for a channelized turn for the Mayfield East to West movement would more reasonably be protected for, rather than constructed at this time.

From an overall 24 hour delay perspective, four of the five intersections could feasibly benefit from the implementation of a roundabout since the analysis has focussed on the peak hours. In the off-peak hours the delay benefits of a roundabout are greater since traffic signals will always impose delay on traffic regardless of volume, whereas the delay imposed by a roundabout reduces as volume decreases.

With respect to an overall strategy for developing intersections along this corridor, there are three immediate options that could feasibly be considered:

Install Traffic Signals at all 5 intersections

 This option would provide the largest delay of any of the options over the short and long term but may be the preferred alternative if demand exceeds forecasted volumes in the future and signals become the ultimate improvement.

Construct roundabouts at all 5 intersections

 This option would be feasible for 4 of the 5 intersections up to the horizon year 2032; however, the Gore Road would have to be re-constructed as a larger capacity signalized intersection prior to the horizon year. Current traffic volumes would have to double before the need to re-construct would occur.

Construct four roundabouts and a signalized intersection at Gore Road

 This option would be feasible up to the 2032 horizon year and would not require reconstruction of the Gore Road intersection in the future. While traffic signals benefit from platooning of traffic, roundabouts do not; however, traffic progression along Mayfield Road should not be an issue given the 1+km spacing of intersections.

6.2 Recommendations

The Roundabout Analysis presented in this report indicates that the construction of two-lane roundabouts, on a 4-lane Mayfield Road corridor, would be suitable from a traffic delay and queuing perspective, at four intersections including three existing intersections. A roundabout is not deemed to be suitable for the intersection of Mayfield Road at The Gore Road. Other considerations, such as pedestrian accommodation and safety may not be well served as traffic volumes on Mayfield Road reach 2,000 peak hour peak direction vehicles.

The conclusion that roundabouts could service the traffic operational needs on Mayfield Road, to 2031, is valuable information to Peel Region. The data illustrates that Regional corridors may be candidates for modern roundabouts, based on current evaluation techniques.

However, after careful consideration and discussions with Regional Staff, it is recommended that the Region not proceed to implement modern roundabouts in this section of Mayfield Road, for the following reasons:

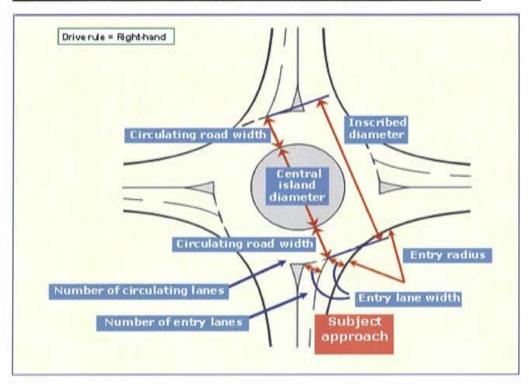
 Two-lane roundabouts, although suitable at four (4) intersections to the horizon year of 2031 and on a four-lane Mayfield Road corridor, will not be satisfactory in the distant future. Widening of Mayfield Road to six lanes, which is inevitable, will necessitate either upgrading the roundabouts or removal and replacement with signalized intersections.

- It is highly unlikely that Peel Region would opt for upgraded triple-lane roundabouts on Mayfield Road, once the corridor is ultimately widened to six lanes. Therefore, installation of "temporary" 2 lane roundabouts would not be cost effective.
- Signalized intersections can be constructed to suit an ultimate 6 lane corridor during an interim 4 lane program. This planning reduces the throwaway costs not available with the design and construction of roundabouts.
- Providing 3 or 4 roundabouts at the furthest (east) end of the Mayfield Road corridor, where no other roundabouts exist or are planned, over its entire 24.8 km length, may not represent strategic transportation planning. The consistency provided by signalized intersections within the entire Mayfield Road corridor makes good sense, despite the technical analysis presented herein.

In conclusion, it is recommended that full capacity signalized intersections be presented as the preferred design concept in the current Municipal Class Environmental Assessment Study for Mayfield Road, Airport Road to Coleraine Drive. The results of this Roundabout Study, along with its Conclusions and Recommendations, should form a part of the Class EA Public and Study Reports processes.

Appendix A SIDRA Analysis

Geometric Elements of a Modern Roundabouts (SIDRA INPUTS)



2032 AM Total Road Network - Roundabout Capacity Analysis

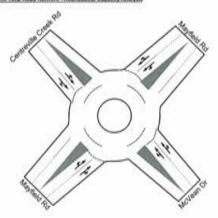
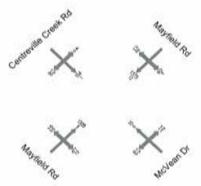


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2022 PM Total Road Network - Roundahout Capacity Analysis

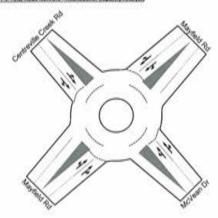


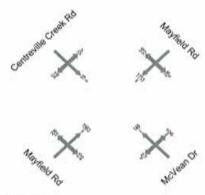
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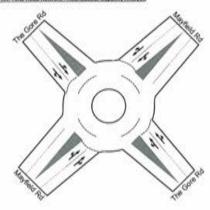


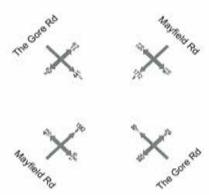
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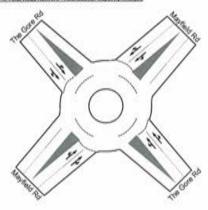
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2022 PM Total Road Network - Roundahood Capacity Analysis



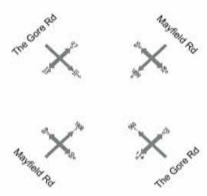
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2032 AM Total Road Network - Roundahout Capacity Analysis

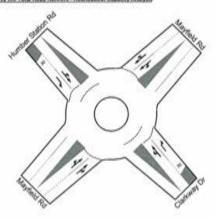


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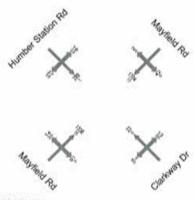
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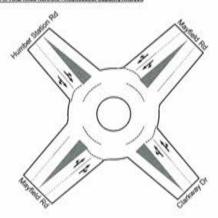


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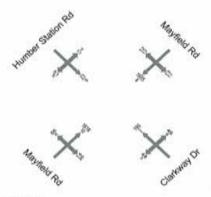
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Table 5.15 - Capacity and Level of Service

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2032 AM Yotal Road Network - Roundabout Capacity Analysis

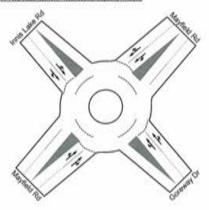


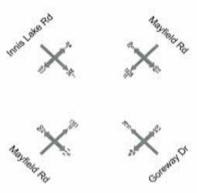
Table S.14 - Summary of Input and Output Data

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Upper value - virtures Level value - heavy vehicle % as per Synchro analysis

Meany Vehicle Percentages

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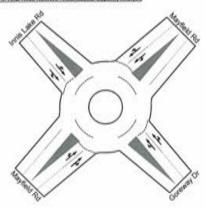
Table 5.15 - Capacity and Level of Service

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2012 PM Total Road Network - Roundabout Capacity Analysis



Yable S.14 - Summary of Input and Output Data

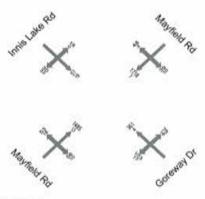
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Opper value : vinumes Lever value : heavy valuite % as per Eprotesi analysis

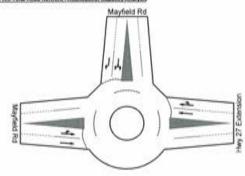
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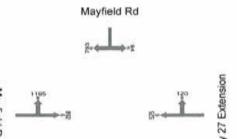
Table 5.15 - Capacity and Level of Service

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2032 AM Total Road Network - Roundabout Capacity Analysis





Upper value - victories Lever value - honey refulie % assumed

Table 8.14 - Summary of Input and Output Data

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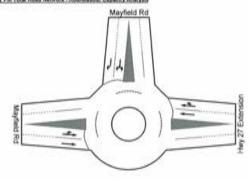
Table 9.15 - Capacity and Level of Service

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2032 PM Total Road Network - Roundabout Capacity Analysis











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2022 AM Total Road Network - Biunalized Intersection Capacity Analysis

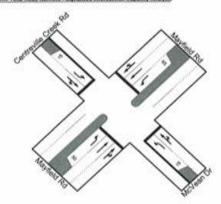


Table 5.14 - Summary of Input and Output Data

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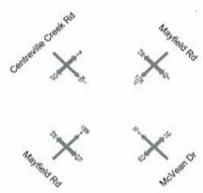
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TABLE DOCUMENT PERSONNEL

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Upper value - volumes Lever value - twory selecte % as per Byretire analysis

Meany Valid (in Personages M Ufeat Regional 13 Mayland Boad EA , Keyeri to Commercial 2 Analysiski 3 Assessment 2002 Tob/2002 AM forei Mayland Evanes (at export) +4 - extl HTs syl

Yable 5.15 - Capacity and Level of Service

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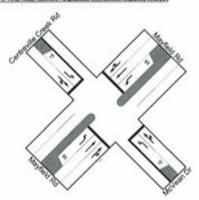


Table 5.14 - Summary of Input and Output Data

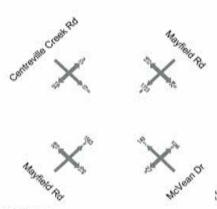
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Opper value - untimes Lever value - heavy vehicle to se per byrichio analysis

Heavy Vahicle Percentages
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Table 5.15 - Capacity and Level of Service

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	0.437			19840	0.141	11.1		4.1	
25 /5	0.433		1414	1339	0.7541	10.1	1.0	18.2	
15.5	0.433	0.533		111.22	41.674	14.9		17.4	14
								++	++++
	(seation)								
	6.314		7.7		0.011	29.8			
54.5	7.114		7.6	311	0.050	56+4			
18 A		3,111			9.075	21.1	. 5	(D.E.)	
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	6,431			3.741				ALL	
11 Y	0.617			201	# (TEE	31.8		3111	
N. H.	0.677	3-11	110			44.1		34.1	311
	*********		******	******					++++
	PERSONAL PROPERTY.					311		19-6	1.1
	*********				++				
	CYTCH, Spire					5.6		11-11	317

Level of Bartion rejectables are based on an experience of the property of the production of the produ

2032 AM Yotal Road Network - Rignalized Intersection Capacity Analysis

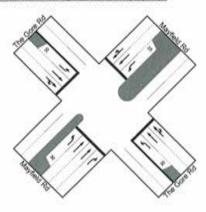


Table 5.14 - Summary of Input and Output Data

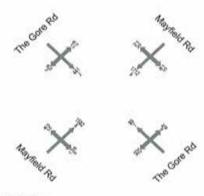
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				999		400444	11177					
				118					9,200	48.1	-14	
				*150.00				****				
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	11	1,695	11	100	. +				9,701		331	
						******		++++	******			
11.44.44	-	100.0	777.7	7	11	1211	4.1		0.444	29.4		.29
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io io		8.64		8.1.1		1544	199		0.415	24/7	433	1444
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Spring length, succeeds short (see length dust to spoiltisettes of a parametric gaste in the Teslampetines Medial Laber, for calculation of this evaluate, you may openly the laborath full length;



Opper value - volumes Leaver value - heavy variable to as per flyredon alvalysis

Newsy Valvish Percentages
W Year Registed 13 Mayhald Road EA (August to Conserve) A D Analysed 5 Assessment 2003 Total 2003 AM Tunit Mayhald Sares (at anges) +4 - excl AT's sof

Table 6.15 - Capacity and Level of Service

Haydined Rd on The source the coll and totals Collection Sec 8 Accessed Experience Segment (Space Time - 150 (Space)) on Space (Space)

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(1,9)						#1979	17.5		111	1.1

ni Man				700	0.00			- 50		
						9.100			1.15	- 18
(3.7		ALCOH.		1994	1111	9,8841		- 60	40.0	3.0
14.8							73.14			: H
									++	
m43934490			10							
(18.K)				. 79		9,565	15 / 8			- 1,0
19.1		B. 954		11.5		4.103		- 1	43.0	
18.81			9,719.	100	144		3818		11.12	91
					*****		000 1000		100000	
100000										
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34. F.		9 (856)				THEFT	16,7	- 6	41.5	281
PERM.		0.550		144	3104	1.191		A.,	0.7	
*****				*****						
ALC: 10				15/0		9.701	1914		41.1	310
111153.60				4115	********	********	12.4	*****	45.0	110
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bowd of Assaylor desiredation was been as acceptant for acceptant and desired to accept the second of the second o

2032 PM Yotal Road Network - Signalized Intersection Capacity Analysis

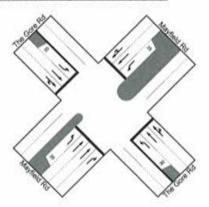


Table 8.14 - Summary of Input and Output Data

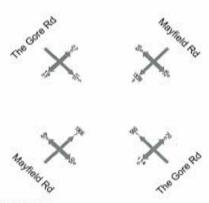
Hayfied Bu of The more Ad. (All DW Frank) (All Description 19-3 Actuary Constituted Signally, Epide Time = 118 Simmington Pyrim Time)

WHEELER	110	Hepti	11	161	1				0,544		194	
1.10	1.0			1.9		1968	1, 9		7-1198	16.1		-,43
1.7		1019		11019	. *		-55		3.031			
1.77	-11			1,104	4444	1566	- (4				145	
	1122	44444	11/11						1.271	19.7	155	
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100		- 22	100	1.00	ď.	1744	**	24	2.110	. 1355	- 12	-
535						2000			.011			
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\$100 (A)		Hay? I	1111									
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Desire aliant to this taken because and all about the front.

Since Said Seriestian First the Showest our witter have been editable for grade, been wishing passing memoratum and four enter.

prote insylt communic about tame largeth dust to apposition for a proceed (to specie in the Total-Options Object tell). The observation of about relativity you may specify the taxx with (will impair.



Opper value - volumes Lever value - heavy volume is as per Byrofro analysis

Heavy Value Averantages

M shart Regional 13 May had flow EA (Argent to Commissed & Analysin's S. Assessment (IOS) Trans (IOS) FM Trans May had 6 inner (at expert) v4 - exc IITs ay?

Table S.15 - Capacity and Level of Service

Deplied by an the Dair Di Joseph Tendi Josephin (Di & Account Franklance Signess, Spile Voc. - 128 Honry (non Spile Voc.)

A D	Hoy Title	BATTE	Time turing	Tirtiel Fina 1948 (b)	Total Sup. 1965 781	100	April . Solvy (solv)	1107	211860 000 B 211800	
	****	*****		***	*****				HANANA	
12,61,000	944 th		14							
41.6		9,167		410	1.694	11-11-0A	.14.13		1.61	
72.7		0.347		199		11/405		- 6	14.0	
17.8		0,133	41,3307	74	156	0.400	19.3	3.80	100	. 10
	-11 (14	of bold &								
44.5		0.541		14	Jhan	0.014	18.1		4.4	
48.9		0,133		1000	1915	0.333+	45.4		770-4	44
14.4		0.5337	4.307	1100	14	1.0111	75.1		74.4	1.5
									14-4	
tion to balls	er th	e Beat 8	4							
143.1		0.147		- 14	160	0.164	11114		944	
18.7		0.167		100	1140	0.000	2313	40.	10.3	- 9
20.0		0.533	0.101	17.4	7114	0.000	49.4	D.	2.1	- 4
		XIETA.								
to a Vishe	at to the	WINDAM B								
70. h.		0.534		163	11.70	2.174	18.4	4	1674	- 0
24.9		31,911		1004		1,911	76.3	100	75014	164
44.8		4.577	4.143	1.0	1000		8.4	1.5	1775	
ALC: V	6161120	Ar		5444		0.001		1/ 10.0	14.4	5.0
		d Grand		61979			42.8		114.4	3.6

Lord of Gorriso calculations and based on average tradeout measures to be a based on the control of the calculations are supported by the calculation of the calculat

2032 AM Total Road Network - Signalized Intersection Capacity Analysis

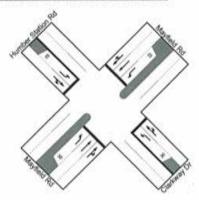


Table 5.14 - Summary of Input and Output Data

Magging 61 at Moders Station be 2002 AF Torest Intercention (6): 7 Accessed Computation Superior, Dycle Time > 108 inter-given Sprin Times

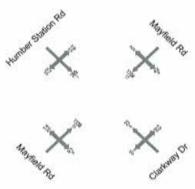
		est Fr			1100						Congress.	
			. A	9+9							103	
	4/11	33,010	999. 1	1	100				-		- 21	
1.1		7/41	100	1		1211	77		9,454	34.3	- 27	-23
7.16			-17			1011			0.000	4313		200
		3.4	141	44.	11				0.548	14.4		
		March.										
1				- 11		1444	2.0		2,166	114.1	1	- 23
10		316		011	4.9	1214	5.8		0.884			540
n Y9				. 919		1986	1.1	1	0.054	1117	442	144
		1714		1240	11				2.500	11.4	CEA	
										40000		
2017 740	den't	Husbrid	C Bis	till b	4							
1.2	2.9			1.54					4.511			
174		104	1.0	34.1							1.07	947
	-			14.1					3.516		1000	****
											- 141	
		Higgs										
100				4.0	14	1.144	1.0		0.014	114.1		- 14
		949		76%	111	1711	**		11,529	19.4	1.00	146
3.78		470	14.	153	. 15	3344	1.6		11,572	3111		310
		0.110					11111	1777				-111
	- 11	1419		1579	14				0.109	171.5	100	
ALL VI	HIEL			T/ha!	1		Date:		Heir.	Anny :	Hari	

(NOT THE PERSON S. ST MANUFER)

pose value in this harte are set part of door increase.

While Karly debugsion From (in imposit was unit) have been adjusted for gauge last widths, pathing associated and how at the

praise, later widths, parking names and the origin-



Upper value - volumes Lawer rates - heavy values to as per flyreton analysis

Mesoy Valutio Percentages

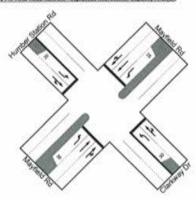
W Vivo Regarded 13 Maybrid Road EA (Appent to Colescine) id S Analysedd 3 Assessment/2003 Total/2003 AM Total Maybrid 8 laines (at seport) v4 - end RTs 4;7

Table 5.15 - Capacity and Level of Service

Mayelod NG 20 Massas Station NG 1955 AN TOLEY Statements of the T Assassed Statement Stations, System time + (N) (Statement System Time)

410 40		Final Freis Fais	1740		Andria Invest		177 A	
	Starting Is							
41.5	0.310	1.4	1490	0.454	H-1		5-1	
-14 Y	1000	1.4	158	0.155	43.13	6	1.3	
41.6	E-1999 E-300		1119	0.000	10.4	- 6	113	- 0
		*****	remarks		****	*****		*****
	Phase Labor Std.							
44.5	1.140			0,150			1.0	
24.2	1.10401			0.365			127.8	
165 A	1,146 4,100			2-163		0.0	16.4	
								+
	However, Station b					116	10.00	
	1.78			9-123	16.1	18		
14.4.	E-1604	104	113	0.555	13.19		14-9	
28.6	1,500 9,100			0.144	187-7	1 × 20	13-9	7.63
	Heyklald by					1021		
10.0	4.440	10		9-634		1.5		
11.1	8,480			8,779				
10.6	3.480 0-100	19.	199	10.03	345.0		1914	
All YES							11-4	
	THE BOARDONS	140			14.5		17.4	
	THE RESERVED				1111		7518	

2032 PM Yotal Road Network - Signalized Intersection Capacity Analysis



Yable 5.14 - Summary of Input and Output Data

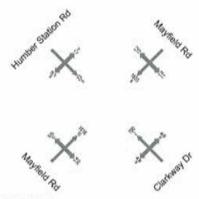
Hapfins for at Healon Station Pa 2012 PM Votal Interpolation Size 7 Activates Constitution Stations, Space Time - 80 Homeograph Cypic Time

	Type						1111				Longous	
Petr			****		1177	Bette	1.19	911	241	34145	Buses	11414
						3411					[6]	
	8441											
16	77.54		777.			1011	14		16-359	14.1	112	- 16
111		114	. 60	(49)	1	1911	71		0.447	31.7	41	100
						+++++		++++				
		110		319					4/165	45.2	-41	
	tea.											
	11			7.11	1.4	1911	44		8.433	11.4	7.47	123
14	- "	614		879		1111	- 11				1787	
4 19		8.64	111	1111		1544	11	- (4)	0.516	1.9	178	AH
	0.44	14111	12.6.11		1117	*****			******	110000		
		1745			1.7				91,828	1.1	179	
										+++++		
				Albert B								
1.3%	- 2					1741			11,044		0.6-0	14
1.18						1944					176	345
		3.4		1.85					9.124		15	
	Me (A)			14	7.0	1116	44		0.104	7.4		14
	108	10.0		100		1000	- 22		2.414	1111		
11.							20				111	
1.38		111		931		1111			0.075	7.9		
		1775			111				2-114	0.4	175	
		3444			7				Han-		1644	
914.1	WHILE !			Titel	W		Direct St		Plan.	Airi)	The Contract	
				1111	175		ALL REAL		1.614	11:4	110	
				1117			**		21414	121.5	4.19	

From East peaking - (Emission)

passe where to this table on the task of good persons.

Arest Kajir Servicios Firms in Oktooli car sheat here been edjorted for ayone, line within, particle belongston and but stops.



Upper value : volumes Lever value - heavy vehicle % as per Synotric analysis

Mewcy Values Percentages

W West Regarded 13 Mayheld Blood EA (Alogori to Colseanedid & Anayorid 3 Assessment/2023 Yout/2022 PM Total Mayheld 6 lanes (N asport) +4 - ext RTs as 7

Yable S.15 - Capacity and Level of Service

Heyfred NE at Human Pation Pd (A) PM Hotal Extraording 10° 5 Assessed considered digital, Spin Sam c 40 (horseless Spin Sam)

Hor His	Auto sprii Tab stal tab sprii		Frita) Capi (ref) (R)	Pat to 19. 29.701	1001 1004 1000		Erreproft WA B Erreprof	in!
SHADE AND TO	anteres la							
11 A 11 7 11 A	0.275 0.275 0.475 0.275	100 100 47		0.158	77.1 11.1 11.1	0.00	117	0.0
Inchided t No	of label the				******			
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19.7	0.5151	1110	1100	0.104	8.7		111.0	3.71
74 K	Artis water	11	1.6	3.435	18-4		33.3	1.59
BOOK BRIDGE CO.	mine Physics A							
	8-175		1144	0.044	311.3		1.1	
18.9	0.276	4.6		0.127			1.4	- 11
28 B	0.575 0.275	7.4	119	41110	3411	. 6.		
		1111111			****	+++++		
Don't Marie a. Ha							2.4	
19.5	0.575	.34		0.111	13-4		6.7	
11.1	1,475 Light	190	119	0.419	18.2	0	11.4	100
		++++++			****			
NEW ARREST	B1	1954		4.434	1,7 , 4	*	110.9	177
DEVELOR-TO	W. Brown street 1	1.600			131.1		0304	111

have of Perviso salvoisissed are hadden to average contain select principles generalized sizes (PRF collects). This server are also as a first principles of the server are also selected as a first principles are also selected, cold of the Planck of Asserved hadden in the SIRCA seasons of Asserved hadden appealing on the advertise action of the continue being hadden capability due to a Avert land effort. Whenever of Asserved hadden appealing to a first three actions of the continue and the seasons are also as a Avert land effort. Whenever of Asserved hadden are also as a first and the continue of the continue and the continue an

2022 AM Total Road Network - Signalized Intersection Capacity Analysis

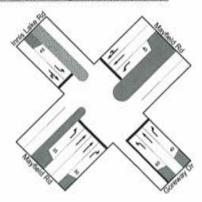


Table 5.14 - Summary of Input and Output Data

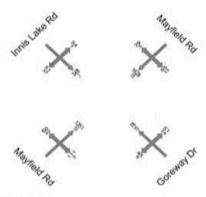
Hapfins Md an Janie Auto Xd 1993 AM Tones Intercented Mr J Actioned Conditions District, Open Time + 130 Milestative Cycle Simil

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1.0		- 00	200	99	14	1144	- 29	100	0.544	100	100	-
ane -												
	4.5	17	3.4	111	14				21111	19.9	11	
45.416	Chick	Herry	414 8	4								
1.6				1.00	116	1.554	63		147143	1912	110	. 83
1.0		912		472	35	1944	- 41		0.884	27,9	100	hara
1.16		244	111	0.11	44	3366	4.7	UX	0.860	17/4	144	544
						+++++						
	69	1714	2.0	1111	1.5				9-881	15,0	101	
Lebate	****			****								
Hodels	Fridt 1	Bonts.										
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TR.		101	0.6	411	.11	1744	11.	41	0.48)	0.014	110	241
	100	111111	derke							++++++		
	. 14	194	11.6	414	.14				4-011	HILL	107	
10000						*****				****	******	
Freth	Arid LT	they'r.	4336.8									
1. 6.	11			9.8	.64	33944			11.119			. 11
T.		745		753	3.6	3,744	16.7		11,419	14.1	640	510
1.4		76.1		711	110	1766	10.7		11,168	MAGE	145	1100
0.80			TAX:	0.00	17.4	3,344	. A.	.41	2111		111/10	19
	1111			*****	++++	177177			*****			+++-
	1.1	1411	110	1176	10.				3,149	3318	110	
		*****					77777	.,,,,,		444444		****
ALL Y	or pro-	į.		Finn Finn	6		Time.		100	States States	Partie Ventile	

game raines in this toute are \$40 hair of green instant);

White Baris Seizzeller Films 216 through may utilize how been adjusted for grains, term another partner notices and find single.



Upper value - volumes Lenter value - heavy vehicle % as per flynchro analysis

Newsy Values Personages
M West Region 13 Mayland Read EA (August to Coverance A Paralysis A Assessment (ES) Total (2002) AM Your Mayland 8 tones (at august) of a east HTs by?

Table 8.15 - Capacity and Level of Service

Hapfied AG of lasts take AG gain AN Taxas Takasashina (D. A. Arteaton Conditions States), Spoin These tips Statespasses Spile Times

	Yalk	hatel	Time Turri Ind Ind		Treat tiap- treat rea	Des. Pr Sans Propi	Hores, Delwy Telefol	118	Avenue 1964 de Trefué	lieron rk
Apolitical.		may D								
(1.5 (1.7 (1.7 (1.7 (1.7)		0;342 0;342 0;352		47	1,000 500 1,000	0.143 0.120 0.144	24.4	1	1, to 1, to 0, t	- 1
+6.4	CHH	91558			4241	0.141	17.2	¥	2.1	31
10.1		0,1081	0.045	11	W		18.1	1	064 665	
					*****				000000	1111)
10111-040-06										
17.5		0.340		. 97		9:114			0.004	11
19.1		0.115		14		4,411			10.1	10
********					****				contrib	****
SHIP SHAP			10							
19.5		0.010		3.1	1640	31,1114	10.1		1.544	- 11
11.7		6-43X		1.123	20.54	11,439	11.1	18	49.6	191
30.76		0.551	HIGHE.	7.143	3186				31.2	

ALC: YHE	HIAD			6343		9.731			19.1	999
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2032 PM Total Road Network - Signalized Intersection Capacity Analysis

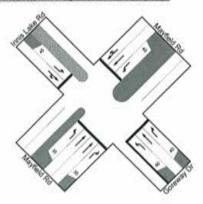


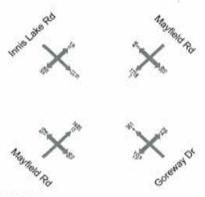
Table 5.14 - Summary of Enput and Output Data

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					****			1111				
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Upper value - voluntes Lever rabse - heavy valuite % as per liginates enaryon

Havy Vehicle Percentages

M Vesic Registrict 11: Mayland Road EA (August to Optional A Analysis) A Assessment (UES) Total (US) HM Total Mayland & tense (at expert) this worl RTs sy/

Table 5.13 - Capacity and Level of Service

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2032 AM Total Road Network - Signalized Intersection Capacity Analysis

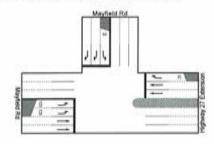


Table 5.14 - Summary of Enput and Output Data

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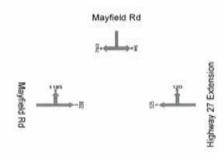
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Upper value - volumes Lover value - honey seriote to so per flyremic produce

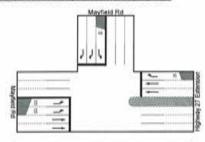
Yable 5.15 - Capacity and Level of Service

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2022 PM Total Road Network - Signalized Intersection Capacity Analysis



Fable 5.14 - Summary of Input and Output Data

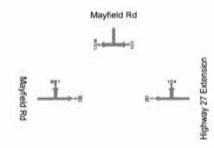
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Upper value - volumes Lever value - heavy various % as per Dynchro analysis

Table 5.15 - Capacity and Level of Service

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										137

Level of Gerian materials are as based on electrons with the control of the contr

Appendix B RODEL Analysis

2032 Total Road Network - Roundabout Capacity Analysis Intersection: Mayfield Road at Centreville Creek Road/McVean Drive

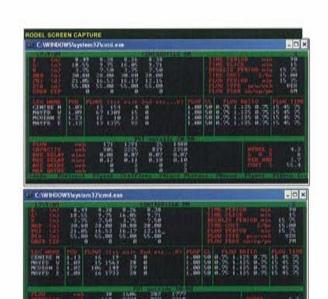
Geomatry Used	INPUT GEOMETRY (in meters)									
	Entry Width, E	Flare Length, U	Half Width, V	Radius, R	Entry Angle (degrees)	Circle				
Cantraville Creek Road	6.40	18.55	3.75	30 A	21.05	55				
Mayfield Road W	0.30	9.75	7.5	26	16.53	. 55				
McVean Orive S	8.26	16.05	3.75	30.8	16.17	. 55				
Marchard Road E	8.38	6.71	7.6	26	12.16	55				

2032 AM Total Traffic Volume

			UVIE	OT PEROLIS					
Annual Control of the	Flow	Cassasty	v/c	Avg. C	elay	Max	Delay	Avy.	Max
Approaches:	E SHOW	Destroyment A.C.		(min/reh)	(sec/yeh)	(miniven)	(Kenryah)	Queue.	Queue
Centreville Creek Road	1171	905	0.19	0.08	. 31	0.12	· //	. 6	- 0
Mayfield Road W	1,361	2,228	0.63	0.07	4	0.11	7	2	2
McVean Drive 5	35	839	0.04	0.67	4	0.1	- 6	- 0	0
Mayfield Road E	1,480	2,350	0.63	0.07	4	0.1	.0	2.	2
Overall LOS	۸								

2032 PM Total Traffic Volume

			OUT	PUT REBULTS		74474				
ORDER DE LA CONTRACTION DE LA	Flow:	Capacity	V/C	Avg Delay		Max 5	relay	Avg.	Max	
	Approaches	Farmer	Capacity	V/C	(min/yeh)	(sec/vett)	(min/veh)	(secryen)	Queue	Queue
Centreville Creek Road	16		0.06	0.1	31	0.14	. 0	- 0	(
Mayfield Road W	1,600	2,374	0.66	0.08	- 5	0.12	. 7	- 2		
McVean Drive 5	262	627	0.34	0.12	7	0.18	11			
Mayfield Road E	1,777	2,318	0.77	0.12	7	0,2	12	4		
Overall LOS	A			100,000						



2032 Total Road Network - Roundabout Capacity Analysis. Intersection: Mayfield Road at The Gore Road

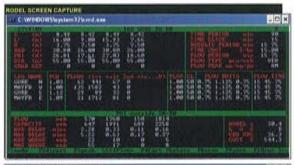
74	IMPUT GEOMETRY (in meters)									
Geometry Used	Entry Width, II	Place Length, L'	Half Width, V	Radius, R	Entry Angle (degrees)	Circle				
The Clore Road N	8.49	16	3.76	30.6	26.81	55				
Mayfield Road W	8.62	- 9	7.6	26	17.61	66				
The Gore Road S	8.49	15.93	3.75	30.8	27.03	- 55				
Mayfield Road E	8.42	7.66	7.5	26	18.6	65				

2032 AM Total Traffic Volume

	A STATE OF THE PARTY OF THE PAR	OUTPUT RESULTS										
Approaches	Flow	Capacity	V/C	Avg Delay		Max Delay		Avg	Max			
	00000	Detacolation .		(min/veh)	(ses/veh)	(min/keh)	(AMBICVARI)	Dueum	Quaue			
The Gore Road N	570	647	0.66	2.28	31-	5.22	313	22	- 5			
Mayfield Road W	1,760	1,003	0.88	0.33	20	0.63	38	10				
The Gore Road S	150	- 689	0.22	0.11	7	0.17	10	. 0				
Mayfield Road E	7,014	2.256	0.60	0.16	(0)	0.27	36	.5				
Overall LOS	D	100,000,000				-						

2032 PM Total Traffic Volume

			OUTP	OT RESULTS				-	and the last owner, the last o
American	The Princes of	Capacity	V/C	Avg Delay		Max	Delay	Avp	Max
Approaches	Flow	Cabbully	Marin I	(min/yah)	(nem/viets)	[min/veh]	(Ken/Veft)	Osiesie	Queue
The Gore Road N	147	551.	0.27	0.15	31	0.23	14	. 0	
Mayfield Road W	2.015	2,327	0.87	0.27	.16	0.54	32	li li	17
The Gore Road S	744	571	1.30	2.99	479	10.8	1008	125	193
Mayfield Road E	1,982	2,044	0.97	0.86	62	1.6	108	30	- 11
Overall LOS	F	-				1000			





2032 Total Road Network - Roundabout Capacity Analysis Intersection: Mayfield Road at Humber Station Road/Clarkway Drive

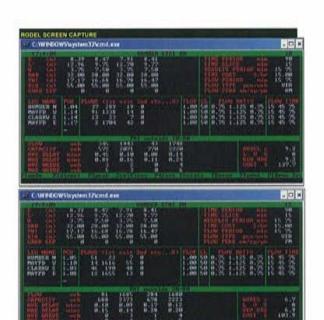
Geometry Used:	INPUT GEOMETRY (in maters)									
	Entry Width, E	Flare Length, L'	Midth. V	Radius, R	Entry Angle (degrees)	Cirola				
Humber Station Road N	8.39	12.90	3.75	32	17.17	55				
Mayfeld Road W	8.47	9.75	7.5	28	16.68	- 55				
Clarkway Drive S	7.01	12.7	3.75	32	16.78	55				
Mayfield Road E	0.41	9.77	7.6	26	16.47	.55				

2032 AM Total Traffic Volume

			OUTP	UT REBULTS					
Management of the last of the	Flow	Capacity	vie -	Avg. D	elay	Max t	belay	Avg.	Max
Approaches	They	Cathacity	700	(min/veh)	(sec/ven)	(min/veh)	(sec/yeh)	Guasia I	Queue
Humber Station Road N	345	672	0.60	0.45	. 31	0.89	53		-
Mayfield Road W	1,443	2.071	0.70	0.1	6	0.16	10	. 2	/
Clarkway Drive 5	43	776	0.06	0.08	6	0.11	y	- 6	
Mayfield Road E	1.746	2,220	0.70	0.14		0.24	1.4	- 4	
Overall LOS				-		-			

2032 PM Tetal Traffic Volume

			OUT	OT REBULTS					
Assessment	Plaw	Capacity	V/C	Avg 0	relay	Max	Delay	Avg. Quave	Max Queue
Approaches	15000	Capacity	The same	(min/yeh)	(sett/veh)	(min/vah)	(sec/veh)		
Humber Station Road N	A4	600	0.12	0.1	-31	0.15		. 0	
Mayfield Road W	1,005	2,373	0.71	0.00	- 5	0.14	8		
Clarkway Drive 6	284	678	0.42	6,17	10	0.28	17		
Mayfield Road E	1,680	2.223	0.76	0.13	7	0.2	12		
Overall LOS	A			100000	//	7700			



2032 Total Road Network - Roundabout Capacity Analysis Intersection: Mayfield Road at Innis Lake Road/Goreway Drive

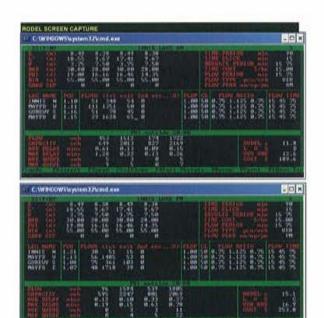
Geometry Used:	INPUT GEOMETRY (in meters)									
	Entry Visitin, E	Length, L'	Half. Width, V	Radius, R	Entry Angle (degrees)	Macribed Circle				
innis Lake Road N	8.45	18.55	3.75	30.8	19,08	55				
Mayfield Road W	0.30	9.67	7.5	28	16.16	- 55				
Goreway Drive S	8.49	17.41	3.75	30.8	16.46	55				
Mayfield Road E	0.30	9.67	7.6	28	14.35	55				

2032 AM Total Traffic Volume

			OUT	PUT RESULTS					
	Flow	Canana .	vic	Avg. Delay		Max	Delay	Avu	Max
Approxima	Floor	Betrettering	UMAL	(min/veh)	[sections]	(min/veh)	(Nec/veh)	Overie	Queue
Innis Lake Road N	463	649	0.70	0.63	31	1.28	77		. 6
Mayfield Road W	1,612	2,013	0.75	0.13		0.22	13	7	
Goreway Drive S	174	627	0.24	0.00		0.13	ě		- 0
Mayfield Road E	1,722	2,160	0.79	0.15	. 0	0.26	16		7
Overall LOS	B	-	7777						-

2032 PM Total Traffic Volume

			001	POTPEROCIS	THE REAL PROPERTY AND ADDRESS OF THE PERTY ADDRESS OF TH	The second secon			
Australian	Flow	Comments	VIC	Avg Delay		March	Delay	Avu.	Max
Approactes	Z Z	Capacity	Ale.	(min/yeh)	(see/yels)	(min/yeh)	(secret)	Quelle	Oueue
innis Lake Road N	96	695	0.18	0.12	31	0.10	11	0	.0
Mayfield Road W	504	2.247	0.71	0.1	6	0.15	. 9		. 4
Goreway Drive S	530	- 801	0.67	0.33	20	0.63	38		- 5
Mayfield Road E	1,608	2,000	0.87	0.37	22	0.78	.47	11	22
Overall LOS	6								



2031 Total Road Network - Roundabout Capacity Analysis Intersection: Mayfield Road at Mayfiled Road/Major Mackenzie

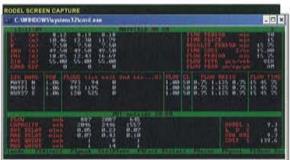
Geometry Used: Mayfeld Road N	IMPUT GEOMETRY (in meters)								
	Entry Width, E	Flare Length, L'	Half Width V	Radius, R	Entry Angle (degrees)	Circle			
	8.12	10.46	7.6	40.5	18.85	. 55			
Mayfield Road W	8.19	12.3	7.5	49.5	12.43	56			
Major Mackenzie II	8.18	11.70	7.5	49.5	16.69	- 55			

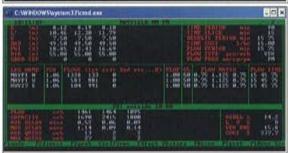
2031 AM Total Traffic Volume

OUTPUT RESULTS									
Approaches	Flow	Capabily	Vic	Avg. Delay		Max Delay		Avp	Max
				(min/veh)	(Amillyen)	(meyinies)	(Secryen)	Queue	Queue
Mayfield Road N	687	2.046	0.43	0.05	31	0.07	4		-
Mayfield Road W	2.087	2,446	0.65	0.23	14	0.43	26	- 6	. 14
Major Mackenzie E	645	1,557	0.41	0.07	- 4	0.1	- 0	1	
Overall LOS	A								

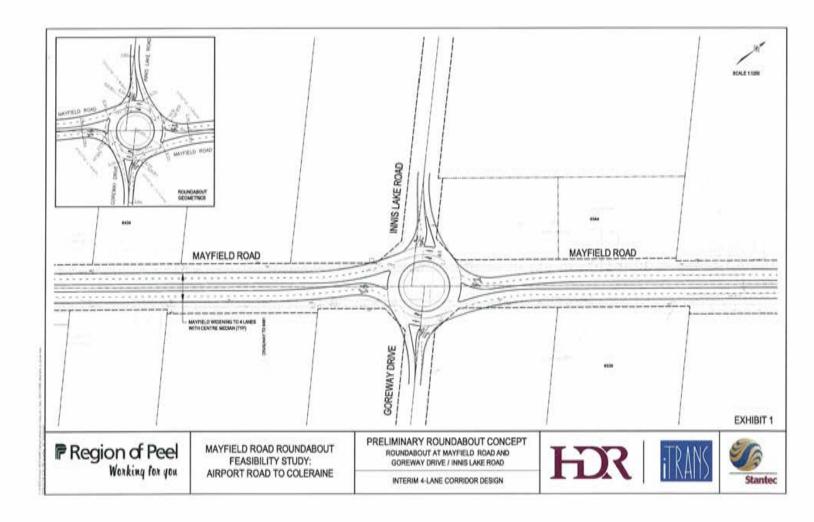
2031 PM Total Traffic Volume

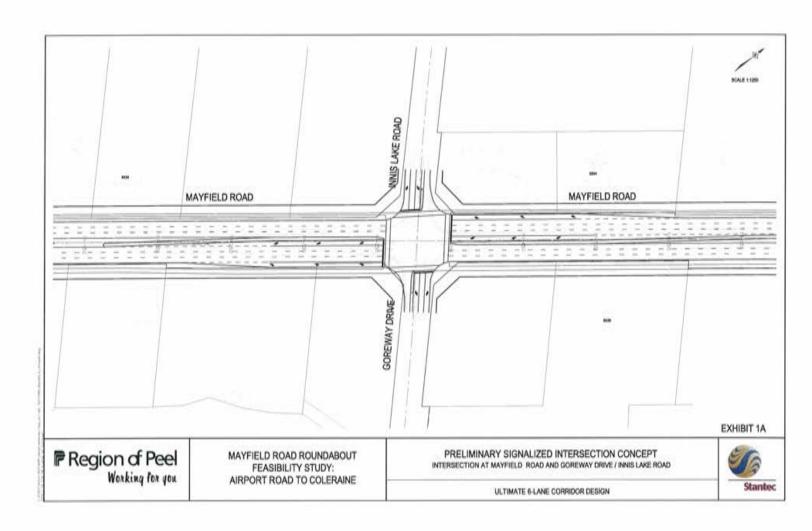
Approaches	1000	THE RESERVE TO SERVE THE PARTY OF THE PARTY	V/G	Ave D	elay	May	Selay	Avg. Queue	Max Queue
	Flow	Capacity		(min/yeh)	(sec/veh)	(min/ceh)	(secryah)		
Mayfield Road N	3,461	1,690	0.86	0.62	31	1.14	6.8	13	2
Mayfield Road W	1,404	2.815	0.61	0.06	4	0.09	- 5	- 2	- 10
Major Mackenzie fi	1,005	1.600	0.61	78.89		0.14	- 6	- 2	
Overall LOS	-								

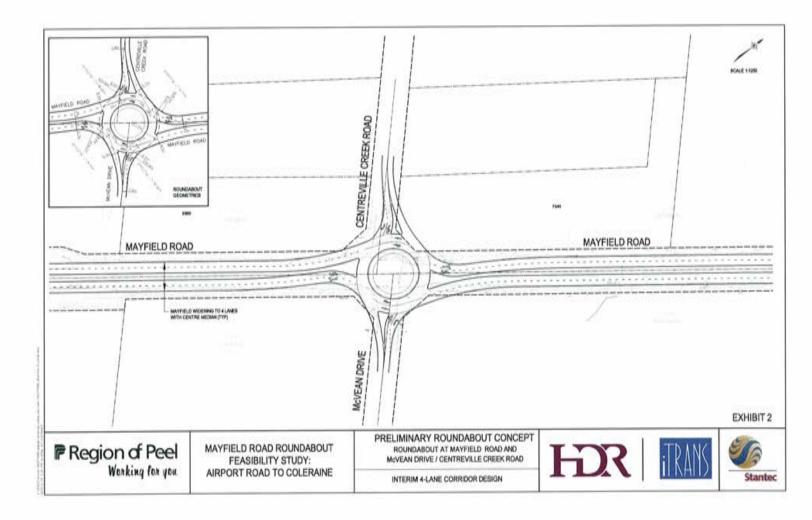


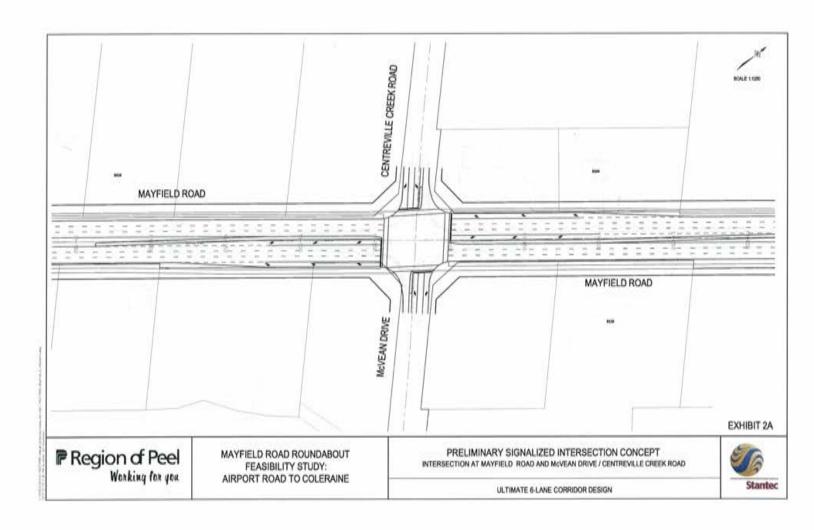


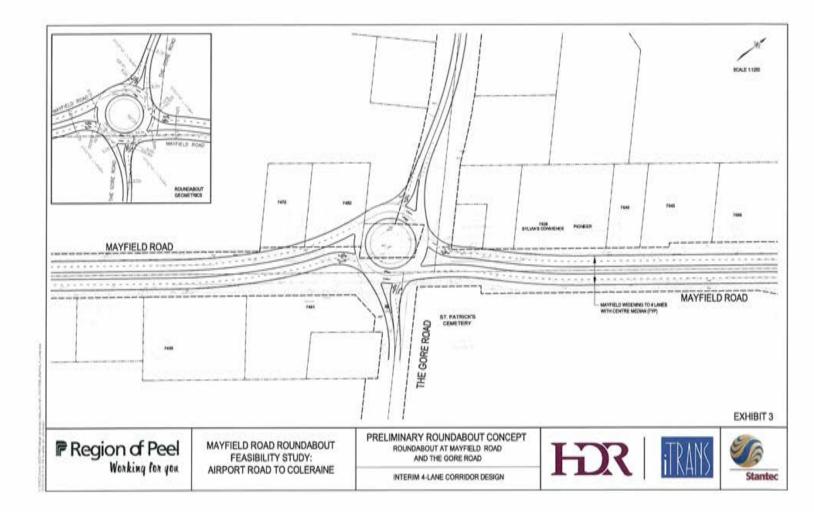
Appendix C
Roundabout and Signalized Intersection
Design Concepts

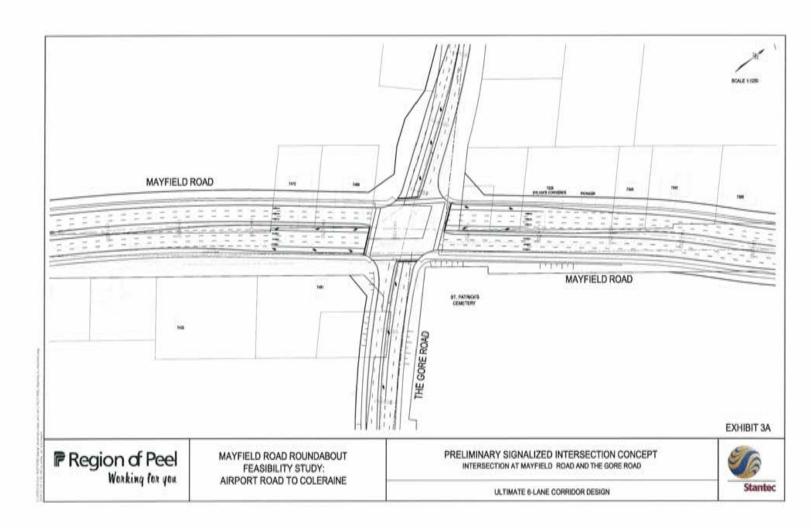


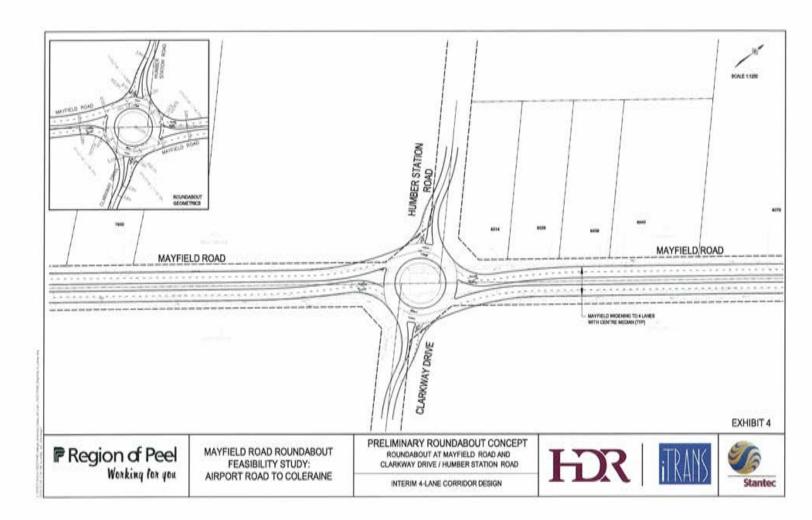


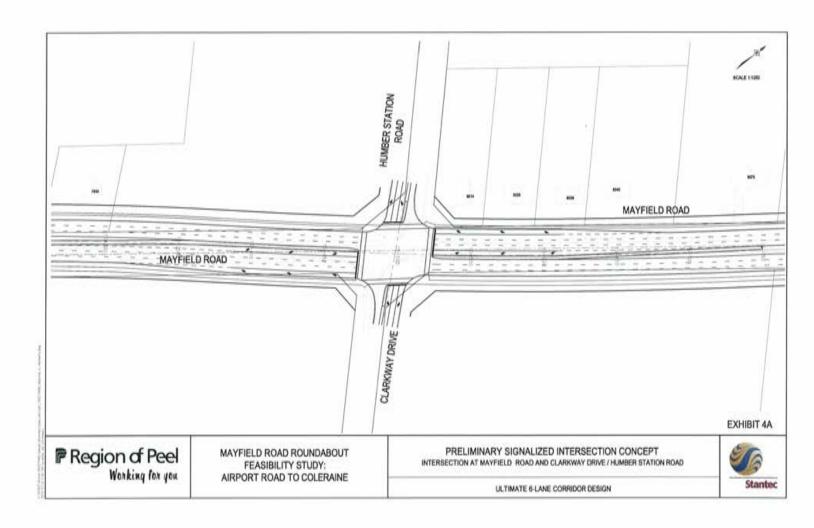


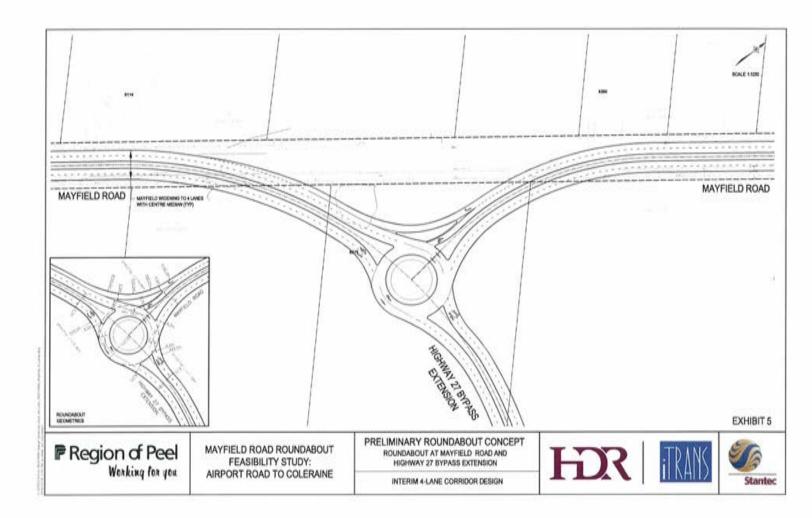


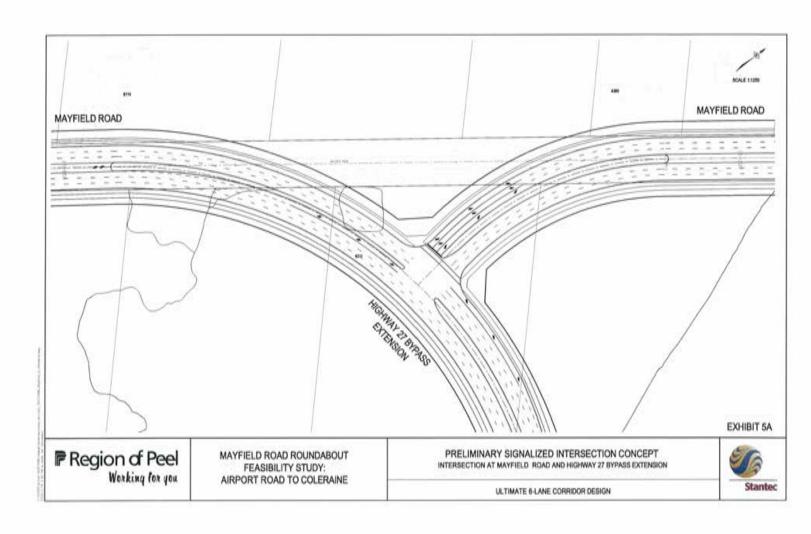












APPENDIX O

DRIVEWAY SIGHT DISTANCE REVIEW

MAYFIELD ROAD IMPROVEMENTS (AIRPORT ROAD TO COLERAINE DRIVE) CLASS ENVIRONMENTAL ASSESSMENT - ENVIRONMENTAL STUDY REPORT

October 20, 2012

			ORIGINAL DESIGN				REVISED DESIGN (K60 CREST 11+890 to 12+190)			REVISED DESIGN NO. 2 (K80 CREST 11+890 to 12+190)				
					MEETS DE SPEED OF				MEETS D				MEETS DES	
DRIVEWAY ACCESS	DRIVEWAY STATION	NORTH (N) SIDE OR SOUTH (S) SIDE	LEFT TURN SIGHT DIST (m)	RIGHT TURN SIGHT DIST (m)	LEFT TURN kph	RIGHT TURN kph	LEFT TURN SIGHT DIST (m)	RIGHT TURN SIGHT DIST (m)	LEFT TURN kph	RIGHT TURN kph	LEFT TURN SIGHT DIST (m)	RIGHT TURN SIGHT DIST (m)	LEFT TURN kph	RIGHT TURN kph
6524	11+505	N	ок	ОК	90	90	ок	ОК	90	90	ок	ок	90	90
ENTRANCE	11+565	S	OK	ОК	90	90	OK	OK	90	90	OK	OK	90	90
6544	11+613	N	ОК	OK	90	90	OK	OK	90	90	OK	OK	90	90
6607	11+678	s	ОК	275	90	85	OK	ОК	90	90	OK	OK	90	85
6600	11+688	N	260	OK	80	90	OK	OK	90	90	OK	OK	90	90
ENTRANCE	11+825	N	OK	280	90	85	OK	285	90	85	OK	OK	90	90
6688	11+875	N	OK	230	90	75	OK	245	90	75	OK	270	90	80
6716	11+970	N	OK	215	90	70	OK	255	90	80	OK	290	90	85
6734	12+030	N	OK	210	90	70	OK	OK	90	90	OK	OK	90	90
6737	12+036	S	OK	OK	90	90	OK	OK	90	90	OK	OK	90	90
FUT. DEV. ACCESS	12+125	S	ок	220	90	70	ОК	245	90	75	ОК	ОК	90	90
6791	12+185	S	OK	210	90	70	OK	240	90	75	OK	275	90	85
6788/6774	12+187	N	OK	OK	90	90	OK	OK	90	90	OK	OK	90	90
6875	12+405	S	OK	OK	90	90	OK	OK	90	90	OK	OK	90	90
6902	12+460	N	OK	OK	90	- 90	ОК	OK	90	90	OK	OK	90	90

MAYFIELD ROAD IMPROVEMENTS (AIRPORT ROAD TO COLERAINE DRIVE) CLASS ENVIRONMENTAL ASSESSMENT - ENVIRONMENTAL STUDY REPORT

October 20, 2012

		-		Tal	ble 5.5.1 – [Oriveway Tu	rning Sight	Distance Re	eview				
		-12-11		ORIGINA	L DESIGN		REVISE	DESIGN (K 15+	809)				
					MEETS DI SPEED OI				MEETS D SPEED O				
DRIVEWAY	DRIVEWAY STATION	NORTH (N) SIDE OR SOUTH (S) SIDE	LEFT TURN SIGHT DIST (m)	RIGHT TURN SIGHT DIST (m)	LEFT TURN kph	RIGHT TURN kph	LEFT TURN SIGHT DIST (m)	RIGHT TURN SIGHT DIST (m)	LEFT TURN kph	RIGHT TURN kph	TURNING SIGN REQUIREMENTS 2.3.	- TAC FIGURE	
8026	15+588	N	ок	ок	90	90	ОК	ОК	90	90	DESIGN SPEE		
8036	15+622	N	ОК	250	90	80	OK	ОК	90	90	90	305	
8040	15+632	N	ОК	245	90	75	ОК	OK	90	90	85	275	
8070	15+730	N	ок	ок	90	90	ок	ОК	90	90	80	250	
8082	15+764	N	ОК	ОК	90	90	ОК	OK	90	90	75	225	
ENTRANCE	15+829	N	260	ОК	80	90	285	OK	85	90	70	200	
8114	15+865	N	250	ОК	80	90	280	OK	85	90	65	177.5	
8211	16+069	S	ОК	ОК	90	90	OK	OK	90	90	60	160	
ENTRANCE	16+100	N	ОК	285	90	85	OK	295	90	85			
ENTRANCE	16+187	N	OK	OK	90	90	OK	OK	90	90			
8260	16+230	N	ОК	OK	90	90	OK	OK	90	90		MEETS LE	
6282	16+300	- N	ок	ОК	90	90	ок	ОК	90	90		80KMH DE SPEED	
ENTRANCE	16+335	N	ОК	OK	90	90	OK	OK	90	90		MEETS LE	
ENTRANCE	16+470	s	ОК	ОК	90	90	ОК	OK	90	90		90KMH DE SPEED	SIGN

APPENDIX P

TRAFFIC NOISE IMPACT

Road Traffic Noise Assessment for Mayfield Road Improvements Class EA Study Airport Road to Coleraine Drive



Prepared for:
Region of Peel

Prepared by:
Stantec Consulting Ltd.
49 Frederick Street
Kitchener ON N2H 6M7

April 4, 2013

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

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ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

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ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Introduction April 4, 2013

1.0 Introduction

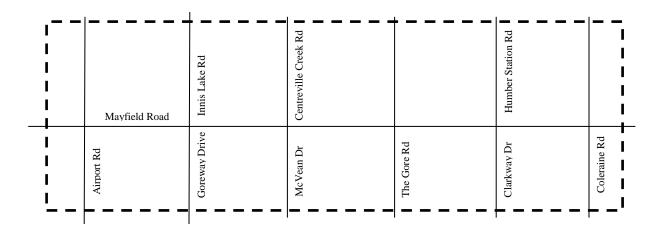
Stantec Consulting Limited (Stantec) was retained by the Region of Peel to prepare a road traffic noise assessment for dwellings along Mayfield Road between Airport Road and Coleraine Drive. This work was completed in support of a Class Environmental Assessment (EA) for the planned widening of Mayfield Road from 2 lanes to 6 lanes.

This report summarizes the expected noise impacts from the proposed improvements at identified noise sensitive receptors, including the potential impact of construction noise. The need for noise mitigation was assessed based on the requirements of the Regional Municipality of Peel (References 3 and 4) and the Ontario Ministry of Transportation (MTO)/Ministry of the Environment (MOE) noise protocol (Reference 1).

1.1 SITE DESCRIPTION

Mayfield Road is a regional road under the jurisdiction of the Region of Peel. Mayfield Road is on the boundary between the City of Brampton (south) and the Town of Caledon (north). The proposed Mayfield Road widening is planned along an approximately 10km section between Airport Road and Coleraine Drive. A schematic of the Class EA study area is provided as **Figure 1**.

Figure 1 Schematic of Study Area



ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Environmental Noise Guidelines April 4, 2013

2.0 Environmental Noise Guidelines

Environmental noise is typically assessed based on noise or sound levels. The term "noise level" refers to the equivalent continuous sound pressure level (L_{EQ}) expressed in A-weighted decibels (dBA referenced to $20\mu Pa$) having the same total sound energy as a time-varying sound pressure level over a specified time period. It is also worth noting that, although environmental noise is reported in A-weighted decibels (dBA), the difference between two A-weighted values is reported in decibels (dB).

Road traffic noise assessments for road widenings (under the Class EA process) typically consider outdoor noise levels only. This limitation is a result of the fact that the only practical noise mitigation measure under such circumstances are retrofit noise barriers as alterations to existing residential building envelopes is not considered practically feasible. Therefore this road traffic noise assessment is limited to assessing outdoor living areas.

The following sections describe the applicable noise guidelines and criteria used in the road traffic noise assessment.

2.1 PROVINCIAL - MOE/MTO PROTOCOL

The MOE does not have a specific noise guideline for the assessment of regional or municipal road improvements, widenings or expansions. However, the MOE does have a protocol with the MTO which relates to road traffic noise assessments of provincial highway improvements (Reference 1). This guideline is typically adopted within Ontario to assess regional and municipal road improvement projects.

The MOE/MTO noise protocol (February 1986) states that if the expected noise impact of implementing the roadway improvements is 5 dB or less, then no mitigation effort is required. If the noise impact is expected to be greater than 5 dB, an investigation into possible noise mitigation measures is required. Noise impact is defined as the difference between the future noise level with and without the proposed roadway improvements. To be economically feasible (cost effective), the protocol states that noise control measures should achieve a minimum attenuation of 5 dB at the outdoor living areas when averaged over the first row of receivers.

The MOE/MTO protocol does not outline the detailed requirements of the noise assessment. However, the protocol does refer to the Ontario Ministry of Transportation and Communication (MTC) Directive A-1, which does outline the specific requirements of noise assessment.

According to Directive A-1 the noise assessment should be based on the 24-hour L_{EQ} noise level. This is appropriate for provincial highways since the day-time (07:00 to 23:00) traffic volume typically accounts for roughly 66 percent of the total daily traffic with the remainder of the traffic occurring during night-time (23:00 to 07:00). However, for regional and municipal

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

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roads the majority of the traffic occurs during day-time hours. Thus it is more conservative to assess regional and municipal roads based on the day-time 16-hour L_{EO} (07:00 to 23:00).

2.2 PROVINCIAL – LU131

The MOE publication LU-131 "Noise Assessment Criteria in Land Use Planning" also provides guidelines for acceptable levels of road traffic noise impacting indoor and outdoor living areas. The acceptable noise level for an outdoor living area as defined in this document is 55 dBA (day-time, 16-hour L_{EQ}), which is consistent with the goal of the original MOE/MTO joint protocol. The MOE guidelines allow an exceedance of up to 5 dB without any mitigation required. When the OLA sound levels exceed 60 dBA (day-time, 16-hour L_{EQ}), physical mitigation will be required to reduce the sound level. There are no night-time sound level criteria for the OLA, as the MOE considers the OLA to be used in the daytime only.

The guidance within LU-131 pertaining to plane of window and interior noise level criteria are not applicable to the Class EA process since mitigation measures are practically limited to consideration of sound barrier walls. These additional criteria are relevant when proposing a new development and noise mitigation can be built into the building envelope via upgraded construction.

2.3 REGION OF PEEL – GUIDELINES FOR ACOUSTICAL REPORTS

The Region of Peel guideline for preparing acoustical reports specifies a criterion for sound level limits at the OLA between the hours of 07:00 and 23:00 (16-hour L_{EQ}) of 55 dBA. The sound level limit may be exceeded by up to 5 dB as noise mitigation costs for reductions less than 5 dB are not considered economically feasible. However, when designing noise barrier walls, the design criteria is 55 dBA and the design should provide the maximum amount of attenuation that is aesthetically, technically, administratively and economically practical.

The guidance within the Region of Peel document pertaining to plane of window and interior noise level criteria are not applicable to the Class EA process since mitigation measures are practically limited to consideration of sound barrier walls. These additional criteria are relevant when proposing a new residential development (as mentioned in Section 1 of the document) and noise mitigation can be built into the building envelope via upgraded construction.

2.4 REGION OF PEEL – NOISE ATTENUATION BARRIERS

The Region of Peel corporate policy W30-04 outlines the specific circumstances under which the Region will consider the construction of noise barriers for existing reverse frontage dwellings. Generally the technical requirements are that the proposed noise barrier would provide at minimum a 5dB reduction in sound levels, and that all dwellings considered must be reverse frontage onto a regional road.

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Environmental Noise Guidelines April 4, 2013

2.5 CITY OF BRAMPTON – NOISE ATTENUATION POLICY

The City of Brampton released a report in October 2007 entitled 'Noise Attenuation – Retrofit Policy and Road Widenings'. This document specifically addresses the noise levels calculated from proposed road widening within the City. According to this document, noise attenuation will be considered for OLAs for existing residential properties when the noise levels are predicted to be above 60 dBA (16-hour L_{EQ}) and only if a reduction of 5 dB or more can be achieved for the 16 hour period between 07:00 and 23:00.

In the event that a noise wall is proposed to attenuate levels at residential properties adjacent to the road widening, the funding would be provided as part of the Capital Road project (per the City's six-lane widening policy).

2.6 PERCEPTION OF INCREASE IN SOUND LEVEL

Increases in noise level can be ranked as shown in **Table 1** below. This ranking information is based on general practice and is documented within the draft MOE/GO Transit noise and vibration protocol (Reference 8).

Table 1 Perception of Changes in Noise Level

Change in Noise Level (dB)	Perception of Change			
0 to less than 3	Insignificant			
3 to less than 5	Noticeable			
5 to less than 10	Significant			
Over 10	Very Significant			

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Noise Assessment Methodology April 4, 2013

3.0 Noise Assessment Methodology

3.1 ROAD AND TRAFFIC DATA

Existing 2006 traffic volumes and future 'build' traffic volumes for the years 2012, 2017 and 2032, for Mayfield Road and Airport Road were provided by iTRANS Consulting Inc. These volumes were supplied in the form of Average Annual Daily Traffic (AADT) counts. The daytime and nighttime traffic splits (90% and 10% respectively) as well as truck percentages were supplied by the Region of Peel. The expected ultimate (design limit) future 'build' AADT for Mayfield Road was also provided by the Region of Peel. The posted speed limit on Mayfield Road is 60kph from Airport Road to Goreway Drive, 80kph from Goreway Drive to The Gore Road, 60kph from The Gore Road to Clarkway Drive and 80kph from Clarkway Drive to Coleraine Drive. The speed limit on Airport Road is 60kph in the vicinity of the Class EA area.

Since future 'no-build' information was not available, the future 'no-build' traffic volumes were based on the 2006 existing traffic volumes projected to the date 2032 using the Region's provided annual growth rates. Additional traffic due to proposed developments in the area was not included in the 'no-build' scenario.

The collected road traffic data is summarized in **Table 2** and the detailed data is included in **Appendix B**. Future 'build' traffic volumes include increases from the road expansion as well as other planned improvements along the corridor.

Table 2 Summary of AADT Road Traffic Data

Roadway	Existing Traffic Volumes	Projected Current Traffic Volumes*	Projected No-Build Traffic Volumes (excl. development traffic) *			Traffic Volumes			
	2006	2010	2012	2017	2032	2012	2017	2032	Ultimate
Mayfield Road	11660	13641	14754	17103	23019	27920	30110	35590	48100
Airport Road	7214	8119	8614	9510	11890	28336	29038	30855	-

^{*} Projected future traffic volumes calculated using Region's provided growth rates and exclude proposed development traffic.

^{**} Predicted future traffic volumes from iTrans estimations and include proposed development traffic.

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Noise Assessment Methodology April 4, 2013

3.2 NOISE MODEL

Road traffic noise levels were assessed using STAMSON V5.04. STAMSON is a computerized implementation of the road and rail traffic noise prediction methods described in ORNAMENT (Ontario Road Noise Analysis Method for Environment and Transportation) and STEAM (Sound from Trains Environmental Analysis Method). STAMSON is an approved noise prediction methodology of the MOE and MTO.

Based on the provided traffic data, daytime noise levels were calculated in the OLAs. The OLA location was selected in the rear yard in accordance with the guideline requirements. Reverse-frontage and side-frontage exposures to Mayfield Road were assessed. Existing noise barriers along Mayfield Road were included in the noise predictions.

The following factors were taken into account in the analysis: Traffic volumes; Vehicle speeds; Truck percentages; Horizontal road-receiver geometry; existing sound barriers; and Ground absorption.

The source-receptor distances were obtained from provided plan drawings as well as aerial imagery. The elevation difference between the road and the receptors was considered to be negligible based on provided cross sections of the road.

Mayfield Road was the dominant source of noise considered in the traffic noise assessment. The noise level contributions from roads crossing Mayfield were neglected (with the exception of R1 which has rear yard exposures to Airport Rd). This is a conservative approach as these secondary noise sources would reduce the significance of noise level changes (impact) due to the widening of Mayfield Road. Mayfield also has the greatest future traffic volume when compared to the roads which cross it. As a further justification of this approach note that since the Mayfield crossings are at grade, traffic can only flow at speed on one of the crossing roadways at any given time.

3.3 LOCATION OF NOISE SENSITIVE AREAS

The focus of this assessment was to predict the noise levels at properties that back onto or side onto Mayfield Road between Airport Road and Coleraine Drive.

Fourteen representative receptors were selected to predict the future noise levels as a result of the proposed Mayfield Road widening. These locations are expected to be the most affected by the noise associated with the roadway improvements. Predicted noise levels were assessed in the OLA of each receptor location. The OLA locations were modelled as 1.5 m high and 3 m horizontally from the rear wall of the residence. Other residences with similar setback and orientation to the noise source will receive similar sound exposure and noise impacts. **Table 3** summarizes the receptor numbers and their locations and illustrations of their locations are provided in **Appendix A**.

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Noise Assessment Methodology April 4, 2013

Table 3 Receptor Locations

Location	Datum	Zone	Northing (m)	Easting (m)
R1	WGS84	17T	4,849,543	599,946
R2	WGS84	17T	4,849,704	600,074
R3	WGS84	17T	4,849,736	600,116
R4	WGS84	17T	4,849,812	600,162
R5	WGS84	17T	4,849,866	600,207
R6	WGS84	17T	4,849,976	600,294
R7	WGS84	17T	4,850,077	600,375
R8	WGS84	17T	4,850,467	600,739
R9	WGS84	17T	4,851,570	601,381
R10	WGS84	17T	4,851,691	601,467
R11A	WGS84	17T	4,852,555	602,352
R11B	WGS84	17T	4,852,745	602,317
R12	WGS84	17T	4,852,905	602,626
R13	WGS84	17T	4,852,961	602,716
R14	WGS84	17T	4,854,888	604,027

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Results April 4, 2013

4.0 Results

4.1 MODELLING RESULTS

The future 'no-build' traffic volumes were based on the existing 2006 traffic volumes projected to the year 2032 using annual growth rates supplied by the Region of Peel. The future 'build' traffic volume for Mayfield Road was the ultimate traffic volume provided by the Region of Peel. The future 'build' traffic volume for Airport Road was based on the predicted worst-case value for the year 2032 (supplied by iTrans). The predicted average sound levels for the 'no-build' and 'build' scenarios are summarized in **Table 4**. Sample model output files are included in **Appendix C**.

Table 4 Noise Level Predictions

Location	Future 'No-build' Daytime (16-hr) L _{EQ} (dBA)	Future 'Build' Daytime (16-hr) L _{EQ} (dBA)	Change in Sound Level (dB)	5 dB or Greater Increase? (Yes/No)	Above 60 dBA Criterion? (Yes/No)
R1	61.80	65.15	3.35	No	Yes
R2	61.50	64.81	3.31	No	Yes
R3	59.91	63.18	3.27	No	Yes
R4	61.45	64.76	3.31	No	Yes
R5	61.29	64.59	3.30	No	Yes
R6	61.45	64.76	3.31	No	Yes
R7	61.21	64.51	3.30	No	Yes
R8	63.08	66.31	3.23	No	Yes
R9	61.52	64.74	3.22	No	Yes
R10	61.52	64.74	3.22	No	Yes
R11A	66.62	69.90	3.28	No	Yes
R11B	62.11	65.33	3.22	No	Yes
R12	64.62	67.90	3.28	No	Yes
R13	60.68	63.91	3.23	No	Yes
R14	63.72	66.96	3.24	No	Yes

Note: Future 'no-build' traffic volumes were based on growth projected 2032 AADT values. Future 'build' scenario traffic volumes were based on the ultimate AADT for Mayfield and the 2032 estimated volume for Airport Rd.

As the predicted change in noise levels are less than 5 dB in all cases, mitigation does not need to be investigated according to the MOE/MTO protocol. However, the predicted future 'build' levels do exceed 60dBA and in accordance with the Region of Peel Guidelines and City of Brampton policies noise mitigation (noise attenuation barriers) should be considered.

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Results April 4, 2013

The predicted future 'build' increases in noise levels at the OLAs associated with increased traffic on Mayfield Road would result in at most a just noticeable (under 5dB) increase in noise levels at the assessed receptors when compared to the future 'no build' predicted noise levels.

4.2 MITIGATION RECOMMENDATIONS

Mitigation is not required on the basis of the predicted change in noise levels (i.e., predicted change is less than 5dB). The changes predicted at most represent a just noticeable change in sound levels. However, given the predicted excess over 60dBA, it is recommended that noise mitigation be considered where feasible. The table below (**Table 5**) shows the noise barrier height required to achieve: a 5db reduction, 60dBA noise level and 55dBA noise level. The noise barrier location was assumed to be the existing noise barrier location for R1 to R7 (reverse-frontage) and within the Mayfield right-of-way for R8 to R14 (side-frontage).

Table 5 Noise Barrier Table

Location	Future 'Build' Daytime (16-hr) L _{EQ} (dBA)	Barrier Height (m) to achieve 5dB reduction	Barrier Height (m) to achieve 60dBA noise level	Barrier Height (m) to achieve 55dBA noise level	Noise Exposure
R1	65.15	5.0	5.0	more than 9.0	Rev. Frontage
R2	64.81	4.0	4.0	more than 9.0	Rev. Frontage
R3	63.18	5.0	4.0	more than 9.0	Rev. Frontage
R4	64.76	4.0	4.0	more than 9.0	Rev. Frontage
R5	64.59	4.5	4.0	more than 9.0	Rev. Frontage
R6	64.76	4.0	4.0	more than 9.0	Rev. Frontage
R7	64.51	4.5	4.0	more than 9.0	Rev. Frontage
R8	66.31	3.0	3.5	8.0	Side Frontage
R9	64.74	3.5	3.0	6.5	Side Frontage
R10	64.74	3.5	3.0	6.5	Side Frontage
R11A	69.90	2.5	5.0	more than 9.0	Side Frontage
R11B	65.33	3.0	3.0	7.0	Side Frontage
R12	67.90	2.5	4.0	8.0	Side Frontage
R13	63.91	3.0	2.0	5.0	Side Frontage
R14	66.96	3.0	4.0	more than 9.0	Side Frontage

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Results April 4, 2013

4.2.1 Reverse-Frontage Lots (R1 to R7)

Since noise levels in the OLAs of R1 to R7 are predicted to exceed 60 dBA, consideration should be given to modifying the existing noise barrier fence for these reverse-frontage homes as part of the road widening.

The existing 2.0m high noise barrier located along the rear of the reverse-frontage properties on Mayfield Road is predicted to be providing a 3-5dB reduction in sound levels in the OLAs. This model assumes that this is an appropriately constructed noise wall to achieve noise attenuation at the receptors (i.e., free of gaps and holes, and of sufficient mass -20kg/m^2).

The results from **Table 5** indicate that increasing the existing noise barrier height to approximately 4.0m is predicted to decrease average noise levels in the OLAs of these reverse-frontage homes to less than 60 dBA and provide an additional 5dB of attenuation over existing conditions. Therefore, replacement or retrofit of the existing noise barrier with a 4.0m high noise barrier would result in noise level decreases of approximately 5dB for the area represented by R1 to R7. Noise mitigation achieving more than 5dB of attenuation are generally considered economically feasible according to both the MOE/MTO noise protocol and the Region of Peel guidelines. However, the predicted impacts of 3dB do not warrant consideration of noise mitigation according to the MOE/MTO protocol. Under the Region of Peel corporate policy W30-04 these locations may qualify under the noise technical criteria for the local improvement process. However, the local improvement process has other non-technical requirements to initiate construction and funding of retrofit noise barriers.

A noise barrier higher than 9.0m is necessary to approach the provincial policy objective of 55 dBA. Noise barriers of this height (greater than 9.0m) are not considered to be practically or economically feasible.

4.2.2 Side-Frontage Lots (R8 to R14)

Since noise levels in the OLAs of R8 to R14 are predicted to exceed 60 dBA, consideration should be given to incorporating noise barriers into the proposed road widening to reduce noise levels.

The results from **Table 5** indicate that noise barriers located within the Mayfield right-of-way (ROW) with heights of 4.0m are predicted to decrease average noise levels in the OLAs of these side-frontage homes to less than 60 dBA (with the exception of R11A) and provide an additional 5dB of attenuation over existing conditions. In order to be effective barrier returns into the subject properties or adjacent rights-of-way may be required particularly at intersections, the details of which should be assessed during the detailed design of the road widening and adjacent developments. Noise mitigation achieving more than 5dB of attenuation are generally considered economically feasible according to both the MOE/MTO noise protocol and the Region of Peel guidelines. However, the predicted impacts of 3dB do not warrant consideration of noise mitigation according to the MOE/MTO protocol. Under the Region of Peel corporate policy W30-04 these properties may qualify under the noise technical criteria for

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Results April 4, 2013

the local improvement process. However, the local improvement process has other non-technical requirements to initiate construction and funding of retrofit noise barriers.

Noise barriers with heights in excess of 5.0m would be required to approach the provincial policy objective of 55 dBA. Noise barriers in excess of 4.0m are not considered to be feasible according to the Peel Region noise guidelines, except in "extreme" situations.

4.2.3 Mitigation Verification and Detailed Design

At this stage recommendations for noise mitigation are conceptual in nature. The results presented in **Table 5** should be used as a guide during detailed design. During detailed design the feasible locations, extents and heights shall be determined and the noise mitigation benefit should be re-assessed using detailed information from the design process.

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Construction Noise April 4, 2013

5.0 Construction Noise

5.1 LOCAL BY-LAWS

The Brampton Noise By-Law 93-84 of the Corporation of the City of Brampton states that any sound arising from road work and road improvements undertaken by or on behalf of the Ministry of Transportation (Ontario) or the Region of Peel (202-2006) are specifically permitted and the presence of these sounds and noises is not to be considered a contravention of the By-Law.

The Caledon Noise By-Law 86-110, Section 3, Act 15 prohibits the operation of any equipment in connection with construction between the hours of 11:00pm and 6:00am the following day.

5.2 MOE SOUND EMISSION STANDARDS

MOE Publication NPC-115 provides sound emission standards for various types of construction equipment. Due to the temporary and unavoidable nature of construction, these MOE guidelines stipulate limits on individual pieces of equipment instead of a site limit. **Table 5** illustrates maximum noise emission levels which should be adhered to for typical construction equipment per NPC-115.

Table 6 NPC-115 Noise Emission Limits for Construction Equipment

Type of Equipment	Maximum Sound Level (dBA) *	Power Rating (kW)		
Excavation equipment, bulldozers,	83	less than 75		
loaders, backhoes or other equipment	85	75 and greater		
Pneumatic Pavement Breakers	85	-		
Portable Air Compressors	70	-		

^{*} Maximum Sound Level (dBA) as determined using Publication NPC - 103 - Procedures, Section 6

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Conclusions April 4, 2013

6.0 Conclusions

The results of the noise assessment indicated that the reverse-frontage and side-frontage dwellings assessed on Mayfield Road (see Appendix A) are predicted to experience noise level increases of less than 5dB. Therefore, in accordance with the MOE/MTO protocol consideration of noise mitigation is not a requirement under that guideline. Further the predicted change in noise levels would result in a 'noticeable' (see Table 1) change between the future 'no-build' and 'build' scenarios.

However, the noise assessment also indicated that the noise levels would exceed 60dBA for the future 'build' scenario. Therefore, according to the Region of Peel and the City of Brampton noise guidelines, noise mitigation should be considered during detailed design of the Mayfield Road widening.

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Closure April 4, 2013

7.0 Closure

This report has been prepared on behalf of the Region of Peel by Stantec Consulting Ltd. The assessment represents the conditions of the subject property at the time of assessment, and is based on the information referenced and contained in the report. Stantec Consulting Ltd. attests that to the best of our knowledge, the information presented in this report is accurate.

Respectfully Submitted,

STANTEC CONSULTING LTD.

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ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

References April 4, 2013

8.0 References

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- 5. The Corporation of the City of Brampton. Noise Attenuation Retrofit Policy and Road Widenings. October 2007.
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- 8. MOEE/GO Transit. Noise and Vibration Protocol. January 1995 (Draft #9).
- 9. Ontario Ministry of the Environment. Ontario Road Noise Analysis Method for Environment and Transportation, ORNAMENT. October 1989.iTrans. Regional Municipality of Peel: Mayfield Road EA (Airport Road to Coleraine Drive) Traffic Study. June 2009.

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Appendix A Receptor Locations Maps April 4, 2013

Appendix A Receptor Locations Maps









Google Earth Pro





















ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Appendix B Stamson Input Data and Results April 4, 2013

Appendix B Stamson Input Data and Results

AADT TRAFFIC DATA (From iTRANS Report)

		Existing Traffic Numbers *	Projected Current Traffic Numbers	Future No Build ** (Growth Rates Only)		Future Build*** (iTrans Total Traffic incl. Developments)			Data from Peel Region	
	Speed Limit (km/h)	2006	2010	2012	2017	2032	2012	2017	2032	Ultimate
Mayfield Road ***	60 - 80	11660	13641	14754	17103	23019	27920	30110	35590	48100
Airport Road	60	7214	8119	8614	9510	11890	28336	29038	30855	-

^{* 2006} Airport Road numbers calculated from exhibit 2 of the iTrans traffic study

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Growth Rates from Region of Peel

Years	Mayfield	N-S junctions		
2007-2012	4.0%	3.0%		
2012-2017	3.0%	2.0%		
2017-2032	2.0%	1.5%		

Data from iTrans report

TRUCK PERCENTAGES (from Region of Peel)

	_								l	
-		2006	2010	2012	2017	2032	2012	2017	2032	Ultimate
	% Trucks	17.0%	17.0%	19.0%	19.0%	19.0%	19.0%	19.0%	19.0%	19.0%
Mayfield Road	Medium Truck %	11.1%	11.1%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%
	Heavy Truck %	6.0%	6.0%	13.3%	13.3%	13.3%	13.3%	13.3%	13.3%	13.3%
	% Trucks	8.0%	8.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	10.0%
Airport Road	Medium Truck %	2.4%	2.4%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	Heavy Truck %	5.6%	5.6%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%

Airport Road per Region of Peel: Total Trucks now: 8% future: 10% ratio of medium to heavy trucks (30/70)

Mayfield Road per Region of Peel: Total Trucks now: 17% future: 19% ratio of medium to heavy trucks (65/35 then 30/70)

^{**} Future 'No Build' traffic calculated using provided growth rates

^{***} Mayfield road EB and WB traffic assumed split 50/50 from total AADT Mayfield ultimate AADT provided by the Region of peel

FUTURE 'NO BUILD' NOISE LEVEL PREDICTIONS

I OTOIL IN	DOILD NOI	OL LLVLL I	PREDICTIONS		Road						Ground	Receiver	Source	Barr	Rarr Barrie	er		Elevation	Receiver																	
RECEIVER	SCENARIO	FILE	SOURCE	Road Gradient %	Pavement Type	Speed (kph)	θ1 θ2	WOODS	No. Rows	@ Density	Surface Type	Receiver Height (r) (m)	Receiver Dist (m)	θ1	Barr Receiv θ2 Distance	ver Exis	xisting Barrier (Height (m)	Change (e) Source Ground (m) Elevation (m)	Ground Base of Elevation (m) Elevati	f Barrier ion (m)				_	Barr	er Tab	le - Ba	rrier H	leight ((m) an	d Resul	tant No	oise Le	evels (c	dBA)	
																						EX	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5 9.
R1	Future 'No Build'	fnbr1.te	Mayfield Rd	<2	1	60	-90 90	-	-	-	1	1.5	40	-90	90 14		2			-	Seg Leq (dBA):	61.57	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Airport Road	<2	1	60	-90 90	-	-	-	1	1.5	211	-			-			-	Seg Leq (dBA):	48.86	-	-	-	-	-		-	-	-	-	-	-	-	
																					Total Leq (dBA):	61.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																					Delta (dB):	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R2	Future 'No Build'	fnbr2.te	Mayfield Rd	<2	1	60	-90 90	-	-	-	1	1.5	39.5	-90	90 9		2			-	Seg Leq (dBA):	61.50	-	-	-	-	-	_	-	-	-	-	-	-	-	
																					Total Leq (dBA):	61.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																					Delta (dB):	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R3	Future 'No Build'	fnbr3.te	Mayfield Rd	<2	1	60	-90 90	-	-	-	1	1.5	52	-90	90 22		2			-	Seg Leq (dBA):	59.91	-	-	-	-	-	-	-	-	-	-	-	-	-	
																					Total Leq (dBA):	59.91	-	-	-	-	-	-	-	-	-	-	-	-	-	
																					Delta (dB):	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R4	Future 'No Build'	fnbr4.te	Mayfield Rd	<2	1	60	-90 90	-	-	-	1	1.5	40	-90	90 10		2			-	Seg Leq (dBA):	61.45	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																					Total Leq (dBA):	61.45	-	-	-	-	-		-	-	-	-	-	-	-	-
																					Delta (dB):	-	-	-	-	-	-		-	-	-	-	-	-	-	
R5	Future 'No Build'	fnbr5.te	Mayfield Rd	<2	1	60	-90 90	-	-	-	1	1.5	41	-90	90 10		2			-	Seg Leq (dBA):	61.29	-	-	-	-	-		-	-	-	-	-	-	-	-
			1																	+	Total Leq (dBA):	61.29	-	-	-	-	-		-	-	-	-	-	-	-	
																					Delta (dB):	_	_	-	_	_	-	-	_	-	-	-	-	-	-	
R6	Future 'No Build'	fnbr6.te	Mayfield Rd	<2	1	60	-90 90	-	-	-	1	1.5	40	-90	90 10		2			-	Seg Leq (dBA):	61.45	-	-	_	-	-	-	-	_	-	-	-	-	-	
																					Total Leq (dBA):	61.45	_	-	_	-	-	-	_		-	-	-	-	_	
																					Delta (dB):	_	_	-	_	-	-		_	_	-	-	-	-	_	-
R7	Future 'No Build'	fnbr7.te	Mayfield Rd	<2	1	60	-90 90	-	-	_	1	1.5	41.5	-90	90 10		2			-	Seg Leq (dBA):	61.21	_	-	-	-	-		-	-	-	-	-	-	_	
																					Total Leq (dBA):	61.21	_	_	_	_	_	-	_	-	۱.	_	_	_	_	-
																					Delta (dB):	_	_	_	_	_	_		_	-	_	-	-	_	_	-
																					<u>, , , , , , , , , , , , , , , , , , , </u>		_		-	-	-	-	-	_		-	-	-	-	
R8	Future 'No Build'	fnbr8.te	Mayfield Rd	<2	1	80	-90 90	-	-	-	1	1.5	82	-90	90 69.5	5	0			-	Seg Leq (dBA):	63.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-
																					Total Leq (dBA):	63.08	_	-	_	-	-		_	_	-	-	-	-	_	-
																					Delta (dB):	_	_	_	_	_	_		_	_	_	_	-	_	_	-
R9	Future 'No Build'	fnb9.te	Mayfield Rd	<2	1	80	-90 90	_	_	_	1	1.5	102	-90	90 89.5	5	0			-	Seg Leq (dBA):	61.52	-	-	_	_	-	_	_	_	_	_	-	-	_	_
(R10 same as R9)			,																		Total Leq (dBA):	61.52		_	_	_	-	_	_		-	_	_	_		-
,																					Delta (dB):			_	_	_	-		_	_	-	_	_	_		-
R11A	Future 'No Build'	fnb11A.te	Mayfield Rd	<2	1	80	-90 90	_	_	_	1	1.5	50	-90	90 37.5	5	0			-	Seg Leq (dBA):	66.62	_	_	_	_	-	<u>-</u>	_	_	_	-	-	_	_	
			,																		Total Leq (dBA):	66.62		_	_	_	-		_		_	_	_	_	_	-
																					Delta (dB):	-	_	_	_	_	_	-	_	<u> </u>	_	_	_	_	_	
R11B	Future 'No Build'	fnb11B.te	Mayfield Rd	<2	1	80	-90 90	<u> </u>	_	_	1	1.5	94	-90	90 86		0			_	Seg Leq (dBA):	62.11		_	_	_	-	_	_	<u> </u>	-	_	-			
	. s.s.o Ho Build		inayiou ru		<u> </u>		30 30				•	1.0	J-1				<u> </u>			-+	Total Leq (dBA):	62.11			_	<u>-</u>	-		<u> </u>		-	-			_	
																					Delta (dB):	-	<u> </u>	-		_	-		<u> </u>	<u> </u>	 	-	_	-		<u> </u>
R12	Future 'No Build'	fnb12.te	Mayfield Rd	<2	1	60	-90 90	_		_	1	1.5	49	-90	90 36.5	_	0		_	_		64.62		-	<u> </u>		-				-	-	-		<u>-</u>	
NIZ	Future INO DUIIO	IIID I Z.LE	iviayileiu Kū		'	00	-90 90	-	-	-	I	1.5	49	-90	30.5	<u> </u>	0			-	Seg Leq (dBA):					-		-	-					-	-	
																					Total Leq (dBA):	64.62		-	-	-	-	-	-	-	-	-	-	-	-	
DAO	Endorma INTA District	forb 40 to	Mar Salat D.			00	00 00				4	4.5	0.5	00	00 70	_					Delta (dB):	- 60.69	-	-	-	-	-	-	-	-	-	-	-	-	-	- .
R13	Future 'No Build'	fnb13.te	Mayfield Rd	<2	1	60	-90 90	-	-	-	I	1.5	85	-90	90 72.5	,	U	- -		-	Seg Leq (dBA):	60.68		-	-	-	-	-	-	-	-	-	-	-	-	
			1																		Total Leq (dBA):	60.68		-	-	-	-		-	<u> </u>	-	-	-	-	-	-
D	F.4. B. 5				,	00	00					4 -			00 55	_					Delta (dB):	- 00.70	-	-	-	-	-	-	-	-	-	-	-	-	-	
R14	Future 'No Build'	fnb14.te	Mayfield Rd	<2	1	80	-90 90	-	-	-	1	1.5	75	-90	90 62.5		U		- -	-	Seg Leq (dBA):	63.72		-	-	-	-	-	-	-	-	-	-	-	-	-
			1											-							Total Leq (dBA):	63.72		-	-	-	-		-	-	-	-	-	-	-	-
																					Delta (dB):	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

FUTURE 'BUILD' NOISE LEVEL PREDICTIONS

				Road Gradien	Road nt Pavement				No. @ S	Fround Receiver urface Height (r)	Source	Barr Bar	r Barrier	Existing Barrier	Elevation	Receiver Source Ground Ground	Base of Barrie	_																
RECEIVER	SCENARIO	FILE	SOURCE	%	Type	Speed (kp	n) 01 6	92 WOODS	Rows Density	Type (m)	Dist (m)	θ1 θ2	Distance (m)	Height (m)	(m)	Elevation (m) Elevation (m)		r				Barrie	er Table	- Barri	<u>er H</u> e	eight (n) and	Resu	ultant No	oise Le	evels (α	(ABL		
																			EX	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5	9.0
R1	Future Build	fbr1BA.te	MF Rd WB	<2	1	60	-90	90 -		1 1.5	44.5	-90 90	14	2	-		-	Seg Leq (dBA):	61.04	61.04	60.33	59.29	58.22	57.23 5	56.37	55.62	54.96	54.39	53.88	53.42	53.13	52.87	52.70	52.58
			MF Rd EB	<2	1	60	-90	90 -		1 1.5	35.5	-90 90	14	2	-		-	Seg Leq (dBA):	62.56	62.56	61.75	60.59	59.42	58.35 5	57.42	56.62	55.91	55.29	54.73	54.23	53.97	53.71	53.53	53.40
			Airport Road	<2	1	60	-90	90 -		1 1.5	211		-	-	-		-	Seg Leq (dBA):	53.01	53.01	53.01	53.01	53.01	53.01 5	53.01	53.01	53.01	53.01	53.01	53.01	53.01	53.01	53.01	53.01
																		Total Leq (dBA):	65.15	65.15	64.43	63.41	62.40	61.50 6	30.74	60.10	59.56	59.10	58.70	58.35	58.16	57.98	57.86	57.78
																		Delta (dB):	-	0.00	-0.72	-1.74	-2.75	-3.65 -	-4.41	-5.05	-5.59	-6.05	-6.45	-6.80	-6.99	-7.17	-7.29	-7.37
R2	Future Build	fbr2BA.te	MF Rd WB	<2	1	60	-90 9	90 -		1 1.5	44	-90 90	9	2	-		-	Seg Leq (dBA):	60.97	60.97	59.95	58.68	57.47	56.41 5	55.51	54.73	54.06	53.48	52.96	52.68	52.43	52.26	52.15	52.09
			MF Rd EB	<2	1	60	-90 9	90 -		1 1.5	35	-90 90	9	2	_		_	Seg Leq (dBA):	62.50	62.50	61.41	60.06	58.77	57.66 5	56.71	55.89	55.17	54.55	53.99	53.72	53.46	53.27	53.13	53.05
					+													Total Leq (dBA):											56.52		55.99			55.61
					1													Delta (dB):	_	0.00									-8.30				-9.13	-9.21
R3	Future Build	fbr3BA.te	MF Rd WB	<2	1	60	-90 9	90 -		1 1.5	56.5	-90 90	22	2				Seg Leq (dBA):	50.55										53.70		52.93		52.32	
	ruture bullu	IDI3BA.te			'				- -					2			-																	
			MF Rd EB	<2	1	60	-90	90 -		1 1.5	47.5	-90 90	22	2	-		-	Seg Leq (dBA):											54.27					52.77
																		Total Leq (dBA):				+							57.00		56.20			55.54
																		Delta (dB):	-	0.00	-0.47	-1.28	-2.18	-3.05 -	3.85	-4.54	-5.16	-5.70	-6.17	-6.60	-6.98	-7.32	-7.53	-7.64
R4	Future Build	fbr4BA.te	MF Rd WB	<2	1	60	-90 9	90 -		1 1.5	44.5	-90 90	10	2	-		-	Seg Leq (dBA):	60.93	60.93	60.00	58.79	57.61	56.58 5	5.69	54.92	54.26	53.67	53.16	52.83	52.56	52.37	52.24	52.17
			MF Rd EB	<2	1	60	-90 9	90 -		1 1.5	35.5	-90 90	10	2	-		-	Seg Leq (dBA):	62.44	62.44	61.44	60.14	58.89	57.80 5	6.85	56.04	55.33	54.70	54.15	53.83	53.54	53.34	53.19	53.10
																		Total Leq (dBA):	64.76	64.76	63.79	62.53	61.31	60.24 5	9.32	58.53	57.84	57.23	56.69	56.37	56.09	55.89	55.75	55.67
																		Delta (dB):	-	0.00	-0.97	-2.23	-3.45	-4.52 -	5.44	-6.23	-6.92	-7.53	-8.07	-8.39	-8.67	-8.87	-9.01	-9.09
R5	Future Build	fbr5BA.te	MF Rd WB	<2	1	60	-90	90 -		1 1.5	45.5	-90 90	10	2	-		-	Seg Leq (dBA):	60.78	60.78	59.86	58.66	57.49	56.46 5	55.57	54.81	54.15	53.57	53.06	52.73	52.46	52.27	52.15	52.08
			MF Rd EB	<2	1	60	-90	90 -		1 1.5	36.5	-90 90	10	2	-		-	Seg Leq (dBA):	62.26	62.26	61.27	59.98	58.74	57.65 5	56.71	55.90	55.20	54.58	54.03	53.71	53.42	53.22	53.08	52.99
																		Total Leq (dBA):	64.59	64.59	63.63	62.38	61.17	60.11 5	59.19	58.40	57.72	57.11	56.58	56.26	55.98	55.78	55.65	55.57
																		Delta (dB):	-	0.00	-0.96	-2.21	-3.42	-4.49 -	-5.41	-6.19	-6.88	-7.48	-8.01	-8.34	-8.62	-8.81	-8.94	-9.02
R6	Future Build	fbr6BA.te	MF Rd WB	<2	1	60	-90 9	90 -		1 1.5	44.5	-90 90	10	2	-		-	Seg Leq (dBA):	60.93	60.93	60.00	58.79	57.61	56.58 5	55.69	54.92	54.26	53.67	53.16	52.83	52.56	52.37	52.24	52.17
			MF Rd EB	<2	1	60	-90 9	90 -		1 1.5	35.5	-90 90	10	2	_		_	Seg Leq (dBA):											54.15					
			<u> </u>															Total Leq (dBA):											56.69		56.09			
																		Delta (dB):	04.110	0.00	-0.97	-2.23											-9.01	-9.09
R7	Future Duild	fbr7BA.te	MF Rd WB			60	00 (90 -		1 1.5	46	-90 90	10					<u> </u>																
K/	Future Build	IDI7BA.le		<2	'		-90	90 -						2	-		-	Seg Leq (dBA):											53.01					
			MF Rd EB	<2	1	60	-90	90 -		1 1.5	37	-90 90	10	2	-		-	Seg Leq (dBA):											53.97					
																		Total Leq (dBA):											56.53		55.93			
																		Delta (dB):	-	0.00	-0.96	-2.21	-3.42	-4.48 -	5.39	-6.17	-6.85	-7.45	-7.98	-8.31	-8.58	-8.79	-8.92	-9.00
R8	Future Build	fbr8BA.te	MF Rd WB	<2	1	80	-90	90 -	- -	1 1.5	86.5	-90 90	69.5	-	-		-	Seg Leq (dBA):	62.89	58.98	58.78	58.18	57.41	56.63 5	5.90	55.27	54.71	54.23	53.82	53.46	53.15	52.88	52.64	52.58
			MF Rd EB	<2	1	80	-90 9	90 -	- -	1 1.5	77.5	-90 90	69.5	-	-		-	Seg Leq (dBA):	63.68	59.70	59.17	58.06	56.87	55.80 5	4.89	54.13	53.49	52.94	52.47	52.07	51.94	51.81	51.75	51.74
			Sum															Total Leq (dBA):	66.31	62.37	61.99	61.13	60.16	59.25	8.43	57.75	57.15	56.64	56.21	55.83	55.60	55.39	55.23	55.19
																		Delta (dB):	-	-3.95	-4.32	-5.18	-6.15	-7.07 -	7.88	-8.57	-9.16	-9.67	-10.11	-10.48	-10.72	-10.93	-11.09	-11.12
R9	Future Build	fb9BA.te	MF Rd WB	<2	1	80	-90	90 -		1 1.5	97.5	-90 90	89.5	-	-		-	Seg Leq (dBA):	62.04	58.19	57.71	56.66	55.51	54.48 5	53.61	52.88	52.27	51.75	51.32	50.95	50.83	50.72	50.68	50.70
(R10 same as R9)			MF Rd EB	<2	1	80	-90	90 -		1 1.5	106.5	-90 90	89.5	-	-		-	Seg Leq (dBA):	61.40	57.61	57.47	56.93	56.22	55.49 5	54.81	54.20	53.68	53.23	52.85	52.52	52.24	52.00	51.80	51.74
	•																	Total Leq (dBA):	64.74	60.92	60.60	59.81	58.89	58.02 5	57.26	56.60	56.04	55.56	55.16	54.82	54.60	54.42	54.29	54.26
																		Delta (dB):	-	-3.82	-4.14	-4.93	-5.85	-6.72 -	-7.48	-8.14	-8.70	-9.18	-9.58	-9.93	-10.14	-10.32	-10.46	-10.48
R11A	Future Build	fb11ABA.te	MF Rd WB	<2	1	80	-90 9	90 -	1 - 1 -	1 1.5	54.5	-90 90	37.5	_	-		-	Seg Leq (dBA):	66.20	62.01	61.62	60.82	59.89	58.98 5	58.16	57.44	56.81	56.25	55.77	55.33	54.95	54.61	54.47	54.32
			MF Rd EB	<2	1	80	-90	90 -	1 - 1	1 1.5	45.5	-90 90		_	_		_	Seg Leq (dBA):											55.01					
			· <u></u>		<u> </u>	"			+ + +		1							Total Leg (dBA):											58.42					
					-				+ + +									· · · ·	33.30		-4.82								-11.49					
D445	Fig. B. 22	55.44.000.4	MEDING					00	+ + +	4	22 -	00 55	04 =					Delta (dB):	-															
R11B	Future Build	fb11BBA.te	MF Rd WB	<2	1	80	-90 9	90 -	- -	1 1.5	89.5	-90 90		-	-		-	Seg Leq (dBA):		58.75				54.97 5					51.75		51.25			
			MF Rd EB	<2	1	80	-90 9	90 -	- -	1 1.5	98.5	-90 90	81.5	-	-		-	Seg Leq (dBA):	61.96	58.12	57.96	57.40	56.67	55.92 5	5.22	54.61	54.07	53.61	53.22	52.88	52.59	52.34	52.12	52.06

FUTURE 'BUILD' NOISE LEVEL PREDICTIONS

RECEIVER	SCENARIO	FILE	SOURCE	Road Gradient	Road t Pavement Type	Speed (kph)	θ1 θ2	WOODS	No. Rows	@	Surface	Receiver Height (r) (m)	Source Receiver Dist (m)	Barr θ1	Barr Rece 02 Distan	rier eiver Exist ce (m) He	sting Barrier leight (m)	Elevation Change (e) (m) Source Groun Elevation (m)	Receiver d Ground Base of Elevation (m) Elevati	of Barrier tion (m)					Barr	ier Tab	ole - Ba	rrier He	eight (m	n) and	Result	ant No	oise Le	evels (d	dBA)		
																						EX	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5	9.0
																					Total Leq (dBA):	65.33	61.46	61.12	60.30	59.37	58.48	57.70	57.04	56.46	55.97	55.56	55.20	54.98	54.79	54.64	54.61
																					Delta (dB):	-	-3.87	-4.21	-5.03	-5.96	-6.85	-7.63	-8.29	-8.87	-9.36	-9.77	-10.13	-10.35	-10.54	-10.69	-10.72
R12	Future Build	fb12BA.te	MF Rd WB	<2	1	60	-90 90	-	-	-	1	1.5	53.5	-90	90 36	.5	-			-	Seg Leq (dBA):	64.18	59.99	59.59	58.78	57.84	56.92	56.10	55.37	54.74	54.18	53.69	53.26	52.87	52.52	52.39	52.24
			MF Rd EB	<2	1	60	-90 90	-	-	-	1	1.5	44.5	-90	90 36	.5	-			-	Seg Leq (dBA):	65.50	61.21	60.48	59.20	57.88	56.71	55.72	54.87	54.15	53.52	52.97	52.66	52.39	52.20	52.09	52.02
																					Total Leq (dBA):	67.90	63.65	63.07	62.01	60.87	59.83	58.92	58.14	57.47	56.87	56.36	55.98	55.65	55.37	55.25	55.14
																					Delta (dB):	-	-4.25	-4.83	-5.89	-7.03	-8.07	-8.98	-9.76	-10.43	-11.03	-11.55	-11.92	-12.25	-12.53	-12.65	-12.76
R13	Future Build	fb13BA.te	MF Rd WB	<2	1	60	-90 90	-	-	-	1	1.5	89.5	-90	90 72	5	-			-	Seg Leq (dBA):	60.50	56.61	56.42	55.83	55.07	54.30	53.58	52.95	52.40	51.93	51.52	51.16	50.86	50.59	50.36	50.30
			MF Rd EB	<2	1	60	-90 90	-	-	-	1	1.5	80.5	-90	90 72	5	-		-	-	Seg Leq (dBA):	61.26	57.31	56.78	55.68	54.50	53.43	52.53	51.78	51.14	50.60	50.14	49.74	49.62	49.49	49.43	49.42
																					Total Leq (dBA):	63.91	59.98	59.61	58.77	57.80	56.90	56.10	55.41	54.83	54.33	53.89	53.52	53.29	53.09	52.93	52.89
																					Delta (dB):	-	-3.92	-4.29	-5.14	-6.10	-7.01	-7.81	-8.49	-9.08	-9.58	-10.01	-10.39	-10.61	-10.82	-10.98	-11.01
R14	Future Build	fb14BA.te	MF Rd WB	<2	1	80	-90 90	-	-	-	1	1.5	70.5	-90	90 62	5	-			-	Seg Leq (dBA):	64.36	60.33	59.77	58.63	57.42	56.33	55.41	54.64	53.98	53.42	52.94	52.52	52.40	52.25	52.18	52.16
			MF Rd EB	<2	1	80	-90 90	-	-	-	1	1.5	79.5	-90	90 62	5	-		_	-	Seg Leq (dBA):	63.50	59.53	59.31	58.67	57.88	57.08	56.34	55.69	55.12	54.63	54.20	53.83	53.50	53.22	52.97	52.92
																					Total Leq (dBA):	66.96	62.96	62.56	61.66	60.67	59.73	58.91	58.21	57.60	57.08	56.63	56.23	56.00	55.77	55.60	55.57
																					Delta (dB):	-	-4.00	-4.41	-5.30	-6.30	-7.23	-8.05	-8.75	-9.36	-9.88	-10.34	-10.73	-10.97	-11.19	-11.36	-11.39

ROAD TRAFFIC NOISE ASSESSMENT FOR MAYFIELD ROAD IMPROVEMENTS CLASS EA STUDY AIRPORT ROAD TO COLERAINE DRIVE

Appendix C Sample Stamson Output Files April 4, 2013

Appendix C Sample Stamson Output Files

Naming Convention:

fnbR# - future 'no build' receptor # fbR# - future 'build' receptor #

```
fnbR1.TXT
STAMSON 5.0
                     NORMAL REPORT
                                              Date: 31-03-2013 16:21:57
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                   Time Period: Day/Night 16/8 hours
Filename: fnbr1.te
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume : 1181/131
                                       veh/TimePeriod
                          2755/306
60 km/h
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             0 %
Road gradient
Road pavement
                             1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                23019
                                                 0.00
    Number of Years of Growth
                                                10.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                 5.70
                                                13.30
                                                90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2
                      : -90.00 deg
                                               90.00 dea
Wood depth
No of house rows
                                     0
                                               (No woods.)
                                      0 / 0
                                     1
                                               (Absorptive ground surface)
Surface
                                40.00 / 40.00 m
1.50 / 4.50 m
Receiver source distance
Receiver height
                                               (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                  2.00 m
Barrier height
                                 14.00 / 14.00 m
Barrier receiver distance :
Source elevation
                                  0.00 \, \text{m}
                                  0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: Airport Road (day/night)
                          9631/1070 veh/TimePeriod veh/TimePeriod
Car traffic volume :
Medium truck volume :
                           749/83
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                            60 km/h
Road gradient
                             0 %
Road pavement
                             1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                11890
                                                 0.00
    Number of Years of Growth
                                                10.00
    Medium Truck % of Total Volume
                                                 3.00
    Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                 7.00
                                                90.00
Data for Segment # 2: Airport Road (day/night)
```

```
fnbR1.TXT
Angle1 Angle2
                      : -90.00 deg
                                           90.00 deg
Wood depth
No of house rows
                                            (No woods.)
                                   0
                                   0 / 0
                                            (Absorptive ground surface)
Surface
                                   1
                           : 211.00 / 211.00 m
: 1.50 / 1.50 m
Receiver source distance
Receiver height
Topography
                                            (Flat/gentle slope; no barrier)
                                0.00
Reference angle
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
       1.91! 1.50!
                                1.64 !
                                                     1.64
ROAD (0.00 + 61.57 + 0.00) = 61.57 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
        90 0.53 74.53 0.00 -6.51 -1.23 0.00 0.00 -5.23 61.57
   -90
Segment Leg: 61.57 dBA
Results segment # 2: Airport Road (day)
Source height = 1.63 m
ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
           90 0.66 69.33 0.00 -19.02 -1.45 0.00 0.00 0.00 48.86
   -90
Segment Leg: 48.86 dBA
Total Leg All Segments: 61.80 dBA
Results segment # 1: Mayfield Rd (night)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
       1.91 !
                     4.50 !
                                     3.59 !
                                                     3.59
ROAD (0.00 + 60.08 + 0.00) = 60.08 \text{ dBA}
Anglel Angle2 Alpha Refleg P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj Subleg
   -90
           90 0.44 67.99 0.00 -6.12 -1.06 0.00 0.00 -0.65 60.16*
                                         Page 2
```

```
fnbR2.TXT
                                            Date: 31-03-2013 16:21:07
                     NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr2.te
                                  Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 60 km/h
                                     veh/TimePeriod
                                     veh/TimePeriod
                            0 %
Road gradient
Road pavement
                            1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                              23019
                                               0.00
    Number of Years of Growth
Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                              10.00
                                               5.70
                                              13.30
                                              90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2 : -90.00 deg
                                             90.00 dea
Wood depth
No of house rows
                                 0
                                             (No woods.)
                                    0 / 0
Surface
                                             (Absorptive ground surface)
                                    1
Receiver source distance : 39.50 / 39.50 m
                               1.50 / 4.50
Receiver height
                                             (Flat/gentle slope; with barrier)
Topography
Barrier angle1
                            : -90.00 deg
                                             Angle2: 90.00 deg
Barrier height
                                2.00 m
                                 9.00 / 9.00
Barrier receiver distance :
Source elevation
                                 0.00 \, \mathrm{m}
                                 0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                 0.00 \, \text{m}
Reference angle
                                 0.00
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source! Receiver! Barrier! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
                       1.50 !
       1.91!
                                      1.59 !
                                                       1.59
ROAD (0.00 + 61.50 + 0.00) = 61.50 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.53 74.53 0.00 -6.42 -1.23 0.00 0.00 -5.38 61.50
```

Segment Leq: 61.50 dBA

```
fnbR2.TXT
```

Total Leq All Segments: 61.50 dBA

4

Results segment # 1: Mayfield Rd (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 60.16 + 0.00) = 60.16 dBA Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.44 67.99 0.00 -6.05 -1.06 0.00 0.00 -0.33 60.56* -90 90 0.56 67.99 0.00 -6.55 -1.28 0.00 0.00 0.00 60.16

Segment Leq: 60.16 dBA

Total Leq All Segments: 60.16 dBA

우

TOTAL Leq FROM ALL SOURCES (DAY): 61.50 (NIGHT): 60.16

^{*} Bright Zone !

```
fnbR3.TXT
                                             Date: 31-03-2013 16:20:41
                     NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr3.te
                                   Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 60 km/h
                                      veh/TimePeriod
                                      veh/TimePeriod
                             0 %
Road gradient
Road pavement
                             1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                               23019
                                                0.00
    Number of Years of Growth
Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                               10.00
                                                5.70
                                               13.30
                                               90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2 : -90.00 deg
                                              90.00 deg
Wood depth
No of house rows
                                 0
                                              (No woods.)
                                     0 / 0
Surface
                                              (Absorptive ground surface)
                                     1
Receiver source distance : 52.00 / 52.00 m
Receiver height : 1.50 / 4.50 m
                                              (Flat/gentle slope; with barrier)
Topography
Barrier angle1
                            : -90.00 deg
                                              Angle2: 90.00 deg
                                 2.00 m
Barrier height
Barrier receiver distance : 22.00 / 22.00 m
Source elevation :
                                 0.00 \, \mathrm{m}
                                 0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                 0.00 \, \text{m}
Reference angle
                                 0.00
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source! Receiver! Barrier! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
                       1.50 !
        1.91 !
                                       1.67 !
                                                        1.67
ROAD (0.00 + 59.91 + 0.00) = 59.91 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.53 74.53 0.00 -8.25 -1.23 0.00 0.00 -5.14 59.91
```

Segment Leq: 59.91 dBA

```
fnbR3.TXT
```

Total Leq All Segments: 59.91 dBA

4

Results segment # 1: Mayfield Rd (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 58.30 + 0.00) = 58.30 dBA Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.44 67.99 0.00 -7.76 -1.06 0.00 0.00 -1.35 57.82* -90 90 0.56 67.99 0.00 -8.41 -1.28 0.00 0.00 0.00 58.30

Segment Leq: 58.30 dBA

Total Leq All Segments: 58.30 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 59.91 (NIGHT): 58.30

^{*} Bright Zone !

```
fnbR4.TXT
                                              Date: 31-03-2013 16:20:09
                      NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr4.te
                                    Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 60 km/h
                                       veh/TimePeriod
                                       veh/TimePeriod
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 23019
                                                  0.00
    Number of Years of Growth
Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                 10.00
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2 : -90.00 deg wood depth : 0
                                                90.00 dea
Wood depth
No of house rows
                                                (No woods.)
                                      0 / 0
Surface
                                                (Absorptive ground surface)
                                      1
Receiver source distance : 40.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
                                                (Flat/gentle slope; with barrier)
Topography
Barrier angle1
                            : -90.00 deg
                                                Angle2: 90.00 deg
Barrier height
                                  2.00 m
Barrier receiver distance: 10.00 / 10.00 m
Source elevation :
                                  0.00 \, \text{m}
                                  0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source! Receiver! Barrier! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
        1.91 !
                        1.50 !
                                        1.60 !
                                                          1.60
ROAD (0.00 + 61.45 + 0.00) = 61.45 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.53 74.53 0.00 -6.51 -1.23 0.00 0.00 -5.34 61.45
```

Segment Leq: 61.45 dBA

```
fnbR4.TXT
```

Total Leq All Segments: 61.45 dBA

4

Results segment # 1: Mayfield Rd (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 60.08 + 0.00) = 60.08 dBA Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.44 67.99 0.00 -6.12 -1.06 0.00 0.00 -0.38 60.43* -90 90 0.56 67.99 0.00 -6.64 -1.28 0.00 0.00 0.00 60.08

Segment Leq: 60.08 dBA

Total Leq All Segments: 60.08 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 61.45 (NIGHT): 60.08

^{*} Bright Zone !

```
fnbR5.TXT
                                             Date: 31-03-2013 16:19:40
                     NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr5.te
                                  Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 60 km/h
                                      veh/TimePeriod
                                      veh/TimePeriod
                             0 %
Road gradient
Road pavement
                             1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                               23019
                                                0.00
    Number of Years of Growth
Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                               10.00
                                                5.70
                                               13.30
                                               90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2 : -90.00 deg
                                              90.00 deg
Wood depth
No of house rows
                                 0
                                              (No woods.)
                                     0 / 0
                                              (Absorptive ground surface)
Surface
                                     1
Receiver source distance : 41.00 / 41.00 m
Receiver height : 1.50 / 4.50 m
                                              (Flat/gentle slope; with barrier)
Topography
Barrier angle1
                         : -90.00 deg
                                              Angle2: 90.00 deg
Barrier height
                                 2.00 m
Barrier receiver distance: 10.00 / 10.00 m
Source elevation :
                                 0.00 \, \text{m}
                                 0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                 0.00 \, \text{m}
Reference angle
                                 0.00
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source! Receiver! Barrier! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
        1.91 !
                       1.50 !
                                       1.60 !
                                                        1.60
ROAD (0.00 + 61.29 + 0.00) = 61.29 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.53 74.53 0.00 -6.67 -1.23 0.00 0.00 -5.34 61.29
```

Segment Leq: 61.29 dBA

fnbR5.TXT

```
Total Leq All Segments: 61.29 dBA
```

4

Results segment # 1: Mayfield Rd (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.44 67.99 0.00 -6.28 -1.06 0.00 0.00 -0.38 60.28* -90 90 0.56 67.99 0.00 -6.80 -1.28 0.00 0.00 59.91

Segment Leq: 59.91 dBA

Total Leq All Segments: 59.91 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 61.29 (NIGHT): 59.91

^{*} Bright Zone !

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fnbR6.TXT
                                              Date: 31-03-2013 16:19:11
                      NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr6.te
                                    Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 60 km/h
                                       veh/TimePeriod
                                       veh/TimePeriod
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 23019
                                                  0.00
    Number of Years of Growth
Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                 10.00
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2 : -90.00 deg wood depth : 0
                                                90.00 dea
Wood depth
No of house rows
                                                (No woods.)
                                      0 / 0
Surface
                                                (Absorptive ground surface)
                                      1
Receiver source distance : 40.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
                                                (Flat/gentle slope; with barrier)
Topography
Barrier angle1
                            : -90.00 deg
                                                Angle2: 90.00 deg
Barrier height
                                  2.00 m
Barrier receiver distance: 10.00 / 10.00 m
Source elevation :
                                  0.00 \, \text{m}
                                  0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source! Receiver! Barrier! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
        1.91 !
                        1.50 !
                                        1.60 !
                                                          1.60
ROAD (0.00 + 61.45 + 0.00) = 61.45 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.53 74.53 0.00 -6.51 -1.23 0.00 0.00 -5.34 61.45
```

Segment Leq: 61.45 dBA

```
fnbR6.TXT
```

Total Leq All Segments: 61.45 dBA

4

Results segment # 1: Mayfield Rd (night)

Source height = 1.91 m

Barrier height for grazing incidence

Segment Leq: 60.08 dBA

Total Leq All Segments: 60.08 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 61.45 (NIGHT): 60.08

^{*} Bright Zone !

```
fnbR7.TXT
                                             Date: 31-03-2013 16:23:24
                     NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr7.te
                                  Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 60 km/h
                                      veh/TimePeriod
                                      veh/TimePeriod
                             0 %
Road gradient
Road pavement
                             1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                               23019
                                                0.00
    Number of Years of Growth
Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                               10.00
                                                5.70
                                               13.30
                                               90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2 : -90.00 deg
                                              90.00 dea
Wood depth
No of house rows
                                 0
                                              (No woods.)
                                     0 / 0
Surface
                                              (Absorptive ground surface)
                                     1
Receiver source distance : 41.50 / 41.50 m
Receiver height : 1.50 / 4.50 m
                                              (Flat/gentle slope; with barrier)
Topography
Barrier angle1
                             : -90.00 deg
                                              Angle2: 90.00 deg
Barrier height
                                 2.00 m
Barrier receiver distance: 10.00 / 10.00 m
Source elevation :
                                 0.00 \, \text{m}
                                 0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                 0.00 \, \text{m}
Reference angle
                                 0.00
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source! Receiver! Barrier! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
                       1.50 !
        1.91!
                                       1.60 !
                                                        1.60
ROAD (0.00 + 61.21 + 0.00) = 61.21 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.53 74.53 0.00 -6.75 -1.23 0.00 0.00 -5.34 61.21
```

Segment Leq: 61.21 dBA

```
fnbR7.TXT
```

Total Leq All Segments: 61.21 dBA

4

Results segment # 1: Mayfield Rd (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 59.83 + 0.00) = 59.83 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.44 67.99 0.00 -6.35 -1.06 0.00 0.00 -0.38 60.21* -90 90 0.56 67.99 0.00 -6.88 -1.28 0.00 0.00 59.83

Segment Leq: 59.83 dBA

Total Leq All Segments: 59.83 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 61.21 (NIGHT): 59.83

^{*} Bright Zone !

FNBR8.TXT Date: 31-03-2013 17:02:02 NORMAL REPORT STAMSON 5.0 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT Filename: fnbr8.te Time Period: Day/Night 16/8 hours Description: Road data, segment # 1: Mayfield Rd (day/night) Car traffic volume : 16781/1865 veh/TimePeriod Medium truck volume: 1181/131 Heavy truck volume: 2755/306 Posted speed limit: 80 km/h veh/TimePeriod veh/TimePeriod 0 % Road gradient Road pavement 1 (Typical asphalt or concrete) * Refers to calculated road volumes based on the following input: 24 hr Traffic Volume (AADT or SADT): Percentage of Annual Growth : 23019 0.00 Number of Years of Growth 10.00 Medium Truck % of Total Volume Heavy Truck % of Total Volume Day (16 hrs) % of Total Volume 5.70 13.30 90.00 Data for Segment # 1: Mayfield Rd (day/night) Angle1 Angle2 : -90.00 dea 90.00 dea Wood depth No of house rows 0 (No woods.) 0 / 0 (Absorptive ground surface) Surface 1 : 82.00 / 82.00 m Receiver source distance Receiver height 1.50 / 4.50 m (Flat/gentle slope; no barrier) Topography 1 0.00 Reference angle Results segment # 1: Mayfield Rd (day) Source height = 1.91 m ROAD (0.00 + 63.08 + 0.00) = 63.08 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.65 76.67 0.00 -12.16 -1.44 0.00 0.00 0.00 63.08 Segment Leq: 63.08 dBA Total Leg All Segments: 63.08 dBA Results segment # 1: Mayfield Rd (night) Source height = 1.91 m

90 0.56 70.14 0.00 -11.49 -1.28 0.00 0.00 0.00 57.37

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

ROAD (0.00 + 57.37 + 0.00) = 57.37 dBA

-90

FNBR8.TXT

Segment Leq : 57.37 dBA

Total Leq All Segments: 57.37 dBA

우

TOTAL Leq FROM ALL SOURCES (DAY): 63.08 (NIGHT): 57.37

FNBR9.TXT Date: 31-03-2013 18:03:08 NORMAL REPORT STAMSON 5.0 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT Filename: fnbr9.te Time Period: Day/Night 16/8 hours Description: Road data, segment # 1: Mayfield Rd (day/night) Car traffic volume : 16781/1865 veh/TimePeriod Medium truck volume: 1181/131 Heavy truck volume: 2755/306 Posted speed limit: 80 km/h veh/TimePeriod veh/TimePeriod 0 % Road gradient Road pavement 1 (Typical asphalt or concrete) * Refers to calculated road volumes based on the following input: 24 hr Traffic Volume (AADT or SADT): Percentage of Annual Growth : 23019 0.00 Number of Years of Growth 10.00 Medium Truck % of Total Volume Heavy Truck % of Total Volume Day (16 hrs) % of Total Volume 5.70 13.30 90.00 Data for Segment # 1: Mayfield Rd (day/night) Angle1 Angle2 : -90.00 dea 90.00 dea wood depth 0 (No woods.) No of house rows 0 / 0 Surface (Absorptive ground surface) 1 : 102.00 / 102.00 m Receiver source distance Receiver height : 1.50 / 4.50 m (Flat/gentle slope; no barrier) Topography 1 0.00 Reference angle Results segment # 1: Mayfield Rd (day) Source height = 1.91 m ROAD (0.00 + 61.52 + 0.00) = 61.52 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.65 76.67 0.00 -13.72 -1.44 0.00 0.00 0.00 61.52 Segment Leq: 61.52 dBA Total Leg All Segments: 61.52 dBA Results segment # 1: Mayfield Rd (night)

Source height = 1.91 m

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.56 70.14 0.00 -12.97 -1.28 0.00 0.00 0.00 55.89

FNBR9.TXT

Segment Leq : 55.89 dBA

Total Leq All Segments: 55.89 dBA

우

TOTAL Leq FROM ALL SOURCES (DAY): 61.52 (NIGHT): 55.89

```
FNBR11A.TXT
                                           Date: 31-03-2013 22:01:55
                    NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr11a.te
                                Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 80 km/h
                                     veh/TimePeriod
                                     veh/TimePeriod
                            0 %
Road gradient
Road pavement
                            1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                              23019
                                               0.00
    Number of Years of Growth
Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                              10.00
                                               5.70
                                              13.30
                                              90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2
                     : -90.00 dea
                                             90.00 dea
Wood depth
No of house rows
                                    0
                                             (No woods.)
                                    0 / 0
                                             (Absorptive ground surface)
Surface
                                    1
                               50.00 / 50.00 m
Receiver source distance
Receiver height
                            : 1.50 / 4.50
                                              m
                                             (Flat/gentle slope; no barrier)
Topography
                                   1
                                0.00
Reference angle
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 m
ROAD (0.00 + 66.62 + 0.00) = 66.62 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.65 76.67 0.00 -8.62 -1.44 0.00 0.00 0.00 66.62
Segment Leq: 66.62 dBA
Total Leg All Segments: 66.62 dBA
Results segment # 1: Mayfield Rd (night)
Source height = 1.91 m
ROAD (0.00 + 60.72 + 0.00) = 60.72 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
        90 0.56 70.14 0.00 -8.14 -1.28 0.00 0.00 0.00 60.72
   -90
```

FNBR11A.TXT

Segment Leq : 60.72 dBA

Total Leq All Segments: 60.72 dBA

우

TOTAL Leq FROM ALL SOURCES (DAY): 66.62 (NIGHT): 60.72

```
FNBR11B.TXT
                                           Date: 31-03-2013 22:18:44
                    NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr11b.te
                                Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 80 km/h
                                    veh/TimePeriod
                                    veh/TimePeriod
                           0 %
Road gradient
Road pavement
                           1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                             23019
                                              0.00
    Number of Years of Growth
                                             10.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                              5.70
                                             13.30
                                             90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2
                    : -90.00 dea
                                            90.00 dea
Wood depth
No of house rows
                                   0
                                            (No woods.)
                                   0 / 0
Surface
                                            (Absorptive ground surface)
                                   1
                               94.00 / 94.00 m
Receiver source distance
Receiver height
                           : 1.50 / 4.50
                                              m
                                            (Flat/gentle slope; no barrier)
Topography
                                  1
                                0.00
Reference angle
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 m
ROAD (0.00 + 62.11 + 0.00) = 62.11 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.65 76.67 0.00 -13.13 -1.44 0.00 0.00 0.00 62.11
Segment Leq: 62.11 dBA
Total Leg All Segments: 62.11 dBA
Results segment # 1: Mayfield Rd (night)
Source height = 1.91 m
ROAD (0.00 + 56.44 + 0.00) = 56.44 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
        90 0.56 70.14 0.00 -12.42 -1.28 0.00 0.00 0.00 56.44
   -90
```

FNBR11B.TXT

Segment Leq : 56.44 dBA

Total Leq All Segments: 56.44 dBA

우

TOTAL Leq FROM ALL SOURCES (DAY): 62.11 (NIGHT): 56.44

FNBR12.TXT Date: 31-03-2013 16:16:00 NORMAL REPORT STAMSON 5.0 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT Filename: fnbr12.te Time Period: Day/Night 16/8 hours Description: Road data, segment # 1: Mayfield Rd (day/night) Car traffic volume : 16781/1865 veh/TimePeriod Medium truck volume: 1181/131 Heavy truck volume: 2755/306 Posted speed limit: 60 km/h veh/TimePeriod veh/TimePeriod 0 % Road gradient Road pavement 1 (Typical asphalt or concrete) * Refers to calculated road volumes based on the following input: 24 hr Traffic Volume (AADT or SADT): Percentage of Annual Growth : 23019 0.00 Number of Years of Growth 10.00 Medium Truck % of Total Volume Heavy Truck % of Total Volume Day (16 hrs) % of Total Volume 5.70 13.30 90.00 Data for Segment # 1: Mayfield Rd (day/night) Angle1 Angle2 : -90.00 dea 90.00 dea Wood depth No of house rows 0 (No woods.) 0 / 0 Surface (Absorptive ground surface) 1 49.00 / 49.00 m Receiver source distance Receiver height : 1.50 / 4.50 m (Flat/gentle slope; no barrier) Topography 1 0.00 Reference angle Results segment # 1: Mayfield Rd (day) Source height = 1.91 m ROAD (0.00 + 64.62 + 0.00) = 64.62 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.65 74.53 0.00 -8.47 -1.44 0.00 0.00 0.00 64.62 Segment Leq: 64.62 dBA Total Leg All Segments: 64.62 dBA Results segment # 1: Mayfield Rd (night) Source height = 1.91 m ROAD (0.00 + 58.71 + 0.00) = 58.71 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq 90 0.56 67.99 0.00 -8.01 -1.28 0.00 0.00 0.00 58.71 -90

FNBR12.TXT

Segment Leq : 58.71 dBA

Total Leq All Segments: 58.71 dBA

우

TOTAL Leq FROM ALL SOURCES (DAY): 64.62 (NIGHT): 58.71

FNBR13.TXT Date: 31-03-2013 16:14:40 NORMAL REPORT STAMSON 5.0 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT Filename: fnbr13.te Time Period: Day/Night 16/8 hours Description: Road data, segment # 1: Mayfield Rd (day/night) Car traffic volume : 16781/1865 veh/TimePeriod Medium truck volume: 1181/131 Heavy truck volume: 2755/306 Posted speed limit: 60 km/h veh/TimePeriod veh/TimePeriod 0 % Road gradient Road pavement 1 (Typical asphalt or concrete) * Refers to calculated road volumes based on the following input: 24 hr Traffic Volume (AADT or SADT): Percentage of Annual Growth : 23019 0.00 Number of Years of Growth
Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume 10.00 5.70 13.30 90.00 Data for Segment # 1: Mayfield Rd (day/night) Angle1 Angle2 : -90.00 dea 90.00 dea Wood depth No of house rows 0 (No woods.) 0 / 0 (Absorptive ground surface) Surface 1 : 85.00 / 85.00 m Receiver source distance Receiver height 1.50 / 4.50 m (Flat/gentle slope; no barrier) Topography 1 0.00 Reference angle Results segment # 1: Mayfield Rd (day) Source height = 1.91 m ROAD (0.00 + 60.68 + 0.00) = 60.68 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.65 74.53 0.00 -12.41 -1.44 0.00 0.00 0.00 60.68 Segment Leq: 60.68 dBA Total Leg All Segments: 60.68 dBA Results segment # 1: Mayfield Rd (night) Source height = 1.91 m ROAD (0.00 + 54.98 + 0.00) = 54.98 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq 90 0.56 67.99 0.00 -11.73 -1.28 0.00 0.00 0.00 54.98 -90

FNBR13.TXT

Segment Leq : 54.98 dBA

Total Leq All Segments: 54.98 dBA

우

TOTAL Leq FROM ALL SOURCES (DAY): 60.68 (NIGHT): 54.98

```
FNBR14.TXT
                                           Date: 31-03-2013 18:05:39
                    NORMAL REPORT
STAMSON 5.0
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fnbr14.te
                                 Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: Mayfield Rd (day/night)
Car traffic volume : 16781/1865 veh/TimePeriod
Medium truck volume: 1181/131
Heavy truck volume: 2755/306
Posted speed limit: 80 km/h
                                    veh/TimePeriod
                                    veh/TimePeriod
                            0 %
Road gradient
Road pavement
                            1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                             23019
                                              0.00
    Number of Years of Growth
                                             10.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                              5.70
                                             13.30
                                             90.00
Data for Segment # 1: Mayfield Rd (day/night)
Angle1 Angle2
                    : -90.00 dea
                                            90.00 dea
Wood depth
No of house rows
                                   0
                                            (No woods.)
                                   0 / 0
                                            (Absorptive ground surface)
Surface
                                   1
                             75.00 / 75.00 m
Receiver source distance
Receiver height
                              1.50 / 4.50
                                              m
                                            (Flat/gentle slope; no barrier)
Topography
                                  1
                                0.00
Reference angle
Results segment # 1: Mayfield Rd (day)
Source height = 1.91 m
ROAD (0.00 + 63.72 + 0.00) = 63.72 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.65 76.67 0.00 -11.52 -1.44 0.00 0.00 0.00 63.72
Segment Leq: 63.72 dBA
Total Leg All Segments: 63.72 dBA
Results segment # 1: Mayfield Rd (night)
Source height = 1.91 m
ROAD (0.00 + 57.97 + 0.00) = 57.97 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
        90 0.56 70.14 0.00 -10.89 -1.28 0.00 0.00 0.00 57.97
   -90
```

FNBR14.TXT

Segment Leq : 57.97 dBA

Total Leq All Segments: 57.97 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 63.72 (NIGHT): 57.97

```
FBR1.TXT
                                              Date: 31-03-2013 13:50:44
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr1.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                24050
                                                 0.00
    Number of Years of Growth
                                                 0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                13.30
                                                90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                               90.00 deg
Wood depth
No of house rows
                                      0
                                               (No woods.)
                                      0 / 0
                                               (Absorptive ground surface)
Surface
                                      1
                                 44.50 / 44.50 m
Receiver source distance
                                 1.50 / 1.50
Receiver height
                                               (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                  2.00 m
Barrier height
                                 14.00 / 14.00 m
Barrier receiver distance :
Source elevation
                                  0.00 \, \text{m}
                                  0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                          2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                24050
                                                 0.00
    Number of Years of Growth
                                                 0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                13.30
    Day (16 hrs) % of Total Volume
                                                90.00
Data for Segment # 2: MF Rd EB (day/night)
```

```
FBR1.TXT
                       : -90.00 deg 90.00 deg
Angle1 Angle2
Wood depth
No of house rows
                                                 (No woods.)
                                    0
                                       0 / 0
                                                 (Absorptive ground surface)
Surface
                                       1
Receiver source distance : 35.50 / 35.50 m
Receiver height : 1.50 / 1.50 m
                                                 (Flat/gentle slope; with barrier)
Topography
                          : -90.00 deg Angle2 : 90.00 deg
Barrier angle1
Barrier height
                              : 2.00 m
Barrier receiver distance: 14.00 / 14.00 m
Source elevation: 0.00 m
Receiver elevation
                                   0.00 \, \text{m}
Barrier elevation
                                   0.00 \, \text{m}
Reference angle
                                    0.00
Road data, segment # 3: Airport Road (day/night)
Car traffic volume : 24993/2777 veh/TimePeriod * Medium truck volume : 833/93 veh/TimePeriod * Heavy truck volume : 1944/216 veh/TimePeriod * Posted speed limit : 60 km/h Road gradient : 0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                  30855
                                                   0.00
     Number of Years of Growth
                                                  10.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  3.00
7.00
                                             : 90.00
Data for Segment # 3: Airport Road (day/night)
Angle1 Angle2
                       : -90.00 deg
                                                 90.00 deg
Wood depth
No of house rows
                                   0
                                                 (No woods.)
                                       0 / 0
                                                 (Absorptive ground surface)
Surface
                                       1
Receiver source distance : 211.00 / 211.00 m
Receiver height : 1.50 / 1.50 m
                                                 (Flat/gentle slope; no barrier)
Topography
                                    0.00
Reference angle
Results segment # 1: MF Rd WB (day)
______
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
        1.91 !
                         1.50 !
                                     1.63 !
                                                            1.63
ROAD (0.00 + 61.04 + 0.00) = 61.04 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90 90 0.53 74.72 0.00 -7.21 -1.23 0.00 0.00 -5.24 61.04
```

FBR1.TXT

Segment Leq: 61.04 dBA

Results segment # 2: MF Rd EB (day)

Source height = 1.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m) 1.50 ! 1.66 !

ROAD (0.00 + 62.56 + 0.00) = 62.56 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 74.72 0.00 -5.72 -1.23 0.00 0.00 -5.22 62.56

Segment Leq: 62.56 dBA

Results segment # 3: Airport Road (day)

Source height = 1.63 m

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.66 73.47 0.00 -19.02 -1.45 0.00 0.00 0.00 53.01

Segment Leq: 53.01 dBA

Total Leg All Segments: 65.15 dBA

Barrier table for segment # 1: MF Rd WB (day)

Barrier!	Elev of !	Road	!	Tot Leq !
Height!	Barr Top!	dBA		dBA !
2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.50 ! 5.00 ! 5.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.50 ! 6.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	61.04 60.33 59.29 58.22 57.23 56.37 55.62 54.96 54.39 53.88 53.42 53.13 52.87 52.70	+	61.04 ! 60.33 ! 59.29 ! 58.22 ! 57.23 ! 56.37 ! 55.62 ! 54.39 ! 53.88 ! 53.42 ! 53.13 ! 52.87 ! 52.70 !

FBR1.TXT Barrier table for segment # 2: MF Rd EB (day)

Barrier!	Elev of !	Road!	Tot Leq !
Height!	Barr Top!		dBA !
2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	62.56 ! 61.75 ! 60.59 ! 59.42 ! 58.35 ! 56.62 ! 55.91 ! 55.29 ! 54.73 ! 54.23 ! 53.97 ! 53.53 !	62.56 ! 61.75 ! 60.59 ! 59.42 ! 58.35 ! 57.42 ! 56.62 ! 55.91 ! 55.29 ! 54.73 ! 54.23 ! 53.71 ! 53.53 ! 53.40 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -7.21 -1.23 0.00 0.00 -5.23 54.51

Segment Leq : 54.51 dBA

Results segment # 2: MF Rd EB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 56.03 + 0.00) = 56.03 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -5.72 -1.23 0.00 0.00 -5.22 56.03

Segment Leq: 56.03 dBA

${\tt FBR1.TXT}$

```
FBR2.TXT
                                              Date: 31-03-2013 13:51:36
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr2.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                                90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                      0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 44.00 / 44.00 m
Receiver source distance
Receiver height
                                  1.50 / 1.50
                                                (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                   2.00 m
Barrier height
Barrier receiver distance :
                                   9.00 / 9.00
Source elevation
                                  0.00 \, \mathrm{m}
Receiver elevation
                                   0.00 \, \text{m}
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                           2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                 13.30
    Day (16 hrs) % of Total Volume
                                                 90.00
Data for Segment # 2: MF Rd EB (day/night)
```

```
FBR2.TXT
                  : -90.00 deg
Angle1 Angle2
                                      90.00 deg
Wood depth
No of house rows
                                       (No woods.)
                               0
                               0 / 0
                                       (Absorptive ground surface)
Surface
                               1
Receiver source distance : 35.00 / 35.00 m
Receiver height : 1.50 / 1.50 m
                                      (Flat/gentle slope; with barrier)
Topography
                     : -90.00 deg
Barrier angle1
                                      Angle2: 90.00 deg
Barrier height
                        : 2.00 m
Barrier receiver distance :
                            9.00 / 9.00 m
Source elevation :
                            0.00 m
Receiver elevation
                            0.00 \, \text{m}
Barrier elevation
                            0.00 \, \text{m}
Reference angle
                            0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Barrier Top (m)
      1.91 ! 1.50 !
                                1.58 !
                                               1.58
ROAD (0.00 + 60.97 + 0.00) = 60.97 \text{ dBA}
Anglel Angle2 Alpha RefLéq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -7.14 -1.23 0.00 0.00 -5.39 60.97
Segment Leq: 60.97 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
     1.91 ! 1.50 ! 1.61 !
                                               1.61
ROAD (0.00 + 62.50 + 0.00) = 62.50 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -5.62 -1.23 0.00 0.00 -5.37 62.50
Segment Leq: 62.50 dBA
Total Leq All Segments: 64.81 dBA
Barrier table for segment # 1: MF Rd WB (day)
```

FBR2.TXT

Height	! Elev of ! ! Barr Top!	dBA	! Tot Leq ! ! dBA !
2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 6.50 7.00 7.50 8.00	! 2.00 ! ! 2.50 ! ! 3.00 ! ! 3.50 ! ! 4.00 ! ! 4.50 ! ! 5.00 ! ! 5.50 ! ! 6.00 ! ! 6.50 ! ! 7.00 !	60.97 59.95 58.68 57.47 56.41 55.51 54.73 54.06 53.48 52.96 52.68 52.43	! 60.97 ! ! 59.95 ! ! 58.68 ! ! 57.47 ! ! 56.41 ! ! 55.51 ! ! 54.73 ! ! 54.06 ! ! 53.48 ! ! 52.96 ! ! 52.68 ! ! 52.43 !
8.50 9.00		52.15 52.09	

Barrier table for segment # 2: MF Rd EB (day)

Barrier Height	Elev Barr	:	Road dBA	!	Tot Leq !
2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 6.50 7.00 7.50 8.00 8.50	2 3 3 4 4 4 5 5 6 6 6 7 7 7 8 5 8 6 6 6 7 7 8 6 6 6 6 6 6 7 7 8 6 6 6 6	.00 ! .50 ! .00 ! .50 ! .00 ! .50 ! .00 ! .50 ! .00 ! .50 !	62.50 61.41 60.06 58.77 57.66 56.71 55.89 55.17 54.55 53.99 53.72 53.46 53.27	+ ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !	62.50 ! 61.41 ! 60.06 ! 58.77 ! 57.66 ! 56.71 ! 55.89 ! 55.17 ! 54.55 ! 53.99 ! 53.72 ! 53.46 ! 53.27 !
9.00	. 9.	.00!	53.05	!	53.05 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

Height	(m)	į	Receiver Height	(m)	!	Height	(m)	!	Barrier	Тор	(m)
			1					-			-

Segment Leq: 54.43 dBA

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FBR2.TXT

Results segment # 2: MF Rd EB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 55.97 + 0.00) = 55.97 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -5.62 -1.23 0.00 0.00 -5.37 55.97

Segment Leq: 55.97 dBA

Total Leq All Segments: 58.28 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 64.81 (NIGHT): 58.28

4

```
FBR3.TXT
                                              Date: 31-03-2013 13:52:29
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr3.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                           2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                                90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                      0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 56.50 / 56.50 m
1.50 / 1.50 m
Receiver source distance
Receiver height
                                                (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                                Angle2 : 90.00 deg
                                  2.00 m
Barrier height
                                 22.00 / 22.00 m
Barrier receiver distance :
Source elevation
                                   0.00 \, \text{m}
                                   0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                   0.00 \, \text{m}
Reference angle
                                   0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                           2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                 13.30
    Day (16 hrs) % of Total Volume
                                                 90.00
Data for Segment # 2: MF Rd EB (day/night)
```

```
FBR3.TXT
                   : -90.00 deg 90.00 deg
Angle1 Angle2
Wood depth
No of house rows
                                         (No woods.)
                             0
                                 0 / 0
                                         (Absorptive ground surface)
Surface
                                1
Receiver source distance : 47.50 / 47.50 m
Receiver height : 1.50 / 1.50 m
                                         (Flat/gentle slope; with barrier)
Topography
                         :
                      : -90.00 deg
Barrier angle1
                                        Angle2: 90.00 deg
Barrier height
                         : 2.00 m
Barrier receiver distance : 22.00 / 22.00 m
Source elevation : 0.00 m
Source elevation : Receiver elevation :
                             0.00 \, \text{m}
Barrier elevation
                             0.00 \, \text{m}
Reference angle
                             0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Barrier Top (m)
       1.91 ! 1.50 !
                                  1.66 !
                                                 1.66
ROAD (0.00 + 59.55 + 0.00) = 59.55 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -8.80 -1.23 0.00 0.00 -5.14 59.55
Segment Leq : 59.55 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
     1.91 ! 1.50 ! 1.69 !
                                                 1.69
ROAD (0.00 + 60.71 + 0.00) = 60.71 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -7.65 -1.23 0.00 0.00 -5.14 60.71
Segment Leq: 60.71 dBA
Total Leq All Segments: 63.18 dBA
Barrier table for segment # 1: MF Rd WB (day)
```

FBR3.TXT

2.00 ! 2.00 ! 59.55 ! 59.55 ! 2.50 ! 2.50 ! 59.12 ! 59.12 ! 3.00 ! 3.00 ! 58.37 ! 58.37 ! 3.50 ! 3.50 ! 57.52 ! 57.52 ! 4.00 ! 4.00 ! 56.69 ! 56.69 ! 4.50 ! 4.50 ! 55.93 ! 55.93 ! 5.00 ! 5.00 ! 55.26 ! 55.26 ! 5.50 ! 5.50 ! 54.67 ! 54.67 ! 6.00 ! 6.00 ! 54.16 ! 54.16 ! 6.50 ! 6.50 ! 53.70 ! 53.70 ! 7.00 ! 7.00 ! 53.30 ! 53.30 ! 7.50 ! 7.50 ! 52.93 ! 52.93 ! 8.00 ! 8.00 ! 52.61 ! 52.61 ! 8.50 ! 8.50 ! 52.32 ! 52.32 ! 9.00 ! 9.00 ! 52.27 ! 52.27 !	Height !	! Elev of ! ! Barr Top!	dBA	! Tot Leq ! ! dBA	!
	2.00	2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 5.50 ! 6.00 ! 7.00 ! 7.50 ! 8.00 !	59.55 59.12 58.37 57.52 56.69 55.26 54.67 54.16 53.70 53.30 52.93 52.61 52.32	! 59.55 ! 59.12 ! 58.37 ! 57.52 ! 56.69 ! 55.26 ! 54.67 ! 54.16 ! 53.70 ! 53.30 ! 52.93 ! 52.61	

Barrier table for segment # 2: MF Rd EB (day)

Barrier Height	Elev of ! Barr Top!	Road!	Tot Leq ! dBA !
2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 7.00 7.50 8.00 8.50	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.50 ! 6.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	60.71 ! 60.21 ! 59.36 ! 58.41 ! 57.50 ! 56.68 ! 55.96 ! 55.32 ! 54.76 ! 54.27 ! 53.82 ! 53.43 ! 53.07 !	60.71 ! 60.21 ! 59.36 ! 58.41 ! 57.50 ! 56.68 ! 55.96 ! 55.32 ! 54.76 ! 54.27 ! 53.82 ! 53.43 ! 53.07 !
9.00	9.00 !	52.77 !	52.77 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

							-				
Height	(m)	į	Receiver Height	(m)	!	Height	(m)	Ţ	Barrier	Тор	(m)
		_						т			•

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -8.80 -1.23 0.00 0.00 -5.14 53.02

Segment Leq: 53.02 dBA

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FBR3.TXT

Results segment # 2: MF Rd EB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 54.18 + 0.00) = 54.18 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -7.65 -1.23 0.00 0.00 -5.14 54.18

Segment Leq: 54.18 dBA

Total Leq All Segments: 56.65 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 63.18 (NIGHT): 56.65 $^{\circ}$

```
FBR4.TXT
                                             Date: 31-03-2013 13:53:18
STAMSON 5.0
                     NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                Time Period: Day/Night 16/8 hours
Filename: fbr4.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                      veh/TimePeriod
Medium truck volume : 1234/137
                                      veh/TimePeriod
                          2879/320
Heavy truck volume :
                                      veh/TimePeriod
Posted speed limit
                            60 km/h
                             0 %
Road gradient
Road pavement
                             1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                               24050
                                                0.00
    Number of Years of Growth
                                                0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                 5.70
                                               13.30
                                               90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                              90.00 deg
Wood depth
No of house rows
                                     0
                                              (No woods.)
                                     0 / 0
                                              (Absorptive ground surface)
Surface
                                     1
                                44.50 / 44.50 m
Receiver source distance
                                1.50 / 1.50
Receiver height
                                              (Flat/gentle slope; with barrier)
Topography
                             : -90.00 deg
Barrier angle1
                                              Angle2 : 90.00 deg
                                 2.00 m
Barrier height
                                 10.00 / 10.00 m
Barrier receiver distance :
Source elevation
                                  0.00 \, \text{m}
                                  0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                          2879/320
Heavy truck volume
                                      veh/TimePeriod
Posted speed limit
                            60 km/h
Road gradient
                             0 %
Road pavement
                             1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
```

24 hr Traffic Volume (AADT or SADT): 24050
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.70
Heavy Truck % of Total Volume : 13.30
Day (16 hrs) % of Total Volume : 90.00

```
FBR4.TXT
                  : -90.00 deg
Angle1 Angle2
                                       90.00 deg
Wood depth
No of house rows
                                       (No woods.)
                             0
                               0 / 0
                                       (Absorptive ground surface)
Surface
                               1
Receiver source distance : 35.50 / 35.50 m
Receiver height : 1.50 / 1.50 m
                                       (Flat/gentle slope; with barrier)
Topography
                        :
                     : -90.00 deg
Barrier angle1
                                       Angle2: 90.00 deg
Barrier height
                        : 2.00 m
Barrier receiver distance: 10.00 / 10.00 m
Source elevation: 0.00 m
Receiver elevation
                            0.00 \, \text{m}
Barrier elevation
                            0.00 \, \text{m}
Reference angle
                            0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Barrier Top (m)
      1.91 ! 1.50 ! 1.59 !
                                                1.59
ROAD (0.00 + 60.93 + 0.00) = 60.93 \text{ dBA}
Anglel Angle2 Alpha RefLéq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -7.21 -1.23 0.00 0.00 -5.35 60.93
Segment Leq: 60.93 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
     1.91 ! 1.50 ! 1.62 !
                                                1.62
ROAD (0.00 + 62.44 + 0.00) = 62.44 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -5.72 -1.23 0.00 0.00 -5.33 62.44
Segment Leq: 62.44 dBA
Total Leq All Segments: 64.76 dBA
Barrier table for segment # 1: MF Rd WB (day)
```

FBR4.TXT

	! Elev of ! ! Barr Top!	dba !	Tot Leq ! dBA !	
_	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 5.50 ! 6.00 ! 6.50 ! 7.00 !	+	60.93 ! 60.00 ! 58.79 ! 57.61 ! 56.58 ! 55.69 ! 54.92 ! 54.26 ! 53.67 ! 53.16 ! 52.83 ! 52.56 !	
8.50 9.00	! 8.50!	52.24 ! 52.17 !	52.24 !	

Barrier table for segment # 2: MF Rd EB (day)

Barrier ! Height !	Elev of ! Barr Top!	Road!	Tot Leq ! dBA !
2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.50 ! 6.00 ! 7.00 ! 7.50 !	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 5.50 ! 6.00 ! 7.00 ! 7.50 !	62.44 ! 61.44 ! 60.14 ! 58.89 ! 57.80 ! 56.85 ! 56.04 ! 55.33 ! 54.70 ! 53.83 ! 53.54 !	62.44 ! 61.44 ! 60.14 ! 58.89 ! 57.80 ! 56.85 ! 56.04 ! 55.33 ! 54.70 ! 54.15 ! 53.83 !
8.50 ! 9.00 !	8.50 ! 9.00 !	53.19 ! 53.10 !	53.19 ! 53.10 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

Height	(m)	į	Receiver Height	(m)	!	Height	(m)	!	Barrier	Тор	(m)
			1								•

Segment Leq: 54.40 dBA

우

FBR4.TXT

Results segment # 2: MF Rd EB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -5.72 -1.23 0.00 0.00 -5.33 55.91

Segment Leq : 55.91 dBA

Total Leq All Segments: 58.23 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 64.76 (NIGHT): 58.23

```
FBR5.TXT
                                              Date: 31-03-2013 13:54:02
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr5.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                               90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                      0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 45.50 / 45.50 m
Receiver source distance
                                 1.50 / 1.50
Receiver height
                                                (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                  2.00 m
Barrier height
                                 10.00 / 10.00 m
Barrier receiver distance :
Source elevation
                                  0.00 \, \text{m}
                                  0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                           2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                 13.30
    Day (16 hrs) % of Total Volume
                                                 90.00
```

```
FBR5.TXT
                  : -90.00 deg
Angle1 Angle2
                                      90.00 deg
Wood depth
No of house rows
                                      (No woods.)
                              0
                              0 / 0
                                      (Absorptive ground surface)
Surface
                              1
Receiver source distance : 36.50 / 36.50 m
Receiver height : 1.50 / 1.50 m
                                      (Flat/gentle slope; with barrier)
Topography
                       :
                    : -90.00 deg
Barrier angle1
                                      Angle2: 90.00 deg
                       : 2.00 m
Barrier height
Barrier receiver distance : 10.00 / 10.00 m
Source elevation :
                          0.00 m
Receiver elevation
                           0.00 \, \text{m}
Barrier elevation
                           0.00 m
Reference angle
                           0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Barrier Top (m)
      1.91 ! 1.50 ! 1.59 !
                                              1.59
ROAD (0.00 + 60.78 + 0.00) = 60.78 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -7.36 -1.23 0.00 0.00 -5.35 60.78
Segment Leq: 60.78 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
     1.91 ! 1.50 ! 1.61 !
                                              1.61
ROAD (0.00 + 62.26 + 0.00) = 62.26 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -5.90 -1.23 0.00 0.00 -5.33 62.26
Segment Leq: 62.26 dBA
Total Leq All Segments: 64.59 dBA
Barrier table for segment # 1: MF Rd WB (day)
```

FBR5.TXT

Barrier table for segment # 2: MF Rd EB (day)

Barrier Height	! Elev ! Barr	:	Road dBA	!	Tot Leq !
2.00 2.50 3.00 3.50 4.00 4.50 5.00 6.00 6.50 7.00 7.50 8.00	2. 3. 3. 4. 4. 5. 5. 6. 6. 7.	00 ! 50 ! 00 ! 50 ! 00 ! 50 ! 00 ! 50 ! 00 ! 50 ! 00 ! 50 !	62.26 61.27 59.98 58.74 57.65 56.71 55.90 54.58 54.03 53.71 53.42 53.22 53.08	-+· !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	62.26 ! 61.27 ! 59.98 ! 58.74 ! 57.65 ! 56.71 ! 55.90 ! 54.58 ! 54.03 ! 53.42 ! 53.22 !
9.00	! 9.	00!	52.99	Ţ	52.99 !

 $^{\circ}_{ extsf{Results}}$ Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

							-				
Height	(m)	Ī	Receiver Height	(m)	Ţ	Height	(m)	Ţ	Barrier	Тор	(m)
		_	1		т			т			=

Segment Leq: 54.25 dBA

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FBR5.TXT

Results segment # 2: MF Rd EB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 55.73 + 0.00) = 55.73 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -5.90 -1.23 0.00 0.00 -5.33 55.73

Segment Leq: 55.73 dBA

Total Leq All Segments: 58.06 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 64.59 (NIGHT): 58.06

```
FBR6.TXT
                                              Date: 31-03-2013 13:54:38
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr6.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                13.30
                                                90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                               90.00 deg
Wood depth
No of house rows
                                      0
                                               (No woods.)
                                      0 / 0
                                               (Absorptive ground surface)
Surface
                                      1
                                 44.50 / 44.50 m
Receiver source distance
                                 1.50 / 1.50
Receiver height
                                               (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                  2.00 m
Barrier height
                                 10.00 / 10.00 m
Barrier receiver distance :
Source elevation
                                  0.00 \, \text{m}
                                  0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                          2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                13.30
    Day (16 hrs) % of Total Volume
                                                90.00
Data for Segment # 2: MF Rd EB (day/night)
```

```
FBR6.TXT
                  : -90.00 deg
Angle1 Angle2
                                       90.00 deg
Wood depth
No of house rows
                                       (No woods.)
                             0
                                0 / 0
                                       (Absorptive ground surface)
Surface
                               1
Receiver source distance : 35.50 / 35.50 m
Receiver height : 1.50 / 1.50 m
                                       (Flat/gentle slope; with barrier)
Topography
                        :
                     \frac{1}{2} -90.00 deg
Barrier angle1
                                       Angle2: 90.00 deg
Barrier height
                        : 2.00 m
Barrier receiver distance: 10.00 / 10.00 m
Source elevation: 0.00 m
Receiver elevation
                            0.00 \, \text{m}
Barrier elevation
                            0.00 \, \text{m}
Reference angle
                            0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Barrier Top (m)
      1.91 ! 1.50 ! 1.59 !
                                                1.59
ROAD (0.00 + 60.93 + 0.00) = 60.93 \text{ dBA}
Anglel Angle2 Alpha RefLéq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -7.21 -1.23 0.00 0.00 -5.35 60.93
Segment Leq: 60.93 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
     1.91 ! 1.50 ! 1.62 !
                                                1.62
ROAD (0.00 + 62.44 + 0.00) = 62.44 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -5.72 -1.23 0.00 0.00 -5.33 62.44
Segment Leq: 62.44 dBA
Total Leq All Segments: 64.76 dBA
Barrier table for segment # 1: MF Rd WB (day)
```

FBR6.TXT

	!	Elev of ! Barr Top!	Road dBA	! Tot Leq ! ! dBA !
2.00 2.50 3.00	!	2.00 ! 2.50 ! 3.00 !	60.93 60.00 58.79	! 60.00 !
3.50 4.00 4.50	į	3.50 ! 4.00 ! 4.50 !	57.61 56.58 55.69	56.58 !
5.00 5.50	!	5.00 ! 5.50 !	54.92 54.26	! 54.92 ! ! 54.26 !
6.00 6.50 7.00	į	6.00 ! 6.50 ! 7.00 !	53.67 53.16 52.83	! 53.16 !
7.50 8.00	!	7.50 ! 8.00 !	52.56 52.37	! 52.56 ! ! 52.37 !
8.50 9.00	!	8.50 ! 9.00 !	52.24 52.17	! 52.24 ! ! 52.17 !

Barrier table for segment # 2: MF Rd EB (day)

2.00 ! 2.00 ! 62.44 ! 62.44	Barrier
2.50 ! 2.50 ! 61.44 ! 61.44	Height
3.00 ! 3.00 ! 60.14 ! 60.14	2.50
3.50 ! 3.50 ! 58.89 ! 58.89	3.00
4.00 ! 4.00 ! 57.80 ! 57.80	3.50
4.50 ! 4.50 ! 56.85 ! 56.85	4.00
5.00 ! 5.00 ! 56.04 ! 56.04	4.50
5.50 ! 5.50 ! 55.33 ! 55.33	5.00
6.00 ! 6.00 ! 54.70 ! 54.70	5.50
6.50 ! 6.50 ! 54.15 ! 54.15	6.00
7.00 ! 7.00 ! 53.83 ! 53.83	6.50
7.50 ! 7.50 ! 53.54 ! 53.54	7.00
8.00 ! 8.00 ! 53.34 ! 53.34	7.50
8.50 ! 8.50 ! 53.19 ! 53.19	8.00
9.00 ! 9.00 ! 53.10 ! 53.10	8.50

 $^{\circ}_{ extsf{Results}}$ Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

Segment Leq: 54.40 dBA

FBR6.TXT

Results segment # 2: MF Rd EB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -5.72 -1.23 0.00 0.00 -5.33 55.91

Segment Leq : 55.91 dBA

Total Leq All Segments: 58.23 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 64.76 (NIGHT): 58.23

```
FBR7.TXT
                                              Date: 31-03-2013 13:55:19
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr7.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                               90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                      0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 46.00 / 46.00 m
Receiver source distance
                                 1.50 / 1.50
Receiver height
                                                (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                  2.00 m
Barrier height
                                 10.00 / 10.00 m
Barrier receiver distance :
Source elevation
                                  0.00 \, \text{m}
                                  0.00 \, \text{m}
Receiver elevation
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                          2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                 13.30
    Day (16 hrs) % of Total Volume
                                                 90.00
Data for Segment # 2: MF Rd EB (day/night)
```

```
FBR7.TXT
                 : -90.00 deg
Angle1 Angle2
                                      90.00 deg
Wood depth
No of house rows
                                      (No woods.)
                              0
                              0 / 0
                                      (Absorptive ground surface)
Surface
                              1
Receiver source distance : 37.00 / 37.00 m
Receiver height : 1.50 / 1.50 m
                                      (Flat/gentle slope; with barrier)
Topography
                       :
                    : -90.00 deg
Barrier angle1
                                      Angle2: 90.00 deg
Barrier height
                       : 2.00 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation :
                          0.00 m
Receiver elevation
                           0.00 \, \text{m}
Barrier elevation
                           0.00 m
Reference angle
                           0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Barrier Top (m)
      1.91 ! 1.50 ! 1.59 !
                                              1.59
ROAD (0.00 + 60.71 + 0.00) = 60.71 \text{ dBA}
Anglel Angle2 Alpha RefLéq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -7.43 -1.23 0.00 0.00 -5.35 60.71
Segment Leq: 60.71 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
     1.91 ! 1.50 ! 1.61 !
                                              1.61
ROAD (0.00 + 62.17 + 0.00) = 62.17 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
  -90 90 0.53 74.72 0.00 -5.99 -1.23 0.00 0.00 -5.34 62.17
Segment Leq: 62.17 dBA
Total Leq All Segments: 64.51 dBA
Barrier table for segment # 1: MF Rd WB (day)
```

FBR7.TXT

Barrier Height		Elev of ! Barr Top!	Road dBA	! Tot Leq ! ! dBA !
2.00 2.50 3.00 3.50 4.00 4.50 5.00	!!!!!!!!	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 !	60.71 59.79 58.59 57.42 56.39 55.51 54.75	! 59.79 ! ! 58.59 ! ! 57.42 ! ! 56.39 ! ! 55.51 ! ! 54.75 !
6.00 6.50 7.00 7.50 8.00 8.50 9.00	!!!	6.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 ! 8.50 !	53.52 53.01 52.68 52.41 52.22 52.10	! 53.01 ! ! 52.68 ! ! 52.41 !

Barrier table for segment # 2: MF Rd EB (day)

Barrier Height	! Elev o [.] ! Barr To		! !	Tot Leq dBA	!!
2.00 2.50 3.00 3.50 4.00 4.50 5.00 6.50 7.00 7.50 8.00 8.50	! 2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 5.00 ! 5.50 ! 5.50 ! 7.00 ! 7.00 ! 7.00	0 ! 61.18 0 ! 59.90 0 ! 58.66 0 ! 57.58 0 ! 56.64 0 ! 55.14 0 ! 54.52 0 ! 53.97 0 ! 53.65 0 ! 53.37	-+ ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !	62.17 61.18 59.90 58.66 57.58 56.64 55.84 55.14 54.52 53.97 53.65 53.37 53.16	+!!!!!!!!!!!!!!!!!
9.00	: 9.00	0 : 32.93	:	32.93	:

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

Height	(m)	į	Height	(m)	į	Height	(m)	į	Elevation o Barrier Top)	(m)
		т					1.59	-			-

Segment Leq: 54.18 dBA

우

FBR7.TXT

Results segment # 2: MF Rd EB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 55.64 + 0.00) = 55.64 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.53 68.19 0.00 -5.99 -1.23 0.00 0.00 -5.34 55.64

Segment Leq : 55.64 dBA

Total Leq All Segments: 57.98 dBA

4

TOTAL Leq FROM ALL SOURCES (DAY): 64.51 (NIGHT): 57.98

```
FBR8.TXT
                                              Date: 31-03-2013 16:35:50
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr8.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                        veh/TimePeriod
                           2879/320
Heavy truck volume :
                                        veh/TimePeriod
Posted speed limit
                             80 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                       : -90.00 dea
                                                90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                       0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 86.50 / 86.50 m
1.50 / 4.50 m
Receiver source distance
Receiver height
                                                (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                                Angle2: 90.00 deg
                                  0.00 m
Barrier height
                                  69.50 / 69.50 m
Barrier receiver distance :
Source elevation
                                   0.00 \, \mathrm{m}
Receiver elevation
                                   0.00 \, \text{m}
Barrier elevation
                                   0.00 \, \text{m}
Reference angle
                                   0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                           2879/320
Heavy truck volume
                                        veh/TimePeriod
Posted speed limit
                             80 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                 13.30
    Day (16 hrs) % of Total Volume
                                                 90.00
```

```
FBR8.TXT
                           : -90.00 deg
Angle1 Angle2
                                           90.00 deg
Wood depth
No of house rows
                                            (No woods.)
                                   0
                                   0 / 0
Surface
                                   1
                                            (Absorptive ground surface)
Receiver source distance
Receiver height
                              77.50 / 77.50 m
1.50 / 4.50 m
                                            (Flat/gentle slope; with barrier)
Topography
                           : -90.00 deg
Barrier angle1
                                           Angle2: 90.00 deg
Barrier height
                              0.00 \, \text{m}
                               69.50 / 69.50 m
Barrier receiver distance :
Source elevation
                               0.00 \, \text{m}
Receiver elevation
                                0.00 \, \text{m}
Barrier elevation
                                0.00 \, \text{m}
Reference angle
                                0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier
                                         ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
       1.91 !
                      1.50 !
                                     1.83 !
                                                     1.83
ROAD (0.00 + 62.89 + 0.00) = 62.89 \text{ dBA}
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
                 0.65 76.87 0.00 -12.54 -1.44
           90
                                                      0.00
                                                              0.00 -0.75 62.14*
                 0.65 76.87 0.00 -12.54 -1.44
   -90
                                                      0.00
                                                              0.00
                                                                     0.00 62.89
 * Bright Zone !
Segment Leq: 62.89 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
                     1.50 !
                                     1.87 !
ROAD (0.00 + 63.68 + 0.00) = 63.68 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
           90
                 0.65 76.87
                                0.00 -11.75 -1.44
                                                      0.00
                                                              0.00 -0.36 63.32*
           90 0.65 76.87 0.00 -11.75 -1.44 0.00
                                                              0.00 0.00 63.68
   -90
 * Bright Zone !
```

Segment Leq: 63.68 dBA

Total Leq All Segments: 66.31 dBA

[¥] Barrier	table	for	segment	#	1:	MF	Rd	WB	(day)	

5a c.	! Elev of ! ! Barr Top!	Road! dBA!	Tot Leq ! dBA !
2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 6.50 7.50 8.00 8.50 9.00	! 2.00 ! ! 2.50 ! ! 3.00 ! ! 3.50 ! ! 4.00 ! ! 4.50 ! ! 5.00 ! ! 5.50 ! ! 6.00 ! ! 6.50 ! ! 7.00 ! ! 7.50 ! ! 7.50 !	58.98 ! 58.78 ! 58.18 ! 57.41 ! 56.63 ! 55.90 ! 55.27 ! 54.71 ! 54.23 ! 53.82 ! 53.15 ! 52.64 !	58.98 ! 58.78 ! 58.18 ! 57.41 ! 56.63 ! 55.90 ! 55.27 ! 54.71 ! 54.23 ! 53.82 ! 53.15 ! 52.88 !
3.00	. 5.00 .	32.30 .	32.30 .

Barrier table for segment # 2: MF Rd EB (day)

Barrier Height			of Top	!	Road dBA	!	Tot Leq dBA	!
2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 6.50 7.00 7.50 8.00	+ ! ! ! ! ! ! ! ! ! !	2 3 4 5 6 7 7 8	.00 .50 .00 .50 .00 .50 .00 .50 .00		59.70 59.17 58.06 56.87 55.80 54.89 54.13 53.49 52.94 52.97 51.94 51.81	+ -: -: -: -: -: -: -: -: -: -: -: -:	59.70 59.17 58.06 56.87 55.80 54.89 54.13 53.49 52.94 52.94 52.97 51.94 51.75	+ ! ! ! ! ! ! ! ! ! ! ! ! !
9.00	!	9	.00	!	51.74	į	51.74	į

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

Height	(m)	!	Height	(m)	į	Height	(m)	į	Elevation of Barrier Top	
		•			•			•	2.42	2

ROAD (0.00 + 57.20 + 0.00) = 57.20 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
FBR8.TXT
0.00 -11.85 -1.28
0.00 -11.85 -1.28
               0.56 70.33
0.56 70.33
                                                       0.00 0.00 -0.40 56.80*
0.00 0.00 0.00 57.20
   -90
            90
   -90
            90
 * Bright Zone !
Segment Leq: 57.20 dBA
Results segment # 2: MF Rd EB (night)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
                       4.50 !
                                      2.18 !
ROAD (0.00 + 57.94 + 0.00) = 57.94 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
                0.56 70.33 0.00 -11.11 -1.28
0.56 70.33 0.00 -11.11 -1.28
   -90
                                                               0.00 -0.26 57.69*
            90
                                                        0.00
   -90
            90
                                                               0.00 0.00 57.94
                                                        0.00
 * Bright Zone !
Segment Leq: 57.94 dBA
Total Leq All Segments: 60.60 dBA
우
TOTAL Leq FROM ALL SOURCES (DAY): 66.31 (NIGHT): 60.60
우
```

```
FBR9.TXT
                                              Date: 31-03-2013 16:35:04
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr9.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             80 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                                90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                      0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 97.50 / 97.50 m
Receiver source distance
                                 1.50 / 4.50
Receiver height
                                                (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                  0.00 m
Barrier height
Barrier receiver distance :
                                 89.50 / 89.50 m
Source elevation
                                  0.00 \, \mathrm{m}
Receiver elevation
                                  0.00 \, \text{m}
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                           2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             80 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                 13.30
    Day (16 hrs) % of Total Volume
                                                 90.00
```

```
FBR9.TXT
                           : -90.00 deg
Angle1 Angle2
                                            90.00 deg
Wood depth
No of house rows
                                            (No woods.)
                                   0
                                   0 / 0
Surface
                                   1
                                            (Absorptive ground surface)
Receiver source distance : 106.50 / 106.50 \text{ m}
Receiver height : 1.50 / 4.50 \text{ m}
                                            (Flat/gentle slope; with barrier)
Topography
                           : -90.00 deg
Barrier angle1
                                            Angle2: 90.00 deg
Barrier height
                               0.00 \, \text{m}
Barrier receiver distance :
                               89.50 / 89.50 m
Source elevation
                               0.00 \, \text{m}
Receiver elevation
                                0.00 \, \text{m}
Barrier elevation
                                0.00 \, \text{m}
Reference angle
                                0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier
                                         ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
       1.91 !
                      1.50 !
                                     1.88 !
                                                      1.88
ROAD (0.00 + 62.04 + 0.00) = 62.04 \text{ dBA}
Anglel Angle2 Alpha RefLéq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
                 0.65 76.87 0.00 -13.39 -1.44
0.65 76.87 0.00 -13.39 -1.44
   -90
            90
                                                       0.00
                                                              0.00 -0.36 61.67*
   -90
                                                       0.00
                                                              0.00 0.00 62.04
 * Bright Zone !
Segment Leq: 62.04 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
                     1.50 !
                                     1.84 !
ROAD (0.00 + 61.40 + 0.00) = 61.40 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
                                                              0.00 -0.77 60.63*
   -90
            90
                 0.65 76.87
                                0.00 -14.03 -1.44
                                                       0.00
           90 0.65 76.87 0.00 -14.03 -1.44 0.00
                                                              0.00 0.00 61.40
   -90
 * Bright Zone !
```

Segment Leq: 61.40 dBA

Total Leq All Segments: 64.74 dBA

[¥] Barrier	table	for	segment	#	1:	MF	Rd	WB	(day)	

5 a c.	! Elev of ! ! Barr Top!	Road! dBA!	Tot Leq ! dBA !
2.00 2.50 3.00 3.50 4.00 4.50 5.00 6.00 6.50 7.00 7.50 8.00 8.50 9.00	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 5.50 ! 6.00 ! 6.50 ! 7.50 ! 7.50 !	58.19 ! 57.71 ! 56.66 ! 55.51 ! 54.48 ! 53.61 ! 52.88 ! 52.27 ! 51.75 ! 51.32 ! 50.68 ! 50.70 !	58.19 ! 57.71 ! 56.66 ! 55.51 ! 54.48 ! 53.61 ! 52.88 ! 52.27 ! 51.75 ! 51.32 ! 50.95 ! 50.83 ! 50.72 ! 50.68 !
3.00	J.00 .	30.70 .	30.70 .

Barrier table for segment # 2: MF Rd EB (day)

Barrier !	Elev of !	Road!	Tot Leq !
Height	Barr Top!		dBA !
2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 7.00 7.50 8.50	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.50 ! 7.00 ! 7.50 ! 8.50 !	57.61 ! 57.47 ! 56.93 ! 56.22 ! 55.49 ! 54.81 ! 54.20 ! 53.68 ! 53.23 ! 52.85 ! 52.85 ! 52.74 !	57.61 ! 57.47 ! 56.93 ! 56.22 ! 55.49 ! 54.81 ! 54.20 ! 53.68 ! 53.23 ! 52.85 ! 52.85 ! 52.85 ! 52.74 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 56.39 + 0.00) = 56.39 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
FBR9.TXT
0.00 -12.66 -1.28
0.00 -12.66 -1.28
               0.56 70.33
0.56 70.33
                                                      0.00 0.00 -0.28 56.11*
0.00 0.00 0.00 56.39
   -90
           90
   -90
           90
 * Bright Zone !
Segment Leq: 56.39 dBA
Results segment # 2: MF Rd EB (night)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
                      4.50 !
                                     2.32 !
ROAD (0.00 + 55.79 + 0.00) = 55.79 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
               0.56 70.33 0.00 -13.26 -1.28
0.56 70.33 0.00 -13.26 -1.28
   -90
                                                              0.00 -0.46 55.33*
           90
                                                      0.00
   -90
           90
                                                              0.00 0.00 55.79
                                                      0.00
 * Bright Zone !
Segment Leq: 55.79 dBA
Total Leq All Segments: 59.11 dBA
우
TOTAL Leg FROM ALL SOURCES (DAY): 64.74
                           (NIGHT): 59.11
우
```

```
FBR11A.TXT
                                              Date: 31-03-2013 22:13:04
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr11a.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             80 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                               90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                      0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 54.50 / 54.50 m
1.50 / 4.50 m
Receiver source distance
Receiver height
                                               (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2: 90.00 deg
Barrier height
                                  0.00 m
                                 37.50 / 37.50 m
Barrier receiver distance :
Source elevation
                                  0.00 \, \text{m}
Receiver elevation
                                  0.00 \, \text{m}
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                           2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             80 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
```

24 hr Traffic Volume (AADT or SADT): 24050
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.70
Heavy Truck % of Total Volume : 13.30
Day (16 hrs) % of Total Volume : 90.00

```
FBR11A.TXT
                           : -90.00 deg
Angle1 Angle2
                                           90.00 deg
Wood depth
No of house rows
                                            (No woods.)
                                   0
                                   0 / 0
Surface
                                   1
                                            (Absorptive ground surface)
Receiver source distance
Receiver height
                              45.50 / 45.50 m
1.50 / 4.50 m
                                            (Flat/gentle slope; with barrier)
Topography
                           : -90.00 deg
Barrier angle1
                                           Angle2: 90.00 deg
Barrier height
                               0.00 \, \text{m}
                               37.50 / 37.50 m
Barrier receiver distance :
Source elevation
                               0.00 \, \text{m}
Receiver elevation
                                0.00 \, \text{m}
Barrier elevation
                                0.00 \, \text{m}
Reference angle
                                0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier
                                         ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
       1.91 !
                      1.50 !
                                     1.78!
                                                     1.78
ROAD (0.00 + 66.20 + 0.00) = 66.20 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
                 0.65 76.87 0.00 -9.23 -1.44
                                                              0.00 -0.66 65.53*
           90
                                                      0.00
                 0.65 76.87 0.00 -9.23 -1.44
   -90
                                                      0.00
                                                              0.00
                                                                     0.00 66.20
 * Bright Zone !
Segment Leq: 66.20 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
                     1.50 !
                                     1.84 !
ROAD (0.00 + 67.49 + 0.00) = 67.49 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
                 0.65 76.87
                                0.00 -7.94 -1.44
                                                      0.00
                                                              0.00 -0.34 67.15*
           90 0.65 76.87 0.00 -7.94 -1.44 0.00
                                                              0.00 0.00 67.49
   -90
 * Bright Zone !
```

Segment Leq: 67.49 dBA

Total Leq All Segments: 69.90 dBA

¥ Barrier	table	for	segment	#	1:	MF	Rd	WB	(day)	

Height ! Barr Top! dBA	! dBA	!
2.00 ! 2.00 ! 62.01 2.50 ! 2.50 ! 61.62 3.00 ! 3.00 ! 60.82 3.50 ! 3.50 ! 59.89 4.00 ! 4.00 ! 58.98 4.50 ! 4.50 ! 58.16 5.00 ! 5.00 ! 57.44 5.50 ! 5.50 ! 56.81 6.00 ! 6.00 ! 56.25 6.50 ! 6.50 ! 55.77 7.00 ! 7.00 ! 55.33 7.50 ! 7.50 ! 54.95 8.00 ! 8.00 ! 54.61 8.50 ! 8.50 ! 54.47 9.00 ! 9.00 ! 54.32	! 61.62 ! 60.82 ! 59.89 ! 58.98 ! 58.16 ! 57.44 ! 56.81 ! 56.25 ! 55.77 ! 55.33 ! 54.95	+ ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !

Barrier table for segment # 2: MF Rd EB (day)

Barrier Height	!	Elev of ! Barr Top!	Road dBA	!	Tot Leq ! dBA !
2.00 2.50 3.00 3.50 4.00 4.50 5.50 6.00 6.50 7.50 8.00 8.50	+	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.00 ! 6.50 ! 7.50 ! 7.50 ! 8.00 !	63.21 62.49 61.22 59.90 58.74 57.75 56.91 55.56 55.01 54.70 54.43 54.25	· + · · ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !	63.21 ! 62.49 ! 61.22 ! 59.90 ! 58.74 ! 57.75 ! 56.91 ! 56.19 ! 55.56 ! 55.01 ! 54.43 ! 54.25 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 60.33 + 0.00) = 60.33 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
FBR11A.TXT
                 0.56 70.33 0.00 -8.73 -1.28
0.56 70.33 0.00 -8.73 -1.28
                                                             \begin{array}{cccccc} 0.00 & 0.00 & -0.27 & 60.06* \\ 0.00 & 0.00 & 0.00 & 60.33 \end{array}
   -90
             90
   -90
             90
 * Bright Zone !
Segment Leg: 60.33 dBA
Results segment # 2: MF Rd EB (night)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
                        4.50 !
                                          2.37 !
ROAD (0.00 + 61.55 + 0.00) = 61.55 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
             90  0.56  70.33  0.00  -7.51  -1.28
90  0.56  70.33  0.00  -7.51  -1.28
   -90
                                                                     0.00 -0.20 61.35*
                                                             0.00
   -90
                                                                     0.00 0.00 61.55
                                                             0.00
 * Bright Zone !
Segment Leq: 61.55 dBA
Total Leq All Segments: 63.99 dBA
우
TOTAL Leg FROM ALL SOURCES (DAY): 69.90
                              (NIGHT): 63.99
우
```

```
FBR11B.TXT
                                              Date: 31-03-2013 22:14:18
STAMSON 5.0
                     NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr11b.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                            80 km/h
                             0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                24050
                                                 0.00
    Number of Years of Growth
                                                 0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                 5.70
                                                13.30
                                                90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                               90.00 dea
Wood depth
No of house rows
                                     0
                                               (No woods.)
                                      0 / 0
                                               (Absorptive ground surface)
Surface
                                      1
                                89.50 / 89.50 m
Receiver source distance
                                 1.50 / 4.50
Receiver height
                                               (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                  0.00 m
Barrier height
Barrier receiver distance :
                                 81.50 / 81.50 m
Source elevation
                                  0.00 \, \mathrm{m}
Receiver elevation
                                  0.00 \, \text{m}
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                          2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                            80 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                24050
                                                 0.00
```

24 hr Traffic Volume (AADT or SADT): 24050
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.70
Heavy Truck % of Total Volume : 13.30
Day (16 hrs) % of Total Volume : 90.00

```
FBR11B.TXT
                           : -90.00 deg
Angle1 Angle2
                                           90.00 deg
Wood depth
No of house rows
                                            (No woods.)
                                   0
                                   0 / 0
Surface
                                   1
                                            (Absorptive ground surface)
Receiver source distance
Receiver height
                              98.50 / 98.50 m
1.50 / 4.50 m
                                            (Flat/gentle slope; with barrier)
Topography
                           : -90.00 deg
Barrier angle1
                                           Angle2: 90.00 deg
Barrier height
                              0.00 \, \text{m}
                               81.50 / 81.50 m
Barrier receiver distance :
Source elevation
                               0.00 \, \text{m}
Receiver elevation
                                0.00 \, \text{m}
Barrier elevation
                                0.00 \, \text{m}
Reference angle
                                0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier
                                         ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
       1.91 !
                      1.50 !
                                     1.87 !
                                                     1.87
ROAD (0.00 + 62.65 + 0.00) = 62.65 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
                0.65 76.87 0.00 -12.78 -1.44
0.65 76.87 0.00 -12.78 -1.44
   -90
           90
                                                      0.00
                                                              0.00 -0.36 62.29*
   -90
                                                      0.00
                                                              0.00 0.00 62.65
 * Bright Zone !
Segment Leq: 62.65 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
                     1.50 !
                                     1.84 !
ROAD (0.00 + 61.96 + 0.00) = 61.96 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
           90
                 0.65 76.87
                                0.00 -13.47 -1.44
                                                      0.00
                                                              0.00 -0.76 61.20*
           90 0.65 76.87 0.00 -13.47 -1.44 0.00
                                                              0.00 0.00 61.96
   -90
 * Bright Zone !
```

Segment Leq: 61.96 dBA

Total Leq All Segments: 65.33 dBA

[¥] Barrier	table	for	segment	#	1:	MF	Rd	WB	(day)

Height ! Barr Top! dBA ! dB	
2.50 ! 2.50 ! 58.26 ! 58 3.00 ! 3.00 ! 57.18 ! 57 3.50 ! 3.50 ! 56.02 ! 56 4.00 ! 4.00 ! 54.97 ! 54 4.50 ! 4.50 ! 54.09 ! 54 5.00 ! 5.00 ! 53.35 ! 53 5.50 ! 5.50 ! 52.72 ! 52 6.00 ! 6.00 ! 52.20 ! 52 6.50 ! 6.50 ! 51.75 ! 53 7.00 ! 7.00 ! 51.37 ! 53 7.50 ! 7.50 ! 51.25 ! 53 8.00 ! 8.00 ! 51.13 ! 53 8.50 ! 8.50 ! 51.08 ! 53	8.75 ! 8.26 ! 7.18 ! 6.02 ! 4.09 ! 32.72 ! 1.75 ! 1.37 ! 1.25 ! 1.13 ! 1.08 !

Barrier table for segment # 2: MF Rd EB (day)

Barrier Height	Elev of Barr Top		!	Tot Leq dBA	!
2.00 2.50 3.00 3.50 4.00 4.50 5.00 6.00 6.50 7.00 7.50 8.00 8.50	2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 7.00 7.50 8.00 8.50	! 58.12 ! 57.96 ! 57.40 ! 56.67 ! 55.92 ! 55.22 ! 54.61 ! 54.07 ! 53.61 ! 53.22 ! 52.59 ! 52.59	-+ ! ! ! ! ! ! ! ! !	58.12 57.96 57.40 56.67 55.92 55.22 54.61 54.07 53.61 53.22 52.88 52.59 52.34 52.12	+ ! ! ! ! ! ! ! ! ! ! ! ! ! !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

Height	(m)	!	Height	(m)	į	Height	(m)	į	Elevatior Barrier T	ор	(m)
		•			•			•		2.14	

ROAD (0.00 + 56.97 + 0.00) = 56.97 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
FBR11B.TXT
                0.56 70.33
0.56 70.33
                                0.00 -12.08 -1.28
0.00 -12.08 -1.28
                                                         \begin{array}{ccccc} 0.00 & 0.00 & -0.27 & 56.70* \\ 0.00 & 0.00 & 0.00 & 56.97 \end{array}
   -90
            90
   -90
            90
 * Bright Zone !
Segment Leq: 56.97 dBA
Results segment # 2: MF Rd EB (night)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
        1.91 !
                       4.50 !
                                       2.36 !
                                                        2.36
ROAD (0.00 + 56.32 + 0.00) = 56.32 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
                0.56 70.33 0.00 -12.73 -1.28
0.56 70.33 0.00 -12.73 -1.28
   -90
                                                                 0.00 -0.44 55.88*
            90
                                                         0.00
   -90
            90
                                                                 0.00 0.00 56.32
                                                         0.00
 * Bright Zone !
Segment Leq: 56.32 dBA
Total Leq All Segments: 59.67 dBA
우
TOTAL Leq FROM ALL SOURCES (DAY): 65.33
                            (NIGHT): 59.67
우
```

```
FBR12.TXT
                                              Date: 31-03-2013 16:33:05
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr12.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                           2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                                90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                      0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 53.50 / 53.50 m
1.50 / 4.50 m
Receiver source distance
Receiver height
                                                (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                                Angle2: 90.00 deg
                                  0.00 m
Barrier height
Barrier receiver distance :
                                  36.50 / 36.50 m
Source elevation
                                   0.00 \, \text{m}
Receiver elevation
                                   0.00 \, \text{m}
Barrier elevation
                                   0.00 \, \text{m}
Reference angle
                                   0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                           2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                 13.30
    Day (16 hrs) % of Total Volume
                                                 90.00
Data for Segment # 2: MF Rd EB (day/night)
```

```
FBR12.TXT
                           : -90.00 deg
Angle1 Angle2
                                           90.00 deg
Wood depth
No of house rows
                                           (No woods.)
                                  0
                                  0 / 0
Surface
                                  1
                                           (Absorptive ground surface)
                             44.50 / 44.50 m
1.50 / 4.50 m
Receiver source distance
Receiver height
                                           (Flat/gentle slope; with barrier)
Topography
                          : -90.00 deg
Barrier angle1
                                           Angle2: 90.00 deg
Barrier height
                              0.00 \, \text{m}
                              36.50 / 36.50 m
Barrier receiver distance :
Source elevation
                              0.00 \, \mathrm{m}
Receiver elevation
                               0.00 \, \text{m}
Barrier elevation
                               0.00 \, \text{m}
Reference angle
                               0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier
                                        ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
       1.91 !
                     1.50 !
                                    1.78!
                                                    1.78
ROAD (0.00 + 64.18 + 0.00) = 64.18 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
                0.65 74.72 0.00 -9.10 -1.44
                                                            0.00 -0.66 63.52*
           90
                                                     0.00
                0.65 74.72 0.00 -9.10 -1.44
   -90
                                                     0.00
                                                            0.00
                                                                   0.00 64.18
 * Bright Zone !
Segment Leq: 64.18 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
                     1.50 !
                                    1.84 !
ROAD (0.00 + 65.50 + 0.00) = 65.50 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
                                                     0.00
   -90
                0.65 74.72
                               0.00 - 7.78 - 1.44
                                                            0.00 -0.34 65.17*
           90 0.65 74.72
                             0.00 -7.78 -1.44 0.00
                                                            0.00 0.00 65.50
   -90
 * Bright Zone !
```

Segment Leq: 65.50 dBA

Total Leq All Segments: 67.90 dBA

[¥] Barrier	table	for	segment	#	1:	MF	Rd	WB	(day)

2.00 ! 2.00 ! 59.99 ! 59.99 2.50 ! 2.50 ! 59.59 ! 59.59 3.00 ! 3.00 ! 58.78 ! 58.78 3.50 ! 3.50 ! 57.84 ! 57.84 4.00 ! 4.00 ! 56.92 ! 56.92 4.50 ! 4.50 ! 56.10 ! 56.10	Barrier! Height!	Elev of ! Barr Top!	Road!	Tot Leq ! dBA !
5.00 ! 5.00 ! 55.37 ! 55.37 ! 5.50 ! 5.50 ! 54.74 ! 54.74 ! 6.00 ! 6.00 ! 54.18 ! 54.18 ! 6.50 ! 6.50 ! 53.69 ! 53.69 ! 7.00 ! 7.00 ! 53.26 ! 53.26 ! 7.50 ! 7.50 ! 52.87 ! 52.87 ! 8.00 ! 8.00 ! 52.52 ! 52.52 ! 8.50 ! 8.50 ! 52.39 ! 52.39 ! 9.00 ! 9.00 ! 52.24 ! 52.24 !	2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	59.59 ! 58.78 ! 57.84 ! 56.92 ! 56.10 ! 55.37 ! 54.74 ! 54.18 ! 53.69 ! 53.26 ! 52.87 ! 52.52 !	59.59 ! 58.78 ! 57.84 ! 56.92 ! 56.10 ! 55.37 ! 54.74 ! 54.18 ! 53.69 ! 53.26 ! 52.87 ! 52.39 !

Barrier table for segment # 2: MF Rd EB (day)

2.00 ! 2.00 ! 61.21 ! 61.21 2 50 ! 2.50 ! 60.48 ! 60.48	Barrier ! Height !	Elev of ! Barr Top!	Road!	Tot Leq ! dBA !
3.00 ! 3.00 ! 59.20 ! 59.20 3.50 ! 3.50 ! 57.88 ! 57.88 4.00 ! 4.00 ! 56.71 ! 56.71 4.50 ! 4.50 ! 55.72 ! 55.72 5.00 ! 5.00 ! 54.87 ! 54.87 5.50 ! 5.50 ! 54.15 ! 54.15 6.00 ! 6.00 ! 53.52 ! 53.52 6.50 ! 6.50 ! 52.97 ! 52.97 7.00 ! 7.00 ! 52.66 ! 52.66 7.50 ! 7.50 ! 52.39 ! 52.39 8.00 ! 8.00 ! 52.20 ! 52.20 8.50 ! 8.50 ! 52.09 ! 52.09 9.00 ! 9.00 ! 52.02 ! 52.02	2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	60.48 ! 59.20 ! 57.88 ! 56.71 ! 55.72 ! 54.87 ! 54.15 ! 53.52 ! 52.97 ! 52.66 ! 52.39 ! 52.20 !	60.48 ! 59.20 ! 57.88 ! 56.71 ! 55.72 ! 54.87 ! 54.15 ! 53.52 ! 52.97 ! 52.66 ! 52.39 ! 52.20 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
FBR12.TXT
0.56 68.19 0.00 -8.60 -1.28
0.56 68.19 0.00 -8.60 -1.28
                                                          \begin{array}{ccccc} 0.00 & 0.00 & -0.26 & 58.04* \\ 0.00 & 0.00 & 0.00 & 58.31 \end{array}
   -90
            90
   -90
            90
 * Bright Zone !
Segment Leq: 58.31 dBA
Results segment # 2: MF Rd EB (night)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
                       4.50 !
                                        2.38 !
ROAD (0.00 + 59.55 + 0.00) = 59.55 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
            90  0.56  68.19  0.00  -7.36  -1.28
90  0.56  68.19  0.00  -7.36  -1.28
   -90
                                                                   0.00 -0.20 59.36*
                                                           0.00
   -90
                                                                   0.00 0.00 59.55
                                                           0.00
 * Bright Zone !
Segment Leq: 59.55 dBA
Total Leq All Segments: 61.98 dBA
우
TOTAL Leg FROM ALL SOURCES (DAY): 67.90
                             (NÌGHT): 61.98
우
```

```
FBR13.TXT
                                              Date: 31-03-2013 16:31:05
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
                                 Time Period: Day/Night 16/8 hours
Filename: fbr13.te
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                24050
                                                 0.00
    Number of Years of Growth
                                                 0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                13.30
                                                90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                               90.00 deg
Wood depth
No of house rows
                                      0
                                               (No woods.)
                                      0 / 0
                                               (Absorptive ground surface)
Surface
                                      1
                                 89.50 / 89.50 m
Receiver source distance
                                 1.50 / 4.50
Receiver height
                                               (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2 : 90.00 deg
                                  0.00 m
Barrier height
Barrier receiver distance :
                                 72.50 / 72.50 m
Source elevation
                                  0.00 \, \text{m}
Receiver elevation
                                  0.00 \, \text{m}
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                          2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             60 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                24050
                                                 0.00
    Number of Years of Growth
                                                 0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                13.30
    Day (16 hrs) % of Total Volume
                                                90.00
Data for Segment # 2: MF Rd EB (day/night)
```

```
FBR13.TXT
                           : -90.00 deg
Angle1 Angle2
                                            90.00 deg
Wood depth
No of house rows
                                            (No woods.)
                                   0
                                   0 / 0
Surface
                                   1
                                            (Absorptive ground surface)
Receiver source distance
Receiver height
                              80.50 / 80.50 m
1.50 / 4.50 m
                                            (Flat/gentle slope; with barrier)
Topography
                           : -90.00 deg
Barrier angle1
                                            Angle2: 90.00 deg
Barrier height
                              0.00 \, \text{m}
                               72.50 / 72.50 m
Barrier receiver distance :
Source elevation
                               0.00 \, \text{m}
Receiver elevation
                                0.00 \, \text{m}
Barrier elevation
                                0.00 \, \text{m}
Reference angle
                                0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier
                                         ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
       1.91 !
                      1.50 !
                                     1.83 !
                                                     1.83
ROAD (0.00 + 60.50 + 0.00) = 60.50 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
                 0.65 74.72 0.00 -12.78 -1.44
                                                              0.00 -0.75 59.75*
           90
                                                      0.00
                 0.65 74.72 0.00 -12.78 -1.44
   -90
                                                      0.00
                                                              0.00
                                                                     0.00 60.50
 * Bright Zone !
Segment Leq: 60.50 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
                     1.50 !
                                     1.87 !
ROAD (0.00 + 61.26 + 0.00) = 61.26 dBA Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
                 0.65 74.72
                                0.00 -12.02 -1.44
                                                      0.00
                                                              0.00 -0.36 60.90*
           90 0.65 74.72
                              0.00 -12.02 -1.44 0.00
                                                              0.00 0.00 61.26
   -90
 * Bright Zone !
```

Segment Leq: 61.26 dBA

Total Leq All Segments: 63.91 dBA

[¥] Barrier	table	for	segment	#	1:	MF	Rd	WB	(day)

2.00 ! 2.00 ! 56.61 ! 56.61 ! 3.00 ! 2.50 ! 56.42 ! 56.42 ! 56.42 ! 3.00 ! 3.00 ! 55.83 ! 55.83 ! 3.50 ! 3.50 ! 55.07 ! 55.07 ! 4.00 ! 4.00 ! 54.30 ! 54.30 ! 54.30 ! 4.50 ! 4.50 ! 53.58 ! 53.58 ! 53.58 ! 53.58 ! 55.00 ! 52.95 ! 52.95 ! 52.95 ! 52.95 ! 52.95 ! 52.95 ! 52.95 ! 52.40 ! 6.00 ! 6.00 ! 51.93 ! 51.93 ! 6.50 ! 6.50 ! 51.52 ! 51.52 ! 7.00 ! 7.00 ! 51.16 ! 51.16 ! 7.50 ! 7.50 ! 50.86 ! 50.86 ! 8.00 ! 8.00 ! 50.59 ! 50.59 ! 50.59 !	Barrier Height	!	Elev of ! Barr Top!	Road dBA	!	Tot Leq dBA	!
9.00 ! 9.00 ! 50.30 ! 50.30 !	2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 6.50 7.00 7.50 8.00 8.50	+	2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.00 ! 6.50 ! 7.00 ! 7.50 ! 8.00 !	56.42 55.83 55.07 54.30 53.58 52.95 52.40 51.93 51.52 51.16 50.86 50.59 50.36	+ ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !	56.42 55.83 55.07 54.30 53.58 52.95 52.40 51.93 51.52 51.16 50.86 50.59 50.36	+!!!!!!!!!!!!!!!!!

Barrier table for segment # 2: MF Rd EB (day)

Barrier Height	!	Elev of ! Barr Top!	Road dBA	!	Tot Leq ! dBA !
2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 6.00 6.50 7.50 8.00 8.50	+	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 5.00 ! 5.50 ! 6.00 ! 7.00 ! 7.50 ! 8.00 !	57.31 56.78 55.68 54.50 53.43 52.53 51.78 51.14 50.60 50.14 49.74 49.62 49.49 49.43	· +· · ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !	57.31 ! 56.78 ! 55.68 ! 54.50 ! 53.43 ! 52.53 ! 51.78 ! 51.14 ! 50.60 ! 49.49 ! 49.42 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

ROAD (0.00 + 54.82 + 0.00) = 54.82 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
FBR13.TXT
0.56 68.19 0.00 -12.08 -1.28
0.56 68.19 0.00 -12.08 -1.28
                                                           0.00 0.00 -0.41 54.41*
0.00 0.00 0.00 54.82
   -90
            90
   -90
            90
 * Bright Zone !
Segment Leq: 54.82 dBA
Results segment # 2: MF Rd EB (night)
Source height = 1.91 m
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
                       4.50 !
                                        2.17 !
ROAD (0.00 + 55.54 + 0.00) = 55.54 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
            90  0.56  68.19  0.00 -11.37 -1.28
90  0.56  68.19  0.00 -11.37 -1.28
   -90
                                                                   0.00 -0.26 55.28*
                                                           0.00
   -90
                                                                   0.00 0.00 55.54
                                                           0.00
 * Bright Zone !
Segment Leq: 55.54 dBA
Total Leq All Segments: 58.21 dBA
우
TOTAL Leq FROM ALL SOURCES (DAY): 63.91
                             (NIGHT): 58.21
우
```

```
FBR14.TXT
                                              Date: 31-03-2013 16:32:12
STAMSON 5.0
                      NORMAL REPORT
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT
Filename: fbr14.te
                                 Time Period: Day/Night 16/8 hours
Description:
Road data, segment # 1: MF Rd WB (day/night)
Car traffic volume : 17532/1948
                                       veh/TimePeriod
Medium truck volume : 1234/137
                                       veh/TimePeriod
                          2879/320
Heavy truck volume :
                                       veh/TimePeriod
Posted speed limit
                             80 km/h
                              0 %
Road gradient
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
Day (16 hrs) % of Total Volume
                                                  5.70
                                                 13.30
                                                 90.00
Data for Segment # 1: MF Rd WB (day/night)
Angle1 Angle2
                      : -90.00 dea
                                               90.00 deg
Wood depth
No of house rows
                                      0
                                                (No woods.)
                                      0 / 0
                                                (Absorptive ground surface)
Surface
                                      1
                                 70.50 / 70.50 m
Receiver source distance
                                 1.50 / 4.50
Receiver height
                                                (Flat/gentle slope; with barrier)
Topography
                              : -90.00 deg
Barrier angle1
                                               Angle2: 90.00 deg
                                  0.00 m
Barrier height
Barrier receiver distance :
                                 62.50 / 62.50 m
Source elevation
                                  0.00 \, \mathrm{m}
Receiver elevation
                                  0.00 \, \text{m}
Barrier elevation
                                  0.00 \, \text{m}
Reference angle
                                  0.00
Road data, segment # 2: MF Rd EB (day/night)
Car traffic volume : 17532/1948 veh/TimePeriod Medium truck volume : 1234/137 veh/TimePeriod
                           2879/320
Heavy truck volume
                                       veh/TimePeriod
Posted speed limit
                             80 km/h
Road gradient
                              0 %
Road pavement
                              1 (Typical asphalt or concrete)
* Refers to calculated road volumes based on the following input:
    24 hr Traffic Volume (AADT or SADT):
Percentage of Annual Growth :
                                                 24050
                                                  0.00
    Number of Years of Growth
                                                  0.00
    Medium Truck % of Total Volume
Heavy Truck % of Total Volume
                                                  5.70
                                                 13.30
    Day (16 hrs) % of Total Volume
                                                 90.00
```

Data for Segment # 2: MF Rd EB (day/night)

```
FBR14.TXT
                           : -90.00 deg
Angle1 Angle2
                                           90.00 deg
Wood depth
No of house rows
                                            (No woods.)
                                   0
                                   0 / 0
Surface
                                   1
                                            (Absorptive ground surface)
Receiver source distance
Receiver height
                              79.50 / 79.50 m
1.50 / 4.50 m
                                            (Flat/gentle slope; with barrier)
Topography
                           : -90.00 deg
Barrier angle1
                                           Angle2: 90.00 deg
Barrier height
                              0.00 \, \text{m}
Barrier receiver distance :
                               62.50 / 62.50 m
Source elevation
                               0.00 \, \text{m}
Receiver elevation
                               0.00 \, \text{m}
Barrier elevation
                               0.00 \, \text{m}
Reference angle
                               0.00
Results segment # 1: MF Rd WB (day)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier
                                        ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
       1.91 !
                                     1.86 !
                      1.50 !
                                                     1.86
ROAD (0.00 + 64.36 + 0.00) = 64.36 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
                0.65 76.87 0.00 -11.07 -1.44
0.65 76.87 0.00 -11.07 -1.44
   -90
           90
                                                      0.00
                                                              0.00 -0.35 64.00*
   -90
                                                      0.00
                                                              0.00 0.00 64.36
 * Bright Zone !
Segment Leg: 64.36 dBA
Results segment # 2: MF Rd EB (day)
Source height = 1.91 \text{ m}
Barrier height for grazing incidence
Source ! Receiver ! Barrier ! Elevation of Height (m) ! Height (m) ! Barrier Top (m)
                     1.50 !
                                     1.82 !
ROAD (0.00 + 63.50 + 0.00) = 63.50 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
   -90
           90
                 0.65 76.87
                                0.00 -11.93 -1.44
                                                      0.00
                                                              0.00 -0.74 62.76*
           90 0.65 76.87 0.00 -11.93 -1.44 0.00
                                                             0.00 0.00 63.50
   -90
 * Bright Zone !
```

Segment Leq: 63.50 dBA

Total Leq All Segments: 66.96 dBA

[†] Barrier	table	for	segment	#	1:	MF	Rd	WB	(day)

Barrier !	Elev of !	Road!	Tot Leq !
Height !	Barr Top!		dBA !
2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 6.50 ! 7.00 ! 7.50 ! 8.50 !	2.00 ! 2.50 ! 3.00 ! 3.50 ! 4.00 ! 4.50 ! 5.00 ! 5.50 ! 6.00 ! 6.50 ! 7.50 ! 8.50 !	60.33 ! 59.77 ! 58.63 ! 57.42 ! 56.33 ! 55.41 ! 54.64 ! 53.98 ! 52.94 ! 52.94 ! 52.40 !	60.33 ! 59.77 ! 58.63 ! 57.42 ! 56.33 ! 55.41 ! 54.64 ! 53.98 ! 52.94 ! 52.94 ! 52.94 ! 52.16 !

Barrier table for segment # 2: MF Rd EB (day)

Height ! Barr Top! dBA ! dB.	
2.50 ! 2.50 ! 59.31 ! 59 3.00 ! 3.00 ! 58.67 ! 58 3.50 ! 3.50 ! 57.88 ! 57 4.00 ! 4.00 ! 57.08 ! 57 4.50 ! 4.50 ! 56.34 ! 56 5.00 ! 5.00 ! 55.69 ! 55 5.50 ! 5.50 ! 55.12 ! 55 6.00 ! 6.00 ! 54.63 ! 54 6.50 ! 6.50 ! 54.20 ! 54 7.00 ! 7.00 ! 53.83 ! 53 7.50 ! 7.50 ! 53.50 ! 53 8.00 ! 8.00 ! 53.22 ! 53 8.50 ! 8.50 ! 52.97 ! 52	1.53 ! 1.67 ! 1.88 ! 1.08 ! 1.34 ! 1.69 ! 1.63 ! 1.20 ! 1.83 ! 1.20 ! 1.83 ! 1.97 !

Results segment # 1: MF Rd WB (night)

Source height = 1.91 m

Barrier height for grazing incidence

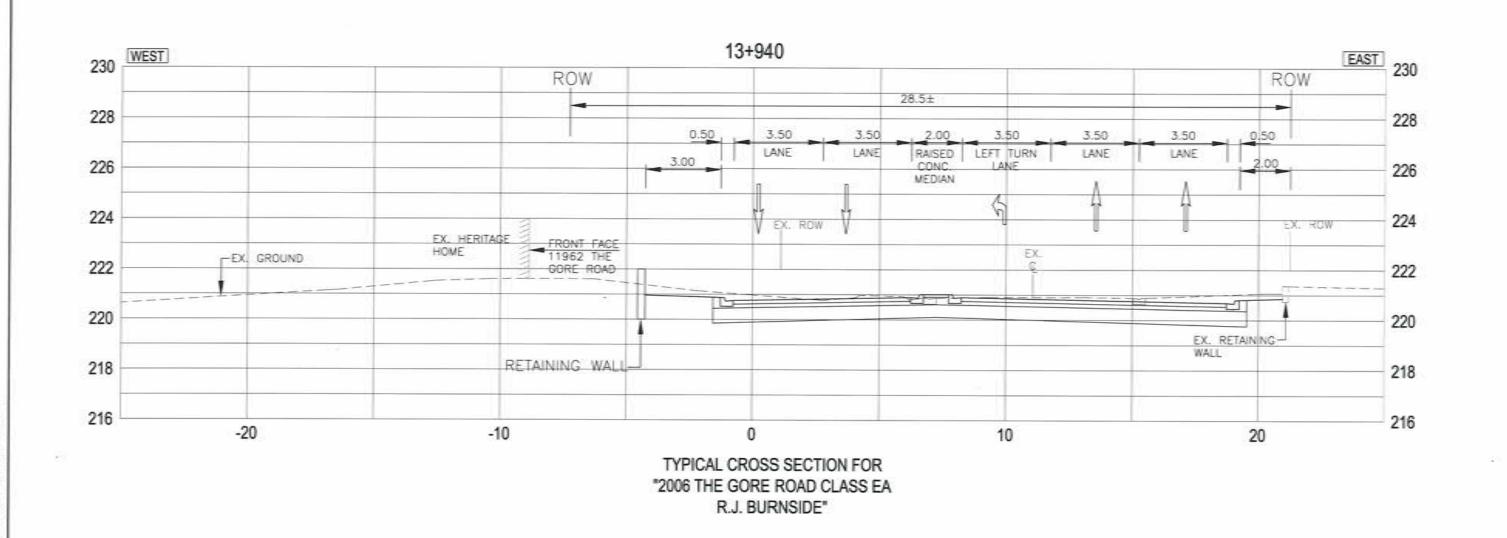
-	(m)	!	Height (m)	ļ	Height	(m)	!	Elevation of Barrier Top	(m)
		•				2.20	•		-

ROAD (0.00 + 58.58 + 0.00) = 58.58 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
FBR14.TXT
0.00 -10.47 -1.28
0.00 -10.47 -1.28
                0.56 70.33
0.56 70.33
                                                           \begin{array}{ccccc} 0.00 & 0.00 & -0.25 & 58.34* \\ 0.00 & 0.00 & 0.00 & 58.58 \end{array}
   -90
            90
   -90
            90
 * Bright Zone !
Segment Leq: 58.58 dBA
Results segment # 2: MF Rd EB (night)
Source height = 1.91 m
Barrier height for grazing incidence
Source! Receiver! Barrier! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
                       4.50 !
                                        2.46 !
                                                          2.46
ROAD (0.00 + 57.77 + 0.00) = 57.77 \text{ dBA}
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
                0.56 70.33 0.00 -11.28 -1.28 0.56 70.33 0.00 -11.28 -1.28
   -90
                                                                   0.00 -0.38 57.39*
            90
                                                           0.00
   -90
            90
                                                                   0.00 0.00 57.77
                                                           0.00
 * Bright Zone !
Segment Leq: 57.77 dBA
Total Leq All Segments: 61.20 dBA
우
TOTAL Leq FROM ALL SOURCES (DAY): 66.96 (NIGHT): 61.20
우
```

APPENDIX Q

GORE ROAD CROSS SECTIONS 11962 THE GORE ROAD



Region of Peel
Working for you



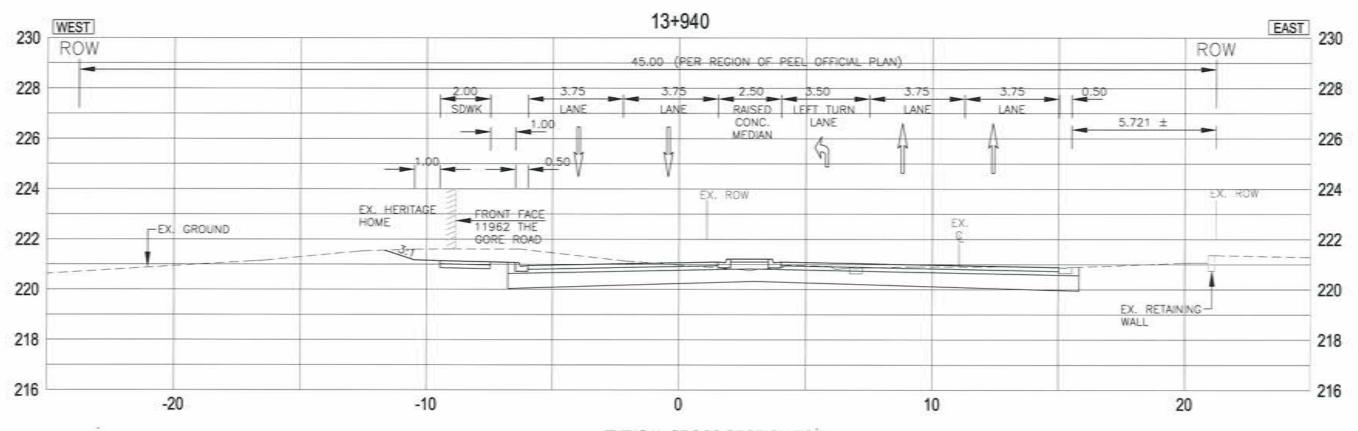
Scole 1.5m 0 1.5 3.0 4.5m

NOTE: DIMENSIONS SHOWN ARE EIP TO EIP OR LINE MARKING TO LINE MARKING AS APPLICABLE

MAYFIELD ROAD AIRPORT ROAD TO COLERAINE DRIVE CLASS EA STUDY

TYPCIAL CROSS SECTION AT 11962 THE GORE ROAD

Down By W.R.W.	Checked By J.C.B.	Drawing No.
Date 2012-10-19	Project No. 160210480	GS1



TYPICAL CROSS SECTION FOR 4 LANES WITH TURN LANE SHIFTED TO WEST MATCHING EXISTING EAST CURB (AVOIDS POSSIBLE GRAVES)

Region of Peel
Working for you



1.5m 0 1.5 3.0 4.5m

NOTE: DIMENSIONS SHOWN ARE E/P TO E/P OR LINE MARKING TO LINE MARKING AS APPLICABLE

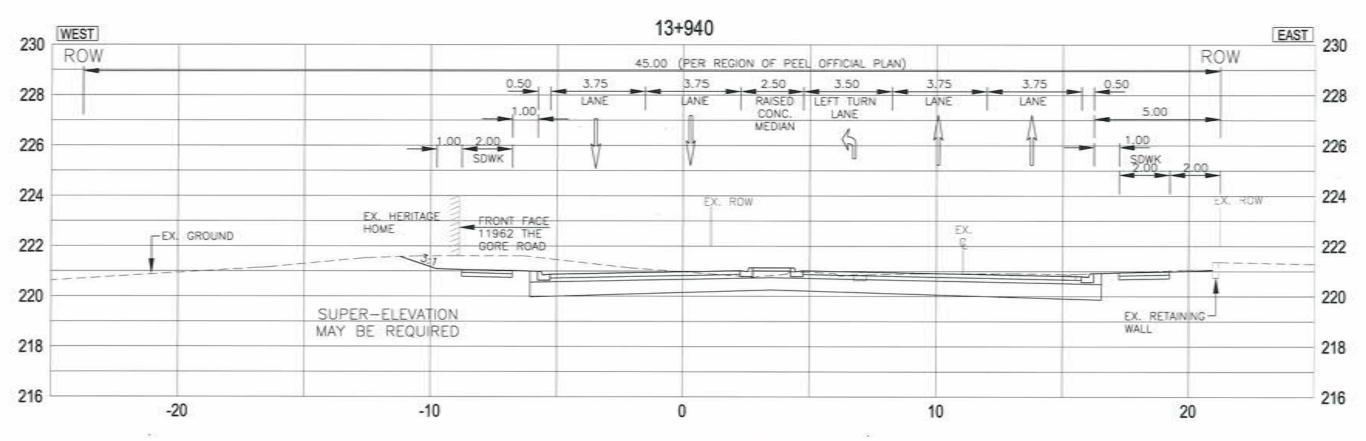
MAYFIELD ROAD
AIRPORT ROAD TO COLERAINE DRIVE
CLASS EA STUDY

TYPCIAL CROSS SECTION AT 11962 THE GORE ROAD

Drown Sy. W.R.W.	Disched By J.C.B.	Drawing No.
0de 2012-10-19	Project No. 160210480	GS2

ve/160210480\design\drawings\class_eq\report\esr_dwgs\typt=13940_garn

Client



TYPICAL CROSS SECTION FOR 4 LANES WITH TURN LANE MATCHING EXISTING EAST ROW (ASSUMES NO GRAVES)

Region of Peel
Working for you

Client



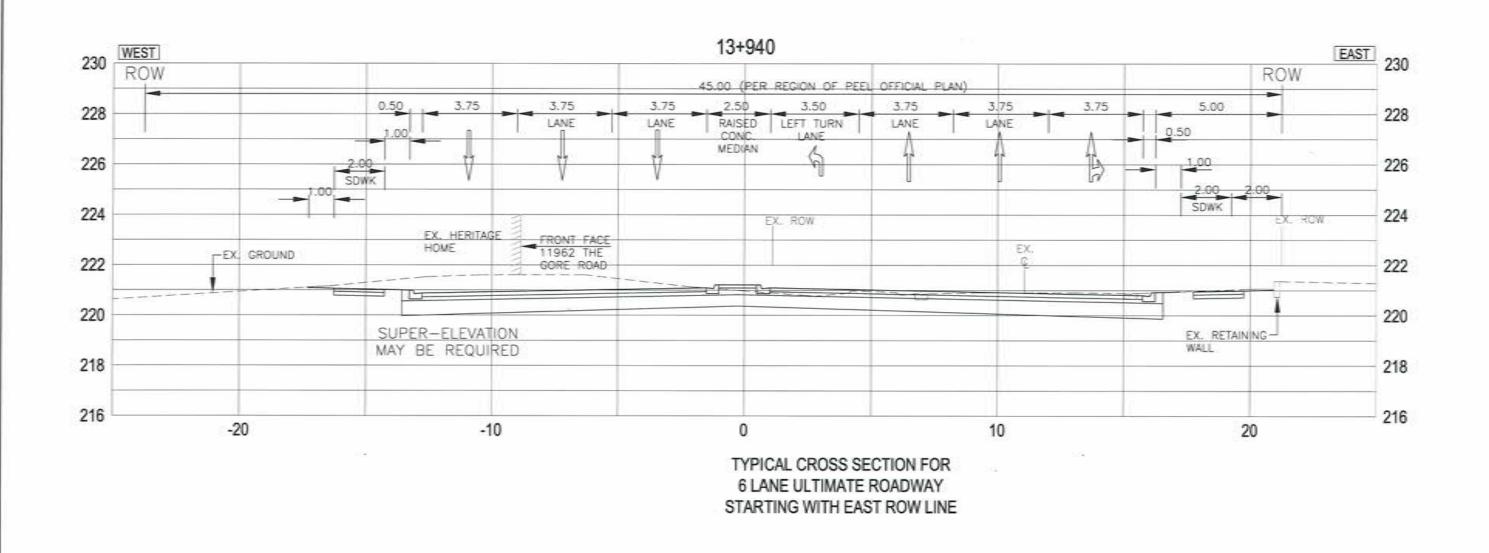
1.5m 0 1.5 3.0 4.5m

NOTE: DIMENSIONS SHOWN ARE E/P TO E/P OR LINE MARKING TO LINE MARKING AS APPLICABLE

MAYFIELD ROAD AIRPORT ROAD TO COLERAINE DRIVE CLASS EA STUDY

TYPCIAL CROSS SECTION AT 11962 THE GORE ROAD

over Sy W.R.W.	Drecked By J.C.B.	Drawing No.		
2012-10-19	Project No. 160210480	GS3		



olywydd (rifent

Region of Peel
Working for you



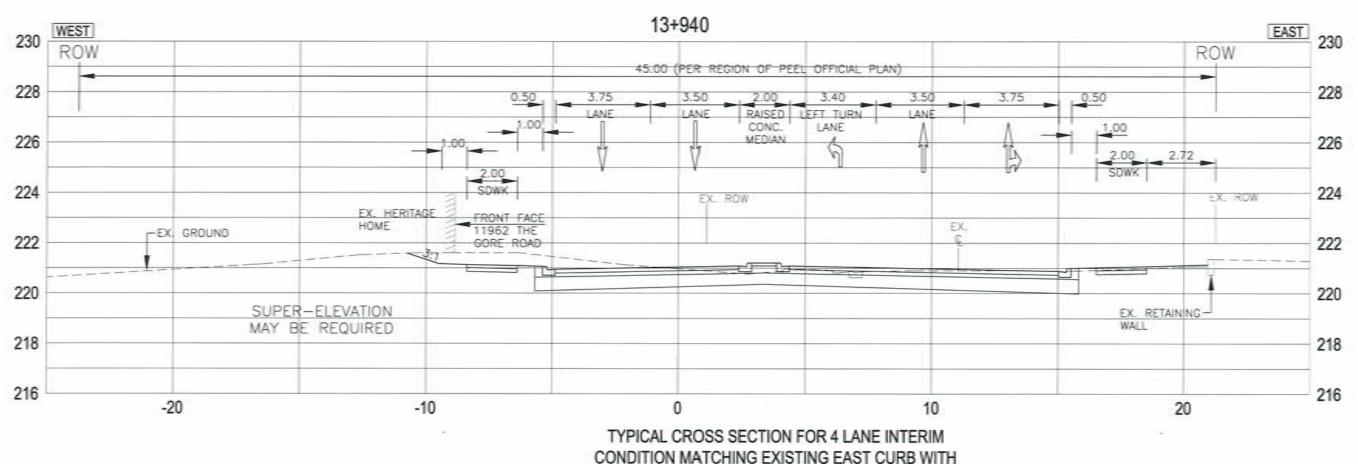
1.5m 0 1.5 3.0 4.5m

NOTE: DIMENSIONS SHOWN ARE E/P TO E/P OR LINE MARKING TO LINE MARKING AS APPLICABLE

MAYFIELD ROAD AIRPORT ROAD TO COLERAINE DRIVE CLASS EA STUDY TYPCIAL CROSS SECTION AT

TYPCIAL CROSS SECTION AT 11962 THE GORE ROAD

Drown Sy	Checked By	Drawing No.	
0ste 2012-10-19	Project No. 160210480	GS4	



CONDITION MATCHING EXISTING EAST CURB WITH MODIFIED LANE WIDTHS (STA. 13+940) (SAME AS MAYFIELD ROAD)

Client

Region of Peel
Working for you



NOTE: DIMENSIONS SHOWN ARE E/P TO E/P OR LINE MARKING TO LINE MARKING AS APPLICABLE

MAYFIELD ROAD AIRPORT ROAD TO COLERAINE DRIVE CLASS EA STUDY

TYPCIAL CROSS SECTION AT 11962 THE GORE ROAD

cwn dy .	Checked By	Little
W.R.W.	J.C.B.	
de	Project No.	7
2012-10-19	150210480	

awing No. GS5

APPENDIX R

MEANDER BELT ANALYSIS

Stantec Consulting Ltd. 49 Frederick Street Kitchener, ON N2H 6M7

March 25, 2013 File: 1602-10480/10

Attention: Mr. Ben Krul

The Toronto and Region Conservation Authority Development Services Section Watershed Management Division 5 Shoreham Drive Downsview ON M3N 1S4

Dear Mr. Krul:

Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Addendum

Meander Belt and 100-Year Erosion Assessment Humber River Watershed

Crossings 5 and 14

Town of Caledon \ City of Brampton, Region of Peel

This addendum has been prepared in order to document the meander belt width and 100-year erosion rate for two additional watercourses that cross Mayfield Road, and that were not included in the original Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt and 100-Year Erosion Assessment Humber River Watershed, Town of Caledon \ City of Brampton Region of Peel Report, Stantec Consulting Ltd., February 2012. Background information regarding surficial geology and drainage characteristics within the project limits may be found in this reporting. The two additional watercourses are unnamed and, as such, are referenced in this document by their crossing identification numbers. Location details for the two additional water crossings are as follows:

Crossing ID	Mayfield Road Chainage	Drainage Area (Ha.)	Reach ID	Easting	Northing
5	11+800	377	M-05	601082	4850830
14	15+955	666	M-14	603477	4854065

Geomorphic Assessment

A geomorphic assessment of the watercourses was undertaken to identify active fluvial processes (e.g., erosion or deposition) and to document any change that has occurred that may affect these processes (e.g., change in land use, drainage). These changes were reviewed within a historical context, using aerial photographs as well as through a detailed examination of existing conditions as determined through field assessment.

March 25, 2013 Mr. Ben Krul Page 2 of 8

Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Addendum

Meander Belt and 100-Year Erosion Assessment Humber River Watershed

Crossings 5 and 14

Town of Caledon \ City of Brampton, Region of Peel

A sequence of aerial photographs (1954, 1978, and 2011 and topographic mapping (1:50 000 (1909) and OBM 1:10,000), and geologic (Quaternary) mapping were reviewed to gain insight into channel form, surrounding influences (e.g., land use/cover), and to identify any changes that have occurred during the period of record. An overlay of the channel configuration, where it was clearly identifiable on the air photos, was created in AutoCAD to enable any changes in planform (spatial position) of the watercourse to be discerned.

Land Use/Cover

Throughout the period of record, the surrounding lands have been utilized mainly for agriculture (e.g., pasture or ploughed fields), although residential development has been expanding as well in recent years. Lands upstream of Mayfield Road remain largely agricultural. The two additional watercourses traverse valley features typically vegetated with woodland, meadow or scrub.

Channel Changes

Aerial photographs were used to identify changes to channel planform (the path of the watercourse) such as those that result from artificial straightening or from long-term, gradual bank erosion. The watercourse at Crossing 5 was naturally sinuous and the quantification of the meander belt width was relatively straightforward. However, the watercourse at Crossing 14 has undergone substantial planform modification since 1909, with reach M-14U, located upstream of Mayfield Road, being realigned and straightened (sinuosity close to 1.0). The downstream section (Reach M-14D) remains naturally sinuous (sinuosity 1.6) and was used as a surrogate reach for the upstream straightened section.

Reach	Length (m)	Creek Slope ¹ (%)	Sinuosity ²	Adjacent Land Cover (upstream / downstream)
M-05	400	0.30	1.30	Scrubland-Residential / Scrubland-Ploughed Agricultural Field
M-14U	155	0.55	1.00	Scrubland-Residential / Agricultural Field-Residential
M-14D	226	0.55	1.58	Scrubland-Ploughed Agricultural Field

Creek slope measured from 2.5 m contour data

Bank erosion rates were measured in the above reaches using 1978 and 2011 air photos, thus encompassing a 33-year interval. This timeframe is close to the 20- to 30-year interval recommended by TRCA (2004) for fluvial systems where no change to the hydrologic regime is anticipated. Where the channel was not visible on the 1978 imagery, the 1954 imagery was used to supplement the erosion rate measurements.

The channels, where visible on air photos, have not shifted substantially over the period of record and erosion rates are close to the limit imposed by measurement error. Average lateral (cross-valley) channel migration rates along in Reach M-05 and Reach M-14D is 0.06 and 0.08 m/yr., respectively, which are considered typical of small southern Ontario streams. These rates were used to determine 100-year erosion rates used in support of the final meander belt calculations.

² Sinuosity is the ratio of creek length to valley length and is a measure of the "bendiness" of a watercourse. A sinuosity of 1.00 indicates a straight watercourse with no bends.

March 25, 2013 Mr. Ben Krul Page 3 of 8

Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Addendum
Meander Belt and 100-Year Erosion Assessment Humber River Watershed
Crossings 5 and 14
Town of Coledon \ City of Brownton Bosion of Roal

Town of Caledon \ City of Brampton, Region of Peel

Existing Conditions

Geomorphic conditions and characteristics along the watercourse, within the subject property, were assessed in October 2011 through general level field reconnaissance. Flow conditions appeared to be close to baseflow on the date of the site visit. In addition to observations of site conditions and channel processes, field measurements such as channel dimensions were obtained. A photographic inventory of the existing site conditions has been attached in Appendix B.

Crossing 5 (Reach M-05)

- · Channel conveyed through concrete box culvert under Mayfield Road
- Channel very well treed for about 70 m upstream of culvert, then vegetation transitions to scrub
- · Channel bankfull width was 5 m
- Channel morphology dominated by pool-riffle structures
- Deep (~1 m) pool through culvert
- Frequent fine-textured sediment deposition in bars (vegetated and non-vegetated)
- Large vegetated bar immediately downstream of road crossing
- Some flow apparent (<10 L/s)
- Variable substrate (silt/clay and sand; pools and sand/gravel; riffles)
- Minor basal scour observed along outside of bends
- · Channel well connected to floodplain
- Channel was sinuous

Crossing 14 (Reach M-14U; upstream of Mayfield Road)

- Channel conveyed through concrete box culvert under Mayfield Road
- Channel enters culvert at relatively sharp angle
- Channel straightened upstream of Mayfield Road culvert
- Partially confined valley setting (channel in contact with east valley wall)
- · Channel bankfull width was 7 m
- No excessive erosion or deposition observed, minor pool scour at upstream end of culvert
- Some flow apparent (<10 L/s)
- Channel well connected to floodplain

Crossing 14 (Reach M-14D, downstream of Mayfield Road

March 25, 2013 Mr. Ben Krul Page 4 of 8

Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Addendum
Meander Belt and 100-Year Erosion Assessment Humber River Watershed
Crossings 5 and 14
Town of Caledon \ City of Brampton, Region of Peel

- Relatively deep pool continues through culvert to downstream end
- Large bar deposit (sand/gravel) 5-15 m downstream of culvert (well vegetated with grasses and herbaceous vegetation)
- · Sinuous channel
- Minor basal scour along outside bends (not excessive)
- Good channel-floodplain connection
- · Banks well-protected by vegetation

Summary

The crossings examined above have drainage areas of 377 and 666 ha, for Crossing 5 and 14, respectively. These were larger watercourses, have defined bed and banks and, except for reach M-14U, exhibited a sinuous planform. Both watercourses were well vegetated and did not exhibit excessive erosion or deposition. The large bar deposit downstream of the culvert at Crossing 14 does not appear to be active as evidenced by well-established vegetation and no recent deposition.

Both watercourses appear to be generally stable, as determined by the assessment of historic and existing channel conditions. The bank erosion rate measured between 1954/1978 and 2011 were 0.06 and 0.08 m/yr, for Reach M-05 and Reach M-14U/L, respectively, and are close to the theoretical limit of detection, as imposed by the imagery resolution. Field investigations confirmed that the channels were stable, as indicated by the abundant bank vegetation, minimal erosion, and generally good floodplain connection (low bank height permits floodwaters to spill readily onto the floodplain, thus minimizing the energy available for bank erosion). As such, the bank erosion rates as determined by air photo interpretation were considered to be a reasonable estimate.

March 25, 2013 Mr. Ben Krul Page 5 of 8

Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Addendum

Meander Belt and 100-Year Erosion Assessment Humber River Watershed

Crossings 5 and 14

Town of Caledon \ City of Brampton, Region of Peel

Meander Belt Analysis

The meander belt is a term used to quantify the lateral extent of a river's occupation of its floodplain (TRCA, 2004). Meander belts are inherently variable and their extent is dependent on a number of controlling factors. These include, among other things, hydrology, stormwater flows, bank erosion rates, and the degree of channel confinement by the valley walls.

The technique applied in this assessment follows the procedures outlined in the TRCA Meander Belt Delineation Procedure (2004). The specific methodology applied to the study area was the method that assumes that no change in hydrology is anticipated. This scenario is considered appropriate as the proposed works include only the widening of Mayfield Road and extension or replacement of the existing culvert structures.

The basis for the meander belt delineation is outlined in Section 5.5.1 of TRCA (2004).

Surrogate Reaches

Reach M-05 and Reach M-14D had sections of channel that were naturally sinuous, thus simplifying the belt width delineation procedure. The meander configuration in Reach M-14D (downstream of Mayfield Road), was used as a surrogate to quantify the meander belt dimensions for the entire watercourse at this location, including the straightened upstream section in reach M-14U.

Meander Axis

The meander axis is a term used to describe the general down-valley orientation of the meander pattern. The meander axis defined the trend of the valley, and thus the trend or orientation of the meander belt within that valley. The delineation of the meander axis along the watercourse crossings of Mayfield Road was fairly straightforward owing to the generally simple meander patterns of the channels. No meander belt shift was observed for any of the crossings using the 1954 and 1978 aerial photography overlays.

Preliminary Belt Width

In order to define the meander belt width, an accurate map of the channel planform is required. The high resolution aerial photography (flown 2011) provided a suitable means with which to accurately map channel planform. The location of the channel on the imagery was confirmed during the site reconnaissance.

Final Belt Width

The final belt width was determined by incorporating additional setbacks that are appropriate to the physical setting of the watercourse, anticipated changes to the meander belt axis and hydrological regime, and to account for methodological variations in the belt width delineation (e.g., use of in situ meander pattern, surrogate reach(es) or empirical equations).

The computations were undertaken in consideration of the following:

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Addendum
Meander Belt and 100-Year Erosion Assessment Humber River Watershed

Crossings 5 and 14

Town of Caledon \ City of Brampton, Region of Peel

- No alteration to peak flow discharge (i.e., Q2) was anticipated, due to established stormwater management (SWM) guidelines
- No change in flow duration or volume is anticipated
- During the air photo analysis, it was the channel centerline that was mapped (not the banks). Therefore, the channel bankfull width (as measured during the site visit) was added to the meander belt width calculations
- The 100-year erosion amount was added to each side of the meander belt
- There was no observed shift in meander axis throughout the air photo record

The computational procedures follow the method outlined in TRCA (2004), Section 5.5.1.

Crossing 5

The watercourse at Crossing 5 exhibited a well-defined meander pattern. Upstream, the channel is well-defined and is treed with conifers; however, the channel lies within private property and it was not possible to investigate the alignment in detail. Downstream, the channel is surrounded by heavily vegetated scrubland. Current aerial imagery showed some evidence of chute features within a portion of the downstream scrubland, the presence of which was confirmed by site reconnaissance. The lateral extent of the preliminary belt width was delineated to include all chute features.

- 1. A preliminary belt width of 41.0 m was measured.
- 2. The channel bankfull width of 5.0 m was added to the preliminary belt width to yield an existing belt width of 46.0 m.
- 3. Since the existing belt width is less than 50 m, the 100-year erosion rate of 6.0 m was added to each side of the meander belt for a total 58.0 m.
- 4. No shift in meander axis was observed; therefore, the final belt width is 58.0 m.
- 5. The final belt width is presented in Appendix A Figure 1.0.

Crossing 14

The watercourse at Crossing 14 exhibited a well-defined meander pattern downstream of Mayfield Road while upstream, it appears the channel has been straightened. The upstream channel is well-defined through a narrow section of scrubland that abuts an inactive agricultural field and a recently cleared residential lot; however, due to the straightening of the channel, it could not be used for meander belt width calculations. Historical aerial imagery shows that the culvert crossing of Mayfield Road was previously located 65 m southwest of the current culvert crossing location and evidence of the former (abandoned) channel downstream of Mayfield Road is clearly visible on the 2011 imagery. This abandoned channel was

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Meander Belt and 100-Year Erosion Assessment Humber River Watershed

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incorporated into the belt width as per TRCA (2004) guidelines. Aerial imagery from 1978 was available for this reach, however it was not used as the location of the stream could not be clearly defined.

- 1. A preliminary belt width of 74.4 m was measured in the surrogate reach downstream of Mayfield Road.
- 2. The channel bankfull width of 7.0 m was added to the preliminary belt width to yield an existing belt width of 81.4 m.
- 3. Since the existing belt width is greater than 50 m, it was multiplied by a factor of safety of 1.1 (TRCA, 2004) for a final belt width of 89.5 m.
- 4. No shift in meander axis was observed therefore the final belt width is 89.5 m.
- 5. The final belt width is presented in Appendix A Figure 2.0.

Summary

Meander Belt Assessments were completed for two crossings (Crossing 5 and 14), in addition to the eight crossings presented in the *Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt and 100-Year Erosion Assessment Humber River Watershed, Town of Caledon \ City of Brampton Region of Peel Report,* Stantec Consulting Ltd., February 2012 and the three crossings presented in the June 2012 addendum to this report.

Standard TRCA (2004) meander belt delineation protocols were applied. The 100-year erosion rate was calculated using recent and historic aerial photography and the reliability of the results confirmed by creek inspections. The results of the meander belt analysis are presented below.

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Addendum

Meander Belt and 100-Year Erosion Assessment Humber River Watershed

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100-Year Erosion Rate and Meander Belt Width Summary

Crossing ID	100-year Erosion Rate (m)	Final Meander Belt Width (m)	
5	6	58.0	
14	8	89.5	

We trust these recommendations meet with your approval. Please do not hesitate to contact the undersigned should you have any questions.

Regards,

STANTEC CONSULTING LTD.

Heather Annual

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Attachment: Appendix A: Figures

Appendix B: Photos

c. Mr. Hitesh Topiwala / Mr. Steve Ganesh / Mr. Gino Dela Cruz, Region of Peel

Mr. John Bayley, Stantec Consulting Ltd.

REFERENCES

Stantec Consulting, 2012. Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt and 100-year Erosion Assessment Humber River watershed, Town of Caledon \ City of Brampton Region of Peel. Prepared for the Toronto and Region Conservation Authority.

Stantec Consulting, June 2012. Addendum: Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt and 100-year Erosion Assessment Humber River watershed, Town of Caledon \ City of Brampton Region of Peel. Prepared for the Toronto and Region Conservation Authority.

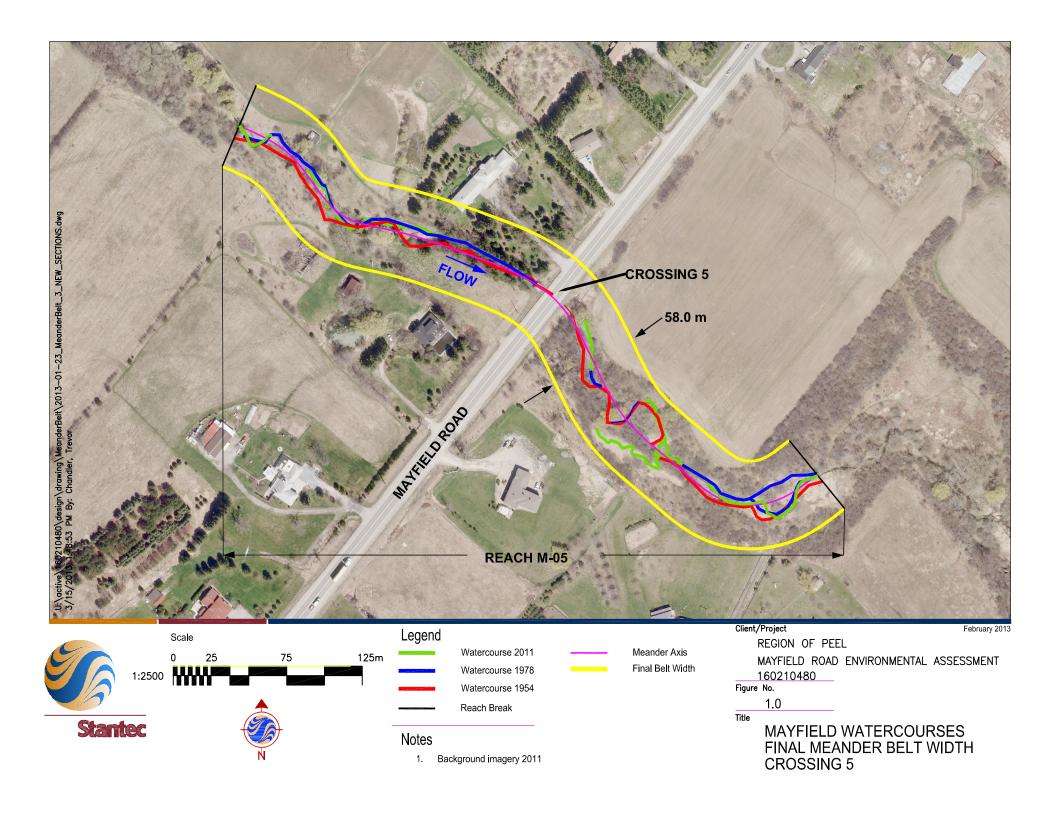
Toronto and Region Conservation Authority (TRCA). 2004. *Belt Width Delineation Procedures*. White, O.L., and Karrow, P.F., 1973, Quaternary Geology of Bolton, Ontario geological Survey, Map 2275.

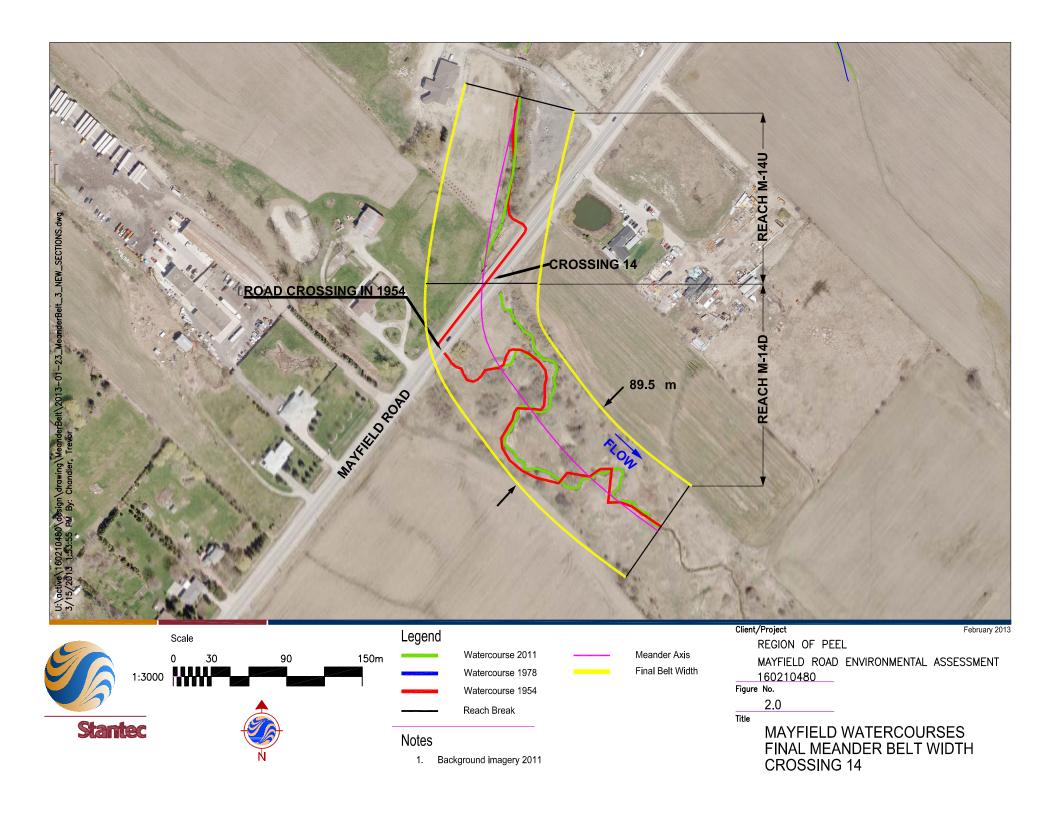
MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE ADDENDUM
MEANDER BELT AND 100-YEAR EROSION ASSESSMENT
HUMBER RIVER WATERSHED
CROSSINGS 5 AND 14
TOWN OF CALEDON \ CITY OF BRAMPTON, REGION OF PEEL



APPENDIX A

Figures





MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE ADDENDUM
MEANDER BELT AND 100-YEAR EROSION ASSESSMENT
HUMBER RIVER WATERSHED
CROSSINGS 5 AND 14
TOWN OF CALEDON \ CITY OF BRAMPTON, REGION OF PEEL



APPENDIX B

Photos



Photo 1: Crossing 5 upstream – looking upstream from Mayfield Road



Photo 2: Crossing 5 upstream – looking upstream from Mayfield



Photo 3: Crossing 5 downstream – looking upstream toward Mayfield Road



Photo 4: Crossing 5 downstream – looking downstream



Photo 5: Crossing 5 downstream – looking downstream



Photo 6: Crossing 5 downstream - downstream end of culvert



Region of Peel

Photographic Inventory

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В



Photo 7: Crossing 5 downstream – looking downstream from Mayfield Road



Photo 8: Crossing 14 upstream – upstream end of culvert



Photo 9: Crossing 14 upstream – looking upstream



Photo 10: Crossing 14 upstream - looking upstream from Mayfield Road



Photo 11: Crossing 14 upstream – looking upstream from Mayfield Road



Photo 12: Crossing 14 downstream – looking downstream from Mayfield Road



Region of Peel

Mayfield Road Crossings kas w:\active\160210480\design\report\meanderbeltassessment\meander belt assessment addendum\appendix b\appb_photos.docx

APPENDIX

В

Photographic Inventory

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Photo 13: Crossing 14 downstream – looking upstream



Photo 14: Crossing 14 downstream – looking downstream



Photo 15: Crossing 14 downstream – downstream bank



Photo 16: Crossing 14 downstream - looking downstream



Photographic Inventory

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Stantec Consulting Ltd. 49 Frederick Street Kitchener ON N2H 6M7 Tel: (519) 579-4410

June 15, 2012

File: 1602-10480/10

The Toronto and Region Conservation Authority
Development Services Section
Watershed Management Division
5 Shoreham Drive
Downsview ON M3N 1S4

Attention:

Mr. Ben Krul, Senior Planner

Dear Mr. Krul:

Reference:

Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt

and 100-Year Erosion Assessment Humber River Watershed

Town of Caledon \ City of Brampton

Region of Peel

INTRODUCTION

Stantec Consulting Ltd. (Stantec) has been retained to undertake an Environmental Assessment (EA) for proposed Mayfield Road improvements between Airport Road and Coleraine Drive. As part of this assessment, a Meander Belt Assessment was undertaken for eight (8) watercourses within the study area (Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt and 100-Year Erosion Assessment, Stantec, 2012). Subsequent to this assessment, three (3) additional watercourses that were not originally assessed were included in this investigation.

The three watercourses include:

- Salt Creek (Crossing 3)
- Unnamed tributary to the West Humber River (Crossing 6)
- West Humber River (Crossing 11)

This memo presents the Meander Belt Assessments for these three (3) watercourses and as such is considered supplemental to, and should be read in conjunction with, the original Stantec (2012) Meander Belt Assessment reporting.

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt

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BACKGROUND INFORMATION

Reaches

To facilitate the Meander Belt Assessment, reaches were delineated along each of the watercourses investigated (Table 1). The reaches contain relatively large channels that are naturally sinuous and, as a result, belt width was measured directly for each watercourse. No surrogate reaches were required, thereby, simplifying the assessment procedure.

Table 1: Location of Mayfield Road Watercourse Crossings and Project Reaches

Crossing ID	Mayfield Road Chainage	Reach ID	Easting	Northing
3	11+015	M-03	600417	4850203
6	12+300	M-06	601211	4851206
11	14+400	M-11	602535	4852848

Geology

The three (3) watercourses are dominated by glacial sediments and, to a lesser extent, Pleistocene bedrock. Salt Creek is dominated by Ordovician shale of the Dundas-Meaford Formation, particularly in the vicinity of Mayfield Road (White and Karrow, 1973).

The West Humber River and its assessed tributary have cut into glacial sediments (Wildfield Till), which consists of silty-clay loam and lesser amounts of coarser material. Owing to this geology and the relatively large size of the watercourses, surface deposits are dominated by extensive deposits of modern alluvium (silt, sand, and gravel).

GEOMORPHIC ASSESSMENT

As in the original Assessment (Stantec 2012), geomorphic assessment of the watercourses were undertaken to identify active fluvial processes (e.g., erosion or deposition) and to document any change that has occurred that may affect these processes (e.g., change in land use, drainage). These changes were reviewed within a historical context, using archival aerial photographs as well as thorough a detailed examination of existing conditions as determined through field assessment.

HISTORIC ASSESSMENT

The watercourses were examined using aerial photographs flown in 1954, 1978, 1994 and 2011. Land use upstream of Mayfield Road was predominantly agriculture throughout the period of record and remains so to this day. Riparian land cover has changed gradually since 1954, at which time there were few trees along the creeks or adjacent valleys. Since then, valleys have become

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt

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increasingly forested, in particular along the Humber River. The three (3) channels were sinuous on all imagery with no apparent disturbance to planform (Table 2).

Table 2: Summary of Reach Characteristics Estimated from Topographic Mapping and Aerial Photographs

Reach	Length (m)	Creek Slope ¹ (%)	Sinuosity ²	Adjacent Land Cover (upstream and downstream of Mayfield Road)
M-03	1994	0.67	1.18	Scrubland (valley) / agriculture (uplands)
M-06	1578	0.65	1.29	Scrubland, cattails and hayfield (valley) / agriculture and houses (uplands)
M-11	894	0.21	1.38	Wooded (valley) / manicured lawns (uplands)

Creek slope measured from 10 m contour data

Bank erosion rates were measured in appropriate reaches using 1978 and 2011 air photos, thus encompassing a 33-year interval. Imagery from 1994 was used to assess bank erosion rates along the West Humber tributary owing to the good visibility of this watercourse in the 1994 imagery, thus providing a 17 year interval. These timeframes are close to the 20 to 30 year interval recommended by The Toronto and Region Conservation Authority (TRCA) (2004) for assessing erosion rates in systems where no change to the hydrologic regime is anticipated.

The channels, where visible on air photos, have not shifted substantially over the period of record and erosion rates are close to the limit imposed by measurement error. Average lateral (cross-valley) channel migration rates for Crossings 3, 6, and 11 are a respective 0.10, 0.07, and 0.08 m/yr., which are typical of small southern Ontario streams. These rates were used to determine 100-year erosion rates used in support of the final meander belt calculations.

EXISTING CONDITIONS

Geomorphic conditions and characteristics along each watercourse within the subject property were assessed in October 2011 through general level field reconnaissance. Flow conditions appeared to be close to baseflow on the date of the site visit. In addition to observations of site conditions and channel processes, field measurements such as channel bankfull width were obtained, where possible. A photographic inventory of the existing site conditions has been compiled in Appendix A.

Sinuosity is the ratio of creek length to valley length and is a measure of the "bendiness" of a watercourse. A sinuosity of 1.00 indicates a straight watercourse with no bends.

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt

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Crossing 3 (Reach M-03) Salt Creek

Channel passes through open bottom concrete bridge at Mayfield Road

- Unconfined channel at Mayfield Road but within reach channel is partially confined. Channel approaches or contacts valley wall on west (right downstream facing) side of valley
- Channel vegetation dominated by densely rooted grass
- Channel bankfull width approximately 8 m wide
- Channel difficult to discern in many areas due to grassy cover
- No excessive erosion or deposition observed near Mayfield Road
- Some flow apparent (< 50 L/s)
- · Channel well connected to floodplain
- Channel was sinuous

Crossing 6 (Reach M-06) West Humber Tributary

- Channel conveyed through opened-bottomed concrete bridge at Mayfield Road
- Channel is set within well-defined valley with 3-4 m high valley walls
- Channel is unconfined near Mayfield Road
- No excessive erosion or deposition observed near Mayfield Road
- Watercourse is well-connected to floodplain with no valley wall contacts
- Good channel definition with bankfull width of 5 m
- Channel morphology vegetation (cattails) dominated, no well-developed pool-riffles
- No excessive erosion or deposition observed near Mayfield Road
- Channel is generally straight within 150 m of Mayfield Road but sinuous elsewhere

Crossing 11 (Reach M-11) West Humber River

- Channel conveyed through open-bottomed bridge at Mayfield Road
- Channel is unconfined upstream and downstream of Mayfield Road
- Good channel definition with bankfull width of 7.5 m
- Channel slightly incised; bank height approximately 1.5 m, bankfull < 1.5 m

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt

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Modest bank erosion observed upstream and downstream of Mayfield Road

- Bank material is dense clay-silt and somewhat resistant to bank erosion
- Channel is in a wooded area with grasses and herbs on banks in more open areas
- Watercourse is well-connected to floodplain with no valley wall contacts
- Channel morphology dominated by pool and riffles

MEANDER BELT ANALYSIS

The final meander belt width was determined by incorporating additional setbacks that are appropriate to the physical setting of the watercourse, anticipated changes to the meander belt axis and hydrological regime, and to account for methodological variations in the belt width delineation (e.g., use of in situ meander pattern, surrogate reach(es) or empirical equations).

The channels investigated were unconfined or partially confined and naturally sinuous, thus simplifying the meander belt calculations. The computations were undertaken in consideration of the following:

- No alteration to peak flow discharge (i.e., Q2) was anticipated, due to established stormwater management (SWM) guidelines
- No change in flow duration or volume is anticipated
- During the air photo analysis, it was the channel centerline that was mapped (not top of bank).
 Therefore, the channel bankfull width (as measured during the site visit) was added to the meander belt width calculations
- The 100-year erosion amount was added to each side of the meander belt
- There was no observed shift in meander axis throughout the air photo record

The computational procedures follow the method outlined in TRCA (2004), Section 5.5.1.

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt

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Crossing 3 (Salt Creek)

Salt Creek exhibits an irregular but well-defined meander pattern. Aerial photographs further indicate that the meander planform is dynamic, with the dominant processes being bank erosion and avulsion, as evidenced by extensive chute development on 2011 imagery. All observed chutes were considered to be part of the active channel and therefore included within the preliminary meander belt.

- Preliminary belt width of 48 m was measured.
- Channel bankfull width of 8 m was added to the preliminary belt width to yield an existing belt width of 56 m.
- 3. Since the existing belt width is greater than 50 m, it was multiplied by a factor of safety of 1.1 (TRCA, 2004) for a total of 61.6 m.
- 4. No shift in meander axis was observed therefore the final belt width is 61.6 m.
- The final belt width is presented in Figure 1.

Crossing 6 (West Humber Tributary)

The tributary exhibits a well-defined meander pattern. The watercourse is relatively straight within 150 m of Mayfield Road but sinuous upstream and downstream of this location. The channel is well defined and is clearly visible on 2011 aerial photography. The imagery indicated two prominent oxbow features located on the east side of the floodplain approximately 120 m downstream of Mayfield Road. No channel was evident on 1954 or 1978 imagery but the features were considered to lie within the preliminary belt width.

- 1. Preliminary belt width of 42 m was measured.
- 2. Channel bankfull width of 5.0 m was added to the Preliminary belt width to yield an existing belt width of 47 m.
- 3. Since the existing belt width is less than 50 m, the 100 year erosion rate of 7.3 m was added to each side of the meander belt for a total of 61.6 m.
- 4. No shift in meander axis was observed therefore the final belt width is 61.6 m.
- The final belt width is presented in Figure 2.

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt

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Crossing 11 (West Humber River)

The West Humber River is a large watercourse and exhibits a naturally meandering planform in the vicinity of Mayfield Road. The dominant mode of planform change is bank erosion with no chute development evident, as was observed along Salt Creek. Prominent meanders near Mayfield Road are propagating in the downstream direction with some cross-valley migration evident as well.

- 1. Preliminary belt width of 48 m was measured.
- Channel bankfull width of 7.5 m was added to the preliminary belt width to yield an existing belt width of 55.5 m.
- Since the existing belt width is greater than 50 m, it was multiplied by a factor of safety of 1.1 (TRCA, 2004) for a total of 61.1 m.
- No shift in meander axis was observed therefore the final belt width is 61.1 m.
- The final belt width is presented in Figure 3

SUMMARY

Meander Belt Assessments were conducted for three additional crossings in the vicinity of Mayfield Road, in the Region of Peel. Standard TRCA meander belt delineation procedures were applied. The 100-year erosion rate was measured using recent and archival aerial photography and, where appropriate, the result incorporated into the final belt width calculation. The results of the belt width analysis are presented in Table 3.

Table 3: 100-Year Erosion Rate and Meander Belt Width Summary

Crossing ID	Watercourse	100-year Erosion Rate (m)	Final Meander Belt Width (m)
3	Salt Creek	10	61.6
6	West Humber Tributary	ary 7 61.	61.7
11	West Humber River	8	61.1

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Reference: Mayfield Road Improvements Airport Road to Coleraine Drive Meander Belt

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REFERENCES

Stantec Consulting, 2012. Mayfield Road improvements Airport Road to Coleraine Drive Meander Belt and 100-year Erosion Assessment Humber River watershed, Town of Caledon \ City of Brampton Region of Peel. Prepared for the Toronto and Region Conservation Authority.

Toronto and Region Conservation Authority (TRCA). 2004. Belt Width Delineation Procedures.

White, O.L., and Karrow, P.F., 1973, Quaternary Geology of Bolton, Ontario geological Survey, Map 2275.

All of which is respectfully submitted;

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Attachment: Appendices A and B

c. Ms. Heather Amirault / Mr. John Bayley, Stantec Consulting Ltd.

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MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED TOWN OF CALEDON \ CITY OF BRAMPTON REGION OF PEEL



APPENDIX A

Photographic inventory



Photo 1: Crossing 3 upstream - looking upstream from Mayfield Road



Photo 2: Crossing 3 downstream- looking downstream from Mayfield Road



Photo 3: Crossing 6 upstream - looking upstream from Mayfield



Photo 4: Crossing 6 downstream - looking upstream



Photo 5: Crossing 11 upstream - looking downstream at culvert



Photo 6: Crossing 11 downstream – looking downstream from Mayfield Rd



Region of Peel

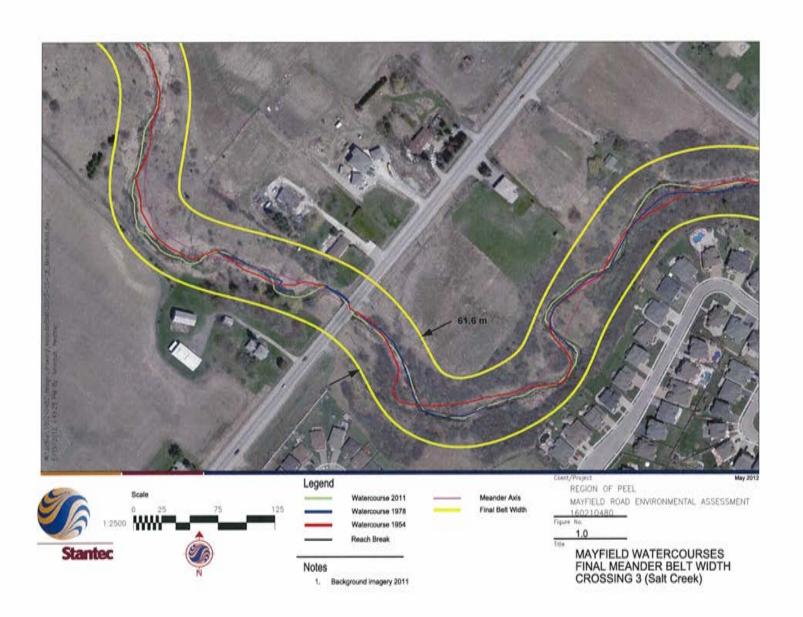
Photographic Inventory 1 of 1

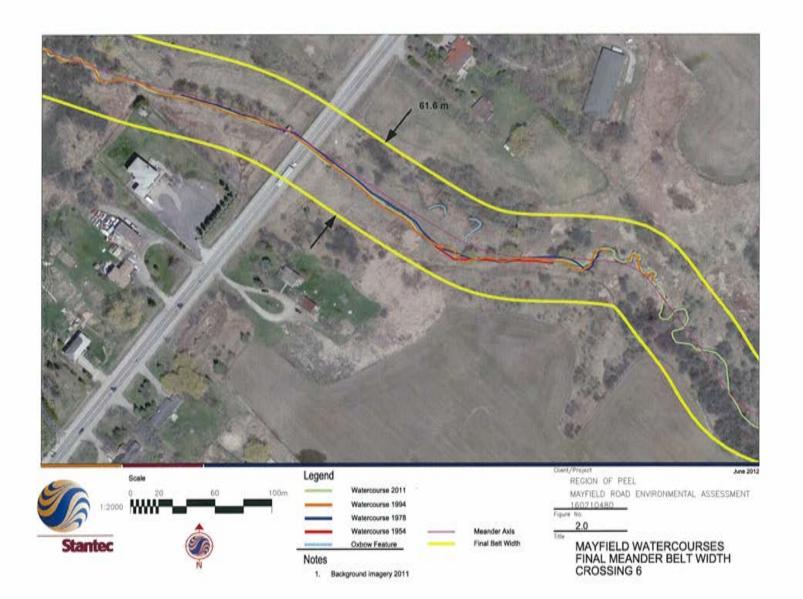
MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED TOWN OF CALEDON \ CITY OF BRAMPTON REGION OF PEEL

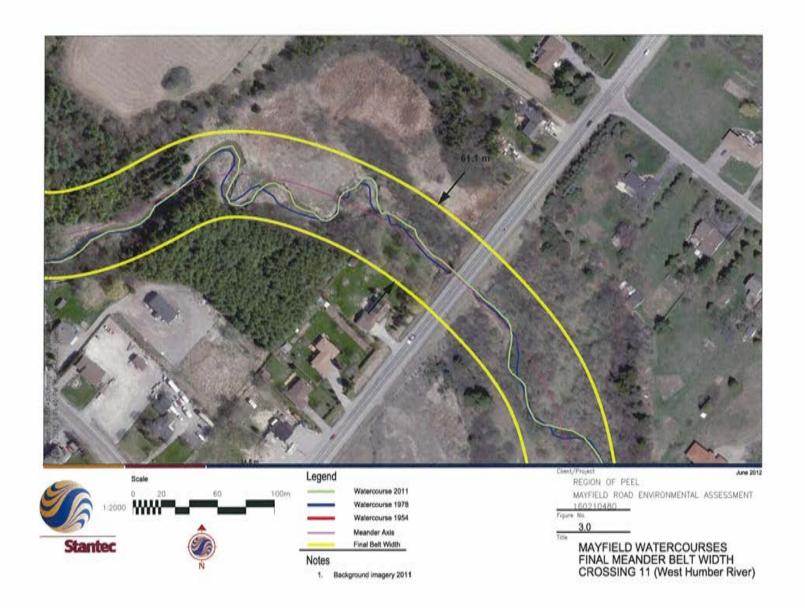


APPENDIX B

Figures









Mayfield Road Improvements
Airport Road to Coleraine Drive
Meander Belt and 100-Year Erosion
Assessment
Humber River Watershed
Town of Caledon /
City of Brampton, Region of Peel

Prepared for:

The Toronto and Region Conservation Authority Development Services Section Watershed Management Division 5 Shoreham Drive Downsview ON M3N 1S4

Prepared by:

Stantec Consulting Ltd. 49 Frederick Street Kitchener ON N2H 6M7

File No. 1602-10480 Date: February 2012

MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED, TOWN OF CALEDON \ CITY OF BRAMPTON REGION OF PEEL

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MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED, TOWN OF CALEDON \ CITY OF BRAMPTON REGION OF PEEL

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Appendix C: Photographic Inventory

MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED, TOWN OF CALEDON \ CITY OF BRAMPTON REGION OF PEEL

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Glossary of Terms

Aggradation The process by which sediment or other material accumulates and builds

up. In river landforms, aggradation often occurs because of the channel's

inability to transport its sediment load.

Alluvial Relating to rivers.

Alluvial Channel A watercourse that flows through its own sediment wherein active

processes of erosion and deposition occur.

Avulsion The sudden change in the course (planform) of a river, most often caused

by a large flood.

Bankfull Flow Flow that fills the channel to top of bank. The term is strictly applicable

only to equilibrium channels and corresponds to the critical channelforming flow that has a recurrence interval of approximately 1.5 years.

Bank Widening An increase of channel width, typically caused by bank erosion.

Bedform A depositional or erosional feature found on the channel bed (e.g. riffle

or pool).

Bed Material Sediment found on the channel bed that chiefly comprises channel

depositional features (e.g. medial bars) and typically consists of sand,

gravel, cobble or boulders.

Channel An alluvial drainage feature with well-defined bed and banks.

Chute A channel feature created when a channel avulses and abandons or is in

the process of abandoning the existing active channel. Chutes indicate

the location of the meander belt.

D₅₀ The median grain size of a particular sediment sample (i.e., 50% of the

sediment is smaller than the diameter indicated).

Degradation In fluvial systems, refers to the process of erosion or wearing down of the

channel bed. Also called "downcutting".

Entrenchment The degree to which a watercourse is able to access its floodplain. Highly

entrenched channels are essentially cut off from their floodplain.

Longitudinal Profile The graphical representation of a streambed as viewed in the longitudinal

direction.

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Morphology	The structure or physical form of a feature or landform that may also provide insight to the processes responsible for its creation.
Planform	The course of a river as viewed from above.
Planimetric Form Adjustment	A shift in the course of a channel which may be gradual or sudden (e.g. caused by meander cutoffs or avulsions).
Pool	A topographic low in a river channel caused by scour that typically occurs during bankfull flow stage. Once formed, pools are relatively stable and frequently form in bends of regularly meandering channels. (See riffle)
Reach	A length of channel that exhibits uniform physical properties.
Riffle	A topographical high along a channel caused by deposition. Riffles tend to form at inflection points between channel bends. (See pool)
Roughness	A degree of resistance to flow imposed by substrate, vegetation or other obstructions.
Semi-alluvial clay	A watercourse that flows through a combination of its own sediment and underlying clay (till) whose origin is not associated with fluvial processes operative within the modern channel.
Sinuosity	The degree of "crookedness" in the planform of a watercourse. Sinuosity is expressed numerically as the ratio of stream length to valley length.
Step-pool	A channel with closely-spaced pools, typically forming in steep gradients.
Stream Power	The measure of energy available to a watercourse to perform work through erosion of the channel boundary and the transport of sediment.
Subpavement	The parent material (e.g. clay till or unconsolidated sediments) that is underneath the surface alluvium.
Swale	A poorly defined drainage feature that often flows ephemerally, that lacks a well-defined bed or banks.
Unconsolidated	A term used to describe sediment that is loose and not bound by intergranular cohesion.
Till (Glacial)	Sediment deposited directly by glaciers (i.e., ice-contact). The fluvial erosion of till creates, and largely determines the natural of, alluvial sediments.

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1.0 Introduction

Stantec Consulting Ltd. (Stantec) has been retained to undertake an Environmental Assessment (EA) for proposed Mayfield Road improvements between Airport Road and Coleraine Drive. As part of this EA, the Toronto Region Conservation Authority (TRCA) has requested that Meander Belt Assessments be conducted for several of the watercourse crossings of Mayfield Road. The required analysis for the selected watercourse crossings is summarized in correspondence received from the TRCA on September 29, 2011 (attachment, Appendix A). These assessments are being conducted in anticipation of a proposed road widening at the various watercourse crossings to determine the physical impacts to the watercourses and to recommend appropriate planning setbacks. The assessment results will inform structure design which will allow the development of accurate cost estimates for the Region of Peel's Capital Budget process and will facilitate the TRCA's review of the preferred alternative. The study area is presented in (Figure 1, Appendix B). Of the 16 crossings, 8 (Crossing 2, 7, 8, 10, 12, 13, 15, and 16) have been identified by TRCA as requiring meander belt width and 100-year erosion rate analysis.

1.1 SCOPE OF WORK

The scope of this Meander Belt Assessment has involved various components that together lead to the ultimate goal of providing an appropriate meander belt width for the selected watercourse crossings situated within the study area. These components were as follows:

- i. Review background information.
- Review topographic and geologic mapping, aerial photographs to determine degree of channel confinement within its valley and define reaches.
- Measure bank erosion/recession rates by aerial photograph interpretation.
- iv. Conduct a general-level field reconnaissance of the watercourse to adjust (if necessary) reach break locations, and to identify active processes and controls on channel form.
- v. Determine 100-year erosion rates.
- vi. Determine meander belt widths.

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2.0 Background Information

2.1 REACHES

Reaches are lengths of channel that exhibit essentially the same physical characteristics (e.g., channel form, geology, vegetation, sinuosity, physical dimensions), and are affected by similar anthropogenic influences (e.g., crossing structures or urbanization), resulting in relatively consistent channel form, functions and processes occurring within it (e.g., water flow, sediment transport); as well as anthropogenic influences. This partitioning guides desktop and field analyses in that it considers the influence of localized channel patterns and processes.

Reaches were delineated at each of the identified road crossings and extended a minimum of 50 m upstream and downstream of Mayfield Road. Where possible, existing planform geometry of the channel in these reaches was used to delineate belt width. In situations where the watercourse at the road crossing was straightened, one or more surrogate reaches exhibiting a naturally sinuous planform were delineated, if present, immediately upstream and/or downstream of the straightened section. Where this was not possible, belt width dimensions were obtained from a surrogate reach located in a nearby watershed that exhibited similar geology, landuse and drainage area to the study reach, as per methods described in TRCA (2004).

All but 1 of the 8 identified tributaries are unnamed and, as such, are referenced in this document by their crossing identification numbers. The Gore Road Tributary is located at Crossing 12.

Crossing ID	Mayfield Road Chainage	Reach ID	Easting	Northing
2	10+689	M-02	600211	4849939
7	12+500	M-07	601341	4851359
8	13+763	M-08	602122	4852344
10	14+177	M-10	602380	4852674
12	15+156	M-12	602984	4853440
13	15+249	M-13	603043	4853513
15	16+327	M-15	603709	4854361
16	16+700	M-16	603939	4854656

Table 1: Location of Mayfield Road Watercourse Crossings and Project Reaches

2.2 GEOLOGY

The tributaries traverse level to gently undulating terrain associated with the clay soils of the Peel Plain (Chapman and Putnam, 1984). As such, the surface deposits tend to be relatively uniform (silt/clay) within the study area that are indicative of Wildfield Till (White and Karrow, 1973). Deposits of modern alluvium are present along the Gore Road Tributary (Crossing 12).

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No exposed bedrock has been reported in the identified watercourses although outcrops of limestone are documented along Salt Creek and an adjacent tributary (White and Karrow, 1973).

2.3 DRAINAGE CHARACTERISTICS

The watercourses in this area generally drain from north to south toward Lake Ontario. Watercourse catchment areas were delineated based on the 1:10,000 topographic Ontario Base Mapping (OBM) (5 m contour interval). The 8 identified watercourses are small first or second order channels except the Gore Road Tributary, which is third order, as defined by the drainage network depicted at a topographic mapping scale of 1:50,000. Table 2 presents the crossings identified as being of particular interest to TRCA; the highlighted crossings have been selected for analysis (meander belt and 100-year erosion rate).

Table 2: Crossings and Drainage Areas

Crossing ID	Road Station	Drainage Area (ha)	Identified by TRCA for Meander Belt Assessment
1	10+425	10.1	No
2	10+689	42.8	Yes
3	11+015	N/A	No
4	11+603	5.7	No
5	11+800	377.0	No
6	12+300	402.1	No
7	12+500	89.6	Yes
8	13+763	20.3	Yes
9	13+970	35.1	No
10	14+177	60.0	Yes
11	14+400	N/A	No
12	15+156	560.0	Yes
13	15+249	17.9	Yes
14	15+955	666.0	No
15	16+327	5.4	Yes
16	16+700	2.3	Yes

*Note: Crossings 3, 11 and 12 represent Salt Creek, the Humber River, and the Gore Road Tributary respectively.

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3.0 Geomorphic Assessment

3.1 BACKGROUND

A geomorphic assessment of the watercourse was undertaken to identify active fluvial processes (e.g., erosion or deposition) and to document any change that has occurred that may affect these processes (e.g., change in land use, drainage). These changes were reviewed within a historical context, using aerial photographs as well as through a detailed examination of existing conditions as determined through field assessment.

3.2 HISTORIC ASSESSMENT

A sequence of aerial photographs (1954, 1978, and 2011 and topographic OBM 1:10,000), and geologic (Quaternary) mapping were reviewed to gain insight into channel form, surrounding influences (e.g., land use/cover), and to identify any changes that have occurred during the period of record. An overlay of the channel configuration, where it was clearly identifiable on the air photos, was created in AutoCAD to enable any changes in the spatial position of the watercourse to be discerned.

3.2.1 Land Use/Cover

Throughout the period of record, the surrounding lands have been utilized mainly for agricultural uses (e.g., pasture or ploughed fields), although residential development has been expanding as well in recent years, particularly near Airport Road (Crossing 2). Lands upstream of Mayfield Road remain largely agricultural. Most of the watercourses traverse valley features typically vegetated with scrub. The smaller drainage features at Crossings 8, 15, and 16 traverse agricultural fields and are likely routinely disturbed by ploughing.

3.2.2 Channel Changes

Aerial photographs were used to identify changes to channel planform (the path of the watercourse) such as those that result from artificial straightening or from long-term, gradual bank erosion. Many of the identified watercourses have likely been straightened or have had the natural planform disturbed to some degree, as reflected in the low sinuosity (Table 3).

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Table 3: Summary of Reach Characteristics Estimated from Topographic Mapping and Aerial Photographs

Reach	Length (m)	Creek Slope ¹ (%)	Sinuosity ²	Adjacent Land Cover (upstream / downstream)
M-02	200	1.18	1.01	Scrubland / Residential Subdivisions
M-07	177	1.22	1.06	Scrubland / Scrubland
M-08	262	1.96	1.14	Ploughed Agricultural Field / Scrubland
M-10	138	1.50	1.05	Scrubland / Scrubland-Wetland
M-12	409	0.48	1.29	Scrubland / Scrubland
M-13	161	0.72	1.04	Scrubland / Roadside Ditch
M-15	100	1.21	1.01	Scrubland / Ploughed Agricultural Field
M-16	100	0.76	1.00	Scrubland / Ploughed Agricultural Field

Creek slope measured from 2.5 m contour data

Bank erosion rates were measured in appropriate reaches using 1978 and 2011 air photos, thus encompassing a 33-year interval. This timeframe is close to the 20- to 30-year interval recommended by TRCA (2004) for fluvial systems where no change to the hydrologic regime is anticipated.

The channels, where visible on air photos, have not shifted substantially over the period of record and erosion rates are close to the limit imposed by measurement error. Average lateral (cross-valley) channel migration rates along the various reaches is approximately 0.05 m/yr., which is considered typical of small southern Ontario streams. The rate was somewhat higher along the Gore Road Tributary (0.08 m/yr.). These rates were used to determine 100-year erosion rates used in support of the final meander belt calculations.

3.3 EXISTING CONDITIONS

Geomorphic conditions and characteristics along the watercourse, within the subject property, were assessed in October 2011 through general level field reconnaissance. Flow conditions appeared to be close to baseflow on the date of the site visit. In addition to observations of site conditions and channel processes, field measurements such as channel dimensions were obtained. A photographic inventory of the existing site conditions has been compiled in Appendix C.

Crossing 2 (Reach M-02)

- Downstream of culvert inaccessible due to road construction
- Channel passes through corrugated steel pipe (CSP) culvert at Mayfield Road
- Unconfined valley setting

Sinuosity is the ratio of creek length to valley length and is a measure of the "bendiness" of a watercourse. A sinuosity of 1.00 indicates a straight watercourse with no bends.

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- Channel very well treed for about 10 m upstream of culvert, then vegetation transitions to scrub with deep and dense root penetration
- Channel bankfull width was 3 m wide in treed area narrowing to less than 1 m in scrub
- Poor to modest channel definition
- Channel morphology vegetation dominated, no pool-riffle structures
- No excessive erosion or deposition observed
- Some flow apparent (< 1 L/s)
- · Channel well connected to floodplain
- Channel was straight

Crossing 7 (Reach M-07)

- Channel conveyed through CSP culvert at Mayfield Road
- Channel is set within well-defined valley feature with 2-3 m high valley walls
- Channel is partially confined upstream of Mayfield Road and fully confined downstream
- No excessive erosion or deposition observed
- Watercourse is well-connected to floodplain with no valley wall contacts
- Poor to modest channel definition
- Channel morphology vegetation dominated, no pool-riffle structures
- No excessive erosion or deposition observed
- Upstream end of culvert is perched
- Channel is generally straight

Crossing 8 (Reach M-08)

- Channel conveyed through CSP culvert at Mayfield Road
- Channel is unconfined upstream and downstream of Mayfield Road
- Upstream of Mayfield road water flows through a swale in an agricultural field and then into a more defined channel with a width of approximately 1.5 m and a depth of approximately 0.4 m
- Downstream channel is heavily vegetated with tall grass species (fragmites)
- A small amount of basal scour erosion was noted upstream of Mayfield Road
- The swale upstream of Mayfield Road appears to be routinely ploughed through by farm equipment

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- Watercourse is well-connected to floodplain with no valley wall contacts
- Poor to modest channel definition
- Channel morphology vegetation dominated, no pool-riffle structures

Crossing 10 (Reach M-10)

- Channel conveyed through CSP / PVC culvert at Mayfield Road
- Channel is partially confined and poorly defined downstream of Mayfield Road
- Channel is set within well-defined valley feature with 2-3 m high valley walls
- Channel is confined upstream of Mayfield Road
- Upstream channel has good definition with a width of approximately 2.5 m and a depth of between 0.5 and 1.0 m
- · Fill has been placed on the right bank upstream of Mayfield Road
- Standing water was observed upstream of the road crossing
- Iron staining was observed in the channel
- Multiple channels were observed throughout the wetland located downstream of the road crossing
- Channel morphology vegetation dominated, no pool-riffle structures

Crossing 12 (Reach M-12)

- Channel conveyed through concrete box culvert under Mayfield Road
- Unconfined Valley Setting
- Standing water present upstream and downstream of culvert
- Evidence of recent beaver activity observed upstream of culvert crossing
- Beaver dam located downstream of culvert
- Beaver baffle located downstream of culvert crossing
- Downstream bankfull width measured at 4.3 m, upstream channel width measured at 8-10 m wide (impacted by beaver activity)
- No excessive erosion or deposition observed
- Channel morphology vegetation dominated, no pool-riffle structures
- Channel well connected to floodplain

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Crossing 13 (Reach M-13)

- · Drainage feature (swale) is conveyed through CSP culvert under Mayfield Road
- Standing water present upstream and downstream of culvert
- No defined channel downstream of Mayfield Road, flow appears to be conveyed by roadside ditch
- Swale upstream of Mayfield road through heavily vegetated unconfined valley
- No excessive erosion or deposition observed

Crossing 15 (Reach M-15)

- · Drainage feature conveyed through CSP culvert under Mayfield Road
- Upstream of Mayfield Road flows are conveyed in a well vegetated swale
- Upstream swale dimensions are approximately 1.0m wide and 0.2 m deep, as defined by vegetation
- Downstream flows are conveyed through a poorly defined swale through an agricultural field with no defined meander pattern
- The swale downstream of Mayfield Road appears to be routinely ploughed through by farm equipment
- No excessive erosion or deposition observed.

Crossing 16 (Reach M-16)

- Drainage feature conveyed through PVC culvert under Mayfield Road
- Upstream of Mayfield Road flow appear to be conveyed through vegetated roadside ditches
- Downstream of Mayfield Road flows are conveyed in a poorly defined swale through an agricultural field
- Some ponded water observed upstream and downstream of culvert
- The swale downstream of Mayfield Road appears to be routinely ploughed through by farm equipment
- No excessive erosion or deposition observed

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3.4 SUMMARY

The crossings examined above have drainage areas from 2.3 to 560 ha. The larger watercourses typically have a more defined bed and bank and exhibit a somewhat sinuous planform. The smaller drainage areas are associated with poorly defined channels or swales, often exhibiting a relatively straight planform. Most of the watercourses were well vegetated and did not exhibit excessive erosion or deposition.

The watercourses appear to be generally stable, as determined by the assessment of historic and existing channel conditions. Bank erosion rates measured between 1978 and 2011 are close to the theoretical limit of detection (0.05-0.08 m/yr.), as imposed by the imagery resolution. Field investigations confirmed that the channels were stable, as indicated by the abundant bank vegetation, minimal erosion, and generally good floodplain connection (low bank height permits floodwaters to spill readily onto the floodplain, thus minimizing the energy available for bank erosion). As such, the bank erosion rates of 0.05-0.08 m/yr., as determined by air photo interpretation, were considered to be a reasonable estimate.

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4.0 Meander Belt Analysis

The meander belt is a term used to quantify the lateral extent of a river's occupation of its floodplain (TRCA, 2004). Meander belts are inherently variable and their extent is dependent on a number of controlling factors. These include, among other things, hydrology, stormwater flows, bank erosion rates, and the degree of channel confinement by the valley walls.

The technique applied in this assessment follows the procedures outlined in the TRCA Meander Belt Delineation Procedure (2004). The specific methodology applied to the study area was the method that assumes that no change in hydrology is anticipated. This scenario is considered appropriate as the proposed works include only the widening of Mayfield Road and extension or replacement of the existing culvert structures.

The basis for the meander belt delineation is outlined in Section 5.5.1 of TRCA (2004).

4.1 SURROGATE REACHES

Ideally, the existing planform configuration is used to define belt width dimensions. However, this was not possible in this study since all watercourses being investigated had had their planforms straightened or altered to some degree. To quantify the belt width a surrogate reach approach was adopted, as per methods outlined in TRCA (2004). A surrogate reach is a naturally sinuous section of channel that may be located upstream and/or downstream along the same watercourse, or in another drainage basin that exhibits similar characteristics to the study reach, such as geology, vegetation cover, hydrology, and slope. Where possible, surrogate reaches in this study were selected in the same watercourse either upstream or downstream of the study reach. Where no suitable surrogate was available in the same watercourse, a surrogate reach from a nearby drainage basin was used.

In this study, a surrogate reach from a nearby drainage basin was required at Crossings 2, 7, and 8. A suitable surrogate reach (Reach A) was identified approximately 500 m southwest of the intersection of Mayfield Road and Airport Road. The watercourse at this location was naturally meandering with a sinuosity of 1.52 and an existing belt width of 23 m. The drainage area of Reach A was approximately 200 ha and somewhat larger than the drainage areas of the three study reaches requiring surrogates. As such, the belt width defined by Reach A is considered to be a conservative representation of the belt width of the watercourses at Crossings 2, 7, and 8.

4.2 MEANDER AXIS

The meander axis is a term used to describe the general down-valley orientation of the meander pattern. The meander axis defined the trend of the valley, and thus the trend or orientation of the meander belt within that valley. The delineation of the meander axis along the watercourse crossings of Mayfield Road was fairly straightforward owing to the generally simple meander

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patterns of the channels. No meander belt shift was observed for any of the crossings using the 1954 and 1978 aerial photography overlays.

4.3 PRELIMINARY BELT WIDTH

In order to define the meander belt width, an accurate map of the channel planform is required. The high resolution aerial photography (flown 2011) provided a suitable means with which to accurately map channel planform. The location of the channel on the imagery was confirmed during the site reconnaissance.

4.4 FINAL BELT WIDTH

The final belt width was determined by incorporating additional setbacks that are appropriate to the physical setting of the watercourse, anticipated changes to the meander belt axis and hydrological regime, and to account for methodological variations in the belt width delineation (e.g., use of in situ meander pattern, surrogate reach(es) or empirical equations).

The majority of the channels within the study area were unconfined, thus simplifying the meander belt calculations. The computations were undertaken in consideration of the following:

- No alteration to peak flow discharge (i.e., Q2) was anticipated, due to established stormwater management (SWM) guidelines
- No change in flow duration or volume is anticipated
- During the air photo analysis, it was the channel centerline that was mapped (not the banks). Therefore, the channel bankfull width (as measured during the site visit) was added to the meander belt width calculations
- The 100-year erosion amount was added to each side of the meander belt
- There was no observed shift in meander axis throughout the air photo record

The computational procedures follow the method outlined in TRCA (2004), Section 5.5.1.

4.4.1 Crossing 2

TRCA typically requires meander belt analyses for watercourses with contributing drainage areas of greater than 50 ha. With a contributing drainage area of 42.8 ha, the catchment of Reach M-2 is slightly smaller than the minimum TRCA drainage area of 50 ha.

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The watercourse at Crossing 2 has been historically straightened and does not exhibit a well-defined meander pattern. A surrogate reach (Reach A) was used to estimate the preliminary belt width at M-2.

- Preliminary belt width of 23 m was used based on surrogate Reach A (Figure 2).
- Channel bankfull width of 2.8 m at Crossing #2 was added to the preliminary belt width to yield an existing belt width of 25.8 m.
- Since the existing belt width is less than 50 m, the 100-year erosion rate of 5.0 m was added to each side of the meander belt for a total 35.8 m.
- 4. No shift in meander axis was observed therefore the final belt width is 35.8 m.
- The final belt width is presented in Figure 3.

4.4.2 Crossing 7

The watercourse at Crossing 7 does not exhibit a well-defined meander pattern, but is present as a wide heavily vegetated channel. Downstream of Mayfield Road it is assumed that the watercourse is piped through an area of agricultural land as it is not visible on aerial photography. The channel lies within fenced private property south of Mayfield Road and it was not possible to investigate the channel alignment in detail in this area. As no defined meander pattern was observed through Reach M-7, a surrogate reach (Reach A) was used to estimate the preliminary belt width.

- Preliminary belt width of 23 m was used based on surrogate Reach A (Figure 2).
- Channel bankfull width of 3.5 m was added to the Preliminary belt width to yield an existing belt width of 26.5 m.
- Since the existing belt width is less than 50 m, the 100 year erosion rate of 5.0 m was added to each side of the meander belt for a total 36.5 m.
- 4. No shift in meander axis was observed therefore the final belt width is 36.5 m.
- 5. The final belt width is presented in Figure 4.

4.4.3 Crossing 8

TRCA typically requires meander belt analyses for watercourses with contributing drainage areas of greater than 50 ha. With a contributing drainage area of 20.3 ha, the catchment of Reach M-8 is much smaller than the minimum TRCA drainage area of 50 ha. In spite of the small drainage area, a channel with identifiable bankfull width of 2.5 m was observed.

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The watercourse upstream of Mayfield Road the watercourse traverses agricultural fields and does not exhibit a well-defined meander pattern. However, numerous chute features visible on the imagery provided a good indication of the degree to which the channel occupies its valley setting. The lateral extent of these drainage features was used to estimate the extent of the meander belt. A densely vegetated straightened watercourse with moderately good channel definition is present downstream of Mayfield Road.

- Preliminary belt width of 20.4 m was measured, as defined by chute features.
- Channel bankfull width of 2.5 m was added to the preliminary belt width to yield an existing belt width of 22.9 m.
- Since the existing belt width is less than 50 m, the 100-year erosion rate of 5.0 m was added to each side of the meander belt for a total 32.9 m
- 4. No shift in meander axis was observed therefore the final belt width is 32.9 m.
- The final belt width is presented in Figure 5

4.4.4 Crossing 10

TRCA typically requires meander belt analyses for watercourses with contributing drainage areas of greater than 50 ha. With a contributing drainage area of 60.0 ha, the catchment of Reach M-10 is slightly larger than the minimum TRCA drainage area of 50 ha.

The watercourse at Crossing 10 is well-defined but has been straightened and thus does not exhibit a well-defined meander pattern. A meander pattern is present immediately upstream in surrogate Reach M-10(S), which was used to determine the preliminary belt width at M-10.

- Preliminary belt width of 22 m was measured in surrogate reach M-10 (S).
- Channel bankfull width of 2.5 m was added to the preliminary belt width to yield an existing belt width of 24.5 m.
- Since the existing belt width is less than 50 m, the 100 year erosion rate of 5.0 m was added to each side of the meander belt for a total 34.5 m
- 4. No shift in meander axis was observed therefore the final belt width is 34.5 m.
- The final belt width is presented in Figure 6.

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4.4.5 Crossing 12

The Gore Road Tributary has a two-phase meander pattern, with smaller secondary meanders nested inside larger primary meanders. The secondary meanders in the study reach M-12 near Mayfield Road have been removed but the primary meander pattern appears to be largely intact. The primary meander pattern was considered responsible for defining the belt width. Since the primary meander pattern was preserved, it was used to estimate the belt width of Reach M-12.

However, as confirmation, two surrogate reaches were delineated upstream and downstream of Reach M-12, where sinuosity was well preserved and primary and secondary meanders clearly evident. The meander belt widths of these surrogate reaches were calculated and the average of the two preliminary belt widths was used to determine the preliminary belt width at the crossing. As presented in Figure 7, this average value generates a meander belt that encompasses the extents of the primary meanders through Reach M12.

- 1. Preliminary belt width of 58 m was measured in the upstream surrogate reach.
- A preliminary belt width of 84 m was measured in the downstream surrogate reach.
- An average preliminary belt width of 71 m was calculated for Reach M-12 at Mayfield Road.
- The channel bankfull width of 4.3 m was added to the average preliminary belt width to yield an existing belt width of 75.3 m.
- Since the existing belt width is greater than 50 m, it was multiplied by a factor of safety of 1.1 (TRCA, 2004) for a total of 82.8 m.
- No shift in meander axis was observed therefore the final belt width is 82.8 m.

4.4.6 Crossing 13

The watercourse at Crossing 13 has been identified as a swale. It appears to have been straightened upstream of Mayfield Road and is indistinct downstream of Mayfield Road. It does not exhibit a well-defined meander pattern or centreline. TRCA typically requires meander belt analyses for watercourses with contributing drainage areas of greater than 50 ha. With a contributing drainage area of 17.9 ha, the catchment of Reach M-13 is much smaller than the minimum TRCA drainage area of 50 ha. With such a small contributing drainage area at the Mayfield Road crossing and no alluvial channel or meander pattern, belt width was not determined for this reach. An aerial view of Crossing #13 is presented in Figure 8.

MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED, TOWN OF CALEDON \ CITY OF BRAMPTON REGION OF PEEL

Meander Belt Analysis February 1, 2012

4.4.7 Crossing 15

The watercourse at Crossing 15 has been identified as a swale. It is straightened upstream of Mayfield Road and crosses through an agricultural field downstream of the road. It does not exhibit a well-defined meander pattern or centreline. TRCA typically requires meander belt analyses for watercourses with contributing drainage areas of greater than 50 ha. With a contributing drainage area of 5.4 ha, the catchment of Reach M-15 is much smaller than the minimum TRCA drainage area of 50 ha. With such a small contributing drainage area at the Mayfield Road crossing, an alluvial channel or meander pattern have not developed in Reach M-15. As such, no meaningful measure of belt width could be undertaken at this location. An aerial view of Crossing 15 is presented in Figure 9.

4.4.8 Crossing 16

The watercourse at Crossing 16 has been identified as a swale. Flows are conveyed by ditches upstream and alongside Mayfield Road and the drainage crosses through an agricultural field downstream of the road. It does not exhibit a well-defined meander pattern or centreline. TRCA typically requires meander belt analyses for watercourses with contributing drainage areas of greater than 50 ha. With a contributing drainage area of 2.3 ha, the catchment of Reach M-15 is much smaller than the minimum TRCA drainage area of 50 ha. With such a small contributing drainage area at the Mayfield Road crossing, Reach M-16 has not developed an alluvial channel or a meander pattern. Disturbance caused by agricultural practices (i.e., plough furrows through the swale) indicates that during most of the year the swale is dry or conveys flows that are small enough to have little to no impact on agricultural practices. An aerial view of Crossing #16 is presented in Figure 10.

MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED, TOWN OF CALEDON \ CITY OF BRAMPTON REGION OF PEEL

5.0 Summary

Meander belt assessments were conducted for 8 crossings in the vicinity of Mayfield Road, in the Region of Peel. Of these, 3 crossings were determined to occupy drainage basins that are too small to support the development of alluvial channels or an active meandering stream pattern. As such, belt widths were calculated for a total of 5 watercourses.

Standard TRCA meander belt delineation protocols were applied, and surrogate reaches were used to define belt width where a naturally meandering watercourse did not exist at the crossing. The 100-year erosion rate was calculated using recent and historic aerial photography. The results of the analysis are presented below.

Table 4: 100-Year Erosion Rate and Meander Belt Width Summary

Crossing ID	100-year Erosion Rate (m)	Final Meander Belt Width (m) 35.8	
2	5		
7	5	36.5	
8	5	32.9	
10	5	34.5	
12 8		82.8	
13*	NA	NA	
15* NA		NA	
16* NA		NA	

*Crossings 13, 15, and 16 have been identified as swales with no alluvial channel; no meander belt or erosion rate was calculated

All of which is respectfully submitted.

STANTEC CONSULTING LTD.

Heather Sonicain

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Fax: (519) 579-8664 heather.amirault@stantec.com Trevor Chandler, M.Sc Fluvial Systems Specialist

Tel: (519) 836-6050 Fax: (519) 836-2493

trevor.chandler@stantec.com

MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED, TOWN OF CALEDON \ CITY OF BRAMPTON REGION OF PEEL

6.0 References

Chapman and Putnam. 1984. The Physiography of Southern Ontario.

Toronto and Region Conservation Authority (TRCA). 2004. Belt Width Delineation Procedures.

MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED, CITY OF BRAMPTON, REGION OF PEEL



APPENDIX A

TRCA Correspondence

September 29, 2011 CFN 39924

BY MAIL AND EMAIL (hitesh.topiwala@peelregion.ca)

Mr. Hitesh Topiwala Region of Peel 9445 Airport Road, 3rd Floor Brampton, ON L6S 4J3

Dear Mr. Topiwala:

Re: Response to Meander Belt and 100 Year Erosion Limit Assessment Requirements Mayfield Road Improvements (Airport Road to Coleraine Drive)
Municipal Class Environmental Assessment (EA) - Schedule C
Humber River Watershed; City of Brampton; Regional Municipality of Peel

Toronto and Region Conservation Authority (TRCA) staff has met to discuss the watercourse crossing and detailed design requirements for fourteen watercourses crossing along Mayfield Road between Airport Road and Coleraine Drive. It is our understanding that this project involves widening Mayfield Road from Airport Road to Coleraine Drive, and that the preferred alignment is concept 4, which involves widening equally about the centreline in most areas, and to the north or south in areas where property impacts are expected.

On September 2, 2011 Stantec requested TRCA staff defer the requirements for the meander belt and 100 year erosion limit analysis until the detailed design stage. This request was made since the cost of undertaking these studies was not incorporated into their original bid. In general, it is TRCA staff's recommendation that these analyses be completed early in the EA stage, as the results and these analyses will be used to inform the project details through the EA process. This information is critical when determining the preferred structure design and will develop accurate cost estimates for the Region's capital budget process. TRCA staff understands that by completing the appropriate studies during the EA stage, the permit review and approval process is structured and will be generally be expedited as a result.

By completing the meander belt analysis and 100 year erosion limit analyses for each crossing and submitting the draft studies and recommended design options to TRCA staff, the proponent and their consultants, these results will facilitate negotiation when discussing the appropriate structure sizes and designs for each crossing. TRCA staff takes a risk based approach to their review of the study results and recommendations and will use this information to form basis of either supporting or rejecting the preferred design.

With respect to this particular project, TRCA staff has had the opportunity to review the requirements for the fourteen regulated watercourse in our previous letter dated December 1, 2009. Of the fourteen watercourses, TRCA staff had previously requested that meander belt and 100 year erosion limit analysis be completed for eleven of the watercourse locations (2, 3,5,6,7,9,10,11,12,13 and 14.)

As a result of the internal meeting held on September 8, 2011, TRCA senior staff determined that a meander belt and 100 year erosion limit analysis would be required for crossings if they are recommended for replacement. Three watercourse crossings (3, 5, and 6) may not require the analysis as culvert extensions are proposed at these locations. However, a hydraulic analysis is required to show that the proposed extension will not increase flooding risks at these locations (3, 5, and 6). Furthermore, TRCA staff is currently calculating the drainage areas for watercourse crossings 8, 15, and 16. If the drainage area is less than 50 hectares at each crossing location then the meander belt and 100 year erosion limit analysis will not be required for these crossings as well. Since replacement structures are

proposed at crossings 2,7,8,10,12 and 13 analyses should be completed for these crossing. TRCA staff will follow up on the crossing locations 8, 15 and 16, once the drainage areas have been calculated and will indicated whether analyses will be required for these crossings.

TRCA staff looks forward to reviewing your next submission which will include the meander belt and 100 year erosion limit analysis for the above watercourse crossing locations.

Should you have any questions or would like to setup a meeting, please contact me at extension 5769 or by email at bkrul@trca.on.ca.

Sincerely,

Ben Krul Acting Planner II, Environmental Assessments Planning and Development BK/

Encl: Revised Watercourse Crossing Chart

BY EMAIL

cc: Stantec:John Bayley (john.bayley@stantec.ca)

TRCA: Carolyn Woodland, Director, Planning and Development

Beth Williston, Senior Manager, Environmental Assessment Planning

Sameer Dhalla, Senior Manager, Water Resources

Quentin Hanchard, Senior Manager, Development, Planning and Regulation

Dena Lewis, Manager, Planning Ecology

Gary Wilkins, Humber River Watershed Specialist

H:\39924 - 2011 09 15 Mayfield Airport to Coleraine follow up.doc

APPENDIX A Please note: All addressed comments and TRCA comments and responses from the first submission have been removed from the table

TEM	TRCA COMMENT (December 1, 2010)	RESPONSE	TRCA COMMENT (September 29, 2011)
1.	Table 2 should be updated to include the additional regulated areas, as TRCA regulates all identified watercourse crossings. For example, at Station 2 a watercourse was identified both upstream and downstream of Mayfield Road which will result in both of these sections of watercourse being regulated. It should also be noted that the ELC work identifies wetlands within the study area which will need to also be considered when designing the road.	Table 2 has been updated to reflect the additional regulated areas.	Comment Addressed.
4.	Please provide the correspondence received from MNR to verify the fisheries timing windows at each crossing.	No written correspondence was received from MNR. Timing window information was provided verbally from MNR. Information related to fisheries timing windows has been added to the report in Section 6. Section 6 of the report has been completely updated and includes a quantification of impacts. In summary approx. 1.7 ha of wetland will be lost and a total length of 110 m of watercourse supporting Redside Dace habitat will be impacted (total for all 3 watercourses). The report suggests that specific mitigation measures be dealt with during final design consultation with the approval agencies. An approvals section has also been added.	Please be advised that TRCA staff is unable to confirm the fisheries timing windows identified in table 8 until MNR has provided feedback related to the Endangered Species Act and redside dace.
5.	Based on the preliminary drawings, it appears that channel realignments may be required to accommodate the culvert extensions/replacements. Please ensure that the Natural Environment Report, EA and plan drawings clearly identify the watercourses and locations where realignments are required to accommodate the location/angle of proposed culvert structure(s). A discussion should be provided related to impacts and mitigation and at the detailed design stage; natural features (including watercourses and wetlands) should be accurately identified on the drawings.	Discussions with respect to the channel realignments and the potential impact to impact fish habitat had been provided in Section 6.1.4 of the report and the proposed culvert extensions are identified in table 7. The locations of anticipated wetland impacts are now shown on the figures, as well.	Comment Addressed.
6.	Further comments may be provided once details regarding the headwall/retaining wall are provided.	The specific details of headwalls and retaining walls will be addressed further during the detailed design phase of the	To be addressed during detailed design.

ITEM	TRCA COMMENT (December 1, 2010)	RESPONSE	TRCA COMMENT (September 29, 2011)
		project. At present, the assumption is that concrete or stone headwalls and retaining walls are provided to assure a reasonable costing perspective and that alternative material and configurations will be investigated and reviewed with the approving agencies during detailed design and permitting phase of the project. The current intent is to identify and confirm the anticipated grading impacts and required property limits in order to initiate discussions related to property acquisition.	
8.	 a) Table 7 indicates that aquatic habitat will be restored to pre-construction (or better) condition. In the case of lost wetland area, it is unclear how this will be accomplished. Please provide a plan for compensating for impacts where restoration to pre-construction conditions is not feasible. Please also ensure that impacts are quantified (e., wetland area lost, number of trees required for removal, loss of restorable habitat). b) Table 7 also indicates that habitat features such as pool riffle structures will be restored or enhanced. Table 4 identifies features, especially pools, which are immediately downstream of the existing culverts. The extension of the culverts will likely result in the loss of these pools. Please indicate which habitat features will be impacted/removed and indicate how these features will be restored/enhanced. The habitat value of these features should also be assessed to ensure that they are not providing a critical function to the aquatic communities in the area, especially as it relates to redaide dace. c) The submitted plans indicate that land is being acquired for stormwater management (SWM) facilities related to the road work. Please provide further analysis of the impacts related to the construction of the SWM facilities, such as the required removal of vegetation communities and the impacts related to any required outfalls. Please also provide further analysis related to the appropriateness of 	a) The loss of wetland habitat has been quantified and assessed in Section 6.1.1 of the report. The areas of wetland loss are shown on the revised figures. A compensation plan for the loss of habitat and any habitat restoration or enhancement plans will be provided during the final design phase. b) Table 7 suggests that during the final stage that habitat features such as pools and riffle structures be restored or enhanced. The location and detailed design of these restoration measures will be provided during detailed design and will be a requirement for an ESA permit approval for the development of the roadway within protected redside dace habitat. c) An assessment of the proposed SWM facility locations has been provided in sections 6.1.5.	 a) The response letter indicates that a compensation plan will be developed during the final design phase. Please identify this commitment in the EA document. Please also provide an inventory of trees required for removal within TRCA's regulated area. b) It is TRCA's expectation that impacted aquatic habitat will be restored or compensation can be determined during the final design stage. Please identify this commitment in the EA document. Please also note that any compensation plan may require modification based on MNR's interest through the ESA. c) Section 6.1.5 indicates that no impacts are expected. While this section indicates that SWM ponds will not be located within any natural heritage features, they can have a negative impact on receiving watercourses. SWM ponds often discharge to watercourses which are unable to assimilate the increased flows causing excessive erosion. Thermal impacts from SWM ponds can have an adverse effect on receiving watercourses as well. Please indicate how impacts to the receiving watercourses will be mitigated.

flood control portion of the facility (unit flow rates for basin F)

ITEM	TRCA COMMENT (December 1, 2010)	RESPONSE	TRCA COMMENT (September 29, 2011)
	the proposed locations from an ecological perspective.		

**Comments based on submission of additional reports and information ITEM TRCA COMMENT (December 1, 2010) | TRCA COMMENT
| Fluvial Geomorphology | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates a number | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing indicates | 10. | TRCA's summary sheet for structure sizing sizing sizing sizing sizing sizing sizing sizi RESPONSE TRCA COMMENT (September 29, 2011) Outstanding. of analyses that must be completed for selected watercourses within the study area. For example, a meander belt analysis and 100-year erosion limit analysis must be completed for watercourses 2, 3, 5, 6, 7, 9, 10, 11, 12, 13 and 14. The table also indicates geomorphologic analyses may be required (to be determined) at watercourses 8, 15 and 16. Please complete the required analyses as these may provide input to the proposed culvert sizes. Please also ensure that the EA clearly identifies in the body of the report the proposed works at each crossing, including sizing and locations of culvert replacements, extensions and watercourse realignments Please indicate which culverts should be designed with a low flow channel for fisheries passage and provide information such as dimensions and stone sizing for these proposed channels.

Preliminary Culvert and Stormwater Management Report Outstanding. Watercourses with an upstream contributing drainage area greater than 50 ha are regulated by the TRCA. For these watercourses please demonstrate that the proposed culvert Outstanding size and changes to the road profile will maintain or reduce the extent of the regulatory floodplain upstream of the crossing location (will not negatively impact flood levels). The report states that preliminary modeling was completed for the 5 proposed SWM ponds to ensure that they are sufficient to Outstanding. provide the required quality and quantity controls, as per the Humber River Watershed Plan. Please provide the erosion control criteria applied for sizing the extended detention portion of the facility, and the predevelopment flows used to size the

ITEM	TRCA COMMENT (December 1, 2010)	RESPONSE	TRCA COMMENT (September 29, 2011)
	Please provide a table in the report showing the amount of storage used during each event modeled and the controlled flow at that storage level.		
14.	TRCA staff is supportive of the use of SWM ponds to meet storriwater objectives for the road. However, there is limited space available within the right-of-way. Consequently, it is possible that failure to acquire land adjacent to the right-of-way may limit the effectiveness of the proposed SWM strategy. Please comment on opportunities to achieve SWM objectives within the right-of-way should land acquisition not be possible.		Outstanding.
15.	Please note that the TRCA position regarding use of oil grit separator (OGS) units, regardless of manufacturer, is to recognize the unit as being capable of achieving up to a 50% total suspended solids (TSS) removal. As TRCA staff requires 80% TSS removal, additional measures must be considered. Please investigate opportunities to implement additional water quality measures downstream of each of the 7 proposed OGS units. Please update plan drawings to show the locations of additional water quality treatment measures.		Outstanding.
Hydrog	geology		
16.	The hydrogeology report does not contain the borehole logs. Please provide a copy that has the borehole logs referred to in the report.		Outstanding.
Gener	al Comments		
17.	Please number the watercourse crossings on the preliminary plans.	The reference watercourse numbers provided by the TRCA have been included on the latest study plans along with photographs of the existing culvert ends.	Comment Addressed.
18.	Please ensure that details for all crossings are shown on the plans. For instance, details for the crossings along The Gore Road both north and south of Maylleld Road appear to be missing. If this work is going to be completed as part of The Gore Road widening, please clearly indicate this in the EA.	Where applicable, additional notions and general representations have been added to the plans for public presentation. The Gore Road culvert references have been added to the plans and general impacts noted. A notation will also be included in the Class EA documentation to advise about the related culvert impacts and the potential for inclusion of related improvements in The Gore Road of Mayfield Road widening projects.	Comment Addressed.
19.	Preliminary plans identify the future Major Mackenzie Drive	The requested revision to labeling and also the details and	Comment Addressed

Mr. Hallman

September 29, 2011

ITEM	TRCA COMMENT (December 1, 2010)	RESPONSE	TRCA COMMENT (September 29, 2011)
		notations on the drawings have been made to reflect the preliminary nature of the extension and related future roadway location.	



APPENDIX B

List of Figures:

Figure 1: Study Area

Figure 2: Surrogate Reach

Figure 3: Crossing 2

Figure 4: Crossing 7

Figure 5: Crossing 8

Figure 6: Crossing 10

Figure 7: Crossing 12

Figure 8: Crossing 13

Figure 9: Crossing 15

Figure 10: Crossing 16







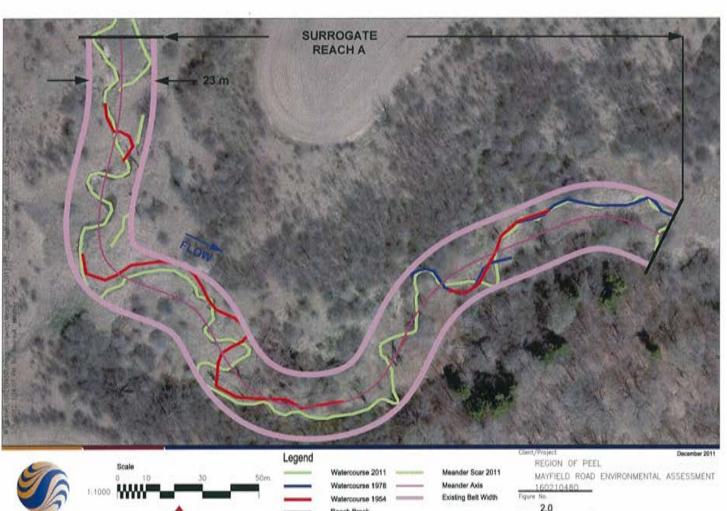


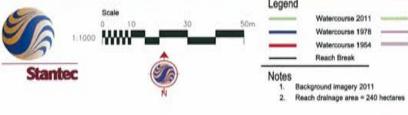
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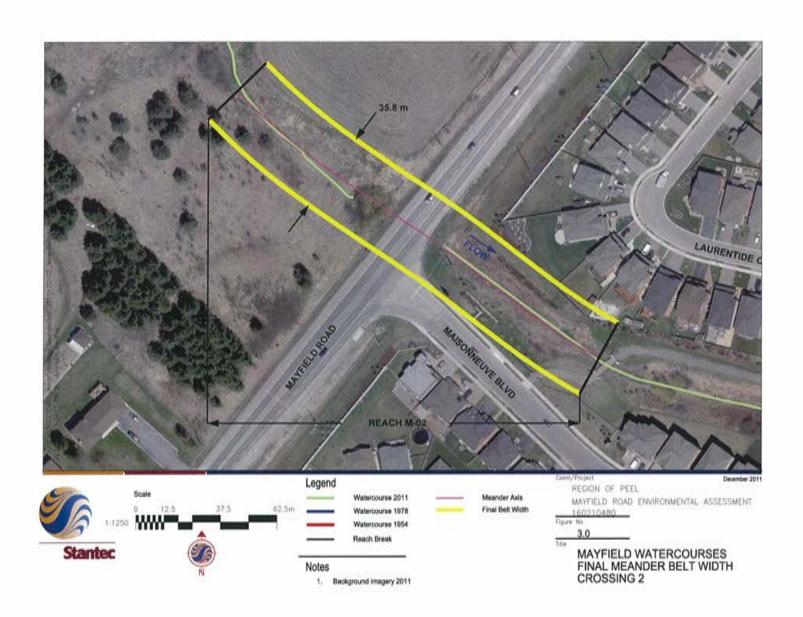
MAYFIELD WATERCOURSES FINAL MEANDER BELT WIDTH CROSSING LOCATIONS



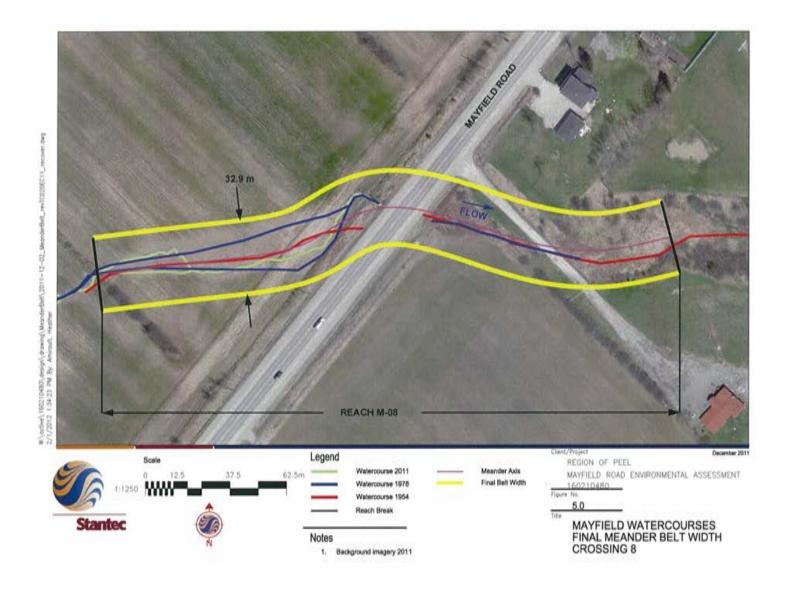


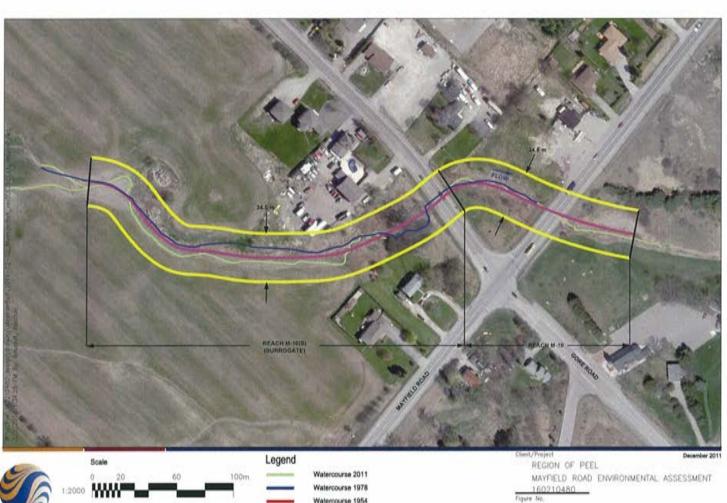
Reach Break

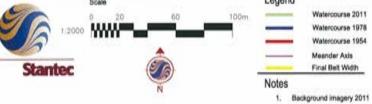
MAYFIELD WATERCOURSES FINAL MEANDER BELT WIDTH SURROGATE REACH A



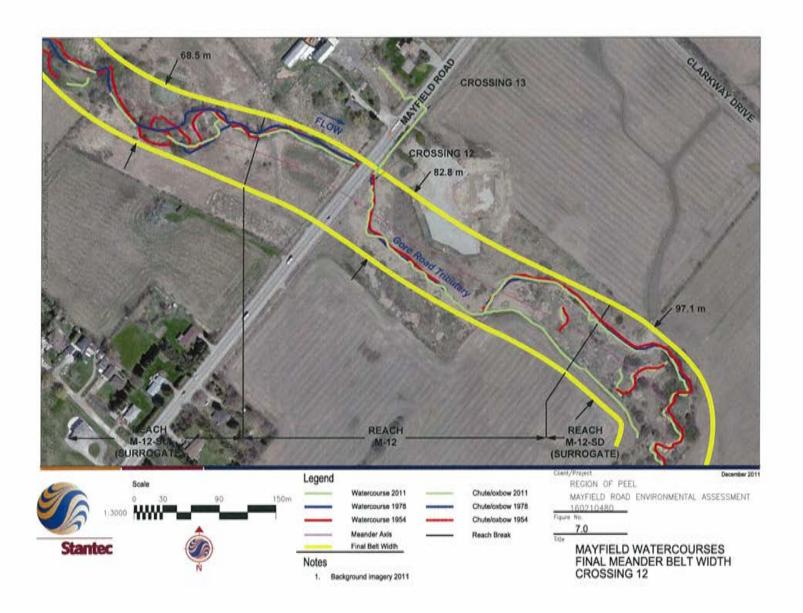


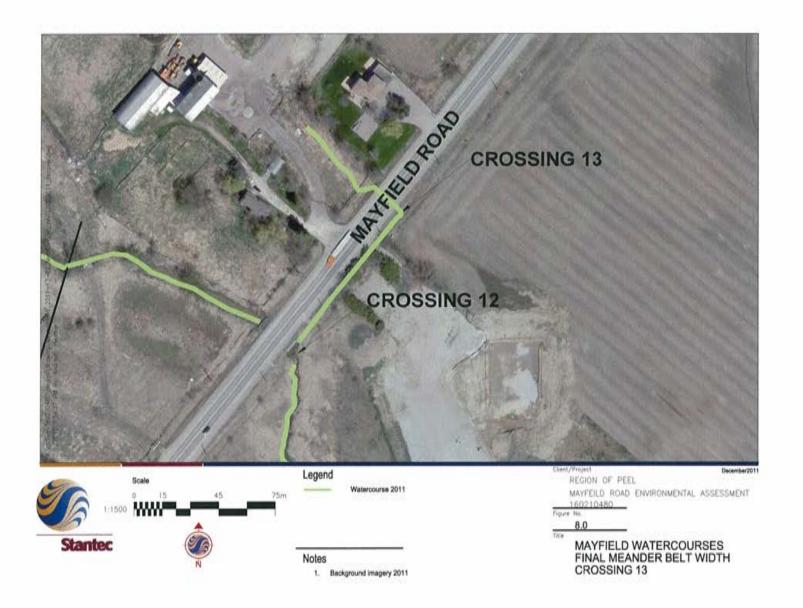




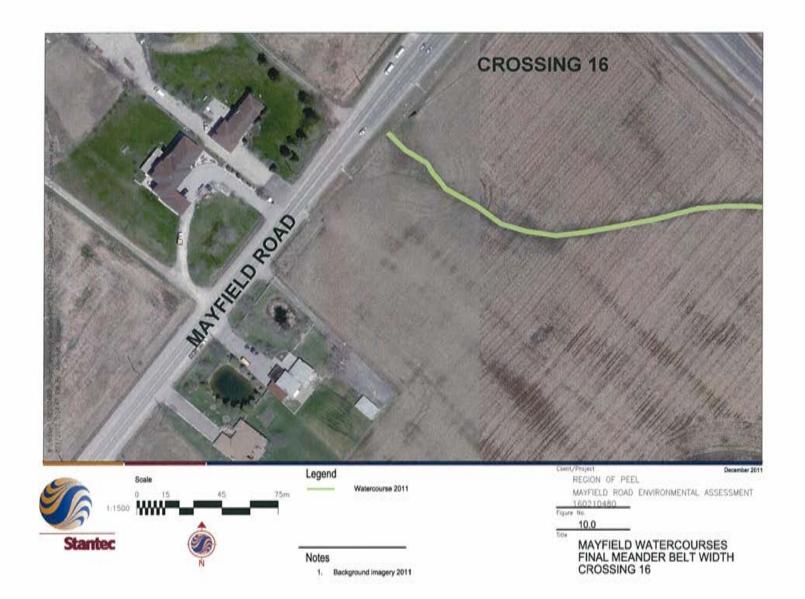


MAYFIELD WATERCOURSES FINAL MEANDER BELT WIDTH CROSSING 10









MAYFIELD ROAD IMPROVEMENTS AIRPORT ROAD TO COLERAINE DRIVE MEANDER BELT AND 100-YEAR EROSION ASSESSMENT HUMBER RIVER WATERSHED, CITY OF BRAMPTON, REGION OF PEEL



APPENDIX C

Photographic Inventory



Photo 1: Crossing 2 upstream - looking downstream towards culvert



Photo 2: Crossing 7 upstream - looking upstream from Mayfield Road



Photo 3: Crossing 7 downstream – looking downstream from Mayfield Road



Photo 4: Crossing 8 upstream - looking upstream



Photo 5: Crossing 8 downstream - looking upstream at culvert



Photo 6: Crossing 10 upstream - looking upstream



Region of Peel

Mayfield Road Crossings

Photographic Inventory

nage 1 of 3



Photo 7: Crossing 10 downstream - looking downstream



Photo 8: Crossing 12 upstream - looking upstream



Photo 9: Crossing 12 downstream – looking upstream at beaver dam and culvert



Photo 10: Crossing 12 downstream - looking downstream



Photo 11: Crossing 13 upstream - looking upstream



Photo 12: Crossing 13 downstream - looking downstream



Region of Peel

Mayfield Road Crossings

Photographic Inventory

2 of 3



Photo 13: Crossing 15 upstream - looking upstream



Photo 14: Crossing 15 downstream - looking downstream



Photo 15: Crossing 16 upstream - looking upstream



Photo 16: Crossing 16 downstream - looking downstream



Region of Peel Mayfield Road Crossings

Photographic Inventory

3 of 3

APPENDIX S

CULVERT & BRIDGE COST ESTIMATES

MAYFIELD ROAD CLASS EA AIRPORT ROAD TO COLERAINE DRIVE

Mayfield Road Class EA - Airport Road to Coleraine Drive

TRCA Culvert Crossing	Regulated Area	Culvert Location on Project Plans	Location Characteristic	Valley Top Width (Avg.)	Valley Floor Width	Ex. Bridge/Culvert Span (m)	Ex. Bridge/Culvert Height	Culvert Material/Type	Ex. Culvert Length	Prop. Extension Left Side	Prop. Extension Right Side	Ext. Length Total	New Length Total
1	No	Sta. 10+425				1.200		CSP					48.00
2	Yes	Sta. 10+689				2.500	1.800	CSPA					55.00
3	Yes	Sta. 11+015	Confined Valley	70	40	9.000	2.600	Concrete Rigid Frame	12.23	16.50	19.30	35.80	48.03
4	No	Sta. 11+603				1.200		CSP					60.00
5	Yes	Sta. 11+800				3.660	1.830	Concrete Rigid Frame					56.00
6	Yes	Sta. 12+300	Confined Valley	110	50	5.500	1.950	Concrete Rigid Frame	37.90	13.40	14.70	28.10	66.00
7	Yes	Sta. 12+500				1.800		CSP					69.00
8	No	Sta. 13+763				1.050		CSP					65.00
9	Yes	Sta. 13+970				0.915		PVC					61.00
10	Yes	Sta. 14+177				1.100		HDPE					48.00
11	Yes	Sta. 14+400	Confined Valley	138	96	9.000	4.000	Concrete Arch Culvert	19.87	15.40	24.40	39.80	59.67
12	Yes	Sta. 15+156				6.070	1.250	Concrete Box					51.00
13	No	Sta. 15+249				1.200		CSP					48.00
14	Yes	Sta. 15+955				4.630	1.590	Concrete Box					51.00
15	No	Sta 16+327				1.200		CSP					39.00
16	No	Sta. 16+700				0.450		CSP					41.00
Total Costs													

MAYFIELD ROAD CLASS EA AIRPORT ROAD TO COLERAINE DRIVE

Mayfield Road Class EA - Airport Road to Co

TRCA Culvert Crossing	Regulated Area	Culvert Location on Project Plans	New Span	Height	Alternative Width	1. Extension Cost (Alt. Length) (\$3000/m, CPA - \$4000/m)	2. Full Replacement Cost (\$3500/m)	Increased Cost (2-1)	3. Modified Span Replacement (50% Wider Span) Cost (\$3500/m)		4. Valley Span Replacement Cost (\$2500/m)	Increased Cost	5. Practical Span Replacement Cost (\$3500/m)
1	No	Sta. 10+425	0.675										
2	Yes	Sta. 10+689	1.800										
3	Yes	Sta. 11+015	18.400	3.000	48.00	\$965,817.00	\$1,512,000.00	\$546,183.00	\$2,268,000.00	\$1,302,183.00	\$8,400,000.00	\$7,434,183.00	\$3,091,200.00
4	No	Sta. 11+603	1.200										
5	Yes	Sta. 11+800	7.200	1.830									
6	Yes	Sta. 12+300	6.000	2.100	48.00	\$166,650.00	\$924,000.00	\$757,350.00	\$1,386,000.00	\$1,219,350.00	\$13,200,000.00	\$13,033,350.00	
7	Yes	Sta. 12+500	1.950										
8	No	Sta. 13+763	2 x 0.9										
9	Yes	Sta. 13+970	0.915										
10	Yes	Sta. 14+177	1.200										
11	Yes	Sta. 14+400	15.600	4.000	48.00	\$1,012,680.00	\$1,512,000.00	\$499,320.00	\$2,268,000.00	\$1,255,320.00	\$16,560,000.00	\$15,547,320.00	\$2,620,800.00
12	Yes	Sta. 15+156	6.000	1.800									
13	No	Sta. 15+249	1.200										
14	Yes	Sta. 15+955	5.480	1.520									
15	No	Sta 16+327	1.200										
16	No	Sta. 16+700	0.600										
Total Costs						\$2,145,147.00	\$3,948,000.00	\$1,802,853.00	\$5,922,000.00	\$3,776,853.00	\$38,160,000.00	\$36,014,853.00	\$5,712,000.00

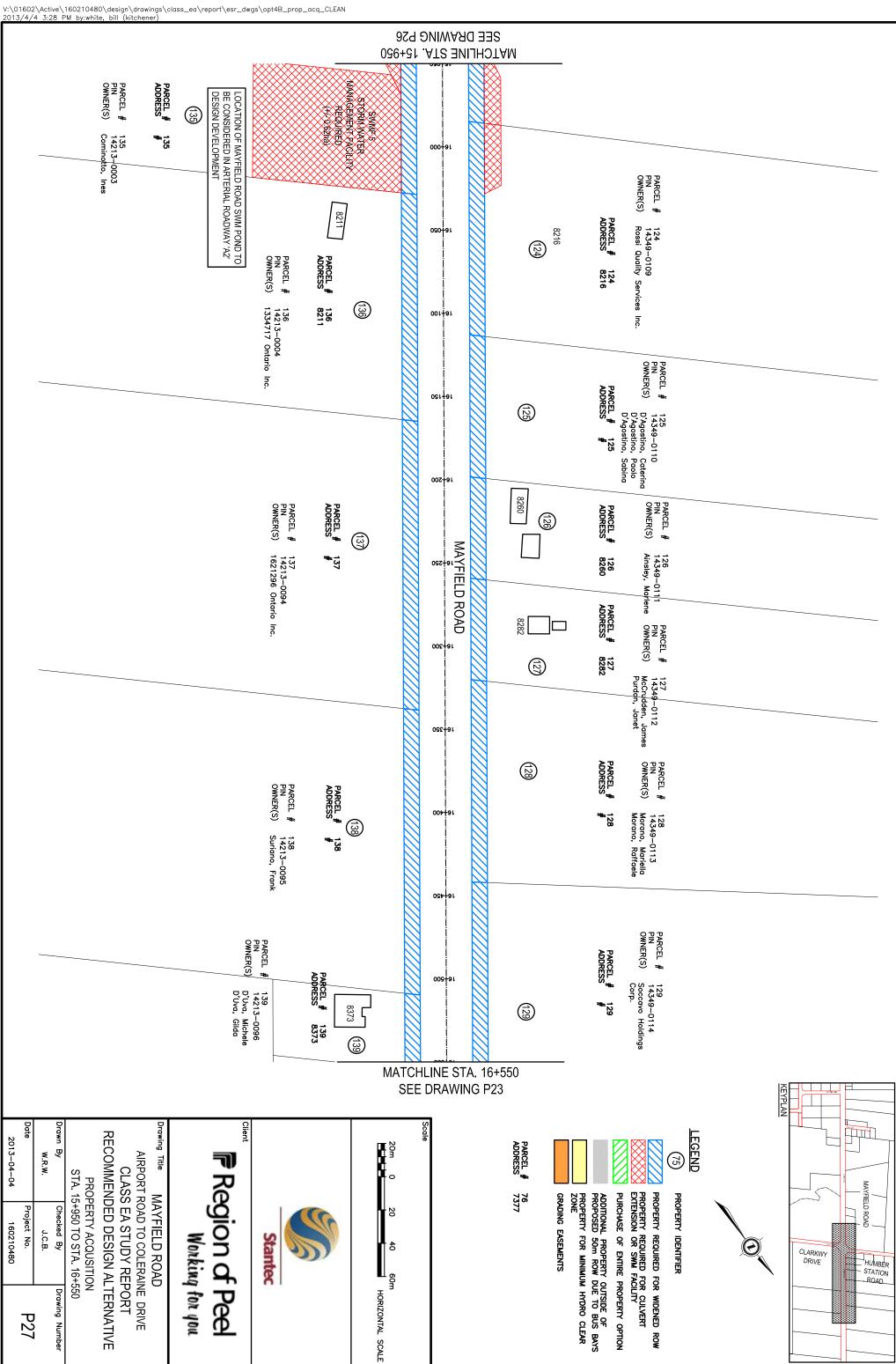
MAYFIELD ROAD CLASS EA AIRPORT ROAD TO COLERAINE DRIVE

Mayfield Road Class EA - Airport Road to Co

TRCA Culvert Crossing	Regulated Area	Culvert Location on Project Plans	Increased Cost (5-1)	Rigid Frame Unit Cost	6. Box Culvert Replacement Cost/Rigid Frame (\$ varies/m)		6. Circular Pipe Replacement Cost (\$ varies/m)	Comments
1	No	Sta. 10+425				\$350.00	\$16,800.00	Circular Pipe
2	Yes	Sta. 10+689				\$720.00	\$39,600.00	Circular Pipe
3	Yes	Sta. 11+015	\$2,125,383.00					Redside Dace Habitat
4	No	Sta. 11+603				\$480.00	\$28,800.00	Circular Pipe
5	Yes	Sta. 11+800		\$3,500.00	\$1,411,200.00			Replacement Open Bottom Culvert
6	Yes	Sta. 12+300		\$3,500.00	\$1,386,000.00			Replacement Open Bottom Culvert
7	Yes	Sta. 12+500				\$780.00	\$53,820.00	Circular Pipe
8	No	Sta. 13+763				\$732.00	\$47,580.00	Twin Circular Pipes
9	Yes	Sta. 13+970				\$366.00	\$22,326.00	Circular Pipe
10	Yes	Sta. 14+177				\$480.00	\$23,040.00	Circular Pipe
11	Yes	Sta. 14+400	\$1,608,120.00					Redside Dace Habitat
12	Yes	Sta. 15+156		\$3,500.00	\$1,071,000.00			Replacement Open Bottom Culvert
13	No	Sta. 15+249				\$480.00	\$23,040.00	Circular Pipe
14	Yes	Sta. 15+955		\$3,500.00	\$978,180.00			Replacement Open Bottom Culvert
15	No	Sta 16+327				\$480.00	\$18,720.00	Circular Pipe
16	No	Sta. 16+700				\$240.00	\$9,840.00	Circular Pipe
Total Costs			\$3,733,503.00		\$4,846,380.00		\$283,566.00	

APPENDIX T

PROPERTY IMPACTS & ACQUISITION



APPENDIX U

OPINION OF PROBABLE COST





PRELIMINARY CONSTRUCTION ESTIMATE (REVISED)

ROAD

MAYFIELD ROAD CONCEPT 4 (July 2010)

From:

AIRPORT RD

To:

COLERAINE DR.

Component/		3395385	080502008	700 T 300	1 1000 100	- 1882 m
Category	Item Description	Units	Unit Price	Quantity	Sub Total	Total
Design/Contract Administration	Design (@ 6% of Construction) Contract Administration @ 6% of construction Contingency (20 %) Sub Total			1	\$3,361,536 \$3,361,536 \$1,344,614 \$8,067,686	\$8,067,68
Property	Strip property purchase		£4 600 000	20.46		
Acquisition	Whole purchase (specify)	ha lump sum	\$1,500,000	28.15	\$42,225,000	
	Sub Total				\$42,225,000	\$42,225,00
Utility Relocation	General Other (Hydro Poles)	km ea	\$100,000 \$5,000	7.05 190	\$950,000	
	Contingency (20 %) Sub Total			1	\$331,000 \$1,986,000	\$1,986,00
Construction	Excavation/Earthworks Install storm sewer Granular 'A' Granular 'B' Asphalt Base Asphalt Top Remove curb and gutter Install curb and gutter Install subdrains Install catch-basin leads Erosion & Sediment Control Install catch-basin Adjust catch-basin Remove manhole Install manhole Adjust manhole Adjust manhole Asphalt removal Asphalt planing Asphalt planing SWM Ponds Oil/Grit Separators Line Painting & signs Contingency (20 %)	m3 m per diam tonne tonne tonne tonne m m m m km each each each each each each each each	\$12 \$500 \$20 \$17 \$80 \$100 \$25 \$60 \$25 \$35,000 \$2,500 \$4,500 \$4,500 \$5 \$0 \$0 \$1,000,000 \$70,000 \$85,000	173,135 7,500 95,210 332,925 61,105 30,553 1,000 21,930 15,000 1,400 7 300 N/A N/A 150 N/A N/A 10,000 N/A N/A 7		
COVINO DOMENTO	Additional turning lane (specify extra lanes and Municipal split)			N/A	\$37,369,525	\$37,369,52
	Contingency (specify %) Sub Total			N/A		\$





PRELIMINARY CONSTRUCTION ESTIMATE (REVISED)

ROAD

MAYFIELD ROAD CONCEPT 4 (July 2010)

From:

AIRPORT RD

To:

COLERAINE DR.

Component/ Category	Item Description	Units	Unit Price	Quantity	Sub Total	Total
Streetlights	Both sides Centre median Median	km km or each km	\$430,000	7.05 N/A N/A	\$3,031,500	Total
	Contingency (specify 20%) Sub Total	2020-004		1000	\$606,300 \$3,637,800	\$3,637,80
					CANADOM STORY	40,007,00
Traffic Signals	Permanent 4 - way Permanent 3 - way Temporary	each each each	\$200,000 \$0 \$50,000	6 N/A 6	\$1,200,000 \$0 \$300,000 \$0	
	Contingency (20%) Sub Total		\$225,000	1	\$300,000	\$1,800,00
Culverts	Rehabilitation of existing Widening of existing Removal & Repl. of existing	L.S. L.S.	\$2,124,048 \$490,000	1 1	\$2,124,048 \$490,000	
	New structure Contingency (20 %)	Maya	500000000 00 D		\$392,107	
	Sub Total				\$3,006,155	\$3,006,15
Bridges	Rehabilitation of existing Widening of existing Removal of existing New structure	L.S	1,200,000	N/A 1 N/A N/A	\$1,200,000	
	Contingency (20%) Sub Total				\$240,000 \$1,440,000	\$1,440,000
Noise Walls	Installation Removal of existing			N/A N/A	100.000.000.000.000.000	
	Contingency (specify %) Sub Total			N/A		\$0
andscaping/ Bidewalks		sm sm sm km	\$60 \$35 8 \$260,000	9520 57180 156200 7.05	\$571,200 \$2,001,300 \$1,249,600 \$1,833,000	
	Contingency (20 %) Sub Total			12.00000	\$1,131,020 \$6,786,120	\$6,786,120

PROJECT TOTAL

\$106,318,287

CASH FLOW	Yearl	Year II	Year III	Year IV	Total
CASH FLOW	_				10,000,000