INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

City of Selma, Fresno County

V-5 Mini-Storage and Commercial Center Project Developer: Ememy Vlotho



City of Selma 1710 Tucker Street Selma, CA 93662 559.891.2209

Prepared by:

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SECTION A

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INITIAL STUDY ENVIORNMENTAL CHECKLIST FORM

1. Project Title:

V-5 Dinuba Mini Storage & Commercial Project

2. Lead Agency:

City of Selma 1710 Tucker Street, Selma, CA, 93662 559-891-2209

3. Contact person and phone number:

Bryant Hemby, Planner 559-891-2209, bryanth@cityofselma.com

4. Project Location:

North East Corner of McCall Avenue and Dinuba Avenue (APN: 358-021-17)

5. Project Representative name and address:

Ememy Vlotho 525 W. 4th Hanford, CA 93230

6. General Plan Designation & Zoning:

CURRENT COUNTY ZONING AND GENERAL PLAN DESIGNATION

County Zoning:

AE-20

County General Plan Designations: Agriculture Exclusive 20 acre minimum

PROPOSED ZONING AND GENERAL PLAN DESIGNATION

Proposed Zoning:

Commercial Services C-3

General Plan Designations: Commercial Services

Figure 1 Regional Location Map



1. Description of the Project:

This Mitigated Negative Declaration was prepared for the V-5 Mini Storage & Commercial Center Project and is tiered from the certified Final EIR for the Selma General Plan Amendment EIR (No.2008081082) certified in October 2010.

The project proposes the following:

- 1. Divide the existing parcel into four separate parcels
- 2. Develop one parcel into a Mini Storage facility with a ponding basin
- 3. The remaining three parcels will be developed into a Commercial Shopping Center

The mini storage part of the project will be developed in phases as market demand. The first phase will be a Mini Storage facility with caretaker's home.

The second phase will be approximately 83,332 square feet of a commercial center. There are no tenants for the commercial center at this time. When developed the commercial center will mirror the shopping center to the south across Dinuba Avenue which is fully developed.

2. Setting and Surrounding Land Uses:

The City of Selma is located in the Central Portion of the San Joaquin Valley at an elevation of approximately 300 feet above sea level. The topography of the City is essentially flat with a gentle slope to the Southwest. The project site is located in the northeast quadrant of the City, north of Dinuba Avenue and East of McCall Avenue. The subject property has been heavily disturbed for agricultural uses.

Existing uses surrounding the site area are as follows:

West (across McCall Avenue) has been farmed extensively and is currently under grapes.

North has been farmed extensively and is currently under grapes.

East has been farmed extensively and is currently under grapes and residential units.

South (across Dinuba Avenue) is fully developed with a Commercial Shopping Center and a mobile home park.

3. Project Entitlements Requested:

The site must be annexed into the City and rezoned before project can move forward.

Annexation Reorganization the parcel must be annexed into the City of Selma, Selma Fire and Selma Kingsburg Fowler County Sanitation District.

General Plan Amendment the site's Land Use Designation of High Density Residential and Medium High Density Residential and will require an amendment to Community Services.

Specific Plan Amendment re-designating the McCall Specific Plan Land Use from to Community Commercial Vacant to Commercial Services.

<u>Pre-Zoning</u> the parcel will be prezone to C-3 Community Services.

Parcel Map the parcel will divide one parcel into four legal parcels.

Site Plan will develop the site into the Mini Storage & Commercial Center.

The environmental impacts were analyzed in the Initial Study that was circulated for comments on November 25, 2015 to January 6, 2016. The City received five comment letters that are attached. The project level environmental analysis and the mitigation measures were prepared to reduce any identified environmental impact to a less than significant level. A public copy of this Mitigated Negative Declaration is on file in the Selma's City Clerk Office, located at 1710 Tucker Street, Selma, California. A copy is also on the City of Selma's webpage: Cityofselma.com.





North East corner of McCall & Dinuba Commercial Project with a Mini Storage 2015-0005

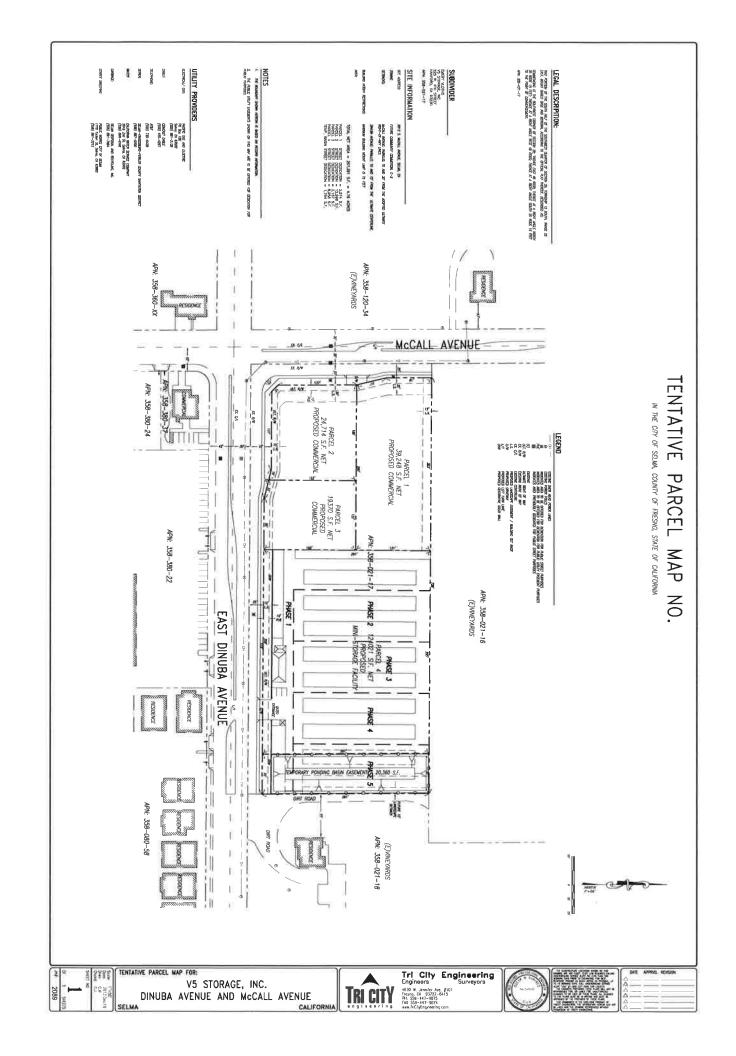


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CITY OF SELMA COMMUNITY DEVELOPMENT DEPARTMENT







- 4. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.
- Local Agency Formation Commission for Annexation (LAFCO)
- Selma-Kingsburg-Fowler County Sanitation District for Sanitary Sewer (SKF)
- Consolidated Irrigation District for Irrigation Facilities Relocation (CID)
- California Regional Water Quality Control Board (RWQCB)
- Fresno County Public Works for road encroachment permit
- Fresno County Environmental Health Department (well abandonment)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- Fresno County Library
- Selma Unified School District
- Selma Cemetery District
- Selma Health Care
- West Fresno County Red Scale Protective
- State Center Community College
- Consolidated Mosquito Abatement District (CMAD)

ENVIRONMENTAL ANALYSIS

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less Than Significant Impact with Mitigation. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they would reduce the effect to a less than significant level.

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

ENVIRONMENTAL FACTORS:

The following topical areas were analyzed in the initial study and this Mitigated Negative Declaration:

- Aesthetics, Light, and Glare
- Agricultural Resources
- Air Quality, including
- Biological Resources
- Cultural Resources
- •Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Land Use
- Mineral Resources
- Noise
- Population/Housing
- Public Services and Utilities
- Recreation
- Transportation
- •Utilities/Service Systems
- •Mandatory Findings of Significance

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

- Agricultural Resources
- Biological Resources
- Greenhouse Gas Emissions
- Public Services and Utilities
- Utilities/Service Systems

- Air Quality, including
- Cultural Resources
- Hydrology and Water Quality
- Transportation
- Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately, in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date

ENVIRONMENTAL EVALUATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS Would the project:				
a) Have a substantial adverse effect on a scenic vista?				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				Ø
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				Ø
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		Ø		

Evaluation:

a) b)c) Review of the state scenic highways administered by Caltrans determined that none of the roadways (McCall & Dinuba Avenues) adjacent to the Project site are designated as state scenic highways. The project will not have any negative impacts on Scenic Resources or Scenic Vistas as none exist in the project area.

There are no scenic resources such as trees, rock outcroppings or historic buildings on the site or in the vicinity of the project site. Both McCall and Dinuba Avenues are designated as Arterial roadway in Selma's General Plan. The project will not significantly degrade the visual quality of the site or its surroundings. Currently, all views are uninterrupted except for low-level structures (under 35 feet. The proposed project is designed to accommodate a mini storage facility, retail commercial, the elevations for which must be reviewed for their architectural quality. The Project site currently has commercial uses to the south and the Project will conform to the Selma Zoning Code and Community Design Policies of the adopted General Plan.

Level of significance: No Impact.

d) Although the project would introduce new sources of lighting for commercial, said lighting would be conformance with Selma's design standards. Development standards in the Selma Zoning Code are intended to limit light spillage and mitigate adverse impact of urban growth through implementation of development standards for community design.

Level of significance: Less than significant with mitigation incorporation.

II. AGRICULTURE RESOURCES,	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Protection (as defined by Government Code section 51104(g))?				☑
d) Result in the loss of forestland or conversion of forestland to non-forest uses?				Ø
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	Ø			

Evaluation

Conversion of agricultural land to urban uses is an important public policy issue in Fresno County. Since most of the county's 15 cities are at least partially surrounded by productive agricultural soils, new growth often brings about the conversion of agricultural land to urban uses. A common issue is the transitional nature of farmland on city fringes.

a) The City of Selma is surrounded by agricultural land and could not grow unless some farmland is taken out of production. The project site is adjacent to commercial development to the south and proposed residential development to the north, east and west. The removal of 6.57 acres of farmland from active production is therefore considered an unavoidable impact. One of the goals and policies of the Selma General Plan serve to partially mitigate impacts to agriculture lands from new growth and development. Under these goals and policies, adjacent and nearby agricultural lands within the Selma Sphere of Influence are preserved, while providing for logical growth of the City.

The City requires a "right to farm" covenant to be recorded for all development adjacent to producing agricultural lands, in order to provide notice to future owners and protect farming activities.

In 2010, the City of Selma determined that loss of prime farmland within Selma's Sphere of Influence was significant and unavoidable. Overriding findings were adopted for agricultural land conversions pursuant to CEQA Section 15093 for the certification of 2035 General Plan Final EIR Mitigation No. SCH2008081082.

Level of Significance after Mitigation: Even with incorporation of recommended mitigation, this impact remains Significant and Unavoidable. However, overriding findings to the loss of agricultural land were made with certification of the 2035 General Plan Final EIR No. SCH2008081082.

b) There are no lands subject to a Williamson Act Contract on the Project site and Project development would not lead directly to the cancellation of a contract. In the event development is proposed on other parcels under contract; the California Government Code allows for the removal of Williamson Act Contracts under certain specific conditions.

Compliance with Government Code provisions will reduce potential impacts of removal of lands from the Williamson Act Contracts to a less than significant level.

Level of Significance: No impact.

c), d) There is no conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Protection (as defined by Government Code section 51104(g)). No loss of forestland or conversion of forestland to nonforest uses

Level of Significance: No impact.

e) The presence of new urban development could influence the conversion of agricultural lands surrounding the Project site. Implementation of the Project would also lead to urban uses adjacent to existing agriculture. Potential conflicts are likely when urban areas encroach on farmland, including trespassing and theft, pesticide drift issues, and noise. Conflicts between farm operations and new urban development can be partially mitigated by using design elements that increase the distance between farmland and residential properties near urban limit lines.

Level of Significance after Mitigation: Even with incorporation of recommended mitigation, this impact remains significant and Unavoidable. However, overriding findings to the loss of agricultural land were made with certification of the 2035 General Plan Final EIR No. SCH2008081082.

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			\square	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		Ø		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		Ø		
d) Expose sensitive receptors to substantial pollutant concentrations?				

	Ø	
e) Create objectionable odors affecting a substantial number of people?		
substantial number of people:	₹1	

Evaluation:

The Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter (PM10 and PM_{2.5}), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the air basin into attainment with all state and federal ambient air quality standards. Areas are classified under the Federal Clean Air Act as either "attainment", "non-attainment", or "extreme non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB).

The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for 0 3, a State and Federal non-attainment area for PM2.5, a State non-attainment area for PM10, and Federal and State attainment area for CO, SO₂, NO₂, and Pb).

a) The proposed Project will not conflict with or obstruct the implementation of the air quality management standards. Standards set by the Air District, CARB, and Federal agencies relating to the proposed Project will continue to apply. A Fugitive Dust Control Plan will be submitted to the Air District to comply with Regulation VIII (Table 3-2) prior to the initiation of construction. An Indirect Source Review (ISR) application, a New and Modified Stationary Source Review, and Air Impact Analysis (AIA) will be has been filed with the Air District to address NOx emissions from construction. Therefore, the proposed Project will not conflict with the Air District plans and any impacts will be less than significant.

Level of Significance: Less than Significant Impact.

b)Typically, construction and operation of a project generates emissions of various air pollutants, including criteria pollutants such as carbon monoxide (CO), ozone precursors such as nitrous oxides (NOx) and reactive Organic gases (ROG) or Volatile Organic Compounds (VOC), particulate matter less than 10 million in diameter (PM10), and PM2.5, as well as sulfur oxides (SO_x). To assist in evaluating impacts of project-specific air

quality emissions, the SJ APCD has adopted thresholds of significance for criteria pollutant emissions, expressed in units of tons per year (tons/yr), as presented in Table 1.

Construction-Related Emissions. The proposed Project includes construction of a 6.57 acre commercial center. Project construction equipment will include graders, compacters, trenchers, backhoes, forklifts, pile drivers, skid steers, front end loaders, water trucks, and materials and equipment hauling trucks. Construction will generally occur during daylight hours, Monday through Friday.

The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. The estimated construction period (four years) would generate air pollutant emissions intermittently within the site, and in the vicinity of the site. The proposed Project will comply with Air District Rule 8021 for construction and earthmoving activities.

The proposed Project's short-term construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (see Appendix "A"). The proposed Project's unmitigated construction-related emissions have been estimated using CalEEMod and are presented in Table 1. The emissions in tons/year are for the highest of the four construction years.

Table 1
Project Construction Emission

Summary Report	СО	NO _x	ROG	SO _x	PM_{10}	PM _{2.5}
Construction Emissions	3.68	4.26	1.96	0.01	0.43	0.31
Per Year						
SJVAPCD Level of	100	10	10	27	15	15
Significance						
Does the Project Exceed	No	No	No	No	No	No
Standard?						

Construction emissions would not exceed District thresholds and are less than significant

Long-Term Emissions

Long-Term emissions from the project are generated by mobile source (vehicle) emissions from the Project site and area sources such as water heaters and lawn maintenance equipment.

Table 1 shows the estimated construction emissions that would be generated from the proposed Project. Results of the analysis show that emissions generated from the construction phase of the Project will not exceed the SJVAPCD emission thresholds. The construction emissions are therefore considered less than significant with the implementation of Regulation VIII control measures.

Operational Emissions, Operational emissions included in the CalEEMod modeling process are area, energy, mobile, waste, and water emissions. Table 2 below shows the combined total operational emissions from the proposed Project.

Table 2
Project Operational Emissions

Summary Report	CO	NO _x	ROG	SO _x	PM_{10}	PM _{2.5}	CO2 _e
Operational Emissions Per Year	21.40	5.25	3.10	0.04	2.12	0.62	3569.60
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed	No	No	No	No	No	No	No
Standard?							

Source: CalEEMod 2013.2.2

As shown in the Combined Maximum Unmitigated Project Operational Emissions table, the total operational emissions of the project does not exceed District thresholds for ROG, NOx, and CO and could result in a significant contribution to the region's nonattainment status of ozone.

Level of Significance: Less than Significant with mitigation Incorporated.

c) As discussed above, during construction, and Operational emissions, will not exceed the emissions thresholds for ROG, NOx and CO criteria pollutants. Air quality impacts would be less than SJVAPCD thresholds for non-attainment pollutants as shown in the Air Quality Impact Assessment report.

To reduce impacts from construction related exhaust emissions, the District recommends feasible mitigation for the project to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier II emission standards, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards.

Project related impacts on air quality can be reduced through incorporation of design elements, for example, that increase energy efficiency, reduce vehicle miles traveled, and reduce construction exhaust related emissions. However, design elements and compliance with District rules and regulations may not be sufficient to reduce project related impacts on air quality to a less than significant level. Another example of a feasible mitigation measure is the mitigation of project emissions through a Voluntary Emission Reduction Agreement (VERA). The VERA is an instrument by which the project proponent provides monies to the District, which is used by the District to fund emission reduction projects that achieve the reductions required by the lead agency. District staff is available to meet with project proponents to discuss a VERA for specific projects.

Level of Significance: Less than Significant with mitigation incorporation.

d) Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The location of sensitive receptors is needed to assess toxic impacts on public health. The project site is adjacent to a mobile home dwelling complex across Dinuba Avenue to the south. The project will incorporate mitigation measure set forth by SJVAPCD for commercial uses.

Level of Significance: Less than Significant with mitigation incorporation.

e) Common types of facilities that have been known to produce odors in the San Joaquin Valley within 1-2 miles of the receptor include wastewater treatment plants, landfills, refineries, chemical manufacturing, dairies and animal rendering. The proposed Project does not involve any of the aforementioned facilities, and there is limited potential to create objectionable odors.

No significant odor impacts related to project implementation are anticipated due to the nature and short-term extent of potential sources, as wen as the intervening distance to sensitive receptors.

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the

following two situations:

Generators – projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate,
Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources. The proposed Project will not generate odorous emissions and is not a project that intends to attract people to an area where odor sources are present. As a result, the proposed Project will not be

evaluated for its potential to place sensitive receptors near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 8 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. None of the facilities shown in Table 8 of VRPA Air Quality Impact Assessment (July 2016) fit the characteristics of the proposed Project.

Level of Significance: Less than Significant.

Mitigations: To assist Selma reaching our GR the Mitigation Monitoring Program attached.	 ll Mitigations M	Ieasures are on	ly listed in

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		Ø		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?			Ø	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				Ø
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				Ø

Evaluation

The Project site is fallow but has been used in the past for vineyards. Adjacent lands include vineyards, fallow fields, rural residential residences, and a Commercial Shopping Center to the south. The present fallow nature of the Project site provides limited habitat for native wildlife. The annual/periodic disking for weed control reduces habitat for ground burrowing animals and the application of pesticides may reduce the invertebrate fauna that several types of wildlife depend upon for forage.

a) The property and land within surrounding the City have been extensively disturbed by farming. The proposed projects will not impact any threatened, endangered, or rare species or their habitats. Potential impacts to habitat and individual species in Selma are considered minor.

Level of Significance: Less than Significant with Mitigation incorporation.

b) There is no locally-designated plant or animal species in the City. No locally designated natural communities of any plant or animal species exist in Selma. There will be no new effects not already analyzed in the 2035 Final EIR for Selma's General Plan Update.

Level of Significance: Less than Significant Impact.

c) There is no area meeting the criteria for wetlands on the project site No water or rivers cross near or cross the project site.

Level of Significance: No Impact.

d) The project site is in close proximity to existing commercial and residential development and abuts major roads within the City (Dinuba & McCall Avenues). Significant wildlife corridors are not expected to be present. Therefore, development of the project site would not interfere with the movement of any species. The proposed project will not result in impacts to wildlife dispersal or migration corridor as identified in the analyzed in the 2035 Final EIR No. SCH2008081082 for Selma's General Plan Update.

Level of Significance: No Impact.

e) f) The proposed project will not result in conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The project will not conflict with the adopted Habitat Conservation Plan, or other regional or state habitat conservation plan.

Level of Significance: No Impact.

	Potentially Significant	Less Than	Less Than	No
<u>V. CULTURAL RESOURCES</u> Would the project:	Impact	Significant with Mitigation Incorporation	Significant Impact	Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		\square		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		Ø		
d) Disturb any human remains, including those interred outside of formal cemeteries?		✓		

Evaluation:

a) The project site has been farmed extensively and no structures are within the project area. It is unlikely that the commercial development will have an effect on significant or important archaeological or other cultural resources.

Level of Significance: No Impact

b)c)d) Due to the disturbances as a result of agricultural activities, archaeological deposits may have been removed or destroyed and soil deposition may have buried older living surfaces, obscuring surface evidence of archaeological remains. Since the presence or absence of archaeological/ historical/paleontological sites for areas that have not been adequately surveyed is unknown, it is difficult if not impossible to provide a quantitative discussion of cumulative negative impact on archaeological, historical, or paleontological resources.

Level of Significance: Less than Significant with Mitigation Incorporated

	Potentially Significant	Less Than	Less Than	No
VI. GEOLOGY AND SOILS Would the project:	Impact	Significant with Mitigation	Significant Impact	Impact

	Incorporation		
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		Ø	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		☑	
ii) Strong seismic ground shaking?		\square	
iii) Seismic-related ground failure, including liquefaction?		Ø	
iv) Landslides?			4
b) Result in substantial soil erosion or the loss of topsoil?		☑	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		☑	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code creating substantial risks to life or property?		Ø	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			Ø

Evaluation

a), c), d) Although there are no fault lines on the project site or within close proximity, the site is located in an area of "High Seismic Hazards," specifically Seismic Zone D, which means that future buildings constructed on the site will most likely be subjected to excessive ground shaking in the event of an earthquake. Structures must be designed in

compliance with seismic design criteria established in the California Building Code for Seismic Zone D. To minimize this potential impact, the California Building Code and City Codes require new structures be built to resist such shaking or to remain standing in an earthquake.

Prior to the issuance of building permits, project applicants would be required to demonstrate that the proposed development complies with all required regulations and standards pertaining to seismic hazards. The evaluation of potential seismic hazards and incorporation of appropriate design and construction features and effective land use planning is required by State law.

There are no significant constraints to development related to seismic hazards in the Selma area that cannot be mitigated through implementation of applicable regulations and codes and standard engineering practices. Although more people would be exposed to seismic hazards with development of the Project, compliance with all applicable regulations, standards, and codes would reduce potential impacts to a less-than-significant level.

Level of Significance: Less than Significant Impact

b) Impacts will be reduced to a less than significant level with proper grading and draining. The project will include an onsite ponding basin with future connection to Selma's Master Drainage facility.

Grading could result in erosion and sedimentation impacts. The City will require preparation of a grading plan which incorporates temporary stabilization measures to protect exposed areas during construction, watering to control dust, and soil erosion, and sedimentation control measures. Compliance with the City of Selma construction standards and the International Building Code would minimize potential erosion and sediment.

Level of Significance: Less Than Significant.

e) No septic system is proposed. All new development in the City of Selma will be served by wastewater treatment facilities of the Selma-Kingsburg-Fowler County Sanitation District.

Level of Significance: No impact

Potentially	Less Than	Less Than	No
Significant		,	,

VIII. GREENHOUSE GAS EMMISSION Would the project:	Impact	Significant with Mitigation Incorporation	Significant Impact	Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment:			Ø	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			Ø	

Evaluation

a) b) The proposed Project would generate Green House Gas (GHG) emissions through construction and operation activities. The period of construction would be short term, and construction-phase GHG emissions would occur directly from the off-road heavy-duty equipment and the Oil-road motor vehicles needed to mobilize crew, equipment, and materials, and to construct the Project.

GHG impacts are considered to be cumulative impacts by California Air Resources Board (CARB) since any increase in greenhouse gas emissions would add to the existing inventory of gases that could contribute to climate change.

Table 3, of VERPA Air Quality Impact Assessment done for the proposed Project shows the project would generate 5,406.98 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referenced in ARB's AB 32 Scoping Plan as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the proposed Project's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the Project meets the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined that they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG. Results of the analysis show that the proposed Project's GHG emissions in the year 2020 is 3,494.04 MTCO2eq./year. This represents an achievement of 35% GHG emission reduction compared to BAU, which meets the 29% GHG emission reduction target. As a result, the proposed Project, under District standards, will not exceed applicable thresholds of significance for GHG emissions.

Table 3 **V5 Mini Storage Commercial Project Greenhouse Gas Emissions**

Summary Report	CO ₂ e
Operational Emissions Per Year (2005)	5,406.98 MT/yr
Operational Emissions Per Year (2020)	3,494.04 MT/yr
SJVAPCD Level of Significance	29% Reduction Compared to BAU
Does the Project Meet the Standard?	Yes

Since the combined amount of GHGs emitted from the Proposed Project is below 25,000 metric tons/year, no report is required to he submitted to the U.S. EPA and CARB.

According to the San Joaquin Valley Air Pollution Control District's Guidance for Valley Land use Agencies in Addressing GHG Emission impacts for New Projects under CEQA, projects implementing Best Performance Standards in accordance with District guidance are determined to have a less than significant individual and cumulative impact on global climate change and do not require project specific quantification of GHG emissions.

Level of Significance: Less Than Significant:

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than	Less Than	No
		Significant with Mitigation Incorporation	Significant Impact	Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			\alpha	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				Ø
d) Be located on a site which is included on				

- a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Evaluation

a) The project is a commercial development and may involve the, storage, transportation, or use of hazardous materials. The current use of the property is a vineyard and the site had been in agricultural production for many years. No known hazards exist on the site that would require mitigation, but the fact that the site is and has been under agricultural production creates the possibility for site contamination from agricultural products such as pesticides and fertilizers. To address this possibility, a Phase I Environmental Site Assessment shall be conducted by the applicant/developer. This Phase I assessment shall evaluate the site to determine if and where storage, mixing, rinsing, and disposal of pesticides may have occurred and whether contamination exists. If pesticides have historically been used on the property these areas shall be tested for environmentally persistent pesticides such as organic pesticides and metals prior to development, and evaluated to determine if concentrations present in soils will be protective of residents and workers.

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Level of Significance: Less than Significant Impact.

b) The project is not near any wildland areas, and would thus not expose persons or property to wildland fires. The project will be subject to all the applicable improvement standards of the City of Selma, including those designed to ensure adequate emergency access, and would not interfere with the implementation of an emergency response plan or emergency evacuation plan.

Level of Significance: Less than Significant Impact.

c) d) A search of the Hazardous and Superfund Sites completed on August 3, 2016 shows two sites in Selma, Selma Pressure Treating, and Selma Up-Right facilities, both over 2 mile from the site and are not associated with the project. The project will not result in the emission of hazardous substance.

Level of Significance: No Impact.

e) f) The proposed project site is located approximately 1.68 miles from the Selma Aerodrome – privately owned airstrip open to the public and approximately 1.24 miles from Quinn Caterpillar a privately owned airstrip. However, this runway is oriented in a north/south direction parallel to and in close proximity to the State Route 99 freeway. There will be no low altitude flights over the project site and no aircraft hazards to this commercial project.

Level of Significance: Less than significance.

g) The project would be subject to the requirements contained in the City's emergency response and evacuation plans. Therefore, impacts related to impaired implementation or physical interference with an adopted emergency response or evacuation plan are considered less than significant.

Level of Significance: No Impact.

h) The project site is not in a wild land interface zone and will not bring about or result in increased fire hazards in areas with flammable brush, grass or trees. The site is currently served by CAL Fire, and will be incorporated in the City Fire District upon annexation for fire protection.

Level of Significance: No Impact.

	Potential	Less Than	Less Than	No
IX. HYDROLOGY AND WATER QUALITY	ly Significa nt	Significant with Mitigation	Significant	Impact

Would the project:	Impact	Incorporation	Impact	
a) Violate any water quality standards or waste				
discharge requirements?				\square
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				M
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			☑	
f) Otherwise substantially degrade water quality?				\square
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				Ø
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				☑
j) Inundation by seiche, tsunami, or mudflow?				

Evaluation

a, f) The City of Selma and this project receives potable water from the Kings River Basin underground aquifer through wells operated by California Water Service Company, a private water company. California Water Service Company completed an Urban Water Management Plan for the Selma district area on December 15, 2006. This project is a commercial development and will not violate any water quality standards or waste discharge requirements. The project will be fully provided with sanitary sewer services by the Selma-Kingsburg-Fowler County Sanitation District.

Level of Significance: No Impact.

b)Although the project will utilize groundwater according to the study prepared by California Water Service Company, (for the 2035 General Plan) Cal Water is able to meet the long term water demand in the Selma District with available underground water supplies, and no surface water will need to be imported. Since the single source of the water supply is groundwater, the supply will equal the demand. Groundwater supplies or interferes substantially with groundwater recharge. The City of Selma assisted by California Water Service has just completed a contractual agreement for payment of fees by all users to be used for a stormwater replenishment fee.

Level of Significance: Less than Significant Impact.

c) The project will not alter the course of any existing stream or river as none flows through the site. The project will create impervious surfaces due to construction of the new commercial uses, paved streets, and driveways. Therefore, the stormwater runoff from the site will be increased. However, the impacts from the stormwater runoff will be less than significant because the project will have an on-site drain system with appropriate catch basins and a retention basin that can accommodate a 100 year storm water event.

Level of Significance: Less than Significant Impact.

d) e) The project will not alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project will not create or contribute runoff water which will be retained in an onsite basin until connection to the City of Selma's Storm Water Master Plan facilities. The basin will be monitor as part of Selma's Master Plan.

Level of Significance: Less than Significant Impact.

f) g) h), i), j) The project will not otherwise substantially degrade water quality. The project site is not located in a 100 year flood hazard area and will not expose persons or property to severe flooding. There are no dams or levees in the project area which if breached would expose people or property to a significant risk of flooding. The project site

is not subject to a tsunami, seiche, or mudflow due to the flat topography of the site, and the fact that the site is more than 100 miles inland from the Pacific Ocean

Level of Significance: No Impact.

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

	Potentially	Less Than	Less Than	No
X. LAND USE AND PLANNING Would the project:	Significant Impact	Significant with Mitigation Incorporation	Significant Impact	Impact
a) Physically divide an established community?				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			☑	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				\square

Evaluation

a) c) The proposed project site is farmed and surrounded by other commercial and residential parcels. The proposed commercial project will not result in significant conflicts with existing development in the community, as the design of the project will include installation of accesses from existing roadways and will not interrupt the existing physical roadway arrangement. The project will not physically divide the City. In addition, the project is not within the boundaries of, and will not conflict with, any habitat conservation plan or natural community conservation plan.

Level of Significance: No Impact.

b) The 2035 General Plan currently designates approximately 4 acres of the project site as High Density Residential and the additional 2.57 acres as Medium High Density. The applicant wants to change this land use to Commercial Services. The City of Selma will be re-designating 6.57 acres of Commercial land uses in Selma's Plan Area to High Density

Residential, to offset the loss of residential land use.

Level of Significance: Less than Significant Impact.

Mitigation

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

	Potentially Significant	Less Than	Less Than	No
XI. MINERAL RESOURCES Would the project:	Impact	Significant with Mitigation Incorporation	Significant Impact	Impact
a) Result in the loss of availability of a				
known mineral resource that would be of				\checkmark
value to the region and the residents of the state?				
b) Result in the loss of availability of a				
locally-important mineral resource recovery				\checkmark
site delineated on a local general plan,				
specific plan or other land use plan?				

Evaluation

a-b) There are no open pit mines, sand and gravel operations, or other mineral resources within the City of Selma. The project site is not identified in the General Plan or in any Specific Plan as a mineral resource area.

Level of Significance: No Impact.

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

	Potentially	Less Than	Less Than	No
XII. NOISE Would the project result in:	Significant Impact	Significant with Mitigation Incorporation	Significant Impact	Impact
a) Exposure of persons to or generation of noise levels in excess of standards			\square	

established in the local general plan or noise ordinance, or applicable standards of other agencies?

excessive groundborne vibration or groundborne noise levels?	Ⅵ
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Ø
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Ø
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	V

Evaluation

a) b) c) d) The project is a commercial project and will not expose persons to noise levels in excess of the maximum noise limits as outlined in the General Plan. The project site is not located in close proximity to any other uses which would generate excessive noise and vibration off site and which would affect persons living within the project area. During construction activities involving heavy equipment such as jackhammers and generators, significant amounts of noise could be generated.

The project will increase the ambient existing noise levels in the area due to new development. During construction, the increase in ambient noise levels would not be significant and would be those noises that are normal with human activity in a commercial project.

Long-term operational activities associated with the proposed project would be commercial uses, which would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration.

Long-term operation of the project involves use, which is consistent with existing uses in the project vicinity. Commercial uses would not result in substantial changes to the existing noise environment. Operation of the project would be consistent with the existing uses in the vicinity of the project site and would not result in substantial changes to the existing noise environment. Other noise sensitive uses in the vicinity include other commercial uses and residential uses to the south, across Dinuba Avenue.

Level of Significance: Less than Significant Impact.

e, f) The project site is not located within an airport land use plan area or within 2 miles of a public use airport or private airstrip. Implementation of the proposed project would not expose individuals to excessive noise levels associated with aircraft operations.

Level of Significance: Less than Significant Impact

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

XIII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			☑	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				\square
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				☑

Evaluation

a) The proposed project will have a small increase the population in the project area due to the care taker's home (2.5 persons) in phase one, the remaining part of the project commercial nature. The project will not result in the destruction of housing units or the displacement of persons. In summary, there are no significant environmental impacts due to population and housing concerns.

Level of Significance: Less than Significant Impact.

b) The proposed project would not remove any existing residential units, as the subject property is vacant and uninhabited. As such, no mitigation has been identified as needed.

Level of Significance: No Impact.

c) There is one residential manager's unit attached to the mini storage facility proposed as part of the project.

Level of Significance: No Impact.

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		rico, por ación		
Police protection?			\square	
Schools?				\square
Parks?				Ø
Other public facilities?				

Evaluation

a) The proposed project site is served by CAL Fire and will be annexed into the City of Selma Fire Department for fire protection. Implementation of the proposed project would increase the intensity of use of the site and would marginally increase the demand for fire protection services over existing conditions. The project would be similar to the land uses on surrounding properties, and the site is already served by the City for fire protection. The developer will pay Fire Impact Fees per current impact study.

Level of Significance: Less than Significant Impact.

The project site is served by Fresno County Sherriff Department and will be annexed into the City of Selma Police Department for police protection services. The developer will pay Police Impact Fees to offset the project impact on current services.

Level of Significance: Less than Significant Impact.

The proposed project will be required to pay School and Park impact fees that would be directed toward maintaining adequate service levels, which include incremental increases in school capacities. Because the proposed project is commercial center there is no impact on recreational facilities.

Level of Significance: No Impact

These measures are established conditions of approval for all new commercial developments within the City of Selma, and are therefore part of the regulatory setting of the project.

Development of the project will result in the increased use of public facilities. Additional operating and capital improvement funds to meet increased demands on public facilities will be required. To assist in funding any additional facilities or equipment required to adequately service this project, it is required that new projects pay General Facilities, Community Center and Storm Drain impact fees as part of building permit fees.

Level of Significance: Less than Significant Impact.

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

Potentially Less Than Less Than No

XV. RECREATION	Significant Impact	Significant with Mitigation Incorporation	Significant Impact	Impact
a) Would the project increase the use of				
existing neighborhood and regional parks or				\square
other recreational facilities such that				ΙΔΤ
substantial physical deterioration of the				
facility would occur or be accelerated?				
b) Does the project include recreational				
facilities or require the construction or				
expansion of recreational facilities which				Δ1
might have an adverse physical effect on the				
environment?				

Evaluation

a) The proposed project will not increase the use of existing neighborhood and regional parks or other recreational facility such that substantial physical deterioration of the facility would occur or be accelerated beyond that already analyzed by the 2035 General Plan Update.

Level of Significance: No impact.

b) The proposed project will not include the construction of recreational facilities or expansion of recreational facilities that might have adverse physical effects on the environment.

Level of Significance: No impact.

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

	Potentially	Less Than	Less Than	No
XVI. TRANSPORTATION/TRAFFIC Would the project:	Significant Impact	Significant with Mitigation Incorporation	Significant Impact	Impact
a) Conflict with an applicable plan,				
ordinance or policy establishing measures of		\square		
effectiveness for the performance of the		_		
circulation system, taking into account all				
modes of transportation including mass				

transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facility, or otherwise decrease the performance or safety of such facilities?

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A traffic impact study was completed by Peters Engineering in 2013. The City of Selma has not had any new development which was not analyzed in this study. Tables 11.1 & Table 11.2 of Peters Traffic Impact Study show Intersection Level of Service Summary Existing and Existing-Plus-Project Conditions and Existing and Near-Term Conditions. In both cases the intersection of McCall/Dinuba shows a LOS of E for A.M. and LOS of F for P.M. There was no analyzed in this study for traffic warrants for the intersection of McCall and Dinuba Avenues.

The intersection of McCall and Dinuba Avenues will be signalized with protected left-tum phasing and the following minimum lane configurations:

Eastbound: one left-tum lane and one through lane with a shared right tum;

Westbound: one left-tum lane, one through lane, and one right-tum lane;

Northbound: one left-tum lane, one through lane, and one right-tum lane;

Southbound: one left-tum lane and one through lane with a shared right tum.

New turn lanes shall be designed to accommodate the queues identified. With implementation of this mitigation the intersection will operate at LOS D or better during the peak hours.

Construction of the tum lanes recommended in Mitigation E-1 mitigates the Project's share of this near-term cumulative impact. It should be noted that all-way stop control with widening of both McCall Avenue and Dinuba Avenue to four lanes in accordance with the arterial designation was investigated as mitigation. However, widening alone will not mitigate the cumulative impact.

Construction of dedicated left-turn lanes on the eastbound and westbound approaches of McCall Avenue while maintaining the existing all-way stop control will mitigate the Project's impacts. The Project would also be required to construct frontage improvements in accordance with City of Selma standards. With implementation of this mitigation the intersection would operate at LOS D with an average delay of 33.9 seconds per vehicle during the a.m. peak hour and LOS F with an average delay of 50.9 seconds per vehicle during the p.m. peak hour. These delays are less than the existing delays.

The Project is responsible for construction of this mitigation by opening day of the commercial portions of the Project. Construction of the mini-storage component of the Project creates a negligible volume of traffic that will not trigger the significant impact.

Evaluation

a), b) The project does not conflict with any applicable circulation system plans and does add to demand on the circulation system but does not conflict with any congestion management programs. The project will generate new vehicle trips on the adjacent street system. The project will also contribute to overall impact mitigation for transportation infrastructure by participating in the Citywide Transportation Impact Fee program.

Level of Significance: Less than Significant Impact with Mitigation Incorporation.

c) The project is not located in the vicinity of any public or private airports and will not result in any changes to air traffic patterns, nor does it conflict with any safety plans of the Airport Land Use Plan.

Level of Significance: No Impact.

d) The project would not increase hazards due to a design feature the Site Plan and offside improvements will be approved by the City Engineer to accommodate the new traffic on intersections or roadways, including McCall and Dinuba Avenues. The project would improve the sidewalk along the McCall and Dinuba Avenues frontage. The project driveways would be consistent with City code requirements for ingress/egress to safely and adequately serve the commercial center. Because the project is a similar use to those in the immediate vicinity, the project would not introduce any incompatible uses.

Level of Significance: Less than Significant Impact.

e) The project has been reviewed by the City Fire Marshal to ensure adequate emergency access has been provided. As proposed, the project would not alter the existing travel flow of vehicles, bicyclists, or pedestrians or substantially increase traffic on local streets. Therefore, the proposed project would not have a negative effect on emergency access.

Level of Significance: Less than Significant Impact.

f) The project is consistent with policies supporting alternative transportation due to the site's location within the City's urban center, and its proximity to shopping, parks and services that allows public transportation services to the Downtown. City standards require provision of on-site bicycle storage.

Level of Significance: Less than Significant Impact.

A detailed traffic study was completed for this project and the study is attached as Appendix C to this Initial Study.

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

XVII. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		Incorporation		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		☑		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		☑		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			☑	

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

Evaluation

a), b) e)The proposed project would result in an incremental increase in demand on City wastewater infrastructure however this site will be severed by a newly proposed waste water truck line in Dinuba Avenue. The City of Selma has recently formed a community Facility District to establish a Zone of Benefit for the construction of a new waste water lateral line to serve all of Selma North of Dinuba with Waste Water service. This project is part of that CFD and will contribute its fair share for the construction of this facility.

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Level of Significance: Less than Significant Impact with Mitigation Incorporation.

c) This project will construct a temporary storm water retention basin as part of the project and will be required to connect to Selma's Master Stormwater master plan once a major retention basin is constructed east of the project site.

Level of Significance: Less than Significant Impact with Mitigation Incorporation.

d)The proposed project would result in an incremental increase in demand on water supplies, as anticipated by the General Plan. Potable water service will be provided to the project by the California Water Service Company (Cal Water), a private water company. Cal Water has the capacity to serve the project site according to the Urban Water Management Plan for the Selma District completed by Cal-Water on December 15, 2006.

Level of Significance: Less than Significant Impact.

f) g) The proposed project will be served by Western Waste, which maintains all the solid waste collection in the City. The WWM transfer station is the staging center where Selma's solid waste is process prior to being transported to a licensed waste facility. Western Waste has a permit to operate the transfer facility from the California Integrated Waste Management Board.

Level of Significance: Less than Significant Impact.

Mitigations: To assist Selma reaching our GREEN policy all Mitigations Measures are only listed in the Mitigation Monitoring Program attached.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			Ø	

As discussed above, potential impacts to aesthetics, air quality, biological and cultural resources, and geology and soils will be less than significant with incorporation of recommended conditions on the site.

The impacts of the proposed project are individually limited and not considered "cumulatively considerable." Although incremental changes in certain issue areas can be expected as a result of the proposed project, all environmental impacts that could occur as a result of the proposed project would be reduced to a less than significant level through compliance with existing regulations discussed in this Initial Study.

MANDATORY FINDINGS

Based upon the information provided in this Initial Study, the proposed project could result in impacts related to air quality, biological resources, cultural resources, hazards and hazardous materials, and transportation. Recommended conditions would reduce these potential impacts to less than significant levels (see discussions throughout this Initial Study, incorporated by reference herein).

SUMMARY

A General Plan amendment is required to make the General Plan Land Use Designation of the project site consistent with its proposed zoning. The project will be pre-zoned C-3 prior to annexation by the City. The project will be annexed into the Selma-Kingsburg-Fowler County Sanitation District and this Special District will provide sanitary sewer service to the project. Potable water will be provided by the California Water Service Company, a private for profit Water Company, through area wells. The water system will be required to provide fire flow requirements as determined by the Selma Fire Department.

Air Quality impacts during construction will be mitigated by adherence to a Dust Control Plan approved by the San Joaquin Valley Air Pollution Control District (SJVAPCD), as well as compliance with all other applicable rules and regulations of the SJVAPCD.

Hazardous materials impacts related to the project site use as an agricultural property was assessed during a Phase I Environmental Site Assessment, which evaluated the site to determine if and where storage, mixing, rinsing, and disposal of pesticides may have occurred and whether contamination exists. No pesticides have historically been used on the property these areas shall be tested for environmentally persistent pesticides such as organic pesticides and metals prior to development, and evaluated to determine if concentrations present in soils will be protective of residents and workers.

Stormwater impacts will be mitigated by construction of an on-site stormwater collection system. A SWPPP (Stormwater Pollution Prevention Plan) will be prepared for the project by a qualified engineer and will be approved by the State Regional Water Quality Control Board. Stormwater will be disposed of in an approved on-site stormwater retention basin.

Impacts from project related traffic were analyzed in a project-specific traffic study. The developer will pay a traffic mitigation fees to mitigate traffic impacts related to the project. These impact fees will include the impacts to Caltrans State Facilities. The developer will be required to make street improvements to Dinuba and McCall Avenues along the frontage of the project. The improvements will include curb, gutter, sidewalk, and landscaping. In addition, the developer will be required to pay his fair share cost for the construction of traffic signals and other improvements at the intersections of Dinuba and McCall Avenues and Dockery and Dinuba Avenues.

SECTION B

Mitigation Monitoring and Reporting Program (MMRP)

Introduction

State and local agencies are required by Section 21081.6 of the California Public Resources Code to establish a monitoring and reporting program for all projects which are approved and which require CEQA processing.

Local agencies are given broad latitude in developing programs to meet the requirements of *Public Resources Code Section 21081.6*. The mitigation monitoring program outlined in this document is based upon guidance issued by the Governor's Office of Planning and Research.

The mitigation monitoring and reporting program for the proposed Project corresponds to mitigation measures outlined in the Mitigated Negative Declaration. The Program summarizes the environmental issues identified in the Final Mitigated Negative Declaration the mitigation measures required to reduce each potentially significant impact to less than significant, the person or agency responsible for implementing the measures, and the agency or agencies responsible for monitoring and reporting on the implementation of the mitigation measures.

The mitigation measures contained herein shall be included as conditions of approval for this project, to the extent permitted by law. The City of Selma and other state and county agencies, shall ensure that all constructions plans and project operations conform to the conditions of the mitigations set on the project. The Mitigations Monitoring and Reporting Program will be attached to the construction plans as conditions.

Compliance with local land use regulations is enforced by the City of Selma. Upon evidence of, or receipt of complaints of, noncompliance, the Code Compliance Officer and Building Inspector of the City of Selma conducts inspections for such noncompliance, the remedies for which are citations, fines, permit modifications, permit revocation, and even criminal charges.

Mitigations Monitoring and Reporting Program

Mitigation Number	Mitigation Measure	Implementation	Monitoring	Time Span
Aesthetics		·	!	
	AES1: Exterior lighting for projects shall be shielded to prevent line of sight visibility of the light source from abutting property planned for single-family residential. The City Site Plan Review process shall require development projects to ensure that no more than 0.25 footcandles of errant light impacts adjacent properties. The Community Development Department shall require a photometric analysis of projects where necessary to demonstrate compliance with this requirement.	Developer(s)	City of Selma Community Development Department	Placed as a condition of the project.
Agriculture			·	
	AGR1: At the time of development of each phase, the project applicant shall preserve Important Farmland acreage (i.e., Prime Farmland, Unique Farmland, and Farmland of Statewide Importance), as mapped by the California Department of Conservation Farmland Mapping and Monitoring Program, within Fresno County at a ratio of no less than 1:1 for each acre of Important Farmland converted to nonagricultural use by the proposed project. • The applicant shall pay fees to the City of Selma equivalent to the cost of preserving Important Farmland. The City shall use the fees to fund an irrevocable instrument (e.g., deed restriction or preservation easements) to permanently preserve farmland via	Developer(s)	City of Selma Community Development Department	Recorded at the time of annexation

	a Trust for Farmland Funds Disbursements. This option shall be pursued if the City of Selma has a farmland preservation program in place at the time permits are sought. AG2: The developer and or	Developer(s)	City of Selma	At time of
	successor in interest shall sign and record with the Fresno County Assessor a right-to-farm declaration against all parcels in the project.	Developer(s)	Community Development Department	construction
Air Quality				
	AQ1: All construction shall exceed the California Title 24 Energy Code.	Developer(s)	City of Selma Community Development Department	At time of construction
	AQ2: Passive solar cooling/heating design elements shall be included in building designs where feasible. Design elements that maximize the use of natural lighting shall be utilized where feasible.	Developer(s)	City of Selma Community Development & Building Department	Plan Submittal
	AQ3: Energy efficient technical and design features in new construction shall be required. New development must include provisions for the installation of energy efficient appliances and lighting.		City of Selma Community Development Building Department	Plan Submittal
	AQ4: Installation of low nitrogen oxide emitting and/or high efficiency water heaters shall be required in new construction. Use of solar or low-emission water heaters (beyond Rule 4902) is recommended.	Developer(s)	City of Selma Community Development Building Department	Plan submittal
	AQ5: The proposed Project shall comply with all applicable Regulations and Rules established by the San Joaquin Valley Air Pollution Control District, including, but not limited to: Regulation IV: Prohibitions; Rule	Developer(s)	SJVAPCD City of Selma Community Development Department	Project Review Placed as a condition on the project

4901; Regulation IV: Prohibitions; Rule 4902; and Regulation VIII: Fugitive PM ₁₀ Prohibitions; as well as the Indirect Source Review (ISR) (Rule 9510) and the Administrative ISR Fee Rule (Rule 3180).			
AQ6: All material excavated, graded or otherwise disturbed shall be sufficiently watered to prevent fugitive dust emissions. Watering shall occur at least twice daily with complete coverage, preferably in the morning and after work is done for the day, or as necessary. The developer shall be responsible for watering in the event of high winds or watering needs after normal working hours.	Developer(s)	SJVAPCD City of Selma Engineering Department	Placed as a condition on the project Ongoing
AQ7: A person or persons shall be designated by the contractor or builder to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Such monitoring responsibilities shall include holiday and weekend periods when work may not be in progress. The contractor shall provide the name and telephone number of such person to the SJVAPCD and the City Building Official prior to commencement of construction activities.	Developer(s)	SJVAPCD City of Selma Community Development Building Department	Placed as a condition on the project Ongoing
AQ8: All disturbed areas on the site, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.	Developer(s)	SJVAPCD City of Selma Community Development Department	Placed as a condition on the project Ongoing
AQ9: Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at	Developer(s)	SJVAPCD City of Selma Code	Placed as a condition on the project

Biological 1	Resources			
	plans the applicant shall provide a health risk assessment to determine if any units would be exposed to risks exceeding the SJVAPCD threshold of significance of 10 in a million, and if necessary, provide mitigation measures to reduce potentially significant impacts to less than significant levels. Such measures may include Heating, Ventilation, and Air Conditioning (HVAC) systems or use of tree species such as redwood, deodar, or live oak that can filter out particulate matter.		City of Selma Community Development Department	condition on the project Ongoing
	AQ12:Prior to approval of the final City discretionary approval for individual projects within the project, the applicant shall provide the Selma Planning Department with a copy of an approved Air Impact Assessment Application as evidence of compliance with Rule 9510 Indirect Source Review. AQ13:Prior to approval of site	Developer(s) Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Project Review Placed as a condition on the project Ongoing Placed as a
	wash off all trucks and equipment prior to leaving the site as needed. AQ11:On-site vehicles shall be limited to a speed (15 mph) that does not generate fugitive dust on unpaved roads. Land clearing, grading, earthmoving or excavation activities shall be suspended when winds exceed 20 miles per hour.	Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Placed as a condition on the project Ongoing
	least two feet of freeboard. Trucks transporting fill material/soil to and from the site shall be tarped from the point of origin. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. Utilize wheel washers for all exiting trucks, or		Enforcement Engineering	Ongoing

the Project site shall be required to	City of Selma	condition on the
contract with a qualified biologist	Community	project
to conduct a preconstruction	Development	
survey approximately 30 days prior	Department	
to ground disturbing activities in	& Code	
and around the project site.	Enforcement	1
Measure1: If construction activities		
will occur during the nesting		
season of February through		
August, a preconstruction survey		
shall be conducted by a qualified		
biologist to determine the existence		
of Burrowing Owl. The survey		
shall be conducted within 30 days		
prior to construction activities.	1	
Results of the preconstruction	1	
survey shall be prepared in a letter		
given to CDFW for their review		
and approval prior to any		
construction activities.		
Measure 2: If nesting sites are		
found, the CDFW's (1995)		
guidelines for Burrowing Owl		
"Staff Rep0rt on Burrowing Owl		
Mitigation" shall be consulted and	1	
the Project proponent shall select		
one of the following measures for	1	
implementation by a qualified		
biologist:		
a. Destroy vacant burrows		
prior to March land/or after		
August 31.		
b. Redesign the Project	1	
temporarily or permanently	1	
to avoid occupied burrows or	1	
nest sites until after the		
nesting/fledgling season.	1	
c. Delay Project construction		
activities until after the		
nesting/fledgling season	1	
(March 1 through August 31).	1	
d. Install artificial burrows in		
		1

open space areas of the Project site and wait for

- passive relocation of the Burrowing Owl.
- Active relocation of Burrowing Ow1 with The Project conditions. proponent shall fund relocation of Burrowing Owl unoccupied, suitable habitat which is permanently preserved (up to 6.5 acres per nesting pair) in the open space on the Project site or off-site at a recognized Burrowing Owl mitigation bank.

Measure 3: If construction activities will occur during the nesting season of February through August, including tree removal, a preconstruction survey shall be conducted by a qualified biologist for nesting birds (which includes migratory birds covered under the Migratory bird Treaty Act) on the Project site. Also, adjacent lands will be surveyed with emphasis on large trees which have the potential for nesting Results of the raptors. preconstruction survey shall be prepared in a letter and given to the CDFG for their review and approval prior to any construction activities.

Measure 4: If any active nests are observed, the nests shall be designated as an Environmentally Sensitive Area and protected (while occupied) during construction activities. The CDFG shall be contacted, consulted, and avoidance measures, specific to each incident, shall be developed in cooperation with the Project

	proponent, and a qualified biologist. No birds or their nests (including migratory birds covered tinder the Migratory Bird Treaty Act) will be impacted and no take will occur. Measure 5: A pre-construction survey shall be conducted if the project delays more than 30 days from the 27 January 2016 survey date to ensure no changes to resources or scope of project have accourted.			
0.1.17	have occurred			
Cultural Re	CUL1: In the event any as yet undetected historical resources are encountered in the Project area at a future time, the City of Selma will comply with the requirements of all local, state and federal regulations that protect important historical resources, and notify the Fresno County Planning Department to determine the nature and extent of such resources and the appropriate measures to mitigate potential adverse impacts.		Fresno County Planning Department City of Selma Community Development Department & Code Enforcement	Ongoing
	CUL2: In the event any as yet undetected archaeological or paleontological resources are encountered in the Project area at a future time, the City' of Selma will comply with the requirements of all local, state and federal regulations that protect important historical resources.	Developer(s)	City of Selma Community Development Department	Ongoing
	CUL3: The following measures shall be implemented for cultural resources discovered during Project implementation activities: Measure 1: In the event that archaeological or paleontological resources are encountered during	Developer(s)	City of Selma Community Development Department	Ongoing

	prepare a gracing plan for all		Development	Permits
	GEO1: Developers shall prepare a grading plan for all	Developer(s)	City of Selma	of Building
Geology and		Developer(s)	City of Selma	Prior to issuance
Geology an		<u> </u>		
	artifacts.			
	program for the re-interment of the human remains and any associated			
	Project applicant to develop a			
	descendant will work with the			
	likely descendant. The most likely			
	person considered to be the most			
	Commission shall notify the			
	The Native American Heritage			
	American Heritage Commission.			
	Coroner shall notify the Native			
	American, the			
	determined to be Native			
	immediately. If the remains are			
	Coroner shall be contacted			
	the find and the Fresno County			
	work shall stop in the vicinity of			
	construction on the Project site, all			
	found during any Project			
	Measure 2: If human remains are			
	at the site.			
	not collect or retain artifacts found			
	completed. Project personnel shall			
	appropriate actions have been			
	the find until the identified			
	within the immediate vicinity of			
	additional work shall take place			
	have been encountered. No			
	paleontological test resources that			
	important archaeologist or			
	adverse impacts on those			
	further investigate or mitigate			
	deemed appropriate to either			
	recommendations for procedures			
	significance, and offer			
	the findings, assess their			
	paleontologist who shall examine			
	qualified archaeologist or			
	specific construction area shall cease until the applicant retains a			
	construction, all activity in the			

	Project area that is in compliance with City of Selma construction standards and the International Building Code.		& Engineering Departments	
Greenhouse Gas Emission				
	GHG1: The Project applicant will require all construction contractors to implement the Best Management Practices (BMP) to reduce GHG emissions. Emission reduction measures will include, at a minimum, the following three measures: Use alternative-fueled (e.g. biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet. Recycle at least 50 percent of construction waste. Recycle at least 50 percent of construction waste. Use at least 10 percent local building materials (from within 100 miles of the Project Site / Area of Potential Effect).	Developer(s)	City of Selma Community Development and Building Departments	Placed as a condition on the project
	shall maximize the use of low-water demand species for ornamental purposes. Project conditions, covenants, and restrictions (CC&Rs) shall include information about drought tolerant plantings and encourage and facilitate use of water-saving species.		City of Selma Community Development and Building Departments	Placed as a condition on the project.
	The Project shall, where feasible, utilize reclaimed water for all common area exterior landscaping. If not feasible, applicants shall provide documentation as to the efforts made to procure reclaimed	Developer(s)	City of Selma Community Development and Building Departments	Placed as a condition on the project.

	water. Indoor water use shall be reduced through re-circulating, point-of-use, or on-demand water heaters, low flow toilets, water saving fixtures, including low flow showerheads. Indoor water-conserving measures shall be implemented prior to certificate of occupancy. GHG3: Prior to issuance of building permits for each building, the applicant shall prepare and submit plans to the City of Selma that demonstrate the use of light-colored "cool" roofs. The approved plans shall be incorporated into the proposed project.	Developer(s)	City of Selma Community Development and Building Departments	Placed as a condition on the project.
Hazards Material				
AVADOVANDA	HAZ1: Prior to occupancy, the owner/operator shall complete and submit a Hazardous Materials Business Plan form to the Fresno County Department of Public Health,	Developer(s)	FCALU City of Selma Community Development	Placed as a condition on the project.
	HAZ2: Environmental Health Division. A Phase I Environmental Site Assessment was conducted by the applicant/developer. No wells that exist or that have been abandoned within the project area, not intended for use by the project, shall be properly destroyed under permit(s) from the Fresno County Department of Public Health, Environmental Health Division, prior to commencement of work. Should any underground storage tank(s) be found during construction, the applicant shall obtain an Underground Storage	Developer(s)	City of Selma Community Development	Placed as a condition on the project. Recorded prior to the Certificate of Occupancy

	Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. HAZ3: If proposed, a spill prevention control and countermeasure plan (SPCC) is required for aboveground petroleum storage tanks with greater than or equal to 1320-gallons of storage capacity. (Storage capacity means the aggregate capacity of all aboveground tanks and containers at a tank facility.) The applicant should contact their local Fire Authority concerning construction and installation requirements for aboveground storage tanks.	Developer	Fresno County Environmental Health Division City of Selma Community Development, Building & Fire Departments	Placed as a condition on the project. Completed prior to issuance of building permits
Hydrology and	Water Quality			
	HYD1: Developers in the Project area shall be required to comply with all local, state and Federal regulations with regards to surface water runoff from construction sites, surface water runoff from new urban development, erosion control, and the protection of domestic water quality. The City of Selma shall require Best Management Practices in construction contracts, consistent with NPDES General Construction Activity Storm Water Permit requirements.		City of Selma Community Development and Engineering Departments	Placed as a condition on the project.
	HYD2: The project shall discharge all storm water into onsite ponding basin that shall be approved by the Selma Engineering Division.	Developer(s)	City of Selma Community Development and Engineering Departments	Placed as a condition on the project.
	HYD3: Indoor water use shall be reduced through re-	Developer(s)	City of Selma Community	Placed as a condition on the

	circulating, point-of-use, or ondemand water heaters, low flow toilets, water saving fixtures, including low flow showerheads. Indoor water-conserving measures shall be implemented prior to certificate of occupancy. HYD4: Landscape plans shall maximize the use of low-water demand species for ornamental purposes. Project conditions and restrictions shall include drought tolerant plantings and facilitate use of water-saving	Developer(s)	Development and Engineering Departments City of Selma Community Development and Engineering Departments	Placed as a condition on the project.
	species.			
Land use	LUP1: Prior to annexation the Selma City Council must approve a General Plan Amendment (GPA) to change the present land use designation from High Density to Commercial Services. This will require the City to re-designate approximately 4 acres of Commercial acreages to High Density to offset the loss of High Density residential acreage.	- '	City of Selma Community Development	Approved at annexation.
Public Services	PUB1: The developer shall pay Public Facilities Impact Fees for proposed developments as established by the City of Selma in accordance with the	Developer(s)	City of Selma Community Development & Building Departments	Placed as a condition on the project
	PUB2: To reduce potential service calls to the Project area, the City of Selma Police Department shall be consulted during site planning and design to ensure that adequate	Developer(s)	City of Selma Community Development & Building Departments	Placed as a condition on the project

	provisions for crime prevention			
	are incorporated into the Project			
	design.			
Transportati	on/Traffic			
T si re	CRF1: The developer and or uccessor in interest will be equired to pay traffic impact nitigation fees as outlined in the raffic impact mitigation section of the City's Impact Fee Ordinance, and enter into a "Traffic Mitigation Agreement". The eveloper and or successor in interest will be required to complete street improvements long the North side of Dinuba avenue from the centerline to the property boundary of the commercial project and on the east ide of McCall Avenue from the enterline to the property oundary. These improvements will include extensive landscaping that will be maintained by lighting and landscaping. In addition, the eveloper and or successor in interest will be required to pay the air share for the traffic signal at the intersections of Dinuba and McCall Avenues. Prior to issuance of grading permits, a traffic plan to minimize traffic flow interference from construction activities shall the submitted for review and	Developer(s)	CALTRANS City of Selma Community Development & Engineering Division	Placed as a condition on the project.
	pproved by the City Engineer.			
si w tl p in sy c	TRF2: The developer and or uccessor in interest shall work with the City Engineer to design the project entry and circulation atterns to minimize any potential impacts to the surrounding street system. The proposed commercial enter is designed to include ontite parking. Therefore, no impact is anticipated relative to insufficient parking facilities, and	Developer(s)		

				-
TRF3: success respons lane of McCal Dinuba to op (minist	The developer and or sor in interest will be sible to construct left-turn on Dinuba eastbound at and a left-turn lane on a westbound at McCall prior bening day of Phase I corage).			
success respons Engine a right McCal	The developer and or sor in interest will be sible to work with the City eer to dedicate and construct turn northbound lane at 1 Avenue prior to opening Phase I (ministorage).	Developer(s)		
of varied determ	sor in interest will be sible to pay their fair share ous intersections impacts as fined by the City Engineer to Traffic report prepared for	Developer(s)		
TRF6:	The Project shall be	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project
	Project frontage (sidewalks, curb and gutter) along the entire parcel on Dinuba shall be constructed to City Standards and approved by the City Engineer prior to Certificate of Occupancy.			
•	McCall & Dinuba Avenues in front of the project site shall be designed and constructed			

1/C				
	to City Standards and a			
	Zone of Benefit established			
	to compensation to phase I			
	developer for these			
	improvements.	D 1 ()	G: 00.1	m
	TRF7: Prior to approval of the	Developer(s)	City of Selma	Placed as a
	final improvement plans for each		Community	condition on the
	phase; the project applicant shall		Development	project. Paid at
	prepare and submit plans to the		&	building permits
H	City of Selma depicting		Engineering	
	appropriate public transit facilities		Division	
	for review and approval. Such			
	facilities shall adhere to the			
	applicable policies contained in the			
	City of Selma 2035 General Plan			
	and the requirements of Selma			
	Transit and Southeast Transit, and,			
	and may consist of a centralized			
	transit facility or enhanced stops			
	that feature turnouts, shelters,			
	seating, lighting, and other			
	amenities, as appropriate. The			
	approved public transit facilities			
	shall be incorporated into the final improvement plans for each phase.			
	TRF8: Prior to issuance of the	Developer(s)	City of Selma	Placed as a
	certificate of occupancy for each	Developer(s)	Community	Placed as a condition on the
	building, the project applicant shall		Development	project.
	install bicycle storage facilities in		&	project.
	convenient locations near building		Engineering	
	entrances.		Division	
Utilities and	d Service Systems			li .
Other Control	UTL1: The developer will be	Developer(s)		
	required to pay the fair share to	0.010 por(0)		
	construct private sewer facilities to			
	convey wastewater to the nearest			
	public sewer. The project site will			
	be provided with sanitary sewer			
	service by the Selma-Kingsburg-			
	Fowler County Sanitation District			
	(SKF). S-K-F will provide a will			
	serve letter for the project and has			
	the treatment capacity at its			
	wastewater treatment plant			
	(WWTP) to serve the project.			
	UTL2: FIRE POLICE			

GENERALS			
UTL3: The developer shall be required to contribute to the extension of necessary infrastructure to the Project site at developer's expense. Near term development projects in the Project area that are required to fund specific improvements beyond the Project's anticipated usage shall be reimbursed by subsequent development proponents that will fund their anticipated share and monies will be returned to the original development proponents who funded the initial improvements.	Developer(s)	SKF City of Selma Community Development & Engineering Division	Placed as a condition on the project. Paid at building permits
UTL4: For each phase of the Project, a determination shall be required by SKF that there is sufficient capacity in the wastewater treatment plant to serve the proposed development. Concurrence should be obtained from the California Regional Water Quality Control Board (RWQCB). For more information, contact staff at (559) 445-5116.	Developer(s)	SKF City of Selma Community Development & Engineering Division	Placed as a condition on the project.
UTL5: Developers in the Project area shall be responsible for required improvements to the domestic water system necessary to serve proposed projects. Capital costs for design and construction of the water distribution system, new wells and pumps, transmission lines, storage facilities, distribution system, SCADA, meters, storage and booster pump stations, and so on are the responsibility of the developer, who may also be responsible for per lot assessment fees to cover costs associated with development of new wells in	Developer(s)	California Water City of Selma Community Development & Engineering Division California Water	Placed as a condition on the project.

accordance with California Public Utility Commission (CPUC) rules. Developers in the Project area shall be required to prepare a water piping plan for review and approval by Cal Water. • Construction permits for the proposed motel development should be subject to assurance that the City of Selma community
Developers in the Project area shall be required to prepare a water piping plan for review and approval by Cal Water. • Construction permits for the proposed motel development should be subject to assurance that
shall be required to prepare a water piping plan for review and approval by Cal Water. • Construction permits for the proposed motel development should be subject to assurance that
piping plan for review and approval by Cal Water. • Construction permits for the proposed motel development should be subject to assurance that
approval by Cal Water. • Construction permits for the proposed motel development should be subject to assurance that
Construction permits for the proposed motel development should be subject to assurance that
the proposed motel development should be subject to assurance that
should be subject to assurance that
the City of Selma community
water system has the capacity and
quality to serve this project.
Concurrence should be
obtained from the State Water
Resources Control Board, Division
of Drinking Water-Southern
Branch. For more information call
(559) 447-3300.

Appendix A –Air Quality Impact Analysis - URBEMIS Print-Outs

Appendix B – Traffic Study

Appendix A –Air Quality Impact Analysis - URBEMIS Print-Outs



V5 Mini Storage Commercial Project

Air Quality Impact Assessment, City of Selma

Prepared for:

Emery Vlotho V5 Storage, Inc. 525 W. 4th Street Hanford, CA 93230

Prepared by:

VRPA Technologies, Inc. 4630 W. Jennifer, Suite 105 Fresno, CA 93722 Project Manager: Jason Ellard



July 2016

V5 Mini Storage Commercial Project

Study Team

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Executive Summary

This Air Quality Impact Assessment (AQIA) has been prepared for the purpose of analyzing potential air impacts related to the development of the V5 Mini Storage Commercial Project. The Project is located at the northeast corner of McCall Avenue and Dinuba Avenue in the City of Selma.

The proposed Project lies within the central portion of the San Joaquin Valley in Fresno County. The Project area is located along the northern border of the City of Selma. The proposed Project is located on the Valley floor at an elevation of approximately 308 feet above sea level with the surrounding area mostly flat.

The Project proposes to do the following:

- Divide the existing parcel into four separate parcels,
- Develop one parcel into a Mini Storage facility with a ponding basin, and
- Develop the remaining three parcels into a Commercial Shopping Center

The proposed Project will be developed in phases with the first phase to include the construction of a 124,021 square foot Mini Storage facility with a caretaker's home. The second phase includes the development of an 83,332 square foot commercial center, which will mirror the uses in the shopping center to the south across Dinuba Avenue. Driveway access to the commercial center will be provided via McCall and Dinuba Avenues.

Air quality within the Project area is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs.

IMPACTS

Short-Term (Construction) Emissions

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture.

PM10 emissions can result from construction activities of the project. The San Joaquin Valley Air Pollution Control District (SJVAPCD) requires implementation of effective and comprehensive



control measures, rather than a detailed quantification of emissions. The SJVAPCD has determined that compliance with Regulation VIII for all sites and other control measures will constitute sufficient mitigation to reduce PM10 impacts to a level considered less-than significant.

Ozone precursor emissions are also an impact of construction activities and can be quantified through calculations. Numerous variables factored into estimating total construction emission include: level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and amount of materials to be transported onsite or offsite. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for this project, construction emissions from equipment were estimated using the CalEEMod Model. Table E-1 shows the estimated construction emissions that would be generated from the proposed Project. Results of the analysis show that emissions generated from the construction phase of the Project will not exceed the SJVAPCD emission thresholds. The construction emissions are therefore considered less than significant with the implementation of Regulation VIII control measures.

₹abie £-1 Project Construction Emissions

Summary Report	со	NOx	ROG	SO _X	PM ₁₀	PM _{2.5}
Construction Emissions Per Year	3.68	4.26	1,96	0.01	0,43	0.31
SJVAPCD Level of Significance	100	10	10	27	15	15
Does the Project Exceed Standard?	No	No	No	No	No	No

Source: CalEEMod 2013.2.2

Long-Term emissions from the project are generated by mobile source (vehicle) emissions from the Project site and area sources such as water heaters and lawn maintenance equipment.

SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts – 2015, identifies the need for projects to analyze the potential for adverse air quality impacts to sensitive receptors. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the V5 Mini Storage Commercial Project is a Type A Project because it may potentially place new emission sources in the vicinity of existing sensitive receptors.



The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. One type of screening tool is found in the ARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 7) with recommended buffer distances associated with various types of common sources. The V5 Mini Storage Commercial Project does not include land uses that are depicted in Table 7. Therefore, TAC's are not a concern based upon the uses provided in Table 7. Since An evaluation of nearby land uses shows that the proposed Project will not place new sensitive receptors in the vicinity of existing toxic sources. The proposed Project includes the development of an 83,332 square foot commercial center, which should consider prohibiting any dry cleaning businesses that use perchloroethylene since the site is within 300-500 feet of residential land uses.

✓ Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The proposed Project will not generate odorous emissions and is not a project that intends to attract people to an area where odor sources are present. As a result, the proposed Project will not be evaluated for its potential to place sensitive receptors near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 8 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. None of the facilities shown in Table 8 fit the characteristics of the proposed Project.



E-4 V5 Mini Storage Commercial Project

Nuturally Occurring Asbestos (NOA)

Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Asbestos is commonly found in ultramafic rock and near fault zones. The amount of asbestos that is typically present in these rocks ranges from less than 1% up to approximately 25% and sometimes more. It is released from ultramafic rock when it is broken or crushed. This can happen when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. Asbestos is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Asbestos is hazardous and can cause lung disease and cancer dependent upon the level of exposure. The longer a person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem.

The proposed Project's construction phase may cause asbestos to become airborne due to the construction activities that will occur on site. In order to control naturally-occurring asbestos dust, the project can use some of the following control actions to reduce the release of airborne asbestos fibers:

- Water wetting of road surfaces
- Rinse vehicles and equipment
- Wet loads of excavated material, and
- Cover loads of excavated material

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Gases that trap heat in the atmosphere are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities.

Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring. Every nation emits GHGs; therefore, global cooperation will be required to reduce the rate of GHG emissions. There are currently no state regulations in California that establish ambient air quality standards for GHGs. However, the state of California has passed legislation directing CARB to develop actions to reduce GHG emissions.

Regional Regulations

To assist Lead Agencies, project proponents, permit applicants, and interested parties in



assessing and reducing the impacts of project specific greenhouse gas emissions (GHG) on global climate change, the SJVAPCD has adopted the guidance: Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA and the policy: District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. Use of BPS is a method of streamlining the CEQA process of determining significance and is not a required emission reduction measure. Projects implementing BPS would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions, from business-as-usual (BAU), is required to determine that a project would have a less than cumulatively significant impact.

As shown in Table E-2, the proposed Project would generate 5,406.98 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referenced in ARB's AB 32 Scoping Plan as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the proposed Project's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the Project meets the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined that they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG. Results of the analysis show that the proposed Project's GHG emissions in the year 2020 is 3,494.04 MTCO2eq./year. This represents an achievement of 35% GHG emission reduction compared to BAU, which meets the 29% GHG emission reduction target. As a result, the proposed Project, under District standards, will not exceed applicable thresholds of significance for GHG emissions.

Table E-2 V5 Mini Storage Commercial Project Greenhouse Gas Emissions

Summary Report	CO₂e
Operational Emissions Per Year (2005)	5,406.98 MT/yr
Operational Emissions Per Year (2020)	3,494.04 MT/yr
SJVAPCD Level of Significance	29% Reduction Compared to BAU
Does the Project Meet the Standard?	Yes



The Fresno County area is nonattainment for Federal and State air quality standards for ozone and nonattainment for Federal and State standards for PM2.5. Nitrogen oxides and reactive organic gases are regulated as ozone precursors. Significance criteria have been established for criteria pollutant emissions as documented in Section 3.2. Operational emissions have been estimated for the Project using the CalEEMod Model and detailed results are included in the appendix of this report. Results of the CalEEMod analysis are shown in Table E-3. Results indicate that the annual operational emissions from the proposed Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants.

Table E-3 Project Operational Emissions

		Jestope		17113313713		-	-
Summary Report	со	NOx	ROG	SOx	PM ₁₅	PM _{2.5}	CO2e
Operational Emissions Per Year	21.40	5.25	3.10	0.04	2.12	0.62	3569.60
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: CalEEMod 2013.2.2

CEQA Environmental Checklist

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The significance criteria established by the SJVAPCD is relied upon to make the following determinations. Would the project:

Conflict with or obstruct implementation of the applicable air quality plan?

The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designates locations for land uses to regulate growth. Fresno COG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures



and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Selma Plan, which was adopted in 2010. The proposed Project is consistent with the currently adopted General Plan for the City of Selma and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the project is consistent with the growth assumptions used in the applicable AQPs. As a result, the proposed Project will not conflict with or obstruct implementation of any air quality plans.

Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The annual emissions from construction of the project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants as shown in Table 10. The construction emissions are therefore considered less than significant with the implementation of Regulation VIII control measures.

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Fresno County is nonattainment for Ozone (1 hour and 8 hour) and PM10 (State standards) and PM2.5. The SJVAPCD has prepared the 2007 Ozone Plan, 2007 PM10 Maintenance Plan, and 2008 PM2.5 Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. The Fresno COG 2014 RTP was found to be in compliance with the 2007 Ozone Plan, 2007 PM10 Maintenance Plan, and 2008 PM2.5 Plan. Since the proposed V5 Mini Storage Commercial Project is consistent with the City of Selma General Plan, it will also be in compliance with the 2007 Ozone Plan, 2007 PM10 Maintenance Plan, and 2008 PM2.5 Plan. Therefore, the proposed Project will not conflict with or obstruct implementation of any air quality plans.

Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the V5 Mini Storage Commercial Project is a Type A Project because it may potentially place new emission sources in the vicinity of existing sensitive receptors.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the



Project is to perform a screening level analysis. One type of screening tool is found in the ARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 7) with recommended buffer distances associated with various types of common sources. The V5 Mini Storage Commercial Project does not include land uses that are depicted in Table 7. Therefore, TAC's are not a concern based upon the uses provided in Table 7. Since An evaluation of nearby land uses shows that the proposed Project will not place new sensitive receptors in the vicinity of existing toxic sources. The proposed Project includes the development of an 83,332 square foot commercial center, which should consider prohibiting any dry cleaning businesses that use perchloroethylene since the site is within 300-500 feet of residential land uses.

Create objectionable odors affecting a substantial number of people?

The proposed Project will not generate odorous emissions and is not a project that intends to attract people to an area where odor sources are present. As a result, the proposed Project will not be evaluated for its potential to place sensitive receptors near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 8 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. None of the facilities shown in Table 8 fit the characteristics of the proposed Project.

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The significance criteria established by the SJVAPCD is relied upon to make the following determinations. Would the project:

Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As shown in Table 11, the proposed Project would generate 5,406.98 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referenced in ARB's AB 32 Scoping Plan as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the proposed Project's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the Project meets the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined that they are not able to determine a specific quantitative level of GHG emissions increase,



above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG. Results of the analysis show that the proposed Project's GHG emissions in the year 2020 is 3,494.04 MTCO2eq./year. This represents an achievement of 35% GHG emission reduction compared to BAU, which meets the 29% GHG emission reduction target. As a result, the proposed Project, under District standards, will not exceed applicable thresholds of significance for GHG emissions.

Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

To assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific greenhouse gas emissions (GHG) on global climate change, the SJVAPCD has adopted the guidance: Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA and the policy: District Policy - Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. Use of BPS is a method of streamlining the CEQA process of determining significance and is not a required emission reduction measure. Projects implementing BPS would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions, from business-as-usual (BAU), is required to determine that a project would have a less than cumulatively significant impact.

As shown in Table 11, the proposed Project would generate 5,406.98 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. Results of the analysis show that the proposed Project's GHG emissions in the year 2020 is 3,494.04 MTCO2eq./year. This represents an achievement of 35% GHG emission reduction compared to BAU, which meets the 29% GHG emission reduction target. As a result, the proposed Project, under District standards, will not exceed applicable thresholds of significance for GHG emissions.



1 6 Introduction

1.1 Description of the Region/Project

This Air Quality Impact Assessment (AQIA) has been prepared for the purpose of analyzing potential air impacts related to the development of the V5 Mini Storage Commercial Project. The Project is located at the northeast corner of McCall Avenue and Dinuba Avenue in the City of Selma.

The proposed Project lies within the central portion of the San Joaquin Valley in Fresno County. The Project area is located along the northern border of the City of Selma. Figures 1 and 2 show the location of the Project along with major roadways and highways. The proposed Project is located on the Valley floor at an elevation of approximately 308 feet above sea level with the surrounding area mostly flat.

The Project proposes to do the following:

- Divide the existing parcel into four separate parcels,
- Develop one parcel into a Mini Storage facility with a ponding basin, and
- Develop the remaining three parcels into a Commercial Shopping Center

The proposed Project will be developed in phases with the first phase to include the construction of a 124,021 square foot Mini Storage facility with a caretaker's home. The second phase includes the development of an 83,332 square foot commercial center, which will mirror the uses in the shopping center to the south across Dinuba Avenue. Driveway access to the commercial center will be provided via McCall and Dinuba Avenues.

Fresno County is located in one of the most polluted air basins in the country – the San Joaquin Valley Air Basin (SJVAB). The surrounding topography includes foothills and mountains to the east and west. These mountain ranges direct air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air quality problems. Climate in Fresno County is classified as Mediterranean, with moist cool winters and dry warm summers.

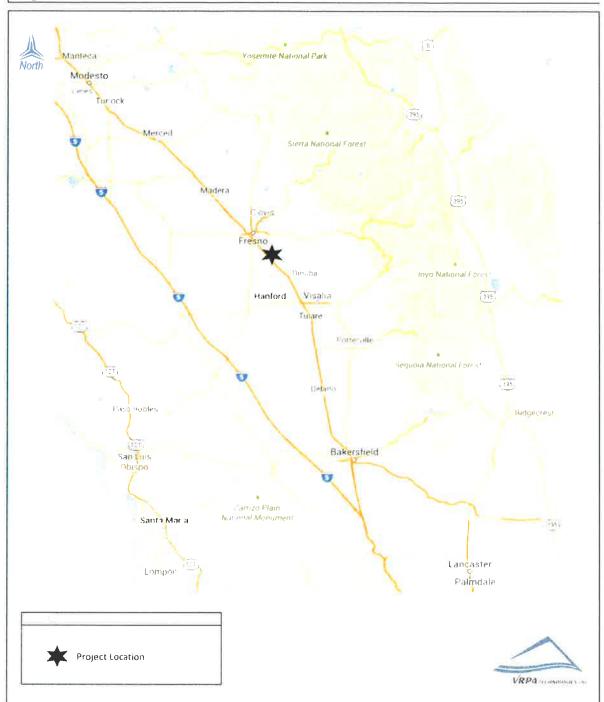
1.2 Regulatory

Air quality within the Project area is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies primarily responsible for improving the air quality within Fresno County are discussed below along with their individual responsibilities.



V5 Mini Storage Commercial Project Regional Location

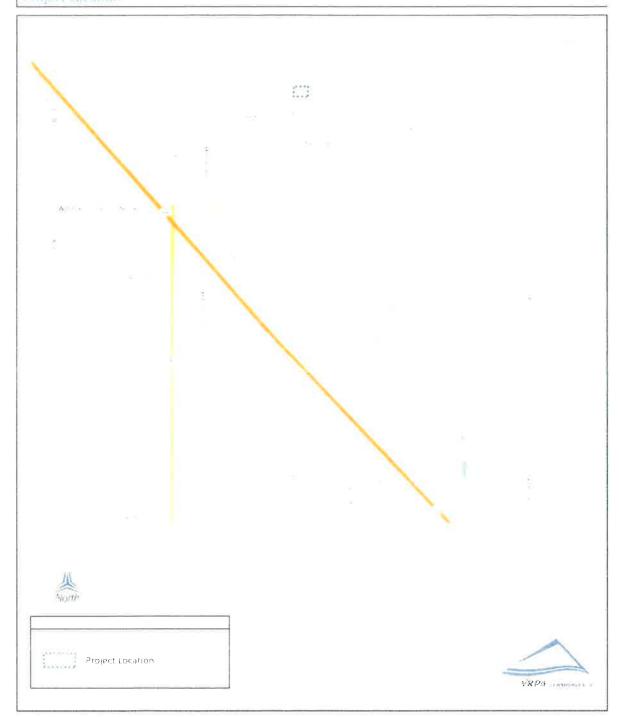
Figure 1





V5 Mini Storage Commercial Project Project Location

Figure





1.2.1 Federal Agencies

U.S. Environmental Protection Agency (EPA)

The Federal Clean Air Bill first adopted in 1967 and periodically amended since then, established federal ambient air quality standards. A 1987 amendment to the Bill set a deadline for the attainment of these standards. That deadline has since passed. The other federal Clean Air Bill Amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources. The U.S. Environmental Protection Agency (EPA) is responsible for enforcing the 1990 amendments.

The Federal Clean Air Act (FCAA) and the national ambient air quality standards identify levels of air quality for six "criteria" pollutants, which are considered the maximum levels of ambient air pollutants considered safe, with an adequate margin of safety, to protect public health and welfare. The six criteria pollutants include ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, particulate matter (PM), and lead.

The Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and EPA transportation conformity regulations (40 CFR 93 Subpart A) require that each new Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and TIP are approved by the Metropolitan Planning Organization (MPO) or accepted by the U.S. Department of Transportation (DOT). The conformity analysis is a federal requirement designed to demonstrate compliance with the national ambient air quality standards. However, because the San Joaquin Valley State Implementation Plan (SIP) for CO, PM10, PM2.5 and Ozone address attainment of both the state and federal standards, for these pollutants, demonstrating conformity to the federal standards is also an indication of progress toward attainment of the state standards. Compliance with the state air quality standards is provided on the pages following this federal conformity discussion.

The EPA approved San Joaquin Valley reclassification of the ozone (8-hour) designation to extreme nonattainment in the Federal Register on May 5, 2010, even though the San Joaquin Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard. In accordance with the FCAA, EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem; classifications range from marginal nonattainment to extreme nonattainment. The revised more-stringent primary standard for ozone was set at 0.075 parts per million (ppm) measured over an 8-hour period. EPA also revised the secondary standard, designed to protect welfare, at 0.075 ppm, making it identical to the primary standard. The existing ozone standard was set in 1997 at 0.08ppm.



National Environmental Policy Act (NEPA)

The National Environmental Policy Act (NEPA) provides general information on the effects of federally funded projects. The act was implemented by regulations included in the Code of Federal Regulations (40CFR6). The code requires careful consideration concerning environmental impacts of federal actions or plans, including projects that receive federal funds. The regulations address impacts on land uses and conflicts with state, regional, or local plans and policies, among others. They also require that projects requiring NEPA review seek to avoid or minimize adverse effects of proposed actions and to restore and enhance environmental quality as much as possible.

Transportation Conformity Analysis

The Federal transportation conformity regulations (40 Code of Federal Regulations Parts 51 and 93) specify criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The Federal transportation conformity regulation was first promulgated in 1993 by the U.S. EPA, following the passage of amendments to the Federal Clean Air Act in 1990. The Federal transportation conformity regulation has been revised several times since its initial release to reflect both EPA rule changes and court opinions.

The conformity regulation applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as nonattainment with respect to Federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM2.5); and has a maintenance plan for particulate matter under 10 microns in diameter (PM10), as well as a maintenance plan for carbon monoxide (CO) for the urbanized/metropolitan areas of Kern, Fresno, Stanislaus and San Joaquin Counties.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

- The TIP and RTP must pass an emissions budget test using a budget that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;
- The latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- The TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- Interagency and public consultation.



On March 14, 2012, EPA published the Transportation Conformity Rule Restructuring Amendments, effective April 13, 2012 (EPA, 2012). The amendments restructure several sections of the rule so that they apply to any new or revised National Ambient Air Quality Standards. In addition, several clarifications to improve implementation of the rule were finalized.

Transportation Control Measures

One particular aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as Transportation Control Measures (TCMs). TCM strategies are designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

1.2.3 State Agencies

California Air Resources Board (ARB)

The California Air Resources Board (ARB) is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing its own air quality legislation called the California Clean Air Act (CCAA), adopted in 1988. The ARB was created in 1967 from the merging of the California Motor Vehicle Pollution Control Board and the Bureau of Air Sanitation and its Laboratory.

The ARB has primary responsibility in California to develop and implement air pollution control plans designed to achieve and maintain the National Ambient Air Quality Standards (NAAQS) established by the EPA. Whereas the ARB has primary responsibility and produces a major part of the SIP for pollution sources that are statewide in scope, it relies on the local air districts to provide additional strategies for sources under their jurisdiction. The ARB combines its data with all local district data and submits the completed SIP to the EPA. The SIP consists of the emissions standards for vehicular sources and consumer products set by the ARB, and attainment plans adopted by the Air Pollution Control Districts (APCDs) and Air Quality Management District's (AQMDs) and approved by the ARB.

States may establish their own standards, provided the state standards are at least as stringent as the NAAQS. California has established California Ambient Air Quality Standards (CAAQS) pursuant to California Health and Safety Code (CH&SC) [§39606(b)] and its predecessor statutes.



The CH&SC [§39608] requires the ARB to "identify" and "classify" each air basin in the state on a pollutant-by-pollutant basis. Subsequently, the ARB designated areas in California as nonattainment based on violations of the CAAQSs. Designations and classifications specific to the SJVAB can be found in the next section of this document. Areas in the state were also classified based on severity of air pollution problems. For each nonattainment class, the CCAA specifies air quality management strategies that must be adopted. For all nonattainment categories, attainment plans are required to demonstrate a five-percent-per-year reduction in nonattainment air pollutants or their precursors, averaged every consecutive three-year period, unless an approved alternative measure of progress is developed. In addition, air districts in violation of CAAQS are required to prepare an Air Quality Attainment Plan (AQAP) that lays out a program to attain and maintain the CCAA mandates.

Other ARB duties include monitoring air quality. The ARB has established and maintains, in conjunction with local APCDs and air quality management districts, a network of sampling stations (called the State and Local Air Monitoring [SLAMS] network), which monitor the present pollutant levels in the ambient air.

Fresno County is in the ARB-designated, SJVAB. A map of the SJVAB is provided in Figure 3. In addition to Fresno County, the SJVAB includes San Joaquin, Kings, Tulare, Madera, Merced, Stanislaus, and Kern Counties.

Federal and State standards for criteria pollutants are provided in Table 1.

1-24 State Requiations

ARB Mobile-Source Regulation

The State of California is responsible for controlling emissions from the operation of motor vehicles in the state. Rather than mandating the use of specific technology or the reliance on a specific fuel, the ARB's motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Towards this end, the ARB has adopted regulations, which required auto manufacturers to phase in less polluting vehicles.

California Clean Air Act

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. The CCAA establishes more stringent ambient air quality standards than those included in the FCAA. The ARB is the agency responsible for administering the CCAA. The ARB established ambient air quality standards pursuant to the CH&SC [§39606(b)], which are similar to the federal standards. The San



Joaquin Valley Air Pollution Control District (SJVAPCD) is one of 35 air quality management districts that have prepared air quality management plans to accomplish a five percent annual reduction in emissions documenting progress toward the state ambient air quality standards.

✓ Tanner Air Toxics Act

California regulates Toxic Air Contaminants (TACs) primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB can designate a substance as a TAC. To date, ARB has identified more than 21 TACs and has adopted EPA's list of Hazardous Air Pollutants (HAPs) as TACs. Most recently, diesel PM was added to the ARB list of TACs. Once a TAC is identified, ARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technology (BACT) to minimize emissions.

AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. ARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and offroad diesel equipment (e.g., tractors, generators). In February 2000, ARB adopted a new public-transit bus-fleet rule and emission standards for new urban buses. The ARB adopted amendments to the public-transit bus-fleet rule in October 2003, as well as adopt interim certification procedures for hybrid-electric vehicles in the urban bus and heavy-duty vehicle classes.

All transit agencies are expected to be in compliance with all emission reduction requirements of the regulation since the ultimate phase-in date for all urban bus and transit fleet vehicles was December 31, 2010. Urban Bus (UB) fleets are required to exhibit an 85% reduction of PM from the 2002 baseline and a NOx fleet average of 4.8 g/bhp-hr. Transit Fleet Vehicles (TFVs) are required to exhibit an 80% reduction of PM from the 2005 baseline and a NOx fleet average of 2.4 g/bhp-hr.

These rules and standards provide for (1) more stringent emission standards for some new urban bus engines, beginning with 2002 model year engines; (2) zero-emission bus demonstration and purchase requirements applicable to transit agencies; and (3) reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule.



V5 Mini Storage Commercial Project San Joaquin Valley Air Basin

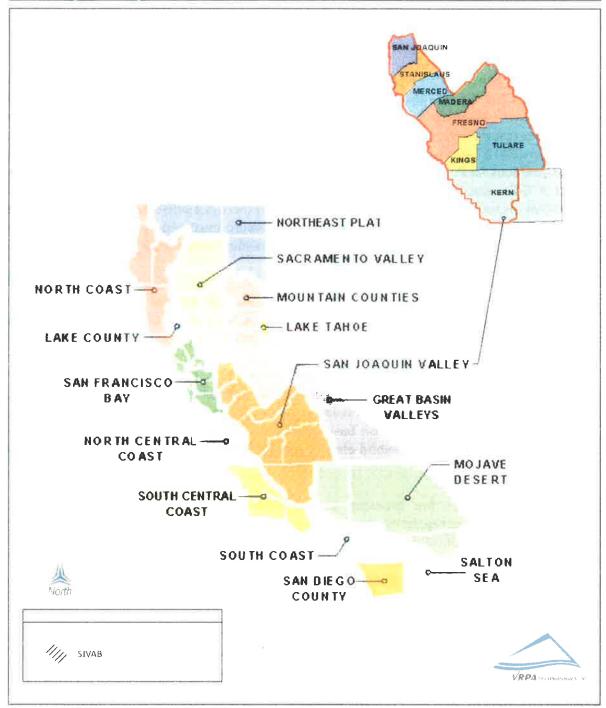




Table 1 Federal and State Standards

Pollutant	Averaging	California S	tandards	Nat	National Standards		
FORGEART	Time	Concentration ³	Method	Primary 15	Secondary 15	Method	
010 18	Hour	0:09 ppm (180 µg/m²)	Ultraviolet	=	Same as	Culturaryinden	
Ozone (O ₃)*	8 Haur	0.070 ppm (137 µg/m³)	Photometry	·0 070 ppm (137 μg/m²)	Primary Standard	Photometry	
Respirable	24 Hour	50 µg/m²	Grawmetric or	1 <u>20 hå/ung</u>	Same as	Inertial Separation	
Particulate Matter (PM 10) ⁸	Annual Anthretic Mean	20 <mark>µg/m²</mark>	Beta Americanion	-	Primary Standard	and Grawmetric Analysis	
Fine Particulate	24 Hour	=		35 µg/m²	Same as Primary Standard	Inertial Separation	
Matter (PM2.5) ⁹	Annual Arithmetic Mean	12 µg/m²	Grawimetric or Beta Americanion	120 µg/m²	115 poper	and Gravimetric Analysis	
Cookso	l Hour	28 ppm (23 mg/m²(35 <mark>ppare 140 mg/m²</mark> t	2 1 - 2		
Carbon Monoxide	5 Hour	9.0 ppm (40 mg/m²)	Mon-Elspersive Infrared Photometry (NDIR)	2 ppm (18 mg/m²)	·—	Non-Dispersive Infrared Photometry (NOIR)	
1001	3 Hour (Lake Tahoe)	Freign Timap 8	3 ND17.1	c €	-	(Lange)	
Nitrogen Dioxide	† Hour	0.13 ppm (339 µg/m²)	Gas Phase	(188 ppb (188 pg))		Gas Phase	
(NO ₂) ⁴⁰	Annual Arithmetic Mean	0:030 ppm (57 µg/m²)	Chemiluminescence	0.053 ppm (100 µg/m²)	Same as Primary Standard	Chemiluminesceno	
	t Hour	0.25 ppm+855 µg/m²(7 5 ppb) 1 96 µg/m ²)	15-2		
Salfur Dioxide	3 Hour	=	Ultravolet	? = #	4 5 прит З ^е ти ц и ВССС	Ultraviolet Pipurespence; Spectrophotometry	
(SO₂) [™]	24 Hour	0 04 ppm) 105 µg/m²t	Fluorescence	0,14 ppm (for certain lateas)	-	(Paramsanline Welhod)	
	Annual Arithmetic Mean	-		O 030 ppm (for certain areas)	-		
	30 Day Average	1.5 µдлт³		=	2 4 2		
Lead (12,88	Calendar Quarter	-	Atomic Absorption	1.5 pg/m² (for certain areas) ⁽²	Same as	High Wolume Sampler and Atomic Absorption	
	Ralling 3-Month Awerage	-		0.15 µд/m³		Sample Color	
Visibility Reducing Particles ¹⁴	d Hour	See footnote 14	Seta Attenuation and Transmittance through Filter Tape	•	₽êro		
Sulfates	24 Hour	25 μg/m²	ion Chromatography	National			
Hydrogen Sulfide	! Hour	5 03 ppm (42 ug/m³)	Ultrawalet Fluorescence		Standards		
Vinyl Chloride ¹²	24 Hour	0.01 ppm (2მ ყვ/m ³)	Gas Chromatography	A CARRIER AND MAN			



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Footnotes:

- 1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2,5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- 2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m3 is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- 3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- 5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health
- 6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- 7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
- 8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- 9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 μg/m3 to 12.0 μg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 μg/m3, as was the annual secondary standard of 15 μg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 μg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- 11. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
 - Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 μ g/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- 14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.



✓ California Environmental Quality Act (CEQA)

CEQA defines a significant impact on the environment as a substantial, or potentially substantial, adverse change in the physical conditions within the area affected by the project. Land use is a required impact assessment category under CEQA. CEQA documents generally evaluate land use in terms of compatibility with the existing land uses and consistency with local general plans and other local land use controls (zoning, specific plans, etc.).

125 Regional Agencies

San Joaquin Valley Air Pollution Control District

The SJVAPCD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Fresno County and throughout the SJVAB. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. The ARB is the agency with the legal responsibility for regulating mobile source emissions. The District is precluded from such activities under State law.

The District was formed in mid-1991 and prepared and adopted the <u>San Joaquin Valley Air Quality Attainment Plan</u> (AQAP), dated January 30, 1992, in response to the requirements of the State CCAA. The CCAA requires each non-attainment district to reduce pertinent air contaminants by at least five percent (5%) per year until new, more stringent, 1988 State air quality standards are met.

Activities of the SJVAPCD include the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuance of permits for stationary sources of air pollution, inspection of stationary sources of air pollution and response to citizen complaints, monitoring of ambient air quality and meteorological conditions, and implementation of programs and regulations required by the FCAA and CCAA.

The SJVAPCD has prepared the 2007 Ozone Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone. The 2007 Ozone Plan provides a comprehensive list of regulatory and incentive-based measures to reduce emissions of ozone and particulate matter precursors throughout the SJVAB.

The 2007 Ozone Plan calls for major advancements in pollution control technologies for mobile and stationary sources of air pollution. The 2007 Ozone Plan calls for a 75-percent reduction in ozone-forming oxides of nitrogen emissions.

The SJVAPCD has also prepared the 2007 PM10 Maintenance Plan and Request for Redesignation (2007 PM10 Plan). On April 24, 2006, the SJVAPCD submitted a Request for Determination of PM10 Attainment for the Basin to the ARB. The ARB concurred with the request and submitted the request to the EPA on May 8, 2006. On October 30, 2006, the EPA issued a Final Rule determining that the Basin had attained the NAAQS for PM10. However, the EPA noted that the Final Rule did not constitute a redesignation to attainment until all of



the FCAA requirements under Section 107(d)(3) were met.

The SJVAPCD has prepared the 2008 PM.2.5 Plan to achieve Federal and State standards for improved air quality in the SJVAB. The 2008 PM.2.5 Plan provides a comprehensive list of regulatory and incentive based measures to reduce PM2.5.

In addition to the 2007 Ozone Plan, the 2008 PM2.5 Plan, and the 2007 PM10 Plan, the SJVAPCD prepared the Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI).

The GAMAQI is an advisory document that provides Lead Agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality impacts in environmental documents. Local jurisdictions are not required to utilize the methodology outlined therein. This document describes the criteria that SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether or not projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts. The SJVAPCD is currently in the process of updating the GAMAQI and was used as a guidance document for this analysis.

The SJVAPCD Plans identified above represent the SJVAPCD's plan to achieve both state and federal air quality standards. The regulations and incentives contained in these documents must be legally enforceable and permanent. These plans break emissions reductions and compliance into different emissions source categories.

Each of the SJVAPCD plans (2007 Ozone Plan, 2008 PM2.5 Plan, and 2007 PM10 Maintenance Plan, which relies on the 2003 PM10 Plan for emissions reductions measures) identifies a "budget" for measuring progress toward achieving attainment of the national air quality standard. A "budget" is, in effect, an emissions "threshold" or "not to exceed value" for specific years in which progress toward attainment of the standard must be measured. These specific years can also be described as "budget years" and are established to ensure achievement of the "budget" to demonstrate continued progress toward attainment of the national air quality standard.

The EPA defines specific years in which attainment of the federal standards must be reached, and therefore each of these SJVAPCD plans for which the SJVAB is nonattainment contains different "budget years" in which progress must be made toward achievement of the federal standards. These years are documented below. Again the emissions budgets in Tables 2 through 4 below reflect "thresholds" or "not to exceed" values in the "budget years" for the identified pollutant in order to achieve attainment.

The SJVAPCD has adopted numerous rules and regulations to implement its air quality plans. Following, are significant rules that will apply to the proposed project.



Regulation VIII – Fugitive PM10 Prohibitions

Regulation VIII is comprised of District Rules 8011 through 8081, which are designed to reduce PM₁₀ emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 8021 – Construction, Demolition, Excavation, and Other Earthmoving Activities
District Rule 8021 requires owners or operators of construction projects to submit a Dust Control
Plan to the District if at any time the project involves non-residential developments of five or more
acres of disturbed surface area or moving, depositing, or relocating of more than 2,500 cubic yards
per day of bulk materials on at least three days of the project. The proposed project will meet
these criteria and will be required to submit a Dust Control Plan to the District in order to comply
with this rule.

Rule 4641 – Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations

If asphalt paving will be used, then paving operations of the proposed project will be subject to Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

Table 2
On-Road Motor Vehicle Budgets (Summer tons/day)

	20	17	20	20	20	23
County	ROG	NOx	ROG	NOx	ROG	NOx
Fresno	9.3	22.6	8.3	17.7	8.0	13.5

Table 3
On-Road Motor Vehicle PM-10 Emissions Budgets
(Tons per average annual day)

	2020		
County	PM10	NOx	
Fresno	16.1	23.2	

Table 4
On-Road Motor Vehicle PM-2.5 Emissions Budgets
(Tons per average annual day)

	20	12	20	14
County	PM2.5	NOx	PM2.5	NOx
Fresno	1.5	35.7	1.1	31.4



A County organ Assessment Dry of Senso

2 0 Environmental Satiling

This section describes existing air quality within the San Joaquin Valley Air Basin and in Fresno County, including the identification of air pollutant standards, meteorological and topological conditions affecting air quality, and current air quality conditions. Air quality is described in relation to ambient air quality standards for criteria pollutants such as, ozone, carbon monoxide, and particulate matter. Air quality can be directly affected by the type and density of land use change and population growth in urban and rural areas.

2.1 Geographical Location

The SJVAB is comprised of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. Encompassing 24,840 square miles, the San Joaquin Valley is the second largest air basin in California. Cumulatively, counties within the Air Basin represent approximately 16 percent of the State's geographic area. The Air Basin is bordered by the Sierra Nevada Mountains on the east (8,000 to 14,492 feet in elevation), the Coastal Range on the west (4,500 feet in elevation), and the Tehachapi Mountains on the south (9,000 feet elevation). The San Joaquin Valley is open to the north extending to the Sacramento Valley Air Basin.

2.2 Topographic Conditions

Fresno County is located within the San Joaquin Valley Air Basin [as determined by the California Air Resources Board (CARB)]. Air basins are geographic areas sharing a common "air shed." A description of the Air Basin in the County, as designated by CARB, is provided below. Air pollution is directly related to the region's topographic features, which impact air movement within the Basin.

Wind patterns within the SJVAB result from marine air that generally flows into the Basin from the San Joaquin River Delta. The Coastal Range hinders wind access into the Valley from the west, the Tehachapi's prevent southerly passage of airflow, and the high Sierra Nevada Mountain Range provides a significant barrier to the east. These topographic features result in weak airflow that becomes restricted vertically by high barometric pressure over the Valley. As a result, the SJVAB is highly susceptible to pollutant accumulation over time. Most of the surrounding mountains are above the normal height of summer inversion layers (1,500-3,000 feet).

2.3 Climatic Conditions

Fresno County is located in one of the most polluted air basins in the country; the San Joaquin Valley Air Basin. The surrounding topography includes foothills and mountains to the east and west. These mountain ranges direct air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants. In addition to topographic conditions, the local climate can also contribute to air



quality problems. Climate in Fresno County is classified as Mediterranean, with moist cool winters and dry warm summers.

Ozone, classified as a "regional" pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area. Peak ozone levels tend to be higher in the southern portion of the Valley, as the prevailing summer winds sweep precursors downwind of northern source areas before concentrations peak. The separate designations reflect the fact that ozone precursor transport depends on daily meteorological conditions.

Other primary pollutants, carbon monoxide (CO), for example, may form high concentrations when wind speed is low. During the winter, Fresno County experiences cold temperatures and calm conditions that increase the likelihood of a climate conducive to high CO concentrations.

Precipitation and fog tend to reduce or limit some pollutant concentrations. Ozone needs sunlight for its formation, and clouds and fog block the required radiation. CO is slightly watersoluble so precipitation and fog tends to "reduce" CO concentrations in the atmosphere. PM10 is somewhat "washed" from the atmosphere with precipitation. Precipitation in the San Joaquin Valley is strongly influenced by the position of the semi-permanent subtropical high-pressure belt located off the Pacific coast. In the winter, this high- pressure system moves southward, allowing Pacific storms to move through the San Joaquin Valley. These storms bring in moist, maritime air that produces considerable precipitation on the western, upslope side of the Coast Ranges. Significant precipitation also occurs on the western side of the Sierra Nevada. On the valley floor, however, there is some down slope flow from the Coast Ranges and the resultant evaporation of moisture from associated warming results in a minimum of precipitation. Nevertheless, the majority of the precipitation falling in the San Joaquin Valley is produced by those storms during the winter. Precipitation during the summer months is in the form of convective rain showers and is rare. It is usually associated with an influx of moisture into the San Joaquin Valley through the San Francisco area during an anomalous flow pattern in the lower layers of the atmosphere. Although the hourly rates of precipitation from these storms may be high, their rarity keeps monthly totals low.

Precipitation on the San Joaquin Valley floor and in the Sierra Nevada decreases from north to south. Stockton in the north receives about 20 inches of precipitation per year, Fresno in the center, receives about 10 inches per year, and Bakersfield at the southern end of the valley receives less than 6 inches per year. This is primarily because the Pacific storm track often passes through the northern part of the state while the southern part of the state remains protected by the Pacific High. Precipitation in the San Joaquin Valley Air Basin (SJVAB) is confined primarily to the winter months with some also occurring in late summer and fall. Average annual rainfall for the entire San Joaquin Valley is approximately 5 to 16 inches. Snowstorms, hailstorms, and ice storms occur infrequently in the San Joaquin Valley and severe occurrences of any of these are very rare.



The winds and unstable air conditions experienced during the passage of storms result in periods of low pollutant concentrations and excellent visibility. Between winter storms, high pressure and light winds allow cold moist air to pool on the San Joaquin Valley floor. This creates strong low-level temperature inversions and very stable air conditions. This situation leads to the San Joaquin Valley's famous Tule Fogs. The formation of natural fog is caused by local cooling of the atmosphere until it is saturated (dew point temperature). This type of fog, known as radiation fog is more likely to occur inland. Cooling may also be accomplished by heat radiation losses or by horizontal movement of a mass of air over a colder surface. This second type of fog, known as advection fog, generally occurs along the coast.

Conditions favorable to fog formation are also conditions favorable to high concentrations of CO and PM10. Ozone levels are low during these periods because of the lack of sunlight to drive the photochemical reaction. Maximum CO concentrations tend to occur on clear, cold nights when a strong surface inversion is present and large numbers of fireplaces are in use. A secondary peak in CO concentrations occurs during morning commute hours when a large number of motorists are on the road and the surface inversion has not yet broken.

The water droplets in fog, however, can act as a sink for CO and nitrogen oxides (NOx), lowering pollutant concentrations. At the same time, fog could help in the formation of secondary particulates such as ammonium sulfate. These secondary particulates are believed to be a significant contributor of winter season violations of the PM10 and PM2.5 standards.

Other Air Quality Determinants

In addition to climatic conditions (wind, lack of rain, etc.), air pollution can be caused by human/socioeconomic conditions. Air pollution in the SJVAB can be directly attributed to human activities, which cause air pollutant emissions. Human causes of air pollution in the Valley consist of population growth, urbanization (gas-fired appliances, residential wood heaters, etc.), mobile sources (i.e., cars, trucks, airplanes, trains, etc.), oil production, and agriculture. These are called anthropogenic, or human-caused, sources of emissions. The most significant factors, which are accelerating the decline of air quality in the SJVAB, are the Valley's rapid population growth and its associated increases in traffic, urbanization, and industrial activity.

Carbon monoxide emissions overwhelmingly come from mobile sources in the San Joaquin Valley; on-road vehicles contribute 65 percent, while other mobile vehicles, such as trains, planes, and off-road vehicles, contribute another 17 percent. Motor vehicles account for significant portions of regional gaseous and particulate emissions. Local large employers such as industrial plants can also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.).

Ozone is the result of a photochemical reaction between Oxides of nitrogen (NOx) and



Reactive Organic Gases (ROG). Mobile sources contribute 64 percent of all NOx emitted from anthropogenic sources. In addition, mobile sources contribute 53 percent of all the ROG emitted from sources within the San Joaquin Valley.

The principal factors that affect air quality in and around Fresno County are:

- The sink effect, climatic subsidence and temperature inversions and low wind speeds
- Automobile and truck travel
- Increases in mobile and stationary pollutants generated by local urban growth

Automobiles, trucks, buses and other vehicles using hydrocarbon fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters; animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Fresno County, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities. Finally, industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Fresno County consist of agricultural production and processing operations, wine production, and marketing operations.

The primary contributors of PM10 emissions in the San Joaquin Valley are fugitive windblown dust from "open" fields (38%) and road dust, both paved and unpaved (38%). Farming activities only contribute 14 percent of the PM10.

✓ Air Pollution Sources

The four major sources of air pollutant emissions in the SJVAB include industrial plants, motor vehicles, construction activities, and agricultural activities. Industrial plants account for significant portions of regional gaseous and particulate emissions. Motor vehicles, including those from large employers, generate substantial regional gaseous and particulate emissions. Finally, construction and agricultural activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.). In addition to these primary sources of air pollution, urban areas upwind from Fresno County, including areas north and west of the San Joaquin Valley, can cause or generate emissions that are transported into Fresno County. All four of the major pollutant sources affect ambient air quality throughout the Air Basin.



Motor Vehicles

Automobiles, trucks, buses and other vehicles using hydrocarbon fuels release exhaust products into the air. Each vehicle by itself does not release large quantities; however, when considered as a group, the cumulative effect is significant.

Agricultural and Other Miscellaneous Activities

Other sources may not seem to fit into any one of the major categories or they may seem to fit in a number of them. These could include agricultural uses, dirt roads, animal shelters, animal feed lots, chemical plants and industrial waste disposal, which may be a source of dust, odors, or other pollutants. For Fresno County, this category includes several agriculturally related activities, such as plowing, harvesting, dusting with herbicides and pesticides and other related activities.

Industrial Plants

Industrial contaminants and their potential to produce various effects depend on the size and type of industry, pollution controls, local topography, and meteorological conditions. Major sources of industrial emissions in Fresno County consist of agricultural production and processing operations, wine production, and marketing operations.

2.4 San Joaquin Valley Air Basin Monitoring

The SJVAB consists of eight counties, from San Joaquin County in the north to Kern County in the south. SJVAPCD and the ARB maintain numerous air quality monitoring sites throughout each County in the Air Basin to measure ozone, PM2.5, and PM10. It is important to note that the federal ozone 1-hour standard was revoked by the EPA and is no longer applicable for federal standards. The closest monitoring station to the Project is located at Visalia's N Church Street Monitoring Station. The station monitors particulates, ozone, carbon monoxide, and nitrogen dioxide. Monitoring data for the past three years is summarized in Table 5.

Table 6 identifies the SJVAB's attainment status. As indicated, the SJVAB is nonattainment for Ozone (1 hour and 8 hour) and PM. In accordance with the FCAA, EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem; classifications range from marginal nonattainment to extreme nonattainment. The FCAA contains provisions for changing the classifications using factors such as clean air progress rates and requests from States to move areas to a higher classification.

On April 16, 2004 EPA issued a final rule classifying the SJVAB as extreme nonattainment for Ozone, effective May 17, 2004 (69 FR 20550). The (federal) 1-hour ozone standard was revoked on June 6, 2005. However, many of the requirements in the 1-hour attainment plan (SIP)



continue to apply to the SJVAB. The current ozone plan is the (federal) 8-hour ozone plan adopted in 2007. The SJVAB was reclassified from a "serious" nonattainment area for the 8-hour ozone standard to "extreme' effective June 4, 2010.

Table 5

Maximum Pollutant Levels at Parlier's Monitoring Station

	Time	2013	2014	2015	Stan	dards
Pollutant	Averaging	Maximums	Maximums	Maximums	National	State
Ozone (O3)	1 hour	0.116 ppm	0.114 ppm	0.122 ppm	9	0.09 ppm
Ozone (O3)	8 hour	0.100 ppm	0.100 ppm	0.097 ppm	0.070 ppm	0.070 ppm
Nitrogen Dioxide (NO2)	1 hour	0.041 ppm	0.048 ppm	0.034 ppm	100 ppb	0.18 ppm
Nitrogen Dioxide (NO2)	Annual Average	0.011 ppm	0.012 ppm	**	0.053 ppm	0.030 ppm
Particulates (PM10) ^a	24 hour	138.1 μg/m3	102.9 μg/m3	120.7 μg/m3	150 µg/m3	50 µg/m3
Particulates (PM10) ^a	Federal Annual Arithmetic Mean	44.6 μg/m3	41.4 µg/m3	39.6 µg/m3	2	20 µg/m3
Particulates (PM2.5) ^b	24 hour	99.6 μg/m3	94.6 µg/m3	75.2 μg/m3	35 μg/m3	3
Particulates (PM2.5) ^b	Federal Annual Arithmetic Mean	16.7 μg/m3	15.1 µg/m3	14.3 µg/m3	12 μg/m3	12 μg/m3

a. Fresno's Drummond Street Monitoring Station

Source: CARB Website, 2016



b. Fresno's Garland Monitoring Station

^{**} There was insufficient data available to determine the value.

Table 6 Fresno County Attainment Status

THE NAME OF THE OWNER, THE PARTY OF	Designation/Classification					
Pollutant	Federal Standards	State Standards				
Ozone - 1 Hour	Revoked in 2005	Nonattainment/Severe				
Ozone - 8 Hour	Nonattainment/Extreme ^a	No State Standard				
PM10	Attainment	Nonattainment				
PM2.5	Nonattainment	Nonattainment				
Carbon Monoxide	Unclassified/Attainment	Attainment				
Nitrogen Dioxide	Unclassified/Attainment	Attainment				
Sulfur Dioxide	Unclassified	Attainment				
Lead (Particulate)	Unclassified/Attainment	Attainment				
Hydrogen Sulfide	No Federal Standard	Unclassified				
Sulfates	No Federal Standard	Attainment				
Visibility Reducing Particles	No Federal Standard	Unclassified				

Source: CARB Website, 2016

a. Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

Notes:

National Designation Categories

Non-Attainment Area: Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Unclassified/Attainment Area: Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant or meets the national primary or secondary ambient air quality standard for the pollutant.

State Designation Categories

Unclassified: A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.

Attainment: A pollutant is designated attainment if the State standard for that pollutant was not violated at any site in the area during a three-year period.

Non-attainment: A pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

Non-Attainment/Transitional: A subcategory of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for the pollutant.

2.5 Air Quality Standards

The FCAA, first adopted in 1963, and periodically amended since then, established National Ambient Air Quality Standards (NAAQS). A set of 1977 amendments determined a deadline for the attainment of these standards. That deadline has since passed. Other CAA amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources.

In 1988, the State of California passed the CCAA (State 1988 Statutes, Chapter 568), which set forth a program for achieving more stringent California Ambient Air Quality Standards. The ARB implements State ambient air quality standards, as required in the CCAA, and cooperates with the federal government in implementing pertinent sections of the FCAA Amendments (FCAAA). Further, CARB regulates vehicular emissions throughout the State. The SJVAPCD regulates stationary sources, as well as some mobile sources. Attainment of the more stringent State PM10 Air Quality Standards is not currently required.

The EPA uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called the NAAQS.

The SJVAPCD operates regional air quality monitoring networks that provide information on average concentrations of pollutants for which State or federal agencies have established ambient air quality standards. Descriptions of nine pollutants of importance in Fresno County follow.

Ozone (1-hour and 8-hour)

The most severe air quality problem in the Air Basin is the high level of ozone. Ozone occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. Here, ground level, or "bad" ozone, is an air pollutant that damages human health, vegetation, and many common materials. It is a key ingredient of urban smog. The troposphere extends to a level about 10 miles up, where it meets the second layer, the stratosphere. The stratospheric, or "good" ozone layer, extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

"Bad" ozone is what is known as a photochemical pollutant. It needs reactive organic gases (ROG), NOx, and sunlight. ROG and NOx are emitted from various sources throughout Fresno County. In order to reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors.

Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.



Ozone is a regional air pollutant. It is generated over a large area and is transported and spread by wind. Ozone, the primary constituent of smog, is the most complex, difficult to control, and pervasive of the criteria pollutants. Unlike other pollutants, ozone is not emitted directly into the air by specific sources. Ozone is created by sunlight acting on other air pollutants (called precursors), specifically NOx and ROG. Sources of precursor gases to the photochemical reaction that form ozone number in the thousands. Common sources include consumer products, gasoline vapors, chemical solvents, and combustion products of various fuels. Originating from gas stations, motor vehicles, large industrial facilities, and small businesses such as bakeries and dry cleaners, the ozone-forming chemical reactions often take place in another location, catalyzed by sunlight and heat. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins. Approximately 50 million people lived in counties with air quality levels above the EPA's health-based national air quality standard in 1994. The highest levels of ozone were recorded in Los Angeles, closely followed by the San Joaquin Valley. High levels also persist in other heavily populated areas, including the Texas Gulf Coast and much of the Northeast.

While the ozone in the upper atmosphere absorbs harmful ultraviolet light, ground-level ozone is damaging to the tissues of plants, animals, and humans, as well as to a wide variety of inanimate materials such as plastics, metals, fabrics, rubber, and paints. Societal costs from ozone damage include increased medical costs, the loss of human and animal life, accelerated replacement of industrial equipment, and reduced crop yields.

Health Effects

While ozone in the upper atmosphere protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone can adversely affect the human respiratory system. Many respiratory ailments, as well as cardiovascular disease, are aggravated by exposure to high ozone levels. Ozone also damages natural ecosystems, such as: forests and foothill communities; agricultural crops; and some man-made materials, such as rubber, paint, and plastic. High levels of ozone may negatively affect immune systems, making people more susceptible to respiratory illnesses, including bronchitis and pneumonia. Ozone accelerates aging and exacerbates pre-existing asthma and bronchitis and, in cases with high concentrations, can lead to the development of asthma in active children. Active people, both children and adults, appear to be more at risk from ozone exposure than those with a low level of activity. Additionally, the elderly and those with respiratory disease are also considered sensitive populations for ozone.

People who work or play outdoors are at a greater risk for harmful health effects from ozone. Children and adolescents are also at greater risk because they are more likely than adults to spend time engaged in vigorous activities. Research indicates that children under 12 years of age spend nearly twice as much time outdoors daily than adults.



Teenagers spend at least twice as much time as adults in active sports and outdoor activities. In addition, children inhale more air per pound of body weight than adults, and they breathe more rapidly than adults. Children are less likely than adults to notice their own symptoms and avoid harmful exposures.

Ozone is a powerful oxidant—it can be compared to household bleach, which can kill living cells (such as germs or human skin cells) upon contact. Ozone can damage the respiratory tract, causing inflammation and irritation, and it can induce symptoms such as coughing, chest tightness, shortness of breath, and worsening of asthmatic symptoms. Ozone in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. Exposure to levels of ozone above the current ambient air quality standard leads to lung inflammation and lung tissue damage and a reduction in the amount of air inhaled into the lungs.

The ARB found ozone standards in the SJVAB nonattainment of Federal and State standards.

Suspended PM (PM10 and PM2.5)

Particulate matter pollution consists of very small liquid and solid particles that remain suspended in the air for long periods. Some particles are large or concentrated enough to be seen as soot or smoke. Others are so small they can be detected only with an electron microscope. Particulate matter is a mixture of materials that can include smoke, soot, dust, salt, acids, and metals. Particulate matter is emitted from stationary and mobile sources, including diesel trucks and other motor vehicles; power plants; industrial processes; woodburning stoves and fireplaces; wildfires; dust from roads, construction, landfills, and agriculture; and fugitive windblown dust. PM10 refers to particles less than or equal to 10 microns in aerodynamic diameter. PM2.5 refers to particles less than or equal to 2.5 microns in aerodynamic diameter and are a subset of PM10. Particulates of concern are those that are 10 microns or less in diameter. These are small enough to be inhaled, pass through the respiratory system and lodge in the lungs, possibly leading to adverse health effects.

In the western United States, there are sources of PM10 in both urban and rural areas. Because particles originate from a variety of sources, their chemical and physical compositions vary widely. The composition of PM10 and PM2.5 can also vary greatly with time, location, the sources of the material and meteorological conditions. Dust, sand, salt spray, metallic and mineral particles, pollen, smoke, mist, and acid fumes are the main components of PM10 and PM2.5. In addition to those listed previously, secondary particles can also be formed as precipitates from chemical and photochemical reactions of gaseous sulfur dioxide (SO2) and NOx in the atmosphere to create sulfates (SO4) and nitrates (NO3). Secondary particles are of greatest concern during the winter months where low inversion layers tend to trap the precursors of secondary particulates.



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The ARB 2008 PM2.5 Plan builds upon the aggressive emission reduction strategy adopted in the 2007 Ozone Plan and strives to bring the valley into attainment status for the 1997 NAAQS for PM2.5. The 2008 PM2.5 Plan indicates that all planned reductions (from the 2007 Ozone Plan and state standard.

The following new controls considered in the 2008 PM2.5 Plan include:

- Tighter restrictions on residential wood burning and space heating
- More stringent limits on PM2.5, SO2, and NOx emissions from industrial sources
- Measures to reduce emissions from prescribed burning and agricultural burning
- More effective work practices to control PM2.5 in fugitive dust

The control strategy in this plan would also bring the valley closer to attainment status for the 2006 daily PM2.5 standard. The district presented the draft 2008 PM2.5 Plan to the District Governing Board on April 17, 2008, following a 30-day public comment period. This plan was delivered to the EPA in April 2008. The 2008 PM2.5 Plan for the 1997 PM2.5 standard (as revised in 2011) was approved by EPA on November 9, 2011, which contains motor vehicle emission budgets for PM2.5 and NOx established based on average annual daily emissions, as well as a trading mechanism. The motor vehicle emissions budget for PM2.5 includes directly emitted PM2.5 motor vehicle emissions from tailpipe, brake wear and tire wear. Volatile Organic Compounds (VOC), SOx, ammonia, and dust (from paved roads, unpaved roads, and road construction) were found to be insignificant and not included in the motor vehicle emission budgets for conformity purposes.

Health Effects

PM10 and PM2.5 particles are small enough—about one-seventh the thickness of a human hair, or smaller—to be inhaled and lodged in the deepest parts of the lung where they evade the respiratory system's natural defenses. Health problems begin as the body reacts to these foreign particles. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, and respiratory illnesses in children. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of particulate matter in the air. Non-health-related effects include reduced visibility and soiling of buildings. PM10 can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. PM10 and PM2.5 can aggravate respiratory disease and cause lung damage, cancer, and premature death.

Although particulate matter can cause health problems for everyone, certain people are especially vulnerable to adverse health effects of PM10. These "sensitive populations" include children, the elderly, exercising adults, and those suffering from chronic lung disease such as asthma or bronchitis. Of greatest concern are recent studies that link



PM10 exposure to the premature death of people who already have heart and lung disease, especially the elderly. Acidic PM10 can also damage manmade materials and is a major cause of reduced visibility in many parts of the United States.

The ARB found PM10 standards in the SJVAB in attainment of Federal standards and nonattainment for State standards. The ARB found PM2.5 standards in the SJVAB nonattainment of Federal and State standards.

Carbon Monoxide (CO)

Carbon monoxide (CO) is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. CO is an odorless, colorless, poisonous gas that is highly reactive. CO is a byproduct of motor vehicle exhaust, contributes more than two thirds of all CO emissions nationwide. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. These emissions can result in high concentrations of CO, particularly in local areas with heavy traffic congestion. Other sources of CO emissions include industrial processes and fuel combustion in sources such as boilers and incinerators. Despite an overall downward trend in concentrations and emissions of CO, some metropolitan areas still experience high levels of CO.

Health Effects

CO enters the bloodstream and binds more readily to hemoglobin than oxygen, reducing the oxygen-carrying capacity of blood and thus reducing oxygen delivery to organs and tissues. The health threat from CO is most serious for those who suffer from cardiovascular disease. Healthy individuals are also affected but only at higher levels of exposure. At high concentrations, CO can cause heart difficulties in people with chronic diseases and can impair mental abilities. Exposure to elevated CO levels is associated with visual impairment, reduced work capacity, reduced manual dexterity, poor learning ability, difficulty performing complex tasks, and in prolonged, enclosed exposure, death.

The adverse health effects associated with exposure to ambient and indoor concentrations of CO are related to the concentration of carboxyhemoglobin (COHb) in the blood. Health effects observed may include an early onset of cardiovascular disease; behavioral impairment; decreased exercise performance of young, healthy men; reduced birth weight; sudden infant death syndrome (SIDS); and increased daily mortality rate.

Most of the studies evaluating adverse health effects of CO on the central nervous system examine high-level poisoning. Such poisoning results in symptoms ranging from common flu and cold symptoms (shortness of breath on mild exertion, mild headaches, and nausea) to unconsciousness and death.



The ARB found CO standards in the SJVAB in unclassified/attainment of Federal standards and attainment for State standards.

Nitrogen Dioxide (NO2)

Nitrogen oxides (NOx) is a family of highly reactive gases that are primary precursors to the formation of ground-level ozone and react in the atmosphere to form acid rain. NOx is emitted from combustion processes in which fuel is burned at high temperatures, principally from motor vehicle exhaust and stationary sources such as electric utilities and industrial boilers. A brownish gas, NOx is a strong oxidizing agent that reacts in the air to form corrosive nitric acid, as well as toxic organic nitrates.

Health Effects

NOx is an ozone precursor that combines with Reactive Organic Gases (ROG) to form ozone. See the ozone section above for a discussion of the health effects of ozone.

Direct inhalation of NOx can also cause a wide range of health effects. NOx can irritate the lungs, cause lung damage, and lower resistance to respiratory infections such as influenza. Short-term exposures (e.g., less than 3 hours) to low levels of nitrogen dioxide (NO2) may lead to changes in airway responsiveness and lung function in individuals with preexisting respiratory illnesses. These exposures may also increase respiratory illnesses in children. Long-term exposures to NO2 may lead to increased susceptibility to respiratory infection and may cause irreversible alterations in lung structure. Other health effects associated with NOx are an increase in the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO2 may lead to eye and mucus membrane aggravation, along with pulmonary dysfunction. NOx can cause fading of textile dyes and additives, deterioration of cotton and nylon, and corrosion of metals due to production of particulate nitrates. Airborne NOx can also impair visibility. NOx is a major component of acid deposition in California. NOx may affect both terrestrial and aquatic ecosystems. NOx in the air is a potentially significant contributor to a number of environmental effects such as acid rain and eutrophication in coastal waters. Eutrophication occurs when a body of water suffers an increase in nutrients that reduce the amount of oxygen in the water, producing an environment that is destructive to fish and other animal life.

NO2 is toxic to various animals as well as to humans. Its toxicity relates to its ability to combine with water to form nitric acid in the eye, lung, mucus membranes, and skin. Studies of the health impacts of NO2 include experimental studies on animals, controlled laboratory studies on humans, and observational studies.

In animals, long-term exposure to NOx increases susceptibility to respiratory infections, lowering their resistance to such diseases as pneumonia and influenza. Laboratory studies show susceptible humans, such as asthmatics, exposed to high concentrations of NO2, can suffer lung irritation and, potentially, lung damage. Epidemiological studies



have also shown associations between NO2 concentrations and daily mortality from respiratory and cardiovascular causes as well as hospital admissions for respiratory conditions.

NOx contributes to a wide range of environmental effects both directly and when combined with other precursors in acid rain and ozone. Increased nitrogen inputs to terrestrial and wetland systems can lead to changes in plant species composition and diversity. Similarly, direct nitrogen inputs to aquatic ecosystems such as those found in estuarine and coastal waters can lead to eutrophication as discussed above. Nitrogen, alone or in acid rain, also can acidify soils and surface waters. Acidification of soils causes the loss of essential plant nutrients and increased levels of soluble aluminum, which is toxic to plants. Acidification of surface waters creates conditions of low pH and levels of aluminum that are toxic to fish and other aquatic organisms.

The ARB found NO2 standards in the SJVAB in unclassified/attainment of Federal standards and attainment for State standards.

✓ Sulfur Dioxide (SO2)

The major source of sulfur dioxide (SO2) is the combustion of high-sulfur fuels for electricity generation, petroleum refining and shipping. High concentrations of SO2 can result in temporary breathing impairment for asthmatic children and adults who are active outdoors. Short-term exposures of asthmatic individuals to elevated SO2 levels during moderate activity may result in breathing difficulties that can be accompanied by symptoms such as wheezing, chest tightness, or shortness of breath. Other effects that have been associated with longer-term exposures to high concentrations of SO2, in conjunction with high levels of PM, include aggravation of existing cardiovascular disease, respiratory illness, and alterations in the lungs' defenses. SO2 also is a major precursor to PM2.5, which is a significant health concern and a main contributor to poor visibility. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a component of acid rain.

The ARB found SO2 standards in the SJVAB as unclassified for Federal standards and attainment for State standards.

Lead (Pb)

Lead, a naturally occurring metal, can be a constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, so it essentially persists forever. Lead was used until recently to increase the octane rating in automobile fuel. Since the 1980s, lead has been phased out in gasoline, reduced in drinking water, reduced in industrial air pollution, and banned or limited in consumer products. Gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels; however, the use of leaded fuel has been mostly phased out. Since this has occurred the ambient concentrations of lead have dropped dramatically.



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Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children. Effects on the nervous systems of children are one of the primary health risk concerns from lead. In high concentrations, children can even suffer irreversible brain damage and death. Children 6 years old and under are most at risk, because their bodies are growing quickly.

The ARB found Lead standards in the SJVAB in unclassified/attainment of Federal standards and attainment for State standards.

Toxic Air Contaminants (TACs)

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination. The ten TACs are acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (diesel PM). Caltrans' guidance for transportation studies references the Federal Highway Administration (FHWA) memorandum titled "Interim Guidance on Air Toxic Analysis in NEPA Documents" which discusses emissions quantification of six "priority" compounds of 21 Mobile Source Air Toxics (MSAT) identified by the United States Environmental Protection Agency (USEPA). The six diesel exhaust (particulate matter and organic gases), benzene, 1,3-butadiene, acetaldehyde, formaldehyde, and acrolein.

Some studies indicate that diesel PM poses the greatest health risk among the TACs listed above. A 10-year research program (California Air Resources Board 1998) demonstrated that diesel PM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to diesel PM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

Diesel PM differs from other TACs in that it is not a single substance but a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled, internal



combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TACs, however, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. The ARB has made preliminary concentration estimates based on a diesel PM exposure method. This method uses the ARB emissions inventory's PM10 database, ambient PM10 monitoring data, and the results from several studies to estimate concentrations of diesel PM. Table 7 depicts the ARB Handbook's recommended buffer distances associated with various types of common sources.

Existing air quality concerns within Fresno County and the entire SJVAB are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, odors, and increases in greenhouse gas emissions contributing to climate change. The primary source of ozone (smog) pollution is motor vehicles. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

Odors

Typically odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another.

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor.

Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.



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TABLE 7

Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities*

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads	- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).
	- Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.
itell 19193	- Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	- Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	- Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district.
	- Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

*Notes:

- These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.
- Recommendations are based primarily on data showing that the air pollution exposures addressed here (i.e., localized) can be reduced as much as 80% with the recommended separation.
- The relative risk for these categories varies greatly (see Table 1-2). To determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel PM will decrease over time as cleaner technology phases in...
- These recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists. The recommended distances take into account other factors in addition to available health risk data (see individual category descriptions).
- Site-specific project design improvements may help reduce air pollution exposures and should also be considered when siting new sensitive land uses.
- This table does not imply that mixed residential and commercial development in general is incompatible. Rather it focuses on known problems like dry cleaners using perchloroethylene that can be addressed with reasonable preventative actions.

Source: SJVAPCD 2016



When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 8 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. Information presented in Table 8 will be used as a screening level of analysis for potential odor sources for the proposed project.

TABLE 8
Screening Levels for Potential Odor Sources

Type of Facility	Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Compositing Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g. auto body shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Source: SJVAPCD 2016



Naturally Occurring Asbestos (NOA)

Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Asbestos is commonly found in ultramafic rock and near fault zones. The amount of asbestos that is typically present in these rocks ranges from less than 1% up to approximately 25% and sometimes more. It is released from ultramafic rock when it is broken or crushed. This can happen when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. Asbestos is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Asbestos is hazardous and can cause lung disease and cancer dependent upon the level of exposure. The longer a person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem.

The proposed Project's construction phase may cause asbestos to become airborne due to the construction activities that will occur on site. In order to control naturally-occurring asbestos dust, the project can use some of the following control actions to reduce the release of airborne asbestos fibers:

- Water wetting of road surfaces
- Rinse vehicles and equipment
- Wet loads of excavated material, and
- Cover loads of excavated material

Greenhouse Gas Emissions (GHG)

Gases that trap heat in the atmosphere are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the atmosphere because of human activities are:

- **Carbon Dioxide (CO2):** Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement, asphalt paving, truck trips). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH4):** Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- Nitrous Oxide (N2O): Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.



Fluorinated Gases: Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring. Every nation emits GHGs; therefore, global cooperation will be required to reduce the rate of GHG emissions. There are currently no state regulations in California that establish ambient air quality standards for GHGs. However, the state of California has passed legislation directing CARB to develop actions to reduce GHG emissions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. Under AB 32, CARB must adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 emission cap by 2020.



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AB 32 and SB 375 Compliance

State action on climate change is mandated by AB 32 and SB 375. The Fresno Council of Governments (Fresno COG), along with other regional planning agencies throughout the state, will be monitoring the progress of state agencies in developing approaches to address GHG emissions. As agreed-upon approaches for project-level CEQA analysis and for transportation planning are established, Fresno COG expects that climate change will be a key environmental consideration in future regional transportation planning. Both Fresno COG and responsible agencies will be required to adhere to any future applicable mandatory regulations regarding global warming resulting from the passage of AB 32 and SB 375, but the exact character of such future implementing strategies is not known at this time.

While the cumulative significance of climate change has been established, in absence of established project-level significance thresholds, it is speculative at this time to determine whether the GHG emissions related to the proposed Project represents a considerable contribution to a significant cumulative impact.



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3.1 Methodology

The impact assessment for air quality focuses on potential effects the Project might have on air quality within the Fresno County region. The SJVAPCD has established thresholds of significance for determining environmental significance. These thresholds separate a project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of a project, which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of project operations. Impacts will be evaluated both on the basis of CEQA Appendix G criteria and SJVAPCD significance criteria. The impacts to be evaluated will be those involving construction and operational emissions of criteria pollutants.

CalEEMod

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable such as California Environmental Quality Act (CEQA) documents, National Environmental Policy Act (NEPA) documents, preproject planning, compliance with local air quality rules and regulations, etc.

3.2 Criteria for Significance

According to CEQA, a project will normally have a significant adverse impact on air quality if it will "violate any ambient air quality standard, conflict with or obstruct implementation of an applicable air quality plan, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, create substantial objectionable odors, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations."

For regional pollutants such as ozone, PM10, sulfur dioxide, or nitrogen dioxide, the impact of new development cannot be predicted in terms of concentrations, but is addressed in terms of changes in the regional burden of emissions.



For localized pollutants, such as carbon monoxide, an increase in concentrations that would result in a predicted violation of the most stringent State or federal standard (20.0 PPM for 1-hour or 9.0 PPM for 8-hours) is considered to represent a significant impact. This assessment provides for two types of localized area pollutant impact analysis; street and highway improvements and traffic volumes and construction impacts.

For purposes of this environmental assessment, an impact is considered significant if one or more of the following conditions occur from implementation of the Project:

- Regional air quality emission exceed standards;
- Local air quality emission exceed standards;
- Conflict/obstruct implementation of an applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant in non-attainment area;
- Significant construction related air quality impacts occur; and/or
- The creation of objectionable odors.

The District has established thresholds for certain pollutants shown in Table 9.

Table 9

SJVAPCD Air Quality Thresholds of Significance

Ozone Precursor Emissions (tons/year) Project Type CO NOx ROG SO_X PM10 PM_{2.5} Short-term Effects 100 10 10 27 15 15 (Construction) Long-term Effects 100 10 10 27 15 15 (Operation)

Source: SJVAPCD 2016

3.3 Short-Term (Construction) Emissions

Short-term impacts are mainly related to the construction phase of a project and are recognized to be short in duration. Construction air quality impacts are generally attributable to dust generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously completed developments surrounding or within the Project area and may require frequent washing during the construction period. Further, asphalt-paving materials used during



construction will present temporary, minor sources of hydrocarbons that are precursors of ozone.

PM10 emissions can result from construction activities of the project. The SJVAPCD requires implementation of effective and comprehensive control measures, rather than a detailed quantification of emissions. The SJVAPCD has determined that compliance with Regulation VIII for all sites and other control measures will constitute sufficient mitigation to reduce PM10 impacts to a level considered less-than significant.

Ozone precursor emissions are also an impact of construction activities and can be quantified through calculations. Numerous variables factored into estimating total construction emission include: level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and amount of materials to be transported onsite or offsite. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for this project, construction emissions from equipment were estimated using the CalEEMod Model. Table 10 shows the estimated construction emissions that would be generated from the proposed Project. Results of the analysis show that emissions generated from the construction phase of the Project will not exceed the SJVAPCD emission thresholds. The construction emissions are therefore considered less than significant with the implementation of Regulation VIII control measures.

Table 10
Project Construction Emissions

Tan Office Contact Medical Entresions							
Summary Report	co	NOx	ROG	sox	PM ₁₀	PM _{2,5}	
Construction Emissions Per Year	3,68	4.26	1.96	0.01	0.43	0.31	
SJVAPCD Level of Significance	100	10	10	27	15	15	
Does the Project Exceed Standard?	No	No	No	No	No	No	

Source: CalEEMod 2013-2-2

3.3.1 Construction Measures

Compliance with Regulation VIII under the San Joaquin Valley Air District for all construction sites will constitute sufficient measures to reduce PM10 impacts to a level considered less-than significant.

The following measures from the GAMAQI are required to be implemented at all construction sites:

All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical



stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- ✓ With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
- When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- ✓ Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.

Additional enhanced control measures are desirable where feasible and include:

- ✓ Limit traffic speeds on unpaved roads to 15 mph; and
- ✓ Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.

Additional mitigation measures should be considered for reducing emissions from construction emissions. The District's GAMAQI suggests the following measures:

- Use of alternative fueled or catalyst equipped diesel construction equipment;
- Minimize idling time (e.g., 10-minute maximum);
- Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use;
- Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set);
- Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways; and
- ✓ Implement activity management (e.g. rescheduling activities to reduce short-term impacts).

The use of Best Management Practices (BMPs) would reduce or eliminate environmental impacts



from construction activities. The applicable BMPs for project construction include the following measures:

- Construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. Low-sulfur fuel should be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- Where available, use electricity from power poles rather than temporary diesel- or gasoline-powered generators.
- Construction activities that affect traffic flow on the arterial roadways shall be scheduled to off-peak hours to the extent possible. Additionally, construction trucks shall be directed away from congested streets or sensitive receptor areas.
- Where possible, enforce truck parking restrictions; provide onsite services to minimize truck traffic in or near residential areas, including services such as meal or cafeteria.
- Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions.
- Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.

3.4 Long Term Emissions

Long-Term emissions from the project are generated by mobile source (vehicle) emissions from the project site and area sources such as water heaters and lawn maintenance equipment.

3 # 1 Foxe An Contaminants ("AC

SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts – 2015, identifies the need for projects to analyze the potential for adverse air quality impacts to sensitive receptors. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the V5 Mini Storage Commercial Project is a Type A Project because it may potentially place new emission sources in the vicinity of existing sensitive receptors.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. One type of screening tool is found in the ARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 7) with recommended buffer distances associated with various types of common sources. The V5 Mini Storage Commercial Project does not include land uses



that are depicted in Table 7. Therefore, TAC's are not a concern based upon the uses provided in Table 7. Since An evaluation of nearby land uses shows that the proposed Project will not place new sensitive receptors in the vicinity of existing toxic sources. The proposed Project includes the development of an 83,332 square foot commercial center, which should consider prohibiting any dry cleaning businesses that use perchloroethylene since the site is within 300-500 feet of residential land uses.

3.4.2 Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the District. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact. Because the project is a transit oriented development, it is not expected to generate significant odors.

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.



The proposed Project will not generate odorous emissions and is not a project that intends to attract people to an area where odor sources are present. As a result, the proposed Project will not be evaluated for its potential to place sensitive receptors near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 8 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. None of the facilities shown in Table 8 fit the characteristics of the proposed Project.

3.4.3 Naturally Occurring Aspestos (NOA)

Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Asbestos is commonly found in ultramafic rock and near fault zones. The amount of asbestos that is typically present in these rocks ranges from less than 1% up to approximately 25% and sometimes more. It is released from ultramafic rock when it is broken or crushed. This can happen when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. Asbestos is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Asbestos is hazardous and can cause lung disease and cancer dependent upon the level of exposure. The longer a person is exposed to asbestos and the greater the intensity of the exposure, the greater the chances for a health problem.

The proposed Project's construction phase may cause asbestos to become airborne due to the construction activities that will occur on site. In order to control naturally-occurring asbestos dust, the project can use some of the following control actions to reduce the release of airborne asbestos fibers:

- Water wetting of road surfaces
- Rinse vehicles and equipment
- Wet loads of excavated material, and
- Cover loads of excavated material

3 4 4 Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the atmosphere because of human activities are:



- Carbon Dioxide (CO2): Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement, asphalt paving, truck trips). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- ✓ **Methane (CH4):** Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- ✓ **Nitrous Oxide (N2O):** Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- Fluorinated Gases: Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring. Every nation emits GHGs; therefore, global cooperation will be required to reduce the rate of GHG emissions. There are currently no state regulations in California that establish ambient air quality standards for GHGs. However, the state of California has passed legislation directing CARB to develop actions to reduce GHG emissions.

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emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. Under AB 32, CARB must adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 emission cap by 2020.

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be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions, from business-as-usual (BAU), is required to determine that a project would have a less than cumulatively significant impact. The guidance does not limit a lead agency's authority in establishing its own process and guidance for determining significance of project related impacts on global climate change.

✓ AB 32 and SB 375 Compliance

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While the cumulative significance of climate change has been established, in absence of established project-level significance thresholds, it is speculative at this time to determine whether the GHG emissions related to the proposed Project represents a considerable contribution to a significant cumulative impact.

As shown in Table 11, the proposed Project would generate 5,406.98 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referenced in ARB's AB 32 Scoping Plan as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the proposed Project's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the Project meets the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined that they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG. Results of the analysis show that the proposed Project's GHG emissions in the year 2020 is 3,494.04 MTCO2eq./year. This represents an achievement of 35% GHG emission reduction compared to BAU, which meets the 29% GHG emission reduction target. As a result, the proposed Project, under District standards, will not exceed applicable thresholds of significance for GHG emissions.



Table 11
V5 Mini Storage Commercial Project Greenhouse Gas Emissions

Summary Report	CO ₂ e
Operational Emissions Per Year (2005)	5,406,98 MT/yr
Operational Emissions Per Year (2020)	3,494,04 MT/yr
SJVAPCD Level of Significance	29% Reduction Compared to BAU
Does the Project Meet the Standard?	Yes

3.4.5 Localized Mobile Source Emissions - Ozone/Particulate Malter

The Fresno County area is nonattainment for Federal and State air quality standards for ozone and nonattainment for Federal and State standards for PM2.5. Nitrogen oxides and reactive organic gases are regulated as ozone precursors. Significance criteria have been established for criteria pollutant emissions as documented in Section 3.2. Operational emissions have been estimated for the Project using the CalEEMod Model and detailed results are included in the appendix of this report. Results of the CalEEMod analysis are shown in Table 12. Results indicate that the annual operational emissions from the proposed Project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants.

Table 12
Project Operational Emissions

Summary Report	co	NOx	ROG	SOx	PM ₁₀	PM _{2.5}	CO2e
Operational Emissions Per Year	21.40	5.25	3.10	0.04	2.12	0,62	3569.60
SJVAPCD Level of Significance	100	10	10	27	15	15	None
Does the Project Exceed Standard?	No	No	No	No	No	No	No

Source: Cal EEMod 2013 2 2

3.4.6 Indirect Source Review

The V5 Mini Storage Commercial Project is subject to the SJVAPCD's Indirect Source Review (ISR) program, which is also known as Rule 9510. The ISR Rule (Rule 9510) and the Administrative ISR Fee Rule (Rule 3180) are the result of state requirements outlined in the California Health and Safety Code, Section 40604 and the State Implementation Plan (SIP). The purpose of the San Joaquin Valley Air Pollution Control District's Indirect Source Review (ISR) Program is to reduce emissions of NOx and PM10 from new projects. In general, new development contributes to the air-pollution problem in the Valley by increasing the number of vehicles and vehicle miles traveled.

Utilizing the ISR Fee Estimator calculator available on the SJVAPCD website, it was determined that the proposed Project's total cost for emission reductions is \$166,142.08. The ISR Fee Estimator worksheets are included in the appendices.



4.0 CEQA Environmental Checklist

4.1 Air Quality

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The significance criteria established by the SJVAPCD is relied upon to make the following determinations. Would the project:

Conflict with or obstruct implementation of the applicable air quality plan?

The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the Project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designates locations for land uses to regulate growth. Fresno COG uses the growth projections and land use information in adopted general plans to estimate future average daily trips and then VMT, which are then provided to SJVAPCD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The applicable General Plan for the project is the City of Selma Plan, which was adopted in 2010. The proposed Project is consistent with the currently adopted General Plan for the City of Selma and is therefore consistent with the population growth and VMT applied in the plan. Therefore, the project is consistent with the growth assumptions used in the applicable AQPs. As a result, the proposed Project will not conflict with or obstruct implementation of any air quality plans.

✓ Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The annual emissions from construction of the project will be less than the applicable SJVAPCD emission thresholds for criteria pollutants as shown in Table 10. The construction emissions are therefore considered less than significant with the implementation of Regulation VIII control measures.

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?



Fresno County is nonattainment for Ozone (1 hour and 8 hour) and PM10 (State standards) and PM2.5. The SJVAPCD has prepared the 2007 Ozone Plan, 2007 PM10 Maintenance Plan, and 2008 PM2.5 Plan to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone and PM. The Fresno COG 2014 RTP was found to be in compliance with the 2007 Ozone Plan, 2007 PM10 Maintenance Plan, and 2008 PM2.5 Plan. Since the proposed V5 Mini Storage Commercial Project is consistent with the City of Selma General Plan, it will also be in compliance with the 2007 Ozone Plan, 2007 PM10 Maintenance Plan, and 2008 PM2.5 Plan. Therefore, the proposed Project will not conflict with or obstruct implementation of any air quality plans.

Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the V5 Mini Storage Commercial Project is a Type A Project because it may potentially place new emission sources in the vicinity of existing sensitive receptors.

The first step in evaluating the potential for impacts to sensitive receptors for TAC's from the Project is to perform a screening level analysis. One type of screening tool is found in the ARB Handbook: Air Quality and Land Use Handbook: A Community Perspective. This handbook includes a table (depicted in Table 7) with recommended buffer distances associated with various types of common sources. The V5 Mini Storage Commercial Project does not include land uses that are depicted in Table 7. Therefore, TAC's are not a concern based upon the uses provided in Table 7. Since An evaluation of nearby land uses shows that the proposed Project will not place new sensitive receptors in the vicinity of existing toxic sources. The proposed Project includes the development of an 83,332 square foot commercial center, which should consider prohibiting any dry cleaning businesses that use perchloroethylene since the site is within 300-500 feet of residential land uses.

Create objectionable odors affecting a substantial number of people?

The SJVAPCD requires that an analysis of potential odor impacts be conducted for the following two situations:

- Generators projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- Receivers residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.



The proposed Project will not generate odorous emissions and is not a project that intends to attract people to an area where odor sources are present. As a result, the proposed Project will not be evaluated for its potential to place sensitive receptors near existing odor sources.

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJV Air Basin. The types of facilities that are known to produce odors are shown in Table 8 along with a reasonable distance from the source within which, the degree of odors could possibly be significant. None of the facilities shown in Table 8 fit the characteristics of the proposed Project.

4.2 Greenhouse Gas Emissions

The following thresholds of significance are based on Appendix G of the CEQA Guidelines. The significance criteria established by the SJVAPCD is relied upon to make the following determinations. Would the project:

✓ Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As shown in Table 11, the proposed Project would generate 5,406.98 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referenced in ARB's AB 32 Scoping Plan as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the proposed Project's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the Project meets the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined that they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG. Results of the analysis show that the proposed Project's GHG emissions in the year 2020 is 3,494.04 MTCO2eq./year. This represents an achievement of 35% GHG emission reduction compared to BAU, which meets the 29% GHG emission reduction target. As a result, the proposed Project, under District standards, will not exceed applicable thresholds of significance for GHG emissions.

Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

To assist Lead Agencies, project proponents, permit applicants, and interested parties in



assessing and reducing the impacts of project specific greenhouse gas emissions (GHG) on global climate change, the SJVAPCD has adopted the guidance: Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA and the policy: District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. Use of BPS is a method of streamlining the CEQA process of determining significance and is not a required emission reduction measure. Projects implementing BPS would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions, from business-as-usual (BAU), is required to determine that a project would have a less than cumulatively significant impact.

As shown in Table 11, the proposed Project would generate 5,406.98 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq./year) using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. Results of the analysis show that the proposed Project's GHG emissions in the year 2020 is 3,494.04 MTCO2eq./year. This represents an achievement of 35% GHG emission reduction compared to BAU, which meets the 29% GHG emission reduction target. As a result, the proposed Project, under District standards, will not exceed applicable thresholds of significance for GHG emissions.



V5 Mini Storage Commercial Project
Air Quality Impact Assessment, City of Selma

APPENDIX A CalEEMod Worksheets

CalEEMod Version: CalEEMod.2013.2.2

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Date: 7/12/2016 10:58 AM

V-5 Mini Storage Commercial Project Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Population	0	0
Floor Surface Area	124,021.00	83,332.00
Lot Acreage	2.85	1.91
HATTER TO THE STATE OF THE STAT	1000sqft	1000sqft
Size	124.02	83.33
* Landiúses;	Unrefrigerated Warehouse-No Rail	

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45	
Climate Zone	r			Operational Year	2019	
Utility Company	Pacific Gas & Electric Company	pany				

N2O Intensity (Ib/MWhr) 0.029 CH4 Intensity (Ib/MWhr) 641.35 CO2 Intensity (Ib/MWhr)

900.0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Demolition -

Vehicle Trips - Trip Rates were adjusted to reflect the 9th Edition of the ITE Trip Generation Manual

Mobile Land Use Mitigation -

Newwalte	124,021.00	83,332.00	2019			42.70	2.50
Default Value - ***********************************	124,020.00	83,330.00		2.59	2.59	42.94	2.59
ColumniName	LandUseSquareFeet	LandUseSquareFeet	OperationalYear	ST_TR	SU_TR	WD_TR	WD_TR
Table Name	tblLandUse	tblLandUse	tblProjectCharacteristics	tblVehicleTrips	tblVehicleTrips	tblVehicleTrips	tblVehicleTrips

2.0 Emissions Summary

CalEEMod Version: CalEEMod.2013.2.2

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Date: 7/12/2016 10:58 AM

2.1 Overall Construction

Unmitigated Construction

, côze		473,7353	24.9469	498.6822
Cavi		00000	0.0000	0.0000
JAHO		6980'0	5.8000e- 003	0.0927
Totalie gas		471,9105	24.8252	496.7356
NBio, C.9.2		471.9105	24.8252	496.7356
Bo.002		00000	0.0000	0.0000
RM2.5 Total		0.2943	0,0115	0.3057
Expansi PM2.8		0.2292	0.0104	0.2396
Fuginve		0.0651	1.0400e- 003	0.0661
PM16 TOB		0.4148	0.0150	0.4298
Exhaust RM10		0.2446	0.0111	0.2558
r Fuguive		0.1702	3.8700e- 003	0.1741
205		5.4300e- 003	2.9000e- 004	5.7200e- 003
200		3.5045	0.1759	3.6804
NOX.	1	4.0766	0.1875	4.2642
50 1		0.4933	1,4628	1.9561
		2017	2018	Total
	¥	20	20	7

Mitigated Construction

9000	0 473,7350	24 9463	498.6818
, N20	0 0000	00000	0.0000
5HQ.	6980 0	5.8000e- 003	0.0927
rolai Co2	471.9101	24.8252	496.7352
NBIO CO2	471,9101	24.8252	496.7352
Bio-G@2*	0.0000	0.0000	0.000.0
PWE 5 Total	0.2943	0.0115	0.3057
Emais	0 2292	0 0104	0.2396
Fugitive PNZ 5	0.0651	1 0400e- 003	0.0661
PM10 Jotal	0.4148	0.0150	0.4298
Ekinatise BMIKOs onstyr	0.2446	0.0111	0.2558
Fugitive: PM40 tone	0,1702	3.8700e- 003	0.1741
200	5.4300e- 003	2.9000e- 004	5.7200e- 003
8	3 5045	0.1759	3.6804
TAKIOX T	4 0766	0.1875	4.2642
ROS	0.4933	1.4628	1.9561
Year	2017	2018	Total

(0)	
602	0.00
N20	0.00
CHA	0.00
Total GOS	0.00
NBIo-C02	0.00
Bio. C02	0.00
PM2.5 Fotal	0.00
Exhaust PN/25	0.00
Fugitive: PM2.5	0.00
-BM10 - Jotak	0.00
Estrauisto PM40	0.00
Fugitive PM10	0.00
***S05**	0.00
00	0.00
Nox	0.00
RQG	0.00
	Percent Reduction

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2.2 Overall Operational Unmitigated Operational

	Daniel Control						
0.000		3.9200 e. 003	763.0959	3,244.5517	92.8392	102.1579	4,202.6486
W20		0.000	8.6800e- 003	0.0000	0.0000	0.0274	0.0360
5HQ	,	1.0000e- 005	0.0298	0.1045	2.4482	1.1383	3.7209
roja Coz		3.7100e- 003	759.7794	3,242.3564	41.4264	69.7703	4,113.3362
NBIO 602		3.7100e- 003	759.7794	3,242,3564 3,242.3564	0.0000	58.7134	4,060.8529 4,113.3362
.Bio 602		0.000.0	0.0000	0.000.0	41.4264	11.0570	52.4834
PM2.5.Tota		1.0000e- 005	0.0122	0.7667	0.000.0	0.000.0	0.7790
Exhaust PM2:6		1.0000e- 005	0.0122	0.0781	0.0000	0.0000	0.0903
Fugitive (BM2.5				0.6886			0.6886
PAYTO TOTAL		1.0000 6 005	0.0122	2.6510	0.000	0.000	2.6633
Expausi PM or		1.0000 6- 005	0.0122	0.0848	0.000.0	0.000.0	0.0971
Fagure PM10	io y fol			2.5662			2.5662
SOS		0.000.0	9.7000e- 004	0.0434			0.0444
200		1.9200e- 003	0.1351	23.3686			23.5057
NON		2.0000 e 005	0.1609	6.0079			6.1688
508		0.9542	0.0177	2.2399			3.2118
	Gategory	Area	Energy	Mobile	Waste	Water	Total

Mitigated Operational

2.2 Overall Operational

		3 3	959	5222	392	402	5016
00		3.9200e- 003	763 0959	2,611.5222	92.8392	102 1402	3,569.6016
020		0.0000	8.6800e- 003	0.0000	0.000	0.0273	0.0360
CHAP	1	1,0000e- 005	0,0298	0.0866	2.4482	1,1381	3.7027
Tofalleo		3.7100e- 003	759.7794	2,609.7037	41.4264	69.7703	3,480.6836
NBIO-002		3.7100e- 003	759.7794	2,609,7037, 2,609,7037	0.000	58.7134	3,428.2002 3,480.6836
Bio*062		0000 0	00000	0.0000	41.4264	11.0570	52.4834
N2:5Total	Entered Communication	1 0000e- 005	0.0122	0.6104	0.0000	0.0000	0.6226
Exnaust PM2.5		1.0000e- 005	0,0122	0.0634	0.000.0	0.0000	0.0756
Bugit/Rev PM2 5				0.5470			0.5470
PMM natatal		1.0000 e 005	0.0122	2.1072	0.0000	0,000.0	2.1194
Exhaust Pphio		1.0000e- 005	0.0122	0.0689	0.000.0	0.000.0	0.0811
Fugitive	(on			2.0384			2.0384
S@2		0,000,0	9.7000e- 004	0.0349			0.0359
0.0		1,9200e- 003	0,1351	21.2610			21,3981
NOX		2.0000e- 005	0.1609	5.0890			5.2499
BOG		0.9542	0.0177	2.1291			3.1010
	Category, "4	Area		Mobile	Waste	Water	Total
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eozer#	15.06
NZO	0.11
T CHY	0.49
Potatico2	15.38
WBIO-CO2	15.58
Bio-Co2	0.00
PM2.5 Total	20.07
Exhaust PM2.5	16.28
Eugitive PM2.5	20.57
PM10 Lotal	20.42
Exhauster PW10	16.45
Fugitive PM40	20.57
	19.03
	8.97
NOX	14.90
Rogre	3.45
	Percent Reduction

3.0 Construction Detail

Construction Phase

CalEEMod Version: CalEEMod.2013.2.2

Phase Number	Friase Name***	Phase Type	Start Date:	End Date	Num Days Num Week	Days Phase Description
_	Demolition	Demolition	1/1/2017	1/27/2017	Q.	20
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	40	2
3	Grading	Grading	2/4/2017	2/15/2017	5	8
4	Building Construction	Building Construction	2/16/2017	1/3/2018	9	230
5	Paving	Paving	1/4/2018	1/29/2018	2	18
9	Architectural Coating	Architectural Coating	1/30/2018	2/22/2018	5	18

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 311,030; Non-Residential Outdoor: 103,677 (Architectural Coating – sqft)

OffRoad Equipment

Phase Names	Offroad Equipment Type	Amount at the	UsageHöurs	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	-	8.00	18	67.0
Demolition	Excavators	e	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	26	0.37
Grading	Excavators		8.00	162	0.38
Grading	Graders	-	8.00	174	0.41
Grading	Rubber Tired Dozers		8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	E	8.00	16	0.37
Building Construction	Cranes		7.00	226	0.29
Building Construction	Forklifts	r	8.00	88	0.20
Building Construction	Generator Sets		8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	ĸ	7.00	76	0.37
Building Construction	Welders		8.00	46	0.45
Paving	Cement and Mortar Mixers	2	9.00	ō	0.56
Paving	Pavers	_	8.00	125	0.42
Paving	Paving Equipment	2	9.00	130	0.36
	Rollers	2	9.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	26	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment (A) Gourt	Vorker Trip Number	Vendor Trip Number	Hauling Trip Finumber	Worker Trip Length	Vendor Frip Length	Hauling Trip Length	Worker Venicle Glass	Venider Venide Class	Hauling Vehicle Class
Demolition	9	15.00	0.00	00.00	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
Site Preparation	2	18.00	00.0	00.0	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
Grading	9	15.00	00.00	00.00	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
Building Construction	6	79.00	34.00	00:00	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	00.00	0.00	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
Architectural Coating		16.00	00.00	00.0	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Unmitigated Construction On-Site

3.2 Demolition - 2017

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0.4270	0.0405 0.4270

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3.2 Demolition - 2017 Unmitigated Construction Off-Site

Ten marine marine	AS SOCIETY AND				
6003		0.0000	0.0000	1.0006	1.0006
1/20		0.000	0.000	0.0000	0.0000
он,		0.000.0	0.0000	5.0000e- 005	5.0000e- 005
otal C/02	, MF	0.000.0	0.000.0	9666.0	9666.0
36 CO2 1		0.000.0	0.0000	0.9996	9666.0
N 200 0		0.000.0	00000	0.0000	0.0000
Safetial		0.0000.0	0.0000	3.3000e- (.004	3.3000e- 004
aust PM		0.0000.0	0.0000	1.0000e- 3.3 005	1.0000e- 005
ive Ext		0.000 0	0.0000		بصعف
otal Pog				0e- 3.2000e- 3 004	0e- 3.2000e-
t PM10.		0.0000	0.0000	e- 1,2100e- 003	e- 1,2100e- 003
e PM	ons/yr-a	0.0000	C.0000	- 1,3000e- 005	- 1.3000e- 005
Fedine		0.0000	0.0000	1,2000e- 003	1.2000e- 003
302		0.000	0 000	1,0000e- 005	1.0000e- 005
00		0.0000	0,000	6.1700e- 003	6.1700e- 003
NON THE	9	0.000.0	0.000.0	- 6,3000e- 004	6.3000e- 004
RoG		0.000.0	0.0000	4.9000e- 004	4.9000e- 6 004
	,	Hauling	Vendor	Worker	Total

Mitigated Construction On-Site

W 3			
.C02e		36.8291	36.8291
NEO		0.000	0.0000
614		0.0101	0.0101
al ĉo2	MTA	36.6182	36.6182
92 . Tot		36	36
NBIO-G		36.6182	36.6182
Bio-602		0.0000	0.0000
PN2 5.Total		0.0198	0 .0198
Exhaust PM2.5		0.0198	0.0198
Fugitive PM225			
PMfQ Tetal	a second	0.0213	0.0213
Efraust PMro	W.	0.0213	0.0213
Fugilive PM10	Johs		
SOZ		4.0000e- 004	4,0000e- 004
· co		0,3389	0.3389
NOX		0.4270	
* SROG	The state of	0.0405	0.0405 0.4270
	Category	Off-Road	Total

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3.2 Demolition - 2017
Mitigated Construction Off-Site

1. 海河	- 10 mg				
000		0.000.0	0.0000	1.0006	1.0006
N2.0		0.000.0	0.0000	0.000.0	0.0000
		0.000.0	0.000	5.0000e- 005	5.0000e- 005
02 14					
Total		00000	0.0000	9666 0	0.9996
700 OIGN		0.0000	0.0000	9666 0	0.9996
(40)		0.0000	0.000.0	0.0000	0.0000
M215 Total		0.000.0	0.000.0	3,3000e- 004	3.3000e- 004
Exhaust PM2.5		0.000.0	0.000.0	1.0000e- 005	1.0000e- 005
Sogilive PM2.5		0.0000	0 0000	3,2000e- 004	3.2000e- 004
PM10 Total		0.0000	0.000.0	1.2100e- 003	1.2100e- 003
e-chaust PM 0		0,000,0	0,000	1.0000e- 005	1.0000e- 005
EUGUNE.		0,000	0.0000	1.2000e- 003	1.2000e- 003
08		0.000.0	0,000	1.0000e- 005	1.0000e- 005
# (CO %		0.0000	0.0000	6.1700e- 003	6.1700e- 003
NOX#		00000	0.0000	6.3000e- 004	6.3000e- 004
FTROG ATT		0.0000	0.0000	4.9000e- 004	4.9000e- 004
	Category	Hauling	Vendor	Worker	Total

3.3 Site Preparation - 2017
Unmitigated Construction On-Site

0.0000	9.1373	9.1373
0.0000	0.000	0.0000
0.000.0	2.7800e- 003	2.7800e- 003
0,000	9.0789	9.0789
0.000 0	9.0789	9.0789
0.000.0	0.0000	0.0000
0.0248	6.3300e- 003	0.0312
0.000	6.3300e- 003	6.3300e- 003
0.0248		0.0248
0.0452	6.8900e- 003	0.0521
0.000	6.8900e- 003	6.8900e- 003
0.0452		0.0452
	1.0000e- 004	1.0000e- 004
A	0.0985	0.0985
1	0.1294	0.1294
100 S 15 (10) S	0.0121	0.0121
Fugitive Dust	Off-Road	Total
	0.0452 0.0000 0.0248 0.0000 0.0248 0.0000 0.0000 0.0000 0.0000 0.0000	0.0121 0.1294 0.0985 1.0000e- 0.0452 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.0

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3.3 Site Preparation - 2017 Unmitigated Construction Off-Site

.602e		0.0000	0.0000	0.3002	0.3002
92N		0.000.0	0.000.0	0.000.0	0.0000
10		0.000.0	0.000.0	2.0000e- 005	2.0000e- 005
galoo.		0.000	0.0000	0.2999	0.2999
Big:0002		0.000.0	0.000.0	0.2999	0.2999
CO2 N		0.0000	0.0000	0.000.0	0.0000
S of a		0.0000	0.000.0	1.0000e- 304	1.0000e- 004
naust (PN M2.5		0 0000'0	0.0000	0.0000	0.0000 1.0
E Control		0.0000	0.000.0	1,0000e- 0.0	1.0000e- 0.0
		0.0000	0.0000	3.6000e- 1.00 004 0	3.6000e- 1.00 004 0
uste (ENTO		-			
Extra PM	tons y _e	0.0000	0.0000	e- 0.0000	•- 0.0000
Fuguro Pivito		0,000	0.000	3.6000e- 004	3.6000e- 004
es Sos		0.0000	0.0000	0.000	0.0000
100		0.0000	0.0000	1.8500e- 003	1.8500e- 003
NOV.		0.000.0	0.000	1.9000e- 004	1,9000e- 004
FOG		00000	0.000	1.5000e- 004	1.5000e- 004
	Category	Hauling	Vendor	Worker	Total

Mitigated Construction On-Site

. eÓże		00000	9.1373	9.1373
N20		0.000	0.0000	0.0000
CFI4	4	0.000.0	2.7800e- 003	2.7800e- 003
Total CO2	IM	0.000	9.0788	9.0788
NBIG-602		00000	9.0788	9.0788
Bio 602		0.000	0.000	0.0000
PW2.5 Total	J. J. W.	0.0248	6 3300e- 003	0.0312
Exhaust PN2.5		0000 0	6.3300e- 003	6.3300e- 003
Abguve PM2'S		0.0248		0.0248
PMr0 Total		0.0452	6 8900 e 003	0.0521
Exhaust PM10	syr.	0.000	6.8900 6- 003	6.8900e- 003
aFügitiye PM10	u0)	0.0452		0.0452
SÖ2			1.0000e- 004	1.0000e- 004
EQ ==			0.0985	0.0985
NOX			0.1294	0.1294
**ROG			0.0121	0.0121
	Category ***	Fugitive Dust	Off-Road	Total

Page 12 of 31

3.3 Site Preparation - 2017
Mitigated Construction Off-Site

9	0000 0	0.0000	0.3002	0.3002
	0 0000	0.0000	0.0000	0.0000
	00000	0.0000	2.0000e- 005	2.0000e- 005
109BL 002	00000	0.000	0.2999	0.2999
ABIN COS	0,000	0.0000	0.2999	0.2999
800 CO	0,000	0.000.0	0.0000	0.0000
E	0.0000	0.0000	1.0000 e 004	1.0000e- 004
TO THE TOTAL PROPERTY.	0.0000	0.0000	0.0000	0.0000
PMC 344	0.0000	0.000	1.0000e- 004	1.0000e- 004
PM40FIOIGI	0.0000	0.0000	3.6000e- 004	3.6000e- 004
Emaust PM(pr	0.0000	0.0000	0.0000	0.0000
Fugitive PMRD	0.0000	0.000	3.6000e- 004	3.6000e- 004
	0.0000	0.0000	0.0000	0.0000
	0.0000	0.0000	1.8500e- 003	1.8500e- 003
X ON	0.000	0.000	1.9000e- 004	- 1.9000e- 004
800 8	0,000	0,000	1.5000e- 004	1.5000e- 004
Gallegoly	Hauling	Vendor	Worker	Total

3.4 Grading - 2017 Unmitigated Construction On-Site

S25 125 1 700	W 48		
C02e	0.0000	11.1157	11.1157
ozv.	0.0000	0.0000	0.0000
PHO	0.0000	3.3800e- 003	3.3800e- 003
dial Co2	00000	11.0447	11.0447
Bio- 602	00000	11.0447	11.0447
Bio- 602 III	0.0000	0.000.0	0.0000
W2 5 Total	0.0135	7.5000e- 003	0.0210
Extaust F	0.0000	7.5000e- 003	7.5000e- 003
Eugitive:	0.0135		0.0135
Mito Teta	0.0262	8.1600e- 003	0.0344
Exhaust PM10	0.0000	8.1600e- 003	8.1600e- 003
Fugitive PM10	0.0262		0.0262
, eos		1.2000e- 004	1.2000e- 004
.00		0.1015	0.1015
, XON	1 Th	0.1439	0.1439
Roc		0.0138	0.0138
Catedory	Fugitive Dust	Off-Road	Total

3.4 Grading - 2017 Unmitigated Construction Off-Site

1		0.000.0	0.000	0.4002	0.4002
					_
0, 4 X		0.000	0.000	0.000	0.0000
745 145		0,000,0	0.0000	2.0000e- 005	2.0000e- 005
00 iei		0.000.0	0.0000	0,3998	0.3998
2005 2005		0.000	0.000.0	0.3998	0.3998
N		0.0000	0.000.0	0,0000	0.0000
		*****	*****		
		0000°C	0000 C	1.3000e- .004	1.3000e- 004
Expause PM2 5		0.0000	0.0000	0.000	00000
Sugiffive PM2/57		0,000	0.0000	1.3000e- 004	1.3000e- 004
Asparofa		0.000.0	0.000.0	4.8000e- 004	4.8000e- 004
Maust PM10		00000	0.0000	0.0000	0.0000
AMD	. 1	0000 0	000000	4.8000e- 004	4.8000e- 004
izos	A P.	0.000.0	0 0000 0	1.0000e- 4. 005	1.0000e- 4.
		0.0000	0.0000.0	2.4700e- 1.0 003	2.4700e- 1.0 003
				***********	2.4
NOX		00000	0.0000	2.5000e- 004	2.5000e- 004
ROG		00000	0.000	1.9000e- 004	1.9000e- 004
	1	Hauling	Vendor	Worker	Total

Mitigated Construction On-Site

langer tree				
6026		00000	11.1157	11.1157
M2O A		0.0000	0.0000	0.0000
CHI		00000	3.3800e- 003	3.3800e- 003
Total 602	NATA V	0.0000	11.0447	11.0447
18jo-C02	To the same	0.000	11.0447	11.0447
Bio CO2 IN		0.000.0	0.000	0.000.0
Me 5 Total		0.0135	7 5000e- 003	0.0210
Exhaust P PM215		0.000.0	7 5000e- 003	7.5000e- 003
Fugilitie PM2.5	· 多年 · 河	0.0135		0.0135
oMio Total		0.0262	8.1600e- 003	0.0344
Exhaust	ý.	0.000.0	8 1600e- 003	8.1600e- 003
Fugilive PM10	tons F	0.0262		0.0262
žos.	10 m		1.2000e- 004	1.2000e- 004
			0.1015	0.1015
NOX			0.1439	0.1439
ROG			0.0138	0.0138
	Callegon	Fugitive Dust	Off-Road	Total

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3.4 Grading - 2017

Mitigated Construction Off-Site

		8	90	22	22
		0,000	0.0000	0,4002	0.4002
N20		0.0000	0.000.0	0.0000	0.0000
C 1.	W	0,0000	0.0000	2.0000e- 005	2.0000e- 005
0.010		0.000.0	0.0000	0.3998	0.3998
		00	8	86	86
NB N		0.0000	0.0000	0.3998	0.3998
810- G <i>0</i> 2		0.0000	0.0000	0.0000	0.0000
B)		000	000	1.3000e- 004	1.3000e- 004
BW28		00000	0.000	1.300	1.300
Expanst PM25		0.0000	0.0000	0.0000	0.0000
9 6 24		0.000	0.000.0	1,3000e- 004	1.3000e- 004
		0.0000	0.0000	4.8000e- 004	4.8000e- 004
nausii Mino		0.000.0	0.0000	0.000.0	0.0000
ă.	tonsyr				
Fugitive F PM10		00000	0.0000	4.8000e- 004	4.8000e- 004
SOZI: FRIE		00000	0.000.0	1.0000e- 005	1.0000e- 005
				0e- 1.	0e- 3
5		00000	0.0000	2.4700e- 003	2.470
XON.		0.000.0	0.0000	2.5000e- 004	2.5000e- 2.4700e- 004 003
		00000	0000	1.9000e- 004	1.9000e- 004
8		0.0	0.0	1 90	1.90
	a a	Hauling	dor	ker	la ta
	Cate	Hau	Vendor	Worker	Total

3.5 Building Construction - 2017 Unmitigated Construction On-Site

0009	273.2136	273.2136
N20	0.000,0	0.000
EH¢.	0.0669	0.0669
Total (8/02)	271.8088	271.8088
NB(0,000)	271.8088 271.8088	271.8088 271.8088
Bio. Co.2.	0.000.0	0.0000
Рис 5. Това	0.1899	0.1899
Exhaust PM2:5.	0,1899	0.1899
Bugutive PINE S		
PM10 Total	0.2022	0.2022
Estadúsi Pilvito yr	0.2022	0.2022
Fuguitive PM/Y0		
S02	3.0400e- 003	3.0400e- 003
9	2.0577	2.0577
Nex	2.9970	2.9970
FROGU.	0.3521	0.3521
Calagory - 1	Off-Road	Total

3.5 Building Construction - 2017 Unmitigated Construction Off-Site

		00	553	32	385
		00000	81.9253	59.8132	141.7385
1020		0.000	0.0000	0.0000	0.0000
OH4 s.		0.000.0	6.8000e- 004	3.0300e- 003	3.7100e- 003
20 03 10 10 10		0,000,0	81.9111	59.7496	141.6607
VBIG GOD		0,000 0	81.9111	59 7496	141.6607
Bjc. 902	+ 4	00000	0.000.0	0.000.0	0.0000
M256 Total		0 0000	0 0124	0 0195	0.0319
Exhaust PM2 5		00000	5 2000e- 003	4.6000e- 004	5.6600e- 003
Englisher Profession		0000 0	7,1900e- 003	0.0191	0.0262
Nig Retail		0.0000	0,0308	0,0722	0.1029
Patronia	7/1	0.000.0	5 6500e- 003	5 0000e- 004	6 1500e- 003
Figinalis PM10	Silos 1	00000	0.0251	0.0717	0.0968
SOS		0.000.0	9.2000e- 004	8.4000 e - 004	1.7600e- 003
		0.0000	0.5288	0.3687	0.8974
XON		00000	0.3404	0.0378	0.3782
508		0.0000	0.0450	0.0290	0.0740
	Calegory	Hauling		Worker	Total

Mitigated Construction On-Site

8038	273.2133	273.2133
N20aF Js	0.0000	0.0000
Ė.	0.0669	0.0669
Fotal CO2	271.8085	271.8085
NBio-JE@Z	271.8085 271.8085	271.8085 271.8085
Bio-C02.	0.000	0.0000
PNZ:5 Total	0.1899	0.1899
Exhaust PN2,5	0.1899	0.1899
Füğliye PM2 5		
PMTÖ Total	0.2022	0.2022
Expanst PWTD SVI	0.2022	0.2022
Fuguise *PM10 *Ton		
70S	3.0400e- 003	3.0400e- 003
8	2.0577	2.0577
ON.	2.9970	2.9970
in ROG	0.3521	0.3521
Category	Off-Road	Total

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3.5 Building Construction - 2017 Mitigated Construction Off-Site

Her arms	Basic Rest			-	
0006		0.0000	81.9253	59,8132	141.7385
O.		0.0	91.	59	141
Osc.		00	8	90	00
2		0.0000	0.0000	0.0000	0.0000
			<u> </u>	<u>ф</u>	4
		0.0000	6.8000e- 004	0300	7100
30 Mi	20	0	9	3,0300e- 003	3.7100e- 003
0 0		0.0000	81.9111	59.7496	141.6607
		0.0	81.8	59	141.
ò-, =		00	Ξ	96	209
Boo		0.0000	81.9111	59.7496	141.6607
S	A				
9		0.0000	0.000.0	0,000,0	0.0000
	12	0	0	0	o .
Tota		000	124	95	319
M2.5		0.0000	0.0124	0,0195	0.0319
3.3			d	ф	الم
		0.000.0	5.2000e- 003	4 6000e- 004	5.6600e- 003
		0	_	4	ιά
		0.000.0	7.1900e- 003	0.0191	0.0262
E.		0.0	7.18	0.0	0.0
8	16.3	8	8	22	82
0 V		0.000	0.0308	0.0722	0.1029
	2.0		4	å	4
diadis		0.0000	5.6500e- 003	5.0000e- 004	6.1500e- 003
	ns/yr	0	5.		9
A Section	0	0000	0.0251	0.0717	9960.0
		0.0			0:0
		8	9.2000e- 004	8.4000e- 004	- oe
8	100	0.0000	9.200	3.400	1.7600e- 003
1 (M) (M)	1				
00		0.000.0	0.5288	0.3687	0.8974
		0	O.	ď	0
		0.000.0	404	0.0378	0.3782
3		0.0	0.3404	0.0	0.3
	7	o.	0	0	0
(P)		0.0000	0.0450	0.0290	0.0740
		FEFFE		FFFFF	_
	85		_		
	tego	Hauling	Vendor	Worker	Total
	CO.	Ī	>	\$	ſ~
** 46.	100				

3.5 Building Construction - 2018 Unmitigated Construction On-Site

berth 1995	plants into		
C02e	1	3,5698	3.5698
08N		0.0000	0.0000
CHE.		8.7000e- 004	8.7000e- 004
Total CO2	M	3,5516	3.5516
NBio-CO2		3.5516	3.5516
Bio-602		0.000.0	0.0000
PM2.5 Total	A Section of the second	2.1100e- 003	2.1100e- 003
PMZ 5		2.1100e- 003	2.1100e- 003
Fugific PN25		Alexanou	
PM19 Tota		2.2400e- 003	2.2400e- 003
Exhaust PM10	W. C.	2.2400e- 003	2.2400e- 003
Fugitive PM10	(G)		
F S02n		4.0000e- 005	4.0000e- 005
3,500 100 100 100 100 100 100 100 100 100		0.0263	0.0263
NOX		0,0349	0.0349
F ROGAL		4.0000e- 003	4.0000e- 003
	Category	Off-Road	Total

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Date: 7/12/2016 10:58 AM

3.5 Building Construction - 2018 Unmitigated Construction Off-Site

		0.000.0	1.0636	0.7635	1.8271
		0.000.0	0.000.0	0.0000	0.0000
740 740	¥	0.000.0	1.0000e- 005	4.0000e- 005	5.0000e- 005
Totalio		0.0000	1.0634	0.7627	1.8261
NBID COE		0.000	1.0634	0.7627	1.8261
BIO* CO2*		0,000	0.000.0	0.000.0	0.000.0
PN2.5 Total		0.0000	1.5000e- 004	2 6000e- 004	4.2000e- 004
Expansi PM2.5		0.0000	6.0000e- 005	1.0000e- 005	7.0000e- 005
Fugitive PM2.5		00000	9.0000e- 005	2.5000e- 004	3.4000e- 004
EM10 Total		0.000.0	4.0000e- 004	9.5000e- 004	1.3500e- 003
- Expansiti	s/yr	0,000	7.0000e- 005	1,0000e- 005	8,0000e- 005
Fugitive PM10	uo)	00000	3.3000e- 004	9.5000e- 004	1.2800e- 003
		00000	1.0000e- 005	1.0000e- 005	2.0000e- 005
CO .		0.0000	6.3500e- 003	4.3400e- 003	0.0107
F (No.		0.0000	4.0400e- 003	4.5000e- 004	4.4900e- 003
ROG		00000	5.1000e- 004	3,4000e- 004	8.5000e- 004
All the second second	а Сатедогу	Hauling	Vendor	Worker	Total

Mitigated Construction On-Site

7 7	- J. M.	_	
, 602e		3,5698	3.5698
N26		0.000.0	0.0000
EH407		8.7000e- 004	8.7000e- 004
star coz 1	MEN	3,5515	3.5515
alo-CO2 IF		3,5515	3.5515
o-002 NE	Haller of	0.000.0	0.0000
2 5 Total B		2.1100e- (003	2,1100e- 003
hauste PM M2.5		2.1100e- 2. 003	2.1100e- 2. 003
gitive E		5.	2.
O Total Fru		2.2400e- 003	2.2400e- 003
aust PMT		2.2400e- 2.2 003 (2.2400e- 2.2 003 (
ive Exn 10 PN	tonskyr	2.24	2.24
Fugir	1		•
\$ \$62		4.0000e- 005	4.0000e- 005
00		0.0263	0.0263
* Nox		0.0349	0.0349
ROG	Thirty was a second	4.0000e- 003	4.0000e- 003
Men Price	Category	Off-Road	Total

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3.5 Building Construction - 2018
Mitigated Construction Off-Site

	0.000	1.0636	0.7635	1.8271
	0.000.0	0.0000	0.0000	0.0000
77 74 50 8	0.000	1.0000e- 005	4.0000e- 005	5.0000e- 005
	0.000.0	1.0634	0.7627	1.8261
8	0.000.0	1.0634	0.7627	1.8261
800 D02	0.000.0	0.000.0	0.000.0	0.0000
	0.000.0	1.6000e- 004	2.6000e- 004	4.2000e- 004
	0.0000	6.0000e- 005	1.0000e- 005	7.0000e- 005
Fugura PN255	0.0000	9.0000 e 005	2.5000e- 004	3.4000e- 004
a constant	0.0000	4.0000e- 004	9.5000e- 004	1.3500e- 003
Ewigush P EWIO	0.0000	7.0000e- 005	1,0000e- 005	8.0000e- 005
Figuriè PM10 Lons	0.0000	3,3000 c 004	9.5000e- 004	1.2800e- 003
io.	0.0000	1.0000e- 005	1.0000e- 005	2.0000e- 005
	0.000.0	6.3500e- 003	4.3400e- 003	0.0107
	0.000	- 4.0400e- 003	4,5000e- 4 004	4.4900e- 003
9 <u>8</u>	0.0000	5.1000 c - 004	3.4000e- 004	8.5000e- 004
Category	Hauling		Worker	Total

3.6 Paving - 2018
Unmitigated Construction On-Site

, C <i>0</i> 2 e	15.1599	0.0000	15.1599
0.20	0.0000	0.0000	0.0000
6H9	4.5600e- 003	0.0000	4.5500e- 003
Total CO2	15.0641	0.0000	15.0641
NBiek 602	15.0641	0.0000	15.0641
Bio. C02	00000	0.0000	0.0000
PMP 5 Total	6.8700e-	0.0000	6.8700e- 003
Eshavst PM25	6.8700e- 003	0.0000	6.8700e- 003
Fugitive # PM215			
PWrite Tetal	7.4500e- 003	0.0000	7.4500e- 003
Exhaust PM10	7.4500e- 003	0.000	7.4500e- 003
Foglive			
S02 nt	1.7000e- 004		1.7000e- 004
. 60	0.1104		0.1104
NOX	0.1289		0.1289
*ROG_	0.0127	0.000	0.0127
10.	Off-Road	Paving	Total

CalEEMod Version: CalEEMod.2013.2.2

3.6 Paving - 2018
Unmitigated Construction Off-Site

0 5000	AND DESIGNATION	_			
COPE		0.000.0	0.000.0	1.1598	1.1598
N2O.		0.000	0.000.0	0.000.0	0.0000
		000000	0.000.0	6.0000 e- 005	6.0000e- 005
000	MIN	0.0000	0.0000	1.1586 6	1.1586 6.
		0.0000		1.1586 1.	1.1586 1.
			0.0000		
o Boo		0,000	0.0000	0.0000	0.0000
न्त्र जाङ्कराज		00000	0.000	3.9000e- 004	3.9000e- 004
Celusi AM25		00000	0.0000	1.0000 e - 005	1.0000e- 005
Fugitive PN2 5		0.000.0	0.000.0	3.6000e- 004	3.8000e- 004
MO otal		0.000.0	0.000.0	1.4500e- 003	1.4500e- 003
		0.000.0	0.0000	1.0000e- 005	1.0000e- 005
Fugitive RIM10:	suo;	00000	0.000	1,4400e- 003	1.4400e- 003
205		0.000.0	0.000.0	2.0000e- 005	2,0000e- 005
800		0.0000	0.000.0	6.5900e- 2 003	6.5900e- 003
×0N		0.0000	0.000.0	- 6.8000e- 004	- 6.8000e- 004
504		0.000.0	0.000	5.2000e- 004	5.2000e- 004
	Category	Hauling	Vendor	Worker	Total

Mitigated Construction On-Site

		_		
+C02		15.1599	0.000.0	15.1599
N20		0.0000	0.0000	0.0000
CH4:	JAC .	4.5600e- 003	0.000	4.5600e- 003
Fotalico2	MI X	15.0641	0000 0	15.0641
NBIO CO2		15.0641	0 0000	15.0641
Bio. CO2		0000 0	0000 0	0.0000
Prize 5 Total		6.8700e- 003	0.000	6.8700e- 003
Exhaust PW2 5.	W. 185, 144	6.8700e- 003	0.000.0	6.8700e- 003
Fugitive. PM2.5				
PM10Total		7.4500e- 0d3	0.0000	7.4500e- 003
Espausti- PNMO	100	7.4500e- 003	0,000	7.4500e- 003
Fugitive PM10	(U)	Think A con-	All Society & Electric	
802	1977 TEST	1.7000e- 004		1.7000e- 004
* 00		0.1104		0.1104
×ON:		0.1289		0.1289
ReG III	A STATE OF THE STA	0.0127	00000	0.0127
	Category	Off-Road	Paving	Total

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CalEEMod Version: CalEEMod.2013.2.2

Mitigated Construction Off-Site 3.6 Paving - 2018

CONTRACTOR OF					
0	A	00	9	88	8
Ö±	1	0.0000	0.0000	1.1598	1.1598
and the		0	0	-	-
	14	_		_	_
0	Mr. N	00000	0.000	0.0000	0.0000
医 鬼		0.0	0	0.0	0.0
E STATE OF					
		0	8	ė	6.0000e- 005
1		0.000.0	0.000	6.0000e- 005	98
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E -	The second	0.00	0.000	5	1,5
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0		0.0000	0.0000	1.1586	1.1586
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	and a	0.0000	0.000.0	0.000.0	0.0000
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Experience State S					_
200		8	8	3.8000e- 004	3.8000e- 004
阿黎	407	0.000.0	0.000.0	88	88
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	極端	0,000,0	0.000.0	3 8	ខ្លួ
		0.0	0.0	1.4500e- 003	1.4500e- 003
CA V	7.				
Sto 7	1	0	g	1.0000e- 005	ė.
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AND AND	40				-
	子源	8	8	9 e	3 e
2		0.0000	0,000	6.5900e- 003	6.5900e- 003
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6	6. 展 通	0.0000	0.0000	6.8000e- 004	6.8000e- 004
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	20			A Common	_
1	2000年	g g	0	ф	ė
Ŏ.	新疆 是	0.000,0	0,000	5.2000e- 004	5.2000e- 004
整 系。	**************************************	o	a	5.2	2.2
THE STREET	Control of the	CHERRY.	beere.	PREFER	
2000年	建设				
医	100	DG.	20	ē	-a
	福建美	Hauling	Vendor	Worker	Total
企业 。	O. A	ΙÏ	Vendor	Worker	
1					

3.7 Architectural Coating - 2018 **Unmitigated Construction On-Site**

F 7 8 7 1	_	-	
Coze	0.0000	2.3025	2.3025
Ok.	0.000.0	0.0000	0.0000
6 A A	00000	2.2000e- 004	2.2000e- 004
odalicO2	0.000.0	2.2979	2.2979
6.02	0.000.0	2.2979	2.2979
5 CO2 N	0.000.0	0.0000	0.000.0
5 Total Bi	0.000.0	1.3500e- 0. 003	1.3500e- 0.
BMZ	0.0		
FKhaust FRMSS	0.000	1,3500e- 003	1.3500e- 003
Fugitive PMV 5			
Mf0 Total	0.000.0	1.3500e- 003	1.3500e- 003
Existis P	0.000.0	1.3500e- 003	1.3500e- 003
PM10 PM10 tons/			
\$02		3.0000e- 005	3.0000e- 005
.00)		0.0167	0.0167
XOON		0.0181	0.0181
*ROG	1,4416	2.6900e- 003	1.4443
Calegory	ā	Off-Road	Total

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3.7 Architectural Coating - 2018
Unmitigated Construction Off-Site

71454BC 1.33	ME WALL				
coze s		0.0000	0.000.0	0.9278	0.9278
0.76		000			0.0000
		0.0000	0.0000	0 0000	
910		0.0000	0.0000	4.0000e- 005	4.0000e- 005
la e o o		0.000.0	00000	0.9269	0.9269
E 000					
		0000'0	0.000	0.9269	0.9269
Bio- C02		0.0000	0.000	0.000	0.0000
72.5.Total		0,000,0	0.000.0	5,1000e- 004	3.1000e- 004
di Se					
Ewa		00000	0 0000	1 0000e- 005	1.0000e- 005
Fugiline PN2.5		0.000	0.000	3.1000e- 004	3.1000e- 004
MferTofa		0.000.0	0.000.0	1.1600e- 003	1.1600e- 003
Marie Proposition of the Control of		0,000	0.000	1,0000e- 005	.0000e- 005
(A)	fonskyr In a H				
Fugitiv		0.000	0.0000	1.1500e- 003	1.1500e- 003
\$302		0.000.0	0.0000	1.0000e- 005	1.0000e- 005
		00000	0.000.0	5.2700e- 003	5.2700e- 003
(OX		0.000.0	0,000 0	5- 5.4000e- 5	5.4000e- 5 004
N N				- 5.40	. 5.40
806		00000	0.000	4.1000e- 004	4.1000e- 004
	Category	Hauling	Vendor		Total

Mitigated Construction On-Site

一在。 -	(100 N	_		
GÖ2e		0.000	2.3025	2.3025
N20		0.0000	0.0000	0.0000
Certa		0000 0	2.2000e- 004	2.2000e- 004
Total Cos	No.	0.0000	2.2979	2.2979
NBIO. GÖZ	S. S	0.0000	2.2979	2.2979
Bio- 602	in P. S. M.	0.000.0	0.0000	0.0000
PMz 5 Total Bio-602.	7	0000 0	1.3500e- 003	1.3500e- 003
Exhaust PM2.5		0.0000	1.3500e- 003	1.3500e- 003
Fuglish PM2.5				
PM10*Total		0.000.0	1.3500e- 003	1.3500e- 003
Exhaust. PM10	, v	00000	1.3500e- 003	1.3500e- 003
Fugitive PM10	Ons			
.502	Marine A		3 0000e- 005	3.0000e- 005
16O P			0.0167	0.0167
NOX			0.0181	0.0181
s Rogs		1.4416	2.6900e- 003	1.4443
Transferration of the second	, Category ***	Archit Coazing	Off-Road	Total

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3.7 Architectural Coating - 2018 Mitigated Construction Off-Site

0.002		0.0000	0.0000	0.9278	0.9278
NZO		0.0000	0.0000	0.0000	0.0000
CAR		0.0000	0.0000	4.0000e- 005	4.0000e- 005
Total CO2	100	0.0000	0.000.0	0.9269	0.9269
NEIC GOZ		0.000.0	0.0000	0.9269	0.9269
		0.0000	0.0000	0.0000	0.0000
PM2 5-Tible		0.0000	0.000	3.1000e- 004	3.1000e- 004
Epmausi PME/S		0.0000	0.000	1.0000e- 005	1.0000e- 005
Fugitive PM2(5-e		0.0000	0.0000	3,1000e- 004	3.1000e- 004
PMIO TOTAL		00000	00000	1,1600e- 003	1.1600e- 003
		0.0000	0.0000	1,0000e- 005	1.0000e- 005
Program PM10		0.0000	0.0000	1.1500e- 003	1.1500e- 003
\$ \$92		0.0000	0.0000	1.0000e- 005	1.0000e- 005
00		0.0000	0.0000	5.2700e- 003	5.2700e- 003
XON		00000	0.0000	5.4000e- 004	5.4000e- 004
ROG		0.0000	0.0000	4.1000e- 004	4.1000e- 004
	Californ	Hauling	Vendor	Worker	Total

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

976		11.5222	14.5517
	100	2,6,	3,2,
00 N		0.0000 2,611.5222	0.0000 3,244.5517
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otal/d02		7807.609	242.3564
Bio. 602		609,7037 2	242,3564,3
700-1		0.0000 2,609.7037 2,609.7037	0.0000 3,242,3564 3,242,3564
California (Marie Marie			
PM2.97To		0.6104	0,7667
Exhaust PM2(5		0.0634	0,0781
Figitive PNIZ 5		0.5470	0.6886
Miogola		2.1072	2,6510
Exhaust PM0		0.0689	0.0848
Flightive PNM IT		2.0384	2.5662
S02	#	0.0349	0.0434
000		21,2610	23.3686
NOX		5.0890	6.0079
FROG			2.2399
	Caleuon	Mitigated	Unmitigated

4.2 Trip Summary Information

5,379,311	6,772,307	2,197.50	4,309.10	3,868.24	Total
592,871	746,397	94.26	145.10	310.05	Unrefrigerated Warehouse-No Rail
4,786,440	6,025,909	2103.25	4,164.00	3,558.19	Regional Shopping Center
and the state of t		Sunday	Sardroay		in and Justines of the second
A Mindated A		e e	rage bally Trid Ka		

4.3 Trip Type Information

	Γ		
Pass-by	11	3	
Diverted	35	5	
* Pilbav.	54	92	
H-O or C-NW	19.00	41.00	
HS or C-C	64.70	0.00	
HW or C.	16.30	29.00	
H-G or C, NW	7.30	7.30	
Miles H-S.or.C.©	7.30	7.30	
H.W.or.G.W	9.50	9.50	
Land Use	Regional Shopping Center	Unrefrigerated Warehouse-No	

I WHE	0.001861
SBOS	0.000764
Mex	0.006579
1 S080 P	0.001756
OBOS	0.002063
是的地	0.082149
MHD	0.019490
LIDE	0.007084
	0.042886
a Moore	0.169914
LOTZ	0.163234
	0.063917
1000 1000 1000 1000 1000 1000 1000 100	0.438302

5.9 Epergw、Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	586.8992	586,8992	176.1968	176.1968
	5.4700e- 003	5.4700e- 003	3.2100e- 003	3.2100e- 003
6 —	0.0264	0.0264	3.3600e- 003	3.3600e- 003
Positio 02	584.6485	584.6485	175.1310	175.1310
8	584.6485	584.6485	175.1310	175.1310
	0.0000	0.0000	0.0000	0.0000
IPM2:5 [juotā]	0.0000	0.0000	0.0122	0.0122
Exmansi Finosisi	0,000	0.000	0.0122	0.0122
Flugling PNOST IN C. I.				
PM10Total	00000	0.000	0.0122	0.0122
Estates (Particular Particular Pa	0.0000	0.000	0.0122	0.0122
otwa Otwa				
502			9.7000e- 004	9.7000e- 004
0			0.1351	0.1351
NON.			0.1609	0.1609
WOG.			0.0177	0.0177
Calegon	Electricity Mitigatec	Electricity Unmittigated	NaturalGas Mitigated	NaturalGas Unmitigated

5.2 Energy by Land Use - NaturalGas Unmitigated

200		848	3119	1968
0		49.8848	126.3119	176.1968
		d.		
07		9.1000e- 004	2,3000e- 003	3.2100e- 003
1			23	<u>ج</u>
		9.5000e- 004	2.4100e- 2.003	3.3600e- 003
5.		200	000	360
2			-	
S		49,5831	.5478	.1310
Tota	2.2	49	125	175.1310
02		31	125.5479 125.5479	710
90:		49.5831	25.54	175.1310
Z	***		***********	
C02		0.0000	0.0000	0.0000
Bio		0.0		0.0
10 10 1		d	8.7600e- 003	- 12
19 T		3.4600e- 003	,600 003	0.0122
PM		3,4	8.7	o
15 C.S		- 0e	- be-	77
PMZ		3.4600e- 003	8.7600e- 003	0.0122
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	· 是			
ota	を書	ф	8.7600e- 003	2
101	1	3.4600e- 003	7600	0.0122
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aust 119	學學	3.4600e- 003	8.7600e- 003	0.0122
岛高	W.	3.46	8.76 00	0.0
or the	S T			
12		96 4	-906-	4 9 6
Ω		2.7000e- 004	6.9000e- 004	9.6000e- 004
93	123	0,0383	0.0969	0.1351
500	1	0	0	9
×		56	53	0.1609
NO		0.0456	0.1153	0.16
V 10 F		reason and	******	
9		100e. 03	127	0.0177
8	A	5.0100e- 003	0.0127	0.0
8 . J.	2 6	2	3e	
Second	0. 7	929152	35268 +006	
Z.	194	66	2.0	
		anter	No No	
5 5 S		Regional opping Ce	rigerat house-	Total
	理事業	Regional Shopping Center	Unrefrigerated 2.35268e Warehouse-No +006	ř
だった。	28.	ર્જ	⊃ັ≩	

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5.2 Energy by Land Use - NaturalGas

Mitigated

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34 E		126.3119	49.8848	176.1968
OB.		126	49.	176
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Sec. 19		3000	9.1000e- 004	3.2100e- 003
推門。	和	2.3000e- 003		
		- Ge	9.5000e- 004	3.3600e- 003
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		125,5479 125,5479 2,4100e-	on .	3
8	1	5479	49.5831	1310
3		125	49.5	175.
, T		g		175.1310 175.1310
		5.547	49.5831	.131
9		129	49	17.
8		Q.	0	9
5	1 M	0.000.0	0.0000	0.0000
CON C		1 12	9	
24		8.7600e- 003	3.4600e- 003	22
a o		760	900	0.0122
Sile	* *	8.7600e- 003	3,4600e- 003	0.0122
30	蒙 素	8 76 00	3.46	0.0
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	4.7		e)	°
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表	1	3.760	3.4600e- 003	0.0122
	Si .			
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	200			
	企	ф		ė.
203		6.9000e- 004	2.7000e- 004	000
4	2.3	6.9	2.7	9.6000e- 004
		69	33	
9		0.0969	0.0383	0.1351
· 雅·特	4.4			
×	* 3	0.1153	0.0456	0.1609
2	£ 8.	0.1	0	0.1
90		0.0127	5.0100e- 003	0.0177
	7	0,0	5.0	0.0
30	连营			
	20	2.35268e +006	929152	
200	蝍 ,	2.3	95	
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4	es a	eratt Jse-1	Cer	īg.
	e A	Unrefrigerated Warehouse-No	Regional Shopping Center	Total
	200	ζς. K	r Shop	
WELL DON'T	Tea Alleria			-

5.3 Energy by Land Use - Electricity

Unmitigated

Use B	Use KWINA				
Regiona Shopping Center	760821	221.3316	0.0100	2.0700e- 003	222.1837
Unrefrigerated Warehouse-No	1.24889e +006	363,3169	0.0164	3.4000e- 003	364,7155
Total		584.6485	0.0264	5.4700e- 003	586.8992

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity C.Use et	Total copy		0 1 0 1 0 1	
Landition	e Kavitorii Te				
Regional Shopping Center	760821	221.3316	0.0100	2.0700e- 003	222.1837
Unrefrigerated Warehouse-No	1.248B9e +006	363.3169	0.0164	3.4000e- 003	364.7155
Total		584.6485	0.0264	5.4700e- 003	586.8992

6.0 Area Detail

6.1 Mitigation Measures Area

C@2e		3.9200e- 003	3.9200e- 003
N20		0.0000	0.000.0
CH4	No.	1.0000e- 005	1.0000 e - 005
Total Co2	M.	3.7100e- 003	3,7100e- 003
NBIO- GO2		3.7100e- 003	3.7100e- 003
Bio*602		0.0000	0.0000
MAZ:5 Total		1.0000e- 005	1.0000e- 005
Exhaust PN2,5	A Principal of the Control of the Co	1.0000e- 005	1,0000e- 005
Fugitive PM2.5			
M10.Total		1.0000e- 005	1,0000e- 005
Exhainst 1	900 to 10 miles	1.0000e- 005	1.0000e- 005
Fügitive	suo)		
. SO2		0.000.0	0.000.0
00		1.9200e- 003	1.9200e- 003
NOX		2.0000e- 005	2.0000e- 1.9200e- 005 003
Roc		0.9542	0.9542
	Category	Mitigated	Unmitigated

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6.2 Area by SubCategory

Unmitigated

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8.4	4	0	0	ф	á
	學会艺	0.000	0 0000	3.7100e- 003	93
实	医学者	0	0	3.7	3.7100e- 003
No.	1	***************************************			
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e .		0.0	0.000	0.0	0.0000
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in.	6.3.9				
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思量是	S. J.	0	٠,	7	-
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T C.					
2 8 W					
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	1			2.0000e- 005	
8	2 10 2	1		00e 35	2.0000e- 005
2	S		İ	89	82
5	* 2	54	88	1.8000e- 004	2
Ö -	E	0.1442	0.8098	900	0.9542
	1. 在 第	0	0	7	0
	Charles Ann	*****			
		ō	b	Ē	
	2 2	ing Ct	ucts	apr	豆
	3	Architectural Coating	Consumer Products	Landscaping	Total
X 4	3	Å,	Consumer Products	, a	
	EVEL 25 30				

Mitigated

white comme					
G@2e		0.0000	0.0000	3.9200e- 003	3.9200e- 003
, NZO		0.000.0	0.000.0	0.000.0	0.0000
ÇHZ		0.000.0	0.0000	1.0000e- 005	1.0000e- 005
Total 692	MAN AND AND AND AND AND AND AND AND AND A	0.0000	0.000.0	3.7100e- 003	3.7100e- 003
NBIO*C@2	A COLUMN	0.000.0	0.000.0	3.7100e- 003	3.7100e- 003
Bo-C02		0.000.0	0.000.0	0.000.0	0.0000
PM2.5 Total		0,000 0	00000	1.0000e- 005	1.0000e- 005
Exhaust PM2.5	AL AND	0,000.0	0.0000	1.0000e- 005	1.0000e- 005
Fugitive PM2.5					
PM10 Total		00000	0.000.0	1.0000 e 005	1.0000e- 005
Exhaust PM10	700	00000	0.000.0	1.0000e- 005	1.0000e- 005
Fugitive to PNGIQ	ion				
\$02				0.0000	0.0000
03				1.9200e- .003	1.9200e- 003
×0Ñ				2 0000e- 005	2.0000e- 005
. ROG		0.1442	0.8098	1.8000e- 004	0.9542
	ubcalegory.	Architectural Coating	Consumer Products	Landscaping	Total
	8	[₹		ا	

7.0 Water Detail

7.1 Mitigation Measures Water

				az
Mitigated	69.7703	1,1381	0.0273	102.1402
Unmitigated	69,7703	1.1383	0.0274	102.1579

7.2 Water by Land Use

Unmitigated

Thandulse's in	al W		\ 	W.	
Regiona Shopping Center	6.172467 3.78312	15.5264	0.2017	4.8800e- 003	21.2746
Unrefrigerated Warehouse-No	28.6796 / 0	54.2440	0.9366	0.0225	80.8833
Total		69.7703	1.1383	0.0274	102.1579

	21.2746	80.8833	102.1579
4,4720 (Area)	4.8800e- 003	0.0225	0.0274
	0.2017	0.9366	1.1383
Total CO2	15.5264	54.2440	69.7703
indoor/en eest use	6.17246 / 3.78312	28.6796 / 0	
water	Regiona Shopping Center	Unrefrigerated Warehouse-No	Total

7.2 Water by Land Use

Mitigated

Land Use	Mga				
Regional Shopping Center	6.17246 / 3.78312	15.5264	0.2017	4.8700e- 003	21.2714
Unrefrigerated Warehouse-No	28 6796 / 0	54.2440	0.9364	0.0225	80.8688
Total		69.7703	1.1381	0.0273	102.1402

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

, e026 1		92.8392	92.8392
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CH4	N.	2.4482	2.4482
Total CO2		41.4264	41.4264
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V-5 Mini Storage Commercial Project 2005 Operational Year

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

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September 1985	2.85	1.91
All the second s	1000sqft	1000sqft
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Table 10 See See See See See See See See See Se	Unrefrigerated Warehouse-No Rail	Regional Shopping Center

1.2 Other Project Characteristics

Urbanization Climate Zone	Urban 3	Wind Speed (m/s)	2.2	Precipitation Freq (Days) Operational Year	45 2005
Utility Company	Pacific Gas & Electric C	ectric Company			
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (Ib/MWhr)	0.029	N2O Intensity (Ib/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Demolition -

Vehicle Trips - Trip Rates were adjusted to reflect the 9th Edition of the ITE Trip Generation Manual

Construction Phase - GHG Emission 2005 Operational Year

Table Name	Column Name	Default Value	distribution New Value 1817
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tb/ArchitecturalCoating	EF_Nonresidential_Interior	250.00	150,00
tb!ArchitecturalCoating	EF_Residential_Exterior	250,00	150.00
tb ArchitecturalCoating	EF_Residential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInterlorVal ue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	150
tblConstructionPhase	NumDays	18.00	16.00
tblConstructionPhase	NumDays	20.00	19.00
trlConstructionPhase	NumDays	8.00	0.00
-	NumDays	18.00	19.00
tblGrading	AcresOfGrading	4.50	4.00
tblProjectCharacteristics	OperationalYear	2014	2005
tblVehicleTrips	ST_TR	2.59	1.17
	SU_TR	2.59	0.76
tblVehicleTrips	WD_TR	42.94	42.70
tblVehicleTrips	WD_TR	2,59	2.50

2.0 Emissions Summary

2.1 Overall Construction Unmitigated Construction

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# 2.2 Overall Operational Unmitigated Operational

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2.2 Overall Operational Mitigated Operational

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3.0 Construction Detail

Construction Phase

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Demolition		Demolition	1/1/2003	1/27/2003	S	19	
Site Preparation	Site	Preparation	1/28/2003	2/3/2003	Ω	5	
Grading	Grading	ling	2/4/2003	2/14/2003	Ω.	O	
4 Building Construction		Building Construction	2/15/2003	1/2/2004	2	230	
Paving	Pavin	gu	1/3/2004	1/29/2004	Q	19	
6 Architectural Coating		Architectural Coating	1/30/2004	2/20/2004	5	16	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

1 Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 311,030; Non-Residential Outdoor: 103,677 (Architectural Coating sqft)

OffRoad Equipment

R I Phase Name	Coffree Galpment Type	Amonotes	Msage Boars	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	9.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	O	0.56
Demolition	Concrete/Industrial Saws	-	8,00	81	0.73
Demolition	Excavators	e	8.00	162	0.38
Building Construction	Cranes		7.00	226	0.29
Building Construction	Forklifts	e	8.00	68	0.20
Grading	Excavators	_	8.00	162	0.38
Paving	Pavers	_	8.00	125	0,42
Paving	Rollers	2	900.9	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0,40
Grading	Rubber Tired Dozers	1	8.00	255	0,40
Building Construction	Tractors/Loaders/Backhoes	n	7.00	26	0.37
Building Construction	Generator Sets	_	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	6	8.00	26	0.37
Paving	Tractors/Loaders/Backhoes		8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	_	8.00	174	0.41
Paving	Paving Equipment	2	90.9	130	0.36
	Rubber Tired Dozers	n	8.00	255	0,40
Building Construction	Welders	1	8.00	46	0.45

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Site Preparation	7	18.00	00.0	00'0	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
Grading	9	15.00	00:0	00.0	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
Building Construction	6	79.00	34.00	00'0	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
Paving	80	20.00	00.00	00.0	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
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# 3.1 Mitigation Measures Construction

3.2 Demolition - 2003 Unmitigated Construction On-Site

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3.2 Demolition - 2003
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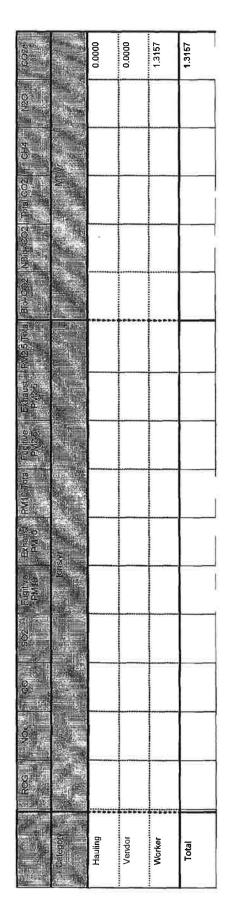
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Mitigated Construction Off-Site 3.2 Demolition - 2003



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3.3 Site Preparation - 2003
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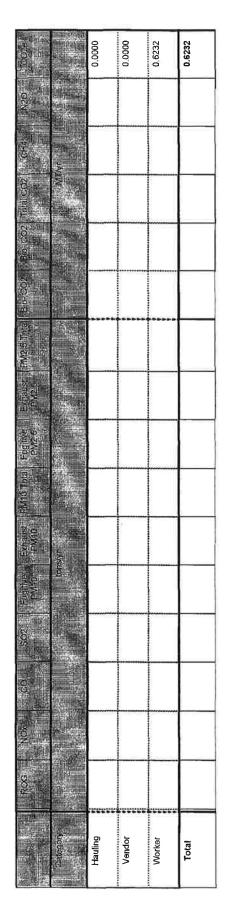
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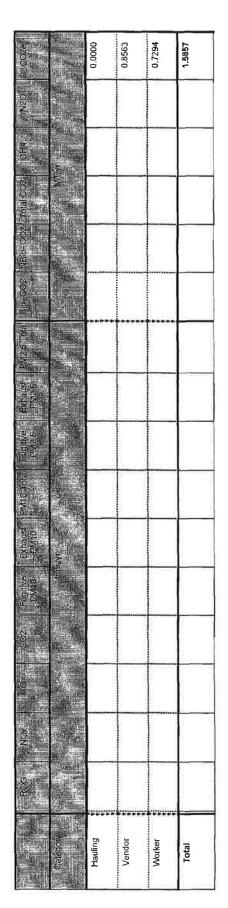
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3.7 Architectural Coating - 2004 Unmitigated Construction Off-Site

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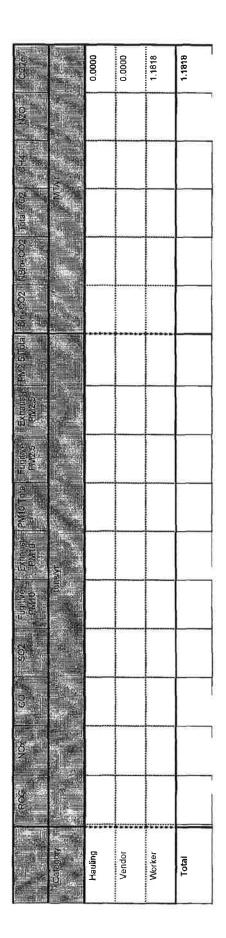
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3.7 Architectural Coating - 2004 Mitigated Construction Off-Site



## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

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## 4.2 Trip Summary Information

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#### 4.3 Trip Type Information

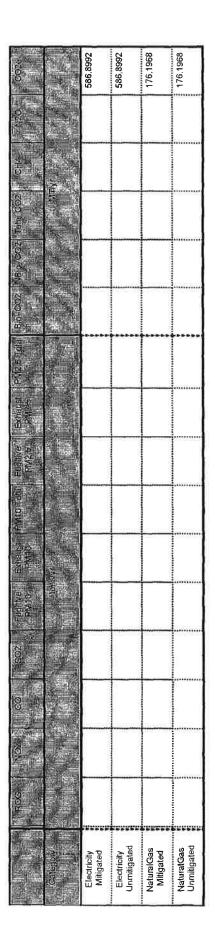
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#### 5.9 Figer gly、Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy



5.2 Energy by Land Use - NaturalGas

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5.2 Energy by Land Use - NaturalGas

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# 5.3 Energy by Land Use - Electricity

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5.3 Energy by Land Use - Electricity Mitigated

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#### 6.0 Area Detail

## 6.1 Mitigation Measures Area

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6.2 Area by SubCategory Unmitigated

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7.0 Water Detail

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## 7.1 Mitigation Measures Water

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7.2 Water by Land Use

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7.2 Water by Land Use

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#### 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

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Page 30 of 31

8.2 Waste by Land Use

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		Regional Shopping Center	Unrefrigerated Warehouse-No	Total

#### 9.0 Operational Offroad



Page 1 of 31

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# V-5 Mini Storage Commercial Project 2020 Operational Year

Fresno County, Annual

#### 1.0 Project Characteristics

#### 1.1 Land Usage

Politikan	0	0
Hoor Surface Area	124,021.00	83,332.00
I I of Agreage	2.85	1.91
Metrics	1000sqft	1000sqfl
Size	124.02	83.33
Landilises	Unrefrigerated Warehouse-No Rail	Regional Shopping Center

## 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Fred (Days)	45
Climate Zone	ന			Operational Year	2020
Utility Company	Pacific Gas & Electric Company	npany			
CO2 Intensity	641.35	CH4 Intensity	0.029	N2O Intensity	0.006

# 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Demolition -

Vehicle Trips - Trip Rates were adjusted to reflect the 9th Edition of the ITE Trip Generation Manual

Construction Phase - GHG Emission 2020 Operational Year

Mobile Land Use Mitigation -

New Value	16.00	7.00	19.00	4.00		1 3	0.76	•	2.50
Default Value	18.00	8.00	18.00	3.50	2014	2.59	2.59		2.59
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Table Name	****	tblConstructionPhase	tblConstructionPhase	tblGrading		tblVehicleTrips	tblVehicleTrips	tblVehicleTrips	

2.0 Emissions Summary

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2.2 Overall Operational Unmitigated Operational

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2.2 Overall Operational Mitigated Operational

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3.0 Construction Detail

#### Construction Phase

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- Francis	Phase Name	Phase Type	Start Date	End Date	Nam.Days Week	Num Days	ase Description
****	Demolition	Demolition	1/1/2017	1/27/2017	2	20	Diversity (1997)
	Site Preparation	Site Preparation	1/28/2017	2/3/2017	2	5	
	Grading	Grading	2/4/2017	2/14/2017	2		
	Building Construction	Building Construction	2/15/2017	1/2/2018	2	230	
	Paving	Paving	1/3/2018	1/29/2018	9	19	
	6 Architectural Coating	Architectural Coating	1/30/2018	2/20/2018	5	16	***************************************

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 311,030; Non-Residential Outdoor: 103,677 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	<b>Offroa</b> d"⊑guipment Type	Amount	Usage Hours	Horse Rower	Load Eacfor
Architectural Coating	Air Compressors	,	6.00	82	0.48
Paving	Cement and Mortar Mixers	2	90.9	6	0.56
Demolition	Concrete/Industrial Saws	_	3.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
	Cranes		2.00	226	0.29
Building Construction	Forklifts	8	3.00	88	0.20
Grading	Excavators		8.00	162	0.38
Paving	Pavers	7	8.00	125	0.42
Paving	Rollers	2	6.00	88	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	-	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	2.00	26	0.37
Building Construction	Generator Sets	_	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes		8.00	26	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	26	0.37
Grading	Graders	1	8.00	174	0,41
Paving	Paving Equipment	2	6.00	130	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Welders	1	8.00	46	0.45

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aving	8	20.00	00.00	00.0	10.80	7.30	20.00	20.00 LD_Mix	HDT_Mix	HHDT
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## 3.1 Mitigation Measures Construction

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3.2 Demolition - 2017 Unmitigated Construction Off-Site

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3.3 Site Preparation - 2017
Unmitigated Construction Off-Site

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## 4.2 Trip Summary Information

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#### 5.9 Energy Detail

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3.7 Architectural Coating - 2018

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## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

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3.7 Architectural Coating - 2018 Unmitigated Construction Off-Site

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3.6 Paving - 2018
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3.5 Building Construction - 2017 Mitigated Construction Off-Site

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Unmitigated Construction Off-Site

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3.4 Grading - 2017
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3.5 Building Construction - 2017

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5.3 Energy by Land Use - Electricity Mitigated

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## 6.0 Area Detail

# 6.1 Mitigation Measures Area

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6.2 Area by SubCategory

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7.0 Water Detail

# 7.1 Mitigation Measures Water

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## 7.2 Water by Land Use

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	Land User	Regional Shopping Center	Unrefrigerated Warehouse-No	Total

7.2 Water by Land Use

### Mitigated

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Regional Shopping Center	6.17246 / 3.78312	21	21.2714
Unrefrigerated Warehouse-No	28.6796 / 0	08	80.8688
Total		102	102.1402

## 8.0 Waste Detail

# 8.1 Mitigation Measures Waste

### Category/Year

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Unmitigated	92,8392

## 8.2 Waste by Land Use

### Unmitigated

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### Mitigated

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## 9.0 Operational Offroad

### V5 Mini Storage Commercial Project Air Charles Project Assessment Co., 31 Servil

### APPENDIX B Off-Site Emissions Estimator Worksheets

# Off-site Emissions Estimator Worksheet

Applicant/Business Name:	Emery Viotho / V-5 Storage Inc.
Project Name:	V-5 Mini Storage Commercial Project
Project Location:	City of Selma
District Project ID No.:	

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	Project Phase Name	V-5 Project										

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Total	9.3831	7.9926

Note: TPY = Tons Per Year

## Fee Estimator Worksheet

Applicant/Business Name:	Emery Viotho / V-5 Storage Inc.	٠
Project Name:	V-5 Mini Storage Commercial Project	
Project Location:	City of Selma	
District Project ID No.:		

NOTES:

(1) The start date for each ISR phase is shown in TABLE 1.

(2) If you have chosen a ONE-TIME payment for the project, then the total amount due for ALL PHASES is shown under TABLE 2.

(3) If you have chosen a DEFERRED payment schedule for the project, then the total amount due for a specific year is shown in TABLE 3 according to the schedule in TABLE 1.

(3) If you have not provided a proposed payment cate, the District sets a default invoice date of 60 days prior to start of the ISR phase.

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2022	2021	2020	2019	2018	2017	2016	2015	2014

\$166,142.08

Total Project Offsite Fee (\$)

Offsite Mitigation Fee by Year (\$) \$166,142,08

\$6,390.08

Administrative Fee by Year (\$)

\$87,731 \$72,021

NOX

Offsite Fee NOX by Poliutant by Year (\$)

PM 10 \$9,350 \$9,011

NOx

2015 and beyond Year

Rule 9510 Fee Schedule (\$ron).

### Appendix B – Traffic Study

### **Traffic Impact Study**

### **Proposed Commercial Center**

Northeast of the Intersection of McCall and Dinuba Avenues

Selma, California

### Prepared For:

V-5 Storage 525 West 4th Street Hanford, California 93230

### Date:

November 8, 2013

### Job No.:

13-042.01





### PETERS ENGINEERING GROUP

A CALIFORNIA CORPORATION

Mr. Emery Vlotho V-5 Storage 525 West 4th Street Hanford, California 93230 November 8, 2013

Subject:

Traffic Impact Study

**Proposed Commercial Center** 

Northeast of the Intersection of McCall and Dinuba Avenues

Selma, California

### 1.0 INTRODUCTION

This report presents the results of a traffic impact study for a proposed commercial center in Selma, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the project.

### 2.0 PROJECT DESCRIPTION

The proposed Commercial Center (Project) is located northeast of the intersection of McCall and Dinuba Avenues in Selma, California. The net site area is 4.76 acres, including a 2.85-acre mini storage facility and 1.91 acres of commercial uses. Site access to the commercial sites is expected via driveways on both McCall and Dinuba Avenues. The mini storage facility will have access only to Dinuba Avenue. The Project site location is presented in the attached Figure 1, Site Vicinity Map, and a Project site plan is presented in the attached Figure 2, Site Plan.

The property is located in the McCall Specific Plan. Currently the property is in Fresno County and is zoned exclusive agriculture. Annexation to the City of Selma will change the zoning to R-2 (as part of the McCall Specific Plan). The Project proposes to amend the City of Selma General Plan and McCall Specific Plan to allow a proposed zoning change to C-2.

### 3.0 STUDY AREA AND TIME PERIOD

The study intersections were established by City of Selma staff in a letter dated August 8, 2013. The following intersections are included in the study:

- 1. McCall and Dinuba Avenues (City of Selma sphere of influence (SOI))
- 2. Highland and Dinuba Avenues (City of Selma SOI)
- 3. Golden State Boulevard and Dinuba Avenue (City of Selma SOI)
- 4. Dockery and Dinuba Avenues (City of Selma SOI)
- 5. McCall and Floral Avenues (City of Selma)
- 6. McCall and Manning Avenues (City of Selma SOI)
- 7. McCall and Parlier Avenues (County of Fresno)
- 8. Golden State Boulevard and Manning Avenue (City of Fowler jurisdiction)

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on a typical weekday. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term Conditions (Existing Plus Approved and Pending Project Plus Project);
- Cumulative (Year 2035) Conditions Without Project (assumes the site is vacant); and
- Cumulative (Year 2035) Conditions With Project.

### 4.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The lane configurations and intersection control at the study intersections are illustrated in Figure 3, Existing Lane Configurations.

### 5.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were determined by performing manual turning movement counts at the study intersections between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The counts also included determination of truck percentages. The data sheets are attached in Appendix A and include the dates the counts were performed. The existing peak hour turning movement volumes are presented in Figure 4, Existing Peak Hour Traffic Volumes.

### 6.0 PROJECT TRAFFIC

### 6.1 Trip Generation

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th *Edition*, is typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 6.1 presents the trip generation estimates for the Project assuming 25-percent floor area ratio for the commercial uses.

<u>Table 6.1</u> <u>Project Trip Generation</u>

Y 4 YI-	G'	Da	ily		A.M	. Peak H	lour			P.M	. Peak H	our	
Land Use	Size	Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	ln	Out	Total
Mini- Warehouse 151	2.85 acres	35.43	102	2.58	45:55	4	4	8	3.57	50:50	6	5	11
Shopping Center 820	20,833 sq. ft.	FC1	2,450	FC2	62:38	37	23	60	FC3	48:52	101	109	210
	TOTALS		2,552	-	(9)	41	27	68	(*€)	-	107	114	221

Reference: Trip Generation Manual, 9th Edition, Institute of Transportation Engineers 2012

Rates are reported in trips per acre.

In:Out are percentages of the total.

FC1: Fitted curve: Ln(T) = 0.65Ln(X) + 5.83

FC2: Fitted curve: Ln(T) = 0.61Ln(X) + 2.24

FC3: Fitted curve: Ln(T) = 0.67Ln(X) + 3.31

T =Number of trips X = 1,000 square feet of building area

### 6.2 Internal Capture

Internally captured trips are not applicable to the proposed Project and captured-trip reductions were not applied in the analyses.

### 6.3 Pass-By and Diverted Linked Trips

The ITE *Trip Generation Handbook* dated June 2004 (TGH) presents information suggesting that the trips generated by the Project will include pass-by trips. The TGH states: "There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. For example, retail-oriented developments such as shopping centers...are often located adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site... These retail trips may not add new traffic to the adjacent street system."

The TGH states: "Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway."

Data provided in Chapter 5 of the TGH suggest that pass-by trips will be generated by the shopping center portion of the Project.

Available data in the TGH indicate that at least 15 percent of the weekday p.m. peak hour trips generated by shopping centers are pass-by trips. Therefore, a pass-by reduction of 15 percent applied to the shopping center traffic volumes is considered appropriate, conservative, and feasible during the weekday p.m. peak hour, provided that the volumes on the adjacent streets are great enough to generate those volumes. The TGH does not present pass-by trip information for weekday a.m. peak hours.

Table 6.2 presents the pass-by trips for the project.

<u>Table 6.2</u> <u>Project P.M. Peak Hour Pass-By Trips</u>

Trips Entering Site	Trips Exiting Site
15	15

The calculated pass-by trip volumes can be generated only if the baseline traffic volumes on the adjacent roadways are great enough to accommodate the calculated volumes. The existing traffic volumes on McCall Avenue and Dinuba Avenue are great enough to supply to the calculated pass-by trip volumes.

Table 6.3 resents the primary project traffic volumes (that is, the total number of new trips generated by the project within the study area).

<u>Table 6.3</u> Project Primary Trips

Time Period	Trips Entering Site	Trips Exiting Site	Total Trips
Weekday	1,276	1,276	2,552
Weekday A.M. Peak Hour	41	27	68
Weekday P.M. Peak Hour	92	99	191

### 6.4 Project Trip Distribution

The Project trips were distributed to the adjacent road network using engineering judgment considering the distribution of existing traffic volumes and complementary land uses in the

Project vicinity. The anticipated percentage distribution of Project traffic volumes is presented in Figure 5, Project Trip Distribution Percentages. New Project traffic volumes at the study intersections are presented in Figure 6, Peak-Hour Primary Project Traffic Volumes.

### 6.5 Comparison of Project Trips to Current General Plan

The current land use designations on the Project site will allow R-2 zoning (multiple-family dwelling units) with a maximum residential lot size of 6,000 square feet for the first unit, 3,000 square feet for the second unit, and 5,700 square feet for all subsequent units. It is estimated that the site would yield 34 residential units. Table 6.4 presents the trip generation estimates associated with development of 34 apartment units at the site.

<u>Table 6.4</u> Residential Trip Generation

Land Use	Si	Da	ily		A.M	L Peak H	our			P.M	. Peak H	our	
Land Use	Size	Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	ln	Out	Total
Low-Rise Apartment 221	34	6.59	224	0.46	21:79	3	13	16	0.58	65:35	13	7	20

Reference: Trip Generation Manual, 9th Edition, Institute of Transportation Engineers 2012 Rates are reported in trips per dwelling unit. In:Out are percentages of the total.

A comparison of the values in Table 6.4 with the values in Table 6.3 indicates that the proposed Project is expected to generate more trips than would be likely to occur if the site were developed in accordance with the current General Plan.

### 7.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

Peak hour existing-plus-Project traffic volumes are presented in Figure 7, Existing-Plus-Project Peak Hour Traffic Volumes. These values are obtained by adding the values in Figures 4 and 6.

### 8.0 PENDING PROJECTS

The land uses associated with known pending projects were included in the analyses and are summarized in Table 8.1. Peak hour near-term traffic volumes (existing plus approved and pending projects plus Project) are presented in Figure 8, Near-Term Peak Hour Traffic Volumes.

### <u>Table 8.1</u> <u>Pending Projects</u>

Project	Location
Selma Crossings	Mountain View Avenue / SR 99
Gill Motel and Commercial	North of Floral, west of SR 99 SB off ramp
Bratton single-family residential	South of Rose, west of Highland
Comfort Suites	West of Whitson, north of Stillman
Raven Map 5296	South of Dinuba, east of Dockery
Valley View Map 5303	South of Valley View between Thompson and McCall
Canales Map 5217	East of Highland, south of Nebraska
Eye Q II	West of Whitson, north of Stillman
Graham Commercial	North of Rose, west of SR 99
Raven Commercial	Manning east of McCall
Amberwood Commercial	East of Orange Avenue between Floral and Dinuba
3-MD Industrial Park	Nebraska Avenue east of Dockery
Golden State Industrial Park	Park Street east of SR 99
Rockwell Pond	North side of Floral, west of SR 99
Brandywine	Southwest of Manning and McCall
Other Residential	Various locations – Cambridge, Country Rose, Heritage, Synergy, R.J. Hill, Amberwood, Hinesley, Merigian

### 9.0 CUMULATIVE TRAFFIC VOLUMES (YEAR 2035)

The Council of Fresno County Governments (COG) maintains a travel model that is typically used to forecast traffic volumes. The travel model assumptions utilized for the City of Selma General Plan Update were utilized in these analyses. The baseline traffic volumes for the year 2035 no-Project conditions were determined using the travel model data obtained from the COG and using the COG Increment Method, which is described in a document available from the COG entitled "Model Steering Committee Recommended Procedures for Using Traffic Projections from the Fresno COG Travel Model" dated December 2002. The Increment Method forecasts future traffic volumes by determining the growth projected by the model between the base year and the horizon year. This growth is then added to the existing traffic volumes.

Future turning movements were forecast based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled "Highway Traffic Data for Urbanized Area Project Planning and Design." The baseline 2035 no-Project traffic volumes are presented in Figure 9, 2035 No-Project Peak Hour Traffic Volumes. The 2035 with-Project traffic volumes are presented in Figure 10, 2035 With-Project Peak Hour Traffic Volumes.

### 10.0 SIGNIFICANCE CRITERIA

The Transportation Research Board *Highway Capacity Manual*, 2010, (HCM2010) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst."

Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 10.1 and 10.2.

<u>Table 10.1</u> Level of Service Characteristics for <u>Unsignalized Intersections</u>

Level of Service	Average Vehicle Delay (seconds)
A	0-10
В	>10-15
С	>15-25
D	>25-35
Е	>35-50
F	>50

Reference: Highway Capacity Manual, Transportation Research Board, 2010

<u>Table 10.2</u> Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is low. Progression is exceptionally favorable or the cycle length is very short.	<10
В	Volume-to-capacity ratio is low. Progression is highly favorable or the cycle length is very short.	>10-20
С	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0.  Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
Е	Volume-to-capacity ratio is high but no greater than 1.0.  Progression is unfavorable and cycle length is long.  Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference: Highway Capacity Manual, Transportation Research Board, 2010

The City of Selma General Plan Update requires LOS D at City intersections. The County of Fresno typically require that LOS C or better be maintained, however, within the sphere of influence of Selma it is assumed that LOS D is acceptable per the City of Selma General Plan. The City of Fowler requires LOS C.

A Project traffic impact will be recognized if the proposed Project will decrease the LOS below the target LOS compared to the no-Project condition. A Project traffic impact will also be recognized if the Project will exacerbate an intersection already operating below the target LOS by increasing the average delay at the intersection by 5.0 seconds or more.

Queues will be considered in the analyses, particularly to determine if excessive queues at signalized intersections are expected to block through lanes or adjacent intersections. Blocking typically results in congested conditions that may cause worse conditions at the blocked location than those identified by the LOS analyses alone.

### 11.0 INTERSECTION ANALYSES

### 11.1 Level of Service

The intersection levels of service (LOS) were determined using the computer program Synchro 8, which is based on *Highway Capacity Manual* procedures for calculating levels of service. The intersection analysis sheets are presented in Appendix B.

Tables 11.1 through 11.3 present the results of the intersection analyses. For signalized intersections and all-way-stop-controlled intersections, the overall intersection level of service and the average delay per vehicle are presented. For one-way and two-way stop-controlled intersections, an overall intersection level of service is not defined by the *Highway Capacity Manual*. Therefore, for one-way and two-way stop-controlled intersections the level of service and average delay per vehicle for the approach with the greatest delay is reported. For no-Project conditions, levels of service below the target level of service are presented in bold type. For Project scenarios, Project impacts are presented in bold type. For cumulative scenarios, cumulative impacts are shown in italics. Impacts shown in bold italics are cumulative impacts for which the project is partially responsible.

<u>Table 11.1</u>
<u>Intersection Level of Service Summary</u>
Existing and Existing-Plus-Project Conditions

100000000000000000000000000000000000000			Exis	sting		E	xisting P	lus Proje	et
T. 4 4	Control	Α.	M.	P.	M.	A.	M.	P.	M.
Intersection	Control	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
McCall / Parlier	ows	10.7	В	11.0	В	10.7	В	11.0	В
Golden State / Manning	Signal	22.8	С	18.3	В	22.8	C	18.4	В
McCall / Manning	Signal	24.0	C	23.4	С	24.1	C	25.0	С
Golden State / Dinuba	TWS	16.4	С	20.3	С	16.5	C	20.5	С
Highland / Dinuba	ows	12.2	В	14.3	В	12.3	В	14.6	В
McCall / Dinuba	AWS	48.3	E	52.9	F	61.1	F	91.4	F
Dockery / Dinuba	TWS	14.0	В	12.4	В	14.3	В	12.8	В
McCall / Floral	Signal	23.5	С	24.4	С	23.5	С	24.5	С

AWS: All-way stop

OWS: One-way stop

TWS: Two-way stop

Table 11.2
Intersection Level of Service Summary
Existing and Near-Term Conditions

			Exis	sting			Near-	Term	
Intersection	Control	<b>A.</b>	M.	P.	M.	A.	M.	P.J	M.
inter section	Control	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
McCall / Parlier	ows	10.7	В	11.0	В	11.3	В	11.8	В
Golden State / Manning	Signal	22.8	С	18.3	В	32.1	С	22.5	С
McCall / Manning	Signal	24.0	С	23.4	С	30.6	С	29.2	С
Golden State / Dinuba	TWS	16.4	С	20.3	С	25.4	D	37.3	E
Highland / Dinuba	ows	12.2	В	14.3	В	18.0	C	27.9	D
McCall / Dinuba	AWS	48.3	E	52.9	F	199.8	F	368.0	F
Dockery / Dinuba	TWS	14.0	В	12.4	В	39.5	E	97.5	F
McCall / Floral	Signal	23.5	C	24.4	С	44.8	D	46.4	D

AWS: All-way stop

OWS: One-way stop

TWS: Two-way stop

Table 11.3 presents the results of the intersection analyses based on year 2035 projections. Levels of service below the target level of service are presented in italic type, which signifies a cumulative impact as compared to existing conditions. For the with-Project scenario, cumulative impacts for which the project is partially responsible are presented in bold type.

<u>Table 11.3</u> <u>Intersection Level of Service Summary - Year 2035 Conditions</u>

			2035 No	-Project			2035 Wit	h-Projec	t
Intersection	Control	A.	M.	P.	M.	<b>A.</b> .	M.	P.	M.
intersection	Control	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
McCall / Parlier	ows	12.7	В	16.4	С	12.7	В	16.5	С
Golden State / Manning	Signal	52.6	D	63.3	E	52.8	D	64.2	E
McCall / Manning	Signal	36.6	D	59.6	E	36.9	D	61.0	E
Golden State / Dinuba	TWS	*	F	*	F	*	F	*	F
Highland / Dinuba	ows	205.1	F	599.1	F	210.6	F	629.9	F
McCall / Dinuba	AWS	344.0	F	469.8	F	357.9	F	520.6	F
Dockery / Dinuba	TWS	34.1	D	68.2	F	35.6	E	79.6	F
McCall / Floral	Signal	35.2	D	67.5	E	35.3	D	68.8	E

AWS: All-way stop

OWS: One-way stop

TWS: Two-way stop

* Delay exceeds calculable range.

### 11.2 Queuing

The 95th-percentile queues at signalized intersections were determined using Synchro 8. The queue analyses are included on the intersection analysis sheets presented in Appendix B. Queue lengths are reported only for signalized intersections to reveal possible deficiencies that would not be apparent based only on LOS results. For example, if a left-turn lane is not long enough to contain a queue, then the vehicles waiting to turn left will back up into the through traffic lanes and potentially block through traffic while the through traffic signal phase is being served with green time. This type of deficiency would not be apparent based on LOS calculations alone for signalized intersections. On the other hand, at stop-sign-controlled intersections a queuing analysis would not reveal any additional deficiencies that

are not already revealed in the LOS analysis. Therefore, queuing analyses are not presented for unsignalized intersections.

The queuing analysis results are presented in Tables 11.4 through 11.8. Calculated queues exceeding the storage length by 25 feet or more are indicated in bold type.

<u>Table 11.4</u> <u>Queuing Analysis Summary – Existing Conditions</u>

Intone		Storage and 95 th -Percentile Queue Length (feet)											
Inters	ection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Golden	Storage	220	600	610	225	+	S	200	645	50	260	+	200
State /	A.M.	61	101	19	10	225	-	189	71	0	51	48	4
Manning	P.M.	62	175	35	14	150	-	134	58	0	84	84	20
Maria	Storage	200	+	S	175	+	S	105	+	25	95	+	S
McCall / Manning	A.M.	25	137	-	81	234	-	123	74	32	40	128	-
Maining	P.M.	45	235	4	164	133	7028	63	99	24	37	108	
M-C-11 /	Storage	125	+	S	100	+	360	65	+	S	125	+	260
McCall / Floral	A.M.	125	138	7/20	42	137	17	63	137		80	173	37
riorar	P.M.	224	166	(#)	28	107	0	54	292	-	49	145	37

⁺ Greater than 1,000 feet

<u>Table 11.5</u> <u>Queuing Analysis Summary – Existing-Plus-Project Conditions</u>

I-4		Storage and 95th-Percentile Queue Length (feet)												
Inters	ection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Golden	Storage	220	600	610	225	+	S	200	645	50	260	+	200	
State /	A.M.	61	101	19	10	226	35	189	71	0	53	48	4	
Manning	P.M.	62	175	35	14	151		134	59	0	91	85	20	
N. C. II /	Storage	200	+	S	175	+	S	105	+	25	95	+	S	
McCall / Manning	A.M.	25	138		83	234		124	74	32	40	129	-	
Manning	P.M.	46	250	140	169	133		67	102	27	37	111	-	
M-C-II /	Storage	125	+	S	100	+	360	65	+	S	125	+	260	
McCall / Floral	A.M.	128	138	-	42	137	18	63	139	F	80	173	37	
riorai	P.M.	230	166	120	28	107	0	54	296	LIE:	54	148	37	

⁺ Greater than 1,000 feet

<u>Table 11.6</u> <u>Queuing Analysis Summary – Near-Term Conditions</u>

Intono	-4				Stora	ge and 95	5 th -Percen	tile Queu	e Length	(feet)			
Interse	cuon	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Golden	Storage	220	600	610	225	+	S	200	645	50	260	+	200
State /	A.M.	62	107	20	10	247		314	90	0	72	50	4
Manning	P.M.	62	182	39	14	156	3	210	78	0	188	88	20
M-C-11 /	Storage	200	+	S	175	+	S	105	+	25	95	+	S
McCall / Manning	A.M.	25	151		104	291	(2)	205	82	34	53	130	-
wianining	P.M.	46	312		193	148		121	103	36	68	119	-
McCall /	Storage	125	+	S	100	+	360	65	+	S	125	+	260
Floral	A.M.	128	271		42	369	27	63	140	19E	115	178	40
I lot at	P.M.	230	532		28	356	27	54	304	3.57	127	150	39

⁺ Greater than 1,000 feet

S: Shared movement, there is no separate lane at this location

S: Shared movement, there is no separate lane at this location

S: Shared movement, there is no separate lane at this location

<b>Table 11.7</b>
Queuing Analysis Summary - 2035 No-Project Conditions

W. A					Stora	ge and 95	th-Percen	tile Queu	e Length	(feet)			
Inters	ecnon	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Golden	Storage	220	600	610	225	+	S	200	645	50	260	+	200
State /	A.M.	275	168	39	16	663	-	380	258	0	230	272	262
Manning	P.M.	317	423	68	28	510	2	337	626	29	549	403	114
	Storage	200	+	S	175	+	S	105	+	25	95	+	S
McCall /	A.M.	35	251	-	211	513		236	125	102	99	372	
Manning	P.M.	117	738	*	476	332		211	452	196	181	326	
16021	Storage	125	+	S	100	+	360	65	+	S	125	+	260
McCall /	A.M.	222	263	-	72	405	48	85	196		190	414	60
Floral	P.M.	598	602		51	557	59	101	739	•	255	300	64

⁺ Greater than 1,000 feet

<u>Table 11.8</u> Queuing Analysis Summary – 2035 With-Project Conditions

Y-4			Storage and 95th-Percentile Queue Length (feet)											
Interse	ection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Golden	Storage	220	600	610	225	+	S	200	645	50	260	+	200	
State /	A.M.	275	168	39	16	664	-	380	259	0	236	272	262	
Manning	P.M.	317	423	68	28	515	-	337	628	29	557	403	114	
	Storage	200	+	S	175	+	S	105	+	25	95	+	S	
McCall /	A.M.	35	252	-	215	513	-21	239	126	103	99	376	(*)	
Manning	P.M.	117	741		484	332		220	463	203	184	332	(6)	
14.67.11.4	Storage	125	+	S	100	+	360	65	+	S	125	+	260	
McCall /	A.M.	225	263		72	405	49	85	198	-	192	416	60	
Floral	P.M.	605	607	-	51	557	60	101	749	/VE	265	307	64	

⁺ Greater than 1,000 feet

### 11.3 Traffic Signal Warrants

The California Department of Transportation California Manual on Uniform Traffic Control Devices for Streets and Highways, 2012 Edition (CMUTCD) presents various warrant analyses to assist in evaluating the need for traffic signals at an intersection. Traffic signal warrants are a series of standards that provide guidelines for determining whether a traffic signal is appropriate at a given intersection. If one or more of the signal warrants are met, signalization of the intersection may be appropriate. However, a signal likely should not be installed if none or few of the warrants are met since the installation of signals may increase delays on the previously uncontrolled major street and may contribute to an increase in accidents.

The potential need for a traffic signal is evaluated as a potential mitigation when a significant impact is identified at an unsignalized intersection. Since the analyses presented herein are based on peak hour traffic volumes, Figure 4C-4, Warrant 3, Peak Hour (70% Factor) as presented in the CMUTCD is utilized. For purposes of this study, traffic signals are not considered to be a feasible mitigation if the peak-hour traffic signal warrant is not met.

Caltrans typically utilizes other warrants, such as Warrant 1, Eight-Hour Vehicular Volume, and Warrant 2, Four-Hour Vehicular Volume, to determine whether traffic signals should be installed. However, these warrants are based on observation of existing conditions for several hours per day and are not useful with respect to future peak-hour conditions, including the conditions likely to occur after construction of the project. Therefore, other warrants, including Warrants 1 and 2, were not analyzed in this study.

S: Shared movement, there is no separate lane at this location

S: Shared movement, there is no separate lane at this location

### 12.0 DISCUSSION OF ANALYSES

### 12.1 Existing Conditions

The results of the Existing Conditions intersection analyses indicate that the study intersections are currently operating at acceptable levels of service, with the exception of the intersection of McCall and Dinuba Avenues. The intersection of McCall and Dinuba Avenues is currently operating at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour.

The queue analyses at signalized intersections suggest that the 95th-percentile queues in the eastbound left-turn lane at the intersection of McCall and Floral Avenues exceed the storage capacity during the p.m. peak hour.

### 12.2 Existing-Plus-Project Conditions

The results of the Existing-Plus-Project Conditions intersection analyses indicate that the Project will exacerbate the existing substandard levels of service at the intersection of McCall and Dinuba Avenues by causing the LOS to drop from LOS E to LOS F during the a.m. peak hour and by increasing the delay by more than 5.0 seconds during the p.m. peak hour. This is a significant impact.

The other study intersections are expected to continue to operate at acceptable levels of service.

The queue analyses at signalized intersections suggest that the 95th-percentile queues will be similar to the existing conditions.

The significant impact and recommended mitigation are described below. Mitigated intersection analysis sheets are presented in Appendix C.

### Impact E-1

The Project will cause a substandard LOS F at the intersection of McCall and Dinuba Avenues during the a.m. peak hour and will exacerbate a substandard LOS F during the p.m. peak hour.

### Mitigation E-1

The California Environmental Quality Act (CEQA) requires that the Project mitigate its impacts such that the intersection will continue to operate no worse than the existing conditions.

Construction of dedicated left-turn lanes on the eastbound and westbound approaches of McCall Avenue while maintaining the existing all-way stop control will mitigate the Project's impacts. The Project would also be required to construct frontage improvements in accordance with City of Selma standards. With implementation of this mitigation the intersection would operate at LOS D with an average delay of 33.9 seconds per vehicle during the a.m. peak hour and LOS F with an average delay of 50.9 seconds per vehicle during the p.m. peak hour. These delays are less than the existing delays as presented in Table 11.1.

The Project is responsible for construction of this mitigation by opening day of the commercial portions of the Project. Construction of the mini-storage component of the Project creates a negligible volume of traffic that will not trigger the significant impact.

Dinuba Avenue is classified as an arterial street in the City of Selma General Plan with an ultimate configuration of four lanes. According to the City of Selma's Schedule of Development Impact Fees for Circulation System (Streets, Signals and Bridges) dated February 1, 2008, the Dinuba Avenue street segment between Highland and Amber Avenues (Projects ST-01 and ST-02) and the McCall Avenue street segment between Dinuba and Manning Avenues (Project ST-08) are included in the fee program. Therefore, the cost of the improvements to be constructed by the Project may be credited against payment of the Project's development fees.

Table 12.1

Mitigated Intersection Level of Service Summary
Existing-Plus-Project Conditions

			<b>A</b> .	M.	P.I	М.
Intersection	Mitigation	Control	Delay (sec)	LOS	Delay (sec)	LOS
McCall / Dinuba	E-1	All-way stop	33.9*	D	50.9*	F

^{*} Delay is less than the existing condition.

### 12.3 Near-Term Conditions

The results of the Near-Term Conditions intersection analyses, which assume that all of the pending projects plus the proposed Project have been constructed, indicate that cumulative impacts are expected to occur at the following locations:

- Golden State Boulevard / Dinuba Avenue (the cumulative projects cause a substandard LOS E during the p.m. peak hour)
- McCall Avenue / Dinuba Avenue (the cumulative projects cause a substandard LOS F during the a.m. peak hour and exacerbate a substandard LOS F during the p.m. peak hour)
- Dockery Avenue / Dinuba Avenue (the cumulative projects cause a substandard LOS E during the a.m. peak hour and a substandard LOS F during the p.m. peak hour)

Cumulative traffic impacts are not solely caused by the proposed Project, but are also the cumulative result of other new developments within the City of Selma and in the surrounding area over time.

Based on the results of the Existing-Plus-Project Conditions intersection analyses, the Project contributes significantly to the cumulative impact at the intersection of McCall and Dinuba Avenues, but the Project's portion of the cumulative impact at the other locations is less than significant.

The queue analyses at signalized intersections suggest that the 95th-percentile queues will exceed the storage capacity at the following locations:

- Golden State Boulevard / Manning Avenue (northbound left-turn lane during the a.m. peak hour)
- McCall Avenue / Manning Avenue (northbound left-turn lane during the a.m. peak hour)
- McCall Avenue / Floral Avenue (eastbound left-turn lane during the p.m. peak hour)

Based on the results of the Existing-Plus-Project Conditions intersection analyses, the Project's portion of the cumulative impact at these locations is less than significant.

The significant impact and recommended mitigation are described below. Mitigated intersection analysis sheets are presented in Appendix C.

### Impact NT-1

The Project will contribute to a cumulative substandard LOS F at the intersection of McCall and Dinuba Avenues during both the a.m. and p.m. peak hours.

### **Mitigation NT-1**

The intersection of McCall and Dinuba Avenues should be signalized with protected left-turn phasing and the following minimum lane configurations:

Eastbound: one left-turn lane and one through lane with a shared right turn;

Westbound: one left-turn lane, one through lane, and one right-turn lane;

Northbound: one left-turn lane, one through lane, and one right-turn lane;

Southbound: one left-turn lane and one through lane with a shared right turn.

New turn lanes shall be designed to accommodate the queues indentified in Tables 12.3 and 12.5 as applicable. With implementation of this mitigation the intersection will operate at LOS D or better during the peak hours.

Construction of the turn lanes recommended in Mitigation E-1 mitigates the Project's share of this near-term cumulative impact.

It should be noted that all-way stop control with widening of both McCall Avenue and Dinuba Avenue to four lanes in accordance with the arterial designation was investigated as a mitigation. However, widening alone will not mitigate the cumulative impact.

<u>Table 12.2</u>
<u>Mitigated Intersection Level of Service Summary</u>
<u>Near-Term Conditions</u>

VIIII A			A.	M.	P.M.		
Intersection	Mitigation	Control	Delay (sec)	LOS	Delay (sec)	LOS	
McCall / Dinuba	NT-1	Signals	34.4	С	42.7	D	

Table 12.3
Mitigated Queuing Analysis Summary – Near-Term Conditions

Intersection Storage and 95th-Percentile Queue Length (feet)													
Inters	ection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
McCall /	A.M.	70	241	S	243	125	47	78	165	34	137	204	S
Dinuba	P.M.	90	387	S	241	265	43	88	232	58	290	273	S

S: Shared movement

Note: New lanes to be constructed long enough to accommodate queues for all applicable scenarios

### 12.4 Year 2035 No-Project Conditions

The results of the Year 2035 No-Project Conditions analyses indicate that the following intersections are expected experience cumulative impacts even if the proposed Project is not constructed:

- Golden State Boulevard and Manning Avenue (the cumulative projects cause a substandard LOS D during the a.m. peak hour and LOS E during the p.m. peak hour)
- McCall and Manning Avenues (the cumulative projects cause a substandard LOS D during the a.m. peak hour and LOS E during the p.m. peak hour)
- Golden State Boulevard and Dinuba Avenue (the cumulative projects cause a substandard LOS F during the a.m. and p.m. peak hours)
- Highland and Dinuba Avenues (the cumulative projects cause a substandard LOS F during the a.m. and p.m. peak hours)
- McCall and Dinuba Avenues (the cumulative projects cause a substandard LOS F during the a.m. peak hour and exacerbate a substandard LOS F during the p.m. peak hour)
- Dockery and Dinuba Avenues (the cumulative projects cause a substandard LOS F during the p.m. peak hour)
- McCall and Floral Avenues (the cumulative projects cause a substandard LOS E during the p.m. peak hour)

The queue analyses at signalized intersections suggest that the 95th-percentile queues will exceed the storage capacity at the following locations:

- Golden State Boulevard and Manning Avenue (eastbound left, northbound left, southbound left, and southbound right)
- McCall and Manning Avenues (westbound left, northbound left, northbound right, and southbound left)
- McCall and Floral Avenues (eastbound left, northbound left, and southbound left)

### 12.5 Year 2035 With-Project Conditions

The results of the Year 2035 With-Project Conditions intersection analyses indicate that cumulative impacts are expected to occur at the following locations:

- Golden State Boulevard and Manning Avenue (the cumulative projects cause a substandard LOS D during the a.m. peak hour and LOS E during the p.m. peak hour)
- McCall and Manning Avenues (the cumulative projects cause a substandard LOS D during the a.m. peak hour and LOS E during the p.m. peak hour)
- Golden State Boulevard and Dinuba Avenue (the cumulative projects cause a substandard LOS F during the a.m. and p.m. peak hours)
- Highland and Dinuba Avenues (the cumulative projects cause a substandard LOS F during the a.m. and p.m. peak hours)
- McCall and Dinuba Avenues (the cumulative projects cause a substandard LOS F during the a.m. pcak hour and exacerbate a substandard LOS F during the p.m. pcak hour)
- Dockery and Dinuba Avenues (the cumulative projects cause a substandard LOS E during the a.m. peak hour and LOS F during the p.m. peak hour)
- McCall and Floral Avenues (the cumulative projects cause a substandard LOS E during the p.m. peak hour)

Cumulative traffic impacts are not solely caused by the proposed Project, but are also the cumulative result of other new developments within the City of Selma and in the surrounding area over time.

Based on a comparison with the 2035 No-Project Conditions analyses, the Project contributes significantly to the cumulative impact at the following intersections by increasing the average delay by at least 5.0 seconds per vehicle:

- Highland and Dinuba Avenues
- McCall and Dinuba Avenues
- Dockery and Dinuba Avenues

The Project's portion of the cumulative impact at the other locations is less than significant.

The queue analyses at signalized intersections suggest that the 95th-percentile queues will exceed the storage capacity at the following locations:

- Golden State Boulevard and Manning Avenue (eastbound left, northbound left, southbound left, and southbound right)
- McCall and Manning Avenues (westbound left, northbound left, northbound right, and southbound left)
- McCall and Floral Avenues (eastbound left, northbound left, and southbound left)

The queue analyses indicate that the 95th-percentile queues will be similar to the 2035 No-Project conditions and will not be exacerbated by the proposed Project.

The significant impacts and recommended mitigations are described below. Mitigated intersection analysis sheets are presented in Appendix C.

### Impact 2035-1

The Project and the cumulative projects will exacerbate a cumulative substandard LOS F at the intersection of Highland and Dinuba Avenues during both the a.m. and p.m. peak hours.

### Mitigation 2035-1

The intersection of Highland and Dinuba Avenues should be signalized with protected left-turn phasing and the following minimum lane configurations:

Eastbound: two through lane with a shared right turn; Westbound: one left-turn lane and two through lanes; Northbound: one left-turn lane and one right-turn lane;

Southbound: does not exist.

New turn lanes shall be designed to accommodate the queues indentified in Table 12.5 as applicable. With implementation of this mitigation the intersection will operate at LOS B during the peak hours.

Dinuba Avenue is classified as an arterial street in the City of Selma General Plan with an ultimate configuration of four lanes. According to the City of Selma's Schedule of Development Impact Fees for Circulation System (Streets, Signals and Bridges) dated February 1, 2008, the Dinuba Avenue street segment between Highland and Amber Avenues (Projects ST-01 and ST-02) is included in the fee program. Therefore, the Project will mitigate its equitable share of the cost of the intersection widening with payment of the Project's development fees.

The Project will be responsible for an equitable share of traffic signals. It is recommended that intersection signalization be added to the City of Selma development fee.

### Impact 2035-2

The Project and the cumulative projects will exacerbate a cumulative substandard LOS F at the intersection of McCall and Dinuba Avenues during both the a.m. and p.m. peak hours.

### Mitigation 2035-2

The intersection of McCall and Dinuba Avenues should be signalized with protected left-turn phasing and the following minimum lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn; Westbound: one left-turn lane and two through lanes with a shared right turn; Northbound: one left-turn lane and two through lanes with a shared right turn; Southbound: one left-turn lane and two through lanes with a shared right turn.

New turn lanes shall be designed to accommodate the queues indentified in Table 12.5 as applicable. With implementation of this mitigation the intersection will operate at LOS D or better during the peak hours.

Dinuba Avenue is classified as an arterial street in the City of Selma General Plan with an ultimate configuration of four lanes. According to the City of Selma's Schedule of

Development Impact Fees for Circulation System (Streets, Signals and Bridges) dated February 1, 2008, the Dinuba Avenue street segment between Highland and Amber Avenues (Projects ST-01 and ST-02) and the McCall Avenue street segment between Dinuba and Manning Avenues (Project ST-08) are included in the fee program. Therefore, the Project will mitigate its equitable share of the cost of the intersection widening with payment of the Project's development fees.

The Project will be responsible for an equitable share of traffic signals. It is recommended that intersection signalization be added to the City of Selma development fee.

### Impact 2035-3

The Project and the cumulative projects will contribute to a cumulative substandard LOS E during the a.m. peak hour and a cumulative substandard LOS F during the p.m. peak hour at the intersection of Dockery and Dinuba Avenues.

### Mitigation 2035-3

The intersection of Dockery and Dinuba Avenues will require signalization with protected left-turn phasing and the following minimum lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn; Westbound: one left-turn lane and two through lanes with a shared right turn; Northbound: one left-turn lane and one through lane with a shared right turn; one left-turn lane and one through lane with a shared right turn.

New turn lanes shall be designed to accommodate the queues indentified in Table 12.5 as applicable. With implementation of this mitigation the intersection will operate at LOS B during the peak hours.

Dinuba Avenue is classified as an arterial street in the City of Selma General Plan with an ultimate configuration of four lanes. According to the City of Selma's Schedule of Development Impact Fees for Circulation System (Streets, Signals and Bridges) dated February 1, 2008, the Dinuba Avenue street segment between Highland and Amber Avenues (Projects ST-01 and ST-02) is included in the fee program. In addition, the intersection of Dockery and Dinuba Avenues is programmed for signalization (Project ST-29). Therefore, payment of the City's fees will constitute mitigation of the Project's equitable share of the impact.

Table 12.4

Mitigated Intersection Level of Service Summary
2035 With-Project Conditions

			A.	M.	P.M.	
Intersection	Mitigation	Control	Delay (sec)	LOS	Delay (sec)	LOS
Highland / Dinuba	2035-1	Signal	12.1	В	16.0	В
McCall / Dinuba	2035-2	Signal	23.7	С	40.2	D
Dockery / Dinuba	2035-3	Signal	13.1	В	12.9	В

<u>Table 12.5</u>
Mitigated Queuing Analysis Summary – 2035 With-Project Conditions

Y.,4.		Storage and 95th-Percentile Queue Length (feet)												
Interse	споп	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Highland /	A.M.	<b>公司</b>	57	S	178	46	1961 British	68	10E.B5	43	- ( A A A A A A A A A A A A A A A A A A	· 新版主义	<b>第二次</b>	
Dinuba	P.M.	1095 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 1000 G 10	158	S	227	37		64		62	EMAN)	性的缺乏	的海岸	
McCall /	A.M.	90	90	S	213	97	S	112	104	S	118	184	S	
Dinuba	P.M.	241	166	S	229	156	S	149	291	S	292	178	S	
Dockery /	A.M.	9	108	S	27	118	S	63	24	S	13	15	S	
Dinuba	P.M.	15	182	S	25	103	S	66	21	S	10	7	S	

S: Shared movement

Shaded cells indicate movements that do not exist

Note: New lanes to be constructed long enough to accommodate queues for all applicable scenarios

### 13.0 EQUITABLE SHARE CALCULATIONS

Where required cumulative mitigations are not included in a traffic impact fee, the Project's financial responsibility for the mitigations can be determined based on equitable share calculations as presented in the Caltrans *Guide for the Preparation of Traffic Impact Studies* dated December 2002. Caltrans recommends the following equation to determine a project's equitable share of the cost of improvements:

$$P = \frac{T}{T_B - T_E}$$

where:

P = The equitable share of the project's traffic impact;

T = The project trips generated during the peak hour of the adjacent facility;

 $T_B$  = The forecasted (future with project) traffic volume on the impacted facility;

 $T_E$  = The existing traffic on the facility plus approved projects traffic (cumulative).

Table 13.1 presents equitable share responsibility calculations for the 2035 mitigations. These equitable shares would not be applicable if the mitigation is included in, or added to, a transportation impact fee paid by the Project. The equitable shares presented for Mitigations 2035-1 and 2035-2 apply only to the traffic signals; the lane widening improvements are included in the City's development fees. Mitigation 2035-3 is not included in the table because road widening and signalization improvements are covered in the City's development fees.

<u>Table 13.1</u>
Equitable Share Responsibility Calculations – Weekday P.M. Peak Hour

Location	Mitigation	Project Trips	Existing Traffic Volume	Future Traffic Volume	Equitable Share (Percent)
Highland / Dinuba	2035-1	18	791	1,767	1.84
McCall / Dinuba	2035-2	153	1,320	3,170	8.27

### 14.0 CONCLUSIONS

Standard traffic engineering principles and methods were employed to establish the existing conditions, to estimate the number of trips expected to be generated by the Project, and to analyze the traffic conditions expected to occur in the future.

The traffic impact study concludes that deficiencies are expected to occur at several of the study intersections and road segments without the Project as development progresses in the Selma area.

The Project is expected to generate more trips than would be likely to occur if the site were developed in accordance with the current General Plan land uses.

The Project is expected to cause an opening-day significant impact and contribute to cumulative long-term significant impacts at some of the intersections studied. The Project will be required to mitigate the significant impacts as described herein. A summary of the significant impacts and the recommended mitigations is presented below.

### 15.0 SUMMARY OF SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATIONS

### Impact E-1

The Project will cause a substandard LOS F at the intersection of McCall and Dinuba Avenues during the a.m. peak hour and will exacerbate a substandard LOS F during the p.m. peak hour.

### Mitigation E-1

The California Environmental Quality Act (CEQA) requires that the Project mitigate its impacts such that the intersection will continue to operate no worse than the existing conditions.

Construction of dedicated left-turn lanes on the eastbound and westbound approaches of McCall Avenue while maintaining the existing all-way stop control will mitigate the Project's impacts. The Project would also be required to construct frontage improvements in accordance with City of Selma standards. With implementation of this mitigation the intersection would operate at LOS D with an average delay of 33.9 seconds per vehicle during the a.m. peak hour and LOS F with an average delay of 50.9 seconds per vehicle during the p.m. peak hour. These delays are less than the existing delays as presented in Table 11.1.

The Project is responsible for construction of this mitigation by opening day of the commercial portions of the Project. Construction of the mini-storage component of the Project creates a negligible volume of traffic that will not trigger the significant impact.

Dinuba Avenue is classified as an arterial street in the City of Selma General Plan with an ultimate configuration of four lanes. According to the City of Selma's Schedule of Development Impact Fees for Circulation System (Streets, Signals and Bridges) dated February 1, 2008, the Dinuba Avenue street segment between Highland and Amber Avenues (Projects ST-01 and ST-02) and the McCall Avenue street segment between Dinuba and Manning Avenues (Project ST-08) are included in the fee program. Therefore, the cost of the improvements to be constructed by the Project may be credited against payment of the Project's development fees.

### Impact NT-1

The Project will contribute to a cumulative substandard LOS F at the intersection of McCall and Dinuba Avenues during both the a.m. and p.m. peak hours.

### Mitigation NT-1

The intersection of McCall and Dinuba Avenues should be signalized with protected left-turn phasing and the following minimum lane configurations:

Eastbound: one left-turn lane and one through lane with a shared right turn; Westbound: one left-turn lane, one through lane, and one right-turn lane; one left-turn lane, one through lane, and one right-turn lane; Southbound: one left-turn lane and one through lane with a shared right turn.

New turn lanes shall be designed to accommodate the queues indentified in Tables 12.3 and 12.5 as applicable. With implementation of this mitigation the intersection will operate at LOS D or better during the peak hours.

Construction of the turn lanes recommended in Mitigation E-1 mitigates the Project's share of this near-term cumulative impact.

It should be noted that all-way stop control with widening of both McCall Avenue and Dinuba Avenue to four lanes in accordance with the arterial designation was investigated as a mitigation. However, widening alone will not mitigate the cumulative impact.

### Impact 2035-1

The Project and the cumulative projects will exacerbate a cumulative substandard LOS F at the intersection of Highland and Dinuba Avenues during both the a.m. and p.m. peak hours.

### Mitigation 2035-1

The intersection of Highland and Dinuba Avenues should be signalized with protected left-turn phasing and the following minimum lane configurations:

Eastbound: two through lane with a shared right turn; Westbound: one left-turn lane and two through lanes; Northbound: one left-turn lane and one right-turn lane;

Southbound: does not exist.

New turn lanes shall be designed to accommodate the queues indentified in Table 12.5 as applicable. With implementation of this mitigation the intersection will operate at LOS B during the peak hours.

Dinuba Avenue is classified as an arterial street in the City of Selma General Plan with an ultimate configuration of four lanes. According to the City of Selma's Schedule of Development Impact Fees for Circulation System (Streets, Signals and Bridges) dated February 1, 2008, the Dinuba Avenue street segment between Highland and Amber Avenues (Projects ST-01 and ST-02) is included in the fee program. Therefore, the Project will mitigate its equitable share of the cost of the intersection widening with payment of the Project's development fees.

The Project will be responsible for an equitable share of traffic signals. It is recommended that intersection signalization be added to the City of Selma development fee.

### Impact 2035-2

The Project and the cumulative projects will exacerbate a cumulative substandard LOS F at the intersection of McCall and Dinuba Avenues during both the a.m. and p.m. peak hours.

### Mitigation 2035-2

The intersection of McCall and Dinuba Avenues should be signalized with protected left-turn phasing and the following minimum lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn; Westbound: one left-turn lane and two through lanes with a shared right turn; Northbound: one left-turn lane and two through lanes with a shared right turn; Southbound: one left-turn lane and two through lanes with a shared right turn.

New turn lanes shall be designed to accommodate the queues indentified in Table 12.5 as applicable. With implementation of this mitigation the intersection will operate at LOS D or better during the peak hours.

Dinuba Avenue is classified as an arterial street in the City of Selma General Plan with an ultimate configuration of four lanes. According to the City of Selma's Schedule of Development Impact Fees for Circulation System (Streets, Signals and Bridges) dated February 1, 2008, the Dinuba Avenue street segment between Highland and Amber Avenues (Projects ST-01 and ST-02) and the McCall Avenue street segment between Dinuba and Manning Avenues (Project ST-08) are included in the fee program. Therefore, the Project will mitigate its equitable share of the cost of the intersection widening with payment of the Project's development fees.

The Project will be responsible for an equitable share of traffic signals. It is recommended that intersection signalization be added to the City of Selma development fee.

### Impact 2035-3

The Project and the cumulative projects will contribute to a cumulative substandard LOS E during the a.m. peak hour and a cumulative substandard LOS F during the p.m. peak hour at the intersection of Dockery and Dinuba Avenues.

### Mitigation 2035-3

The intersection of Dockery and Dinuba Avenues will require signalization with protected left-turn phasing and the following minimum lane configurations:

Eastbound: one left-turn lane and two through lanes with a shared right turn; Westbound: one left-turn lane and two through lanes with a shared right turn; Northbound: one left-turn lane and one through lane with a shared right turn; Southbound: one left-turn lane and one through lane with a shared right turn.

New turn lanes shall be designed to accommodate the queues indentified in Table 12.5 as applicable. With implementation of this mitigation the intersection will operate at LOS B during the peak hours.

Dinuba Avenue is classified as an arterial street in the City of Selma General Plan with an ultimate configuration of four lanes. According to the City of Selma's Schedule of Development Impact Fees for Circulation System (Streets, Signals and Bridges) dated February 1, 2008, the Dinuba Avenue street segment between Highland and Amber Avenues (Projects ST-01 and ST-02) is included in the fee program. In addition, the intersection of Dockery and Dinuba Avenues is programmed for signalization (Project ST-29). Therefore, payment of the City's fees will constitute mitigation of the Project's equitable share of the impact.

Thank you for the opportunity to perform this traffic impact study. Please feel free to call our office if you have any questions.

PETERS ENGINEERING GROUP

John Rowland, PE, TE

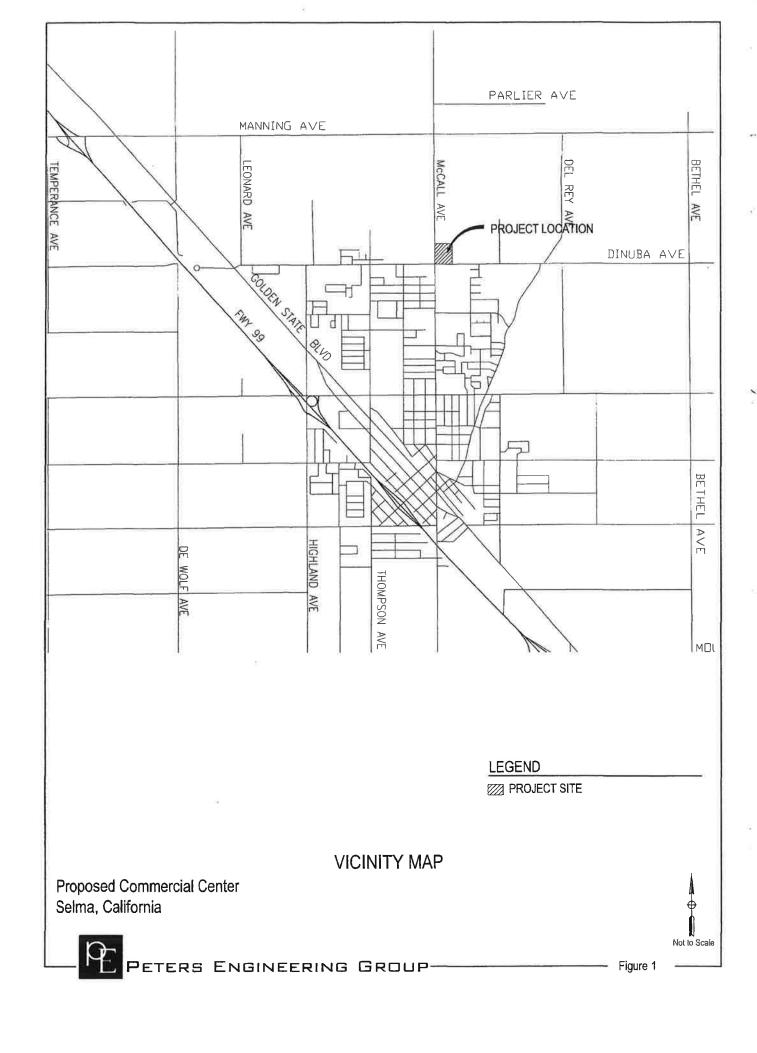
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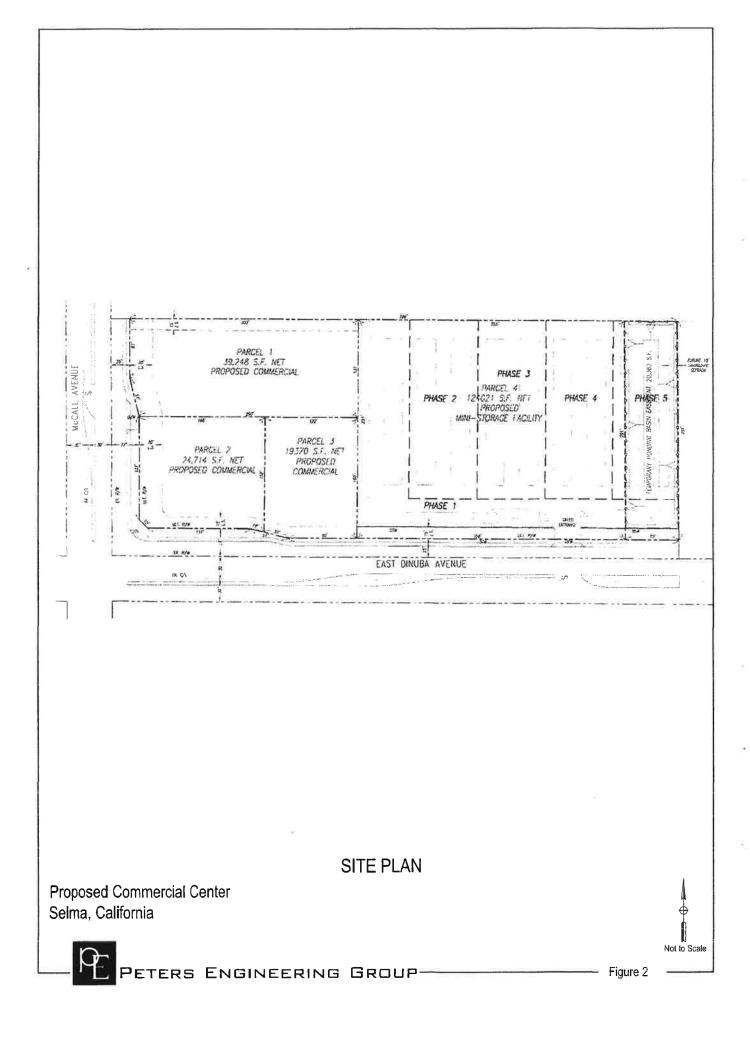
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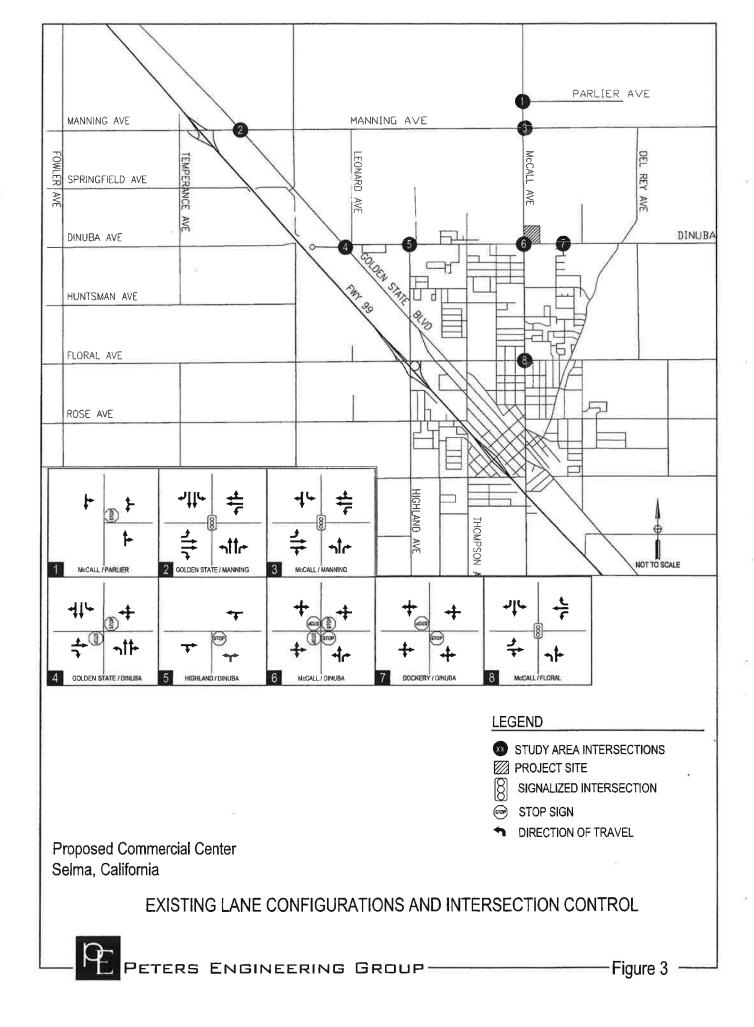
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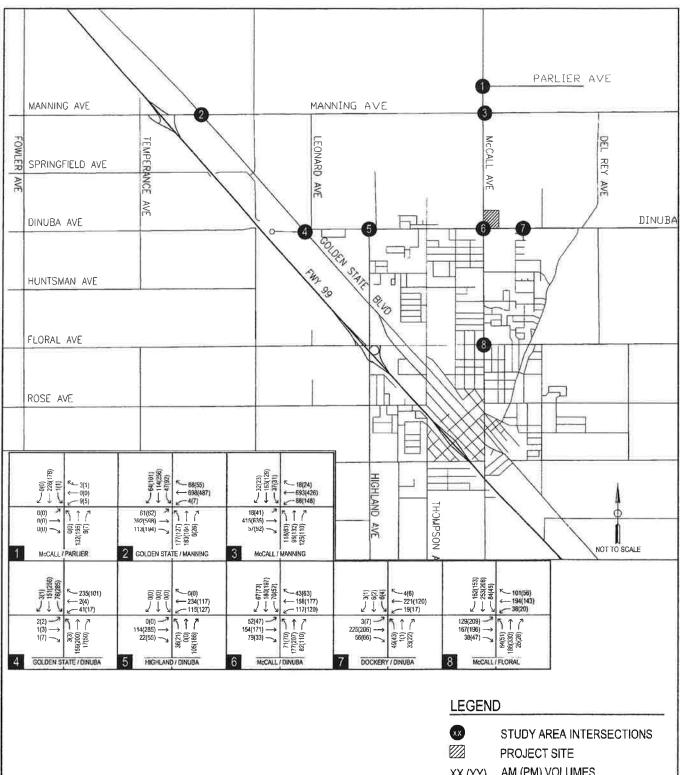
Appendix A - Traffic Count Data Sheets Appendix B - Intersection Analysis Sheets Appendix C - Mitigated Intersection Analyses

**FIGURES** 









XX (YY) AM (PM) VOLUMES

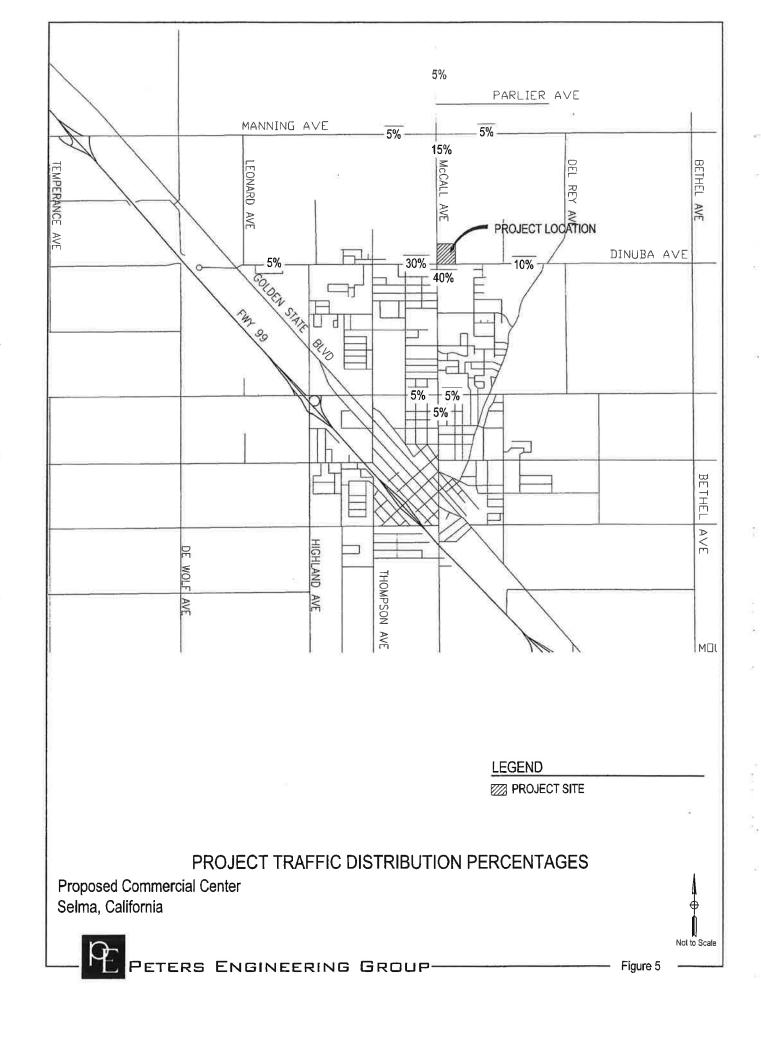
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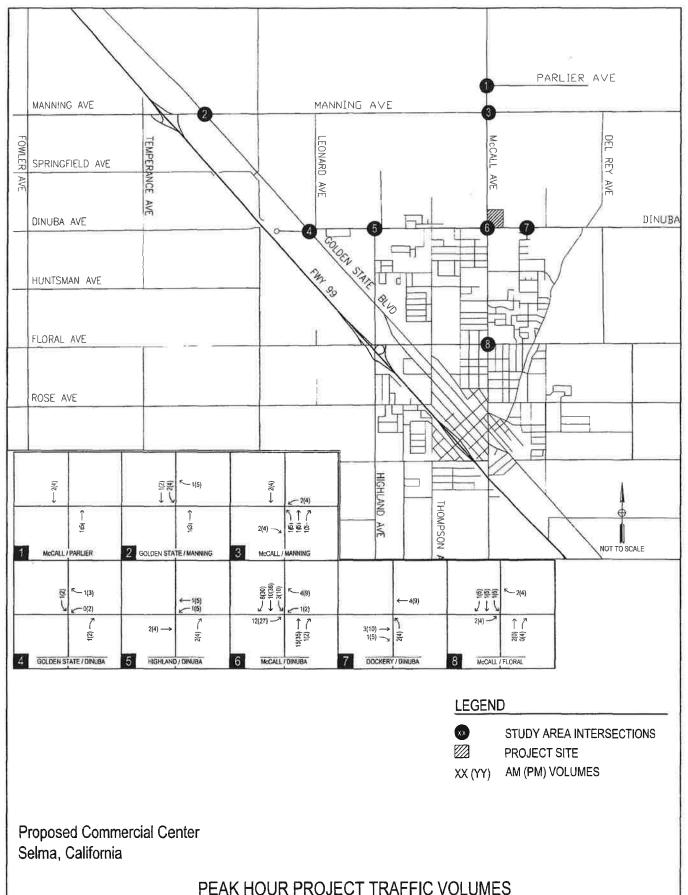
EXISTING PEAK HOUR TRAFFIC VOLUMES



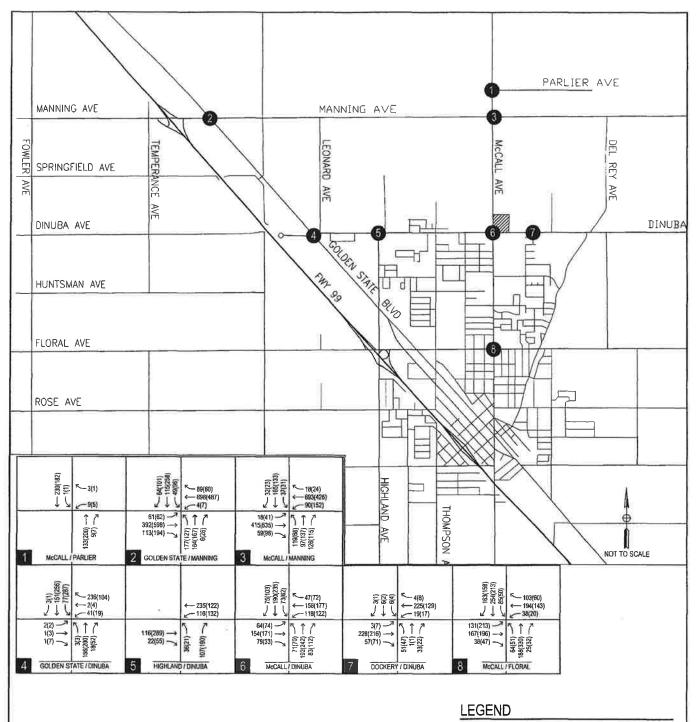
PETERS ENGINEERING GROUP-

Figure 4





PEAR HOUR PROJECT TRAFFIC VOLUMES



XX

STUDY AREA INTERSECTIONS

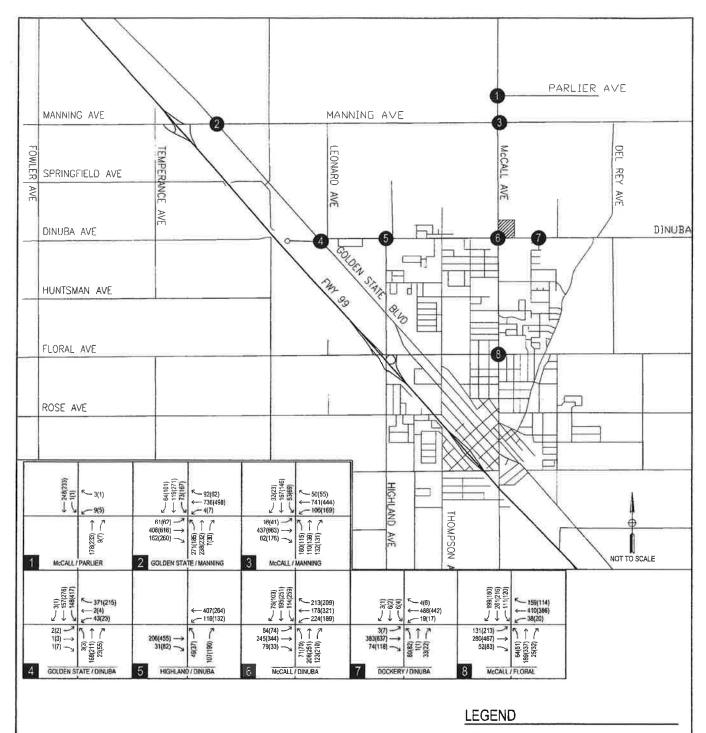
PROJECT SITE

XX (YY) AM (PM) VOLUMES

Proposed Commercial Center Selma, California

EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES





XX

STUDY AREA INTERSECTIONS

PROJECT SITE

XX (YY) AM (PM) VOLUMES

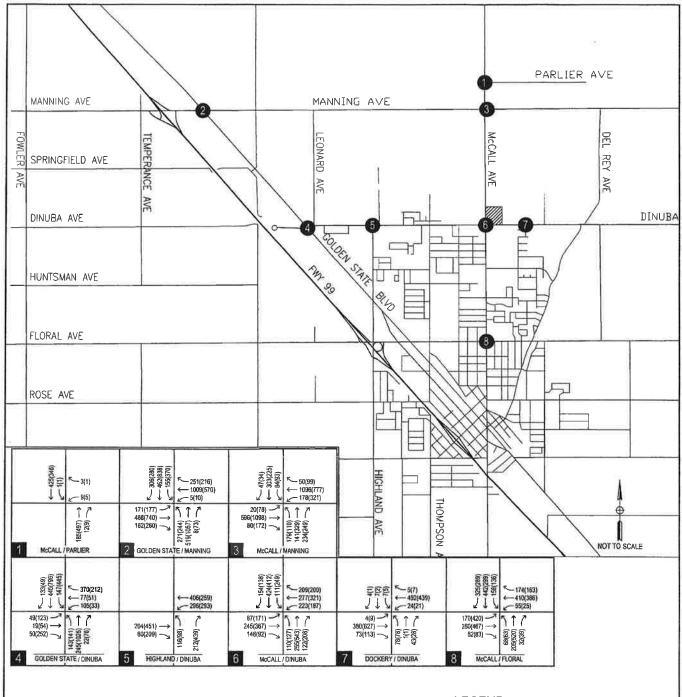
Proposed Commercial Center Selma, California

NEAR-TERM WITH PROJECT PEAK HOUR TRAFFIC VOLUMES



PETERS ENGINEERING GROUP-

Figure 8



#### **LEGEND**

XX

STUDY AREA INTERSECTIONS

PROJECT SITE

XX (YY) AM (PM) VOLUMES

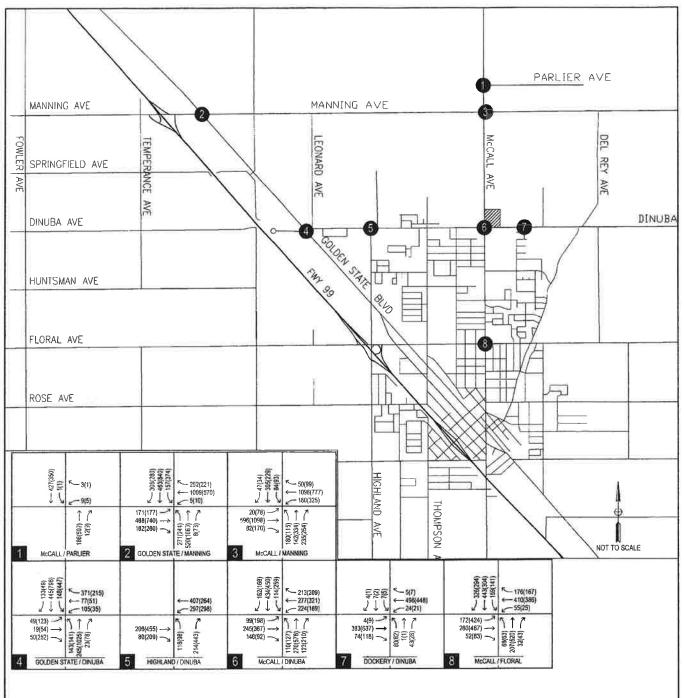
Proposed Commercial Center Selma, California

CUMULATIVE 2035 NO PROJECT PEAK HOUR TRAFFIC VOLUMES



PETERS ENGINEERING GROUP-

Figure 9 -



#### **LEGEND**

XX

STUDY AREA INTERSECTIONS

PROJECT SITE

XX (YY) AM (PM) VOLUMES

Proposed Commercial Center Selma, California

CUMULATIVE 2035 NO PROJECT PEAK HOUR TRAFFIC VOLUMES



PETERS ENGINEERING GROUP-

Figure 10 -

# APPENDIX A TRAFFIC COUNT DATA SHEETS

# Intersection Turning Movement Prepared by: National Data & Surveying Services

**Project ID:** 13-8090-001

TOTALS

Day: Tuesday

Date: 8/27/2013

City: Selma

	Sellila					A	М					0/2//2013	
NS/EW Streets:		McCail Ave			McCall Ave			Dinuba Ave			Dinuba Ave		
	N	ORTHBOU	ND	S	OUTHBOU	ND		ASTBOUN	D	٧	VESTBOUN	ID	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTA
LANES:	0	1	1	0	1	0	0	1	0	0	1	0	
7:00 AM	11	22	18	8	41	9	4	28	17	15	28	5	2
7:15 AM	9	36	21	12	37	11	7	20	17	29	26	8	2
7:30 AM	22	47	21	14	48	12	14	38	22	37	35	14	3
7:45 AM	25	57	19	19	43	22	23	52	15	31	48	6	3
8:00 AM	15	37	21	25	52	22	8	44	25	20	49	15	3
8:15 AM	5	32	21	9	29	5	12	20	15	12	40	7	2
8:30 AM	6	30	16	9	29	5	7	18	11	21	13	10	1
8:45 AM	5	24	22	5	17	11	6	15	7	14	12	10	
	NL	NT	NR	SL	डा	SR	EL	ET	ER	WL	WT	WR	TOTA
TOTAL VOLUMES :	98	285	159	101	296	97	81	235	129	179	251	75	198
APPROACH %'s :	18.08%	52.58%	29.34%	20.45%	59.92%	19.64%	18.20%	52.81%	28.99%	35.45%	49.70%	14.85%	

PEAKHRISTART TIME	IS AM				TOTAL
PEAKGIRVOLE 7	170 90	(0 180 67 Î	70	1 1177 158	(E) (1) (E) (E)
(AS)ANIK 195			. 321		
PEAK HR FACTOR :	0.847	0.801	0.792	0.924	0:868

CONTROL: 4-Way Stop (NB/SB/EB/WB)

# Intersection Turning Movement Prepared by: National Data & Surveying Services

**Project ID:** 13-8090-001

**TOTALS** PM

Day: Tuesday

Date: 8/27/2013

City: Selma

NS/EW Streets:		McGall Ave			MoCall Ave	23,24	AP T	Dinuba Ave		. D	inuba Ave		
	N	ORTHBOU	ND	S	SOUTHBOUND EASTBOUND WESTBOUND					D			
LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	10 12 13 13 18 22 17	45 50 37 49 51 62 45 28	28 22 20 28 38 21 23 27	17 9 13 9 11 19 13 9	49 41 42 43 66 45 43 43	14 11 17 17 22 23 11	17 10 6 8 12 12 15	33 20 28 35 41 45 50 24	17 11 10 7 11 5 10 7	17 22 31 24 30 29 37 24	19 42 33 40 34 51 52 51	15 10 12 10 16 20 17	281 260 262 283 350 354 333 261
TOTAL VOLUMES : APPROACH %'s :		NT 367 52.73%	NR 207 29.74%	SL 100 16.69%	ST 372 62.10%	SR 127 21.20%	EL 90 20.27%	ET 276 62.16%	ER 78 17.57%	WL 214 33.18%	WT 322 49.92%	WR 109 16.90%	
PEAKHR STARO TOME :	445 70	PM 207	110	52	197	73	49/	17/1	33	120	177	63	1320

PEAK HR START TIMES 445	PM-EAST OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	and the Thousand actions	The party that the same of	TOTAL
PEAKHR VOL 3 70	207 110 52	197 73	47 171 38	120 177 63 1320
PEAK HR FACTOR :	0.904	0.813	0.837	0.849 0.932

CONTROL: 4-Way Stop (NB/SB/EB/WB)

### **National Data & Surveying Services**

**Project ID:** 13-8090-002

TOTALS

Day: Tuesday

**Date:** 8/27/2013

City: Selma

City	Gieyr Seinid					Al		<b>5000</b> 0/21/2015					
NS/EW Streets:	Н	ghland Av	e	i i i	ighland Av	rė,		Dinuba Ave			inuba Ave		
	NO	ORTHBOU	ND	S	OUTHBOU	ND	E	ASTBOUN	D	V	VESTBOUN	D	
LANES:	NL 0	NT	NR 0	SL 0	ST 0	SR 0	EL 0	ET 1	ER 0	WL 0	WT	WR 0	TOTAL
	0		0			-							
7:00 AM	2	0	11	0	0	0	0	21	2	27	56	0	11
7:15 AM	9	0	21	0	0	0	0	25	3	28	41	0	12
7:30 AM	14	0	24	0	0	0	0	34	6	22	63	0	16
7:45 AM	8	0	33	0	0	0	0	33	5	35	66	0	18
8:00 AM	5	0	27	0	0	0	0	22	8	30	64	0	15
8:15 AM	4	0	15	0	0	0	0	13	6	31	42	0	11
8:30 AM	5	0	17	0	0	0	0	9	1	24	23	0	7
8:45 AM	5	0	13	0	0	0	0	13	3	23	24	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	52	0	161	0	0	0	0	170	34	220	379	0	1016
APPROACH %'s :	24.41%	0.00%	75.59%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	83.33%	16.67%	36.73%	63.27%	0.00%	

PEAK HR START TIME	715 AM	经现在分词 "有代的"中心,这是一			TOTAL
	TOWN, ISSUED TO A STATE OF				
PEAK HR VOL :	36 0 105	0 0 0	0 114 22	1 115 234 0	626
PEAK HR FACTOR :	0.860	0.000	0.850	0.864	0.869

CONTROL: 1-Way Stop (NB)

### **National Data & Surveying Services**

Project ID: 13-8090-002

TOTALS

Day: Tuesday

City: Selma

РМ

Date: 8/27/2013

_				there are a second		PN	1							
NS/EW Streets:	J. H	ghland Av	e	į.	lighland Av	ie.		Dinuba Ave		i i	Dinuba Ave			
	NO	ORTHBOU	ND	S	OUTHBOU	ND.	E	ASTBOUN	D	٧	VESTBOUN	D		
LANES:	<b>NL</b> 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	
4:00 PM 4:15 PM	7 8	0	33 40	0	0	0	0	48 53	12 14	35 27	22 28	0	157 170	
4:30 PM	10 8	0	42 42	Ö	Ö	Ŏ	1	58	18	33 33	27 30	Ö	189	
4:45 PM 5:00 PM	7	ō	52	0	0	0	0	65 66	15 13	35	28	0	193 201	
5:15 PM 5:30 PM	1 5	0 0	43 49	0 0	0 0	0	0	79 75	19 8	27 32	26 33	0	195 202	
5:45 PM	7	0	45	0	0	0	0	55	15	30	34	0	186	
TOTAL VOLUMES : APPROACH %'s :	NL 53 13.28%	NT 0 0.00%	NR 346 86.72%	SL 0 #DIV/0!	ST 0 #DIV/0!	SR 0 #DIV/0!	EL 1 0.16%	ET 499 81.27%	ER 114 18.57%	WL 252 52.50%	WT 228 47.50%	WR 0 0.00%	TOTAL 1493	
PEAK HR START TIME	445	PM,											TOTAL	
PEAK HR VOL :	21	0	186	0	0,	0	10).	285	58	127	117	0_	791	
PEAK HR FACTOR		0.877			n con			0.867		i de V	0.938	160	0.979	

CONTROL: 1-Way Stop (NB)

# Intersection Turning Movement Prepared by: National Data & Surveying Services

**Project ID:** 13-8090-003 City: Selma

TOTALS AM

Day: Tuesday

Date: 8/27/2013

THE REAL PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PARTY AND	Christian Communication Communication
S/EW Streets: Golden State Blv	d Golden State Blyd

NORTHBOU NT 2 28 31 41	NR 0 3 4	SL 1 13 17	ST 2	SR 0	EL O	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
2 28 31		1 13	21			ET 1			WT 1	WR 0	TOTAL
31	3 4			0	1						
31	4						Τ.	4	1	54	128
41	_		19	0	1	1	0	11	1	43	129
	3	25	21	0	0	0	0	10	0	73	173
45	6	17	53	1	1	0	1	15	1	66	207
39	3	18	45	0	0	1	0	8	0	58	174
31	5	16	32	2	1	0	0	8	1	38	134
21	6	8	29	2	0	0	2	8	1	30	108
26	4	11	38	2	0	0	1	4	1	27	115
NT	NR 24	SL	ST	SR	EL	ΕŢ	ER	WL	WT	WR	TOTAL
	_		66.15%	1.79%	33.33%	25.00%	41.67%	14.69%	1.30%		1168
	39 31 21 26 NT 262	39 3 31 5 21 6 26 4 NT NR 262 34 % 86.47% 11.22%	39 3 18 31 5 16 21 6 8 26 4 11 NT NR SL 262 34 125 % 86.47% 11.22% 32.05%	39 3 18 45 31 5 16 32 21 6 8 29 26 4 11 38 NT NR SL ST 262 34 125 258 6 86.47% 11.22% 32.05% 66.15%	39 3 18 45 0 31 5 16 32 2 21 6 8 29 2 26 4 11 38 2 NT NR SL ST SR 262 34 125 258 7 86.47% 11.22% 32.05% 66.15% 1.79%	39 3 18 45 0 0 31 5 16 32 2 1 21 6 8 29 2 0 26 4 11 38 2 0 NT NR SL ST SR EL 262 34 125 258 7 4 8 86.47% 11.22% 32.05% 66.15% 1.79% 33.33%	39 3 18 45 0 0 1 31 5 16 32 2 1 0 21 6 8 29 2 0 0 26 4 11 38 2 0 0 NT NR SL ST SR EL ET 262 34 125 258 7 4 3 8 86.47% 11.22% 32.05% 66.15% 1.79% 33.33% 25.00%	39 3 18 45 0 0 1 0 1 0 31 5 16 32 2 1 0 0 0 2 21 6 8 29 2 0 0 0 2 26 4 11 38 2 0 0 1 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	39 3 18 45 0 0 1 0 8 31 5 16 32 2 1 0 0 8 21 6 8 29 2 0 0 2 8 26 4 11 38 2 0 0 1 4  NT NR SL ST SR EL ET ER WL 262 34 125 258 7 4 3 5 68 6847% 11.22% 32.05% 66.15% 1.79% 33.33% 25.00% 41.67% 14.69%	39 3 18 45 0 0 1 0 8 0 31 5 16 32 2 1 0 0 8 1 21 6 8 29 2 0 0 2 8 1 26 4 11 38 2 0 0 1 4 1  NT NR SL ST SR EL ET ER WL WT 262 34 125 258 7 4 3 5 68 6 86.47% 11.22% 32.05% 66.15% 1.79% 33.33% 25.00% 41.67% 14.69% 1.30%	39 3 18 45 0 0 1 0 8 0 58 31 5 16 32 2 1 0 0 8 1 38 21 6 8 29 2 0 0 2 8 1 30 26 4 11 38 2 0 0 1 4 1 27  NT NR SL ST SR EL ET ER WL WT WR 262 34 125 258 7 4 3 5 68 6 389 6 86.47% 11.22% 32.05% 66.15% 1.79% 33.33% 25.00% 41.67% 14.69% 1.30% 84.02%

PEAK HR START TIME	730 AM		ALLEY SALES						TOTAL
HOLENON THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE	X (V 55 112-6 H 9 8								
PEAK HR VOL	3 156	nz .	76 151	3 1	2 1	1 3 41	2	235	688
PEAK HR FACTOR :	0.846		0.810		0.500		0.837	和 指面数 报	0.831

CONTROL: 2-Way Stop (EB/WB)

### **National Data & Surveying Services**

Project ID: 13-8090-003

**TOTALS** 

Day: Tuesday

City: Selma

Date: 8/27/2013

_						Р	M						
NS/EW Streets:	Gold	len State E	livd	Gold	en State B	vď		inuba Ave		D	nuba Ave		
	N	ORTHBOU	ND	SC	OUTHBOUN	D	В	ASTBOUN	D	W	ESTBOUN	D	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 4 0 1 2 0 0	33 35 51 54 48 47 40 23	6 8 11 13 18 8 11	49 56 59 77 62 87 70 54	73 60 63 76 61 56 39	1 0 0 0 0 0	0 2 0 1 1 0 0	1 0 1 1 0 1 1	1 0 2 4 1 0 0	11 6 2 2 9 4 8	0 1 3 0 0 1	19 32 24 31 22 24 25 30	195 204 216 260 224 228 194 176
TOTAL VOLUMES : APPROACH %'s :	NL 8 1.88%	NT 331 77.70%	NR 87 20.42%	SL 514 51.92%	ST 475 47.98%	SR 1 0.10%	EL 4 22.22%	ET 6 33.33%	ER 8 44.44%	WL 50 19.01%	WT 6 2.28%	WR 207 78.71%	TOTAL 1697
PEAKHR VOL :	3.	200 200 0.980	50	285	256 0.884		2,74 2,74 2,74 2,84 2,84 2,84 3,74	3 % <b>0.50</b> 0	7	17/	4 01924	101	928 - 0892

**CONTROL**: 2-Way Stop (EB/WB)

### **National Data & Surveying Services**

**Project ID:** 13-8090-004

TOTALS

Day: Tuesday

Date: 8/27/2013

City: Selma

City.	Jenna					At	4				<b>D</b> 4001	J, L7   L0 13	
NS/EW Streets:	D D	ockery Av	e de	D William	ockery Av		, i	inuba Ave		C - LD	inuba Ave		
	NO	ORTHBOU	ND	SC	OUTHBOU	ND	E	ASTBOUN	D	V	VESTBOUN	)	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
											-		
7:00 AM 7:15 AM	17 4	0	/	3	0	1	1	17 38	6 11	3	13 19	0	67 81
7:30 AM	22	0	5 7	2	2	1	1	49	25	3	48	2	162
7:45 AM	10	1	13	2	3	ō	ō	73	13	5	77	1	198
8:00 AM	13	Õ	8	0	1	1	2	65	7	10	77	1	185
8:15 AM	5	0	4	2	0	0	0	23	3	1	35	0	73
8:30 AM	5	0	3	0	1	0	0	22	2	0	19	2	54
8:45 AM	5	1	5	0	0	0	0	22	4	0	11	0	48
and the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second o	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES : APPROACH %'s :	81 60.00%	2 1.48%	52 38.52%	11 52.38%	7 33.33%	3 14.29%	4 1.04%	309 80.47%	71 18.49%	23 7. <b>01</b> %	299 91.16%	6 1.83%	868
PEAK HR START TIME :	With the Control	AM											TOTAL
PEAKCHR VOL-	49)	n (	36	6	6	3 1	3.4	2225	56	19	221	2	626

PEAKOTR FACTOR : 0.693 0.716

CONTROL: 2-Way Stop (NB/SB)

### **National Data & Surveying Services**

Project ID: 13-8090-004 City: Selma

TOTALS

Day: Tuesday

Date: 8/27/2013

,-				PM									
NS/EW Streets:	D	ockery Av	9	i i i iD	ookery Ava		ii. Ju	inuba Ave	Anada (	C. C	inuba Ave		
	NO	ORTHBOU	ND	S	OUTHBOU	ND	E	ASTBOUN	D	٧	ESTBOUN	)	
LANES:	NL O	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
4:00 PM 4:15 PM	14	1 2	3	1	1	0	0	34 32	15 13	3	42 28	2	116 90
4:30 PM	10	0	Ö	Ō	Ō	1	1	55	6	3	28	2	106
4:45 PM 5:00 PM	8 9	0	5 3	0 1	0	0	2	46 45	14 9	7	32 30	1	109 107
5:15 PM 5:30 PM	9 15	0	6 8	1	1	1 0	1 2	50 56	14 23	10 0	25 34	1	119 141
5:45 PM	10	ō	5	1	1	Ö	2	55	20	Ō	31	3	128
TOTAL VOLUMES : APPROACH %'s :	NL 82 70.09%	NT 4 3.42%	NR 31 26.50%	SL 6 50.00%	ST 4 33.33%	SR 2 16.67%	EL 9 1.81%	ET 373 75.20%	ER 114 22.98%	WL 29 9.97%	WT 250 85.91%	WR 12 4.12%	TOTAL 916
PEAK HRESTART TONES	500	PM											TOTAL
PEARTRYOLS	43	11	<u>20</u> 2	-4)	2	L i	7	206	66	įν̈́	120	6	495
PEAK HR FACTOR:		0.688			0.583			0.861			0.941		0.878

**CONTROL**: 2-Way Stop (NB/SB)

### **Intersection Turning Movement**

Prepared by:

#### **National Data & Surveying Services**

Project ID: 13-8090-005

City: Selma

8:45 AM

TOTAL VOLUMES :

TOTALS

Day: Tuesday

Date: 8/27/2013

WR

63.81% 25.10%

WT

TOTAL

AM Floral Ave McCall Ave NS/EW Streets: McCall Aver Floral Ave WESTBOUND NORTHBOUND SOUTHBOUND EASTBOUND TOTAL WT WR NL NT NR SL ST SR EL ET ER WL LANES: 0.5 0.5 7:00 AM 7:15 AM 24 5 6 7:30 AM 7:45 AM 70 8:00 AM 8:15 AM 8:30 AM 

PEAK HR START TIME	730 AM			L. B. Ter Colleges	
EANCHBAC.	64 186 25	1 80 25	162 1 129 167	38 1 38	194 (0)1 1241

SR

EL

8.51% 13.51% 52.51% 33.98% 39.33% 46.84% 13.83% 11.09%

ET

ER

WL

ST

SL

CONTROL: 4-Way Signalized (NB/SB/EB/WB)

NT

NL

APPROACH %'s: 19.86% 71.63%

NR

### **National Data & Surveying Services**

**Project ID:** 13-8090-005 City: Selma

TOTALS

Day: Tuesday

Date: 8/27/2013

=						PI	M						
NS/EW Streets:		McCall Ave	, Tuy		AcCall Ave			loral Ave	100		Floral Ave		
×	N	ORTHBOUN	D	SC	OUTHBOU	ND	E	ASTBOUN		٧	VESTBOUN	D	
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 1	WT 1	WR 1	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	14 12 15 7 16 15 13	66 70 50 83 87 77 83 65	7 7 8 7 8 8 8 5	10 15 12 5 17 11 12 10	53 54 61 54 55 66 33 53	40 33 45 46 47 37 23 34	51 33 34 44 57 58 50 32	42 32 41 53 56 40 47 62	8 5 5 12 13 11 11	6 10 10 3 6 6 5	29 36 41 38 27 32 46 37	12 21 15 12 17 14 13 9	338 328 337 364 406 375 341 341
TOTAL VOLUMES : APPROACH %'s :	NL 106 14.25%	NT 581 78.09%	NR 57 7.66%	SL 92 11.14%	ST 429 51.94%	SR 305 36.92%	EL 359 44.43%	ET 373 46.16%	ER 76 9.41%	WL 53 11.73%	WT 286 63.27%	WR 113 25.00%	TOTAL 2830
PEACHR START TEME :  PEACHR VOL :  PEACHR FACTOR:	445 51	9M 380 0.921	239	45)	208	153)	209	196] 0.897	47/	20	14B 10.855	56	1485 0.915

#### **National Data & Surveying Services**

**Project ID:** 13-8090-006 City: Selma

TOTALS

Day: Tuesday

Date: 8/27/2013

N	McCall Ave ORTHBOUI		BORNEY CA	icCall Ave		M	anning Ave		· · L M	anning Ave		1
	ORTHBOU	ND D										i
R.II			SC	OUTHBOUN	√D	E	ASTBOUN	D	N	VESTBOUND	)	
<b>NL</b> 0	NT 1	NR 0	SL 0	5T 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
31	25	18	5	32	6	4	102	7	13	148	3	39
			9		9	4					2	42
	24				8	4					7	59
			8		9	6		15			6	44
40	25	27	5	35	5	8	61	9	14	136	5	37
25	14	20	5	27	4	4	79	9	20	134	2	34
17	9	29	8	21	5	4	81	8	21	109	4	31
8	18	17	1	22	9	7	87	6	18	89	6	28
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
												3177
35.37%	27.55%	37.07%	14.78%	70.71%	14.51%	4.81%	84.76%	10.43%	11.86%	85.56%	2.58%	l
	19 36 32 40 25 17 8	19 22 36 24 32 25 40 25 25 14 17 9 8 18 NL NT 208 162	19 22 36 36 24 42 32 25 29 40 25 27 25 14 20 17 9 29 8 18 17 NL NT NR 208 162 218	19 22 36 9 36 24 42 15 32 25 29 8 40 25 27 5 25 14 20 5 17 9 29 8 8 18 17 1  NL NT NR SL 208 162 218 56	19     22     36     9     31       36     24     42     15     58       32     25     29     8     42       40     25     27     5     35       25     14     20     5     27       17     9     29     8     21       8     18     17     1     22       NL     NT     NR     SL     ST       208     162     218     56     268	19     22     36     9     31     9       36     24     42     15     58     8       32     25     29     8     42     9       40     25     27     5     35     5       25     14     20     5     27     4       17     9     29     8     21     5       8     18     17     1     22     9       NL     NT     NR     SL     ST     SR       208     162     218     56     268     55	19     22     36     9     31     9     4       36     24     42     15     58     8     4       32     25     29     8     42     9     6       40     25     27     5     35     5     8       25     14     20     5     27     4     4       17     9     29     8     21     5     4       8     18     17     1     22     9     7       NL     NT     NR     SL     ST     SR     EL       208     162     218     56     268     55     41	19     22     36     9     31     9     4     100       36     24     42     15     58     8     4     133       32     25     29     8     42     9     6     80       40     25     27     5     35     5     8     61       25     14     20     5     27     4     4     79       17     9     29     8     21     5     4     81       8     18     17     1     22     9     7     87       NL     NT     NR     SL     ST     SR     EL     ET       208     162     218     56     268     55     41     723	19     22     36     9     31     9     4     100     12       36     24     42     15     58     8     4     133     23       32     25     29     8     42     9     6     80     15       40     25     27     5     35     5     8     61     9       25     14     20     5     27     4     4     79     9       17     9     29     8     21     5     4     81     8       8     18     17     1     22     9     7     87     6       NL     NT     NR     SL     ST     SR     EL     ET     ER       208     162     218     56     268     55     41     723     89	19     22     36     9     31     9     4     100     12     22       36     24     42     15     58     8     4     133     23     19       32     25     29     8     42     9     6     80     15     34       40     25     27     5     35     5     8     61     9     14       25     14     20     5     27     4     4     79     9     20       17     9     29     8     21     5     4     81     8     21       8     18     17     1     22     9     7     87     6     18       NL     NT     NR     SL     ST     SR     EL     ET     ER     WL       208     162     218     56     268     55     41     723     89     161	19     22     36     9     31     9     4     100     12     22     155       36     24     42     15     58     8     4     133     23     19     227       32     25     29     8     42     9     6     80     15     34     163       40     25     27     5     35     5     8     61     9     14     136       25     14     20     5     27     4     4     79     9     20     134       17     9     29     8     21     5     4     81     8     21     109       8     18     17     1     22     9     7     87     6     18     89       NL     NT     NR     SL     ST     SR     EL     ET     ER     WL     WT       208     162     218     56     268     55     41     723     89     161     1161	19     22     36     9     31     9     4     100     12     22     155     2       36     24     42     15     58     8     4     133     23     19     227     7       32     25     29     8     42     9     6     80     15     34     163     6       40     25     27     5     35     5     8     61     9     14     136     5       25     14     20     5     27     4     4     79     9     20     134     2       17     9     29     8     21     5     4     81     8     21     109     4       8     18     17     1     22     9     7     87     6     18     89     6       NL     NT     NR     SL     ST     SR     EL     ET     ER     WL     WT     WR       208     162     218     56     268     55     41     723     89     161     1161     35

PEAKURR VOL Tu8 96 163 32 1860 PEAK HR FACTOR

### **National Data & Surveying Services**

Project ID: 13-8090-006 City: Selma

**TOTALS** 

Day: Tuesday

Date: 8/27/2013

City:	Selma					D14					Date: 8	3/2//2013	
NS/EW Streets:	i i	Accall Ave			(cCall Ave	PM	nto employed	anning Ave		M	anning Ave		
	N	ORTHBOU	VD	SC	DUTHBOU	ND	E	ASTBOUN	D	V	ESTBOUN	)	
LANES:	NL O	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	16 23 19 14 20 10 12	42 32 18 33 50 31 37 29	22 20 31 30 19 30 40 28	11 6 7 7 9 8 3 4	33 30 33 29 35 32 24 30	8 8 7 4 8 4 3 1	8 8 15 2 16 8 10 2	144 169 166 137 150 182 167 137	13 22 16 23 21 32 27 14	38 24 28 38 53 29 24 26	98 136 112 95 104 115 85 91	2 7 9 3 8 4 10 6	435 485 461 415 493 485 442 379
TOTAL VOLUMES : APPROACH %'s :	NL 125 20.26%	NT 272 44.08%	NR 220 35.66%	SL 55 15.99%	ST 246 71.51%	SR 43 12.50%	EL 69 4.63%	ET 1252 84.08%	ER 168 11.28%	WL 260 22.71%	WT 836 73.01%	WR 49 4.28%	TOTAL 3595
PUGRSARETUR	450	PM			V 16-70								TOTAL
PEACHRYQUS PEACHREAGTOR:	68	132 0.857	110	3))	(22) 0,880	25	1 43(**) (3.2 kg)	685 0.865	92	148	426 0:906	24	1854 0.940

# Intersection Turning Movement Prepared by: National Data & Surveying Services

**Project ID:** 13-8090-007 City: Selma

TOTALS

Day: Tuesday

Date: 8/27/2013

AM

						A	1"1						i i
NS/EW Streets:		McCall Ave			McCall Ave			Parlier Ave	y = = =		arlier Ave		
	N	ORTHBOUN	ID	S	OUTHBOUN	ID		EASTBOUN	ID	W	ESTBOUN	ID	
LANES:	NL O	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	0	28	3	0	39	0	0	0	0	3	0	0	73
7:15 AM	0	27	2	0	47	0	0	0	0	3	0	1	80
7:30 AM	0	33	1	0	75	0	0	0	0	4	0	1	114
7:45 AM	0	33	4	0	60	0	0	0	0	1	0	0	98
8:00 AM	0	39	2	0	46	0	0	0	0	1	0	1	89
8:15 AM	0	20	0	0	32	0	0	Ō	Ö	2	0	1	55
8:30 AM	0	13	1	0	32	0	0	0	0	1	0	0	47
8:45 AM	0	29	1	0	35	0	0	0	0	0	0	Ō	65
	NL	NT	NR	SL	ST	SR	ĒL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	222	14	0	366	0	0	0	0	15	0	4	621
APPROACH %'s :	0.00%	94.07%	5.93%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	78.95%	0.00%	21.05%	

PEAKHR START TIME	745 AM			TOTAL
and the second second second				
PEAKOR YOU :	0 162 0	0 228 0	1-40 0 0	1 9 0 0 3 0 381
THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S			<b>和一种大学就是一个工作的发展</b>	
PEAK FIR FACTOR	0.860	0.760	0.000	0.600 0.836
	Cicco.	THE RESERVE OF THE PROPERTY CASE	GOOD TO SEE STATE OF THE PARTY OF THE PARTY.	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s

**CONTROL**: No Control

### **National Data & Surveying Services**

**Project ID:** 13-8090-007

TOTALS

Day: Tuesday

City: Selma

PM

Date: 8/27/2013

12						р	M						
NS/EW Streets:		McCall Ave			McCall Ave			Parlier Ave		i i i i i p	arlier Ave		
	N	ORTHBOUN	ID	S	OUTHBOUN	ID		EASTBOUN	ID	W	ESTBOUN	)	
LANES:	NL O	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0	50 45 39 39 72 45 54	1 4 1 1 1 1 1 2	0 1 0 0 0 0 0	49 44 46 38 50 45 26 32	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	2 0 2 3 0 2 3 0	0 0 0 0 0	0 0 0 0 1 0 0	102 94 88 81 124 93 85 67
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	NT 377 96.92%	NR 12 3.08%	SL 2 0.60%	ST 330 99.40%	SR 0 0.00%	EL 0 #DIV/0!	ET 0 #DIV/0!	ER 0 #DIV/0!	WL 12 92.31%	WT 0 0.00%	WR 1 7.69%	TOTAL 734
PEAK HRISTARE TEMES  PEAK HRIVOL 3  PEAK HR EACTOR 3	4165 0	195		111	178	0	0	0.000	Ó	5 6 8 8 8 8 8	0.500	The service	387 ² - 0.780

CONTROL: No Control

# Intersection Turning Movement Prepared by: National Data & Surveying Services

**Project ID:** 13-8090-008

TOTALS AM

Day: Tuesday

Date: 8/27/2013

City: Selma

NS/EW Streets:	Gold	len State B	vd	Gold	en State B	liva	M	lanning Av	e	М	anning Av		
	N	ORTHBOUN	ID	SC	OUTHBOU	ND	E	ASTBOUN	D	٧	VESTBOUN	D	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
7:00 AM 7:15 AM	47 38	25 37	2 0	6 14	13 14	15 19	14 16	102 103	17 22	2	155 155	22 15	420 434
7:30 AM 7:45 AM	46 42	47 55	1 4	13 11	20 46	11 16	14 11	142 82	35 31	1	227 155	26 29	583 483
8:00 AM 8:15 AM	51 46	44 26	1	9 8	34 23	18 14	20 8	65 88	25 32	1 2	161 159	18 8	447 414
8:30 AM 8:45 AM	28 23	19 21	3 1	11 7	25 26	17 9	8 9	78 87	14 24	3 3	117 96	13 9	336 315
TOTAL VOLUMES : APPROACH %'s :	NL 321 52.88%	NT 274 45.14%	NR 12 1.98%	SL 79 19.80%	ST 201 50.38%	SR 119 29.82%	EL 100 9.55%	ET 747 71.35%	ER 200 19.10%	WL 14 1.02%	WT 1225 88.83%	WR 140 10.15%	TOTAL 3432
		AM ]											TOTAL

BELAKHRISTAK BANGE BANGAN			LATOTAL CALL OF A STATE
STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE			
PEAKHR VOL 2 177 ( 188)	5 47 3.14 64 61	302/ 113 4	698 88 1947.
松子 医化性性切迹 医外侧性 化氯化 排水 计连续 医神经神经			
PENGIR FACTOR = 0.905	0.7/4	0.741	0.77/8

#### **National Data & Surveying Services**

**Project ID:** 13-8090-008 City: Selma

TOTALS

Day: Tuesday

Date: 8/27/2013

City	Selma					PM	1				Date: 8	3/2//201.	3
NS/EW Streets:	Gold	len State B	lvd	Gold	en State I	iva	M	anning Ave	ACCEPT	М	anning Ave		
	N	ORTHBOUN	ND	S	OUTHBOU	ND	E	ASTBOUN	D	V	ESTBOUN	D	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
4:00 PM	20	32	0	8	63	28	18	156	34	4	104	9	470
4:15 PM	32	30	2	22	56	18	15	161	53	3	147	11	550
4:30 PM	36	45	7	21	53	17	11	138	48	3	119	16	51
4:45 PM	28	38	13	27	76	27	15	127	49	1	108	17	526
5:00 PM	35	42	4	21	64	36	14	146	50	1	128	14	559
5:15 PM	28	39	2	23	63	21	22	187	47	2	132	8	574
5:30 PM	22	37	0	16	46	22	14	173	45	2	98	9	484
5:45 PM	23	24	2	12	49	22	6	135	38	0	102	10	423
	NL	NT	NR I	SL	ST	SR	EL	ΕT	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	224	287	30	150	470	191	115 6.76%	1223 71.86%	364 21.39%	16 1.53%	938 89.50%	94 8.97%	4102

MPEAKHR START TIMES	#30 PM > = 10 III			TOTAL
<b>学术员的证据是1980年的证明</b>				
PEAK HR VOL - 1	27 164 26	92 256 101	52 598 199	7 487 55 2169
<b>全国公司的</b>		The second second		
PEAK HR FACTOR :	0.901	0.863	0.834	0.960 0.945

# APPENDIX B INTERSECTION ANALYSIS SHEETS

Upstream signal (ff) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 16		•		**	-	-	<b>↓</b>			
Volume (vehih)   9   3   132   9   1   228	Apprend		的資料	VEIT	Netty -	ୁଖ୍ୟ				
Sign Control         Stop         Free         Free           Grade         0%         0%         0%         0%           Peak Hour Factor         0.88         0.88         0.88         0.88           Hourly flow rate (vph)         10         3         150         10         1         259           Pedestrians         Larne Width (ft)         Walking Speed (ft/s)         Percent Blockage         Right turn flare (veh)         Right turn flare (veh)         Redian type         None         None         None         None         Median type         Median storage veh)         Upstream signal (ft)         160         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol         Vol. stage 1 conf vol				<b>1</b> >	er Franklindson		र्स			V
Grade		Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Compan	3		9	1				
Peak Hour Factor 0,88 0,88 0,88 0,88 0,88 0,88   Hourly flow rate (vph) 10 13 150 10 1 259   Pedestrians Lane Width (ft)   Walking Speed (ft/s)   Percent Blockage   Right turn flare (veh)   Median type   None   None   Median storage veh)   Dystream signa (ft)   pX, platoon unblocked vic. conflicting volume   vC1, stage 1 conf vol vic2, stage 2 conf vol vic2, stage 2 conf vol vic3   vC2, stage 2 conf vol vic4   vC2, stage (s)   6,4 6,2   4,1   (C, 2 stage (s)   6,4 6,2   4,1   (C, 2 stage (s)   6,4 6,2   4,1   (C, 2 stage (s)   7,2   8,9   100   100   cM capacity (veh/h)   592   891   1419   Volume Right   3   10   0   cSH   646   1700   1419   Volume to Capacity   0,02   0,09   0,00   Queue Length 95th (ft)   2   0   0   Control Delay (s)   10,7   0,0   0,0   Approach LOS   B    Intersection Capacity Utilization   22,8%   ICU Level of Service   A					entastic combinations	. b. amanyi - proba		200 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 -		From word
Hourly flow rate (vph)	the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	and the same of the same of		and the second second second						
Pedestrians   Lane Wildh (rt)   Walking Speed (ft/s)		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s						NO. SECTION AND PROPERTY NAMED TWO	NO PARK WILLIAM	atomy revo
Lane Width (ft)   Walking Speed (ft/s)		10	3	150	10	1.2	259			
Walking Speed (ft/s)         Percent Blockage       Right turn flare (veh)         Median storage veh)       None       None         Median storage veh)       Upstream signal (ft)       Px, platoon unblocked vcC conflicting volume       416       155       160         vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol vCu, unblocked vol 416       155       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160       160								MET HE SEEDER SEE		
Percent Blockage         Right turn flare (veh)         None         None           Median styrage veh)         Upstream signal (ff)         None         None           Median storage veh)         Upstream signal (ff)         160           yC, platoon unblocked vC, stage 2 conf vol         160         160           vCu, unblocked vol         416         155         160           IC, single (s)         6.4         6.2         4.1           IC, 2 stage (s)         16.4         6.2         4.1           IC, 2 stage (s)         16.4         6.2         4.1           IC, 2 stage (s)         16.4         6.2         4.1           IC, 2 stage (s)         16.4         6.2         4.1           IC, 2 stage (s)         16.4         6.2         4.1           IC, 2 stage (s)         16.4         6.2         4.1           IC, 2 stage (s)         10.0         10.0         10.0           IF (s)         3.5         3.3         2.2         2.2           p0 queue free %         98         10.0         10.0         10.0           Volume Left         10         0         1         10.0         10.0         10.0         10.0         10.0         10.0								alle de Misdelfeld		
None   None   None   None   None   Median type   Median type   Median type   Median storage veh   Upstream signal (ft)   PX, platoon unblocked vC conflicting volume   416   155   160   VC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked vol   416   155   160   VC2, stage 2 conf vol vC2, stage 2 conf vol vC3   VC4   VC5   VC6   VC7   VC7   VC7   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8   VC8		Ed reducing				23511149				
Median type         None         None           Median storage veh)         Upstream signal (ft)         PX, platon unblocked           VC conflicting volume         416         155         160           vC1, stage 1 conf vol         vCu, unblocked vol         416         155         160           VC, single (s)         6.4         6.2         4.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1         1.1 <t< td=""><td></td><td>19/10/79/16/16/10/01</td><td>CONFORMACION</td><td></td><td></td><td></td><td></td><td></td><td></td><td>S-MEANING</td></t<>		19/10/79/16/16/10/01	CONFORMACION							S-MEANING
Median storage veh)       Upstream signal (ff)         pX, piatoon unblocked       416       155       160         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vCu, unblocked vol       416       155       160         IC, single (s)       6.4       6.2       4.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.1       1.			A SHEET WILLIAM	None	17 W. Hart		None			
Upstream signal (ff) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, single (s) tC, s	Median storage veh)	de Salandaria	1000 12 120 17 1000	us dinastra	a doine		DENESS DE GOVERNMENT	un de la competition de la competition de la competition de la competition de la competition de la competition	enough partie of later a fire	- Populating
VC conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, unblocked vol tC, single (s) tC, single (s) tF (s) g1	ப் stream signal (ii)									
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 416 155 160  IC, single (s) 6.4 6.2 4.1  tC, 2 stage (s)  IF (s) 3.5 3.3 2.2  p0 queue free % 98 100 100  cM capacity (veh/h) 592 891 1419  **Total 14 160 260  Volume Left 10 0 1  volume Right 3 10 0  cSH 646 1700 1419  Volume Io Capacity 0.02 0.09 0.00  Queue Length 95th (ft) 2 0 0  Control Delay (s) 10.7 0.0 0.0  Lane LOS B A  Approach Delay (s) 10.7 0.0 0.0  Approach LOS B  Identication Summary  Average Delay Utilization 22.8% ICU Level of Service A										
vC2, stage 2 conf vol: vCu, unblocked vol 416 155 160 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 100 100 cM capacity (veh/h) 592 891 1419  Volume Total 14 160 260 Volume Left 10 0 1 Volume Right 3 10 0 cSH 646 1700 1419 Volume to Capacity 0.02 0.09 0.00 Queue Length 95th (tt) 2 0 0 Control Delay (s) 10.7 0.0 0.0 Lane LOS B A Approach Delay (s) 10.7 0.0 0.0 Approach LOS B  Intersection Capacity Utilization 22 8% ICU Level of Service A		416	155			160				
vCu, unblocked vol 416 155 160 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 98 100 100 cM capacity (veh/h) 592 891 1419  Volume Total 14 160 260 Volume Left 10 0 1 Volume Right 3 10 0 cSH 646 1700 1419 Volume to Capacity 0.02 0.09 0.00 Queue Length 95th (ft) 2 0 0 Control Delay (s) 10.7 0.0 0.0 Lane LOS 8 A Approach Delay (s) 10.7 0.0 0.0 Approach LOS B  Increasor Suntraly Average Delay 0.4 Intersection Capacity Utilization 22.8% ICU Level of Service A		NAME OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER O	namento de la companyo	THE CONTROL OF THE CONTROL		NINE CONTRACT		FORTHWATENESS PROPERTY OF THE	73570957000057000	Russermene
IC, single (s) 6.4 6.2 4.1  IC, 2 stage (s)  IF (s) 3.5 3.3 2.2  p0 queue free % 98 100 100  cM capacity (veh/h) 592 891 1419  Volume Total 14 160 260  Volume Left 10 0 1  Volume Right 3 10 0  cSH 646 1700 1419  Volume to Capacity 0.02 0.09 0.00  Queue Length 95th (ft) 2 0 0  Control Delay (s) 10.7 0.0 0.0  Lane LOS B A  Approach Delay (s) 10.7 0.0 0.0  Approach Delay (s) 10.7 0.0 0.0  Approach LOS B  Intersection Capacity Utilization 22.8% ICU Level of Service A										
tC, 2 stage (s)  if (s)										Contact and
## (s) 3.5 3.3 2.2  ## p0 queue free % 98 100 100  ## cM capacity (veh/h) 592 891 1419  ## Volume Total 14 160 260  Volume Left 10 0 1  Volume Right 3 19 9  ## cSH 646 1700 1419  Volume to Capacity 0.002 0.09 0.00  Queue Length 95th (ft) 2 0 0  Control Delay (s) 10.7 0.0 0.0  Lane LOS B A  Approach Delay (s) 10.7 0.0 0.0  Approach LOS B  ## A  ## A  ## A  ## CU Level of Service A  ## CU Level of Service A		6.4	6.∠			4.1				
p0 queue free % 98 100 100 cM capacity (veh/h) 592 891 1419    March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March   March		3.5	33		7 <b>0</b> 7 (1967)	22				
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Volume Total										
Volume Total         14         160         260           Volume Left         10         0         1           Volume Right         3         10         0           cSH         646         1700         1419           Volume to Capacity         0.02         0.09         0.00           Queue Length 95th (ft)         2         0         0           Control Delay (s)         10.7         0.0         0.0           Lane LOS         B         A           Approach Delay (s)         10.7         0.0         0.0           Approach LOS         B         Intersection Suntriary           Average Delay         0.4         Intersection Capacity Utilization         22.8%         ICU Level of Service         A		THURSDAY PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF		energe en en en en en en en en en en en en en	AND STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, ST				useacrolesia kompresentas	
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Lane Configurations	ሻ	ተተ	7	*5	<b>†</b>		*	**	7	4	<b>ተ</b> ተ	7
Volume (vph)	61	392	113	4	698	88	177	183	6	47	114	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		610	225	H (# 51	0	200		50	260		200
Storage Lanes	1	under the second	1	1		0	1	DO APRILO DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE LA COMPANION DE L	1	1		1
Taper Length (ft)	90	New County of		90	N. P.		90		En Handard	90	70	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt 12 18 19 19 19 19 19 19 19 19 19 19 19 19 19			0.850		0.983				0.850			0.850
Flt Protected	0.950	Table Scapfing of	BIBN PANA (TOLKY)	0.950		I DOMESTICA	0.950	1000-1100-200-200	E. Sandalarion San	0.950	NAMES OF COMPRESSOR	ELCATION MODELS
Satd. Flow (prot)	1570	3252	1524	1770	3416	0	1770	3539	1583	1703	3539	1346
FIt Permitted	0.950	Name of Street, and the	ender on a Spitchiel	0.950	and the same	-dhan holds he so	0.950		a) of the Local	0.950	The new years	ELGRAPHON.
Satd. Flow (perm)	1570	3252	1524	1770	3416	0	1770	3539	1583	1703	3539	1346
Right Turn on Red	RSNIAN (MAZOCOL)	the Constitution of printer	Yes	Policy Index Union	an allemontation of the	Yes	H I STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	III III JURANI COLO	Yes	h season representation	MILLS - ATMENTED	Yes
Satd. Flow (RTOR)		Section 6	153	WASSIR	18		UT 21-12		135		1000年	135
Link Speed (mph)	in the car	50	and the second	ALL DESIGNATION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERT	50		0.0012008.00790	50	PH 1404-2-281	protein (Marie)	50	AUGUSTO .
Link Distance (ft)		1462	ST. TURK		2360	A.4250	有關。	3872			3389	
Travel Time (s)	COLOR DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET DE L'AMBIET	19.9	OF A PROCESSION	Seat And to Seat on	32.2	etitik mito d KMC	news news	52.8		ing part of their	46.2	Aller or Hard
Peak Hour Factor	0.74	0.74	0.74	0.78	0.78	0.78	0.91	0.91	0.91	0.77	- 0.77	0.77
Heavy Vehicles (%)	15%	11%	6%	2%	4%	3%	2%	2%	2%	6%	2%	20%
Adj. Flow (vph)	82	530	153	5	895	113	195	201	M-186-7	61	148	83
Shared Lane Traffic (%)	02	000			000	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	100		MB60116		11.40	Serie Son
Lane Group Flow (vph)	82	530	153	5	1008	0	195	201	<b>39 7</b>	61	148	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	12	rugin	Lon	12	- Light	Loit	12	- rugin	Lon	12	rugin
Link Offset(ft)	W1980-1899	0.	U1 1977	10 may 10 m	0	11:39/5-51 http://	Will consult the	0		F	0	
Crosswalk Width(ft)	THE STREET STREET	16	the dayler 1	2.0	16	Triple planting	ern's laisen	16	na manala (antala )	WAS A SECTION OF	16	Will be could be
Two way Left Turn Lane	померения.	10	and Core	March Bo	nil o	SHE TON	111111111111111111111111111111111111111		HONES TO SHE			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	PERMIT	FIUL	8	nowic stem	5	2	renn	Water and All	6	
Permitted Phases		<b>把原用的形式</b>		Sa Millarde P	GALOC: O		110		2	THE PERSON	Per Baller	6
Detector Phase	7	maliated 2 s	TE PARTE S	2	0	torque toron an	E .	2	2			0
Switch Phase		nis Alleriation			. 0	SISSIBILIA	of O	Z	4.	a de la della	The second	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	managhili kambile da Lu 150kta	market and the same		mer products	The second state of the second second		14	ALTERNATION OF THE PERSON NAMED IN	and the second district of the second	12.0	man hand and	20.9
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9	学家14克里尼	12.0	20.9 25.0	20.9 25.0	12.0	20.9	23.0
Total Split (s)	12.0		31.0	12.0	31.0	-15 150 15	14.0			15.0%		
Total Split (%)	15.0%	38.8%	38.8%	15.0%	38.8%		17.5%	31.3%	31.3%		28.8%	28.8%
Maximum Green (s)	8.0	26.1	26.1	8.0	26.1	W	10.0	20.1	20.1		18.1	18.1
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	70.7	3.0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	COLUMN TO SECURE OF	No. of Contract of Street, Name of Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Str	1.0	1.0	77.00	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	NAMES OF THE PARTY AND THE	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9	Second Comme	4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Walter Trans	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	134 5	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	HETH CONTENT	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0

		-	*	•	-	•	1	1		-	<b>+</b>	4
	EB.	281	是要	MS.	(M)	WEE	ME)		機體	8.6	317	SER
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	7.5	30.9	30.9	5.9	24.0		10.2	16.0	16.0	7.3	8.3	8.3
Actuated g/C Ratio	0.11	0.47	0.47	0.09	0.37		0.16	0.24	0.24	0.11	0.13	0.13
v/c Ratio	0.46	0.35	0.19	0.03	0.80		0.71	0.23	0.01	0.32	0.33	0.29
Control Delay	38.6	12.2	3.3	30.5	24.9		46.0	25.4	0.0	34.3	30.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	Carlon M	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	12.2	3.3	30.5	24.9		46.0	25.4	0.0	34.3	30.2	4.5
LOS	D	В	Α	C	C	(4)	D	С	A	C	C	A
Approach Delay	PROPERTY CANADA	13.2	Mark History and		25.0	AND THE PARTY AND THE PARTY	Ment Const. (Sec.)	34.9	OLE WINDOWS MILETO	Henry Hornis Mill	23.8	BONNOUN
Approach LOS		В			C			C			C	1910
Queue Length 50th (ft)	34	60	0	2	195	J.40(1)-0(1990)-001	83	42	0	25	31	0
Queue Length 95th (ft)	61	101	19	10	225		#189	71	Ō	51	48	4
Internal Link Dist (ft)		1382	-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	NG A TARTE TO A CAN	2280			3792		CERCIDA DEIG	3309	20,
Turn Bay Length (ft)	220		610	225			200		50	260		200
Base Capacity (vph)	197	1670	857	222	1412	THE REAL PROPERTY.	278	1132	598	214	1007	479
Starvation Cap Reductn	0	. 0	0	0 /	0	30 A	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	- CANA	0	0	0	0	0	0
Storage Cap Reductn	0.2	0	0	0	0		0	. 0	0		0	0
Reduced v/c Ratio	0.42	0.32	0.18	0.02	0.71	THE REAL PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	0.70	0.18	0.01	0.29	0.15	0.17

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Area Type: Other			
Cycle Length: 80			
Actuated Cycle Length: 65.5			
Natural Cycle 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio 0.80			
Intersection Signal Delay: 22.8	Intersection	LOS: C	
Intersection Capacity Utilization 53.5%	ICU Level o	f Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity que	eue may be longer		

Splits and Phases: 2: Golden State Blvd & Manning Ave.

Queue shown is maximum after two cycles.

<b>6</b> 01	1 02	<b>▼</b> ø3	₩64	
2 s	25 s	12 s	31s	W. C
<b>1</b> ø5	<b>₩</b> ø6	<b>≯</b> 87	<b>←</b> ø8	
4s	23 s	12s	31 s	

	۶	<b>→</b>	•	•	<b>←</b>	•	4	†	1	-	<b>↓</b>	4
zne Giong	( )		List	MES.	WB	関係	MBL	No.	NE.	\$2	SIT	Sill
Lane Configurations	19	<b>1</b>		ሻ	<u>ተ</u> ቡ		ħ	<b>†</b>	74	*1	₽	
Volume (vph)	18	415	57	88	693	18	118	96	125	37	163	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	A ALT	0	175		0	105	Haylessin	25	95		0
Storage Lanes	1	and the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of th	0	1		. 0	1		1	1		0
Taper Length (ft)	90	W 122 123	13"115	90		MITTER TO	90		S. Lie	90	表现	1110
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	-	0.982		2000	0.996	Barrier B			0.850		0.976	
Flt Protected	0.950	Michelloniae sa din		0.950	######################################	- Day of Page 1	0.950			0.950		
Satd. Flow (prot)	1770	3476	. 0	1770	3525	0	1770	1863	1583	1770	1818	0
Flt Permitted	0.950	10012047 200	and the	0.950	W) Difference		0.950	WOTO THE THE PER	oline, I. S. Sergar	0.950	(Description)	no sentition
Satd. Flow (perm)	1770	3476	0	1770	3525	0	1770	1863	1583	1770	1818	0
Right Turn on Red		il and the	Yes	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th		Yes	4 C 18 C 17 2 P	LO PLE-DATE	Yes		A. 1000C. J. A. 424C. 1003	Yes
Satd. Flow (RTOR)	5 5 5 7	21			4	7-74-0	CAC	750 7780	154	T. WHERE	13	
Link Speed (mph)	MINDS-MILE	55	and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t		55	7.1	10000	50	ZORILLO ROLLA	The Land Till Inches	50	Contract of
Link Distance (ft)	- 25 F.A. T	2641	W. 25-100	4.00	5169	EGOST TO	48UTE	5277	C. 165.3		2634	
Travel Time (s)	11000	32.7			64.1	Word Carlot Carlo	and and	72.0	Color Colors III	2, 1280	35.9	711 THE
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.83	0.83	0.83	0.72	0.72	0.72
Adj. Flow (vph)	23	539	74	111	877	23	142	116	151	51	226	44
Shared Lane Traffic (%)	20	333 					PERMITSE.	HOUSE TO			11 11/4/01	a 16/ II
Lane Group Flow (vph)	23	613	0	111	900	0	142	116	151	51	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No.	No	No	No.	. No	No
27 C C C C C C C C C C C C C C C C C C C	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Lane Alignment	Len	12	Right	Len	12	right	Leit	12	Night	Lon	12	Night
Median Width(ft)	1000 //	12		最高的	0			12	BURNES.	31 1-	0	50
Link Offset(ft)	Part of the	40	200 H-3000	Y SERVER S	40	dunani masi	Septimies.	16	D	MINES CONTRA	16	SECTION SECTION
Crosswalk Width(ft)	37/25/25	10			10	CONTRACTOR	Life at the	10	16		10.0	1
Two way Left Turn Lane	4 00	¥ 00	400	4 00	4 00	4 00	100	4 00	4-00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	STORY STATE	9	15		9	15		9	15 Prot	NA	TIESTEN S
Turn Type	Prot	NA.	Mark Bri	Prot	NA	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA	Prot	NA	Perm	Prot	NA	2
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Permitted Phases					- deliver		obid brein		2			KI BUR
Detector Phase	7	4		3	8		5	2	2	THE HAR	6	- 183(19)E
Switch Phase		A Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Comp	B) 5)		7 70 315	and a second			BALL Y		FX12-512	110 OET 1
Minimum Initial (s)	4.0	4.0	PERSONAL PROPERTY.	4.0	4.0	name in a second	4.0	4.0	4.0	4.0	4.0	ATT HUMES
Minimum Split (s)	12.0	20.9	AA HEL	12.0	20.9	In the sale of	12.0	20.9	20.9	12.0		J. Landerson
Total Split (s)	12.0	24.0	etionic consistent of	12.0	24.0	100000000000000000000000000000000000000	12.0	22.0	22.0	12.0	22.0	- Unput
Total Split (%)	17.1%	34.3%	40.2	17.1%	34.3%		17.1%	31.4%	31.4%	17.1%	31.4%	THE ST
Maximum Green (s)	8.0	19.1		8.0	19.1	and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	8.0	17.1	17.1	8.0	17.1	
Yellow Time (s)	3.0	3.9		3.0	3.9		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.0	1.0		1.0	1.0	120	1.0	1,0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	-Messy	0.0	0.0	0.0	0.0	0.0	1 10
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9	4.9	4.0	4.9	
Lead/Lag	Lead	Lag	* *	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	No lac
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)	1 1	5.0		Bill The	5.0		di Tiva	5.0	5.0	HE STRAIG	5.0	S TOPPORT
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	

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aneera	-31		ER MSL		WER M			381		380
Pedestrian Calls (#/hr)		01		0		. 0	THE RESERVE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE		0	
Act Effct Green (s)	6.8	17.9	7.8	22.7		.2 16.2		7.3 <b>0.12</b>	13.7	print of September
Actuated g/G Ratio v/c Ratio	0.11 0.11	0. <b>30</b> 0.58	0.13 0.48	0.38 (1 0.67	0. 0.			0.12	0.23 0.63	
Control Delay	29.4	22.3	36.0	22.4	41			30.7		HERMOCALS.
Queue Delay	0.0	0.0	0.0	0.0	AND DESCRIPTION OF THE PERSONS ASSESSED.	.0 0.0	THE RESERVE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	0.0	0.0	PLOSED LOST
Total Delay	29.4	22.3	36.0	22.4	41			30.7	29.2	
LOS	C	C	D	C		D C	HARLING THE RESIDENCE IN	C	C	
Approach Delay		22.6		23.9		22.5			29.4	(III)
Approach LOS		C	F- PURE NATIONAL CONSTRUCTION	C	William - Table 1999	C	- Allenda	THE PARTY OF THE	C	THE PROPERTY OF
Queue Length 50th (ft)	9	110		132		55 38	10	19	93	
Queue Length 95th (ft)	25	137	81	#234	#1:	AND THE PERSON NAMED OF THE PERSON NAMED IN COLUMN		40	128	
Internal Link Dist (ft)		2561		5089		5197			2554	
Turn Bay Length (ft)	200		175		10		25	95		
Base Capacity (vph)	256	1217	256	1416	2	619	628	256	572	
Starvation Cap Reductn	0	0	0	0		0 0	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	0	0	
Spillback Cap Reductn	0	0	0	-0		MARKET MARKET CO., LANGE CO.	## (O)	0	Ů.	
Storage Cap Reductn	0	0	0	0	TO COMPANY OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE SAME OF THE	0 0		0	0	METERSHAMON
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cM capacity (veh/h)	# <b>##</b> #65 +	391	9281	440	395	934	1381			1365		
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cSH	348	795	1381	1700	1700	1365	1700	1700		Marine color Sulfa		CECONIAL NEW
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eros I				0%	0%						
Peak Hour Factor	0.85	0.85	0.86	0.86	0.86	0.86					
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vCu, unblocked vol			160		687	147					
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p0 queue free %			91 <b>1419</b>		89 <b>374</b>	86 <b>900</b>				Summer reserve to	
cM capacity (veh/h)			1419		3/4	900					
DIRECT THE P	- 難: -	1945	Miles	s Sidir							
Volume Total	160	406	164								
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Volume (vph)	52	154	79	117	158	43	71	177	82	70	180	67
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.82	0.82	0.82	0.80	0.80	0.80
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Capacity (veh/h)	399	397	376	411	408							
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vC, conflicting volume	256			319			598	593	288	629	623	253
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tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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Average Delay		NEIL WILL	2.5									
Intersection Capacity Utilizat	ion		38.1%	i ici	J Level o	Service			A L	Control and the second		
Analysis Period (min)	enter de la la la la la la la la la la la la la		15		an some and and an an	NOTES SECTION			padilianon karing	unsgribblicht.		
						mar amar			oraniensiäriimile.		THE REAL PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	snesperatives

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cane Étago de la companya de la companya de la companya de la companya de la companya de la companya de la comp	( Es).	iac.	1540	W.	3 Mar	14.9%	MEL	NET	Viete.	SH.	- 50	SER
Lane Configurations	ኝ	₽		*5	<b>^</b>	7	ሻ	1>		ሻ	4	79
Volume (vph)	129	167	38	38	194	101	64	186	25	84	253	162
Ideal Flow (vphpi)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	200	0	100		360	65	387.0	0	125		260
Storage Lanes	1	1.000	0	1		1	1		0	1	200000000000000000000000000000000000000	1
Taper Length (ft)	90		TOTAL PROPERTY.	90		CHICARY.	90	rabiji)	F 75	90		HARM
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ert 1		0.972		tu qo		0.850	ARREST P	0.982				0.850
FIt Protected	0.950		200	0.950			0.950		enter and	0.950	Will Sand	
Satd. Flow (prot)	1770	1811	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Flt Permitted	0.950	90.179.115.5	- Henry United	0.950	No.		0.950	2010 474	*#	0.950	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	
Satd. Flow (perm)	1770	1811	0	1770	1863	1583	1770	1829	0	1770	1863	1583
Right Turn on Red	THE COUNTY	1011	Yes	uni.	1000	Yes	1720	1020	Yes		1000	Yes
Satd. Flow (RTOR)		15		gersite in d	em listen	154	136	9.	PHENOLENIS	AND TAPES OF		191
Link Speed (mph)	1992 (1905)	40	EN SHEELIN	MA JENS	40		etsuodu	50	ASSECTION OF	HEAT NEW YORK	50	
Link Distance (ft)		1360		SELEPTIS	2660		WEST STATE	1896	*C0707288		5353	
Travel Time (s)	I IAN	23.2	Carlo De Chill	P-D-HE	45.3		Service En	25.9		Application of	73.0	
Peak Hour Factor	0.82	0.82	0.82	0.75	0.75	0.75	0.80	0.80	0.80	0.85	0.85	0.85
Adj. Flow (vph)	157	204	46	51	259	135	80	232	31	99	298	191
Shared Lane Traffic (%)	137	204	40	31 10 10 10 10 10 10 10 10 10 10 10 10 10 1	209	130	900 900 (1000)	202		99 6	290	191
Company of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the contro	157	250		F-1	250	125		262	0	00	200	101
Lane Group Flow (vph)	157	250	0	51	259	135	80	263	0	99	298	191
Enter Blocked Intersection	No:	No No	No	No	No	No.	No	No	No	No.	No	. No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		1)-10-11	12	and America	Some property	12	第1867	岩 (西山)	12	
Link Offset(ft)		0	001000000000000000000000000000000000000		0	D. CHIPTONIA	u Stronger	0		nutament to	0 16	SECTIONS
Crosswalk Width(ft)		16	7 197		16		The Court	16			16	SAMETH STREET
Two way Left Turn Lane	2.55		7 00	200					4 00	4 00	7.00	NECTTATION.
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	ete i tradicione	9	15		9	15	Carrie Trains	9	15		9
Turn Type	Prot	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	things.	Prot	NA	Perm	Prot	NA .		Prot	NA:	Perm
Protected Phases	7	4	an market freehood	3	8		5	2	nan managa	1	6	TERRITORIA S
Permitted Phases		Abiation of	1. 振蝗	5595.4814	DISTANCE	8	, Jah					6
Detector Phase	7	4		3	8	8	5	_ 2	Bruchweit 1999	1	6	. 6
Switch Phase				MA, 65 A								
Minimum Initial (s)	4.0	4.0	THE PARTY OF STREET	4.0	4.0	4.0	4.0	4.0	in tons then	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	10.19	12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9
Total Split (s)	13.0	22.0		12.0	21.0	21.0	12.0	24.0		12.0	24.0	24.0
Total Split (%)	18.6%	31.4%	200 3	17.1%	30.0%	30.0%	17.1%	34.3%		17.1%	34.3%	34.3%
Maximum Green (s)	9.0	17.1		8.0	16.1	16.1	8.0	19.1		8.0	19.1	19.1
Yellow Time (s)	3.0	3.9		3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	English	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9
Lead/Lag	Lead	Lag	1000	Lead	Lag	Lag	Lead	Lag	更開	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	100	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min	-	None	Min	Min
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)	100 Oct.	11.0		A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	11.0	11.0		11.0		- Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Cont	11.0	11.0

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Lane (eVolpy)	10 E	(建)	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	WB!	WEST	NE)L	7 M	WELL.	511		
Pedestrian Calls (#/hr)		0		0	0		0			0	- 0
Act Effct Green (s)	9.4	16.7	7.6	13.5	13.5	7.9	14.9		8.1	17.2	17.2
Actuated g/C Ratio	0.16	0.29	3 (0 ) E (0 )	0.24	0.24	0.14	0.26		0.14	0.30	0.30
v/c Ratio	0.54	0.46	0.22	0.59	0.28	0.33	0.55		0.40	0.53	0.31
Control Delay	. 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	22.6	30.1	29.2	5.2	31,8	25.2		33.2	24.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	36.8	22.6	30.1	29.2	5.2	31.8	25.2		33.2	24.1	5.3
LOS	D	С	С	С	Α	С	С		С	С	Α
Approach Delay	Biotec I	28.0		22.0			26.7			19.5	
Approach LOS		С		С			С			В	
Queue Length 50th (ff)	. 59	79	19	92	0	29	- 88		87/	105	0
Queue Length 95th (ft)	#125	138	42	137	17	63	137		80	173	37
Internal Link Dist (ft)		1280		2580			1816			5273	10 E-1
Turn Bay Length (ft)	125	enternal de la calcale de montale de	100	unimuses: sinemas in	360	65	Distriction Control of		125	Manager State	260
Base Capacity (vph)	321	680	286	605	618	286	711		286	742	745
Starvation Cap Reductn	0	0	0	0	0	0	0	CT.MUC. INDEX.UNI	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	Charles and	0	0	0
Regulação v/a Ratio	0.49	0.37	0.18	0.43	0.22	0.28	0.37		0.35	0.40	0.26
HERESTER STORIET		Sat Salai	Sa Par May	5 3 2	Times					Car. Is	
Area Type:	Other						JE HE				

Area	Type:	國家	Other
	Lengt	 	 

Actuated Cycle Length: 57.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

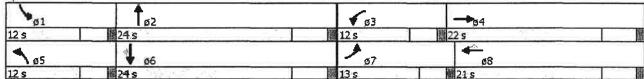
Maximum v/c Ratio: 0.59

Intersection Signal Delay: 23.5	Intersection LOS: C
Intersection Capacity Utilization 49.1%	ICU Level of Service A

Analysis Period (min) 15 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: McCall Ave & Floral Ave.



	•	•	<b>†</b>	-	-	<b>↓</b>
Minvairfield	1.78	Olymen.	NEW CO	VIEW	82	F SEP
Lane Configurations	W	101.00PE-	î	The second of	- CON-	ત
Volume (veh/h)	5	1	195	7	1	
Sign Control	Stop		Free			Free
Grade	0%		0%		-	0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph) Pedestrians	6	1	222	8	1.5	202
Lane Width (ft)		FE 1990		House &	Markinia.	
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Me <b>dian ty</b> oe			None			None
Median storage veh)						
Upstream signal (ft)						i la partir de la compania de la propinsión de la compania de la compania de la compania de la compania de la c
pX, platoon unblocked		1000 0 000 0000000000000000000000000000				
vC, conflicting volume	430	226			230	<b>文学,在《大学》,"我们是我们的一个人,我们们</b>
vC1, stage 1 conf vol				THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	ally desire	
vC2, stage 2 conf vol						
vCu, unblocked vol	430 <b>6.4</b>	226 6.2			230 4.1	
tC, sing e (s) tC, 2 stage (s)	0.4	1074				
(F.S.)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM-ca <b>pacity</b> (veh/h)	582	814				
Mercan Lanes dans dans of the second	AURO I	TASA			5100 - 1520 1000 10 11	Mg. — 1 — 1 — 1 — 1 — 1 — 1 — 1 — 1 — 1 —
Volume Total	7	230	203			
Volume Left	6	0	1	HALL SOMETHING	W. Commission	Desired State of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the
Volume Right	<b>1</b> 11 11 1	8	0			
cSH	611	1700	1338		(1997年)	rep de Eur. Com Almaria invento
Volume to Ca <b>pacity</b>	0.01	0.14	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	11.0	0.0	0.1			
Lane LOS	B		A	erroentin ulas	murra Maria	ATTACHER OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF TH
Approach Delay (s)	11.0	0.0	0.1	Seller Th		
Approach LOS	В					
Mersediin Sunner			the second			
Average Delay			0.2			
Intersection Capacity Utiliza	ation	* 1412	20.7%	IC	U Level o	of Service A
Analysis Period (min)	(Employed the Control	Anne I Proposition	15	TOTAL STREET	+Outside losses	
		862 2	E KIND		THE LOTTE	

	۶	<b>→</b>	*	•	-	*	4	<b>†</b>	-	-	<b></b>	1
Lane Group	E3.	1997	EB16	W.B		WER	MB.	The state	ABILITY	881	\$:0	SBR
Lane Configurations	*	个个	7	ሻ	<b>↑</b> }		7	<b>个</b> 个	7	7	<b>^</b>	7
Volume (vph)	62	598	194	<b>7</b>	487	55	127	164	26	92	256	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		610	225	STAINT IT Y	1.708HT12203	200		50	260	Heat I	200
Storage Lanes	1		1	1	articular seed	0	1	AND DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	1	1	The second	1
Taper Length (ft)	90	580-LT.76		90	THE PLANT		90	CERTIFIED TO	MATERIAL ST	. 90	Ser W	100
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Entre			0.850		0.985				0.850			0.850
FIt Protected	0.950		ila Debimara alama	0.950	no indicate to a car.		0.950			0.950	er generation	15
Satd. Flow (prot)	1421	3374	1524	1770	3358	0.1	1770	3539	1583	1687	3539	1369
Fit Permitted	0.950			0.950			0.950			0.950		i, ca seminar
Satd. Flow (perm)	1421	3374	1524	1770	3358	0	1770	3539	1583	1687	3539	1369
Right Turn on Red			Yes	11/11/412		Yes	HAD THE	0000	Yes			Yes
Satd. Flow (RTOR)			234	THE STATE	17	5-110-5260	SAME BUTTER	BINITE OF	154		114.0975315	154
Link Speed (mph)	305030000	50	204	TOTAL DE	50	THE PERSON	NATIONAL PROPERTY.	50	1,107	30 000	50	IIII JOA
and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	TOTAL BASSING	1462	N-112711715527	TERROT OTHER	2360	7120-7127-711		3872		OH WAS IN	3389	TO BE SEE
Link Distance (ff) Travel Time (s)	NEW CHIEFE	19.9	AGE CONTRACT		32.2		MR CHIES E	52.8		222033880	46.2	15872100
Peak Hour Factor	0.00	0.83	0.83	0.96	0.96	0.96	0.90	0.90	0.90	0.86	0.86	0.86
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	0.83		6%	2%	6%	5%	.2%	2%	2%	7%	2%	18%
Heavy Vehicles (%)	27%	7%		2% 7	507	5% 57	.2% 141	2% 182	2%	107	298	117
Adj. Flow (vph)	75	720	234		307	37	Se 1#13	102	29	10/	290	2 114
Shared Lane Traffic (%)	MARKS	7000	004	FIGURES - THE	FOA		111111111111111111111111111111111111111	400	20	107	200	447
Lane Group Flow (vph)	75	720	234		564	0	141	182	29	107	298	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	HERENDANISECCIO		12	070301111111111111111111111111111111111	MY SECTIONS	12	(ERBINETEDS T	HESTER HORSE	12	STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,
Link Offset(ft)		0			0		100.00	0			0	Reli
Crosswalk Width(ft)		16	estator etrapata and	Consultable to	16			16	WORDS TO BE SEEN		16	HEAD TWO DA
Two way Left Turn Lane		# Line				100		bull mode	400			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	j. 15		9	15		9	15		9	_15		9
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7.	4		3	8	2000 000	5	2		1	6	
Permitted Phases	MITTHEW TO LEVE	ALCO OLIVERA ACTOR OF	4			with the board	norm to a		2	Military out Cassas		6
Detector Phase	$I_{c}$	4	4	. 3	8		5	2	2	1	6	6
Switch Phase	months will be a series			an matter som	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	resis exercisions	introversion	morres vice a		F 11 77 2019	NEW TEXAS	mm
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9	and the state of the	12.0	20.9	20.9	12.0	20.9	20.9
Total Split (s)	12.0	24.0	24.0	12.0	24.0	wilds a	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	17.1%	34.3%	34.3%	17.1%	34.3%		17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	8.0	19.1	19.1	8.0	19.1		8.0	17.1	17.1	8.0	17.1	17.1
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	n-5/8/0/He/	3.0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	49.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	Constanting	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	10000	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	<b>"</b>	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0

	•	-	*	1	<b>—</b>	*	1	<b>†</b>		-	. ↓	4
	1.0	1287	필팅(*	MEL	1472	· MPR	WE)	100	VIEW.	5.1	917	機器
Flash Dont Walk (s)		11.0	11.0		11.0	Talk Carry	Allenbark	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	7.7	20.8	20.8	6.4	16.4	- C	8.3	10.8	10.8	7.9	10.7	10.7
Actuated g/C Ratio	0.15	0.39	0.39	0.12	0.31		0.16	0.20	0.20	0.15	0.20	0.20
v/c Ratio	0.36	0.54	0.31	0.03	0.53		0.51	0.25	0.07	.0.42	0.41	0.29
Control Delay	31.0	15.7	4.0	27.3	19.4		34.4	21.8	0.3	31.4	22.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	15.7	4.0	27.3	19.4		34.4	21.8	0.3	31.4	22.9	4.6
LOS	C	B.	A	С	В	The same	C	С	" A	C	С	A III
Approach Delay		14.2			19.5			25.0			20.5	
Approach LOS		В			В		AND LYBO	C	in a said		C	
Queue Length 50th (ft)	25	86	0	2	91		48	30	0	35	50	0
Queue Length 95th (ft)	62	175	35	14	150		#134	58	0 -	84	84	20
Internal Link Dist (ft)		1382			2280			3792			3309	
Turn Bay Length (ft)	220		610	225			200		50	260		200
Base Capacity (vph)	237	1558	830	295	1348		295	1262	663	281	1262	587
Starvation Cap Reductn	0.1	0 -	0	0	0	A d	0	(9	(0)	0	0	10
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0.0	. 0	0	№ 10 -	<b>第</b> 四条	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.28	0.02	0.42		0.48	0.14	0.04	0.38	0.24	0.20

Area Type: Other Cycle Length: 70

Actuated Cycle Length: 52.8

Natural Cycle: 70

Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 18.3

Intersection LOS: B

Intersection Capacity Utilization 48.8%

ICU Level of Service A

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Golden State Blvd & Manning Ave.

61	T _{ø2}	<b>√</b> ø3	<b>-</b>	
12 s	22 s	12.s	24 s	
<b>↑</b> ø5	₩ ø6	<b>≯</b> ₈₇	<b>4</b> — ø8	
12 s	22 s	12 s	24 s	

	*	$\rightarrow$	7	-	-	*	4	†	1	-	<b></b>	1
cane Group	( a)		個關	福祉	WE	YER	NBE	ALBEIT.	WH.	SEL	80	- Half
Lane Configurations	ሻ	<b>†</b>		7	<b>↑</b> ↑		7	<b>†</b>	75	7	1>	
Volume (vph)	41	635	92	148	426	24	63	132	110	31	129	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		0	105		25	95		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	90			90		araayyaasas	90			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
		0.981			0.992				0.850		0.977	
Flt Protected	0.950	** ***** ******* ***** ** ******		0.950			0.950			0.950		
Satd. Flow (prot)	1770	3472	0	1770	3511	0	1770	1863	1583	1770	1820	0
Flt Permitted	0.950			0.950	· · · · · · · · · · · · · · · · · · ·		0.950			0.950		
Satd. Flow (perm)	1770	3472	. 0	1770	3511	0.1	1770	1863	1583	1.770	1820	0
Right Turn on Red	2001-2001-201	Hull tell traction	Yes		ALTERNATION OF SELECTION	Yes	THE REAL PROPERTY.		Yes		and a second	Yes
Satd. Flow (RTOR)		23			8				154		12	
Link Speed (mph)		55	114 (0.64   1227) (4.67	1.88 × 1.45 × 1.	55	HALLITE THE STATE		50	Programme and the	. 1 10 00 00000 000000	50	10.1170,470,1371
Link Distance (ft)		2641		Marin Contract	5169			5277			2634	
Travel Time (s)	Sallamanasa	32.7	iuli — III žedanidi		64.1			72.0	illed by a Classic Control of the Barbar	1 Feb. 1	35.9	
Peak Hour Factor	### O 87#	0.87	0.87	0.91	0.91	0.91	0.86	0.86	0.86	0.88	0.88	0.88
Adj. Flow (vph)	47	730	106	163	468	26	73	153	128	35	147	26
Shared Lane Traffic (%)			BEEN BEEN	ERMUE BOYER	NAME OF STREET	and and		扩展问题				THE STATE OF
Lane Group Flow (vph)	47	836	0	163	494	0	73	153	128	35	173	0
Enter Blocked Intersection	No	No	No	No	No .	No	No -	- No	No	No	No.	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	HIERORI	12		To Street,	12			12			12	
Link Offset(ft)	SACHERION III	0	CONTRACTOR OF THE	7428 (M294)	0	er rotalistaniese er	NIDHONIA (SHINO)	0	Olina Juliano	RESEARCH TERRES	0	The second services.
Crosswalk Width(ft)	HERODONE T	16		NEW PROPERTY	16	Fig. (Ball)		16		REPORT OF	16	
Two way Left Turn Lane	HIGHLINGE: AL	THUE WAS	diam'n	Marie Control		ALL DIAMETERS AND ADDRESS	SATE SEP-LIGHTON	Latinos de La Cocarda	HVBI-IDA/DALIB	Chigatery allocation	HERVER LIFE	me#Historia
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	ESPERORAL EXPORTE	9	15		9	15	HINIHATA AND	9	15	ethere of a state of	9
Tum Type	Prot	NA.		Prot	- NA		Prot	NA	Perm	Prot	NΑ	
Protected Phases	7	4		3	8	Harais de la company	5	2		1	6	indicate and a second
Permitted Phases		900000000000000000000000000000000000000							2			
Detector Phase	7	4	LACCHELIABLES	3	8		5	2	2	1	6	
Switch Phase	mession in		NAME OF THE PARTY				EMMIN					
Minimum Initial (s)	4.0	4.0	11.	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	20.9		12.0	20.9		12.0	20.9	20.9	12.0	20.9	Per 1957 1
Total Split (s)	12.0	24.5		12.0	24.5	Man la sesalini	12.0	21.5	21.5	12.0	21.5	28112015
Total Split (%)	17.1%	35.0%		17.1%	35.0%	1674119	17.1%	30.7%	30.7%	17.1%	30.7%	
Maximum Green (s)	8.0	19.6		8.0	19.6	Autor - Ca	8.0	16.6	16.6	8.0	16.6	Cale Hills
Yellow Time (s)	3.0			3.0	3.9	EBRIOTIV	3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.0	1.0	1000	1.0	1.0	ER HELLYKA	1.0	1.0	1.0	1.0	1.0	06000020440
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	AUCUS P	0.0	0.0	0.0	0.0	0.0	CREWES!
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9	4.9	4.0	4.9	REAL PROPERTY.
Lead/Lag	Lead	4.9 Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	or (Newphist)
Vehicle Extension (s)	3.0	3.0		3.0	3.0	ened	3.0	3.0	3.0	3.0	3.0	NUMBER OF
Recall Mode		None	TENED THE STATE OF	None		SHIP OF SHIP	None	Min	Min	None	Min	or charles
	None	5.0	evel for	NOTIC	None 5.0	an and a	NOTE	5.0	5.0	NOUS		
Walk Time (s) Flash Dont Walk (s)	2002	11.0	Miles Michael		11.0			11.0	11.0	Card Ball	11.0	

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v/c Ratio	0.12	0.76	0.64	0.42	mak de	0.32	0.22	0.27	0.12	0.50	
Control Delay	29.4	24.8	425	16.2		30.9	23.4	4.8	28.9	26.7	
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Lane Configurations	, .	લી	7.	and the second	4	- PANACSIA	15	4%	- Name	阼	<b>†</b> }	
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Grade .		0%			0%		Tour	0%			- 0%	
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.93	0.93	0.93	0.88	0.88	3.0
Hourly flow rate (vph)	2	3	8	18	4	110	3	215	54	324	291	
Pedestrians	(3) \$ (Max (1 + 12)   1 - 1 - 12 - 12											
eane Width (fi)												
Nalking Speed (ft/s)	Tree Library Complified in Indian	allows for brings as relatively									a designation of the second	
Percent Blockage t												
Right turn flare (veh)			1									
Median type								None			None	
Median storage veh)									-			
Destream signal (ft)												
oX, platoon unblocked												
C. conflicting volume	1165	12(4)	146	1043	1188	134	292			269		
/C1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1165	1214	146	1043	1188	134	292			269		
C, single (S)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			41		
C, 2 stage (s)												
F(s)	3.5 m	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
o0 queue free %	98	97	99	87	97	88	100			75		20
cM capacity (veh/h)	103	135	875	144	140	890	1267			1292		in ALL
Mitchiel Vices		5/12	0.830	ME	1 18 1	37 1	Sii .	31		BY BEILT	Walles	
Volume Total	14	133	3	143	125	324	194	98				
/olume Left	2	18	3	0	0	324	0	0			ULSIFEE.	
Volume Right	8	110	- 0	0		32 <del>4</del>	0	1				
SH	293	468	1267	1700	1700	1292	1700	1700				
Volume to Capacity	0.05	0.28	0.00	0.08	0.07	0.25	0.11	0.06				
Queue Length 95th (ft)	4	29	0	0	0	25	0	0.00	NOTE AND SENS		315033150400	
Control Delay (s)	20.3	15.7	7.8	0.0	0.0	8.7	0.0	0.0			BOTTONYNGTELLI	
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Approach Delay (s)	20.3	15.7	0.1		HERVE CHOICE	4.6					AND DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	
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ntersection Capacity Utiliza	ition:		47.0%	IC.	U Level o	of Service			A			
Analysis Period (min)	riantismiritropidak na kopinenta	surphingsuinctr	15			innirance and	inditarian entre		nemetroutetten tomo			olnologiales Vincor

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Lane Configurations	7>	Latin Co		4	Y	
Volume (veh/h)	285	. 55	127	117	.21	186
Sign Control	Free		THE THE PARTY	Free	Stop	entres/52.001 etc. (1 order desires de transporter trada y a composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della composition della compo
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.88	0.88
Hourly flow rate (vph) Pedestrians	328	63	135	124	24	211
Lane Width (ft) Walking Speed (ft/s)						
Percent Blockage Right turn flare (veh)						
Median type Median storage veh)	None			None		
Upstream signal (ii)						
pX, platoon unblocked		an de madeakam				Annot accompany to construction, account, and an electric party more construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of a construction of
vC, conflicting volume.			391	5.5.	7/52/	359
vC1, stage 1 conf vol	n 25a 11 h - 1 11					
vCu, unblocked vol			391		754	359
tC, single (s)		X Bust	4.1		6.4	6.2
tC, 2 stage (s)	приста и предотнения ин пире	Confidence series	Scholar rate (1882)	C-0.11/1000-11/100	ROS HILLSON III	The second discount of the second second second second second second second second second second second second
tF (s)			- <b>2</b> 2		<b>3.</b> 5	
p0 queue free %			88		93	69
cM capacity (ver/h)			1168		333	685
Orașilă i artera		V/50	· 法通过 · ·	in the		SA PROGRAM AND STREET STREET, AND MADE
Volume Total	391	260	235			The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
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Volume Right	63	0	211			
cSH	1700	1168	619	Tobacca and the later	PROBLEM CONTRACT	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR
Volume to Capacity	0.23	0.12	0.38			
Queue Length 95th (ft)	0	10	44	NORTH STREET	DANSON PROMOV	
Control Delay (s)	0.0	4.9	14.3	N THE I		
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Approach Delay (s) Approach LOS	0.0	4.9	14.3 B			
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Intersection Capacity Utiliza	ition	5. 45.40	54.2%	IC	U Level c	of Service A
Analysis Period (min)			15			

	۶	<b>→</b>	*	•	<b>←</b>	•	1	†	~	-	ļ	1
Movemen	Eliv	E #		William.	Wall	WBK	VB)	- Al [®]	n ietsk	811	S	35
Lane Configurations	dia reconstitutor in the	4			4>		and the second particle of the	ર્વ	7	and the same of the same of the same of	4	
Sign Control	TRANSCO CONTRACTOR	Stop		ALL BUT	Stop	aleego II		Stop			Stop	
Volume (vph)	47	171	33	120	177	63	70	207	110	52	197	73
Beak Folic Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.81	0.81	0.81
Hourly flow rate (vph)	56	204	39	141	208	74	78	230	122	64	243	90
Digital Cares - 10 Line		利用	With	19.2	. B		0016			547/10		
Volume Total (vph)	299	424	308	122	398							
Volume Left (vph)	56	141	78	0	64							
Volume Right (vph)	39	74	0	122	90							
Hadir(s)	-0.01	0.00	0.16	-0.67	-0.07							
Departure Headway (s)	9.0	8.7	9.2	8.4	8.6							
Degree Utilization, x	0.75	1.02	0.79	0.29	0.95							1001201
Capacity (veh/h)	383	412	380	417	398							
Control Delay (s)		79.3	38.1	13.6	16119		DAL HERE					
Approach Delay (s)	34.7	79.3	31.2		61.9							ACU RED DAZA
Approach LOS		i wif	D		F							
Business (The Commence)	is aw in	LIBE, LVO	W. W. C.		5481.46		into w		*10 (DB		0.7	W. J
Delay			52.9			<b>第三日</b>		nestin in a			William I	
Level of Service	CONTRACTOR CONTRACTOR	number of contrast and a force	F	OCAL EMBOURNESSES	ARM AND DESCRIPTION OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PER							Carried Street
Intersection Capacity Utiliza	tion		76.5%	IC	U Level o	of Service			D.			
Analysis Period (min)		and the second second	15			the second second				***************************************		74.0
								Their rick	3469337, 8772 př	angenoman in voi AMELOTELLA		

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Lane Configurations Volume (veh/h) Sign Control	*********** <b>7</b>	45 206 Free	66	17	₩ 120 Free	(V)EK	43	♣ Stop	22	SER 4	43- 2 Stop	SUR
Grade		0%			0%		0.00	0%	0.00	1000	0%	0.00
Peak Hour Factor Hourly flow rate (vph) Pedestrians	0.88	0.88 234	0.88 75	0.88 19	0.88 136	0.88	0.88 49	0.88 <b>1</b>	0.88 25	0.88 <b>5</b>	0.88	0.88 1
Lane Width (ft) Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh) Median type Median storage veh)		None			None				Proprieta			
D <b>pstream sign</b> al (ft) pX, platoon unblocked												
vC, conflicting volume vC1, stage 1 conf vol	143			- 1.909 - 1.909 - 1.909			468	469	272	491	503	0.5
vC2, stag 2 conf vol. vCu, unblocked vol tC, single (s) tC, 2 stage (s)	143 <b>4.1</b>			309 <b>4.1</b>			468 17-1	469 6.5	272 6.2	491 71	503 6.5	140 6.2
tF.(s) p0 queue free % cM capacity (veh/h)	2.2 99 1439			98 1251			90 90	4.0 100 482	3.3 97 767	<b>3.5</b> 99 <b>463</b>	4,0 100 10461	3.3 100 <b>9</b> 08
AMOSTICS OF WASTING					onicantica e							
Volume Total Volume Left Volume Right	317 8 75	162 19	75 49 25	8 5 1								
cSH Volume to Capacity Queue Length 95th (ft)	1439 0.01 0	1251 0.02 1	561 0.13 11	497 0,02 1					85 45 5			
Control Delay (s) Lane LOS	0.2 A	1.1 A	12.4 B	<b>12.4</b> B				in the state of				STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE
Approach Delay (s) Approach LOS	0.2	1.1	12.4 B	12.4 B	410 · 1111 . 1511		43-72-72					
Mersedien/Summare Average Delay	whole or		2.3						<b>加全连</b>			82.10
Intersection Capacity Utiliza Analysis Period (min)	ation		27.7% 15	, IC	U Level o	f Service			A			(Ling)
	ATT NAME OF	Maria Maria			Assistant		QUE COM	山東東南			14161	12/2

	•	-	*	1	<b>4</b>	•	1	<b>†</b>		-	<b>↓</b>	4
-ana Group	E D	E70	198	10 ST 10	THE PARTY	(WILL)	MEL	MEG.	Male	Spil	RESERVED TO	多级
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	11.1	18.7		6.9	11.1	11.1	7.4	16.5		7.4	16.5	16.5
Actuated g/C Ratio	0.20	0.34		0.12	0.20	0.20	0.13	0.30		0.13	0.30	0.30
v/c Ratio	0.66	0.44		0.11	0.45	0.15	0.23	0.71		0.23	0.44	0.30
Control Delay	39.2	19.7		28.9	26.9	0.7	29.7	29.7	NEW COM	29.6	22.5	5.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	39.2	19.7		28.9	26.9	0.7	29.7	29.7		29.6	22.5	5.5
LOS	D	В		С	C	Α	С	С		С	С	Α
Approach Delay		28.7			20.4			29.7			16.9	ing Allandar
Approach LOS		С			С			С			В	
Queue Length 50th (ft)	89	68		8	60	0	20	135		19	79#	0
Queue Length 95th (ft)	#224	166		28	107	0	54	#292		49	145	37
Internal Link Dist (ft)		1280			2580			1816			5273	
Turn Bay Length (ft)	125			100	ph-f-mar	360	65			125		260
Base Capacity (vph)	352	732		282	593	609	282	670		282	675	688
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/c Ratio	0.66	0.37		0.08	0.28	0.11	0.20	0.58		0.19	0.36	0.26

Area Type: Other

Cycle Length: 70

Actuate Cycle Length 55.6

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio; 0.71

Intersection Signal Delay: 24.4 Intersection Capacity Utilization 56.3%

Intersection LOS: C

ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: McCall Ave & Floral Ave.

ø1	↑ø2	<b>√</b> ø3	<b>→</b> ₀₄	
12 s	23.1 s	12 s	22.9 s	
<b>★</b> ø5	<b>₩</b> ø6	<b>→</b> 67	₫S	
12 s	23.1s	14s	■ 20.9 s	in the second

	1	*	<b>†</b>	1	-	<b>↓</b>			
Westerney P	9) 三加强[]		10/15		\$11	880			
Lane Configurations	¥γ		Þ	and the state of		€(	TA MORE THE		
Volume (veh/h)	g -	3	133	9		230			
Sign Control	Stop		Free			Free		and the same of the same	A Property of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Con
Grade	0%		0%	The same	ii canno	0%			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RESERVE OF THE RE	and containing the section of the	Transfer of the second
Hourly flow rate (vph)	10	3	151	10	1.5 To	261			
Pedestrians Lane Width (ft)	negotania.		PERCONNE	Mar Samuel				ngen ma	
Walking Speed (ft/s)		n :- 411 1/0r		S. Aleki,		out outside	All Accepts	All I Balletin I dear	HE DES TORONO HE HAVE
Percent Blockage	a 1.4 m. s		EAST OF						ACTIVISTICATION OFFICIAL
Right turn flare (veh)	E. 128,36405	MCGGAVIER HERE	MARKED STATE		BELIZAR II ESH		DESCRIPTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	-306   -L-MC10448 (2014 )	New Selection (College Selection ) in a selection
Median type			None			None	温明等型。		
Median storage veh)									
Upstream signal (ft)	Act of			14.17	9				
pX, platoon unblocked	remanda a sector y visus se	an american resonante	- INTERPRETATION AND ADDRESS	CLERCH STRUMBERS	no-estado/avarzuma	PRODUCT AND DOCUMENTS HAVE	-000 1 000 1 000 TO THE FIFTH	micromorphic recent	ACTION TO SECTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPE
vC, conflicting volume	420	156			161				
vC1, stage 1 conf vol	4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 -		neesta sanasta a		en ari				
vC2, stage 2 conf vol vCu, unblocked vol	420	156			161				
Oksingle (s)	6.4	6.2			4.1				
tC, 2 stage (s)		0.2			0.6				
tF (s)	3.5	3.3	9	SET TO SEE	2.2				
p0 queue free %	98	100	W (1994)	and and any	100	Andrew Company	ances continues and a	economica de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composi	
cM capacity (veh/h)	.590	889			1418				
Direction (Asset)		MEST II	5/6/	41/11/11/11/11/11/11	201 (1020)		Miles and the second		
Volume Total	14	1.61	262	- January 12	598W)606470				
Volume Left	10	0	1		FRANCE.	SHOP WHEN E			STEROMEN WHEN THE THE
Volume Right	3	0.0	0						
cSH	644	1700	1418	######################################	OLIQ		igandrie III de etinbili		STATESTS CONTRACTOR STATESTS
Volume to Capacity	0.02	0.09	0.00						
Queue Length 95th (ft)	2	0	0					and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	
Control Delay (s)	10.7	0:0	0.0						
Lane LOS	В		Α	7177665E	121200000000	en mentertresse de desirie	EMPRESAL TRANSPORTER STREET	WINITED AND THE PROPERTY.	
Approach Delay (s)	10.7	0.0	0.0			127 08 400	響時的經濟		
Approach LOS	В								
idielsestign Simmely			110000				AN EN NEW	FINE Network	
Average Delay			0.4						
Intersection Capacity Utiliza	tion		22.9%	IC	U Level c	of Service		A	
Analysis Period (min)	out of the same of the same		15	er og se ome	MILES PROPERTY OF THE PERSON	A CHARLES AND AND AND AND AND AND AND AND AND AND	rwest: Franke valuete		the rage to appeal to 17 to 40 to
		April 194	100 Laste						

	1	$\rightarrow$	7	1	<b>—</b>	*	1	<b>†</b>	1	1	+	4
Said Great	EBI :	建翻		WEL	<b>沙</b> 克	WE's		MBT	NEIR	35	S)	SAR
Lane Configurations	19	<b>本</b> 本	7	ሻ	<b>†</b> 1>		19	<b>个</b> 个	75	15	个个	78
Volume (vph)	61	392	113	4	698	89	177	184	6	49	115	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		610	225		0	200		50	260		200
Storage Lanes	1	1. 311 P.M. 3.1.34	1	1	1917 A. S. A. S. C. S. A. S.	0	1		1	1	1000	1
Taper Length (ft)	90			90			90		ser , To the	90		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
			0.850		0.983				0.850			0.850
Fit Protected	0.950	04-01-48-00-1-00-1		0.950			0.950		and and Hadio Jan	0.950	Lo	ikon ililikusu
Satd. Flow (prot)	1570	3252	1524	1770	3416	0	1770	3539	1583	1703	3539	1346
Flt Permitted	0.950	9) I. Juliud. ( 1012	di eradang zelebili	0.950			0.950	ANGERT TERM	Last Maria ameli	0.950		Manical Tempo.
Satd. Flow (perm)	1570	3252	1524	1770	3416	0	1770	3539	1583	1703	3539	1346
Right Turn on Red	a mana. A sa a Asa a		Yes	ารทำใหม่เก็บได้เก็บ	2000 (CEASIN TANK	Yes		e "talekter fan Fried" un	Yes	ana Tarenisi		Yes
Sate: Flow (RTOR):			153		18		100		135			135
Link Speed (mph)	unity willer alle.	50		'ei''''''''	50			50			50	
ink Distance (ft)		1462			2360			3872			3389	
Travel Time (s)		19.9			32.2			52.8			46.2	or
Peak Hour Factor	0.74	0.74	0.74	0.78	0.78	0.78	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles (%)	15%	11%	6%	2%	4%	3%	2%	2%	2%	6%	2%	20%
Adj. Flow (vph)	82.	530	153	5	895	114	195	202	7	64	149	83
Shared Lane Traffic (%)			101111111111111111111111111111111111111	anima katan Yan	THE RELIEF CO. LANS.	7007070707070		W. MY	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE			THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NA
Lane Group Flow (vph)	82	530	153	5	1009	0	195	202	7	64	149	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	left	Right
Median Width(ft)	M PILETI.	12			12			12			12	
Link Offset(ft)		- 0			0	STALLES	il and a h	0	10000	100	0	WHEN'T
Crosswalk Width(ft)	VO REED STATE	16	- Marine L. Horizonia and	COLUMN CORROL & LEGISLA	16	Activities are abotive	241111214 1403	16		-	16	-10001415-01
Two way Left Turn Lane				THE PROPERTY OF			11-14-26		100	100 July 200	1.5 Table 10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	1115		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	TAMBLES PUBLICATIONS	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5 P. 1	3	8		5	2			6	
Permitted Phases	CONTRACTOR STORES	TO CHARLES TO A CO.	4	Serie mentil and the	THURST PROJECT	No VI. I II. Jones V	. timaring pro	E-COPPORED THE C-SALES	2	OCC STORY IN LINES.	I PE DENIMINAS CONTEN	6
Detector Phase	7	4	4	3	8		5	2	2	100	6	6
Switch Phase	D. Britania Company		HINDER PLAN			DOLLAR DELINE						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9	12.0	20.9	20.9
Total Split (s)	12.0	31.0	31.0	12.0	31.0		14.0	25.0	25.0	12.0	23.0	23.0
Total Split (%)	15.0%	38.8%	38.8%	15.0%	38.8%	Maria (1922)	17.5%	31.3%	31.3%	15.0%	28.8%	28.8%
Maximum Green (s)	8.0	26.1	26.1	8.0	26.1		10.0	20.1	20.1	8.0	18.1	18.1
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	XX 0 (0.00) HARDON 4410	3.0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	res a series series y series	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	415 5-415 GOGGOTTON STATE	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)	nentra 4 de di	5.0	5.0		5.0	r, ar, and residence of the second	rinazinawi "Gwinini I	5.0	5.0	ov salede maner	5.0	5.0
* /			_									

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ane vin p	2 O B 6 1	證	2.51	(E)	WHI	(Vale)	<b>1</b>	)4(6 ₂	NIE!	35	387	125
Flash Dont Walk (s)	CERTAIN PROCESS	11.0	11.0		11.0		斯斯斯	11.0	11.0	<b>计测</b>	11.0	11.0
Pedestrian Calls (#/hr)	THE SECOND STREET	0	0		Ō			0	0		0	0
Act Effct Green (s)	7.5	31.0	31.0	5.9	24.0		10.2	15.9	15.9	7.3	8.3	8.3
Actuated g/C Ratio	0.11	0.47	0.47	0.09	0.37		0.16	0.24	0.24	0.11	0.13	0.13
v/c Ratio	0.46	0.34	0.19	0.03	0.80		0.71	0.23	0.01	0.34	0.33	0.29
Control Delay	38.7	12.2	3.3	30.5	24.9		46.0	25.4	0.0	34.6	30.2	4.5
Queue Delay	0.0	0.0	0.0	0.03	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	12.2	3.3	30.5	24.9		46.0	25.4	0.0	34.6	30.2	4.5
LOS	D	В	A	C	С	即勝方	D.	C	A	C	C	A
Approach Delay		13.2			25.0			34.9			24.0	
Approach LOS		В		WILLIAM	C			C			C	
Queue Length 50th (ft)	34	60	0	2	195		83	42	0	26	31	0
Queue Length 95th (ft)	61	101	19	10	226		#189	71	0	53	48	4
Internal Link Dist (ft)		1382	-045-0000116-00-		2280			3792			3309	
Turn Bay Length (ft)	220		610	225			200		50	260		200
Base Capacity (vph)	197	1669	857	222	1411		278	1131	597	213	1006	479
Starvation Cap Reductn	0	0.1	10 - 10	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	( o
Reduced v/c Ratio	0.42	0.32	0.18	0.02	0.72		0.70	0.18	0.01	0.30	0.15	0.17

	COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COMPANIE COM
Area Type:	Other
Cycle Length: 80	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE

Actuated Cycle Length: 65.5

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 22.8

Intersection LOS: C

Intersection Capacity Utilization 53.5%

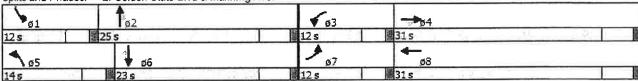
ICU Level of Service A

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Golden State Blvd & Manning Ave.



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uarre Broti		188	(E.)	A WEST	WEE	Walke	MBE	NEC	NBR	SBL.	80	SER
Lane Configurations	7	<b>1</b>	Colombia S	COLUMN TO THE REAL	<u></u>	Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission o	ALTO DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE	<u> </u>	AND REAL PROPERTY.	No.	<u> </u>	Tr Leggeria
Volume (vph)	18	415	59	90	693	18	119	97	126	37	165	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		0	105		25	95		0
Storage Lanes	1		0	1		0	1		1	1	ան չ անումի	۸
Taper Length (ft)	90	Market Anna Patrick		90	oral oza mini		90			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
		0.981	0.00	1.00	0.996	0.00		1.00	0.850	1.00	0.976	
Flt Protected	0.950	210.0011	# 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.950		i ar hain	0.950	Line Control of the		0.950		
Sate Flow (prot)	0.530 	3472	e e e	1770	3525	. 0	1770	1863	1583	1770	1818	n e
Flt Permitted	0.950	J412		0.950	0020	E. E. Y	0.950	1000		0.950	1.0 10	
Satd. Flow (perm)	1770	3472	# 0 E	1770	<b>35</b> 25	0	1770	1863	1583	1770	1818	0
Right Turn on Red		<b>YT</b> YI <b>A</b>	Yes		3320	Yes		I QUO	Yes		1.0.10	Yes
Satd. Flow (RTOR)		22							154		43	169
Link Speed (mph)		55			55			50	104		50	
Link Distance (ft)		2641	name , amino	nantraki in siyurji tiste	5169			5277		THE THE PERSON	2634	entile de la constante de la constante de la constante de la constante de la constante de la constante de la c
Travel Time (s)		32.7			64.1			72.0			35.9	
Peak Hour Factor	0.774	0.77	0.77	0.79	0.79	0.79	0.83	0.83	0.83	0.72	0.72	0.72
Adj. Flow (vph)	23	539	77	114	877	23	143	117	152	51	229	0.72 44
Shared Lane Traffic (%)				114 Part 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			143					
Lane Group Flow (vph)	23	616	0	114	900	0	143	117	152	51	273	0
Enter Blocked Intersection	No -	No	i No	No l	No.	No .	No.	No :	No.	No	No L	No.
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left		Left	Left	THE RESERVE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE
Median Width(fi)	Leit	12	Rigitt	Len	12	Rigiit	Len	12	Right	Len Ten	Len 12	Right
Link Offset(ft)		0			1 <del>2</del> 0			0			0	
Grosswalk Wigth(ft)		16						16		Continue of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the st	16	
Two way Left Turn Lane										rách a John Stáin Stáin a	10	
Headway Factor 12 11 11	1.00	1.00	FEMA	1.00	1.00	1.00	1,00	1.00	1 00	1.00	1.00	1.00
Turning Speed (mph)	15	1.09	9	15		9	15	II.VV	9	15		9
Turn Type	Prot	NA		Proi	A NA		Prot	NÄ	Perm	Prol	NA I	
Protected Phases	7	4		3	8 8		5	2	Cilii	1 FIOL	6	
Permitted Phases									9			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase								<b>.</b>				
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	20.9	n the commen	12.0	20.9	A mostly Sec.	12.0	20.9	20.9	12.0	20.9	17 - 18 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Total Split (s)	12.0	24.0	an de malid	12.0	24.0	. 32	12.0	22.0	22.0	12.0	22.0	
Total Split (%)	17.1%	34.3%		17.1%	34.3%		17.1%	31.4%	31.4%	17.1%	31.4%	É LEC.E
Maximum Green (s)	8.0	19.1	21.1/2.1/2.1/2.1/2	8.0	19.1				17.1	8.0	17.1	wikili (
Yellow Time (s)	3.0	3.9		3.0	3.9	: Past : : : : : : : : : : : : : : : : : : :	8.0 3.0	17.1 3.9	3.9	3.0	3.9	
All-Red Time (s)	1.0	1.0		1.0	1.0	. T. Jalle	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	r manga beginer 3 Hati 22	0.0		Andre Committee	0.0	0.0	0.0	0.0		- :-::::::::::::::::::::::::::::::::::
Total Lost Time (s)	4.0	4.9		4.0	0.0 4.9	1137	4.0	4.9	4.9	4.0	-0.0 4.0	
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THE RESIDENCE OF THE PERSON NAMED IN COLUMN	4.9	Tilling or the Wite
Lead-Lag Optimize?	Lead	Lag		to seem at a constitution of the se	Lag		Lead	Lag	Lag	Lead : Yes	Lag	
Vehicle Extension (s)	Yes	Yes		Yes 3.0	Yes		Yes 3.0	Yes 3.0	Yes 3.0	7 es	Yes 3.0	5 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Recall Mode	parties and an experience of the parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and a parties and						title in the second second					direction.
Walk Time (s)	None	None 5.0		None	None 5.0		None	Min 5.0	Min 5.0	None	Min	
Flash Dont Walk (s)		3.0 11.0		lebia. Lebi di	11.0			11.0	11.0		5.0	
Tidoli Dont Walk (5)		11.0			11.0			11.0	11.0		11.0	

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		0.38	0.14	0.27	0.27	0.12	0.23	R F
200 4	0.49	0.67	0.59	0.23	0.28	0.24	0.64	11
22.4	36.4	22.4	41.3	21.5	5.9	30.8	29.4	TINE III
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TERROR CONSTRUCTOR STREET	0.45	0.64	0.56	0.19	0.24	0.20	0.48	CONTRACTOR STATE
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0         0         0         0         0         0

Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 59.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue	may be longer.

Splits and Phases: 3: McCall Ave & Manning Avenue

Queue shown is maximum after two cycles

ø1	102	<b>√</b> ø3	<b>→</b> ₆₄	
12 s	置22 s	12 s	24s	
<b>4</b> ø5	<b>↓</b> ø6	<b>→</b> 87	<b>4</b> ⊗8	
12 s	製 22 s	₩ 12 s	24 s	

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Mayenanii yo Dugasa	EB:	20		WELL	VIET	WRITE	+ (o'	NET:	Man	SB		# 3B
Lane Configurations		લી	7		4		Ť	<b>†</b>		14	<b>^</b>	
Volume (veh/h)	2	1	1. (1.	41	2	236	3	156	18	77.	151	
Sign Control		Stop			Stop			Free			Free	
		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.85	0.85	0.85	0.81	0.81	0.8
lourly flow rate (vph)	2	1	1.	49	. 2	281	4	184	21	95	186	
Pedestrians	a chin Markotta ang mana a dahaking kun china maka ang karang kina		124 274 300 40 1442 51 551 10 1 555							104210		and the second second by Early
ane widin <b>(fi)</b> :												
Valking Speed (ft/s)					74.05.050.050.050.05		COStories and the				sastannomada as:	
Percent Blockage												
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C1, stage 1 conf vol								uani dağını sonra			enganistrope	ugginancia wy
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cSH Volume to Capacity	1700 <b>0.10</b>	1416 <b>0.10</b>	661 <b>0.25</b>			
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Analysis Period (min)	THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	orania di mata	15	gar mund	u-ungrymus	Sign (Control of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of State of Stat
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wovement		重新。	A BARN		WB:	NEW .	WIL.	AHV		86	58	- 建原
Lane Configurations		€}>			4			ર્ન	7		4	
Sign Control		Stop	J. J. W.		Stop			Stop	A TOWN	Palago.	Stop	
Volume (vph)	64	154	79	118	158	47	71	192	83	73	190	75
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.82	0.82	0.82	0.80	0.80	0.80
Hourly flow rate (vph)	81	195	100	128	172	51	87	234	101	91	238	94
The House Property	E.	vitt.	3/II	May	SF			5.5A				
Volume Total (vph)	376	351	321	101	423							
Volume Left (vol.)	81	128	87	0	91							
Volume Right (vph)	100	51	0	101	94				- 1,000	manufacture and resident	(1.10.1)146411166 10.1096(1961)	
ដែល) (s) 📑 🛨 🕒	-0.08	0.02	0.17	-0.67	-0.06							
Departure Headway (s)	8.9	9.1	9.5	8.6	9.1	11000	0 1816 - 201011	Hammy broaderawye		The same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sa		2124221122111
Degree Utilization, x	0.93	0.88	0.84	0.24	1.07							粉塵 3
Capacity (veh/h)	402	391	365	405	387					31133		
Control Delay (s)	58.1	51.4	45.8	13.2	95.0				Harris III		401	<b>国</b> 图 图
Approach Delay (s)	58.1	51.4	38.0		95.0							
Approach LOS	THE F	y i F	E,		EE F							
Heiseiden Summer	E.Ha		de la	kaya s	1 64 🖺				Wis	5.54	. Sinii	B)314
Delay		1475	61.1	10 10		in the						
Level of Service			F	HISCORI HITTERSON	***************************************		**************************************		***************************************		- talian	A1400000197901
Intersection Capacity Utiliza	tion		72.5%	IC	U Level o	Service		, per la la la la la la la la la la la la la	C			HALIDANIE.
Analysis Period (min)			15			The second controls	CIPALIN MANAGEMENT	MT MICHENISCH				

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(Javamery	(1.8)	i de un		wisi.	WE	WIEIF	nvisji.	n male of	MEIR	2.83	310	SBR
Lane Configurations		4			4			4			4	
Volume (veh/h)	3		57	19		M . 4	51	1	33	6		3
Sign Control	2W-898880-0-0-	Free			Free			Stop			Stop	
Grade	A Part of	0%	3,279		0%	4. 地區	Hazticka:	0%	r- 21.30		0%	WHI.
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph) Pedestrians		259	65	22	256	5	58	1	38	7	7	3
Lane Width (ft)										Sin Mo		1.00m
Walking Speed (ft/s)												
Percent Blockage											A Marie	
Right turn flare (veh)												
Median type		None			None	7.698) µ (7.17)		Visited See	and the particles			
Median storage veh) Upstream signal (ft)			770 MIL		118		Mark II			Hilloria		
pX, platoon unblocked						220			-			
vC, conflicting volume	260		19745 A	324			606	602	291	638	632	258
vC1, stage 1 conf vol												
vC2, stage 2 conf vol			Ko iii									
vCu, unblocked vol	260			324			606	602	291	638	632	258
(C, single (s)	4.1			4,1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)									1272-02		5,555.5	
(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			85	100	95	98	98	100
cM capacity (veh/h)	1802			1236			396	405	748	364	390	781
Volume Total	327	282	97	17					E Spanis	ane intre-in		
Volume Left	3	22	58	7	again critinalian	100 2000	A Transportation	ORIGINAL DESIGNATION OF	AUDIER THE	TREE	METHODE NO.	NATIONAL PROPERTY.
Volume Right	65	5	38	1 3 A								
cSH	1304	1236	484	420			u intikalik in		<u> </u>			Albin Millin
Volume to Capacity	0.00	0.02	0.20	0.04				5. 后规门			S TO THE CASE	
Queue Length 95th (ft)	0	1	18	3	STERRITORN LIVE	HELIAMON HELICAS	STEED IN TO SECT	C C SHEW		PER, SUBBLUM		
Control Delay (s)	0.1	0.8	14.3	13.9	TO WHITE			CENTRAL PROPERTY.		THE RESERVE	的陽影響	SERVICE STATES
Lane LOS	A	A	В	В	Liver / Glabel Drive	NAMED OF THE	THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	L 1010 DE 11014	CONTRACTOR STATE	SHALL STATE OF	Transfer health	MARKET SAL
Approach Delay (s)	0.1	0.8	14.3	13.9	Struckio 4	100 m		Error br	77.5		8 2	
Approach LOS	1. Partie Saffortho, Class Land artists to	Diffaçi - Arisili Maria	В	В	m - 19695 - 126	NEW AUTHORISM	module-auticle-con	N-12 - 20159 J. L. L. L. L. L. L. L. L. L. L. L. L. L.	ALL PARCING AND THE	BREATTH HOME KLINE		ermateur.
Average Delay			2.6						1900 XI		32° Mil	
Intersection Capacity Utiliza	ation	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	38.6%	IOI	U Level o	f Senice		STREET,	Δ			HEETS.
Analysis Period (min)	audit		15	10	C LCVCI O	OCI VICE		TO THE PERSONS	•	220017	1000	100000000000000000000000000000000000000
Adaysis i chod (min)	SEEL SERV	BLF STEEL	7 PP###		alder mille		TOTAL ST		ROMINE TO THE		10.00	19635

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Eme Group	· (5)	a digital in	ala)	MARIL		WER	MEE	NBI	Mag	\$13L	3	Sala
Lane Configurations	ኝ	ĵ»	1	34	4	74	Ίζ	1/2	CONTRACTOR OF THE PROPERTY OF	1/2	4	71
Volume (vph)	131	167	38	38	194	103	64	188	25	85 M	254	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	100		360	65		0	125		260
Storage Lanes	1	DELENDED JEEL J.	0	1	ABRICALIBED *	1	1	t and	0	1	1121111-1-1-1-1-1-1-1	1
Taper Length (ft)	90			90	i de la la la la la la la la la la la la la		90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FC		0.972				0.850		0.983				0.850
Flt Protected	0.950	1,4 12 7 10,10 1111	121 1 2 2 2 2 2 2 2 2 2	0.950			0.950			0.950		
Satd. Flow (prot)	1770	1811	10	1770	1863	1583	1770	1831	0	1770	1863	1583
Flt Permitted	0.950	Carlos management and a second	***************************************	0.950	abandania i mar ar ar anglar ta marana i	Consider any complete of the contract	0.950			0.950	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	
Satd. Flow (perm)	1770	1811	0.1	1770	1863	1583	1770	1831	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd Flow (RTOR)		15				154		9				192
Link Speed (mph)		40			40			50			50	
Link Distance (ft)		1360			2660			1896			5353	
Travel Time (s)		23.2			45.3	Transaction and the		25.9			73.0	
Peak Hour Factor	0.82	0.82	0.82	0.75	0.75	0.75	0.80	0.80	0.80	0.85	0.85	0.85
Adj. Flow (vph)	160	204	46	51	259	137	80	235	31	100	299	192
Shared Lane Traffic (%)					ECOLUMN TO THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE STREET OF THE S							
Lane Group Flow (vph)	160	250	0	51	259	137	80	266	0	100	299	192
Enter Blocked Intersection	No	No	No	No:	No.	No.	No	- No	No	No	No:	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Modian Midth(ff)	100000000000000000000000000000000000000				12		TALLE THEFT	12	hid-Lorenz van Gat	THE CONTROL HOUSE		
Median Widib(fi)		12			ALIMIN TO THE PROPERTY OF THE			and other chains and the second				
Link Offset(ft)		0			0			0			0	
Link Offset(ft)  Crosswalk Width(ft)		Per at the second state of the second			ALIMIN TO THE PROPERTY OF THE			and other chains and the second				
Link Offset(ft)  Crosswalk Width(ft)  Two way Left Turn Lane		0 - 16			0 16			0 16			0   16	
Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor	1.00	0	1.00	1000	0	V.44.0001	1.00	0	1.00	100	0	11.1100
Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph)	15	0 - 16 - 1.00	1.00 9	15	0 16 100	9	15	0 16 1.00	t 00 9	15	0   416   1.06	1100
Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type	15 Prot	0 - 16 - 1.00 - NA	distribution of the state of the	15 Prot	0 16 100	a salemi emblight	15 Prot	0 16 1.00	Minimum and a state of		0 1.00 1.00	
Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases	15	0 - 16 - 1.00	distribution of the state of the	15 Prot 3	0 16 100	9 Perm	15 Prot 5	0 16 1.00	Minimum and a state of	15	0   416   1.06	1.00 9 Perm
Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases	15 Prot	0 1.00 NA 4	distribution of the state of the	15 Prot 3	0 16 1.00 - NA 8	9 Perm	15 Prot 5	0 16 1.00 NA 2	Minimum and a state of	15	0 16 1.00 NA 6	1.00 9 Perm
Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase	15 Prot	0 - 16 - 1.00 - NA	distribution of the state of the	15 Prot 3	0 16 100	9 Perm	15 Prot 5	0 16 1.00	Minimum and a state of	15	0 1.00 1.00	1.00 9 Perm
Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Switch Phase	15 Prot 7 7	0 1.00 1.00 NA 4	distribution of the state of the	15 Prot 3	0 16 100 NA 8 8	9 Perm 	15 Prot 5	0 16 1.00 NA 2	Minimum and a state of	15 Prot 1 1	0 16 1.00 NA 6	1.00 9 Perm
Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s)	15 Prot 7 7	0 16 100 NA 4 4	distribution of the state of the	15 Prof. 3 3 3	0 16 100 NA 8 4.0	9 Perm 8 8 4.0	15 Prot 5 5	0 16 1.00 NA 2 2 4.0	Minimum and a state of	15 Prot 1 1	0 16 1.00 NA 6 6	1.00 9 Perm 6 6
Link Offset(ft) Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s)	15 Prot 7 7 4.0 12.0	0 1.00 NA 4 4 4.0 20.9	distribution of the state of the	15 Prof. 3 3 3 4.0 12.0	0 16 100 NA 8 3 4.0 20.9	9 Perm 8 8 8 4.0 20.9	15 Prot 5 5 5 4.0 12.0	0 1.00 NA 2 2 4.0 20.9	Minimum and a state of	15 Prot 1 1 4.0 12.0	0 16 1.08 NA 6 4.0 20.9	1.00 9 Perm 6 6 4.0 20.9
Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s)	15 Prot 7 7 4.0 12.0 13.0	0 1.00 NA 4 4 4.0 20.9 22.0	distribution of the state of the	15 Prof. 3 3 4.0 12.0 12.0	0 100 100 NA 8 8 4.0 20.9 21.0	9 Perm 8 8 4.0 20.9 21.0	15 Prot 5 5 4.0 12.0 12.0	0 100 NA 2 2 4.0 20.9 24.0	Minimum at a seem	15 Prof 1 1 4.0 12.0 12.0	0 16 1.08 NA 6 4.0 20.9 24.0	1.00 9 Perm 6 4.0 20.9 24.0
Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%)	15 Prot 7 7 4.0 12.0 13.0	0 1.00 NA 4 4 4.0 20.9 22.0 31.4%	distribution of the state of the	15 Prof. 3 3 4.0 12.0 12.0 17.1%	0 100 100 NA 8 8 4.0 20.9 21.0 30.0%	9 Perm 8 8 4.0 20.9 21.0 30.0%	15 Prot 5 5 4.0 12.0 12.0 17.1%	0 100 NA 2 2 4.0 20.9 24.0 34.3%	Minimum at a seem	15 Prot 1 1 4.0 12.0 12.0	0 -16 1.00 NA 6 4.0 20.9 24.0 34.3%	1.00 9 Perm 6 6 4.0 20.9 24.0 34.3%
Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s)	15 Prot 7 7 4.0 12.0 13.0 18.6% 9.0	0 1.00 NA 4 4 4.0 20.9 22.0 31.4%	distribution of the state of the	15 Prof. 3 3 4.0 12.0 12.0 17.1% 8.0	0 1.00 NA 8 8 4.0 20.9 21.0 30.0% 16.1	9 Perm 8 8 8 4.0 20.9 21.0 30.0% 16.1	15 Prot 5 5 4.0 12.0 12.0 17.1% 8.0	0 100 NA 2 2 4.0 20.9 24.0 34.3% 19.1	Minimum at a seem	15 Prot 1 1 4.0 12.0 12.0 17.1% 8.0	0 -16 1.00 NA 6 4.0 20.9 24.0 34.3% 19.1	1.00 9 Perm 6 6 4.0 20.9 24.0 34.3% 19.1
Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Total Split (%) Maximum Green (s) Yellow Time (s)	15 Prot 7 7 4.0 12.0 13.0 18.6% 9.0 3.0	0 1.00 NA 4 4.0 20.9 22.0 31.4% 17.1 3.9	distribution of the state of the	15 Prof. 3 3 4.0 12.0 12.0 17.1% 8.0 3.0	0 16 100 NA 8 4.0 20.9 21.0 30.0% 16.1 3.9	9 Perm 8 8 4.0 20.9 21.0 30.0% 16.1 3.9	15 Prot 5 5 4.0 12.0 12.0 17.1% 8.0 3.0	0 100 NA 2 2 4.0 20.9 24.0 34.3% 19.1 3.9	Minimum at a seem	15 Prot 1 1 4.0 12.0 12.0 17.1% 8.0 3.0	0 1.00 1.00 1.00 6 4.0 20.9 24.0 34.3% 19.1 3.9	1.00 9 Perm 6 6 4.0 20.9 24.0 34.3% 19.1
Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s)	15 Prot 7 7 4.0 12.0 13.0 18.6% 9.0 3.0 1.0	0 1.00 NA 4 4.0 20.9 22.0 31.4% 17.1 3.9 1.0	distribution of the state of the	15 Prof. 3 3 4.0 12.0 12.0 17.1% 8.0 3.0 1.0	0 16 100 NA 8 4.0 20.9 21.0 30.0% 16.1 3.9 1.0	9 Perm. 8 8 4.0 20.9 21.0 30.0% 16.1 3.9 1.0	15 Prot 5 5 4.0 12.0 12.0 17.1% 8.0 3.0 1.0	0 100 NA 2 4.0 20.9 24.0 34.3% 19.1 3.9 1.0	Minimum at a seem	15 Prot 1 1 4.0 12.0 12.0 17.1% 8.0 3.0 1.0	0 1.00 1.00 1.00 0 0 0 0 0 0 0 0 0 0 0 0	1.00 9 Perm 6 6 4.0 20.9 24.0 34.3% 19.1 3.9 1.0
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Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Lost Time Adjust (s)	15 Prot 7 4.0 12.0 13.0 18.6% 9.0 3.9 1.0 0.0 4.0	0 1.00 1.00 NA 4 4 4.0 20.9 22.0 31.4% 17.1 3.9 1.0 0.0 4.9 Lag	distribution of the state of the	15 Prof. 3 3 4.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead	0 16 1 100 NA 8 8 4.0 20.9 21.0 30.0% 16.1 3.9 1.0 0.0 4.9 Lag	9 Perm. 8 8 8 4.0 20.9 21.0 30.0% 16.1 3.9 1.0 0.0 4.9 Lag	15 Prot 5 4.0 12.0 12.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0	0 16 100 100 100 100 100 100 100 100 100	Minimum at a seem	15 Prof 1 1 4.0 12.0 12.0 17.1% 8.0 3.0 1.0	0 1.00 1.00 NA 6 4.0 20.9 24.0 34.3% 19.1 3.9 1.0	1.00 9 Perm 6 4.0 20.9 24.0 34.3% 19.1 3.9 1.0 0.0 4.9 Lag
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Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	15 Prot 7 4.0 12.0 13.0 18.6% 9.0 3.9 1.0 0.0 4.0	0 1.00 1.00 NA 4 4 4.0 20.9 22.0 31.4% 17.1 3.9 1.0 0.0 4.9 Lag	distribution of the state of the	15 Prof. 3 3 4.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead	0 16 1 100 NA 8 8 4.0 20.9 21.0 30.0% 16.1 3.9 1.0 0.0 4.9 Lag	9 Perm. 8 8 8 4.0 20.9 21.0 30.0% 16.1 3.9 1.0 0.0 4.9 Lag	15 Prot 5 4.0 12.0 12.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0	0 16 100 100 100 100 100 100 100 100 100	Minimum at a seem	15 Prot 1 1 4.0 12.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead	0 16 100 100 100 100 100 100 100 100 100	1.00 9 Perm 6 6 4.0 20.9 24.0 34.3% 19.1 3.9 1.0 0.0 4.9 Lag Yes 3.0
Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s)	15 Prot 7 4.0 12.0 13.0 18.6% 9.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	0 100 100 100 100 100 100 100 100 100 1	distribution of the state of the	15 Prof. 3 3 4.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	0 16 1000 NA 8 8 4.0 20:9 21.0 30:0% 16.1 3:9 1.0 0:00 4.9 Lag Yes 3:0	9 Perm 8 8 8 8 4.0 20.9 21.0 30.0% 16.1 33.9 1.0 0.0 4.9 Lag Yes 3.0	15 Prot 5 4.0 12.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	0 16 100 NA 2 2 4.0 20.9 24.0 34.3% 19.1 3.9 1.0 0.0 4.9 Lag Yes 3.0 Min	Minimum at a seem	15 Prof. 1 1 4.0 12.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	0 -16 1.00 NA 6 4.0 20.9 24.0 34.3% 19.1 3.9 1.0 0.0 4.9 Lag Yes 3.0	1.00 9 Perm 6 4.0 20.9 24.0 34.3% 19.1 3.9 1.0 0.0 4.9 Lag Yes
Link Offset(ft)  Crosswalk Width(ft) Two way Left Turn Lane Headway Factor Turning Speed (mph) Turn Type Protected Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode	15 Prot 7 4.0 12.0 13.0 18.6% 9.0 3.0 1.0 0.0 4.0 Lead Yes 3.0 None	0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.	distribution of the state of the	15 Prof. 3 3 4.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	0 16 100 NA 8 8 4.0 20.9 21.0 30.0% 16.1 3.9 1.0 0.0 4.9 Lag Yes 3.0 None	9 Perm 8 8 8 8 4.0 20.9 21.0 30.0% 16.1 3.9 1.0 0.0 4.9 Lag Yes 3.0 None	15 Prot 5 4.0 12.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	0 16 100 NA 2 2 4.0 20.9 24.0 34.3% 19.1 3.9 1.0 0.0 4.9 Lag Yes 3.0	Minimum at a seem	15 Prof. 1 1 4.0 12.0 12.0 17.1% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	0 16 1.00 NA 6 6 4.0 20.9 24.0 34.3% 19.1 3.9 1.0 0.0 4.9 Lag Yes 3.0 Min	1.00 9 Perm 6 6 4.0 20.9 24.0 34.3% 19.1 3.9 1.0 0.0 4.9 Lag Yes 3.0 Min

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	1884 ·		重集	\M_{2}	WENT.	<b>中国</b>	W[8][	37,000	MBAS		3.	308
Pedestrian Calls (#/hr)		. 0			0	0		0;		4.54	0	0
Act Effct Green (s)	9.4	16.7		7.6	13.5	13.5	7.9	14.9	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	8.1	17.2	17.2
Actuated g/C Ratio	0.16	0.29	職。當時	0.13	0.24	0.24	0.14	0.26		0.14	0.30	0.30
v/c Ratio	0.55	0.46		0.22	0.59	0.28	0.33	0.55		0.40	0.53	0.31
Control Delay	37.2	22.6		30.1	29.2	5.4	31.8	25.3	- 46 - 77 - 78	33.3	24.1	5.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	37.2	22.6		30.1	29.2	5.4	31.8	25.3		33.3	24.1	5.3
LOS	D	С		С	С	Α	С	С		С	С	Α
Approach Delay		28.3	是一個	A SET YOU	22.0			26.8			19.5	
Approach LOS		С			С			С			В	
Queue Length 50th (ft)	60	- 80	E CATADA	19	92	0	29	89	10 P	37	106	0
Queue Length 95th (ft)	#128	138		42	137	18	63	139		80	173	37
Internal Link Dist (ft)		1280			2580		· Personal	1816			5273	all define
Turn Bay Length (ft)	125		1011110	100		360	65			125		260
Base Capacity (vph)	321	680		285	605	618	285	711		285	742	746
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	d Trail	0	0	0	0	0, 11	# - ##. ##	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.50	0.37		0.18	0.43	0.22	0.28	0.37		0.35	0.40	0.26

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 57.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 23.5

Intersection LOS: C

Intersection Capacity Utilization 49.2%

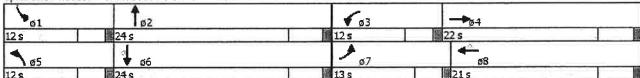
ICU Level of Service A

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: McCall Ave & Floral Ave.



Peak Hour Factor 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.8		•	*	<b>†</b>	-	-	<b>↓</b>			
Colume (veh/h)   5   1   200   7   1   1   1   2   2   2   2   2   2   2	Mayerrein	- 40V2)II		and the second	- NDE	SSE	TOTAL SALES	e to reality	acte annu	X(06) (3.27)
Sign Control   Stop   Free   Free   Free   Free   Free   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Stage   Sta		Contractor II	- Market			La Carrier	∡↑		A PARTIE AND A	au lipula II. au ann
Sign Control   Stop			1 1	200	7	100	182			
Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   Oracle   O	Sign Control	and the fact of the second second	DO STREET STATE	THE RESERVE AND LABOUR THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PART	SO PROPERTY.	iii 242 1314			CONTRACTOR STATE	
Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians   Pedestrians	Grade	0%			S is talking	A This sand	0%			
Pedestrians ane Wridth (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Wedian stype Median stype Median stype Median stype Median stype More signal (ft) X, platon unblocked C, conflicting volume C2, stage 2 conf vol C2, stage 2 conf vol C2, stage 2 conf vol C2, stage 2 conf vol C2, stage (s) F (s)	Peak Hour Factor		0.88		0.88	0.88				
Walking Speed (ft/s)         Percent Blockage       Right turn flare (veh)         Addian storage veh)       None       None         Justream signal (ft)       None       None         X, platoon umblocked       G. conflicting volume       440       231       235         C1, stage 1 conf vol       C22 stage 1 conf vol       C22 stage 1 conf vol       C35       C4       C4       C31       235         C2, stage (s)       6.4       6.2       4.1       C4       C5       4.1       C6       C7       C7       C8       C8       C8       C8       C8       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9       C9	Hourly flow rate (vph)	6	il:	227	8		2074			
Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) X, platon unblocked C, conflicting volume CC1, stage 1 conf vol CC2, stage 2 conf vol CC2, stage 2 conf vol CC3, stage 2 conf vol CC3, stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a stage (s) C, a sta	Lane Width (ft)			Brei						A. LEE BOOK
None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None	Walking Speed (ft/s)								21-1-1-1-1	
None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None   None			diamen.		2 第 8					
Median storage veh)       Upstream signal (ft)         X, platon unblocked       231       235         C1, stage 1 conf vol       221       235         C2, stage 2 conf vol       231       235         C3, single (s)       6.4       6.2       4.1         C, 2 stage (s)       6.4       6.2       4.1         F (s)       3.5       3.3       2.2         40 queue free %       99       100       100         M capacity (veh/h)       574       808       1332         Molume Total       7       235       208         Volume Right       1       8       0         SH       60       0       1         Volume Right       1       8       0         SH       60       1700       1332         Volume to Capacity       0.01       0.14       0.00         Queue Length 95th (ft)       1       0       0         Control Delay (s)       11.0       0.0       0.0         paperoach Delay (s)       11.0       0.0       0.0         paperoach LOS       B       A       0.2         retersection Capacity Utilization       21.0%       ICU Level of Service					ever bout were	CONTRACTOR STREET		and the second second		SECTION OF THE PARTY AND
Destream signal (ft)   Destream signal (ft)				None			None			
X, platoon unblocked   C, conflicting volume   440   231   235   235		or a larger twist sociated	ernskepiessen	ortugativersisere	TT - 015 TZM-1041	TO SPECIAL PROPERTY.				
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    3374         1524         1770         3355           0.950         0.950         0.950         0.950         0.950           1462         234         199         32.2         0.950         0.960         0.960         0.960         0.960         0.960         0.960         0.960         0.960         0.960         0.960         0.960         0.960 <t< td=""><td>  1</td><td> </td><td>\$ 62         598         194         7         487         60         127         167           1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900         1900   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2.5(c) 27(0))	U ESL	1981	EHL	- vys	1004	W _n (1)	10/B/E/	Mag	- Wilder	SB		SH S
Flash Dont Walk (s)		11.0	11.0		11.0		Kalana S	11.0	11.0	Share.	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	7.7	21.1	21.1	6.4	16.7	AND IN	8.4	10.9	10.9	8.1	10.8	10.8
Actuated g/C Ratio	0.14	0.40	0.40	0.12	0.31		0.16	0.20	0.20	0.15	0.20	0.20
v/c Ratio	0.37	0.54	0.31	0.03	0.53		0.51	0.26	0.07	0.44	0.42	0.29
Control Delay	31.2	15.7	4.0	27.3	19.3		34.6	21.9	0.3	32.2	23.0	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	15.7	4.0	27.3	19.3		34.6	21.9	0.3	32.2	23.0	4.5
LOS		В	A	С	В		i i i i i i	0.1	A A	C	0	A
Approach Delay		14.2			19.4			25.2	i i i i i i i i i i i i i i i i i i i	own thicoale.eniage	20.9	- Harriston, Jan.
Approach LOS		В						C			C	
Queue Length 50th (ft)	25	87	0	2	92		49	31	0	38	52	0
Queue Length 95th (ft)	62	175	35	14	151		#134	. 59	0	#91	85	20
Internal Link Dist (ft)		1382			2280			3792		110001111101	3309	
Turn Bay Length (ft)	220		610	225			200	51111	50	260		200
Base Capacity (vph)	236	1563	831	293	1341		293	1256	661	280	1256	585
Starvation Cap Reductn	Ō	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
Reduced v/c Ratio	0.32	0.46	0.28	0.02	0.42		0.48	0.15	0.04	0.40	0.24	0.20

的是要是相似的知识的变形。			CHI AVWY	No.
Area Type: Other				
Cycle Lengin 70				
Actuated Cycle Length: 53.2				
Natural Cycle: 70				
Control Type: Actuated-Uncoordinated				
Maximum v/c Ratio: 0.54				
Intersection Signal Delay: 18.4	Inte	rsection LOS: B		
Intersection Capacity Utilization 48.9%	ICL	Level of Service A		
Analysis Period (min) 15				
	and the Processor Continues and the con-	AND THE PERSON NAMED IN COLUMN		MERCHANIST AND A STREET

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Golden State Blvd & Manning Ave.

61	<b>1</b> 62	<b>√</b> ø3	₩ <b>3</b> 4
12 s	22 s	12 s	24 s
<b>↑</b> ø5	<b>₩</b> ø6	<b>≯</b> 87	<b>4</b> − Ø8
12s	22 s = n = 1 + max (2) F = 3 + min	12 s	24s

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Lairie Group	ERIL	a la ly	West 1	沙堡社	West	WEST.	MBL	richt	MER	5.81	SE	SHO
Lane Configurations	ሻ	<b>1</b>	4111	15	↑₽		*5	*	7	75	₽	
Volume (vph)	41	635	96	152	426	24	68	137	115	31	133	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175	VIII. TISSA	0	105	THE S	25	95		0
Storage Lanes	1	Sec. 11. market 17. Land	0	1		0	1	112-11111111111111111111111111111111111	1	1		0
Taper Length (ft)	90		THE STATE	90	E 1 5 80		90		THE TH	90	35.6	America
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fit Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Common Commo		0.980			0.992	ALTERS!	77 12 3		0.850	¥ 14	0.978	3172
Flt Protected	0.950	TO THE SAME	SSECTION AND THE	0.950	na i Zwana za	100000	0.950	A Principal of the	- Salamani (	0.950	usin 76206007.040	
Satd. Flow (prot)	1770	3468	0	1770	3511	0	1770	1863	1583	1770	1822	0
Flt Permitted	0.950		All and Later	0.950	(in 20)	2	0.950	With the Law of the		0.950		BHRMHIX
Satd. Flow (perm)	1770	3468	0	1770	3511	0	1770	1863	1583	1770	1822	DELIC TEST
Right Turn on Red	1010	0,100	Yes	111111-0	10011	Yes	144		Yes	in the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the	1000	Yes
Satd. Flow (RTOR)	ALCZEL SIN	24	163		8	103	a Gently	海川縣保崎	154	SECTION IN	12	
Link Speed (mph)	100	55			55	111111111111111111111111111111111111111	H_ 100	50	104	The second second	50	and the last
	SICIAL SERVICE	2641	RW/ BUY 197	in the little	5169	E-1999, 1975	The Survey	5277		E PLEAS	2634	E VOTE
Link Distance (ft)	Share (uther	THE RESERVE AND PARTY AND PARTY.	S WEST		September 2 of September 2	K		72.0	HALL SHIPS	1 han &	35.9	
Travel Time (s)	0.07	32.7	0.07	0.04	64.1	0.01	0.00	0.86	0.00	0.88	0.88	0.00
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.86		0.86	The Laboratory of the Laboratory		0.88
Adj. Flow (vph)	47	730	110	167	468	26	79	159	134	35	151	26
Shared Lane Traffic (%)	Texas Elisi	<b>建松 30 州</b>			GENTLE C	1923 198	- 1391 Hall	SE SE SE	3011135416	記画が高い	STATE OF THE OWNER.	MM E
Lane Group Flow (vph)	47	840	0	167	494	0	79	159	134	35	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	.No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	198 O. W. 125	12	200	新福	12			12			12	
Link Offset(ft)	Market Basis I -	0	-		0		MCT THE STREET	0	Taminani makan kata kata ka	NOT THE OWNER OF THE OWNER.	0	-
Crosswalk Width(ft)	-	16	-	- Ner-	16.	tari i mili		16	Hadimi'		16	mer -
Two way Left Turn Lane											and the second	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	⊢ NA	1,70	Prot	NA NA	Perm	Prot	- NA	Pro I
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STA			distribution of	AVIETA NA				2	TO DESIGN		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase	列亞 区域		11				100			Nat :		
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	20.9		12.0	20.9		12.0	20.9	20.9	12.0	20.9	
Total Split (s)	12.0	24.5		12.0	24.5		12.0	21.5	21.5	12.0	21.5	
Total Split (%)	17.1%	35.0%	St. A	17.1%	35.0%		17.1%	30.7%	30.7%	17.1%	30.7%	STATE
Maximum Green (s)	8.0	19.6	N. T.	8.0	19.6		8.0	16.6	16.6	8.0	16.6	
Yellow Time (s)	3.0	3.9		3.0	3.9	A. 50	3.0	3.9	3.9	3.0		Option 7
All-Red Time (s)	1.0	1.0	NUCESOITC:	1.0	1.0		1.0	1.0	1.0	1.0	1.0	Annahir-b
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	200	0.0	0.0	0.0	0.0	0.0	553
Total Lost Time (s)	4.0	4.9	Section 2	4.0	4.9	10000	4.0	4.9	4.9	4.0	4.9	MINISTERNAL SELECTION AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS
Lead/Lag	Lead	Lag	157E 73103	Lead	Lag	3,850,036	Lead	Lag	Lag	Lead	Lag	(1945) SE
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	- THE P. S.	Yes	Yes	Yes	Yes	Yes	SHA TE
	3.0	3.0	Panal Section	3.0	3.0	CALL THE	3.0	3.0	3.0	3.0	3.0	RIENKS
Vehicle Extension (s) Recall Mode			NAME OF THE PARTY OF			1-1	THE RESERVE TO SERVE AND RESERVE	The second second second				C MORA
	None	None	ante program	None	None	NAME : THE	None	Min	Min	None	Min	ENABLES SE
Walk Time (s)	oz sed co	5.0	A. S. of	efet malk	5.0	art ac	aleks 78kin	5.0	5.0	The state of	5.0	Attento / car
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	

	1	-	¥ 1	<b>—</b>	•	1	1		-	¥	4
white Group	1551	120	ESSE WELL	VVIB.T	NE C	Mb.		Matk	Sign		SUR
Pedestrian Calls (#/hr)		. 0		. 0			0 -	0		0	
Act Effct Green (s)	7.0	18.0	8.3	24.1		7.4	15.5	15.5	6.8	11.0	
Actuated g/C Ratio	0.12	0.30	0.14	0.40		0.12	0.26	0.26	0.11	0.18	
v/c Ratio	0.23	0.80	0.69	0.35		0.37	0.33	0.26	0.17	0.52	
Control Delay	30:0	27/4	46.3	17.0		32.5	22.4	5.0	29.4	28.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	30.0	27.4	46.3	17.0		32.5	22.4	5.0	29.4	28.0	
LOS	С	С	D	В		С	С	Α	С	С	
Approach Delay		27.5		24.4			18.3			28.3	
Approach LOS		С		С			В			C	
Que is Length 50th (ii)	17	152	65	78		29	43	0	13	60	
Queue Length 95th (ft)	46	#250	#169	133		67	102	27	37	111	
Interna Link Dist (ft)		<b>2</b> 561		5089			5197			2554	
Turn Bay Length (ft)	200		175			105		25	95		
Base Gapacity (70n)	244	1189	244	1408		244	593	609	244	530	
Starvation Cap Reductn	0	0	0	0		. 0	0	0	0	0	
Spillback Cap Reductn	0	0	0			0	0	-10	0	0	
Storage Cap Reductn	0	0	0	.0		0	0	0	0	0	
Reduced v/c Ratio	0.19	0.71	0.68	0.35		0.32	0.27	0.22	0.14	0.33	

Area Type: Other Cycle Length: 70

Actuated Cycle Length: 60.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 25.0

Intersection LOS: C

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: McCall Ave & Manning Avenue

01	102	<b>√</b> ø3	<b>→</b> _{b4}	
12 s	21.5 s	12 s	24.5 s	
<b>5</b> ø5	<b>↓</b> ø6	<b>≯</b> 87	<b>4</b> — ø8	
12 s	<b>21.5 s</b>	12 s	24.5 s	

	۶	-	*	•	•		4	<b>†</b>	-	-	1	1
Menah eni	270)L	1000		WELL.	NO. POT	WER	W.B.	Nii j	MER	SBL	317	
Lane Configurations		4	7		₩	en en en en en en en en en en en en en e	ሻ	<b>1</b>		ሻ	44	in the second
Volume (veh/h)	2	3	7	19	4	104	3	200	52	287	256	
Sign Control	orene en esperantes	Stop	abroximos arch	saucesteur.	Stop	som cook or no	THE RESERVE	Free	and the second		Free	CONTRACTOR OF
Grade		0%			0%			0%			0%	PHILIP
Peak Hour Factor	0.88	0.88	0.88	0.92	0.92	0.92	0.93	0.93	0.93	0.88	0.88	0.88
Hourly flow rate (vph)	2	3	8	21	4	113	3	215	56	326	291	16141
Pedestrians		der entities		SOMETHERD!	NOT THE REAL PROPERTY.	APPENDENCE OF A	MEDICAL SERVICE	CHARGO SERVE	NESSA SELEC	(24.4cm)[2.5]		(G55)(B)
Lane Width (ft)	The street			0.50	生力學生	the A						1912-10
Walking Speed (ft/s)		STATE STATE OF	the market				*港:小田7年	ENHALL ROSS		100 100	PROBLEM INCO	
Percent Blockage			97 (1)49(1)	8			2 1	(data)(8)	St. mar.		s, red	Can Alex
Right turn flare (veh) Median type	SALE.		1 	te ma		ira on reals Salara de	w 44-7	None			None	
Median storage veh)												
Upstream signal (ft)				C. L.	The sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the sales of the s							
pX, platoon unblocked												
vC, conflicting volume	1173	1221	146	1049	1194	135	292		是一個	271	重。此種	A.,
vC1, stage 1 conf vol				***************************************					e e e e e e e e e e e e e e e e e e e		e way are massers	decorate to the
vC2, stage 2 conf vol												
vCu, unblocked vol	1173	1221	146	1049	1194	135	292	unitosus	1 8131 - 1 8W	271		denu proute.
IC, sing et (s)	745	া সুস্থা	30	7.5	<b>6.</b> 5	6.9	4.1			4.1		
tC, 2 stage (s)		i Principalite <u>Vir</u> adoje		GENERAL STATES		in mara			1-11/15 - 10F			
F(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	99	85	97	87	100	Total State of the Control	HECKE STREET	75		SERVICE VIL
cM capacity (veh/h)	101	133	875	142	138	888	1267			1289	10000000000000000000000000000000000000	理性を
Volume Total	14	138	3	143	128	326	194	98				
Volume Left	2	21	3	0	0	326	0	0	100,000,000,000,000	A CONTRACTOR	di mochino (4 filtra	porter, neces
Volume Right	8	113	0.8	Ö	56	0	0	1	Call State			
cSH	288	454	1267	1700	1700	1289	1700	1700	D14 - TSR80 1 9 ALI	They are desired to the	***	
Volume to Capacity	0.05	0.30	0.00	0.08	0.08	0.25	0.11	0.06				
Queue Length 95th (ft)	4	32	0	0	0	25	0	0				
Control Delay (s)	20.5	16.4	7.8	0.0	0.0	8.7	0.0	0.0				4159
Lane LOS	С	С	Α	-51-5151		Α						
Approach Delay (s)	20.5	16.4	0.1		2	4.6						
Approach LOS	С	С										
pesedior Summer		Birth St.	E ^	125								
Average Delay		SOUNDERSE!	5.2	anen ava	9010-2772	of Co-de	athogoste a	Section state	111111111111111111111111111111111111111	EDANELISM	and micro	EURITAIN.
Intersection Capacity Utilizat	uon	di ma	47.4%	il.	U Level	of Service		Mayor Hall	A	4,21	met March	
Analysis Period (min)			15				M. W. Commission of Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, St				****	

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Movement	4.整数三.3	887	2 W.	9/87	NE.	Trial Pa	1000 W.E.		S. 5,2 (		
Lane Configurations	1>	7000	3850	4	N/F	The second of the second					
Volume (veh/h)		55	132	122	21	190					
Sign Control	Free			Free	Stop	441-211-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-	, , , , , , , , , , , , , , , , , , ,	in the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of th			
Grade	0%			0%	0%			<b>新洲</b>			
Peak Hour Factor	0.87	0.87	0.94	0.94	0.88	0.88			and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t		
Fourly flow rate ((ph))	332	63	140	130	24	216					
Pedestrians			estis green								
Lane Width (ft) Walking Speed (ft/s)			Q=U								
Rercent Blockage											
Right turn flare (veh)											1
Median type	None			None							
Median storage veh)	C. CLE LANGE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH				and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	######################################				H H H H H	
Upstream sterral (ft)											
pX, platoon unblocked										omen-11	- Transfer to the second
ve confileing volume			395		774	364					
vC1, stage 1 conf vol	market in property	rillin val himili	armann		/			for land		and harmon and	ini carenean
vC2, stage 2 conf vol											
vCu, unblocked vol			395 <b>4.1</b> 0	Distriction is	774 <b>6.4</b>	364 6.2					
tC, 2 stage (s)			4.11		0.4						
tF (s)			2.2		3.5	3.3	and Hilling 4	100			
p0 queue free %	W HE HALL	Chapter 174 or	88	in ion kind and and	93	68	Mession Shalle	dic phodesous	ERSON FOR THE SE	AMAGES OF SECURITY OF	
cM capacity (veh/h)			1163		322	681			0		1. 72
UNE STATE STATE IS	WEY'S	Wei	TAXABLE DE			1112115parency (t);		aner	I CHOOSE C		opening of
Volume Total	395	270	240		SECTION 1700	ALCOHOLD TO SECTION	ESAS VALIDADO		en acar ones		
Volume Left	0	140	240	191401					10 4 5 C 4 C 4 C 4 C 4 C 4 C 4 C 4 C 4 C 4		
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cSH	1700	1163	613		100000777				EACHED TO STATE		Difficulties):
Volume to Capacity	0.23	0.12	0.39								
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Lane Configurations		4			4			4	7		4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	74	171	33	122	177	72	70	242	112	62	235	103
Peak Hour Factor	0.84	- 0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.81	0.81	0.81
Hourly flow rate (vph)	88	204	39	144	208	85	78	269	124	77	290	127
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Volume Total (vph)	331	436	347	124	494							
Volume Left (vph)	88	144	78	Ö	77							
Volume Right (vph)	39	85	0	124	127							
Hadj (s)	0.02	-0.02	0.15	-0.67	-0.09		0.086				- Sec	THE THE
Departure Headway (s)	9.4	9.0	9.5	8.7	9.0		-002,000					
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Capacity (veh/h)	371	399	370	408	403				toro Constantino		en estato i discini	
Control Delay (s)	48.8	101.6	57.8	14.2	153.9						Charles.	
Approach Delay (s)	48.8	101.6	46.3		153.9	en company	Decurior const		necessaries de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina de la constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina della constantina		o Maria Sono Sanco	met market a
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Lane Configurations	*5	P		ሻ	4	74	*5	1		7	^	7
Volume (vph)	213	196	47	20	143	60	51	330	32	50	213	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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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	1.00	1.00
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Flt Protected	0.950	MELLING BOOKS TO BROWN WELL	PI-GOZZIUR	0.950	China Control	Transaction of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Co	0.950	1844277799052VC-07	1400 OLD (1010)	0.950		HITAGA LANGE
Satd. Flow (prot)	1770	1809	0	1770	1863	1583	1770	1839	0	1770	1863	1583
Flt Permitted	0.950	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	100000000000000000000000000000000000000	0.950	HACUNG 275.TOT AS	12/17/06/06	0.950	THE STATE OF	Hard The Street	0.950	1949	in ministry.
Satd. Flow (perm)	1770	1809.	0	1770	1863	1583	1770	1839	0	1770	1863	1583
Right Turn on Red	HIGH PRINCES	1000	Yes	CHRISTIAN CH	Different No. of Street, Street,	Yes	Principal Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the Communication of the	Taran Tar	Yes	leastif (ASIn Dat	SMILL OF THE	Yes
Satd. Flow (RTOR)	THE WAY	17	r a street	\$74.0m		154	POST TO	7	STATE AND	FROM ANTO		186
Link Speed (mph)		40		The state of	40		ORDER DE	50	2019/01/1944	ing page of the lease	50	The latest the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sam
Link Distance (ft)		1360	August 1		2660			1896	25	130 Jane	5353	
Travel Time (s)	The Same	23.2	P. P. P. C.		45.3	4.00	No.	25.9	AND DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF		73.0	1000000000
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	237	218	52	23	166	70	55	359	35	59	251	186
Shared Lane Traffic (%)	ZOI IIWEBBOOK	210		ENTITED TO	100	70			500 SE	1664 B. Ju	201	100
	227	270		1970072	166	70	55	394	0	59	251	186
Lane Group Flow (vph)	237	270	0 No	23 No		No No	No	No.	No	No	No	No
Enter Blocked Intersection	No-	No i	THE REAL PROPERTY.		No		A THE R. P. LEWIS CO., LANSING, MICH.		Burn Daller Berlin der		COLUMN TO A STREET OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	
Lane Alignment	Left	Left	Right	Left	Left 12	Right	Left	Left 12	Right	Left	Left 12	Right
Median Width(ft)	MC 2513	12	- 100	ter Mari		Listellings	nde la			980 271		
Link Offset(ft)	see a suspension	0	3542 7 1550		0	1200000000000	J. Carlotte	16		STATE OF	0 16	arministra.
Crosswalk Width(ft)		10	eFe (#	T	16	AMERICA	ike:	10		307480148	10	4 1802
Two way Left Turn Lane	4.00	2.00	4 00	4.00	4 00	* 00	00 k 200	4 00	4.00	4.00	4.00	100
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00
Turning Speed (mph)	15	HOMETERS IN THE	9	15	euromas and	9	15	artimotic security	9	15		9
Turn Type	Prot	NA	Mary Mary	Prot	Company of the	Perm	Prot	NA	TIBANE . PP.	Prot	NA	Perm
Protected Phases	7	4	ISSUED TOWNS	3	8	100000000000000000000000000000000000000	5	2	drivers more	7	6	Company Company
Permitted Phases				facilities.		8	Stores					6
Detector Phase	7	4		3	8	8	5	2	ALCOHOLD VIOLE	1	6	6
Switch Phase					anone:				- 10 mm and 10 mm	Back St.	2 - 10m + dist	-2-10-2
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	20.9		12.0	20.9	20.9	12.0	20.9	Service Service	12.0	20.9	20.9
Total Split (s)	14.0	22.9		12.0	20.9	20.9	12.0	23.1		12.0	23.1	23.1
Total Split (%)	20.0%	32.7%	#8" Y = 3	17.1%	29.9%	29.9%	17.1%	33.0%		17.1%	33.0%	33.0%
Maximum Green (s)	10.0	18.0		8.0	16.0	16.0	8.0	18.2		8.0	18.2	18.2
Yellow Time (s)	3.0	3.9	Signatur	3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	46	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	10.7	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	None	None	None	None	Min		None	Min	Min
	W/O 5755-0		and the same	CATALOG STATE OF THE			THE STREET		direct reason	- J. B. 100		5.0
Walk Time (s)		5.0	1000	ALC: THE	5.0	5.0	Section 1	5.0	PHOTO THE	230000000000000000000000000000000000000	5.0	0.0

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cains Gran	186	1111	- B) (	八岛山	WE	Will Will	NBL	MEE	MER	38	Spin	
Pedestrian Calls (#/hr)		0			0	0		0.0		in wat	0	0
Act Effct Green (s)	11.1	18.7		6.9	11.1	11.1	7.4	16.6		7.4	16.6	16.6
Actuated g/C Ratio	0.20	0.34	Gold Karl	0.12	0.20	0.20	0.13	0.30		0.13	0.30	0.30
v/c Ratio	0.68	0.44		0.11	0.45	0.16	0.24	0.71		0.25	0.45	0.31
Control Delay	40. <b>2</b>	19.8		28.9	27.0	0.8	297/	29.9		30.0	22.6	5,4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	40.2	19.8		28.9	27.0	0.8	29.7	29.9		30.0	22.6	5.4
LOS	D	В		С	С	Α	С	С	etro	С	С	Α
Approach Delay		29.3			20,1			29.9			17.0	
Approach LOS		С			С			С			В	
Queue Length 50th (ft)	92	68		8	60	0	20	137	. In	22	81	0
Queue Length 95th (ft)	#230	166		28	107	0	54	#296		54	148	37
Internal Link Dist (ft)		1280	*		2580	L de la		1816			5273	
Turn Bay Length (ft)	125			100		360	65	1110.07.11.411		125		260
Base Capacity (vph)	351	729		281	591	607	281	668	8	281	673	691
Starvation Cap Reductn	0	0	S = 1115-5311274111175-15	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0.	0		0	- 0	- 70	0	0		0	0	- 0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.68	0.37		0.08	0.28	0.12	0.20	0.59		0.21	0.37	0.27

Area Type:
Cycle Length: 70
Actuated Cycle Length: 55.7
Natural 70

Maximum v/c Ratio: 0.71



	1	4	†	~	-	+				
Meassigail	MB	awaith.	NB/T	MB	881.	Sir				
Lane Configurations	K4.		1			4				
Volume (veh/h)	9	3	178	9	1	248				eralie:
Sign Control	Stop		Free			Free				
Grade Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Ann	0%		0%		THE P	0%				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				
Hourly flow rate (vph)	10	3	202	10	1	282	A STATE OF THE SAME		We part of the same	
Pedestrians										
Lane Width (ft)		197			000					
Walking Speed (ft/s)	- NEILITONIA DITTATURI	ATMINISTRATION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	THE POST OF THE PARTY.	TO BE TO SHAD	union su	LI MESTICA	TALENDONISA	mi//www.upaca.ec.amii/de/10		
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Upstream signal (ft)					105	100				
pX, platoon unblocked vC, conflicting volume	491	207	SERVICE SERVICE		212	chemicals				ernen
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vCu, unblocked vol	491	207		MOVEM AND RESIDENCE	212	Second 12	THE HISTORY			The s
tC, single (s)	6.4	6.2		EMPESIENCE.	4.1	986.05	The second second		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	PARTY.
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cl/I capacity (veh/h)	<b>5</b> 36	833			1358					
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Volume Left	10	0	1	HUR - STORMULT VITAGES	- apostura	ENLISTON INCH		Designation of the last	are years the second of the second	2404
Volume Right	3	10	0					-4 Tright State -		Chic (chic
cSH	588	1700	1358		Glaskait attivitibili	1-1-1-1		PARTY NAMED IN COLUMN	_ Annaum	2000000
Volume to Capacity	0.02	0.13	0.00		87 100					60
Queue Length 95th (ft)	2	0	0							
Control Delay (s)	11.3	0.0	0.0	11.94	35 105					
Lane LOS	В		Α							
Approach Delay (s)	11.3	0.0	0.0	20-30 Su		Mrs. m.				
Approach LOS	В									
marragin Summer	<b>当</b> 多用"全"了	N. Neph		120			243205000			3 1
Average Delay			0.3							
Intersection Capacity Utiliza	ation		23.8%	ICU	Level o	f Service		A		
Analysis Period (min)	Tanana III		15							
	and the	n Sinti			1					NUNE .

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(2) (5 (5 (6) (F) )	S SEED	152	E 10 10 10 10 10 10 10 10 10 10 10 10 10	WEIL	W/B	Walk	NB.	W.25	NE IR	Sal		SHE
Lane Configurations	7	个个	*	ኝ	<b>†</b> 1>		ሻ	个个	*	7	<b>^</b>	7
Volume (vph)	61	408	162	4	736	92	271	238	7.	73	119	64
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		610	225		0	200	ggi green anne n	50	260		200
Storage Lanes	1		1	1		0	1		1	1	Landadoldelle (Taki)	1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Fit 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950	Peconsulted Ve		0.950	in marina ina	p. lia
Satd. Flow (prot)	1570	3252	1524	1770	3416		1770	3539	1583	1703	3539	1346
Flt Permitted	0.950	7272		0.950			0.950			0.950		
Satd. Flow (perm)	1570	<b>32</b> 52	1524	1770	3416	0	1770	3539	1583	1703	3539	1346
Right Turn on Red	1370	JZUZ	Yes	17.70	3410	Yes	1110	3000	Yes	11.00		Yes
Satd. Flow (RTOR)			219	er riibieden Tigengry	18	168			135			135
			_ ZJS		50			50			50	
Link Speed (mph)		50										
Link Distance (ff)		1462	Cat	Carry Carry	2360			3872		Control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the contro	3389	distribution of the second
Travel Time (s)		19.9	0.77		32.2	0.70		52.8	2.04	A 77	46.2	
Peak Flour Factor	0.74	0.74	0.74	0.78	0.78	0.78	0.91	0.91	0.91	0.77	0.77	0.77
Heavy Vehicles (%)	15%	11%	6%	2%	4%	3%	2%	2%	2%	6%	2%	20%
Adj Flow (voi)	82	551	219	<b>5</b> 5	944	118	298.	262	8	95	155	88
Shared Lane Traffic (%)			n samenen maar		BARN VI	000 WINE 10						
Lane Group Flow (vph)	82	551	219	- 5	1062	0	1 298	20072	8	95	155	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	- Leji	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	A ST AND IN		12			12	···· ,1,07507;1500500		12	normanialismos.
in ofset(ft)		- 10			0			0			0	
Crosswalk Width(ft)		16	and the second second		16			16	White the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of		16	
Two way Left Turn Lane.		667. 461EP 18. 31121.										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	And the other controls	9	15		9
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t		4				Marie Company and the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the seco		2			6
Detector Phase	7.	4	4	3	8		- 5	2	2		6	6
Switch Phase	and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t				o management							tomato policitore
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4,0	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9	12.0	20.9	20.9
Total Split (s)	12.0	31.0	31.0	12.0	31.0		14.0	25.0	25.0	12.0	23.0	23.0
Total Split (%)	15.0%	38.8%	38.8%	15.0%	38.8%		17.5%	31.3%	31.3%	15.0%	28.8%	28.8%
Maximum Green (s)	8.0	26.1	26.1	8.0	26.1		10.0	20.1	20.1	8.0	18,1	18.1
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
				Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	165	1.00		1.00				1.00	
Lead-Lag Optimize? Vehicle Extension (s)		Yes 3.0	7 es 3.0	3.0	3.0	deres de la des	3.0	3.0	3.0	3.0	3.0	3.0
	Yes						11.11.18174 1		20 2000 101100			

	•	-	*	1	+	•	1	Ť		-	↓	4
Lane views	4.0	12.00	2 HE	WATER TO		SWEEK	A)EL		WEP.	831	\$15	3.00
Flash Dont Walk (s)		11.0	11.0	- 188	11.0		THE REAL PROPERTY.	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0	es despite	0			0	0		0	0
Act Effct Green (s)	7.4	32.1	32.1	5.9	25.0		10.2	13.8	13.8	7.6	8.6	8:6
Actuated g/C Ratio	0.11	0.48	0.48	0.09	0.37		0.15	0.21	0.21	0.11	0.13	0.13
v/c Ratio	0.47	0.35	0.26	0.03	0.82	10 m	1.10	0.36	0.02	0.49	0.34	0.29
Control Delay	39.6	12.4	3.1	31.0	26.5	************	119.2	27.6	0.1	39.5	30.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	12.4	3.1	31.0	26.5		119.2	27.6	0.1	39.5	30.1	4.4
LOS	D	В.	Ā	C	C	ALVS A	F	C	A	D	C	- A
Approach Delay	0.000 mm.m.m.m.m.m.m.m.m.m.m.m.m.m.m.m.m	12.6			26.5			75.3			26.4	
Approach LOS		В.	鲁 品		C			WE E	を受ける		C	
Queue Length 50th (ft)	34	63	0	2	211	- Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of	~159	55	0	39	33	0
Queue Length 95th (ft)	62	107	20	10	247		#314	90	0	72	50	4
Internal Link Dist (ft)		1382			2280			3792			3309	
Turn Bay Length (ft)	220	THE RES	610	225			200		50	260	-433	200
Base Capacity (vph)	191	1639	877	216	1372		270	1087	580	207	978	469
Starvation Cap Reductn	0	0	0	0	0	Hospe man	0	0	0	* 0	0	0
Spillback Cap Reductn	0	0	0	0	0	C. Carrella M. V. C. C.	0	0	0	0	0	0
Storage Cap Reductn	. 0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.34	0.25	0.02	0.77	- amendada	1.10	0.24	0.01	0.46	0.16	0.18

Area Type: Other
Cycle Length: 80

Actuated Cycle Length: 66.8

Natural Eveler 90 Aug 1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 32.1
Intersection Capacity Utilization 59.8%

Intersection LOS: C

ICU Level of Service B

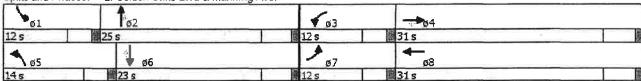
Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



	*	-	*	•	•	*	1	<b>†</b>	-	-	<b>↓</b>	4
ane Grobig	होता	150	- Balls	WELL	wii.	外理制	VIBIL.	MBT	NBIR	88	SEE	្សនា
Lane Configurations	19	<b>1</b>		75	<b>1</b>		*	*	7	ሻ	P>	
Volume (vph)	18	437	82	106	741	50	180	110	132	53	167	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	OF SHIP THE	0	175	SERVICE IN	0	105	11000	25	95		0
Storage Lanes	1	zom unigsoritettes an	0	1	am mode	0	1		1	1	100 E T 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1 T 1 T	0
Taper Length (ft)	90			90		1000	90		S JEW	90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fri		0.976	HEARING.	Red Labore	0.991	1 W. S.	Gartin I	33.575	0.850		0.976	1000
Flt Protected	0.950	Min Pare Labor		0.950	erior Coperati	Facility and the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Cont	0.950	The state of the state of	130 120 120 120 120	0.950	VILLA VILLA DEL CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARROLLE DE LA CARRO	Land Land
Satd. Flow (prot)	1770	3454	0	1770	3507	0	177.0	1863	1583	1770	1818	0
Flt Permitted	0.950	aments See - 7 dist	and the same of	0.950			0.950	Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of th	on her aller and	0.950	AND THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T	Paterna
Satd. Flow (perm)	1770	3454	0	1770	3507	0	1770	1863	1583	1770	1818	0
Right Turn on Red	minglessor, a San		Yes	E Wars	ON CASA STATE	Yes	Canadalla T	William P.	Yes	Company of the Company	similer of T. M. C. Andrew	Yes
Satd. Flow (RTOR)		30			10				159	\$66.	13	L Section
Link Speed (mph)		55	PREPARE (INSTRA	THE REAL PROPERTY.	55	Terhabusta mieraria	Self-self-co	50	MAN DE LA CONTRACTOR	SOURCE STREET	50	Programment (
Link Distance (ft)		2641	WHEE 1,55.	Lucate III	5169		PO SERVICE	5277	SHOWN	196527527	2634	none de la
Travel Time (s)		32.7	100000		64.1	985517670	Karaman 19	72.0	TO SERVICE	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	35.9	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR
Peak Hour Factor	0.77	0.77	0.77	0.79	0.79	0.79	0.83	0.83	0.83	0.72	0.72	0.72
Adj. Flow (vph)	23	568	106	134	938	63	217	133	159	74	232	44
Shared Lane Traffic (%)		MONTH ON A	100	COLUMN STA			- 11 - 12 - 12 - 12 - 12 - 12 - 12 - 12					
Lane Group Flow (vph)	23	674		134	1001	0	217	133	159	74	276	
Enter Blocked Intersection	No	No.	- No	No	No	No	No	No	No	- No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	LOIL	12	ragin	LOIL	12	Managar	LGII	12	Marie 1		12	STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET
Link Offset(ft)	OROGENIA DE SERVI	0	100 mm	A Charles	0	West of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least of the least	BLAMMAN	0	SPENIE VILLEGO		0	Charles
Crosswalk Width(ft)		16		K THE ASSESS	16		PEURAIA	16		NEW CONTRACTOR	16	CHEST
Two way Left Turn Lane		1.0		in the United	10	Continue of		10		H.OOM HALL	10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	15	1.00	9	15	1.00	9	15	1.00	9	15	1.00	0.00
Turning Speed (mph) Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	ŇA	STOWN ST
Protected Phases	7	11/0		3	8	90000000	7 10t	2	Telli	1	6	S. 34-1
Permitted Phases	EVERTINA SERVE			<b>阿林德斯拉德</b>		We 101905		SHIPE CO.	2		NOT PER MISSES PERSON	SOLED IN
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Minimum Split (s)	12.0	20.9	apares (15)	STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY		4 4 12	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s		22.0	12.0	22.0	15121191
Total Split (s)	12.0	24.0	Will Street	12.0	24.0	NATION OF	12.0	22.0				हामान्य ह
Total Split (%)	17.1%	34.3%	Barrier C	17.1%	34.3%	By Dan E	17.1%	31.4%	31.4%	17.1%		- department
Maximum Green (s)	8.0	19.1	an Casador Hara	8.0	19.1	BELLES STATES	8.0	17.1	17.1	8.0	17.1	- W.W
Yellow Time (s)	3.0	3.9	0.000	3.0	3.9	il awww.	3.0	3.9	3.9	3.0	3.9	CHARLES.
All-Red Time (s)	1.0	1.0		1.0	1.0	SECTION SECTION	1.0	1.0	1.0	1.0	1.0	- 1800
Lost Time Adjust (s)	0.0	0.0		THE WAY AND A	0.0		0.0	0.0	0.0	0.0	0.0	n Marie
Total Lost Time (s)	4.0	4.9	Telefoli se per	4.0	4.9	and an order	4.0	4.9	4.9	4.0	4.9	THE WAY
Lead/Lag	Lead	Lag	H-90 (47)	Lead	Lag	MIN. 100	Lead	Lag	Lag	Lead	Lag	HAR MA
Lead-Lag Optimize?	Yes	Yes	right right regions where	Yes	Yes	econstitution of	Yes	Yes	Yes	Yes	Yes	CONTRACTIVISM
Vehicle Extension (s)	3.0	3.0	the Spirit	3.0	3.0		3.0	3.0	3.0	3.0	3.0	THE COLUMN
Recall Mode	None	None	ORIGINAL TO A LOCAL	None	None		None	Min	Min	None	Min	eropresion:
Walk Time (s)	國際	5.0		100	5.0	8645-6C	NE P	5.0	5.0	E ELW ISI	5.0	Deur C
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	

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are grap	<b>基</b> 與		THE PAR	W/P	MIN:	MBL	NET ST	William .	181	25	Nati
Pedestrian Calls (#/hr)		0.	開設。由于不同	0			0	0		0	
Act Effct Green (s)	6.5	18.4	7.8	23.3		8.1	19.2	19.2	7.2	13.6	
Actuated g/C Ratio	0.10	0.29	0.12	0.37	1986 2899	0.13	0.30	0.30	0.11	0.21	
v/c Ratio	0.13	0.66	0.62	0.77		0.96	0.24	0.27	0.37	0.69	
Control Delay	29.9	23.9	43.3	26.2		84.4	21.7	5.7	33.6	32.1	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	29.9	23.9	43.3	26.2		84.4	21.7	5.7	-33.6	32.1	
LOS	С	С	D	С		F	С	Α	С	С	
Approach Delay		24.1		28.2			43.4	THE SECTION	SEE.	32.4	The Co
Approach LOS		С		С			D	0.000		С	200
Queue Length 50th (ft)	9	123	53	154		~94	46	0	28	99	
Queue Length 95th (ft)	25	151	#104	#291		#205	82	34	53	130	
Internal Link Dist (ft)		2561		5089			5197			2554	107
Turn Bay Length (ft)	200		175			105		25	95		
Base Capacity (vph)	227	1081	227	1299	ONE THE	227	578	600	227	509	
Starvation Cap Reductn	0	0	0	0		0	0	0	0	0	
Spillback Gap Reductn		0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0		0	0	0	0	0	A CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH
Reduced v/c Ratio	0.10	0.62	0.59	0.77		0.96	0.23	027	0.33	0.54	

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 63.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 30.6

Intersection LOS: C

Intersection Capacity Utilization 60.9%

ICU Level of Service B

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: McCall Ave & Manning Avenue

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12 s	22 s	12 s	24s	
<b>₹</b> ø5	<b>↓</b> ø6	<b>≯</b> ₆₇	<b>4</b> − ø8	
12 s	22 s	12 s	24 s	

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v[ayamaq]				WB.	"雅"	WER	[813]. J	WE!	Make	38	\$20	9.5
Lane Configurations		बी	75		4		ሻ	<b>1</b>		ች	<b>↑</b> Ъ	5000
Volume (veh/h)	2			43	2	371	3	168	23	148	157	
Sign Control		Stop			Stop		,	Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.85	0.85	0.85	0.81	0.81	0.8
Hourly flow rate (vph)	2		1	51	2	442	4	198	27	183	. 194	
Pedestrians							a El Targrey and manaca		e armee	musuusaanintu		engage skipper
Lane Width (ft)												
Walking Speed (ft/s)	and the second	-	on that the name		near section state	CONTRACTOR !	THE PERSON NAMED IN	COLUMN DESIGNATION			on a supplied to	White State No.
Percent Blockage	No. 197	調響這										
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Upstream signal (ft)		B SHARE		<b>的</b> 表示學								
pX, platoon unblocked	A CONTRACTOR OF THE	700	Transfer of the	With Sand Mil	704	440	111111111111111111111111111111111111111	HARLES WAS AND THE	au touri commu	005	lista turba essenti	Index rection
vC, conflicting volume	1110	793	99	681	781	1,112	198		MH-178	225		al utivition
vC1, stage 1 conf vol		otecnozorane	residence de la constanción	netice was a finally	585857878785557	e de participa de la constanta	CONTRACTOR CONTRACTOR	francisco motorizado	0.0000000000000000000000000000000000000	THE RESERVED		
vC2, stage 2 conf vol		K196 119	HEROSES.							205		
vCu, unblocked vol	1110	793	99	681	781	112	198	Total Company Comp	o testandos en	225 4.1	DESCRIPTION OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF	and Control
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1		10000	4.1		de Jim
tC, 2 stage (s)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2.2	2.5	- A - O - O - O - O - O - O - O - O - O	200	2.2	THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE POST OF THE PO	LOSSO TELE	2.2		Marie A
tF (s)	3.5	4.0		3.5	4.0 99	3.3 52	100		US STATE	86	A STORY	
p0 queue free %	97 76	100 275	100 938	83 299	280	919	1372	的理解使可能		1341	massami	
cM capacity (veh/h)	- Allendage same									1341		
Volume Total	5	495	4	132	93	183	129	68				(1,0 p. c 4)
Volume Left	2	51	4	0	0	183	0	0				
Volume Right		442	B 0 5	0	27	0	0	4			CHECK	MRS.
cSH	190	750	1372	1700	1700	1341	1700	1700	ATHREN STORY			
Volume to Capacity	0.02	0.66	0.00	0.08	0.05	0.14	0.08	0.04	SELECTION OF	10100000		DIMEN
Queue Length 95th (ft)	2	126	0	0	0	12	0	0			Harris Service	an chave
Control Delay (s)	25.4	18.6	7.6	0.0	0.0	8.1	0.0	0.0			Section 2	
Lane LOS	D	C	A		eteknis til Libraria	A	COLUMN CONTRACTO	HEREN CO.	Spirited	modell'in	Profiting Liver Side	OLI PERSONALI SE
Approach Delay (s)	25.4	18.6	0.1			3.9				EN 50	RVAC	
Approach LOS	D	C	a Local No.	uneuxxxxxx					inti i isadili			minutsain
meseella Summer	Station of the	EST.					Tell-align		· @:3	see that		
Average Delay			9.8									
Intersection Capacity Utiliza	tion	TE 100 11	55.7%	IC	U Level o	of Service			В			
Analysis Period (min)	- AMARIAN STATE		15				- Name	THE REAL PROPERTY.				
Indiana en del defendas	ar using room in		W.200821-117		CONT.	1985. 342			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		25.00	n Palae

lourly flow rate (vph) 242 36 135 473 57 124 redestrians ane Width (ft) Valking Speed (ft/s) Fercent Blockage light turn flare (veh) fedian storage veh) pstream signal (ft) X, platoon unblocked C, conflicting volume C1, stage 1 conf vol C2, stage 2 conf vol C3, stage 3 conf vol C4, unblocked vol C5, stage (s) C5) C9 C9 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1 C1		-	*	1	•	1					
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Peak Hour Factor	0.79	0.79	. 0.79	0.92	0.92	0.92	0.82	0.82	0.82	0.80	0.80	0.80
Hourly flow rate (vph)	81	310	100	243	193	232	87	254	150	142	244	94
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Volume Total (vph)	491	668	340	150	480							
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Sign Control		Free			Free			Stop			Stop	
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Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
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Volume Left		22	THE RESERVE THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA	and the second second	TOPS PASSON		N. BEST	加加加加				HEADER!
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Volume Right	1012	1047	229	210	22400000	\$1000 a 633		THE END	Partition of		E PLANT THE P	Marie .
Volume to Capacity	0.00	0.02	0.57	0.08	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		(1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.					manner de la
Queue Length 95th (ft)	0.00	0.02	u.s/ 78	7								
Control Delay (s)	0.1	0.6	39.5	23.7	DESCRIPTION OF		THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	ESTABLE		ALIEN FEW	make its	amenic.
Lane LOS	1		39.3 E	Account to property and property	Z Designati	the lifetime	an annual	thought the		Den 1 Table	and the	
Approach Delay (s)	A 0.1	A 0.6	39.5	C 23.7	Marin Barra		MARK TO SERVER			THE PERM		EXPERIMENT OF
Approach LOS	0.11	0.0	39.3 E	23.1 C	HANDLINE.	A DOMESTIC	A SHEET	HILIDE HOE		plect age	ST PENETE ST	
ntersector Summery									VIII I			
Average Delay			4.7									
Intersection Capacity Utiliz	ation		56.6%	ICI	J Level o	f Service			B B	1000		
Analysis Period (min)			15						- Committee street	- Palling La		
		- T- W-U	OFFICE STATE						STATE TO	Sept.		

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Line Green	SIL			WBI	WEN	1978年	NO.	MAI	生物體	SBL	389	SBR
Lane Configurations	ሻ	7>		*	<b>^</b>	74	*	7>		ሻ	*	7
Volume (vph)	131	280	52	38	410	159	64	189	25	111	261	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	100		360	65	cferes in	0	125		260
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	90			90		37 10 100	90			90	182	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
		0.977				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1820	0	17/7/0	1863	1583	1770	1831		1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1820	0	1770	1863	1583	1770	1831	0	1770	1863	1583
Right Turn on Red		e 2 7 H = 2 /	Yes			Yes			Yes		20.00	Yes
Satd. Flow (RTOR)		13				212		9				234
Link Speed (mph)		40			40			50			50	
Link Distance (fi)		1360			2660			1896			.5353	
Travel Time (s)		23.2			45.3			25.9			73.0	
Peak Hour Factor	0.82	0.82	0.82	0.75	0.75	0.75	0.80	0.80	0.80	0.85	0.85	0.85
Adj. Flow (vph)	160	341	63	51	547	212	80	236	31	131	307	234
Shared Lane Traffic (%)									Monal.			14 E
Lane Group Flow (vph)	160	404	0	51	547	212	80	267	0	131	307	234
Enter Blocked Intersection	- No	₩ No	No	No.	No	No	No .	No	No	- No ₹	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0		indilation while in trace	0			0	to provide a lambar de la fillación		0	
Crosswalk Width(fi)। — 🖼		16			16			16			16	
Two way Left Turn Lane							mant of a comparison of the principle has to		akan ngarana sa	mind interpretation - projects	T1000-110010000000000000000000000000000	
leadway Factor	E00	1-00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	onencopació de	9	15	ar mu i risanti carat	9	15		9	15		9
Tum Type	##Prot	i NA.		- Pot	NA.	Pem.	Prot	NA:	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	Prot	in ina	Perm
Protected Phases	7	4	galante tragalista	3	8		5	2	POWER CONTROL TO BE	1	6	
Permitted Phases						8			100			6
Detector Phase	/	4	a mangana mpinggala	3	8	8	5	2		1	6	6
Switch Phase											1 1	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	20.9		12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9
Total Split (s)	13.0	22.0		12.0	21.0	21.0	12.0	24.0		12.0	24.0	24.0
Total Split (%)	18.6%	31.4%		17.1%	30.0%	30.0%	17.1%	34.3%		17.1%	34.3%	34.3%
Maximum Green (s)	9.0	17.1		8.0	16.1	16.1	8.0	19.1	alin alibi. Ant	8.0	19.1	19.1
Yellow Time (s)	3.0	3.9		3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		.0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	4.9	a salatet magalibi	4.0	4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		5.0	Min. Levi dela.		5.0	5.0		5.0	W. France Constitution	and and back along	5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0

		<b>→</b>	*	1			1	T		-	+	4
<b>基联会协</b>			ENE	WE.	Will be	260° E	196	MET	Male	28	SE	Selig
Pedestrian Calls (#/hr)		.0			0	0	Control 3	0,			0	0
Act Effct Green (s)	8.7	22.8		7.0	16.5	16.5	7.3	14.8		7.8	15.0	15.0
Actuated g/C Ratio	0.14	0.36		0.11	0.26	0.26	0.12	0.23		0.12	0.24	0,24
v/c Ratio	0.66	0.61		0.26	1.13	0.37	0.39	0.61		0.60	0.69	0.42
Control Delay	43.7	27.4		31.7	108.3	6.0	34.4	28.1		42.8	31.6	5.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	43.7	27.4		31.7	108.3	6.0	34.4	28.1		42.8	31.6	5.9
LOS	D	С		С	F	Α	С	С		D	С	Α
Approach Delay		32.1			76.7			29.5			24.8	
Approach LOS		С			Е			С	elect and a		С	
Queue Length 50th (ff)	63	150		20	~282	. 0	31	94		52	115	0
Queue Length 95th (ft)	#128	#271		42	#369	27	63	140		#115	178	40
Internal Link Dist (ft)		1280			2580			1816			5273	
Turn Bay Length (ft)	125	with Johnson the Statement	CEST F.Flore   minoring ships	100	And Complete And Complete Complete	360	65		100000000000000000000000000000000000000	125		260
Base Capacity (vph)	258	666		230	486	570	230	<b>574</b>		230	577	652
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0.0	0		0	0	0	0	0	rdyn 1e	0	. 0	40
Storage Cap Reductn	0	0	OUT OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OWNER OF THE OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER OWNER	0	0	0	0	0	AT DEPENDENCE OF THE	0	0	0
Reduced v/c Ratio	0.62	0.61		0.22	1.13	0.37	0.35	0.47		0.57	0.53	0.36
									1			

Area Type:		Other
	N 70	PROPERTY OF STREET

Cycle Length: 70

Actuated Cycle Length: 63.2

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 44.8

Intersection LOS: D

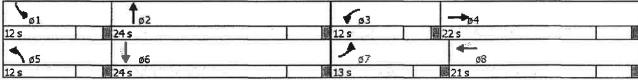
Intersection Capacity Utilization 61.3%

ICU Level of Service B

Analysis Period (min) 15

## Queue shown is maximum after two cycles.

Splits and Phases: 8: McCall Ave & Floral Ave.



Volume exceeds capacity, queue is theoretically infinite.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

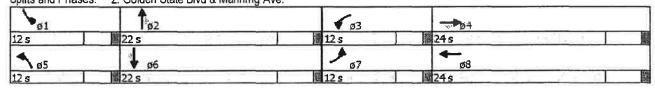
Movement 1998 William Mist Mist Assu Sen	
Lane Configurations 🙀 🕩	Samuel Commence
Volume (veh/h) 5 1 233 7 1 233	
Sign Control Stop Free Free  Grade 0% 0% 0%	
Peak Hour Factor 0.88 0.88 0.88 0.88 0.88	
Hourly flow rate (vph) 6 1 265 8 1 265	
Pedestrians	karantanianiani eningi a 1 - 444 - 4 - 2 - 2000- 12 dinia mundia, 400 anis 22 dini
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage Right turn flare (veh)	
Median type None None	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
ve. conflicting volume 536 269 273	
vC1, stage 1 conf vol	
vCu, unblocked vol 536 269 273	
(C, single (s) 6.4 6.2 4.1	
tC, 2 stage (s)	English Charagogallo, andami Charagogalanga (Charagogalan
F (s) 3.5 3.3 2.2 2.2	
p0 queue free % 99 100 100	
cM capacity (veh/h) 505, 770 1291	自为是仍然"经营"等的概念。
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Intersection Capacity Utilization 23.1% ICU Level of Service Analysis Period (min) 15	A. S. S. S. S. S. S. S. S. S. S. S. S. S.
Analysis Period (min) 15	

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Lane Configurations	*	ተተ	*	F	<b>†</b>		ሻ	**	7	7	<b>十</b> 十	75
Volume (vph)	62	616	260	7	498	62	185	232	30	167	271	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		610	225	THE PERSON A	0	200		50	260		200
Storage Lanes	1	2000 12-12-1	1	1		0	1		1	1		1
Taper Length (ft)	90	1700	THE PERSON	90	-0.0001784		90	F-113 - 2436 (48	SEVER C	90		THE RESE
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Fit the second second		470	0.850		0.983		A THE		0.850			0.850
Flt Protected	0.950			0.950	HIC DOTALT		0.950	9 (48 44)	311134	0.950	in out in a rink	
Satd. Flow (prot)	1421	3374	1524	1770	3351	0		3539	1583	1687	3539	1369
Flt Permitted	0.950	ille de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la constitución de la co	(Marian Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of th	0.950		Day Street	0.950	with the second	W San San	0.950	Hamilton Maria	E-MALE-E-E
Satd. Flow (perm)	1421	3374	1524	1770	3351	0	1770	3539	1583	1687	3539	1369
Right Turn on Red		1100	Yes		0001	Yes	The Park Street		Yes			Yes
Satd. Flow (RTOR)	The State State	7/90/2015 H	313	E THE COM	19	CANADAM NAME	5.4 HW0.0	THE HER THE	154	TENE NEW	要の環境	154
Link Speed (mph)	44 ) 5 (4)	50	0.0		50		Maria Walance	50	IOT	nellan pratte	50	mil. May
Link Distance (ft)	U Internation	1462		Mulifier s	2360	SHEET TO		3872	No resemble		3389	20 W
Travel Time (s)	STATE AND STATE	19.9	WITH THE REAL PROPERTY.		32.2	Harmone A.		52.8		The State	46.2	DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE
Peak Hour Factor	0.83	0.83	0.83	0.96	0.96	0.96	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	27%	7%	6%	2%	6%	5%	2%	2%	2%	7%	2%	18%
to the state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second state of the second	75	742	313	270	519	65	206	258	33	194	315	117
Adj. Flow (vph) Shared Lane Traffic (%)									Western Server			
Lane Group Flow (vph)	75	742	313	7	584	0	206	258	33	194	315	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12		into the comment	12			12	
Link Offset(ft)		0	HOUSED TO THE		0	de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la	Secure	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	Mark.			trall.
Crosswalk Width(ft)	227777777777	16		trans attended	16			16			16	
Two way Left Turn Lane					MINISTER OF	for the same						SI DEFE
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		PATCHES	15		9
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		w I.I.	6	
Permitted Phases			4						2			6
Detector Phase	7	4	4	. 3	8.		. 5	2	2	della 1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9	12.0	20.9	20.9
Total Split (s)	12.0	24.0	24.0	12.0	24.0	elization in the	12.0	22.0	22.0	12.0	22.0	22.0
Total Split (%)	17.1%	34.3%	34.3%	17.1%	34.3%		17.1%	31.4%	31.4%	17.1%	31.4%	31.4%
Maximum Green (s)	8.0	19.1	19.1	8.0	19.1	DAMEST AND SE	8.0	17.1	17.1	8.0	17.1	17.1
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	- and the wife	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	militar /grad	None	Min	Min	None	Min	Min
Walk Time (s)	HOHO	5.0	5.0	Hono	5.0		THOIL T	5.0	5.0	110110	5.0	5.0

	1	<b>→</b>	*	1	-	4	4	†	-	-	<b>↓</b>	1
lane a mile of the second	25	NE PE	Ear	MATE)	polici)	WEIL	NEW Y	Medi	NBR.	48L	nse e	୍ଷଣ୍ଡା (
Flash Dont Walk (s)		11.0	11.0	in Militar	11.0		THE WA	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	ental conservation appears	0	0	melm - J-	0		· · · · · · · · · · · · · · · · · · ·	0	0		0	0
Act Effct Green (s)	7.4	21.1	21.1	6.0	16.5	X 11 2 3 1 1 1	8.3	10.8	10.8	8.3	10.8	10.8
Actuated g/C Ratio	0.13	0.38	0.38	0.11	0.29	The Particulation	0.15	0.19	0.19	0.15	0.19	0.19
v/c Ratio	0.40	0.59	0.41	0.04	0.59		0.79	0.38	0.08	0.78	0.46	0.30
Control Delay	32.9	17.1	4.2	27.7	20.6		52.8	23.0	0.4	53.1	24.0	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	17.1	4.2	27.7	20.6		52.8	23.0	0.4	53.1	24.0	4.7
LOS	G C	В	À	C	C	MENER.	D D	C	A	D.	C	Ã
Approach Delay	With P Second or A Property	14.5		***************************************	20.7	SHARE A PROPERTY.		33.9			29.4	
Approach LOS	West Diffe	В	White I		C			C			C	
Queue Length 50th (ft)	26	92	0	2	95	CONT.	75	44	0	71	55	0
Queue Length 95th (ft)	62"	182	39	14	156		#210	78	Ö	#188	88	20
Internal Link Dist (ft)		1382	THE REAL PROPERTY.		2280		332,0000207_3123	3792			3309	Caralle and Car
Turn Bay Length (ft)	220		610	225			200		50	260		200
Base Capacity (vph)	209	1420	822	261	1192	Digital Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of th	261	1116	604	248	1116	537
Starvation Cap Reductn	-0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	The second second	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0		0.	0	0	<b>6</b> 0
Reduced v/c Ratio	0.36	0.52	0.38	0.03	0.49	Processor Service	0.79	0.23	0.05	0.78	0.28	0.22

Mana Summerly	
Area Type: Ot	ner
Sycle Length: 70	
Actuated Cycle Length: 56.2	
Natural Cycle: 704	
Control Type: Actuated-Uncoo	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization	52.9% ICU Level of Service A
Analysis Period (min) 15	
# 95th percentile volume exc	eeds capacity, queue may be longer.

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



	•	<b>→</b>	*	•	<b>←</b>	*	4	<b>†</b>	<b>/</b>	-	<b>↓</b>	1
ante Group	_او_ا		WER.	W/E	(MET)	Walk		WET	a WER	Sc.	<b>3</b> 7	\$37
Lane Configurations	*5	<b>1</b>		*5	<b>^</b>		_ ኘ	<b>†</b>	7	*	4	
Volume (vph)	41	663	176	169	444	55	115	139	131	69	146	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	The Hard Park	0	175	The Later	0	105		25	95		0
Storage Lanes	1		0	1	- de-	0	1		1	1		0
Taper Length (ft)	90	- ALC 10	iolia -	90			90	S Calcio	Transition of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the	90	35.	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt.		0.969	UNIX. PREZ		0.984	EG PAGE T	710		0.850		0.980	king and a
Flt Protected	0.950	- 1007.724		0.950	100	14.11	0.950	100	10000	0.950	=1)	THE PERSON NAMED IN
Satd. Flow (prot)	1770	3429	0	1770	3483	0		1863	1583	1770	1825	0
FIt Permitted	0.950	HIEROTONIA	MACIN CO.	0.950	0400	End Se	0.950	1000	1000	0.950	1020	NAME OF
Satd. Flow (perm)	1770	3429	0	1770	3483	0.	1770	1863	1583	1770	1825	. 0
Right Turn on Red	11110	0420	Yes	C. P. P. C.	3403	Yes	11.10	1000	Yes	1930	1020	Yes
Satd. Flow (RTOR)	7654ET 2009	47	100	MOTOR TO	19	100	Y SELECT	er in	154		11	TES TES
Link Speed (mph)		55	a la la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la contraction de la cont	all de la	55	mother :	e vier jud	50	104	THE PERSON	50	
Link Distance (ft)	or we tarn.	2641	west to the	And Distort	5169	d - 100	grader And	5277	MATERIAL SECTION	Sound Mills Will	2634	1455 M
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Travel Time (s)	0.07	32.7	0.07	0.04	64.1	0.04		72.0	0.00	0.00	35.9	0.00
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.86	0.86	0.86	0.88	0.88	0.88
Adj. Flow (vph)	47	762	202	186	488	60	134	162	152	78	166	26
Shared Lane Traffic (%)			数门边			下類 。 資		Street, Street				
Lane Group Flow (vph)	47	964	0	186	548	0	134	162	152	78	192	0
Enter Blocked Intersection	No	No	. No	No	No	- No	- No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12	AUG. 1871	Stragt.	12	100000		12	
Link Offset(ft)		0	The second second	na company transcri	0	n description and		0			0	
Crosswalk Width(ft)		16		Maria	* 16		K i	16			16	1
Two way Left Turn Lane	hadronisti of a contrared a line to the	and a Valley by the Section of the		to a section to be a section		4744				A		
Headway Factor	1:00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	0	CONTROL DES		No.				O Sept May	2			
Detector Phase	7	4		3	8		5	2	2	1	6	2 35 35 55 55 55 55
Switch Phase	. Han to a					(a) 35 35	MESTIVE OF	1 1 1 1 1 1 1	diethe.	5.025	da Usari a	
Minimum Initial (s)	4.0	4.0	and the Colonia	4.0	4.0		4.0	4.0	4.0	4.0	4.0	MR PARIETIES
Minimum Split (s)	12.0	20.9	#5 - 9 - 7	12.0	20.9		12.0	20.9	20.9	12.0	20.9	
Total Split (s)	12.0	24.5		12.0	24.5	E-1124000011-0	12.0	21.5	21.5	12.0	21.5	DAY TROO
Total Split (%)	17.1%	35.0%	WHEN SHIP	17.1%	35.0%		17.1%	30.7%	30.7%	17.1%	30.7%	11200
Maximum Green (s)	8.0	19.6		8.0	19.6		8.0	16.6	16.6	8.0	16.6	176-2
Yellow Time (s)	3.0	THE RESERVE AND ADDRESS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	A	3.0	3.9		3.0	3.9	3.9	3.0	3.9	SITE OF
All-Red Time (s)	1.0	1.0		1.0	1.0	UCAL CIT	1.0	1.0	1.0	1.0	1.0	SEPLEN
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	10775-71	0.0	0.0	0.0	0.0	0.0	CTC III III
Total Lost Time (s)	4.0	4.9		4.0	4.9	deligo	4.0	4.9	4.9	4.0	4.9	e lealing
Lead/Lag	Lead	makk moderate musi		Lead	The second second	THE SEC	The Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the 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Lead-Lag Optimize?	Yes	Lag Yes	est, solve into	Yes	Lag Yes	S. H. LOT	Lead	Lag	Lag Yes	Lead Yes	Lag	1776 1 (1)
Vehicle Extension (s)	3.0	3.0	10.00 mg	3.0	3.0	STREET SHIPS	Yes	Yes		The second second	Yes	HITTE CO. S.
Recall Mode			A MESSAGE	Capital School School	and the second section in the	DANIE SEE	3.0	3.0	3.0	3.0	3.0	000
	None	None	HOMESTICK	None	None	STERNING WOR	None	Min	Min	None	Min	MARK TO
Walk Time (s)		5.0		The state of	5.0	Time Times		5.0	5.0	4	5.0	011/1
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	

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ER TOP		( ES)	重點 (2018)	Wen.	WEN.	MBI	101500	WER !	MEL	8	35"
Pedestrian Calls (#/hr)		0		0	2.18		0	0		0	El House S
Act Effct Green (s)	7.0	19.6	8.2	25.4		7.8	11.7	11.7	7.3	11.5	
Actuated g/© Ratio		0.31	0.03	0.41	institution (	0.12	0.19	0.19	0.12	0.18	
v/c Ratio	0.24	0.87	0.81	0.38		0.61	0.47	0.36	0.38	0.56	
Control Delay	30.7	31.8	58.0	17.2		42.4	28.1	7/1	. <b>33</b> .3	29.2	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	30.7	31.8	58.0,	17.2		42.4	28.1	7.1	33.3	29.2	
LOS	C	С	E	В		D	С	Α	С	C	
Approach Delay		31.8		27.5			25.2			30.4	
Approach LOS		С		С			С			С	
Queue Length 50th (ft)	17	182	1 7/2	87		51	58	2 0	29	66	
Queue Length 95th (ft)	46	#312	#193	148	ipropia.	#121	103	36	68	119	A June 115 to London
Internal Link Dist (ft)		2561		5089			5197			2554	
Turn Bay Length (ft)	200	pages.	175			105	e to militaria de la compa	25	95	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	Letinosco IV 100 II.
Base Capacity (vph)	281	1132	231	1426		231	506	542	231	504	
Starvation Cap Reductn	0	0	0	0		0	0	0	0	0	
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ntersection Capacity Utilization			62.1%	IC	J Level o	f Service			B.			a la
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Movement		VIII.	10(8)	MAN ST	ote.	相談
Lane Configurations	1>		Metric	4	Y	
Volume (veh/h)	455	82	132	264	37	190
Sign Control	Free	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		Free	Stop	E-ELECTRY CF / STOCKED
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.88	0.88
Hou <b>rly flow</b> rate (vph)	523	94	140	281	42	216
Pedestrians						
Bane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage		R Aller			The weeks	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, piatoon unblocked						
vC, conflicting volume			617		1132	570
vC1, stage 1 conf vol					= 1 = 2 = 1 = 1	
vC2, stage 2 conf vol	de respertie	vernosador		HUNDOU FUR		To Bank
vCu, unblocked vol			617		1132	570
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF(s)			2.2		3.5	3.3
p0 queue free %			85		78	59
cM capacity (veh/h)			963	atjar.	192	521
One wifer Learning		WE	NE)	4.	4 / 10	
	617	421	258			
Volume Total Volume Left	01/	140	42		WEAT, LANDING	
	94	140	42 216			
Volume Right	1700	963	407	and a little		ENAMORALE E
Volume to Capacity	0.36	0.15	0.63			
	0.30	13	106			
Queue Length 95th (ft)	0.0	4.2	27.9			
Control Delay (s) Lane LOS	0.0	4.2 A	27.9 D		and the London	
	0.6	4.2	27.9	SEMESTRUCK		0125074864466
Approach Delay (s)	0.0	4.2	THE REAL PROPERTY AND PERSONS ASSESSED.	1821-1601-1		
Approach LOS			D			
mie isesijai Summen)	· · · · · · · · · · · · · · · · · · ·					
Average Delay			6.9			
Intersection Capacity Utili:	zation		73.9%	IC	U Level o	f Service
Analysis Period (min)		- 1-1-1-1 WEST	15			and the court of the
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Lane Configurations		4			4			ર્લ	7		4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	74	344	33	189	321	209	70	251	210	259	251	103
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.81	0.81	0.81
Hourly flow rate (vph)	88	410	39	222	378	246	78	279	233	320	310	127
THE LANGE TO SELECT	A MEN	WES .	ME .	· 雅至	80	A SEA	教部产					Salani S
Volume Total (vph)	537	846	357	233	757							
Volume Left (voh)	88	222	7/8	0	320							
Volume Right (vph)	39	246	0	233	127			scarparenta voca	- rwychthelu-			OF THE PARTY
Hadj (s)	0.02	-0.09	0.14	-0.67	0.02				SANCTHERN	7		
Departure Headway (s)	9.5	9.4	9.8	9.0	9.6					-virania-arra		
Degree Utilization, x	1.42	2.20	0.97	0.58	2.01					OF DEAD		3000
Capacity (veh/h)	389	391	357	390	382			OUR MERCHAN		Committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the commit		
Control Delay (s)	227.4	570.8	71.0	22.7	487.4	Will by						
Approach Delay (s)	227.4	570.8	51.9		487.4			Complete	e communication	in the second second	and the same of the same of	
Approach LOS	F	FA.	F		F							
Messagn Samman			**	Value	To said a			14.		e en lande		
Delay			368.0									
Level of Service			F									
Intersection Capacity Utiliza	ation		25.7%	IC	U Level o	f Service		THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	Н		Transfer to	Ministra
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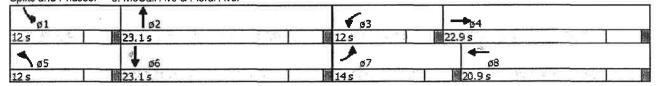
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Lane Configurations	= <del>                            </del>	4		100	4			4			4	A COUNTY
Volume (veh/h)	2.7	637	118	17	442	6	82		22	4	2	<b>**</b>
Sign Control		Free	REAL PROPERTY.		Free	Di Barra	and the state of	Stop	Missipat	M. Securition	Stop	DIVIDED
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)		724	134	19	502	7	93		25	5	2	
Pedestrians			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,									
Lane Willia (tt)												o any
Walking Speed (ft/s)		TARIOTA MAINTANA AMARIN	A team marrier in a color	10.700 C 70.707117 C 1.700 c 10.00	A 1974 (LAST-17), LET 1941 - PRINCESSE			mennum renerit in	n house of state of the state of the state of		attheter covered ones on the	. mint 1
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Upstream signal (ft)												
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vC1, stage 1 conf vol	009			838			858	- Pool	791	13/1	1410	OUC
vC2, stage 2 conf vo											STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE	
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tC, 2 stage (s)		rritus as an appropriate the second	A Land of Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of			mandanis of the party					Marian estimate	
	2.2			2.2			3.5	40	3.3	3.5	240	3.3
p0 queue free %	99			98	Lord animology and accorden		24	99	94	96	98	100
cM capacity (veh/h)	1056			7/380			122	145	390	1111	182	567
Despio and the	St. AND DE	E9789	nik i	NE O				de la companie				W. C.
Volume Total	866	528	119	8				nonetra	CONTRACT.			
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cSH	1056	783	143	132		V						
Volume to Capacity	0.01	0.02	0.84	<b>(0</b> (0)								
Queue Length 95th (ft)	1	2	135	5	AMERICA STATE OF THE	CINES (TRINS) CAME	with a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a second a secon	BU SANAHIIY YARASIN		INCOMPLIANT LANGE	OV-MITTER WOOMS PET	DATING MINERAL
Control Delay (s)	0.2	0.7	HIRLAND STREET	33.9				he busie	1000 1000 1000 1000 1000 1000 1000 100			
Lane LOS	A Description	A	F	D mosaranan	EDITAS SONOTA A TOTAL	MENTERS CONTRACTOR	economic com	DITECTOR DITECTOR	I DO DATE OF STREET	HITTER CHOTOCOL		negation or de-
Approach Delay (s)	0.2	0.7	97.5	33.9								
Approach LOS			F	D								
Digital of Children			48 75	13.84 EV								
Average Delay	- F	or was proportional and the same	8.2		on. minimum more	ere rerusenen en en en	UPTINESSE SAVORE	energamenten i raturam	undia Joiatzan d	ob da la la miniani	CHORDING HARMAN	index - iraes
Intersection Capacity Utiliz	ation = -		58.3%	IC	U Level o	t Service			3			
Analysis Period (min)		and the second second second	15	Musikankin	in Same resemble	nini khilimasi - dag		n phil - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		HSTPHICAL	- Marian de La Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracteria de la Caracter	
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on a Group			BSE	4/24	WEY	地能	NE.	Pally	Mark	ville.	8.1	SUR
Lane Configurations	*	ĵ.		*	<b>†</b>	7	7	1,		4	*	7
Volume (vph)	213	467	83	20	386	114	51	337	32	120	216	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	100		360	65		0	125		260
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	90			90		The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit The State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of the State of t		0.977	5 74		WEIT 1022	0.850	- 100 S /c	0.987			BIR	0.850
Fit Protected	0.950		11.5	0.950			0.950			0.950		CCT294TASTY.
Satd. Flow (prot)	1770	1820	0	1770	1863	1583	1770	1839	0	1770	1863	1583
Flt Permitted	0.950	MAT 144 (2004 495) 4.00	And in the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of	0.950	ACCESSION AND CONTRACTOR	tota Maria Cycles a della	0.950	of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of the latest of	- John Chandyon	0.950	HILMOOHING-89475 ()	THE RESEMBLE
Satd. Flow (perm)	1770	1820	0		1863	1583	1770	1839	0	1770	1863	1583
Right Turn on Red	WINDS STATE OF SALES	(CONTRACTOR SECOND	Yes		######################################	Yes	90010013070	**************************************	Yes	All the state of the state of the	-H-7 TOSTA	Yes
Satd. Flow (RTOR)	NAME OF	12				154	30,5%	7.		翻藏源		212
Link Speed (mph)	refred - medical country	40	(IAPPO/18552/11/2		40	a personale to serie	Brandwill III	50	Mate tables CH	(NIME) (AND	50	r mintered
Link Distance (ft)		1360		MI, BAU	2660	44.78E B	Managara.	1896	Y48 105	1106010	5353	CHARGO III
Travel Time (s)	ECHALDRA III CON	23.2	SHEET PURINETY	4989C 4955 C. (4)	45.3	100-000	-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	25.9	6-7-1000301111	-	73.0	ME-MOUS
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.85	0.85	0.85
Adj. Flow (vph)	237	519	92	23	449	133	55	366	35	141	254	212
Shared Lane Traffic (%)		121 190			All Sheet			1.573523	8971 L.100	as which		E1-20:2
Lane Group Flow (vph)	237	611	0	23	449	133	55	401	0	141	254	212
Enter Blocked Intersection	No No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			-12		This say	12	AND THE PARTY OF
Link Offset(ft)	\$1-7-000 \$2100 994	0	a Links - hand	- III III	0	ALL HOLDEN AP.	HARLING BELLEVINE	0	the Contract of	Carried Service of	0	Part of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last o
Crosswalk Width(ft)		16		2 30F 179	16	順	Simulation .	16		10.0		P. (1878)
Two way Left Turn Lane	EMERGE ST.	Managary Con	COMMENTS OF SE	a a salah u Pili	to statement Total	re Start rende		de arrestos ao	APARTITION AND ADDRESS OF			D-109/02/
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	L TOWNS THE	9	15	NOT THE	9	15	BOWNERS TO	9	15		9
Tum Type	Prot	NA	y Media	Prot	NA.	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4	water - 104	3	8		5	2	in hardening	1	6	i di Salta
Permitted Phases			Y.			8		or granes	200		e head	6
Detector Phase	7	4	Mar	3	8	8	5	2	J.Jey SKOSTONI	1	6	6
Switch Phase	MUTE O		ALC: N	100.70	223			4500 top		Market Co.	Level W	
Minimum Initial (s)	4.0	4.0	SIBREMIC	4.0	4.0	4.0	4.0	4.0	That Con	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9		12.0	20.9	20.9	12.0	20.9	\$2 8 E	12.0	20.9	20.9
Total Split (s)	14.0	22.9	men osae	12.0	20.9	20.9	12.0	23.1	Bullius - Land	12.0	23.1	23.1
Total Split (%)	20.0%	32.7%	1007	17.1%	29.9%	29.9%	17.1%	33.0%		17.1%	33.0%	33.0%
Maximum Green (s)	10.0	18.0	- Contraction	8.0	16.0	16.0	8.0	18.2	Indian China	8.0	18.2	18.2
Yellow Time (s)	3.0	3.9	515/1857	3.0	3.9	3.9	3.0	3.9		THE STATE OF	3.9	3.9
All-Red Time (s)	1.0	1.0	CHILD THE	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	11477	0.0	0.0	0.0	0.0	0.0	VOTERNIN	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	4.9	BL SECTION AND AND	4.0	4.9	4.9
Lead/Lag	Lead	Lag	METAL E	Lead	Lag	Lag	Lead	Lag	7944	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Section 2	Yes	Yes	Yes	Yes	Yes	PER PER PER PER PER PER PER PER PER PER	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	e constan	3.0	3.0	3.0	3.0	3.0	A PROPERTY.	3.0	3.0	3.0
Recall Mode	None	None	- V. P. Com-	None	None	None	Section 2	Min	1200 000	None	Min	Min
Walk Time (s)	NOTE	5.0	EFFERE TO U	NOTIE	5.0	5.0	None	5.0	Merrouse I	NONE	5.0	5.0
Flash Dont Walk (s)		11.0	GW-W II		-	milding and milder of the state of	E VIDISE			100 mm	11.0	11.0
riasii Duit Walk (S)		11.0			11.0	11.0		11.0			11.0	11.0

	•	-	•	•	<b>—</b>	*	1	<b>†</b>		1	<b>↓</b>	4
sine Group	型1		ESR 1	MB)	Wis I	Mak	BL	MIT	WISP.	\$5	3500 0 p	SH
Pedestrian Calls (#/hr)		0	and the second		0	0		0			(0	0
Act Effct Green (s)	10.0	25.5	ANTO-NO. NO. NO.	6.5	16.0	16.0	7.1	17.3		7.8	22.1	22.1
Actuated g/C Ratio	0.15	0.37		0.09	0.23	0.23	0.10	0.25		0.11	0.32	0.32
v/c Ratio	0.93	0.90		0.14	1.04	0.27	0.30	0.86		0.70	0.43	0.33
Control Delay.	73.2	485		30.6	83.7	4.9	33.4	4446		51.0	23.0	5,1
Queue Delay	0,0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	73.2	43.5		30.6	83.7	4.9	33.4	44.6		51.0	23.0	5.1
LOS	E	D		C	F	Α	С	D		D	С	Α
Approach Delay		51.8			64.4			43.2			23.3	
Approach LOS		D			E			D			С	
Queue Length 50th (ft)	103	212		9	-217	0.	22	160		60	.93	0
Queue Length 95th (ft)	#230	#532		28	#356	27	54	#304		#127	150	39
Internal Link Dist (ft)	訓禮的變位	1280			2580	Y- 11		1816			5273	
Turn Bay Length (ft)	125			100		360	65			125		260
Base Capacity (vph)	256	680		205	432	486	205	491		205	596	651
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	<u> </u>		0	- 0	0	0 +	0		0	.0	131 0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.93	0.90		0.11	1.04	0.27	0.27	0.82		0.69	0.43	0.33

MARKET THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PRO	
Area Type: Other	
Cycle Length: 70	
Actuated Cycle Length: 68.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay, 46.4	Intersection LOS: D
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically	/ infinite.

8: McCall Ave & Floral Ave. Splits and Phases:



Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer. e Queve shown is maximum affer two cycles:

	•	*	<b>†</b>	1	-	<b>↓</b>
Movement	Wells	- 14/400	NAME OF	AMIN.	(B)	31
Lane Configurations	A		ĵ»		-	र्स
/olume (veh/h)	· 9	3	185	12	1	425
Sign Control	Stop		Free			Free
Grade State Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control o	0%	<b>遵</b> 54. 1	0%			0%
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
lourly flow rate (vph)	10	3	201	13	1	462
edestrians		989/1875/149	e following:	COLUMN TO SERVICE		- 10 TS 21 SE*PER
ane Width (ft)		nic Sincill	112			
Valking Speed (ft/s) ercent Blockage	CENTRO (540444444476)	BETTER 19	THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACT	52 THE RES	DOMESTIC LIES	name of the
Right turn flare (veh)		200100	ME-120	BENANTSE	143841	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S
Median type	- Office the reserved by	100 (111)	None	TENSINE.	dian - F	None
Median storage veh)	ALL WILLIAM	M 25 5 5 1	Itolio:	Contract (Contract)	- John	TOTO
Jpstream signal (ft)			105 H			
X, platoon unblocked	TAL PER TENNIHE	* 11,000	K (HAZ-U TANKE)	Living comen	otest or or other	
C, conflicting volume	672	208			214	
C1, stage 1 conf vol						
C2, stage 2 conf vol						
Cu, unblocked vol	672	208			214	24 ALBERT AL PROPRIE (211141)
e, single ( <b>s)</b>	6.4	6.2			4.1	
C, 2 stage (s)		1845 - 1-1- 500E			was virgini	
F (s)	3.5	3.3			- 2.2	
00 queue free %	98	100	ikale, enginenderete	identina je sarenia	100	
M.capacity (veh/h)	421	888		Production forms from	1356	
median enem	WE*	Min			1.00	
/olume Total	13	214	463	<b>19</b>		特性原数
/olume Left	10	0	1			
Volume:Right		1 13	0			
SH	480	1700	1356	SHELDER CHARLES	ALDERS STREET	entre de l'action d'applicate
/olume to Gapacity	0.03	0.13	0.00			
Queue Length 95th (ft)	2	0	0	para total	AS INTERNA	WEST CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SECOND CONTROL OF THE SE
Control Delay (s)	12.7	0.0	0:0	Green in a	15 12	Pulling Maria
Approach Delay (s)	B 12.7	0.0	A 0.0	of Maria	12007-148	677564000
Approach LOS	12.3 B	0:0	0.0			Rough Mark
18143 1 4 74 1 12 4						
massiner storrage						
Average Delay			0.3			er or department of
ntersection Capacity Utiliz	zation		33.2%	IC	U Level o	of Service
Analysis Period (min)	man and aveleral	Season 100	15		44 Maria (	
				2 3 3 3		

	۶	-	*	•	<b>←</b>	*		<b>†</b>		-	<b>↓</b>	4
Lane Group	.28		210	WENT !	WBY	外指数	MBL	10150	MEE.	5B)	9	Slatt
Lane Configurations	*5	<b>^</b>	74	19	<b>↑</b> >		ሻ	<b>^</b>	*	*	44	7
Volume (vph)	171	488	162	5 5°	1009	251	271	519	8	155	462	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220	Water all	610	225		0.	200		50	260	2	200
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Fd	FIGURE 1	Water Table	0.850		0.970				0.850		Selection 1	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3433	0	1770	3539	1583	1770	3539	1583
FIt Permitted	0.950		1000000000	0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3433	0	1770	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		33			100000	98			174
Link Speed (mph)	CALL III CALL THE CALL	50			50			50			50	
Link Distance (ft)		1462			2360			3872	United States		3389	
Travel Time (s)	appeare quant	19.9			32.2			52.8			46.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	186	530	176	5	1097	273	295	564	9	168	502	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	530	176	5	1370	0	295	564	9	168	502	333
Enter Blocked Intersection	. No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12		TO PE	. 12			12	
Link Offset(ft)	HARD, LOUNG BLOCK STORY	0		14,10,1119900 40111104	0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	ASSESS OF A SECOND OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
Turning Speed (mph)	15		9	15		9	15		9	15	0.10-0.10172-0.0	9
Turn Type	Prot	NA	Perm	Prot	. NA		Prot	NA.	Perm	Prot	NA.	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase	PROM	F-1895 2455									144	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9	200	12.0	20.9	20.9	12.0	20.9	20.9
Total Split (s)	16.0	52.0	52.0	12.0	48.0		23.0	29.0	29.0	17.0	23.0	23.0
Total Split (%)	14.5%	47.3%	47.3%	10.9%	43.6%		20.9%	26.4%	26.4%	15.5%	20.9%	20.9%
Maximum Green (s)	12.0	47.1	47.1	8.0	43.1		19.0	24.1	24.1	13.0	18.1	18.1
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9		3:0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Type Table 1	Yes	Yes	Yes	Yes	Yes	Yes
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
Recall Mode	None	None	None	None	None	A CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	None	Min	Min	None	Min	Min
Walk Time (s)	FAMILY SERVICE	5.0	5.0		5.0			5.0	5.0		manufacture between the	5.0
Flash Dont Walk (s)	THE RESERVE OF THE PERSON NAMED IN	11.0	11.0	COMPANIES CONTRACTOR	11.0			11.0	11.0		11.0	11.0

	7	$\rightarrow$	*	1	-		1	T		-	¥	*
am from			198	WB.	WE	th/VEIE	Mal	NEV.	MEE	- 8h	3	U SBR
Pedestrian Calls (#/hr)		-0	0		0			0	. 0	Tomas :	0	0
Act Effct Green (s)	12.0	57.0	57.0	5.9	43.1		19.0	24.1	24.1	12.6	17.7	17.7
Actuated g/C Ratio	0.11	0.52	0.52	0.05	0.39		0.17	0.22	0.22	0.11	0,16	0.16
v/c Ratio	0.96	0.29	0.19	0.05	1.00		0.96	0.72	0.02	0.83	0.88	0.83
Control Delay	105.0	16.1	3.1	50.2	57.5		89.0	45.9	0.1	79.0	62.6	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.0	16.1	3.1	50.2	57.5		89.0	45.9	0.1	79.0	62.6	39.5
LOS	F	В	Α	D	E		F	D	Α	E	Ε	D
Approach Delay		32.0			57.4			60.1	o e albiga Caro 		57.7	
Approach LOS	- 40 - 1 - 1 - 10 - 1.d	С		Talking to applying	Ε			Е	initima di teresa		E	
Queue Length 50th (ft)	133	102	0	3	~497		209	195	0	117	183	111
Queue Length 95th (ft)	#275	168	39	16	#663	terine or organization	#380	258	0	#230	#272	#262
Internal Link Dist (ft)		1382			2280			3792			3309	
Turn Bay Length (ft)	220	To 1810,077174 November 183 N	610	225			200	101	50	260		200
Base Capacity (vph)	194	1839	907	128	1370		306	779	425	210	584	406
Starvation Cap Reductn	0	0	0	0	0	antendo periopita a che	0	0	0	0	0	0
Sollo <b>ack Cap Reductn</b>	0)	0	0	(0)			0	10	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	uniscreption of	0	0	0	0	0	0
Reduced v/c Ratio	0.96	<b>0.</b> 29 ±	0.19	0.04	1.00		0.96	0.72	0.02	0.80	086	0.82

Area Ty	pe: :: Ot	he

Cycle Length: 110

Actuated Cycle Length: 109.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 52.6	Intersection LOS: D
Intersection Capacity Utilization 88.0%	ICU Level of Service E

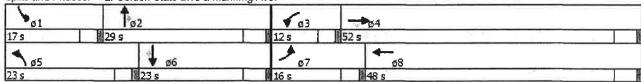
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is **maximu**m after **two cycl**es

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles:



	•	$\rightarrow$	$\rightarrow$	•	<b>←</b>	*	1	1		-	ţ	4
ternal (SYNLO)	福德山	PER	<b>an</b> ,	V0(2)1	VOF IT	WHR	이탈	a de la	NEE	정하	8.6	SHR
Lane Configurations	*	<b>1</b>		15	<b>↑</b> ↑		*5	*	7	ሻ	B	3.6
Volume (vph)	20	596	80	178	1096	50	179	141	234	84	303	47
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	accompany to the	0	175	MORPH .	. 0	105		25	95	in 2016	0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	90		To the second	90			90	25.00		90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.993	Month (Sec.)			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3476	0	1770	3514	0	1770	1863	1583	1770	1825	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3476	0	1770	3514	0	1770	1863	1583	1770	1825	0
Right Turn on Red	Service Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of th	- marian marrings	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	les de la la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya	17		I design	6		- TAN 1.2	Alexandri (mg	178		8	
Link Speed (mph)	paragraph, as a small page 20	55	D24 - 11 - 11 - 12 - 12 - 12 - 12 - 12 -	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	55			50			50	
Link Distance (ft)		2641			5169			5277			2634	
Travel Time (s)	District Contract of	32.7			64.1			72.0			35.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	648	87	193	1191	54	195	153	254	91	329	51
Shared Lane Traffic (%)							Mary St	000000				
Lane Group Flow (vph)	22	735	0	193	1245	0	195	153	254	91	380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No:	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)	rsiidoodd ir liidan ir olu	0	man manufacturers	military material	0	California (Constitution)	ATTACAM STATES	0	1222,000,000,000		0	COCCUMENTS.
Crosswalk Width(ft)		16			16	A 1966		16			16	
Two way Left Turn Lane	NEW ZHATAMAN	T 104 (104 8) 3 - 22-030	and the second	DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE		CHIP LINE						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPATION OF THE PARTICIPA	9	15	SERVICE STATE OF THE	9	15	7.0	9	15		9
Turn Type	Prot	NA	(Supplied	Prot	NA NA		Prot	NA NA	Perm	Prot	NA.	THE WA
Protected Phases	7	4	and the second last	3	8	CHEMICAL STREET	5	2		1	6	
Permitted Phases		Lastina in	Rank.						2	九花 "阿		
Detector Phase	7	4	ngrad tumn tast, go.	3	8	Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission of the Commission o	5	2	2	1	6	
Switch Phase	NEW PER	36.789		NO THE LOS								
Minimum Initial (s)	4.0	4.0	PEDEL HILLIAM	4.0	4.0	Maria Maria	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	20.9	ENTER S	12.0	20.9		12.0	20.9	20.9	12.0	20.9	1000
Total Split (s)	12.0	32.4	THE THE	17.0	37.4	military for	15.0	27.6	27.6	13.0	25.6	
Total Split (%)	13.3%	36.0%		18.9%	41.6%		16.7%	30.7%	30.7%	14.4%	28.4%	
Maximum Green (s)	8.0	27.5	Miles of the San Park	13.0	32.5	North-Colonia (Colonia)	11.0	22.7	22.7	9.0	20.7	
Yellow Time (s)	3.0	3.9	II WAR	3.0	3.9		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.0	1.0	C DittedSebbee	1.0	1.0	7494119722111111	1.0	1.0	1.0	1.0	1.0	Military Co.
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.9	AD 251 0/2	4.0	4.9	Hillian estato - (3)	4.0	4.9	4.9	4.0	4.9	MICHIGAN STATE
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	117911 #
Lead-Lag Optimize?	Yes	Yes	ecolomic line	Yes	Yes	CONTROL OF FORES	Yes	Yes	Yes	Yes	Yes	HILLIAM BOSING
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	F) = 8 - 34
Recall Mode	None	None	TO PROMISE THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	None	None	SCISION STREET	None	Min	Min	None	Min	estacians.
Walk Time (s)	TK MARCE	5.0	William Comme		5.0			5.0	5.0		5.0	ATENS.
Flash Dont Walk (s)	- utilitility (Enc., or	11.0		THE PARTY	11.0	0.00001110012	waller for file	11.0	11.0	Control William	11.0	
- Idan Done Hair (5)		1109			11.0			6,114				

	-	$\rightarrow$	<b>→ ←</b>	-	~		T		-	+	4
MESON STORY	(88)	慢奶	BERTE (ME)	· VB	が作機	(la)L	: Mari	(hiai)	1381		- 350
Pedestrian Calls (#/hr)		0		0			0	0		0	1 25
Act Effct Green (s)	6.6	23.1	12.2	34.9		11.1	25.0	25.0	8.2	19.7	
Actuated g/C Ratio	0.08	0.28	0.15	0.42	n in the second	0.13	0.30	0.30	0.10	0.23	Shane.
v/c Ratio	0.16	0.76	0.75	0.85		0.84	0.28	0.43	0.53	0.88	
Control Delay	40.8	33.1	55.5	30.7		68.2	27.4	11.7	49.5	54.0	ing gate
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
otal Delay	40.8	33.1	55.5	30.7	APESTO D	68.2	27.4	11.7	49.5	54.0	
LOS	D	С	E	C		E	C	В	D	D	
Approach Delay		33.4		34.0	7		34.0	His will		53.1	100
Approach LOS		С		С			С			D	
Queue Length 50th (ft)	11	187	101	277	The state	105	66	32	47	193	
Queue Length 95th (ft)	35	251	#211	#513		#236	125	102	99	#372	
Internal Link Dist (ft)		2561	- P2 - P - S - OB - Ide	5089		HE SHOW	5197		. Legal	2554	
Turn Bay Length (ft)	200	20 E-0042-27037	175			105		25	95		
Base Capacity (vph)	1.69	1157	275	1486	April 1	233	553	595	191	459	HIR LIKE
Starvation Cap Reductn	0	0	0	0		0	0	0	0	0	No.
Spillback Cap Reductn	0	0	0	0	THE SECOND	0	0	0=	0	0	
Storage Cap Reductn	0	0	0	0		0	0	0	0	0	- Annie
Reduced v/c Ratio	0.13	0.64	0.70	0.84		0.84	0.28	0.43	0.48	0.83	

Description of the second second	with the state of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length	: 84
Natural Cycle: 90	
Control Type: Actuated	-Uncoordinated
Maximum v/c Ratio: 0.8	

Intersection Signal Delay: 36.6

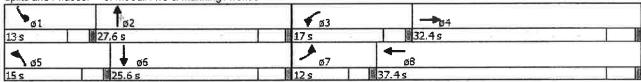
Intersection LOS: D ICU Level of Service D

Intersection Capacity Utilization 78.8%

Analysis Period (min) 15 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: McCall Ave & Manning Avenue



	۶	<b>→</b>	*	•	+	4	4	†	~	-	<b>↓</b>	1
Movement		5 E	de la	<b>外性</b> )。	WBT-	WER	ME	NET.	New	SBL	Sbill	390
Lane Configurations		ર્ન	7		43-		ሻ	<b>♦</b> ↑		7	<b>1</b>	
Volume (veh/h)	49	19	50	105	77	370	143	245	22	147	THE PROPERTY OF	133
Sign Control		Stop	nwo-trous	terms one next	Stop	CIT COM INTO	NAME OF TAXABLE PARTY AND	Free	notes of trains	urra otherwas	Free	curiorindari
Grade		0%		24	0%		University (R	0%			0%	-014
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (viph)	53	21	54	114	84	402	155	266	24	160	484	145
Pedestrians Lane Width (ii)		771127000000	174174111111111111111111111111111111111									
Walking Speed (ft/s)												
Percent Blockage												- 1000
Right lurn flare (veh)			1									
Median type								None			None	
Median storage veh)			ulatia, kiriladil	s a nashiridi w				Transfer August	, 25 . M.Y. ' . 14 (63 kg	. dried carbonie		Control of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the las
Upstream signal (ft)												
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Walking Speed (ft/s)         Percent Blockage         Right turn flare (veh)         Median type       None         Median storage veh)         Upstream signal (ft)         pX, platoon unblocked         vC, conflicting volume       309         vC1, stage 1 conf vol         vC2, stage 2 conf vol         vCu, unblocked vol       309         tC, single (s)       4.1         tC, 2 stage (s)       4.1         tF (s)       2.2         y0 queue free %       74         y0 queue free %       74         y0 queue free %       74         y0 queue free %       87         y0 queue free fotal       309         y0 queue free %       9         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal       309         y0 queue free fotal <td>AND DESCRIPTION OF THE PROPERTY.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	AND DESCRIPTION OF THE PROPERTY.							
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vC2, stage 2 conf vol       309       1350       265         tC, single (s)       4.1       6.4       6.2         tC, 2 stage (s)       50       4.1       6.4       6.2         tC, 2 stage (s)       51       2.2       3.5       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.3       3.5       3.3       3.5       3.2       3.2 <td></td> <td></td> <td>F 1 50.5</td> <td>309</td> <td>9</td> <td>1350</td> <td>265</td> <td>MON. I</td>			F 1 50.5	309	9	1350	265	MON. I
vCu, unblocked vol       309       1350       265         tC, single (s)       4.1       6.4       6.2         tC, 2 stage (s)       2.2       3.5       3.3         p0 queue free %       74       0       70         cM capacity (veh/h)       1252       123       773         Direction and state of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact of the compact o		THE PROPERTY OF THE PARTY OF	ENTERIOR DESTINA	JENESS IDT	den de de	ereza a anek	11225 1282600	militaries riscontan
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Approach LOS F  Intersection Summan  Average Delay 54.2 Intersection Capacity Utilization 82.8% ICU Level of Service			100		CARREST TRANSFER	SUMA TOTAL TOTAL		a E composition and the
Average Delay 54.2 Intersection Capacity Utilization 82.8% ICU Level of Service		0.0	5.5	205.1	will realis			
Average Delay 54.2 Intersection Capacity Utilization 82.8% ICU Level of Service	Approach LOS			F				
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Intersection Capacity Utilization 82.8% ICU Level of Service		fi kanana ing samu		54.2				
		ration	ENE 185		le lo	U Level o	f Service	MILE STREET
			Harris IV	A COLUMN TO LOCALIST				The state of the state of
	Figure 1995 in Criod (Hill)			ng pinga	STEPHEN N			

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legion (anti-	C. S. S. E.	EB1	2860	N/B	m www.	WIEW.	1,18,1	NBS.	WEB	S#1	31	Silv
ane Configurations		4			44			बी	7		स्कि	
Sign Control		Stop	days in		Stop			Stop			Stop	
/olume (vph)	87	245	146	223	277	209	110	255	122	111	424	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
lourly flow rate (vph)	95	266	159	242	301	227	120	277	133	121	461	167
(restablisation		WI:	THE T	WE 2	(SE)							
olume Total (vph)	520	771	397	133	749							
olume Left (vph)	95	242	120	0	121		te Bouling					
olume Right (vph)	159	227	0	133	167				in			
ladj (s)	-0.11	-0.08	0.18	-0.67	-0.07						e (E Year)	
Departure Headway (s)	9.4	9.4	9.8	9.0	9.6							
Degree Utilization, x	1.36	2.02	1.09	0.33	1.99							
capacity (veh/h)	391	387	373	396	382			W-111-11-11-11-11-11-11-11-11-11-11-11-1				
Control Delay (s)	204.1	490.7	102.8	15.2	476.0				2 11 1			
pproach Delay (s)	204.1	490.7	80.9		476.0							
pproach LOS	PI BE	F	F		F							
in signon services.				gen 2		12				No.	0100	
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ntersection Capacity Util	ization		134.4%	IC	U Level o	f Service			H			
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Movement		ET.		THE L	WE.	- HOLE	Mal	RXMIT	WHE	SEL	10	38%
Lane Configurations		43			4			43			4	
Volume (veh/h)	4	380	73	24	492	5	78		43	7	7	4
Sign Control		Free			Free			Stop			Stop	
Grade	Mary Burg			TABLE AR				0%	Minchille.		0%	of other
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	4	413	79	26	535	5	85	AHE, No.	47	8	8	4
Lane Width (ft)		BULERIE					100 TUH					
Walking Speed (ft/s)												
Percent Blockage					NAME OF					學的低級		1000
Right turn flare (veh)	unarrum popie	000000000000000000000000000000000000000	mental in the		ero romar		ero poetawa	man to to the same		incompanyou	an enstrument	un Steel (1857
Median type		None			None							
Median storage veh)			21 ACI, 27 - 0214 - 0143	ning ( - mining menter)	Hade Jenetic	province or frage		· · · · · · · · · · · · · · · · · · ·	Maria Teleporii		usti o razio	
Up <b>stream</b> signal (fi) = 11				rasniki janerati Laurentee								
pX, platoon unblocked	EAO			492		3 75 75 75	<b>40</b> E0		W AFO	1098	4004	EOO
vC, conficting volume vC1, stage 1 conf vol	540			492		34.4	1059	105%	453	1090	1091	538
vC2, stage 2 conf vol		V Household	CHIPMENTS.	101725152	ga zec	C TOTAL CONTROL	THE PARTY OF					
vCu, unblocked vol	540			492	Dan Danie		1059	1054	453	1098	1091	538
(C /single (s)	4.1			432			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)									HOLES AND BUILDING			
tF (s)	2.2		湖 图 2	2.2		THE REAL	3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	estra in mondatore	er promission	98	190	FELLIS	56	100	92	96	96	99
cM capacity (veh/h)	1028	estown ense W. Consequent		1071	Microsoft .	China Share	191	220	607	171	209	544
Diebum Arei	1 根	(A) (E)	100	***			Survey	EM.LY	1.75	NOW YOU		100
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Volume Right	7.9	<b>5</b>	47	4		J-linii						DILL SIL
cSH	1028	1071	252	220				- NOTE OFFICE S		A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg 1000 mg	10 M M MAC 1 (10 (11 (11 (11 (11 (11 (11 (11 (11 (
Volume to Capacity	0.00	0.02	0.53	0.09					HIST BLENGER			
Queue Length 95th (ft)	0	2	70	7								
Control Delay (s)	054	0.7	34.1	23.0								
Lane LOS	A	ΑΑ	D	С				or on them of				
Approach Delay (s)	0.1	0.7	34.0	23.0								
Approach LOS			D	С								
injersekimi Summery							3.54					
Average Delay	NAME OF TAXABLE PARTY.		4.5	water of the same	Total Comp Company				THE STREET	A New York Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Commence of the Com		
Intersection Capacity Utiliza	ation		60.0%	IC	U Level o	f Service			В			
Analysis Period (min)	LP NUMBER OF STREET		15		######################################	113-11			100 MILES		251/1201727-1	
			andford.	mes da c		7 inch	41 St.	W 75 W	Berlingt		125 100	

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Laine Brode	28	101517	HIER.	V/45/L	Juliai.	Wille	NEL.	NE	NBIR	SEL	. 801	361
Lane Configurations	4	1>	ALL DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	*	<b>†</b>	74	Ŋ	₽		4	<b>†</b>	7
Volume (vph)	170	280	52	55	410	174	68	205	32	158	442	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	William 1	0	100	NE OFFICE	360	65		0	125		260
Storage Lanes	1	Contract of	0	1	ACTIONS THE	1	1	W.	0	1	and the state of	1
Taper Length (ft)	90	PER AND TO		90			90			90		90 PM
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
File		.0.976				0.850		0.980	18 18 18	1.77	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	0.850
Flt Protected	0.950		<u> </u>	0.950		d .20 liller live si	0.950	PE. Miller w	1	0.950	and the same and	diam't india
Sard Flow (prot)	1770	1818		17/70	1863	1583	1770	1825	0	1770	1863	1583
Flt Permitted	0.950			0.950	105 220. TI, TI (SI	Linday L. Thank Tilani	0.950	Mandan Tana-		0.950		home weinen
Satd. Flow (perm)	1770	1818	6	1770	1863	1583	17.70	1825	0	1770	1863	1583
Right Turn on Red			Yes			Yes	mu. , uživeimi, middi	BE, Yalikinina, Takii	Yes	a Trus delades	- 3 /91343 14is	Yes
Satd. Flow (RTOR)	HENDER	11000		SEASON Y	i Marie di	189		9	OF FREE	28	65 94 M	353
Link Speed (mph)	AFABURRE: 10	40	MANAGES IN	Sept School September	40	er and Som	PLUZ ESSENCIAL	50	Mark Media	annesida a vi	50	POHINDER
Link Distance (ft)		1360	Manager L	图門尾"湯	2660	STEE		1896	ise and		5353	
Travel Time (s)	California (California)	23.2		唐世3 · 生 · 生	45.3	CTHELL OWN		25.9	NAME OF STREET	Marinet and Co.	73.0	HILLEGEHBUSS
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	304	57	60	446	189	74	223	35	172	480	353
Shared Lane Traffic (%)											NITT VALUE OF STREET	
Lane Group Flow (vph)	185	361	**************************************	60	446	189	74	258	0	172	480	353
Enter Blocked Intersection	No.	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)	Ottoping independent and the	0	Manually 145		0	CHECK CONTROL	WALL BOTTER	0	rVi siani izoli	in a day for a	0	erastrations.
Crosswalk Width(ft)	970), (G 570),	16	TREET, III		16		10121011111	16	T Frank	¥-3,99	16	
Two way Left Turn Lane		la sur IX		Del Hills Availa			Shirt Stra	index.ulbStyt	Harman and	eli contini	CLINICAL INC.	HOSPINGSON.
Headway Factor	1.00	1.00	1.00	1.00	1:00	1.00	1.00	1.00	1.00	1.00	######################################	1.00
Turning Speed (mph)	15	THE REAL PROPERTY.	9	15	No the Control of the Control	9	15	Little Control	9	15		9
Tum Type	Profes	NA-		Prot	NA.	Perm	Prol	I NA		Prot	NA	Perm
Protected Phases	7	1 A	1112 E. 1. 7 Paris 11 2	3	8		5	2		1	6	
Permitted Phases					Michael II	8		WELL ST	ar Decree		SHEET STATE	6
Detector Phase	2000 PURENCE T	4		3	8	8	5	2		1	6	6
Switch Phase		STATE OF	g in the						Notice R		Transities.	
Minimum Initial (s)	4.0	4.0	nostonaen	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	The same	12.0	20.9	20.9	12.0	20.9	100	12.0	20.9	20.9
Total Split (s)	15.0	33.0	illorence a se	12.0	30.0	30.0	12.0	29.0	Company of the	16.0	33.0	33.0
Total Split (%)	16.7%	36.7%	Eorga Paul	13.3%	33.3%	33.3%	13.3%	32.2%		17.8%	36.7%	36.7%
Maximum Green (s)	11.0	28.1	E CHILDREN	8.0	25.1	25.1	8.0	24.1	Children	12.0	28.1	28.1
Yellow Time (s)	3.0	3.9	EL STORES	3.0	3.9	3.9	3.0	3.9	THE	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	gette tro	0.0	0.0	0.0	0.0	0.0	100	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	4.9	1 - Y - Hol	4.0	4.9	4.9
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Mekadia	Yes	Yes	Yes	Yes	Yes	-92 ft	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	61 15 VEV	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	HASHING.	None	None	None	None	Min	List 25 and	None	Min	Min
Walk Time (s)	NONE	5.0	HISTORY CON	INOILE	5.0	5.0	NOTE	5.0		110110	5.0	5.0
Flash Dont Walk (s)	SHELL S	11.0	200-120-2	WIEL BOOK	11.0	11.0		11.0		-	11.0	11.0
- Idolf Dollt Walk (5)		11.0			11.0	11.0		11.0			11.0	11.0

Synchro 8 Report Page 15

	•	$\rightarrow$	<b>→</b> ✓	•	~		T		-	¥	*
			Dak Well	hyer.	VMH;	1.48)	1961	VISIN.	State	(8:11	SER
Pedestrian Calls (#/hr)	Ne of the par	0		i 6 0	0	4E F	) *   <b>  0</b>	Mar in		0	0
Act Effct Green (s)	10.9	29.1	7.3	22.9	22.9	7.5	20.1		11.3	26.5	26.5
Actuated g/C Ratio	0.13	0.35	0.09	0.27	0.27	0.09	0.24		0.14	0.32	0.32
v/c Ratio	0.80	0.56	0.39	0.87	0.33	0.47	0.58		0.72	0.81	0.47
Control Delay	64.5	28.2	46.3	49.3	5.8	49.2	32.8		55.1	40.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.5	28.2	46.3	49.3	5.8	49.2	32.8	F. 1	55.1	40.2	5.1
LOS	E	C	D	D	Α	D	C	We Vern	Ε	D	A
Approach Delay		40.5		37.2			36.5	5 700	1	30.4	· "驿.
Approach LOS		D		D			D			С	
Queue Length 50th (ft)	105	169	33	240	0	41	120		95	251	0
Queue Length 95th (ft)	#222	263	72	#405	48	85	196		#190	#414	60
Internal Link Dist (ft)		1280		2580		/# 169 J	1816	n drainn ialea Nachailte	umpralea (d Guidellada	5273	State interest
Turn Bay Length (ft)	125		100		360	65			125	W-SRY	260
Base Capacity (vph)	238	643	173	573	617	173	545		260	641	777
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	- 3 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	0.78	0.56	0.35	0.78	0.31	0.43	0.47	8" AB1	0.66	0.75	0.45

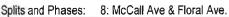
US MEUL ENGLISH	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 83.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 35.2	Intersection LOS: D

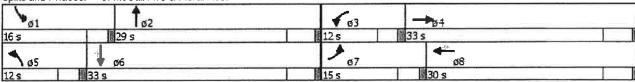
Intersection Capacity Utilization 72.9%

ICU Level of Service C

Analysis Period (min) 15 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





Volume (veh/h)         5         1         497         9         1         346           Sign Control         Stop         Free         Free         Free           Grade         0%         0%         0%         0%           Peak Hour Factor         0.92         0.92         0.92         0.92           Hourly flow rate (vph)         5         1         540         10         1         376           Pedestrians         Lane Width (fl)         Walking Speed (ft/s)         Percent Blockage         Right turn flare (veh)           Median type         None         None         None           Median storage veh)         Upstream signal (ft)         Px, platon unblocked           vC, conflicting volume         923         545         550           vC1, stage 1 conf vol         vC2, stage 2 conf vol         vC2, unblocked vol         923         545         550           tC, 2 stage 2 conf vol         vC2, stage (s)         t.1         1         100         100           cM capacity (veh/h)         299         538         100         100         100           cM capacity (veh/h)         299         538         100         100         100         100         100         1		•	*	†	~	-	<b>↓</b>				
Lane Configurations  Volume (veh/n)  5	Mevement	(78).	West			513 L	SEC				
Volume (vehft)         5         1         497         9         1         346           Sign Control         Slop         Free         Free         Free           Grade         0%         0%         0%           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         <	Lane Configurations	M	NIN-PICK -	1>			र्स				
Peak Hour Factor	Volume (veh/h)	CUP ALVIENDA DE VARIENCA	1.6.1	497	9	1					
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.99 0.99			nreparation			alimining and an arrangement of the second					e province a secular discour
Hourly flow rate (vph)   5					0.00	0.00					
Pedestrians   Lane Width (ft)   Walking Speed (ft/s)			0.92								
Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 gonf vol vC2, stage 2 gonf vol vC2, unblocked vol											
Walking Speed (tt/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (tt) Dys. platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 gonf vol vC1, unblocked vol tC, stage 1 conf vol vC2, stage (s) tF (s)						35.		gy miller many service) Il flower and the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service o			
Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vo vC3, stage 2 conf vol vC4, stage 1 conf vol vC5, stage 2 conf vol vC4, stage (s) tF (s)					residents of the front	15 , t. 1.					The same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the sa
Right turn flare (veh)  Median type  None  None  None  Median storage veh)  Upstream signal (ff) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vo vCu, unblocked vol CC, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC3, stage 1 conf vol vC4, unblocked vol CC, stage 1 conf vol vC4, unblocked vol CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage (s) CC, stage 1 conf vol vC1, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC2, stage 1 conf vol vC3, stage 1 conf vol vC3, stage 1 co			<b>WALKE</b>		MUNICAL A						
Median type         None         None           Median storage veh)         Upstream signal (ft)         px, platon unblocked           vC, conflicting volume         923         545         550           vC1, stage 1 conf vol         vC2, unblocked vol         923         545         550           tC, single (s)         6.4         6.2         4.1         6.2         4.1         6.2         4.1         6.2         4.1         6.2         4.1         6.2         4.1         6.2         6.2         4.1         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         6.2         7.2         7.2         7.2         <		Decided to the last of	A CANADA CONTRACTOR	Same burney	AND DESCRIPTION OF	estate services			and the same about	1 100 100 100 100 100 100 100 100 100 1	d Zirgarleh Februgal kent, memodis Filipi kareh bedik Liva Filibe s bebebaga
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, unblocked vol	Median type		<b>建设计</b> 。	None			None				
pX, platoon unblocked vC conflicting volume 923 545 550   VC1, stage 1 conf vol   VC2, stage 2 conf vo   VC2, unblocked vol 923 545 550    VC3, unblocked vol 923 545 550    IC, single (s) 6.4 6.2 4.1    IC, 2 stage (s)    IF (s) 3.5 3.3 2.2    p0 queue free % 98 100 100    CM capacity (veh/h) 299 538 1020     Wolume Total 7 550 377    Volume Left 5 0 1    Volume Right 1 10 0    CSH 323 1700 1020    Volume to Capacity 0.02 0.32 0.00    Queue Length 95th (ft) 2 0 0    Control Delay (s) 16.4 0.0 0.0 0.0    Approach LOS C A  Approach LOS C A  Approach LOS C C  INC. Single (s) 550 550    SEV. Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)    IC Stage (s)	Median storage veh)									- APL IN THE STREET	
vC, conflicting volume         923         545         550           vC1, stage 1 conf vol         vC2, unblocked vol         923         545         550           tC, single (s)         6.4         6.2         4.1           tC, 2 stage (s)         100         100         100           cM capacity (veh/h)         299         538         1020           Dress         100         100         100           cM capacity (veh/h)         299         538         1020           Dress         100         100         100           Volume Total         7         550         377           Volume Left         5         0         1           Volume Right         1         10         0           cSH         323         1700         1020           Volume to Capacity         0.02         0.32         0.00           Queue Length 95th (ft)         2         0         0           Control Delay (s)         16.4         0.0         0.0           Approach LOS         C         A           Approach LOS         C         A           Average Delay         0.1         1.1           Intersection Capa											
vC1, stage 1 conf vol vC2, stage 2 conf vo vCu, unblocked vol 923 545 550 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 tF (s) 98 100 100 cM capacity (veh/h) 299 538 1020   Volume Total 7 550 377  Volume Left 5 0 1 Volume Right 1 10 0 cSH 323 1700 1020 Volume to Capacity 002 0.32 0.00 Queue Length 95th (t) 2 0 0 Control Delay (s) 16.4 0.0 0.0 Lane LOS C A Approach Delay (s) 16.4 0.0 0.0 Approach LOS C  Interestical Service A  VCL Level of Service A		oreannes era zonni		are constant	CONTRACTOR OF THE	nacional de la company	province to the lates		and the second	TOTAL COMMITTEE STATE	
vC2, stage 2 conf vol       923       545       550         vCu, unblocked vol       923       545       550         tC, Stage (s)       1       4.1       1         tC, 2 stage (s)       1       1       1         p0 queue free %       98       100       100         cM capacity (veh/h)       299       538       1020         Difference List       1       10       0         Volume Total       7       550       377         Volume Left       5       0       1         Volume Right       1       10       0         cSH       323       1700       1020         Volume to Capacity       0.02       0.32       0.00         Queue Length 95th (ft)       2       0       0         Control Delay (s)       16.4       0.0       0.0         Lane LOS       C       A         Approach Detay (s)       16.4       0.0       0.0         Approach LOS       C       A         Intersection Capacity Utilization       36.7%       ICU Level of Service       A		923	545			550					
vCu, unblocked vol     923     545     550       tC, single (s)     6.4     6.2     4.1       tC, 2 stage (s)     1F (s)     3.5     3.3     2.2       p0 queue free %     98     100     100       cM capacity (veh/h)     299     538     1020       Ince     III     88       Volume Total     7     550     377       Volume Left     5     0     1       Volume Right     1     10     0       cSH     323     1700     1020       Volume to Capacity     0.02     0.32     0.00       Queue Length 95th (ft)     2     0     0       Control Delay (s)     16.4     0.0     0.0       Lane LOS     C     A       Approach LOS     C     A       Approach LOS     C     Intersection Suprice)       Average Delay     0.1       Intersection Capacity Utilization     36.7%     ICU Level of Service											
tC, single (s)		022	5/6			550	A. THERD OF BUILDINGS TO				
tC, 2 stage (s)  tF (s)							The state of				
## 100			N. Z.	1000年1月1日	eeliksissäden on i	EIRELES MAS		BARCHII SAN GANCECCHI RESEA	HOLDING STEAM OF THE		HARMAN MARKANIA
p0 queue free % 98 100 100 cM capacity (veh/h) 299 538 1020    State		3.5	3.3			2.2					
CM capacity (ven/h) 299 538 1020    Direct	p0 queue free %			ATTENDED OF THE REAL PROPERTY.	- Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commission Commissio	100	MENNANCE AND AND AND AND AND AND AND AND AND AND	JOSEPH CONTRACTOR	THE PERSON NAMED IN COLUMN		CAMP CONTRACTOR OF THE PARTY.
Volume Total         7         550         377           Volume Left         5         0         1           Volume Right         1         10         0           cSH         323         1700         1020           Volume to Capacity         0.02         0.32         0.00           Queue Length 95th (ft)         2         0         0           Control Delay (s)         16.4         0.0         0.0           Lane LOS         C         A           Approach Delay (s)         16.4         0.0         0.0           Approach LOS         C         C           Intersection Suprices         0.1         ICU Level of Service         A	cM capacity (veh/h)	299	538			1020					g i (ar an
Volume Total         7         550         377           Volume Left         5         0         1           Volume Right         1         10         0           cSH         323         1700         1020           Volume to Capacity         0.02         0.32         0.00           Queue Length 95th (ft)         2         0         0           Control Delay (s)         16.4         0.0         0.0           Lane LOS         C         A           Approach Delay (s)         16.4         0.0         0.0           Approach LOS         C         C           Intersection Suprices         0.1         ICU Level of Service         A	Sires of Laneth	WHAT A	ME	800		D. 48	SECULE ON		L ,	Carlo Harris	
Volume Left         5         0         1           Volume Right         1         10         0           cSH         323         1700         1020           Volume to Capacity         0.02         0.32         0.00           Queue Length 95th (ft)         2         0         0           Control Delay (s)         16.4         0.0         0.0           Lane LOS         C         A           Approach Delay (s)         16.4         0.0         0.0           Approach LOS         C         C           Intersection supplies         0.1           Intersection Capacity Utilization         36.7%         ICU Level of Service         A		7		ages a Difference of the Company	- BARRE	Kromister 1905					
CSH 323 1700 1020  Volume to Capacity 0.02 0.32 0.00  Queue Length 95th (ft) 2 0 0  Control Delay (s) 16.4 0.0 0.0  Approach Delay (s) 16.4 0.0 0.0  Approach LOS C A  Approach LOS C  Intersection Suprices  Average Delay 0.1  Intersection Capacity Utilization 36.7% ICU Level of Service A	Volume Left	5	0	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR		DEPOSITE CO.	HEAVE BEFORE	THE PROPERTY OF THE PARTY		La frenchista (Inches de Santo)	PROFILE TO SECULD
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-sine Grove		ET O	77110	WB).	West	Wall	MBL	) Wife	NE P	156	58	Sales (
Lane Configurations	ሻ	十十	7	7	<b>↑</b> ↑		ሻ	<b>个个</b>	7	ሻ	个个	7
Volume (vph)	177	740	260	10	570	216	244	1.057	73	370	838	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220	SIN IN	610	225	danah .	0	A STATE OF THE PARTY OF		50	260	7/48/58	200
Storage Lanes	1		1	1		0	1		1	1	100010	1
Taper Length (ft)	90	HERE WIT	The state of the	90		150	90	m 2	- Miles and	90	other res	ALL PROPERTY.
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Fit and the second	THE PROPERTY OF		0.850	100.10	0.959	1 (ABA) 1146 6 (ABA) 1348		/ HAD DELL	0.850	7.00	Who was	0.850
Flt Protected	0.950	and thinks) debut as	OKILITATE TAY	0.950	24 22 24 27 762	ph. (455) 9/11 (586)	0.950	222,228		0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3394	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950		ANT MESON	0.950	AND THE REAL PROPERTY.		0.950		111111111111111111111111111111111111111	0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3394	0	1770	3539	1583	1770	3539	1583
Right Turn on Red	1110	0000	Yes	17110	0001	Yes			Yes	6		Yes
Satd. Flow (RTOR)	ST HELITE	Secret S	283		42		SHP191790)	1000	90	<b>西漢的班</b>		229
Link Speed (mph)	(C) 1817/11/26	50	200	SPACE AND ADDRESS.	50	MARK MESS	saludio o 4	50	25 3300	E-H-DECF RE	50	
Link Distance (ft)		1462		Ser in least the se	2360	HERE CO.		3872	077		3389	
Travel Time (s)		19.9	IISHEVA SU	Lucial Service	32.2		REAL PROPERTY.	52.8	C. Harrison	) (#YOURSE	46.2	52600 (600
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	804	283	11	620	235	265	1149	79	402	911	304
	192	004	203			200		1143		402		
Shared Lane Traffic (%)	103	904	283	Cloratentsi	855	0	265	1149	79	402	911	304
Lane Group Flow (vph)	192	804	No	11 No.		No.	No.	No.	No.	No.	No	
Enter Blocked Intersection	No	No	CONTRACTOR STATE		No	THE RESIDENCE OF STREET	mention of the works on	SURFERENCE PROPERTY NAMED IN TABLET	Communication of the Assessment	T	Comment of the Control of Control	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left 12	Right
Median Width(ft)		12		P. 4005	12		100	12	er water.		PHIOD.	
Link Offset(ft)	STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	0 16			0 16		HC 1975	16	100000000000000000000000000000000000000		0 <b>16</b>	
Crosswalk Width(ft)	aliani ia	10		100	10	CONT.		10	- 1	101 34	10	hara and
Two way Left Turn Lane	4 00	4.00	00	200	4 00	4 00	4 00	4.00	4.00	4 00	4.00	4 00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	HITCHIAN CO	9	15	COMMERCE OF COMME	9	15	SECURITY AND	9	15	NIA	9
Turn Type	Prot	NA	Perm	Prot	NA	200	Prot	NA.	Perm	Prot	NA	Perm
Protected Phases	1	4	empire an	3	8	ettin massiri	5	2	MODEL OF THE	Lorn Lineagen 4	6	AUTOM A
Permitted Phases	196 -		4		Halle Hiller	direction.	an time th		2	AND EAR OF	ALC: AND I	6
Detector Phase		4	4	3	8	rankin alin	5	2	2	Tegan santana	6	6
Switch Phase			25 Page 1978	Europe			St. Story		SALED	Eta Men	THE SERVICE	STATE OF
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	76	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9	12.0	20.9	20.9
Total Split (s)	16.0	35.4	35.4	12.0	31.4		26.0	43.6	43.6	29.0	46.6	46.6
Total Split (%)	13.3%	29.5%	29.5%	10.0%	26.2%	A. III	21.7%	36.3%	36.3%	24.2%	38.8%	38.8%
Maximum Green (s)	12.0	30.5	30.5	8.0	26.5		22.0	38.7	38.7	25.0	41.7	41.7
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	III Ze II se	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)	S. S. Bran	5.0	5.0	0102	5.0	P-1185 11-13	allower with	5.0	5.0	- LANS	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0

E: Oblacti Ctate Bi	14 0 1110		110.									
	۶	<b>→</b>	*	•	4	4	1	†	-	1	Ţ	4
onite that up		1111	豐劃料	WIEL.	WEST	OWER	NE	(NEG)	A)B)R	Sibil	\$150	<u>(</u> )8()
Pedestrian Calls (#/hr)		+ 0	0		0	" 智慧	1935	0	0		0	0
Act Effct Green (s)	12.0	40.2	40.2	6.3	26.5		20.7	38.7	38.7	25.0	43.0	43.0
Actuated g/C Ratio	0.10	0.34	0.34	0.05	0.22		0.17	0.32	0.32	0.21	0.36	0.36
v/c Ratio	1.08	0.68	0.39	0.12	1.09		0.87	1.01	0.14	1.09	0.72	0.43
Control Delay	14245	38.6	5.5	56.4	102.4		75.6	69.1	5.2	118.7	37.5	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	142.5	38.6	55	56.4	102.4		75.6	69.1	5.2	118.7	87,5	9.8
LOS	F	D	Α	E	F		Е	Ε	Α	F	D	Δ
Approach Delay		46.9			101.8			66.9			52.5	
Approach LOS		D			F		200	Е			D	
Queue Length 50th (ff)	167	272	<u> </u>	8	~380		199	~473	0	∺85ij	324	40
Queue Length 95th (ft)	#317	#423	68	28	#510		#337	#626	29	#549	403	114
nternal Link Dist (fi)		1382			2280			3792			3309	
Turn Bay Length (ft)	220		610	225			200		50	260		200
ase Capacity (vph)	177	1184	718	118	782		324	1141	571	368	1268	714
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	(
Spilloadk@ap Reducin	0	0	0 4	0	0.0		0	0	0.	0	9	100
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	C
Recuced v/c Ratio	1.08	0.68	0.39	0.09	1.09	i Vi	0.82	190	0.14	1.09	#07/2	0745
Herselm Sumpanis			a kinda		44		OHISSII A					
Area Type:	Other											
Cycle Length: 120		d-10 10 10 10 10 10 10 10 10 10 10 10 10 1							-1:::::::::::::::::::::::::::::::::::::			
Actuated Gyele Length: 120	)								1955.0			
Natural Cycle: 110	ne disease constituent		ricanium superio			a ladere	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	dia Cistagnan			501 V V V V V V V V V V V V V V V V V V V	iselatrikirane =:
Control Type: Actuated-Uni	coordinated			<b>"</b> 量为集"								

Maximum v/c Ratio: 1.09
Intersection Signal Delay: 63:3

Intersection LOS: E

Intersection Capacity Utilization 97.0%

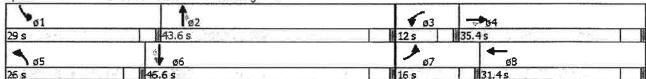
ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

Queue shown is maximum after two cycles



^{# 95}th percentile volume exceeds capacity, queue may be longer.

	*	-	$\searrow$	•	•	*	1	<b>†</b>		1	ļ	4
STE FROM THE BUILD	EBL		温泉	MEL	0.00	Walk.	NEW Y	WIBN	Visits	3811		SER
Lane Configurations	ሻ	1		P.	<b>†</b> }		ሻ	<b>†</b>	ř	ሻ	7	
Volume (vph)	78	1098	172	321	777	99	110	329	249	93	225	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175	MAN STATE	0	105	1	25	95		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	90		200	90		inches in a	90		201	90	11/200	JEST H
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	THEFT	0.980			0.983		16-7	-25	0.850	Company of	0.980	A CONTRACT
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3468	0	1770	3479	0	1770	1863	1583	1770	1825	* 0
Flt Permitted	0.950	es indicate	N. C. School Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, Street, S	0.950		12201-12	0.950		John Adam	0.950	mingraph and of the state	gant I spinglade
Satd. Flow (perm)	1770	3468	0	1770	3479	0	1770	1863	1583	1770	1825	0
Right Turn on Red			Yes	111115	2010-0-10	Yes	12.1.2	12.715151	Yes	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	- Internal day	Yes
Satd. Flow (RTOR)	and the same	17		18 A.S.	16				126		16	
Link Speed (mph)	etalianume carent	55	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	PEDBURNEY	55	MRC21-LL	STATE OF STATE OF	50	THE THEORY	DENEMONE SANDAMENTA	50	DATE OF THE PROPERTY OF
Link Distance (ft)		2641	VIEW CONTRACTOR	W3 W 1	5169	53511435	205770	5277			2634	
Travel Time (s)		32.7	Yellow Line Co	Bank States	64.1	PARTICIPANT N	ASSET DE NO	72.0	- DEVINE	00114-2130512	35.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	1193	187	349	845	108	120	358	271	101	245	37
	00	1133	107	349	043	100	120					RELIGIOUS ST
Shared Lane Traffic (%)	85	1380	0	349	953	0	120	358	271	101	282	0
Lane Group Flow (vph)	No No	No	No :	No No	No No	No	No	No	No	No	No	No
Enter Blocked Intersection					The second section of the second section in	the second second second	497, 1995	Left	Committee of the committee of	Left	Left	1000
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	12	Right	Engelia:	12	Right
Median Width(ft)		12	Sen Sen	2	12				STEELS		ales a consider of the	on the late
Link Offset(ft)	VERBURET PROJECT	0 16	राज्यायम्ब <b>र्गा</b>	THE FEBRUARY	0	or see a	HE SOLLOW IN	0 16	OWNER	NOT THE REAL PROPERTY.	0 16	CHARGOS CO
Crosswalk Width(ft)		10		Bo Zi	10		NO WILL	10	CONTRACT.	2 12551 2	10	1146/05
Two way Left Turn Lane	2011 T.P. 000		4 00	4.00	4.00	4 00	4.00	4.00	4 00	* 00	8 00	4 00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	10000	9	15		9	15		9	15		9
Turn Type	Prot	NA 1		Prot	NA		Prot	NA NA	Perm	Prot	NA	Phy Billing
Protected Phases	7	4	somethods were	3	8	Samuel Herry	5	2	*********	1	6	a Strange Land
Permitted Phases	and the same			(	33	A CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR	100		2			100
Detector Phase	7	4		3	8		5	2	2	1	6	PT-1849 111
Switch Phase	a de la					N. Section			The second			100
Minimum Initial (s)	4.0	4.0		4.0	4.0	ornors-	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	20.9		12.0	20.9	See E	12.0	20.9	20.9	12.0	20.9	30000
Total Split (s)	16.0	51.0		27.0	62.0		13.0	30.0	30.0	12.0	29.0	-
Total Split (%)	13.3%	42.5%	n 102-345	22.5%	51.7%	44.0	10.8%	25.0%	25.0%	10.0%	24.2%	- Idtie
Maximum Green (s)	12.0	46.1		23.0	57.1		9.0	25.1	25.1	8.0	24.1	All little at the same of
Yellow Time (s)	3.0	3.9		3.0	3.9		3.0	3.9	3.9	3.0	3.9	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	W.	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9	4.9	4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Tet.
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	-	None	None		None	Min	Min	None	Min	
Walk Time (s)	(A) (B)	5.0	1110	25.920	5.0		¥3,774	5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	

	۶	-	<b>→</b>	<b>←</b>	*	4	<b>†</b>		-	<b>↓</b>	4
Mile Stopp	[88]	200	BIR WE		701818 ₁	NRIL	M21	MBIE	\$81	3811	\$11P
Pedestrian Calls (#/hr)		0	AT THE STATE	0			0	0		0	
Act Effct Green (s)	10.2	46.1	23.	.0 61.1		9.0	24.5	24.5	8.0	23.5	
Actuated g/C Ratio	0.09	0.39	0.1	9 0.51	20 20 0	0.08	0.21	0.21	0.07	0.20	
v/c Ratio	0.56	1.02	1.0	2 0.53		0.90	0.94	0.64	0.86	0.77	
Control Delay	66.8	66.8	108	0 21.6		111,5	79.8	30.3	106.1	59.9	
Queue Delay	0.0	0.0	0.	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	66.8	66.8	103.	0 21.6		111.5	79.8	30.3	106.1	59.9	
LOS	Ε	Ε		F C		F	Е	С	F	Ε	
Approach Delay		66.8		43.4			67.0			72.1	
Approach LOS		Е		D			Е			Ε	
Queue Length 50th (ft)	64	~596	~28	9 263		94	274	102	79	204	
Queue Length 95th (ft)	117	#738	#47	6 332		#211	#452	196	#184	#326	-5/2/5/15
Internal Link Dist (ft)		2561		5089			5197			2554	
Turn Bay Length (ft)	200		17	'5		105		25	95		
Base Capacity (vph)	178	1348	34	1 1786		133	391	432	118	373	16 6
Starvation Cap Reductn	0	0		0 0		0	0	0	0	0	
Spillback Cap Reductn	0 .	0		0 , 0		0	0	0	0	0	() 建
Storage Cap Reductn	0	0		0 0		0	0	0	0	0	
Reduced v/c Ratio	0.48	1.02	1.0	2 0.53		0.90	0.92	0.63	0.86	0.76	

Other Area Type: Cycle Length: 120 Actuated Cycle Length: 119.4

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay, 59.6

Intersection LOS: E ICU Level of Service E

Intersection Capacity Utilization 90.9%

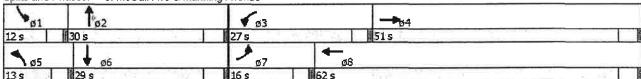
Analysis Period (min) 15 Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: McCall Ave & Manning Avenue



	۶		*	1	4	*	4	†	~	-	1	1
Movement	(Math.)	0.0	HEEL	VIBL	WES	9930	NE.	<u>Neder</u>	NBIN.	8.3	SPA	SIN
Lane Configurations		ર્લ	۴		₩		ሻ	<b>1</b>		ሻ	<b>↑</b> ↑	elicino i la
Volume (veh/h)	123	54	252	33	51	212	141	1025	76	445	796	49
Sign Control	de la companya	Stop			Stop			Free	TOTAL CONTRACTOR AND ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE ADDRESS OF THE		Free	
Grade		0%	<b>中</b>	EU DEC	0%		<b>3.3</b>	0%		17 27 1947	0%	CHIEF THE
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	134	59	274	36	55	230	153	1114	83	484	865	53
Pedestrians				-				1000pp.00		nature Transfer of	-	
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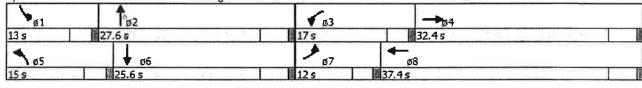
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Approach Delay (s)	0.0	6.3	STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, STORY STREET, ST	ale Suid	C. C. L. C. C.	THE PARK		
Approach LOS			F					
Meisesion Summai		9 Means			015 (196)			
Average Delay		4 UT-1/200   11121270   1	186.6					
ntersection Capacity Utiliza	tion	air Halve Land	3-1-12 (P. 15-10)	IC	U Level of	of Service	G	
Analysis Period (min)		Titrotal burstages	15			Chillip Transmission	ACCESS TO THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COURT OF THE COUR	Description of the second
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lane Group		1981	EBR	AVIBLE.	- 火煙町	WBR	MLT	- 112	PARTY.	\$31	SI	915/R
Lane Configurations	*	<b>1</b>		4	17		ሻ	<b>†</b>	۴	ሻ	1>	
Volume (vph)	20	596	82	180	1096	50	180	142	235	84	305	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		. 0	175		0	105		25	95	· 12	0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	90			90	1		90	The same	1000	90	32 200 Zarc	THE TAKE
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt # 1	7.3 (6)	0.982	A CHIS	EN MILE N	0.993	1007 (1008)	ABUTTO N	T 42	0.850	1000	0.980	adian!
Flt Protected	0.950			0.950			0.950	1000000		0.950		11111
Satd. Flow (prot)	1770	3476	0	1770	3514	0	1770	1863	1583	1770	1825	0
FIt Permitted	0.950	all entire		0.950	103.5	1000	0.950	10000	111111111111111111	0.950		
Satd. Flow (perm)	1770	3476	0	1770	3514	0	1770	1863	1583	1770	1825	0
Right Turn on Red	THE PARTY OF		Yes	111 - 1114	-00.0	Yes	101700000	104,55	Yes	75 C 34 C 14	La Italia e Company	Yes
Satd. Flow (RTOR)	200796	17		118 117	- 6		2775 F W		177		8	
Link Speed (mph)	SEATTLE ST	55	Presencing the second	0.00	55		3 20 00 10 10 10 10 10 10 10 10 10 10 10 10	50	EPI M MAD	Color publication	50	Themself
Link Distance (ft)		2641	253/16/15/23		5169	10077727	-	5277			2634	
Travel Time (s)	MINISTER OF	32.7		MI DESCRIPTO	64.1	UT- DUNCE		72.0		HEROO ZINIMETTA	35.9	Heritalian.
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	648	89	196	1191	54	196	154	255	91	332	51
Shared Lane Traffic (%)	TENSAN SI	THE THE STATE OF		130			362536		200	21511 20014	002	THE PERSON NAMED IN
Lane Group Flow (vph)	22	737	0	196	1245	0	196	154	255	91	383	0
Enter Blocked Intersection	No.	No	No	No	No.	No	No	No.	No	No.	No	No
	Left	Left		Left	Left	Right	Left	Left	ALL SHIPPING SAME	Left	Left	Right
Lane Alignment	Len	12	Right	Len	12	rigin	Car Special	12	Right	Len	12	Right
Median Width(ft)	41 (1861)	0		Barre	0	Cytis +		0		5000	0	SERVICE
Link Offset(ft)	Call Land Coll	16	CELLES SELVE	HERMANNE	16	or control	STORT WORLD	16		ISC COMME	16	PROPERTY.
Crosswalk Width(ft)	e de la company	10	1000		10		Value (U.P.)	10	and the same	36. 30	10	OCT, water
Two way Left Turn Lane	1.00	1.00	1 00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	9	1.00	1.00	1.00	1.00	1.00	1,00
Turning Speed (mph)	15	ALA.	9	and the second second second second second	HARDBAY ACTO	e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya de l	Prot	NA .	Perm	Prot	NA.	9
Turn Type	Prot	NA		Prot	NA NA		Comment of Street Section 1		Perm	1	6	20.00
Protected Phases	7	4	-	3	8	1000000000	5	2	2	100 A 44 A 500	0	MEN CO. 1
Permitted Phases		man y	day a re-	es interes	0	4500000	eni telik bal	echiziti do	2	1		2004 (35)
Detector Phase	7	maliguettes		3	٥		5	2	TO SHAPE	- ur Betted	6	astigast.
Switch Phase			181	4.0	HILL C		4.0	4.0	4.0	4.0	THE RESERVE AND PERSONS NAMED IN	
Minimum Initial (s)	4.0	4.0	Sec. 1987	4.0	4.0	4.4	4.0	4.0	4.0	4.0	4.0	and the second
Minimum Split (s)	12.0	20.9	1	12.0	20.9	Harris	12.0	20.9	20.9	12.0	20.9	<b>用户条件</b>
Total Split (s)	12.0	32.4		17.0	37.4		15.0	27.6	27.6	13.0	25.6	estates
Total Split (%)	13.3%	36.0%		18.9%	41.6%	LOWELL III.	16.7%	30.7%	30.7%	14.4%	28.4%	
Maximum Green (s)	8.0	27.5	Merit and a	13.0	32.5	7.0000 77857	11.0	22.7	22.7	9.0	20.7	-
Yellow Time (s)		3.9	110	3.0	3.9		3.0	3.9	3.9	3.0	3.9	- L32
All-Red Time (s)	1.0	1.0	ege Crown Co	1.0	1.0	and the second second	1.0	1.0	1.0	1.0	1.0	na i herri
Lost Time Adjust (s)	0.0	0.0	dilloi i	0.0	0.0		0,0	0.0	0.0	0.0	0.0	de.
Total Lost Time (s)	4.0	4.9	nerometer -	4.0	4.9	T SORREST OF	4.0	4.9	4.9	4.0	4.9	sages to secure our
Lead/Lag	Lead	Lag	A POPULATION OF	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	Marine 2	3.0	3.0	3.0	3.0	3.0	Cassia.
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)	18 F.	5.0	T.		5.0	P TOW		5.0	5.0	a de la company	5.0	1000
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	

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THE SMIT	la}L	11 N	建研	William.	West .	W/217	WELL.	SEE.	MEG	ાક	581	<b>B</b> BR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	6.6	23.1		12.3	35.0		11.1	25.1	25.1	8.2	19.8	and the partition
Actuated g/C Ratio	0.08	0.27		0.15	0.42		0.13	0.30	0.30	0.10	0.24	
v/c Ratio	0.16	0.76	Name and the second	0.76	0.85	maister (1.43) _{er} emi e tipme	0.84	0.28	0.43	0.53	0.88	twitten in an inning
Control Delay.	40.8	<b>33.</b> 3		56.1	30.7		69.2	27.4	11.9	49.6	54.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay in the second	40.8	33.3		56.1	30.7		69.2	27.4	11.9	49.6	54.6	
LOS	D	С		Е	С		Ε	C	В	D	D	
Approach Delay		33.5			34.1	n Yz d		34.4			53.7	
Approach LOS		C			С			С			D	
Queue Length 50th (ff)	11.	188		103	277		106	67	33	47	195	
Queue Length 95th (ft)	35	252		#215	#513		#239	126	103	99	#376	
Internal Link Dist (ft)		2561			5089			5197			2554	
Turn Bay Length (ft)	200			175	-)(13)		105	p-1	25	95	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	
Base Capacity (vph)	169	1154		275	1484		232	554	595	190	457	
Starvation Cap Reductn	0	0		0	0	to make a series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series of the series	0	0	0	0	0	Altin-miner)
Spillback Cap Reducting	0	+0 -		0 7	0		0.0	0	0	1 0 L	0	
Storage Cap Reductn	0	0		0	0	7	0	0	0	0	0	
Reduced v/c Ratio	0.13	0.64	e sanatistici	0.71	0.84		0.84	0.28	0.43	0.48	0.84	
the section \$ in their	541 - 5		8.	- 1 July 1	U. 19	J0913	100.00	4.1.38	E 75.		JET A. J	17.21.0
	Other		an and a	SUES OUR CO		· · · · · · · · · · · · · · · · · · ·						
Cycle Length: 00	JUI/GI			MARKET A	是一点的是特別	11.200				<b>美国新疆</b>		

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Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 84:2	
Natural Cycle: 90	W March Towns W. State Water Service Sections and the C. Service
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 36.9	Intersection LOS: D
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue m	
-: Queue shown is maximum after two cycles:	

Splits and Phases: 3: McCall Ave & Manning Avenue



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Movement	(18)	BH()	(ala)	MR	WE	viet.	e (Blue	MEN.	Mair	N SBL	515	SR(
Lane Configurations	notes and point of the contract	4	۴		4	manager and a second and a second	ሻ	<b>4</b> %		ኻ	<b>♦</b> ₽	
Volume (veh/h)	49	19	50	105	77	371	143	245	23	148	445	133
Sign Control	TURBANT TOWNS	Stop	ditarienio in		Stop	CHEANAITH IN	I Part Laboratoria	Free	ano trape		Free	netic native
Grade Francisco		All and medical	Arm Sellen	No. of Contract	0%		The Shirt	0%			0 70	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	53	21	54	114	84	403	155	266	25	161	484	14
Pedestrians				NCT-12H512W	E INFO CT						WASHINGTON	300
Lane Width (ft)	3		and a second	4.4		10			140 Tu 20	100	Tarrio Gradi	No.
Walking Speed (ft/s)		RETAINABLE EN	000000000000000000000000000000000000000	BU HELET KAN			The state of the			0.011059555049	CET STEEL	000011964
Percent Blockage Right turn flare (veh)	100	Charles 14	51.74.1138		Design C	1001111122	1.1	對。當內能	6 to service	100	11. 126	- A
Median type	Wall Million I	DIRECTOR OF THE	1 ####################################	200085 1840		TREET TOTAL	OR STOTE	None	TWITTH THE	SURFERENCE PROPERTY.	DENTITO DE	HURVER
Median storage veh)	241.00		1994			1000000	200	None		e, thu re-	None	110 10 20 10
Upstream signal (ft)	LIGHT STATE OF				HISTORIESM	Marining (	XIT JUST HO		ursterna.	17307306	COMMENT THROUGH	GIAN.
pX, platoon unblocked			minute Mexic		BUTTE COLUMN	HARMAN MET		Maria Casa	S. L. Marie	A STATE		
vC, conflicting volume	1767	1480	314	1164	1540	146	628		20040 F3#	291	TOTAL ARROW	NEW THE PERSON
vC1, stage 1 conf vol	1707	1400	014	1104	1040	140	020	Bulled St		201	100 miles	
vC2, stage 2 conf vol		1.0 .15	1000194050			0.00		HEEDELEN		THE WA		776
vCu, unblocked vol	1767	1480	314	1164	1540	146	628		56.6.4.2	291	200.00	illinger m
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1	SE PERSON	
tC, 2 stage (s)	NATIONAL PROPERTY.			DE 1985/09/2004			III A WATE ON		CHARLEST, IN	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE	711111111111111111111111111111111111111	HI DON'N
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Volume (vph)	99	245	146	224	277	213	110	270	123	114	434	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	108	266	159	243	301	232	120	293	134	124	472	176
2006年 - 100		一班	(4)	MB 2	SE						lity e	
Volume Total (vph)	533	776	413	134	772							
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Volume Right (vph)	159	232	0	134	176							
Hadj (s)	-0.10	-0.08	0.18	-0.67	-0.07				C. 40**			
Departure Headway (s)	9.4	9.4	9.8	9.0	9.6							4
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Lane Configurations	N,	1>	100	7	<b>A</b>	7	*	ĵ,		*	4	7
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ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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Satd. Flow (RTOR)	1785 / Sept. 1985	38 J.11	168	UKEES S	TAMES LESS	191	SVLERENT	8	162	EITHWEET:	7 marianes	354
Link Speed (mph)	27.45.75	40	Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Compan	N. Daniel	40	191	A SHOW	50	Sector ame and	-6%-00-	E0	334
Link Distance (ft)	9821021001	1360	Market San	575/8BEL173	2660	CEMPORT TO CO	000000000000000000000000000000000000000	1896	TESTINE AT	TO THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	50	CONTRACTOR
	56121.045		HER SHEET		COLUMN TWO IS NOT THE OWNER.	USE HELD			地区温度第		5353	HEED SE
Travel Time (s)	0.00	23.2	0.00	0.00	45.3	10.00	0.00	25.9	0.00	0.00	73.0	- 10 no
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	304	57	60	446	191	74	225	35	173	482	354
Shared Lane Traffic (%)	WHERE IS				of Callet	域的門影	District Control					
Lane Group Flow (vph)	187	361	0	60	446	191	74	260	0	173	482	354
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	200
Link Offset(ft)		0	TOTAL PRODUCTS	***	0			0			0	
Crosswalk Width(ft)		16	300	Mary His	16		Land the Control	16	Till but	TE CIT	16	
Two way Left Turn Lane	THE CHIEFLAND AND A SEC		time introduce					management () and				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	vine in which it is	9	15		9
Turn Type	Prot	NA	VIV.	Prot	NA.	Perm	Prot	NA .		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	3000					8			CHOCONSTRU	21 Silver		6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase		hard wax		- 23	E. Carrie	la Charles						1
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	4	12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9
Total Split (s)	15.0	33.0		12.0	30.0	30.0	12.0	29.0		16.0	33.0	33.0
Total Split (%)	16.7%	36.7%		13.3%	33.3%	33.3%	13.3%	32.2%		17.8%	36.7%	36.7%
Maximum Green (s)	11.0	28.1		8.0	25.1	25.1	8.0	24.1	25,400 6 1-1111	12.0	28.1	28.1
Yellow Time (s)	3.0	3.9		3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	1000	4.0	4.9	4.9	4.0	4.9	Amail 1 (4) 126	4.0	4.9	4.9
Lead/Lag	Lead	Lag	-80	Lead	Lag	Lag	Lead	Lag	- A- 3	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	1000	Yes	Yes	Yes	Yes	Yes	and the second	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	negriyator	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	HOPPING IN	None	None	None	None	Min	# North Co	None	Min	Min
Walk Time (s)	SERVER DE LA	5.0	Feb.	110110	5.0	5.0	Samuel Million	5.0	99552111	In The	5.0	5.0
Flash Dont Walk (s)	internacional de la	11.0	(3)	the a	11.0	11.0	ALC: PROPERTY.	11.0		Carlo y	11.0	11.0
radii Done rrain (5)		11.0			11.0	11.0		11.0			11.0	11.0

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Variemen	- E31	12150	(2°)	V.UEJ.	1/1/28/97	- Custo	VIB)C	leleh!	(利料)		S.*	SEIN
Lane Configurations		4			क			र्स	71		4	
Sign Control		Stop			Stop			Stop			Stop	D. CARREST
Volume (vph)	171	367	92	187	321	200	127	543	208	249	412	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	186	399	100	203	349	217	138	590	226	271	448	150
Nine (Non-Spiels		1	Die B	Mark	<b>18</b> 1				100 14		ipoc 1	M122
Volume Total (vph)	685	770	728	226	868							
Volume Leii (vph)	186	203	138	0.	271		ALT: USE SELECTION OF THE					
Volume Right (vph)	100	217	0	226	150		CO. NO. CO. CO. CO. CO. CO. CO. CO. CO. CO. C					
F201(6)	0.00	-0.08	0.13	-0.67	-0.01							
Departure Headway (s)	9.5	9.4	9.8	9.0	9.6							
Degree Utilization, x	1.81	2.02	1.98	0.57	2.32							
Capacity (veh/h)	383	387	373	389	382							
Control Delay (s)	398.4	489.2	472.0	21.9	623.5							
Approach Delay (s)	398.4	489.2	365.3	arrament at the first of	623.5		and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	CONTRACT CONTRACT		Didon tradition that		
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Delay			469.8								Maritan	
Level of Service			F	ALC: ALC: ALC: ALC: ALC: ALC: ALC: ALC:								
Intersection Capacity Utiliza	ation		141.4%	IC	U Level o	f Service			#PH			
Analysis Period (min)			15						Line			

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Lane Configurations		4			4			4			43	
Volume (veh/h)	9	627	113	21	439	7	78	want le	28	5	2	1
Sign Control		Free			Free			Stop			Stop	
Grade	7.8.2	0%			0%		4. 4	0%			0%	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	682	123	23	477	8	85	1	30	5	2	
Pedestrians												
Lane Width (ft)		ALC:			The state of			温血		MOTOR BUT	tuci identi	
Walking Speed (ft/s)								delil to the state of the				
Percent Blockage					<b>A</b>							
Right turn flare (veh)	unione management			and the second					and the second second			
Median type		None			None			92%	AMERICA AND AND			
Median storage veh)	announced by the second				and the contract make		Content Co. Marchine				nus industrial films	and the second second
Upstream signal (ft)					in the life	4.6	162.0	and the same			10 强	
pX, platoon unblocked		NAME OF TAXABLE PARTY.				-	and the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contra	Maria National Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Property and Pro		man and planting throughful of		
vC, conflicting volume	485			804	1 100	flucture and	1291	1293	743	1320	1351	481
vC1, stage 1 conf vol		NACO DE PROPERTO DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA LA COMPANSA DE PARA L	TOTAL CONTRACTOR OF	eritanion i rete	rant lungations incl		HOUSE HEATER	non-renumau		m verannament	DOMESTIC SAND	
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vCu, unblocked vol	485			804	DECEMBER OF STREET	ISHP-ENGHRANCESEZ	1291	1293	743	1320	1351	481
tC, single (s)	4.1			4.1		H11 47 (5	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	HITEREFFOODVICTIES	ON CHICKNESS CHICK A COLOR	STANDAR INCOMES		TOTAL PROPERTY AND ASSESSED.	UED EFFECTORIST	THE REPORT OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED	HERSON WITH CHES		entituden	OF STREET	TRUMP TANK
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p0 queue free %	99	make a rapide a	nako na ma	97	- CONTRACTOR	*/	37	99	93	95	98	100
cM capacity (veh/h)	1078	2000	ear and	820		= =	134	157	415	120	₩ 145	585
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Control Delay (s)	0.2	0.8	68.2	32.5	The second							2014
Lane LOS	A	A	F	D	and the result	armin a Krainer	er communication	essanti Assirti	THE THE PERSON IN	merreni i istorii	an omen unic	-
Approach Delay (s)	0.2	0.8	68.2	32.5		V 1		19 - 1	Supplied to	70		
Approach LOS			F	D								
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			4	(75)	4.3	Product de			TO THE PARTY OF		a rock term	200

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canescrom	ESL	1889	#BRV	VV/BIL	W(123)	Walk	WB1	VIEW.	NEIR	\$31	38	SIBIR
Lane Configurations	19	ß		*	<b>†</b>	7	ሻ	ĵ»		*5	<b>A</b>	7
Volume (vph)	420	467	83	25	386	163	63	520	39	136	299	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	30000	0	100	Meigh	360	65		0	125	Y TIE	260
Storage Lanes	1	ALL PROPERTY.	0	1		1	1		0	1		1
Taper Length (ft)	90			90	E 7		90			90		12410
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit all 1 and 1 and 1		0.977		MISTAL A		0.850	ALC: N	0.990				0.850
Flt Protected	0.950		MALTINGT COURSE	0.950	IMED SELL	- MATTER T	0.950	0.000	ELOUTHORIST OF	0.950	100-11-12-200	1120000
Satd. Flow (prot)	1770	1820	0	1770	1863	1583	1770	1844	0	and the second section is not been as an in-	1863	1583
FIt Permitted	0.950	, JOLO	INCOME.	0.950	nin, root	THE ROOM	0.950		Shaller St.	0.950		,,,,,,,,,,
Satd. Flow (perm)	1770	1820	0	and the second second second second	1863	1583	1770	1844	0	1770	1863	1583
Right Turn on Red	manus habita	1020	Yes	TIME TO SERVICE THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	1000	Yes	1470	III ON A	Yes	Chothara Section	1003	Yes
Said Flow (RTOR)		9				177	and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and the second and th	3				314
Link Speed (mph)	1 11	40		in Linea - Lienalita az	40		Titte mebûlmedede.	50	1		50	
Link Distance (ft)		1360			2660			1896			5353	
Travel Time (s)		23.2			45.3			25.9			73.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		in a strict the population of the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the strict the	SERVINGE STREET	0.92 27	420	177	0.92 68	565	42	148	325	314
Adj. Flow (vph)	457	508	90	21 145 (15) 150 150	42U		00 	200	42 	140	323	314
Shared Lane Traffic (%)		F00			400			207		440		044
Lane Group Flow (vph)	457	598	0	27	420	177	68	607	0	148	325	314
Enter Blocked Intersection	I. No.	No	No	No	No	No	No	No	No-	No.	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)		12			12			112			12	
Link Offset(ft)		0		-1207-11-2	0	re le l'entre l'uniter l'un		0			0	en sosmininie.
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		William Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of th										ungaelas as est.
Fleadway Factor	1.00	1,00	1.00	1.00	1:00	1.00	1.00	1 00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Tum Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	- NA	Perm
Protected Phases	7	4		3	8		5	2	manage of the same	1	6	
Permitted Phases						8		3 1000		Control of the		6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase			fat.	TO THE		20 电位置 20 00 00 E 利				<b>是</b> 以前来为		
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	20.9		12.0	20.9	20.9	12:0	20.9	單加速	12.0	20.9	20.9
Total Split (s)	33.0	51.6		12.0	30.6	30.6	13.0	42.4		14.0	43.4	43.4
Total Split (%)	27.5%	43.0%		10.0%	25.5%	25.5%	10.8%	35.3%	al Syan	11.7%	36.2%	36.2%
Maximum Green (s)	29.0	46.7		8.0	25.7	25.7	9.0	37.5		10.0	38.5	38.5
Yellow Time (s)	3.0	3.9		3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	146	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9
Lead/Lag	Lead	Lag	a Marie	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min	mirrorit. Pl	None	Min	Min
Walk Time (s)		5.0	74 F 744	ALCOHOL:	5.0	5.0	NE HERMERIE	5.0	NST PS		5.0	5.0
Flash Dont Walk (s)		11.0		1000000	11.0	11.0	DB 110.11	11.0	F-744/261 +34	Van 1600	11.0	11.0
. 1.55.1 5511 7.401 (5)		11.0		_	2.139			11.0			111.5	

	•	$\rightarrow$	7	1	<b>4</b>	•	1	<b>†</b>		-	↓	4
類無外別	18	381	Half	W.Blo	V) PET	Walte	NB _{th}	NET .	YBR	0 SBL	SE*	S
Pedestrian Calls (#/hr)		0	v History	1 P	0	0		0	<b>多機構</b>		0	0
Act Effct Green (s)	29.0	51.7		7.0	25.7	25.7	8.3	37.5		10.0	41.2	41.2
Actuated g/C Ratio	0.24	0.43	DV HEE	0.06	0.21	0.21	0.07	0.31	301	0.08	0.34	0.34
v/c Ratio	1.07	0.76		0.26	1.06	0.37	0.56	1.05		1.01	0.51	0.42
Control Delay	107.2	37.3	100	60.0	106.0	8.0	71.6	91.5	akt it a	131.1	35.8	5.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	107.2	37.3		60.0	106.0	8.0	71.6	91.5	WE . 50	131.1	35.8	5.1
LOS	F	D		Ε	F	Α	Ε	F		F	D	Α
Approach Delay		67.6			76.2	i i		89.5			41.5	
Approach LOS		Ε			Е			F			D	
Queue Length 50th (ft)	-392	405		20	~355,	0	52	~511	<b>小县</b> (第)	~117	206	<b>1</b> 0
Queue Length 95th (ft)	#598	#607		51	#557	59	101	#739		#255	300	64
Internal Link Dist (ft)		1280			2580			1816			5273	AND THE
Turn Bay Length (ft)	125			100		360	65			125		260
Base Capacity (vph)	427	788		118	398	478	132	578		147	639	750
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	10
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.07	0.76		0.23	1.06	0.37	0.52	1.05		1.01	0.51	0.42

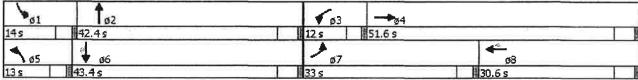
#181/4501040 MH 11/180/	
Area Type: Other	
Cycle Length: 120	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s
Actuated Cycle Length: 120	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 67.5	Intersection LOS: E
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	
\(\lambda - \tau - \tau - \tau - \tau - \tau - \tau \tau \tau \tau \tau \tau \tau \tau	

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles:

Queue shown is maximum after two cycles.

Splits and Phases: 8: McCall Ave & Floral Ave.



^{# 95}th percentile volume exceeds capacity, queue may be longer.

	1	*	<b>†</b>	~	<b>\</b>	<b>↓</b>					
Movement	"VEIL	9/65	Marie 1	MERC	SBL	SBI					PP1
Lane Configurations	W		1>			4					
Volume (veh/h)	ii 9	3	186	12	1.0	427			14 765		
Sign Control	Stop		Free			Free			WIRMANIN BROWN STREET		
Grade	0%	ka da ka ka ka ka ka ka ka ka ka ka ka ka ka	0%			0%					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			ideal III II II II II II II II II II II II I	Nesenta - Eng	VIII (PUZ.10)
Hourly flow rate (vph)  Pedestrians	10.	3	202	[3]		464					
Lane Width (ii)					the market		······································				=0117114 350
Walking Speed (ft/s)											13/5/
Percent Blockage											
Right turn flare (veh)	E - MANAGANGAN					áid	. Committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the committee of the comm		Hard de anne de tracte.		
Median type			None			None					SHURE
Median storage veh)	astron several on	WELLOW !	441-951-96191	recession numbers	iigistroit	Albanan, Inch.					-
Upstream signal (fi)											
pX, platoon unblocked	ATM - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	Throw to be privated to be a facility of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the private of the privat									D.
ve conilcing volume	675	209			215						
vC1, stage 1 conf vol											EC0.0002
vC2, stage 2 contivol	675	200			045	TITUL TELEPO TITUL TELEPO TITUL TELEPO					
vCu, unblocked vol	6/5 6/4	209 6.2			215 4.1						
tC, 2 stage (s)		97412									
tF (s)	3.5	3.3		E PROPERTY OF STREET	2.2						
p0 queue free %	98	100	WILDERSON ITTE		100	iiiiii ii ii ii ii ii ii ii ii ii ii ii					10211211
cM capacity (veh/h)	419	832			1355						
smashmalane#	Wa 1	NE	S14		MG LED S			22.00			and and
Volume Total	13	215	465			miguyatika.			s armini and lac	SALES EN DES	2000000
Volume Left	10	0	1		Ser Carlo	in thinking an				SLEW VIEW IN THE	1257
Volume Right	3										
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Lane Group	28L	128	· PHK	TRANT	N. Out	WEF.	VIBIL.	NIST.	A PUBLIC	Sil	81	SBR
Lane Configurations	5	ተተ	74	75	朴孙		ን	ተተ	77	ኻ	44	7
Volume (vph)	171	488	162	5	1009	252	271	520	8	157	463	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		610	225	31 12 2	0	200	12 1 28	50	260	Service S	200
Storage Lanes	1		1	1		0	1	- The same of the	1	1		1
Taper Length (ft)	90	AMERICAN STREET	KITTER THE REAL PROPERTY.	90	ages = 1500c short	year or an	90	71 / 100	enii i kan naar	90	THE STATE OF	Y Marine
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		200	0.850	THE PART OF	0.970	THE TRUE THE	West Control	GM APPRIL	0.850	TOWN DOWN	Provide Company	0.850
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Satd. Flow (prot)	1770	3539	1583	1770	3433	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	WHILE DELTA	MILES NO.	0.950		3407	0.950	HE TELE	un an Asi	0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3433	0	1770	3539	1583	1770	3539	1583
Right Turn on Red	resolente da la la la la la la la la la la la la la		Yes	CONTRACT CO.	21.02.17	Yes		4000	Yes	HERALINES, D	ARL SYNDER	Yes
Satd. Flow (RTOR)			176		33		an Feet		98			174
Link Speed (mph)	The second second	50	mayodada A	LECTRON DE	50	unite institute	MATERIAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIPAL PRINCIP	50	00		50	CHAIN SAGE
Link Distance (ft)		1462		1845 P	2360	un aute d		3872		4-1-11	3389	
Travel Time (s)		19.9		ENTRE SE	32.2	HOSTONIES	NOTES A	52.8	Zine reco	As we will	46.2	THE STATE OF
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	186	530	176	5	1097	274	295	565	9	171	503	333
Shared Lane Traffic (%)		230 EMERICAN	170		1037	214		TARRESTAND	NAMES OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY		200	
Lane Group Flow (vph)	186	530	176	5	1371	0	295	565	9	171	503	333
Enter Blocked Intersection	No	No	No	No	No	No	No No	No	No	No.	No.	No.
Lane Alignment	Left	Left		Left	Left	me - married territories	The second second second	Left	PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN 1	# 24-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	William Control (Control of )	THE OWNER OF TAXABLE PARTY.
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Median Width(ft) Link Offset(ft)	urake samul	exemple of the second	Heller		0	REPRESENTATION	5 49C 40	Feed States and Services	*	p-integrals	172	- ST-001
Crosswalk Width(ft)	economica da	0 16	THE COURT OF THE PERSON	THE RESERVE	16	9 775 - RE	NO PORTUGA	0 16	TIOTES		16	
100 100 100 100 100 100 100 100 100 100		10			10		- Managara	10	edited to		10	
Two way Left Turn Lane	1 00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4 00	4.00	4.00	400
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	in the Kriv	9	15	- X1A	9	15	THE STAY AND	9	15	NIA.	9
Turn Type	Prot	NA	Perm	Prot	NA NA	25. 12	Prot	NA NA	Perm	Prot	NA C	Perm
Protected Phases	7	4	Later Leader Land	3	8	Libert Tri	5	2	THO WE AS	1	6	
Permitted Phases			4	AMBILLA.	Mine de	Barrier .	eprese l	23900 2	2		a second	6
Detector Phase	1	4	4	3	8	On the same	5	2	2	T THE STATE OF	6	б
Switch Phase	Appropriate (A.O.	140-1-40-1		450	為山東外之間				March 1		om light	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9	12.0	20.9	20.9
Total Split (s)	16.0	52.0	52.0	12.0	48.0	- marine	23.0	29.0	29.0	17.0	23.0	23.0
Total Split (%)	14.5%	47.3%	47.3%	10.9%	43.6%	dian L	20.9%	26.4%	26.4%	15.5%	20.9%	20.9%
Maximum Green (s)	12.0	47.1	47.1	8.0	43.1	arreconnector)	19.0	24.1	24.1	13.0	18.1	18.1
Yellow Time (s)	3.0	3.9	3.9	3.0	HALL SHEET, STATE OF	hei/sai	3.0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	ORGANITY CHOTES	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	Sa. Jan	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9	(1007)1000	4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	A INTERNATION	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	de Tito	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	9111772	None	Min	Min	None	Min	Min
Walk Time (s)		5.0	5.0		5.0			5.0	5.0	A THE	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0

	*	$\rightarrow$	*	•	-	*	1	<b>†</b>		-	Ţ	4
ene Gran				178	WE	+WIII	MEL	Mair.	NER!	\$51	Sign -	SBIN
Pedestrian Calls (#/hr)		0	0	R TO	0			0	0	銀色數	# O	0
Act Effct Green (s)	12.0	56.9	56.9	5.9	43.1		19.0	24.1	24.1	12.6	17.7	17.7
Actuated g/C Ratio	0.11	0.52	0.52	0.05	0.39		0.17	0.22	0.22	0.11	0.16	0.16
v/c Ratio	0.96	0.29	0.19	0.05	1.00		0.96	0.73	0.02	0.84	0.88	0.83
Control Delay	105.0	16.1	3.1	50.2	57.7		89.2	46.0	0.1	80.6	62.7	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.0	16.1	3.1	50.2	57.7	7 (98)	89.2	46.0	0.1	80.6	62.7	39.5
LOS	F	В	Α	D	Е		F	D	Α	F	Е	D
Approach Delay		32.1			57.6			60.2			58.1	
Approach LOS		С			Е			Е			Е	
Queue Length 50th (ft)	188	102	0	3	~498		209	196	0	1 120	184	111
Queue Length 95th (ft)	#275	168	39	16	#664		#380	259	0	#236	#272	#262
Internal Link Dist (ft)		1382			2280	40.41.6		3792			3309	
Turn Bay Length (ft)	220	and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	610	225			200		50	260		200
Base Capacity (vph)	194	1839	906	128	1369		306	778	424	210	584	406
Starvation Cap Reductn	0	0	0	0	0	a vicent lie little and	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		. 0	4.0	- 0	- 0	0.	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.29	0.19	0.04	1.00		0.96	0.73	0.024	.0.81	0.86	0.82

1000			
Area T	ype:	fyk.	Other

Cycle Length: 110

Actuated Cycle Length: 109.6

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 52.8
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Intersection LOS: D

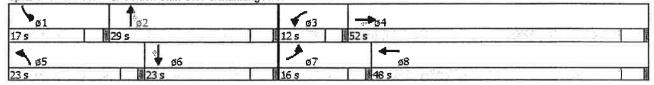
Intersection Capacity Utilization 88.1%

ICU Level of Service E

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
- Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.

Splits and Phases: 2: Golden State Blvd & Manning Ave.



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DECEMBER 18 6 P. S. S. S. S. S. S. S. S. S. S. S. S. S.	1000年	25 T	ESR WB	La Mila	) Pille		ME	NSR SE		LSBR
Pedestrian Calls (#/hr)	作 停車	0	The second	0	0		0	<b>以</b> 即是 2000年	0	0
Act Effct Green (s)	10.9	29.1	7.3	3 22.9	22.9	7.4	20.1	11.3	26.6	26.6
Actuated g/C Ratio	0.13	0.35	0.09	0.27	0.27	0.09	0.24	0.14	0.32	0.32
v/c Ratio	0.81	0.56	0.39	9 0.87	0.33	0.47	0.58	0.72	0.81	0.48
Control Delay	65.1	28.2	46.4	4 49.4	5.8	49.2	33.1	55.4	40.4	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	28.2	46.4	49.4	5.8	49.2	33.1	55.4	40.4	5.1
LOS	Е	С	C	) D	Α	D	С	E	D	A
Approach Delay		40.8		37.2		A SECTION	36.7		30.6	
Approach LOS		D		D			D		С	
Queue Length 50th (ft)	106	169	33	3 240	0	41	122	96	253	- 0
Queue Length 95th (ft)	#225	263	72	2 #405	49	85	198	#192	#416	60
Internal Link Dist (ft)		1280		2580			1816		5273	
Turn Bay Length (ft)	125		100	)	360	65		125		260
Base Capacity (vph)	238	643	173	572	618	173	543	260	640	776
Starvation Cap Reductn	0	0	(	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0.	- 0	0	Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contraction of Contra	0	0 1
Storage Cap Reductn	0	0	C	) 0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.56	0.35	0.78	0.31	0.43	0.48	0.67	0.75	0.46
			- 61 H	-			-			

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 35.3 Intersection Capacity Utilization 73.0%

Intersection LOS: D

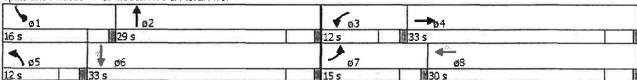
ICU Level of Service D

Analysis Period (min):15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: McCall Ave & Floral Ave.



	1		<b>†</b>	1	-	<b>↓</b>	
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Lane Configurations	N/F	3/6	1>	1 3 Miles		र्दी	
Volume (veh/h)	5			9		350	
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Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Four ly flow rate (voh)	5.		546	10	1	380	
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Lane Width (ft) Walking Speed (ft/s)						7	
Percent Blockage	ITE WAS A					EZEF. A	
Right turn flare (veh)	Chico Ministra	CALL MINISTRA	BETALISSEMEN	Date of the Local		ABS	CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR O
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Jostream signa (ii)							
pX, platoon unblocked	v-111112			pyzni jamia ni propi			
vC, conflicting volume	933	551			555		
vC1, stage 1 conf vol vC2, stage 2 conf vol							
vCu, unblocked vol	933	551			555		
	6.4	6.2			4.1	TOTAL CONTRACTOR	
tC, 2 stage (s)						a 1,84 * * *	
tF(s)	3.5	3.3			2.2		
p0 queue free %	98	100			100		
eVI capacity (veh/h)	295	534			1015		
one in	到推到	NE.	18				
Volume Total	7	555	382		TALL OF		
Volume Left	5	0	1				100 mg 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Volume Right	1	10	0				
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Volume to Capacity	0.02	0.33	0.00				
Queue Length 95th (ft) Control Delay (s)	2 16.5	0.0	0.0	AND THE REAL PROPERTY.			
Lane LOS	C	0.0	Α	MHISEMIS		HING MEDILO	
Approach Delay (s)	16.5	0.0	0.0	BENEFAL ST			
Approach LOS	C	III. danierista) i id		nicelor more Vermode solite	EST OF EASY ( NOTE THE .	HBF: GEMERTON	A DOUBLE HERBORY DE 1953 OCTOBER PROSPONITION DE SANCATION DE 200 COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE COMPTE DE
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Average Delay			0.1	WEST SET OF	otilia Di	10.68.33	
Intersection Capacity Utilizatio	ń		37.0%	ICL	J Level o	f Service	
Analysis Period (min)	and navity of d	tor, and settle and	15	100	2004/2017	municipality ()	THE COUNTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE
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in Cion			ERR	WBL	WEE	WER	INE	NET.	NEW.	31	Sat	SBR
Lane Configurations	7	十十	7	*	<b>†</b> }		7	11	7	7	<b>^</b>	7
Volume (vph)	17.7	740	260	10	570	221	244	1060	73	374	840	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		610	225		0	200	7 39	50	260		200
Storage Lanes	1		1	1	- MUNITAL IN	0	1	Kirt e Ipo	1	1		1
Taper Length (ft)	90	the left		90	5-50	St 1396	90			90	es deki	- 91
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Fit The second second			0.850		0.958	MINOR TO	Table :	1987	0.850	- Interior		0.850
Flt Protected	0.950	Parish in		0.950		Commission of the	0.950		0.000	0.950		0.000
Satd. Flow (prot)	1770	3539	1583	1770	3391	-0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950	Line y Comme	1000	0.950	10001	A CONTRACTOR	0.950	0000		0.950	0000	1000
Satd. Flow (perm)	1770	3539	1583	1770	3391	0		3539	1583	1770	3539	1583
Right Turn on Red	14.70	0000	Yes	Tr.ru	0001	Yes	17.70	0000	Yes	John L.	0000	Yes
Satd. Flow (RTOR)		77.00	283		43	103	10000	274	90	17521 - 1001	-	229
Link Speed (mph)		50	203		50		2 10 11 10 10 10 10 10 10 10 10 10 10 10	50	<b>50</b>	VIII.	50	223
	HEISEN IN	1462	MS638011706	rikaayii ne	2360	MAN WALLES	CONTRACT	3872	NAME OF TAXABLE	THAT (58)	3389	en en en en
Link Distance (ft)			EXT. STORY AND	HELLE ST	10 CONTRACTOR 11		1 more		M852 360	THE ESTATE OF	THE CONTRACTOR OF THE PARTY	SERLOS.
Travel Time (s)	0.00	19.9	0.00	0.00	32.2	0.00	0.00	52.8	0.00	000	46.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	192	804	283	11	620	240	265	1152	79	407	913	304
Shared Lane Traffic (%)		E NET			PART CALL	B. HOST THE	50,000	323556				
Lane Group Flow (vph)	192	804	283	11	860	0	265	1152	79	407	913	304
Enter Blocked Intersection	No	No	No No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	20	12	W. All	150	12	rica.	STATE OF	12			12	
Link Offset(ft)		0			0		La contraction	0			0	Mark Control (III)
Crosswalk Width(ft)		16		127	16	(CECHAL)		16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA NA	180000	Prot	NA.	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases		Co.	4	EL		2781			2	LAS.	THE STREET	6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase		Elv. Sin.		3		Black of		100		Hala		
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9	12.0	20.9	20.9
Total Split (s)	16.0	35.4	35.4	12.0	31.4		26.0	43.6	43.6	29.0	46.6	46.6
Total Split (%)	13.3%	29.5%	29.5%	10.0%	26.2%		21.7%	36.3%	36.3%	24.2%	38.8%	38.8%
Maximum Green (s)	12.0	30.5	30.5	8.0	26.5	ET ALL STREET	22.0	38.7	38.7	25.0	41.7	41.7
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9		3.0	3.9	3.9	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	iller alleiten alle	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	LINE S	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9	4.9	4.0	4.9	SUEL CHARLE	4.0	4.9	4.9	4.0	4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	RADIAL PROPERTY.	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	-2/986 /5/2	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	1110010	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode						1637		A 26-1 '4' 41-1 '1'				
the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)	- A	5.0	5.0	Section.	5.0		Towns	5.0	5.0	-47	5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0

۶	<b>→</b>	*	•	-	•	4	†	-	-	ļ	4
28 <u>1</u>	- 塩石	量肥	MARKE.	WBR	WER	Milit	- NB1	Mala	351		SBIR
	0	0		0		No. 20 Lev	0	0		0	0
12.0	40.2	40.2	6.3	26.5		20.7	38.7	38.7	25.0	43.0	43.0
0.10	- 0.34	0.34	0.05	0.22		0.17	0.32	0.32	0.21	0.36	0.36
1.08	0.68	0.39	0.12	1.10		0.87	1.01	0.14	1.11	0.72	0.43
142.5	38.6	5.5	56.4	104.5		75.6	69.7	5.2	122.8	37.5	9.8
0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
142.5	38.6	5.5	56.4	104.5		75.6	69.7	5.2	122.8	37.5	9.8
F	D	Α	Е	F		Е	E	A	F	D	Ā
	46.9			103.9			67.3			53.7	
	D		2 12 2 111 212 117 27 11	F			Ε			D	St. Ph. C. Ling Berger
~167	272	0	8	~384		199	-476	0	~359	325	40
#317	#423	68	28	#515		#337	#628	29	#557	403	114
	1382	THE STATE OF		2280			3792			3309	
220		610	225			200		50	260	********	200
1,77	1184	718	118	782	Service.	324	1141	571	368	1268	714
0	0	0	0	0		0	0	0	0	0	0
0	0	0	0	Ó		0	0 1	. 0	0.	0	0
0	0	0	0	0		0	0	0	0	0	0
1.08	0.68	0,39	0.09	1.10	200	0.82	1.01	0.14	1.11	0.72	0.43
	- Vec Total	· CONTRACT	CISHER		[5   18 E	48 J. S.O.S.	FA 1088	W 1977 II	WV OSSCIO	DREST	WALLEY S
											3R 53 July 20
ther								<b>建筑设置</b>			
	12.0 0.10 1.08 142.5 0.0 142.5 F -167 #317 220 177 0	12.0 40.2 0.10 0.34 1.08 0.68 142.5 38.6 0.0 0.0 142.5 38.6 F D 46.9 D 46.9 D 4177 1184 0 0 0 0 0 0	0   0   12.0   40.2   40.2   40.2   12.0   0.34   0.34   1.08   0.68   0.39   142.5   38.6   5.5   5.5   5.5   5   5   5   5   5	0         0           12.0         40.2         40.2         6.3           0.10         0.34         0.34         0.05           1.08         0.68         0.39         0.12           142.5         38.6         5.5         56.4           0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4           F         D         A         E           46.9         B         B         28           #317         #423         68         28           #317         #423         68         28           1382         220         610         225           177         1184         718         118           0         0         0         0           0         0         0         0           0         0         0         0	0         0         0           12.0         40.2         40.2         6.3         26.5           0.10         0.34         0.34         0.05         0.22           1.08         0.68         0.39         0.12         1.10           142.5         38.6         5.5         56.4         104.5           0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5           F         D         A         E         F           46.9         D         F         T         103.9         T           D         D         F         T         103.9         T         T           12.0         0         8         -384         #515         T         T         1382         2280         2280         2280         2280         2280         2280         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           12.0         40.2         40.2         6.3         26.5           0.10         0.34         0.34         0.05         0.22           1.08         0.68         0.39         0.12         1.10           142.5         38.6         5.5         56.4         104.5           0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5           F         D         A         E         F           46.9         103.9         F         103.9         F           7167         272         0         8         ~384           #317         #423         68         28         #515           1382         2280         2280           220         610         225           177         1184         718         118         782           0         0         0         0         0           0         0         0         0         0	0         0         0           12.0         40.2         40.2         6.3         26.5         20.7           0.10         0.34         0.34         0.05         0.22         0.17           1.08         0.68         0.39         0.12         1.10         0.87           142.5         38.6         5.5         56.4         104.5         75.6           0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6           F         D         A         E         F         E           46.9         103.9         F         F         F         F           7167         272         0         8         ~384         199           #317         #423         68         28         #515         #337           1382         2280         2280         200           177         1184         718         118         782         324           0         0         0         0         0         0           0         0         0         0         0         0 </td <td>0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7           0.10         0.34         0.34         0.05         0.22         0.47         0.32           1.08         0.68         0.39         0.12         1.10         0.87         1.01           142.5         38.6         5.5         56.4         104.5         75.6         69.7           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6         69.7           F         D         A         E         F         E         E           46.9         103.9         67.3         67.3         67.3         67.3         67.3         67.3         67.3         67.3         67.3         67.3         62.8         4515         #337         #628         46.8         28         #515         #337         #628         3792         2200         610         225         200         200         200         0         0         0         0         0         0         <td< td=""><td>0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2           F         D         A         E         F         E         E         A           46.9         103.9         67.3         5.2         67.3         5.2         67.3         5.2           -167         272         0         8         -384         199         -476         0           #317         #423         68         28         #515         #337         #628         29           220</td><td>0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7         25.0           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32         0.21           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14         1.11           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8           F         D         A         E         F         E         E         A         F           46.9         103.9         67.3         5.2         122.8         E         E         A         F           7167         272         0         8         ~384         199         ~476         0         ~359           #317         #423</td><td>0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7         25.0         43.0           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32         0.21         0.36           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14         1.11         0.72           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8         37.5           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0</td></td<></td>	0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7           0.10         0.34         0.34         0.05         0.22         0.47         0.32           1.08         0.68         0.39         0.12         1.10         0.87         1.01           142.5         38.6         5.5         56.4         104.5         75.6         69.7           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6         69.7           F         D         A         E         F         E         E           46.9         103.9         67.3         67.3         67.3         67.3         67.3         67.3         67.3         67.3         67.3         67.3         62.8         4515         #337         #628         46.8         28         #515         #337         #628         3792         2200         610         225         200         200         200         0         0         0         0         0         0 <td< td=""><td>0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2           F         D         A         E         F         E         E         A           46.9         103.9         67.3         5.2         67.3         5.2         67.3         5.2           -167         272         0         8         -384         199         -476         0           #317         #423         68         28         #515         #337         #628         29           220</td><td>0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7         25.0           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32         0.21           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14         1.11           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8           F         D         A         E         F         E         E         A         F           46.9         103.9         67.3         5.2         122.8         E         E         A         F           7167         272         0         8         ~384         199         ~476         0         ~359           #317         #423</td><td>0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7         25.0         43.0           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32         0.21         0.36           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14         1.11         0.72           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8         37.5           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0</td></td<>	0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2           F         D         A         E         F         E         E         A           46.9         103.9         67.3         5.2         67.3         5.2         67.3         5.2           -167         272         0         8         -384         199         -476         0           #317         #423         68         28         #515         #337         #628         29           220	0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7         25.0           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32         0.21           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14         1.11           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8           F         D         A         E         F         E         E         A         F           46.9         103.9         67.3         5.2         122.8         E         E         A         F           7167         272         0         8         ~384         199         ~476         0         ~359           #317         #423	0         0         0         0         0           12.0         40.2         40.2         6.3         26.5         20.7         38.7         38.7         25.0         43.0           0.10         0.34         0.34         0.05         0.22         0.17         0.32         0.32         0.21         0.36           1.08         0.68         0.39         0.12         1.10         0.87         1.01         0.14         1.11         0.72           142.5         38.6         5.5         56.4         104.5         75.6         69.7         5.2         122.8         37.5           0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0

Agricated Cycle Length: 120 Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 64.2 Intersection Capacity Utilization 97.5% Intersection LOS: E

ICU Level of Service F

Analysis Period (min) 15

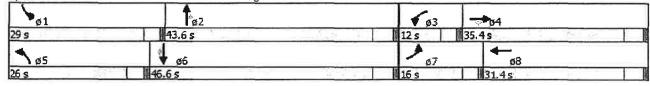
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles:

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Golden State Blvd & Manning Ave.



	•	-	*	•	<b>←</b>	*	•	†	~	-	<b>↓</b>	4
Lane Group	888	68	JEBIR	Wai	- WBT	外巴民	NBle	MEN	NBIE .	SBL	\$.	3818
Lane Configurations	*	<b>^</b>		7	<b>♦</b>		*5	*	*	7	7>	
Volume (vph)	78	1098	176	325	777	99	115	334	254	93	229	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	No. of the last	. 0	175		0	105	, E	25	95	THE STREET	0
Storage Lanes	1		0	1	4	0	1		1	1	THE SHIP STATE	0
Taper Length (ft)	90	77		90		T. T.	90			90		a de la
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ert	Telk light 7	0.979		SPREAMOR	0.983		Districtor		0.850	100	0.981	CHARLE .
Flt Protected	0.950			0.950	11 15 15 11		0.950	- de la	1.54255	0.950	110020312012	111111111111111111111111111111111111111
Satd. Flow (prot)	1770	3465	0	1770	3479	0	1770	1863	1583	1770	1827	0
FIt Permitted	0.950	and the second	Marin Territoria	0.950	230 7.1	ALL OF STREET, SQUARE,	0.950	- 1641	1000000	0.950	2000	
Satd. Flow (perm)	1770	3465	<b>7</b> 0	1770	3479	0	1770	1863	1583	1770	1827	0
Right Turn on Red		0100	Yes	Carlot La	0110	Yes	- 112110	1000	Yes		, OLI	Yes
Satd. Flow (RTOR)		17	30	320 - 11	16	100	2		126	E 10 (3)	6	PERE 15
Link Speed (mph)	ALTERNATION AND AND AND AND AND AND AND AND AND AN	55		150	55	312, 329	201 101 2	50	2120	14012 500	50	INDICE IN
Link Distance (ft)	sweet an en	2641	BHT TO THE	HE WALL	5169	1997	WENT IS	5277	- ALCOHOL	SOME	2634	
Travel Time (s)	No. of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of	32.7	SIS OF A	100	64.1		Rifter Name   This	72.0			35.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	1193	191	353	845	108	125	363	276	101	249	37
Shared Lane Traffic (%)		1193	191		040	100	120	303	210	THE RESIDENCE OF	249	
Lane Group Flow (vph)	85	1204	^	252	953	ANALYSIS OF	105	262	276	101	200	
	No No	1384	0 No	353		0 No	125 No	363	276	No	286	0 No
Enter Blocked Intersection	# particular ambie and property for the	No	SERVICE STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET	No	No		CONTRACT TO SECURE	No	No		No	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN
Lane Alignment	Left	Left 12	Right	Left	Left	Right	Left	Left	Right	Left	Left 12	Right
Median Width(ft)		400000000000000000000000000000000000000	e, identity		12			12	200		thing still	
Link Offset(ft)	309101547	0 16	erranius.		0		Eruni -	0 16			0	Amiria.
Crosswalk Width(ft)		.10	beauty (Mis-	Personal Property	16			10		Na Paris	10	1
Two way Left Turn Lane	4.00	2 00	4 00	4 00	4 00	- 00	3 00	4 00	7.00	100	400	7 00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	mentang Later	9	15	nintaloxicoatros	9	15		9	15		9
Turn Type	Prot	NA	leve in	Prot	NA NA	TPL LANGUE	Prot	NA	Perm	Prot	NA	100
Protected Phases	251778277738477	4	C2007714/3	3	8	STALL-SMITH SERVI	5	2	Volument 1	The second state	6	King sampeng
Permitted Phases			1800	ويطلب	w street w		SEASTAL SECTION AND ADDRESS.		2	it may be		Harr
Detector Phase		4	Marie Company	3	8	LLLCGCOGGGGGGGGG	5	2	2	1.	6	C10.1129680000
Switch Phase			- M		11 11							
Minimum Initial (s)	4.0	4.0		4.0	4.0	THE PERSON NAMED IN COLUMN 1	4.0	4.0	4.0	4.0	4.0	THE PERSON NAMED IN
Minimum Split (s)	12.0		-	12.0	20.9	2 10 10 10	12.0	20.9	20.9	12.0	20.9	
Total Split (s)	16.0	51.0	total Committee	27.0	62.0		13.0	30.0	30.0	12.0	29.0	THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P
Total Split (%)	13.3%	42.5%	PER COST	22.5%	51.7%		10.8%	25.0%	25.0%	10.0%	24.2%	1
Maximum Green (s)	12.0	46.1		23.0	57.1		9.0	25.1	25.1	8.0	24.1	
Yellow Time (s)	3.0	3.9	with the	3.0	3.9		3.0	3.9	3.9	3.0	3.9	145
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	Mark.	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9	4.9	4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	THE STREET	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	-1001

	•	$\rightarrow$	*		•	•		Ť		-	<b>↓</b>	4
Same Strain	1 663	J. Billy	# 94% F	WBL.	1042	My // alex	ME	PART!	XIBR	SBE	St	S)
Pedestrian Calls (#/hr)		0			0			-0	0.	學創工	0	
Act Effct Green (s)	10.2	46.1		23.0	61.1		9.0	24.7	24.7	8.0	23.7	
Actuated g/C Ratio	0.09	0.39		0.19	0.51		0.08	0.21	0.21	0.07	0.20	
v/c Ratio	0.56	1.03		1.04	0.53		0.95	0.95	0.65	0.86	0.78	,
Control Delay	66.8	68.4		106.4	21.7		120.1	81.2	31.0	106.4	60.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	iwithin a co
Total Delay	66.8	68.4		106.4	21.7		120.1	81.2	31.0	106.4	60.3	
LOS	E	Е		F	С		F	F	С	F	E	- 104 ( 17   1
Approach Delay		68.3			44.6			69.4	AND SERVICES		72.4	
Approach LOS		Ε			D			E			E	
Queue Length 50th (ft)	64	~601	Mr.	~296	263		98	278	106	79	207	
Queue Length 95th (ft)	117	#741		#484	332		#220	#463	203	#184	#332	
Internal Link Dist (ft)		2561	B M W		5089			5197	20		2554	Ri
Turn Bay Length (ft)	200			175			105		25	95		
Base Capacity (vph)	177	1345		340	1783		132	390	431	118	372	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reducin	.0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.48	1.03		1.04	0.53		0.95	0.93	0.64	0.86	- 0.77	

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 119.6 ...

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 61.0

Intersection LOS: E

Intersection Capacity Utilization 91.5%

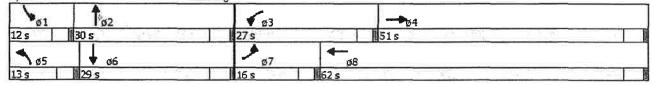
ICU Level of Service F

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
- Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: McCall Ave & Manning Avenue



	A	-	7	1	-	1	1	†	-	1	+	4
Movement Communication	小雕画		SER.	W(5)E	TYEST.	WER	MB	NAME OF	NBIA.	SRL		Sing
Lane Configurations Volume (veh/h)	123	<b>र्ध</b> 54	<b>ተ</b> 252	35	<b>♣</b> 51	215	ኝ 141	<b>↑↑</b> 1025	78	1 447	<b>↑</b> ↑ 796	49
Sign Control		Stop	1.202		Stop	210		Free	D. Park du et		Free	
Grade		0%		na 1166 - Angel Ar	0%			0%	a tradeción (4)		0%	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	134	59	274	38	55	234	153	11114	85	486	865	53
Pedestrians												
Lane Width (ft)	interior distribution and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s		illian	seed an			i sta e e e e			ii sai s	10 and	7 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Walking Speed (ft/s)	100000000000000000000000000000000000000					2711277 227	· samuel volume	er eg i	1 December 14 Televis	Compa		***************************************
Percent Blockage		roser og er s Refilmenskansk		Malail 1				illumparet				
Right turn flare (veh) M <b>edian typ</b> e	ation of the same							None			None	really trainer.
Median storage veh)	Church Park			. and to the SE		ingi - apple		INOTIE			INOTIE	
Postream sienzi (fi)		er in a menuted for			on a substitution of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the secon			ngrungus, Promonus Parter (1865)	marker jerese M			
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C, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	44					
tC, 2 stage (s) tF (s)	3.5	4.0	3.3	- 3.5	4.0	3.3	2.2			2.2	ASSESSMENT OF THE PARTY OF	TENNETS C
p0 queue free %	0	4.0	50	0	4.0	47	79		35.047	16		
cM capacity (veh/h)	0	361	549	0		444	739	CONSUME.	JEST ZE	578	7,00	CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR O
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Volume Total	466	327	153	743	456	486	St .	342		1780 LINE		
Volume Left	134	38	153	0	430	486	0	342	1954 SHIKI NEST 1944	Win Chin	2 (177 Jacobs)	3000
Volume Right	274	234	0		85	400	0	53			Torgan-cologie	ngaer Garen II
cSH	0	0	739	1700	1700	578	1700	1700				
Volume to Capacity	Em	En	0.21	0.44	0.27	0.84	0.34	0.20	TRACE	HOLE SP		
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Control Delay (s)	Err	En	11.1	0.0	0.0	35.7	0.0	0.0		<b>建</b>	A Part	
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Lane Configurations	7>	-	and And	4	W	The Comment	CALL NO. 12 AND LOS			
Volume (veh/h)	455	209	298	264	98	443	123			
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Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
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Volume (vph)	198	367	92	189	321	209	127	578	210	259	450	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	215	399	100	205	349	227	138	628	228	282	489	183
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Capacity (veh/h)	383	388	374	389	384							
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Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.9
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Lane Configurations	*	f)		F	^	7*	*	f)		*	<b>†</b>	7
Volume (vph)	424	467	83	25	386	167	63	520	43	141	304	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	as Alleria	0	100	4.3	360	65	\$100 S	0	125		260
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Satd. Flow (prot)	1770	1820	0	1770	1863	1583	1770	1840	0		1863	1583
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Satd. Flow (RTOR)	85/18/67 B	9	Ex. 7	210 / July 2	at salars	182		4		E 2000	HES Allow	320
Link Speed (mph)		40		7507 17882	40	MUZIE! YE	or coldinar	50	DEGES SING	ON HOUSE	50	ii iii OZO
Link Distance (ft)	<b>建设设施</b>	1360			2660		TO SECTION	1896	JUNE PROPERTY.	W-172.320	5353	
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Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	461	508	90	27	420	182	68	565	47	153	330	320
Shared Lane Traffic (%)	401	300			420	TOZ	00		747 TOUGHT TO		1000	320
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Median Width(ft)	Mag and	SELECTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P	Stude	2,005	12		165 HOZA	12	100	The last	11940	200
Link Offset(ft)	THE PRINTS	0 16		an verse el	0 16	H100 - 1000 - 10	1990116	0 16	Personal Control	Ser open	0	-
Crosswalk Width(ft)		10		Barren -	10	lace and	9.5	. 16		mac and	16	1100
Two way Left Turn Lane	4.00	2 000	4 00	4 00	4.00	2 00	400	4.00	4 00	TUIS 14 00	4.00	4.00
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	_ 15	rive distances	9	15	TOTAL COL	9	15	HERRY AND	9	15	120115	9
Turn Type	Prot	NA		Prot	NA NA	Perm	Prot	NA		Prot	NA NA	Perm
Protected Phases	7	4	LINE CHARGE	3	8	and the same of the same	5	2		1	6	Who a series
Permitted Phases		Actual Date				8	KALE DE			11.18	Kuriki.	6
Detector Phase	7	4	HARDER IN IN	3	8	8	5	2	There are an are	1	6	6
Switch Phase				型量	1971		11.00		400			
Minimum Initial (s)	4.0	4.0	-	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	20.9		12.0	20.9	20.9	12.0	20.9		12.0	20.9	20.9
Total Split (s)	33.0	51.6	-	12.0	30.6	30.6	13.0	42.4		14.0	43.4	43.4
Total Split (%)	27.5%	43.0%		10.0%	25.5%	25.5%	10.8%	35.3%	BR	11.7%	36.2%	36.2%
Maximum Green (s)	29.0	46.7		8.0	25.7	25.7	9.0	37.5		10.0	38.5	38.5
Yellow Time (s)	3.0	3.9		3.0	3.9	3.9	3.0	3.9	(F)	3.0	3.9	3.9
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	4.9		4.0	4.9	4.9
Lead/Lag	Lead	Lag	SEC.	Lead	Lag	Lag	Lead	Lag	1 1	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	1000	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
Walk Time (s)		5.0		10 5 1000	5.0	5.0	77	5.0		1100	5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0	2 (110)	11.0			11.0	11.0

	•	$\rightarrow$	*	•	4	*	1	<b>†</b>		-	<b>↓</b>	1
Lane Greup	184	性間	18/18	WBss	YYB!	州部	3/B)L	,推翻了	NEB	<b>%</b>	S	
Pedestrian Calls (#/hr)		. 0			0	- 100		0	AR H		0	0
Act Effct Green (s)	29.0	51.7		7.0	25.7	25.7	8.3	37.5		10.0	41.2	41.2
Actuated g/C Ratio	0.24	0.43		0.06	0.21	0.21	0.07	0.31		0.08	0.34	0.34
v/c Ratio	1.08	0.76		0.26	1.06	0.38	0.56	1.06		1.04	0.52	0.42
Control Delay	109.9	37.3		60.0	106.0	8.0	71.6	94.5		138.8	36.0	5.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	109.9	37.3		60.0	106.0	8.0	71.6	94.5		138.8	36.0	5.1
LOS	F	D		E	F	Α	E	F		F	D	Α
Approach Delay		68.9			75.7	81. gilfagil		92.2			43.3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Approach LOS		E			E		CONTRACTOR DESCRIPTION	F	THA SHE SHELLING		D	
Queue Length 50th (ft)	~398	405		20	~355	0	52	~520		~128	210	0
Queue Length 95th (ft)	#605	#607		51	#557	60	101	#749		#265	307	64
Internal Link Dist (ft)		1280		ner Mil	2580			1816			5273	
Turn Bay Length (ft)	125			100		360	65			125		260
Base Capacity (vph)	427	788		118	398	482	132	577		147	639	754
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0.1	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.08	0.76	Contract of	0.23	1.06	0.38	0.52	1.06		1.04	0.52	0.42

Area Type: O	ther
Cycle Length: 120	
Actuated Cycle Length 120	
Natural Cycle: 120	

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 68.8	Intersection LOS: E
Intersection Capacity Utilization 96.4%	ICU Level of Service F
Analysis Period (min) 15	

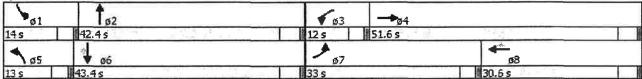
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: McCall Ave & Floral Ave.



## APPENDIX C MITIGATED INTERSECTION ANALYSES

	۶	-	*	•	<b>←</b>	4	•	†	-	1	<b>+</b>	1
sovenen.				))/b	11/1/28	(41 <u>5</u> ))	Mer	C MBT	TO THE TE	3B1	5	
Lane Configurations	ሻ	₽		7	₽.			લ	7		4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	64	154	79	118	158	47	71	192	83	73	190	75
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.82	0.82	0.82	0.80	0.80	0.80
Hourly flow rate (vph)	81	195	100	128	172	51	87	234	101	91	238	94
in the lane		龍沙	400	1,112	Night	NEC.	833		5 // B			ë E S
Volume Total (vph)	81	295	128	223	321	101	423					
Volume Left (vph)	81.	0	128	0	87	- 10	91				1000	
Volume Right (vph)	0	100	0	51	0	101	94		***************************************			
Hadj (s)	0.53	-0.20	0.53	-0.13	0.17	-0.67	-0.06				E199	
Departure Headway (s)	9.3	8.5	9.4	8.7	8.6	7.8	8.1	******			- INCHESSION	NATIONAL PROPERTY.
Degree Utilization, x	0.21	0.70	0.34	0.54	0.77	0.22	0.95					
Capacity (veh/h)	387	418	381	404	404	454	423			100000000000000000000000000000000000000		HILLIAN STATE
Control Delay (s)	13.5	27.8	15.9	20.3	34.0	11.8	60.0		<b>提</b> 的原因	iko niji		
Approach Delay (s)	24.7		18.7		28.7		60.0					
Approach LOS	C.		C		<b>D</b>		F.					
Marketing Stronger	on the	W. T.	Satur			3-1 N				Maria.		
Delay			33.9									
Level of Service			D					-				
Intersection Capacity Utilizat Analysis Period (min)	ion		65.4% 15	IC	U Level c	f Service			C.			
	W 100 - 100										C. L. PROPERTY	

	۶	-	7	1	-	4	4	†	-	1	<b>↓</b>	1
Merenient		1487	128	VVIET	)V(E)	WEE		a de la	Nation	\$6	USE C	SHIP
Lane Configurations	7	1-		7	1>			લી	79		4	
Sign Control		Stop			Stop			Stop		15.15	Stop	a congress come 
Volume (vph)	74	171	33	122	177	72	70	242	112	62	235	103
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.90	0.90	0.90	0.81	0.81	0.81
Hourly flow rate (vph)	88	204	39	144	208	85	78	269	124	77	290	127
Digital Lange	1983 II	推動性	With the	WB.	<b>M</b> 331	H46.5	81	HE H				
Volume Total (vph)	88	243	144	293	347	124	494					
Volume Left (vph)	88	0	144		78	0	77					i predučali Herio
Volume Right (vph)	0	39	0	85	0	124	127	20.07 - 1.1.1.1.1	on some	***************************************	Loss of the Carlot of Maria	Spatial and an
Had (s)	0.53	-0.08	0.53	-0.17	0.15	-0.67	-0.09					
Departure Headway (s)	9.4	8.8	9.2	8.5	8.6	7.8	8.3	With the Committee of	and the second	p		To produce the second second second
Degree Utilization, x	0.23	0.59	0.37	0.69	0.83	0.27	1.13					
Capacity (veh/h)	374	395	384	413	413	452	439			. ,		Augustralia de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la composição de la compo
Control Delay (\$)	13.9	22.5	16.1	27.0	40.3	12.5	112.9					
Approach Delay (s)	20.2		23.5		33.0		112.9					
Approach LOS	C		C		D		F				1000	
marse in Some	Maria.				4. 4			18 S. II	and the last	in a	SiUD.	
Delay			50.9		11,427,431					1000/1811/9/03		
Level of Service		- China Philips	F		272101201	AND DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	nagining the minder	- Carrier of Street West	1,350,11	AND OF SOME	A.L. 1864 (4182 (6182))	CENT
Intersection Capacity Utilization	ongen overwo	Committee of the	69.8%	IC	J Level o	f Service		Control of	С	西第11	127.75	-
Analysis Period (min)			15	**************************************	AMERICAN STREET	COOKINGS SCOOL	Contract of	- opportruose	Transaction Section	spring reasoning	- SOURCE STRUCK	California (
							SWA					

	1	-	7	1	+	*	4	<b>†</b>	1	1	<b>↓</b>	4
are Giorg	LIBL	(42)	# 8 R	WBE	William	VVER	- MBIL	NEW .	NIZIE	SB:	\$13	SBIR
Lane Configurations	ħ	1̂+		14	<b>A</b>	717	75	4	75	ቫ	13	
Volume (vph)	64	245	79	224	178	213	71	208	123	114	195	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		150	200		0	200	en grænktiger e	0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			90.			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit with the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state		0.963				0.850			0.850		0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	77.0	1794	0	1770	1863	1583	1770	1863	1583	1770	1785	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1794	0	1770	1863	1583	1770	1863	1583	1770	1785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Sate Flow (RFOR)		20				232			150		23	
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		5257			2597			5353			5277	
Travel Time (s)		71.7			35.4			73.0			72.0	
Peak Hour Factor	0.79	0.79	0.79	0.92	0.92	0.92	0.82	0.82	0.82	0.80	0.80	0.80
Adj. Flow (vph)	81	310	100	243	193	232	87	254	150	142	244	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	410	0	243	193	232	87	254	150	142	338	0
Enter Blocked Intersection	No	No	i No	No I	∰ No ¹	No	No	No	No-	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(fi)		12			12			12			12	
Link Offset(ft)		0	- agricus		0		1555	0	Column - market	remaination elle	0	
Crosswalk Width(ft)		16			16			16		CELEBORATION CONTROL	and the second	
Two way Left Turn Lane			To make the second				ior commun				16	
					11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			A. ( 2 * *****				
Headway Factor	11-11-00	1.00	1.00	E-06	1.00	1.00	1.00	:=1:00=	1.00	1.00		1.00
Headway Factor  Turning Speed (mph)	15	// 2017 ( F. 1   F. 1   E. 1	1. <b>00</b> 9	15	1.00	9	15	1:00	9	15	1100	1-00 9
Headway Factor Turning Speed (mph) Turn Type	15 Prot		AND DESCRIPTIONS	15 Prot	1.00 	169 1151.112.119,115.119	15 Prot	1:00 NA		Times cities of	1.00 NA	1 00 9
Headway Factor Turning Speed (mph) Turn Type Protected Phases	15	// 2017 ( F. 1   F. 1   E. 1	AND DESCRIPTIONS	15 Prot 3	1.06 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04	9 - Perm²	15	1:00	9	15	1100	1.00
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases	15 Prot 7	NA 4	AND DESCRIPTIONS	15 Prot 3	1.00 NA 8	Perm 9	15 Prot 5	1:00 NA 2	9 Perm	15	1.00 NA 6	1:00 9
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase	15 Prot		AND DESCRIPTIONS	15 Prot 3	1.06 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04	9 - Perm²	15 Prot	1:00 NA	9	15	1.00 NA	1.00
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase	15 Prot 7 7	NA 4 4	AND DESCRIPTIONS	15 Prot 3 3	1.00 NA 8	9 Perm : 8 8	15 Prot 5 5	1:00 NA 2	9   Perm   2   2	15 Prot 1 1	1.00 NA 6	1.00
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s)	15 Prot 7 7 7 4.0	NA 4 4 4 4	AN OLDSTONE	15 Prot 3 3 4.0	1.00 NA 8 8	9 Perm 8 8 8	15 Prot 5 5	1:00 NA 2 2	9 Perm 2 2 2	15 Prot 1 1	1.00 NA 6 6	1.00
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s)	15 Prof 7 7 4.0 12.0	NA 4 4 4 4.0 20.9	AN OLDSTONE	15 Prot 3 3 4.0 12.0	1.00 NA 8 8 4.0 20.9	9 Perm 8 8 8 4.0 20:9	15 Prot 5 5 4.0	1:00 NA 2 2 4.0 20.9	9 Perm 2 2 2 4.0 20.9	15 Prot: 1 1 4.0 12.0	1.00 NA 6 6 4.0 20.9	1:00
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s)	15 Prof 7 7 7 4.0 12.0 13.0	NA 4 4 4.0 20.9 26.6	AN OLDSTONE	15 Prot 3 3 4.0 12.0 17.0	1.00 NA 8 8 4.0 20.9 30.6	9 Perm 8 8 4.0 20.9 30.6	15 Prot 5 5 4.0 12.0 12.0	1:00 NA 2 2 4.0 20:9 24.4	9 Perm 2 2 2 4.0 20.9 24.4	15 Prot 1 1 4.0 12.0	NA 6 6 4.0 20.9 24.4	1:00
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%)	15 Prot 7 7 4.0 12.0 13.0 16.3%	NA 4 4 4.0 20.9 26.6 33.3%	AN OLDSTONE	15 Prot 3 3 4.0 12.0 17.0 21.3%	1.00 NA 8 8 4.0 20.9 30.6 38.3%	9 Perm 8 8 4.0 20.9 30.6 38.3%	15 Prot 5 5 4.0 12.0 12.0 15.0%	1:00 NA 2 2 4.0 20.9 24.4 30.5%	9 Perm 2 2 2 4.0 20.9 24.4 30.5%	15 Prot 1 1 4.0 12.0 12.0 15.0%	NA 6 6 4.0 20.9 24.4 30.5%	1:00
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (%) Maximum Green (s)	15 Prot 7 7 4.0 12.0 13.0 16.3% 9.0	NA 4 4 4.0 20.9 26.6 33.3% 21.7	AN OLDSTONE	15 Prot 3 3 4.0 12.0 17.0 21.3% 13.0	1.00 NA 8 8 4.0 20.9 30.6 38.3% 25.7	9 Perm	15 Prot 5 4.0 12.0 15.0% 8.0	1:00 NA 2 2 4.0 20:9 24.4 30.5% 19.5	9 Perm 2 2 2 4.0 20.9 24.4 30.5% 19.5	15 Prot 1 1 4.0 12.0 12.0 15.0% 8.0	NA 6 6 4.0 20.9 24.4 30.5% 19.5	1:00
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Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	15 Prot 7 7 4.0 12.0 13.0 16.3% 9.0 3.0 1.0 0.0 4.0 Lead Yes	NA 4 4.0 20.9 26.6 33.3% 21.7 3.9 1.0 0.0 4.9 Lag	AN OLDSTONE	15 Prot 3 3 4.0 12.0 17.0 21.3% 13.0 3.0 1.0 4.0 4.0 Lead Yes	1.00 NA 8 8 4.0 20.9 30.6 38.3% 25.7 3.9 1.0 0.0 4.9 Lag	9 Perm 8 8 8 8 4.0 20.9 30.6 38.3% 25.7 3.9 1.0 0.0 4.9 Lag Yes	15 Prot 5 5 4.0 4.0 12.0 12.0 15.0% 8.0 3.0 1.0 0.00 4.0 Lead Yes	1:00 NA 2 2 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.00 4.9 Lag	9 Perm 2 2 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag Yes	15 Prot 1 1 4.0 12.0 12.0 15.0% 8.0 3.0 1.0 0.0 4.0 Lead Yes	1.00 NA 6 6 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag	9
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s)	15 Prot 7 7 4.0 12.0 13.0 16.3% 9.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	NA 4 4.0 20.9 26.6 33.3% 21.7 3.9 1.0 0.0 4.9 Lag Yes 3.0	AN OLDSTONE	15 Prot 3 3 4.0 12.0 17.0 21.3% 13.0 3.0 1.0 4.0 Lead Yes 3.0	1.00 NA 8 4.0 20.9 30.6 38.3% 25.7 3.9 1.0 0.0 4.9 Lag Yes 3.00	9 Perm 8 8 8 8 4.0 20 9 30.6 38.3% 25.7 3.9 1.0 0.0 4.9 Lag Yes 3.0	15 Prot 5 5 4.0 12.0 12.0 15.0% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	1:00 NA 2 2 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag Yes 3.0	9 Perm 2 2 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag Yes	15 Prot 1 1 4.0 12.0 12.0 15.0% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	NA 6 6 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag	9
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode	15 Prot 7 7 4.0 12.0 13.0 16.3% 9.0 3.0 1.0 0.0 4.0 Lead Yes	NA 4 4 4.0 20.9 26.6 33.3% 21.7 3.9 1.0 0.0 4.9 Lag Yes 3.0 None	AN OLDSTONE	15 Prot 3 3 4.0 12.0 17.0 21.3% 13.0 3.0 1.0 4.0 4.0 Lead Yes	1.00 NA 8 4.0 20.9 30.6 38.3% 25.7 3.9 1.0 0.0 4.9 Lag Yes 3.00 None	9 Perm 8 8 8 8 4.0 20 9 30.6 38.3% 25.7 3.9 1.0 0.0 4.9 Lag Yes 3.0 None	15 Prot 5 5 4.0 4.0 12.0 12.0 15.0% 8.0 3.0 1.0 0.00 4.0 Lead Yes	1:00 NA 2 2 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag. Yes 3.0 Min	9 Perm 2 2 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag Yes 3.0 Min	15 Prot 1 1 4.0 12.0 12.0 15.0% 8.0 3.0 1.0 0.0 4.0 Lead Yes	NA 6 6 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag Yes 3.0 Min	9
Headway Factor Turning Speed (mph) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase Minimum Initial (s) Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s)	15 Prot 7 7 4.0 12.0 13.0 16.3% 9.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	NA 4 4.0 20.9 26.6 33.3% 21.7 3.9 1.0 0.0 4.9 Lag Yes 3.0	AN OLDSTONE	15 Prot 3 3 4.0 12.0 17.0 21.3% 13.0 3.0 1.0 4.0 Lead Yes 3.0	1.00 NA 8 4.0 20.9 30.6 38.3% 25.7 3.9 1.0 0.0 4.9 Lag Yes 3.00	9 Perm 8 8 8 8 4.0 20 9 30.6 38.3% 25.7 3.9 1.0 0.0 4.9 Lag Yes 3.0	15 Prot 5 5 4.0 12.0 12.0 15.0% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	1:00 NA 2 2 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag Yes 3.0	9 Perm 2 2 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag Yes	15 Prot 1 1 4.0 12.0 12.0 15.0% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	NA 6 6 4.0 20.9 24.4 30.5% 19.5 3.9 1.0 0.0 4.9 Lag	9

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Pedestrian Calls (#/hr)		0.0		0	₩ 0	NO	0	0	FIRE SA	0	學學
Act Effct Green (s)	7.9	19.4	12.6	26.5	26.5	7.5	16.4	16.4	8.1	19.5	
Actuated g/C Ratio	Se 0.11	0.26	0.17	0.36	0.36	0.10	0.22	0.22	0.11	0.26	
v/c Ratio	0.43	0.85	. 0.82	0.29	0.33	0.49	0.62	0.32	0.74	0.70	
Control Delay	40.5	43.9	55.0	21.2	4.5	44.0	33.9	6.8	59.5	34.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	40.5	43.9	55.0	21.2	4.5	44.0	33.9	6.8	59.5	34.4	4
LOS	D	D	E	С	Α	D	С	Α	E	С	
Approach Delay		43.3	190	27.7		1 40	27.4		100	41.9	4.4
Approach LOS		D		C			С			D	
Queue Length 50th (ft)	38	183	119	72	0	42	111	0	71	146	
Queue Length 95th (ft)	70	241	#243	125	47	78	165	34	#137	204	
Internal Link Dist (ft)		5177		2517			5273		200	5197	
Turn Bay Length (ft)	200		200		150	200			200		
Base Capacity (vph)	217	544	313	666	715	193	494	530	193	500	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0,1	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	0.37	0.75	0.78	0.29	0.32	0.45	0.51	0.28	0.74	0.68	
	Other										
Cycle Length: 80 Actuated Cycle Length: 74.5											
Natural Cycle: 75	2 1772 2 1772 2 177	_1251				531		Tile Regulations	alle, "Milleite, "		h(2.4.
Control Type: Actuated-Unc	oordinated										2 · / · · · · · · · · · · · · · · · · ·
Maximum v/c Ratio: 0.85		2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon		. and particular of	idente e d'e e adenque de ence	in a se se-index	(16)7 <u>1</u> 83=1	, <u>, , , , , , , , , , , , , , , , , , </u>	E.S. SARES	a coloniili.
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Analysis Period (min) 15											Tropics
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Splits and Phases: 6: McC	Call Ave & [	Dinuba Ave	9								
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12 s	24.4 s	17 s	26.6 s	
<b>1</b> ø5	<b>↓</b> ø6	<b>≯</b> 67	<b>4</b> [∞] Ø8	
12 s	24.4s	13 s	30.6 s	

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sine Gains	(HB)	18:FT	一直翻記	WBia	WET	WER	1/18/1	Via (C	Mair	SBI	981	SHR
Lane Configurations	iş.	1>		l'i	+	71/	1	4	71/	ካ	1>	
Volume (vph)	74	344	33	189	321	209	70	251	210	259	251	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		150	200		0	200		. 1
Storage Lanes	1		0	1	., 31051 1	1	1	1900 1991.	1	1	W 1 DE2847 MIND	C
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
File 1		0.987				0.850			0.850		0.956	
FIt Protected	0.950	11		0.950	lada m		0.950	No 700 es 54a	0.000	0.950	Mis ne i s i i i	1.5
Satd. Flow (prot)	1770	1839		1770	1863	1583	1770	1863	1583	1770	1781	
Flt Permitted	0.950			0.950			0.950	- 124.1 <b>909</b>		0.950		4310
Satd. Flow (perm)	1770	1839		1770	1863	1583	1770	1863	1583	1770	1781	
Right Turn on Red		, I U J J	Yes	11.7.0	1.000	Yes	11.19		Yes			Yes
Satd Flow (RTOR)		5	1 ¢3			246			233		24	168
Link Speed (mph)		50			50	240		50	-233		50	
Link Distance (ft)		5257			2597	ing straker in the		5353			5 <b>277</b>	Terroriani
Travel Time (s)		71.7			35.4		THE STREET	73.0		sellad hara ay 1986		
Peak Hour Factor	4 7 64		0.84	0.05		0.05	0.00		0.00	0.04	72.0	0.04
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Adj. Flow (vph)	88	410	39	222	378	246	78	279	233	320	310	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	449	0	222	378	246	78	279	233	320	437	0
Enter Blocked Intersection	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	No	No .	No	No	No	No.	No:	∐ ∐No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12		進。語《	12			12	
Link Offset(ft)		0			0	VTSSS SAFETYANIAN	ere esperie esc	0		enesis; musici coste	0	Markarian :
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		7.00	4 (0.0								151111 A A A I I	77712700
Headway Factor	and the second second	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	inen waxaz sa	9	15	unionento (della	9	15	9959994224	9	15	energy and	9
Turn Type	Prot	NA NA		Prot	NA.	Perm	Prot	NA	Perm	Prot	NA.	
Protected Phases	7	4	errormen relien	3	8	movement to	5	2	electricate	1	6	Real Name of the
Permitted Phases						8			2		Control of the Control	
Detector Phase	7											
Switch Phase	mman-samani izo	4	etemperature et a	3	8	8	5	2	2	3	6	ters the property of the
Minimum Initial (s)		4										
NAME AND ADDRESS OF THE OWNER OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY O	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	12.0	20.9		4.0 12.0	4.0	4.0 20.9	4.0 12.0	4.0 20.9	4.0 20.9	12.0	4.0 20.9	
Minimum Split (s) Total Split (s)	12.0 12.0	20.9 28.0		4.0 12.0 16.0	4.0 20.9 32.0	4.0 20.9 32.0	4.0 12.0 12.0	4.0 20.9 25.0	4.0 20.9 25.0	12.0 21.0	4.0 20.9 34.0	
Minimum Split (s) Total Split (s) Total Split (%)	12.0 12.0 13.3%	20.9 28.0 31.1%		4.0 12.0 16.0 17.8%	4.0 20.9 32.0 35.6%	4.0 20.9 32.0 35.6%	4.0 12.0 12.0 13.3%	4.0 20.9 25.0 27.8%	4.0 20.9 25.0 27.8%	12.0 21.0 23.3%	4.0 20.9 34.0 37.8%	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s)	12.0 12.0 13.3% 8.0	20.9 28.0 31.1% 23.1		4.0 12.0 16.0 17.8% 12.0	4.0 20.9 32.0 35.6% 27.1	4.0 20.9 32.0 35.6% 27.1	4.0 12.0 12.0 13.3% 8.0	4.0 20.9 25.0 27.8% 20.1	4.0 20.9 25.0 27.8% 20.1	12.0 21.0 23.3% 17.0	4.0 20.9 34.0 37.8% 29.1	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s)	12.0 12.0 13.3%	20.9 28.0 31.1%		4.0 12.0 16.0 17.8%	4.0 20.9 32.0 35.6%	4.0 20.9 32.0 35.6%	4.0 12.0 12.0 13.3%	4.0 20.9 25.0 27.8%	4.0 20.9 25.0 27.8%	12.0 21.0 23.3%	4.0 20.9 34.0 37.8%	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s)	12.0 12.0 13.3% 8.0 3.0 1.0	20.9 28.0 31.1% 23.1 3.9 1.0		4.0 12.0 16.0 17.8% 12.0 3.0 1.0	4.0 20.9 32.0 35.6% 27.1 3.9	4.0 20.9 32.0 35.6% 27.1 3.9 1.0	4.0 12.0 12.0 13.3% 8.0 3.0 1.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0	12.0 21.0 23.3% 17.0 3.0 1.0	4.0 20.9 34.0 37.8% 29.1 3.9 1.0	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s)	12.0 12.0 13.3% 8.0 3.0 1.0	20.9 28.0 31.1% 23.1 3.9 1.0		4.0 12.0 16.0 17.8% 12.0 3.0 1.0	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0	4.0 20.9 32.0 35.6% 27.1 3.9 1.0	4.0 12.0 12.0 13.3% 8.0 3.0 1.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0	12.0 21.0 23.3% 17.0 3.0 1.0	4.0 20.9 34.0 37.8% 29.1 3.9 1.0	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s)	12.0 12.0 13.3% 8.0 3.0 1.0 4.0	20.9 28.0 31.1% 23.1 3.9 1.0		4.0 12.0 16.0 17.8% 12.0 3.0 1.0	4.0 20.9 32.0 35.6% 27.1 3.9	4.0 20.9 32.0 35.6% 27.1 3.9 1.0	4.0 12.0 12.0 13.3% 8.0 3.0 1.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0	12.0 21.0 23.3% 17.0 3.0 1.0	4.0 20.9 34.0 37.8% 29.1 3.9 1.0	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag	12.0 12.0 13.3% 8.0 3.0 1.0	20.9 28.0 31.1% 23.1 3.9 1.0		4.0 12.0 16.0 17.8% 12.0 3.0 1.0	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0	4.0 20.9 32.0 35.6% 27.1 3.9 1.0	4.0 12.0 12.0 13.3% 8.0 3.0 1.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0	12.0 21.0 23.3% 17.0 3.0 1.0	4.0 20.9 34.0 37.8% 29.1 3.9 1.0	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	12.0 12.0 13.3% 8.0 3.0 1.0 4.0	20.9 28.0 31.1% 23.1 3.9 1.0 0.0 4.9		4.0 12.0 16.0 17.8% 12.0 3.0 1.0 0.0 4.0	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0 4.9	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0 4.9	4.0 12.0 12.0 13.3% 8.0 3.0 1.0 0.0 4.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0 0.0 4.9	4.0 20.9 25.0 27.8% 20.1 3.9 1.0 0.0 4.9	12.0 21.0 23.3% 17.0 3.0 1.0 0.0 4.0	4.0 20.9 34.0 37.8% 29.1 3.9 1.0 0.0 4.9	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s)	12.0 12.0 13.3% 8.0 3.0 1.0 0.0 4.0	20.9 28.0 31.1% 23.1 3.9 1.0 0.0 4.9 Lag		4.0 12.0 16.0 17.8% 12.0 310 1.0 0.0 4.0 Lead	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0 4.9 Lag	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0 4.9	4.0 12.0 12.0 13.3% 8.0 3.0 1.0 0.0 4.0 Lead	4.0 20.9 25.0 27.8% 20.1 3.9 1.0 0.0 4.9 Lag	4.0 20.9 25.0 27.8% 20.1 3.9 1.0 0.0 4.9 Lag	12.0 21.0 23.3% 17.0 3.0 1.0 0.0 4.0 Lead	4.0 20.9 34.0 37.8% 29.1 3.9 1.0 0.0 4.9 Lag	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize?	12.0 12.0 13.3% 8.0 3.0 1.0 0.0 4.0 Lead Yes	20.9 28.0 31.1% 23.1 3.9 1.0 0.0 4.9 Lag Yes		4.0 12.0 16.0 17.8% 12.0 3.0 1.0 0.0 4.0 Lead Yes	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0 4.9 Lag Yes 3.0	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0 4.9 Lag	4.0 12.0 12.0 13.3% 8.0 3.0 1.0 0.0 4.0 Lead Yes	4.0 20.9 25.0 27.8% 20.1 3.9 1.0 0.0 4.9 Lag Yes	4.0 20.9 25.0 27.8% 20.1 3.9 1.0 0.0 4.9 Lag	12.0 21.0 23.3% 17.0 3.0 1.0 0.0 4.0 Lead Yes	4.0 20.9 34.0 37.8% 29.1 3.9 1.0 0.0 4.9 Lag Yes	
Minimum Split (s) Total Split (s) Total Split (%) Maximum Green (s) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s)	12.0 12.0 13.3% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	20.9 28.0 31.1% 23.1 3.9 1.0 0.0 4.9 Lag Yes 3.0		4.0 12.0 16.0 17.8% 12.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	4.0 4.0 32.0 35.6% 27.1 3.9 1.0 0.0 4.9 Lag Yes	4.0 20.9 32.0 35.6% 27.1 3.9 1.0 0.0 4.9 Lag Yes 3.0	4.0 12.0 12.0 13.3% 8.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0 0.0 4.9 Lag Yes 3.0	4.0 20.9 25.0 27.8% 20.1 3.9 1.0 0.0 4.9 Lag Yes 3.0	12.0 21.0 23.3% 17.0 3.0 1.0 0.0 4.0 Lead Yes 3.0	4.0 20.9 34.0 37.8% 29.1 3.9 1.0 0.0 4.9 Lag Yes 3.0	

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Lan e Cyoluje		lab)	BBR	W/81.	William .	Mark.	MBIL	194EC	시네다	SEL	8.9	Sale
Pedestrian Calls (#/hr)		0			0	- 0		0	. 0	E MAN	0	
Act Effct Green (s)	7.6	22.7		12.0	29.3	29.3	7.5	16.9	16.9	17.0	28.6	
Actuated g/C Ratio	0.09	0.26	66	0.14	0.34	0.34	0.09	0.20	0.20	0.20	0.33	PF PA
v/c Ratio	0.57	0.93		0.90	0.60	0.35	0.51	0.77	0.47	0.92	0.72	
Control Delay	53.9	59.2		76.8	30.5	4.9	51.2	47.6	7.6	68.4	33.1	weens tool
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.9	59.2		76.8	30.5	4.9	51.2	47.6	7.6	68.4	33.1	445
LOS	D	Ε		Ε	С	Α	D	D	Α	E	С	
Approach Delay	學藥理	58.3			35.2			32.3			48.0	The second
Approach LOS		Е			D	With and a second		С			D	
Queue Length 50th (ft)	48	241		124	181	0	42	146	0	177	208	HE Ha
Queue Length 95th (ft)	90	#387		#241	265	43	88	232	58	#290	273	
Internal Link Dist (ft)		5177			2517			5273			5197	
Turn Bay Length (ft)	200			200		150	200			200		
Base Capacity (vph)	164	496		246	630	698	164	434	547	348	681	
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		
Storage Cap Reductn	0	0	,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.54	0.91		0.90	0.60	0.35	0.48	0.64	0.43	0.92	0.69	

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 86.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 42.7

Intersection LOS: D

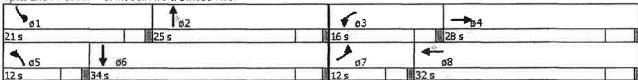
Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles

Splits and Phases: 6: McCall Ave & Dinuba Ave.



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Lane Configurations	A A	1500	- STATE	TO A STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE		
	<b>↑</b> ↑ 206	80	297	<b>^^</b>	<b>\</b>	214
Volume (vph)		and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t			116	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200	Mode:	- 0	. 0
Storage Lanes	SECTION OF	0	00		00	Bull Value of the
Taper Length (ft)	0.05	0.05	90	0.05	90	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ed M. C. A. E. J. J.	0.958	CHRIST			416亿元的	0.850
Flt Protected	111111111111111111111111111111111111111		0.950		0.950	
Satd, Flow (prot)	3391	0	1770	3539	1770	1583
FIt Permitted			0.950		0.950	
Satd. Flow (perm)	3391	. 0	1770	3539	1770	1583
Right Turn on Red		Yes			2.2	Yes
Satd. Flow (RTOR)	87 -					233
Link Speed (mph)	50			50	40	
Link Distance (ft)	1082	BOS PRINT	38. HW	4218	1359	HER LOS
Travel Time (s)	14.8			57.5	23.2	Halistmatraca
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	87	323	442	126	233
Shared Lane Traffic (%)					CH Dean Go	
Lane Group Flow (vph)	311	0	323	442	126	233
Enter Blocked Intersection	No	No .	No No	No No	No No	No No
The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon	******		THE R. P. LEWIS CO., LANSING MICH.		CHARLES MANAGEMENT	A Design Company of the Park
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ff)	12		NEW Y	12	12	3403
Link Offset(ft)	0		Monate e	0	0	NATIONAL PROPERTY.
Crosswalk Width(ft)	16	S. DELE		16	16	
Two way Left Turn Lane	CONTRACTOR OF THE OWNER, OR THE OWNER, OR THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, O	INTERVISION IN	in the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the last of the	making to the	O'PASSOS	manus de la com
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15	AND DESCRIPTION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	15	9
Turn Type	NA NA		Prot	NA	NA	Perm
Protected Phases	4		3	8	2	
Permitted Phases		A DESCRIPTION OF				2
Detector Phase	4		3	8	2	2
Switch Phase		THE PERSON	***************************************		THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	
Minimum Initial (s)	4.0	Maril Iga XII est	4.0	4.0	4.0	4.0
Minimum Split (s)	20.9	HE PERSON	12.0	20.9	20.9	20.9
Total Split (s)	20.9	acomplete of the	18.0	38.9	21.1	21.1
Total Split (%)	34.8%		30.0%	64.8%	35.2%	35.2%
Maximum Green (s)	16.0		14.0		CONTRACTOR OF STREET	market in the Park 18 (19 per law)
	3.9	Water Court of the		34.0	16.2	16.2
Yellow Time (s)			3.0	3.9	3.9	3.9
All-Red Time (s)	1.0	TOTAL PROPERTY.	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	STEPHEN STATES	4.0	4.9	4.9	4.9
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Min	Min
Walk Time (s)	5.0	Marine St.		5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
				V/2000	503600	-

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Latte Crook		高橋 小路	W8	)B)	A TOP	NAMES OF TAXABLE PARTY.
Pedestrian Calls (#/hr)	0		0	0	Ō	
Act Effct Green (s)	8.4	12.4	24.9	8.5	8.5	AND SPECIFICATION CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUES CONTINUE
Actuated g/C Ratio	0.19	0.29	0.57	0.20	0.20	
v/c Ratio	0.43	0.64	0.22	0.36	0.47	AND THE COLUMN CONTROL OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE P
Control Delay	13.6	21.7	5.0	19.3	6.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.6	21.7	5.0	19.3	+ 6.6	
LOS	В	- C	Α	В	Α	Processor (# \$1/4 f.)(T) a salat / (#T) to salat (# 1/4 f.) (# 1/4 f.) (# 1/4 f.)
Approach Delay	13.6		12.1	11.0		
Approach LOS	В		В	В		
Queue Length 50th (ft)	26	67	22	28	0	
Queue Length 95th (ft)	57	#178	46	68	43	
Internal Link Dist (ft)	1002	<b>医</b> 斯克·蒙	4138	1279		
Turn Bay Length (ft)		200				
Base Capacity (vph)	1329	582	2829	674	747	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0.41	0	0		0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.55	0.16	0.19	0.31	
felense jig Hamitelk		**	t ille		20	
Area Type:	Other					
Cycle Length: 60		dy (of Startley, Sixter, 419081)	INTERNATION TO	MIRRIED OF	A CHANGE	NEW TRANSPORT OF THE PROPERTY OF THE SECOND SERVICE
Actuated Cycle Length: 43.	4	Asa at on it	THE STATE OF			Marit Marie Teller South In the
Natural Cycle: 60	OF SECURIORATIONS SOURCE	HELLOWER TATAL COLORERS		ero varantati	E1114-174138411259	Secretary 199 (1999) The Provide Commence Alley III (1991) Inc.
Control Type: Actuated-Und	coordinated				No.	
Maximum v/c Ratio: 0.64	2014-01-17 HRVD 11-1744H847	HIRE TOURS SEE WAS	MUNICIPAL DE	_ INTERNATIONAL	1-COORNELSCO	The Best Charles and the second section of the second section of the second section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section section se
Intersection Signal Delay: 1	2.1	Hall March	ln:	tersection	LOS: B	
Intersection Capacity Utiliza		LITTER SCHOOL SECTION OF THE SECTION OF SEC			f Service A	ACCURATION AND ADMINISTRAÇÃO (ACCUMENTADO).
Analysis Period (min) 15						
# 95th percentile volume	exceeds capac	city, queue may	be longer			
Queue shown is maximu				TOTAL TOTAL		
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Splits and Phases: 5: Hig	hland Ave. & [	Dinuba Ave.				
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21.1 s		18 s				20.9 s
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		38.9 s				THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S
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ATTERSTONED IN			開設	WELL	WET	WBR	MBL	:NET	WEIF.	Sight	SBT	338
Lane Configurations	ሻ	<b>1</b>		ሻ	<b>1</b>		*	<b>1</b>		*5	朴	
Volume (vph)	99	245	146	224	277	213	110	270	123	114	434	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200	MINE THE	150	200		150	200	100	150
Storage Lanes	1	Commenter of the comment	0	1	- NOVEMBER STATE OF STATE	0	1		0	1	B1	0
Taper Length (ft)	90			90			90	CONTRACTOR	Line Tell	90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ert Par Day Day 150 100		0.944	SWH GET	THE STATE OF	0.935		E PETE	0.953		HI JAMES	0.959	THE YOU
Flt Protected	0.950	William of Head of		0.950	D. St. Company		0.950	- 17.1 No. 10.00 T. J. J.	AD011-016-0	0.950	4.1041111111111111111111111111111111111	Military Manageria
Satd. Flow (prot)	1770	3341	- 0	1770	3309	0	1770	3373	0	1770	3394	0
Flt Permitted	0.950	William Control	HATELONIA SISSINA	0.950	- Localdina	EDITOR AND WHILE	0.950	The Marine of the	Manager 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	0.950	Married Co.	Carlerate,
Satd. Flow (perm)	1770	3341	0	1770	3309	0	1770	3373	0	1770	3394	0
Right Turn on Red		Internation of the State	Yes	TIN LORDON	Alexand Saline	Yes	100/12/11	AND TO BE	Yes	INC. HERZON		Yes
Satd. Flow (RTOR)	HEED SALES	159	D. S. S.	Charles III	232		18 V 200	99		Ke as the	71	5 (A) (A) (A) (A) (A) (A) (A) (A) (A) (A)
Link Speed (mph)	Management Committee	50		Partit Charles	50		AND LANGUAGE	50	ALDERSON AND A	Maria Santa (2)	50	MILTING.
Link Distance (ft)	MENOR LIN	1039	Tall last		1271	711 22	THE RE	979	700		1941	EUS (SE
Travel Time (s)	or aging the district	14.2	12006-12003	AND DESCRIPTION OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON	17.3	Market Market	70400000000000	13.4	MARKET LAND	EK STATE	26.5	F11 77 111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	108	266	159	243	301	232	120	293	134	124	472	176
Shared Lane Traffic (%)				ar do la	TANK DEC			o de demarc				
Lane Group Flow (vph)	108	425	0	243	533	0	120	427	0	124	648	0
Enter Blocked Intersection	No	No	No	No	No	No.	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		SELECTED IN	12		is a solution	12	i agir		12	als A A
Link Offset(ft)	PORODIE TON	0	MOCHANISOCE	1211年127日	0	5.5 To 10 No. 100		0	ALC HOUSE PER	BUSINESS CONTRACTOR	0	E SOL
Crosswalk Width(ff)		16		施 出加工	16			16	NEW 2512	y grand	16	ERHONS &
Two way Left Turn Lane		THE PROPERTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF TH	May 10 diseas	THE CATTORIES	Total Maria	PP1		the district	WEL WHELL	Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive Conductive	LEWIS AND	A STATE OF
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	Marine D. Taran Co.	9	15	III SALASSINI	9	15	ACHINI AND AND AND ADDRESS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T	9	15	- The Control	9
Turn Type	Prot	NA		Prot	NA .		Prot	NA	ESCHLES	Prot	NA	SEXTEN
Protected Phases	7	4	300000000000000000000000000000000000000	3	8	A 3800000	5	2	RESIDENCE OF SHIPE	1	6	A SHOWING
Permitted Phases		76222			Charles of National		WAR.					235-21
Detector Phase	7	4	MANUFALL SE	3	8	351246002411	5	2	11180152081111	#100 (Frankli) 1	6	CHI-SOR
Switch Phase	NOT A DO	e we desid			Marie 760							ALGORITHIS.
Minimum Initial (s)	4.0	4.0	(OCONTRACION	4.0	4.0	ELIA MINORES ESPER	4.0	4.0	with the Street,	4.0	4.0	HORSE NO.
Minimum Split (s)	12.0			12.0	20.9		12.0	20.9	25	12.0	20.9	Here I
Total Split (s)	13.0	20.9	HOUSE STREET	16.0	23.9		12.0	21.1	EL ME	12.0	21.1	AL DEBUGAL
Total Split (%)	18.6%	29.9%		22.9%	34.1%		17.1%	30.1%	MONEY THE	17.1%	30.1%	101715
Maximum Green (s)	9.0	16.0	4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	12.0	19.0		8.0	16.2	eres.	8.0	16.2	M 22 33
Yellow Time (s)	3.0	3.9		3.0	3.9		3.0	3.9		3.0	3.9	Marie S.
All-Red Time (s)	1.0	1.0	Washing C.1	1.0	1.0	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	1.0	1.0		1.0	1.0	DESCRI
Lost Time Adjust (s)	0.0	0.0	1000	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9	1967 1992	4.0	4.9	20 310000	4.0	4.9	1005063(61)
Lead/Lag	Lead	Lag	TANK SE	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	olannir.	Yes	Yes	HE TONIGHT	Yes	Yes	#二路上 第	Yes	Yes	SECTOR.
Vehicle Extension (s)	3.0	3.0	ETHELDS:	3.0	3.0	O'GE THE	3.0	3.0	O HIEROSIA	3.0	3.0	TOTAL TOTAL
Recall Mode	None	None	12911248	None	None	NESSER VIEW	None	Min	W. 1000	None	Min	-
Walk Time (s)	THORE I	5.0	SHE SHE	140116	5.0	Tajje alije e	None	5.0	THE PERSON	TAONE	5.0	125
Flash Dont Walk (s)	TINE LITTLE M	11.0	HARE SHE		11.0	Little Klay	Collins and	11.0	-as technique	200	11.0	11.00
		11.0			11.0			11.0			11.0	

	•	-	7 1	<b>4</b> -	•	1	1		-	<b>↓</b>	4
sané Grand		X種類(x	Ester yysic	Wielin	Wally	NIB1:	, de	MEN	Q.	Serr	300
Pedestrian Calls (#/hr)		- 0	<b>建筑图8</b> "可是"	0	<b>对于作用</b>		0	100		0	
Act Effct Green (s)	8.1	10.7	11.5	17.1		7.8	14.5	-	7.8	14.5	-
Actuated g/C Ratio	0.14	0.18	0.19	0.28		0.13	0.24		0.13	0.24	
v/c Ratio	0.45	0.59	0.71	0.48		0.52	0.48	.,,	0.54	0.74	
Control Delay	33.5	18.3	39.9	13.5	AFE. E.	37.6	18.1	Name of	38.3	26.2	1946
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	7.1	0.0	0.0	
Total Delay	33.5	18.3	39.9	13.5		37.6	18.1		38.3	26.2	
LOS	С	В	D	В		D	В		D	С	Or to reach the last
Approach Delay		21.4		21.8			22.4		100	28.1	and a
Approach LOS		С		С		CARLES OF THE PARTY OF	С			С	and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th
Queue Length 50th (ft)	40	50	91	54		45	56		47	108	
Queue Length 95th (ft)	90	90	#213	97		#112	104		#118	#184	
Internal Link Dist (ft)		959	Michael of Lord wilds	1191		CHARLES	899	ale dim	lo dinon	1861	
Turn Bay Length (ft)	200		200			200			200	and an arrange	
Base Capacity (vph)	278	1048	371	1255		247	1025	HINS HAVE	247	1011	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0.0	0	0	18 ( D)		0	. 0	10	0	0.00	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.41	0.65	0.42		0.49	0.42		0.50	0.64	

Area Type:	Other

Cycle Length: 70

Actuated Cycle Length: 60

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 23.7

Intersection LOS: C

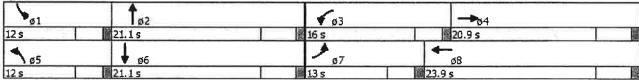
Intersection Capacity Utilization 62.0%

ICU Level of Service B

Analysis Period (min) 15

Queue shown is maximum after two cycles.

Splits and Phases: 6: McCall Ave & Dinuba Ave.



^{# 95}th percentile volume exceeds capacity, queue may be longer.

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-ane croup	E81	(E)	EBB	NOTE III	995	WEN	NE.	Mem	NEIP	Sigil	SB	330
Lane Configurations	ħ	<b>ሳ</b> ጐ		19	作		75	ĵ»		7	ĵ.	
Volume (vph)	4	383	74	24	496	5	80	1	43	7	7	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	0		0	0	: Harin	0
Storage Lanes	1		0	1	on I had been been been	0	1		0	1	14	0
Taper Length (ft)	90			90			90			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ent.		0.976			0.999		<b>建筑</b>	0.853		Manual Control	0.950	303
Flt Protected	0.950			0.950			0.950		and the second	0.950		TAX BEAUTIFUL.
Satd. Flow (prot)	1770	3454	0	1770	3536	0	1770	1589	0	1770	1770	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3454	0	1770	3536	0	1770	1589	0	1770	1770	Ò
Right Turn on Red			Yes	1100.00000	- CONTRACTOR OF	Yes			Yes			Yes
Satd. Flow (RTOR)		30		Signatur.	1			47	建汽弹线		4	
Link Speed (mph)		50			50		Catalana	40	411		40	Name of the
Link Distance (ft)		1326			1693		100	756			463	
Travel Time (s)		18.1		11	23.1			12.9			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	416	80	26	539	5	87	1	47	8	8	4
Shared Lane Traffic (%)	WE TO THE		THESE	E WEST								- TE
Lane Group Flow (vph)	4	496	0	26	544	0	87	48	0	8	12	0
Enter Blocked Intersection	No	No	No.	No	No.	No	No	No .	No	No !	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA"		Prot	NA NA		Prot	NA	Star L
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	Sacrific Co.					1000	表表示					
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase	CONCERN COMMIT				2 % H H K L		H1/11/20 7	H. 158 DUL 254 O				
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	12.0	20.9		12.0			12.0		ALCON A	12.0	20.9	
Total Split (s)	12.0	22.0		12.0	22.0		13.0	24.0		12.0	23.0	
Total Split (%)	17.1%	31.4%		17.1%	31.4%		10.070	34.3%		17.1%	32.9%	
Maximum Green (s)	8.0	17.1	MATERIA CONTRACTOR	8.0	17.1		9.0	19.1		8.0	18.1	
Yellow Time (s)	3.0	3.9		3.0	3.9		3.0	3.9		3.0		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	al di	0.0	0.0		0.0	0.0		0.0	4420	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	A Part
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	136.09	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	de inge	5.0	1,300 (c)	adection.	5.0	Call Ga		5.0	No. 22		5.0	100
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	

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ama (Grup)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(BB)	EBR	. Wall	ON WEST	MARKET	(818)	ing)	施。	\$18L	\$10	SHR
Pedestrian Calls (#/hr)		0	46 45	- 塩	0			0			0	
Act Effct Green (s)	6.3	12.3		6.9	12.5		7.9	11.3	**************************************	6.5	6.5	
Actuated g/C Ratio	0.17	0.33		0.18	0.33		0.21	0.30		0.17	0:17	i art
v/c Ratio	0.01	0.43		0.08	0.46		0.23	0.09		0.03	0.04	
Control Delay	20.5	12.4		19.5	12.9		18.6	7.2		20.0	17.5	2 里)
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	Anna Sala III	0.0	0.0	
Total Delay	20.5	12.4	課 基 是	19.5	12.9		18.6	7.2		20.0	17.5	20 W
LOS	C	В		В	В		В	Α		В	В	
Approach Delay		12.4		第70	13.2			14.5		唱	18.5	FEST.
Approach LOS		В			В			В			В	
Queue Length 50th (ft)		41		5	48		16	0		2	2	T YELL
Queue Length 95th (ft)	9	108		27	118		63	24		13	15	
Internal Link Dist (ft)		1246		<b>杜斯</b> 斯	1613	<b>网络</b>		676	as tinger		383	
Turn Bay Length (ft)	200			200								
Base Capacity (vph)	426	1794		426	1842		480	934		426	967	
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 Rano v	= 0.01	0.28		0.06	0.30	gjari, 17 indjar 	0.18	0.05		0.02	0.01	
Persenta tantaera		DATE OF	198		915.57			- 43				
Area Tarrest Hallette	Other	BEAUTION OF	Entito A 215.9	11. 円面的用号20日	ATTENDED OF SELECTION	HER HE	CHEXIST S	H2 F 107 - 118	CONTRACTOR OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF THE PERSON OF TH		CHILL PERM	Description of the second

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 37.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

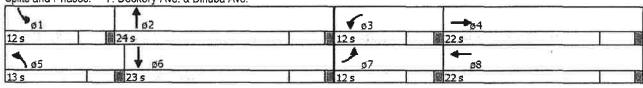
Maximum v/c Ratio: 0.46

Intersection Signal Delay: 13.1 Intersection Capacity Utilization 39.2%

Intersection LOS: B

Analysis Period (min) 15

Splits and Phases: 7: Dockery Ave. & Dinuba Ave.



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Laine Groin		EIRIR	V/481	WB	NIBL.	WER .	
Lane Configurations	<b>1</b>		*	<b>^</b>	4	7	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s
Volume (vph)	455	209	298	264	98		
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	AND THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPER
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Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	Per 2 SE 1910 2 SECTION OF SECTION AND SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTION OF SECTI
Frt 30 Table 3 Table 3	0.953	0.93	1.00	0.33	1.00	0.850	
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Satd. Flow (prot)	3373	0	1770	3539	1770	1583	
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	3373	<b>#</b> 0	1770	3539		4502	B MARINE TO THE STORY WHELE
Satd. Flow (perm)	33/3	BLOTTING AND	THE PARTY OF	3039	1770	1583	
Right Turn on Red		Yes	PROFESSION STATE	Harta francisco		Yes	
Satd. Flow (RTOR)	121					482	
Link Speed (mph)	50	27/11/02/11/02	4-A-1-11	50	40	2010053000 00-22000	Control of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the sta
Link Distance (ft)	1062			4218	1359		
Travel Time (s)	14.5	terro (anto cano		57.5	23.2	Sattemple:20 V 25/25 V major	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	495	227	324	287	107	482	
Shared Lane Traffic (%)				200			
ane Group Flow (vph)	722	0	324	287	107	482	(5)
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			12	12		
ink Offset(ft)	0			0	0	T-MOOCH THE COMMENT AND INCOME.	A ROYALTON DATE TARRESPONT DOWNERS (MINING & COLUMN DESCRIPTION OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE
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Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
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Minimum Split (s)	20.9	News Esta	12.0	20.9	20.9	20.9	
Fotal Split (s)	20.9	- ME 1811		Thinkey and both of Thursday	Security of the second below.	all a large and a large to	
		PITADE NO.	18.0	38.9	21.1	21.1	TO THE THE BUILDING TO THE TOWN THE THE THE THE THE THE THE THE THE THE
Fotal Split (%)	34.8%		30.0%	64.8%	35.2%	35.2%	(1) 10 10 10 10 10 10 10 10 10 10 10 10 10
Maximum Green (s)	16.0		14.0	34.0	16.2	16.2	Parameter and Control State Substitute States 1775 Control States
rellow Time (s)	3.9		3.0	3.9	3.9	3.9	
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	Service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and the service and th
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otal Lost Time (s)	4.9		4.0	4.9	4.9	4.9	
_ead/Lag	Lag	A Maria	Lead		A PAGE NAME		
.ead-Lag Optimize?	Yes		Yes				
/ehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None		None	None	Min	Min	The second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second secon
Walk Time (s)	5.0	NO PROPERTY S		5.0	5.0	5.0	THE RESERVE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE
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Pedestrian Calls (#/hr)	0	ulara Baki		0	0	0	Maria
Act Effct Green (s)	13.8		12.8	30.7	9.1	9.1	
Actuated g/C Ratio	0.28		0.26	0.62	0.18		
v/c Ratio	0.71		0.71	0.13	0.33	AND AND ADDRESS OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	
Control Delay	18.4		29.8	4.7	21.4	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	91
Queue Delay	0.0		0.0	0.0	0.0		
Total Delay	18.4	57 No. 13	29.8	4.7	21.4	8.7	
LOS	В		С	Α	С	A	
Approach Delay	18.4			18.0	11.0		
Approach LOS	В	And the second second second		В	В		te to to
Queue Length 50th (ft)	81	I dan	87	14	29		
Queue Length 95th (ft)	158	and a suppose of the behavior	#227	37	64	62	n n
Internal Link Dist (ft)	982		300	4138	1279		
Turn Bay Length (ft)			200	older Schlederer			
Base Capacity (vph)	1189		508	2470	588	848	Æ
Starvation Cap Reductn	0		0	0	0	0	
Spillback Cap Reductn	0	C. CENTRAL	0	0	10		South .
Storage Cap Reductn	0		0	0	0	0	
Reduced v/c Ratio	0.61		0.64	0.12	0.18	0.57	
FORESTON CHAPTER	9 7 7	A COL	5 I, Y, TA	nHE.	-24 U.S.		
Area Type: Oth	or						
Cycle Length: 60						nderfeldiger – Alexanderfelder forder het ein den film in der Alexander der Herenvelder beschieder der der Ale Alexander	
Actuated Cycle Length: 49.9					d.		

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection	Signal De	alay: 16.0	
Intersection	Capacity	Utilization	54.9%

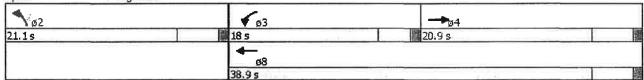
Intersection LOS: B

ICU Level of Service A

Analysis Period (min) 15 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles:

Splits and Phases: 5: Highland Ave. & Dinuba Ave.



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ane from	EB)	LET	周部	WEL	WET	WER	MBL	N ₂	- NER	55	1	SBR
Lane Configurations	75	<b>^</b>		7	<b>^</b>		ሻ	<b>1</b>		*	♠₽	
Volume (vph)	198	367	92	189	321	209	127	578	210	259	450	168
Ideal Flow (vphpI)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		150	200		150	200		150	200		150
Storage Lanes	1	CONTRACTOR CONTRACTOR	0	1	Minimum 1800	0	1	- AN	0	1	National Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committ	0
Taper Length (ft)	90		<b>新斯灣</b>	90	NEW YORK		90			90	BERRY	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ent.		0.970			0.941			0.960			0.959	
Flt Protected	0.950			0.950		3,000,000,000	0.950	nimain m		0.950	Andre Printer (Section	PROPERTY
Satd. Flow (prot)	1770	3433	0	1770	3330	0	1770	3398	- 0	1770	3394	0
FIt Permitted	0.950	51110001881881	and of the last last last last	0.950	HIPETON PORCH	All the second	0.950	nana Zabi Rabasi	Mod substant are	0.950	Ohio etale Republic	topone/7
Satd. Flow (perm)	1770	3433	0	1770	3330	0	1770	3398	0	1770	3394	0
Right Turn on Red	President and a second	HEDGE BOY A TONG	Yes	WORLD SCHOOL CO.	Wind Edition	Yes	HINE LOTTER	C UBLANT.	Yes	Sheet No.		Yes
Satd. Flow (RTOR)	A Hardina	35			168		100 Me.	65	CHARLE		73	ALC: THE PA
Link Speed (mph)	AL SEASON STATES CO.	50	Securities (1871)	Parallel Indian	50	natural matrices	/ Jis law ::	50	CONTRACTOR OF THE PERSON NAMED IN	MSPAR.	50	No. of the
Link Distance (ft)		1039	Name of the last	5-0-40	1251			1039			2551	Bu ST I
Travel Time (s)	e of Bernell print repair to be	14.2	STATE OF THE PARTY	A. asm. 7 is Mail a	17.1	angle (see a most of the	ALVESTA DE	14.2	SPREEDS OF S	mildler /	34.8	Bett mannet.
Peak Hour Factor	0.92	0.92	0,92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	215	399	100	205	349	227	138	628	228	282	489	183
Shared Lane Traffic (%)										COMMENTER		
Lane Group Flow (vph)	215	499	0	205	576	0	138	856	0	282	672	0
Enter Blocked Intersection	No.	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12	14524-520		12	DIVERSE.
Link Offset(ft)	White T TIMILLIAN DATE:	0	1000	OPEN HOMBOURING	0	CD4.00000007/28401		0	TARY SPECIAL SIZE	1000000	0	to fashing
Crosswalk Width(ft)		16			16	n.saras		16	Tigetpress	172571 38	16	507.J
Two way Left Turn Lane	Harris and Alberta Street Printers	The cond to Talent	SACHT TO THE	Number Leading Progr	PLINE OF U	Wernstaley milds	Fertig Millellingson	MILIANI S. S.	Chillippiicher	A STATE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PAR	modern (Add	Local and Section 1
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	PICHELAN TATAUL	9	15	Trooping States	9	15	hop Marine	9	15	Olitho (1975)	9
Tum Type	Prot	- NA		Prot	NA	7.6586061	Prot	NA		Prot	NA	HW. S.A.C
Protected Phases	7	4	ALC: NAME OF THE OWNER,	3	8	III. BARRIERING	5	2	All the cold is all the cold of	1	6	intelligence was
Permitted Phases		L ROOM	No.									
Detector Phase	7	4	CHCALL/DIALECT PROPER	3	8	HERMANI HE LEAVE AT A PAR	5	2		1	6	(constant)
Switch Phase		300 202 300									LM 157 142	72, 110
Minimum Initial (s)	4.0	4.0		4.0	4.0	13090000000	4.0	4.0	MORNING COMMON CO.	4.0	4.0	CHARGO.
Minimum Split (s)	12.0	20.9		12.0	20.9		12.0	20.9	2562	12.0	20.9	17.7
Total Split (s)	14.0	21.0	***************************************	14.0	21.0	and the same of	13.0	28.0	Barrenata	17.0	32.0	EIGHT
Total Split (%)	17.5%	26.3%		17.5%	26.3%	Heren Con	16.3%	35.0%		21.3%	40.0%	
Maximum Green (s)	10.0	16.1		10.0	16.1	and the second	9.0	23.1	22.00	13.0	27.1	BUT SAND
Yellow Time (s)	3.0	3.9	<b>第一块</b>	3.0	3.9		3.0	3.9	34876	3.0	3.9	10.00
All-Red Time (s)	1.0	1.0	* prismine _1 == apple 0	1.0	1.0	#IRREDAMENTAL TO A FOLK	1.0	1.0	15111/APTICLES	1.0	1.0	PONTE LEAVE
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	<b>型門第</b> 門	0.0	0.0		0.0	0.0	#12/11/01/16 #12/11/01/16
Total Lost Time (s)	4.0	4.9	esterno cillatto	4.0	4.9	ACTION OF THE PARTY OF	4.0	4.9	MATERIAL PROPERTY.	4.0	4.9	Man VA
Lead/Lag	Lead	Lag		Lead	Lag	<b>美国常装</b>	Lead	Lag		Lead		是法
Lead-Lag Optimize?	Yes	Yes	STATE OF THE PARTY OF	Yes	Yes	19947 (-3100-062-97)	Yes	Yes	Marco Lines	Yes	Yes	ISBN 1883215
Vehicle Extension (s)	3.0	3.0	TO THE ST	3.0	3:0		3.0	3.0	METERS YE	3.0	3.0	
Recall Mode	None	None	LAT TERSON	None	None	100	None	Min	804 HP( (E))	None	Min	ALC: UNITED BY
Walk Time (s)		5.0			5.0		. packad	5.0	CONTRACT LAND	ny ka	5.0	Notice of
Flash Dont Walk (s)	mis sentantitis si	11.0		= 170MBG 275#	11.0			11.0	10401 204	estation () th	11.0	MI-020H

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Later Stories	[3]		in Will	THE RESERVE THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PA	Week 1931	II MET	-MBF SB:		931
Pedestrian Calls (#/hr)	Anna State of the last	0		0		- 0	FARMENTS S	-0	
Act Effct Green (s)	10.0	14.5	10.0	14.5	8.6	21.7	13.0	26.1	
Actuated g/C Ratio	0.13	0.19	0.13	0.19	0.11	0.28	0.17	0.34	
v/c Ratio	0.93	0.74	0.89	0.75	0.70	0.86	0.94	0.56	
Control Delay	82.3	34.9	73.9	27.9	54.1	34.3	75.4	20.8	Maria
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Amorem
Total Delay	82.3	34.9	73.9	27.9	54.1	34.3	75.4	20.8	原大点
LOS	F	C	E House of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the	C	D	С	E SANCE - J	С	
Approach Delay		49.2		40.0		37.0		37.0	
Approach LOS		D		D		D	11 THE THE THE THE	D	* 2".i
Queue Length 50th (ft)	109	114	103	100	68	195	142	125	
Queue Length 95th (ft)	#241	166	#229	156	#149	#291	#292	178	
Internal Link Dist (ft)		959		1171		959		2471	
Turn Bay Length (ft)	200	740	200	700 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman 100 Hamman	200	4000	200	in the same of	Slaver - S
Base Capacity (vph)	230	746	230	830	207	1066	299	1243	
Starvation Cap Reductn	0	0	0 	0 # 0 #	0 ************************************	0 n d <b>n</b>			BURNET CHINE
Spillback Cap Reductn Storage Cap Reductn	0	0	0	0	manufacture - with a second state of	0	0	400. modeled	
Reduced V.c Ratio	0.93			0.69	0 0.67	0.80	0.94	0. <b>54</b>	m (1) : 165
Entranged Walled	ues		J	0.09		V.0V	V.34	U.04	
Area Type; Area Type; Actuated Cycle Length: 80 Actuated Cycle Length: 77 Natural Cycle: 80 Control Type: Actuated Uncommum v/c Ratio: 0.94	oordinated			Provide Action					
Intersection Signal Delay: 4			The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	tersection L	Christian Contractor of the Party of the Contractor				
Intersection Capacity Utiliza	tion /8.4%		IC	U Level of	Service D	ecoperations			AT LICE THE
Analysis Period (min) 15 # 95th percentile volume 6	avceeds car	acity queue	may be longer					Action 12	20 年 1
Queue shown is maximu			La de la la la la la la la la la la la la la					ing Palanina	
	A B B B B B B B B B B B B B B B B B B B		5 J97416 J920 II J900 I	NOTES DE LA MONTE DE	Dinacille tames	Liebbook et 1995, 1990	KII JAHOO LA MIRKOSA	IEEE JACON 12,1	
Splits and Phases: 6: Mc	Call Ave & [	Dinuba Ave.	Sen.						
<b>&gt;</b> a1	Tm2				63	-	<b>→</b> 84		

ø1	↑ _{Ø2}	<b>√</b> ø3	<b>→</b> ₆₄	
7s	28 s	14s	21 s	
<b>1</b> ø5	<b>↓</b> ø6	<b>≯</b> ₅₇	<b>4</b> -	
3 \$	32 s	14s	21 s	

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ame (Group	( in 6		(ZHR	W/B)	Was	小路段	MBI	加红	- WER	\$3L	<b>38</b>	SBR
Lane Configurations	*	<b>1</b>		4	<b>↑</b> ↑		ሻ	B		*	₽-	
Volume (vph)	9	637	118	21	448	7	82	1	28	5	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200	JE 34	0	200		THE RESERVE OF THE PERSON NAMED IN	200	and the	0
Storage Lanes	1	and overlanding	0	1	Land V Allenda	0	1	I SACOSTINI TO SACO	0	1	44	0
Taper Length (ft)	90	图 建液	TOWN STREET	90	10 PM		90	a a Po	WITTER ST	90	PHIRE PLAN	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fit To the Land of the Land		0.977	A STORY		0.998			0.855	0.000	SERVED.	0.950	Jan 2000 of
FIt Protected	0.950	WINDS AND AND	pi <del>na</del> eri (ili de)	0.950		DOUBLE THE THURST	0.950	THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S		0.950	UNITED STATE	Martin Land
Satd. Flow (prot)	1770	3458	0	1770	3532	0	1770	1593	0	1770	1770	0
FIt Permitted	0.950	10100	Desired Table	0.950		Survivinia Sand	0.950	Part of the	Diam's J	0.950	Carlotte Laboration	
Satd. Flow (perm)	1770	3458	0	1770	3532	0	1770	1593	0	1770	1770	0
Right Turn on Red	1110	J-100	Yes	1110	0002	Yes	III LO	1000	Yes		11.00	Yes
Satd. Flow (RTOR)		30		DREESEDAILME	2			30	103 Nama			24012000
Link Speed (mph)	HELITAN IN	50	生型 計反型 (二)	Carlo de Carlo	50	MET PROPERTY.	18900	40	1693000000	SOUTH THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF	40	Post Park
Link Distance (ft)	OR DANKER	1346	WILE SHIP	POMESHIS AND THE	1693	emplores	BARRETT ST	756	CONTRACTOR	Half-dissa	463	Zineswin
		18.4		The Decker	23.1		1985	12.9	CLASS AND		7.9	State of the
Travel Time (s)	0.00		0.92	0.92		0.00	0.92	0.92	0.92	0.00		0.92
Peak Hour Factor	0.92	0.92	CONTROL COMMANDED TO		0.92	0.92	STATE OF THE PARTY OF THE PARTY.	The same of the same of	de pris à la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la com	0.92	0.92	0.92
Adj. Flow (vph)	10	692	128	23	487	8	89	1	30	5	2	CSUI-OF PROME
Shared Lane Traffic (%)	是 到前经		one and a		Her Storme	E (METTER)		HE WAR			SERVICE DE	ALTERNATION OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE
Lane Group Flow (vph)	10	820	0	23	495	0	89	31	0	5	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No -	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12	rendizing o	. 8.34	12	Land
Link Offset(ft)	ACCOMPANIE OF THE	0	er/marker-nam	mendayetta	0	un interessivation and the second	HEAVET TOTAL	0	HINK TO MOR		0	arriagements.
Crosswalk Width(ft)	M. Selection	16			16		1083	16		8.2階級	16	
Two way Left Turn Lane	itinuma issain	III III III II II II II II II II II II	BY SPECIAL PROPERTY.	וווובעניניייייייייי	ansanger Land	europa zam	(FREE WIST	uer 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-with the second	OF WILLIAM	ANT TO SAID	autoronius autoronius
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	THE STATE OF STATE OF	9	15	de la victoria consen	9	15		9	15	am ospizenia	9
Turn Type	Prot	NA		Prot	NA		Prot	NA.		Prot	NA	出土世
Protected Phases	7	4	ermenance acres	3	8		5	2	erroppi inniherroppi si	1	6	sorreit da seit criss-
Permitted Phases	物理學學		思想。中			ALIJATIANIA	i Lawet		April 2	Service of		nother.
Detector Phase	7	4		3	8	(Americal Spring Service)	5	2	rogemento nel agricolo	1	6	Antonian situate
Switch Phase			STATE OF THE		Parent	softan						
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	TARRETT PROFESSION STREET	4.0	4.0	
Minimum Split (s)	12.0	20.9		12.0	20.9	8.2	12.0	20.9		12.0	20.9	
Total Split (s)	12.0	24.4		12.0	24.4		12.0	21.6		12.0	21.6	and the same of the same of
Total Split (%)	17.1%	34.9%	E DE L	17,1%	34.9%	16.	17.1%	30.9%	Section.	17:1%	30.9%	
Maximum Green (s)	8.0	19.5		8.0	19.5		8.0	16.7		8.0	16.7	
Yellow Time (s)	3.0	3.9		3.0	3.9	artical deal	3.0	3.9		3.0	3.9	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.9		4.0	4.9		4.0	4.9		4.0	4.9	
Lead/Lag	Lead	Lag		Lead	Lag	100	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	500 Jan	3.0	3.0	Helicita
Recall Mode	None	None		None	None	700100	None	Min		None	Min	
Walk Time (s)	TO SERVICE OF	5.0		S DESTRUCTION	5.0		STEEDS!	5.0	IS IS		5.0	
Flash Dont Walk (s)		11.0			11.0		- ALMANI	11.0			11.0	

	<i>•</i>	-	7	+	•	1	<b>†</b>		-	<b>↓</b>	4
ane stole		E 1875	書間と	WB	が開	橋	1/16/1	Will Sign	S61_		
Pedestrian Calls (#/hr)	res de contigu	0		0.	F. (10)		0 -		3,00	- 0	
Act Effct Green (s)	6.4	16.3	6.7	16.4		7.6	10.7		6.3	6.2	resum above c
Actuated g/C Ratio	- 0.16	0.40	0.16	0.40	<b>松田</b>	0.19	0.26		0.15	0.15	
v/c Ratio	0.04	0.59	0.08	0.35		0.27	0.07	CHES-COLONIC	0.02	0.01	11 11 11 11 11 11 11 11
Control Delay	21.1	12.9	20.9	10.8		21.3	9.2		21.4	20.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	- Charles and a second	0.0	0.0	
Total Delay	21.1	12.9	20.9	10.8		21.3	9.2		21.4	20.0	E en
LOS	С	В	С	В		С	Α		С	В	*************
Approach Delay		13.0		11.3		arout certific	18.2	夏二时	207 19-10	20.9	
Approach LOS		В		В			В			С	
Queue Length 50th (ft)	2	78	5	43		20	0		1		
Queue Length 95th (ft)	15	182	25	103	The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	66	21		10	7	
Internal Link Dist (ft)		1266		1613			676			383	
Turn Bay Length (ft)	200		200			200			200		
Base Capacity (voh)	383	1841	883	1877		383	746		383	801	
Starvation Cap Reductn	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0					0		0 1	0	
Storage Cap Reductn	0	0	0	0		0	0		0	0	
Reduc <b>ed v/c</b> Ratio	0.03	0.45	0.06	0.26		0.23	0.04		0.01	0.00	
massant of Streetien)	A SYNE DOWN		\$75 W 11 U 11	10 Hz 102	×u, n	A Edition		h 25.0	POL 2	WE 1 F-	85.8
Avrea Type	Other									su sin	

Cycle Length: 70

Actuated Cycle Length: 40.8

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 12.9

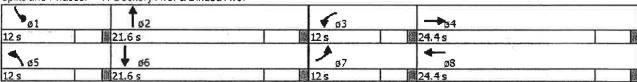
Intersection Capacity Utilization 40.7%

Intersection LOS: B

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Dockery Ave. & Dinuba Ave.



### **Section C: Comment Letters**

### RESULTS OF THE PUBLIC REVIEW

The review documents were circulated to twenty-one (21) public agencies and departments concerned with the project and every other public agency and department with jurisdiction by law over resources affected by the project. During the November 25, 2015 to December 16, 2015 consultation review period five (5) letters of comments were received by the City of Selma. At the discretion of the lead agency, comments received after December 16, 2015 public comment period were considered.

These comment letters are identified as follows:

<u>Letter</u>	Agency	<b>Date Received</b>
$A_{\cdot,\cdot}$	San Joaquin Valley Air Pollution Control District	January 6, 2016
B.	Table Mountain Rancheria Tribal Government	January 5, 2016
C.	Fresno County Public Works and Planning	January 4, 2016
$D_{\cdot}$	Department of Transportation district 6	December 31, 2015
E.	Consolidate Mosquito Abatement	December 21, 2015

### **RESPONSES**

### A. Responses to Letter received January 6, 2016

### San Joaquin Valley Air Pollution control District Sharla Yang, Air Quality Specialist

### Comments are as follows:

San Joaquin Valley Air Pollution Control District provided comments outlining the rules and regulations to be followed along with construction mitigation measures to reduce the level of emissions generated by this project.

### Response:

Mitigation measures recommended were incorporated into the project Mitigation Monitoring Program for this project. The City of Selma and the San Joaquin Valley Air Pollution Control District will ensure the Subdivider or successor in interest follows all the rules and requirements of the San Joaquin Valley Air Pollution Control District.

The City required the Applicant to complete an Air Quality Impact Assessment which is attached as Appendix A to the Final Mitigation Negative Declaration and the recommended project mitigations incorporated into the Mitigation Monitoring Program.

### B. Responses to Letter received January 5, 2016

Table Mountain Rancheria Tribal Government Bob Pennell, Cultural Resources director

### Comments are as follows:

The Table Mountain Rancheria Tribal Government responded the project site is beyond their area of interest.

### Response:

No response required.

### C. Responses to Letter received January 4, 2006

### County of Fresno Public Works Christina Monfette, Planner

### Comments are as follows:

The County of Fresno Public Works commented on the intersection of Dinuba-McCall stating the County would no longer contribute to the maintenance or improvements of this intersection.

### Response:

The Dinuba and McCall Avenue intersection is a four leg intersection which at this time is controlled with four way stops. The southeast leg is currently in the city limits and the other three legs are under County jurisdiction.

With the annexation related to this project, the east half of the Dinuba/McCall intersection will be in the City's jurisdiction. The east half of McCall/Dinuba remains under Fresno County's responsibility.

The project is responsible to pay its fair share for the signalization of this intersection as well as frontage street improvements. With the proposed development in the area this intersection will signalized in the near future in coordination with Fresno County.

### D. Responses to Letter received <u>December 31, 2015</u>

### Department of Transportation District 6 Michael Navarro, Chief Planning North Branch

### Comments are as follows:

The Department of Transportation District 6 provided comments on the project impacts for the interchange improvements to Dinuba Avenue/State Highway 99. The fee schedule used by CALTrans was the 2008 Traffic Impact Study. A new fair share estimate will be completed to determine today's project obligation.

### Response:

The City of Selma will ensure the Subdivider or successor in interest will pay Selma's current 2016 impact fees that include costs for the Dinuba Avenue/State Highway 99.

The developer or successor in interest will enter into a Pro-Rata share Agreement with Caltrans for the cost of the project-related impact of the State highway facilities.

### E. Responses to Letter received December 17, 2015

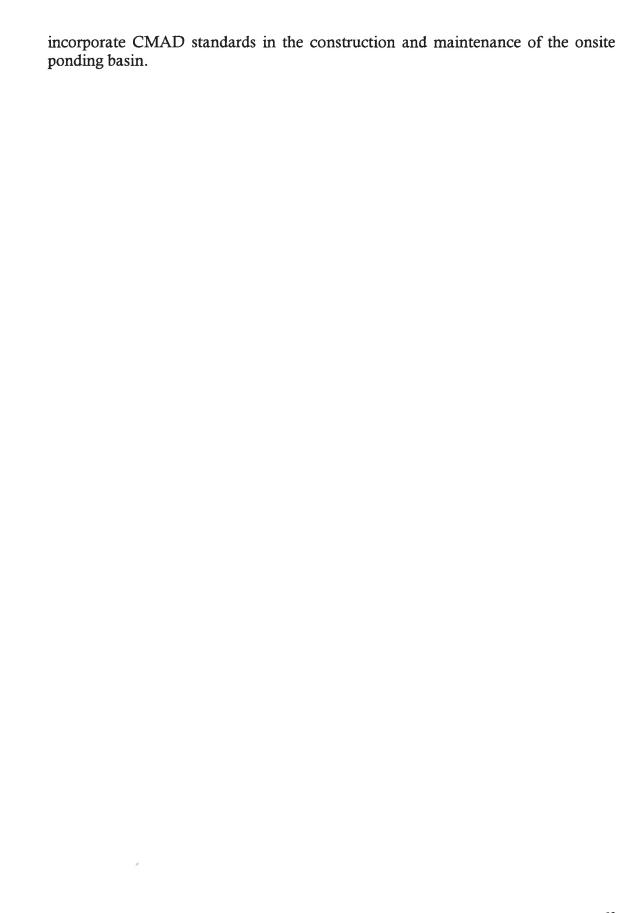
### Consolidated Mosquito Abatement District Mark Amorino, Source Reduction Specialist

### Comments are as follows:

The Consolidated Mosquito Abatement District (District) recommended the project to implement the necessary regulations to mitigate project's impact.

### Response:

The City of Selma will require the Subdivider or successor in interest will



## **COMMENT LETTERS**





January 6, 2016

**Bryant Hemby** City of Selma Community Development Department 1710 Tucker Street Selma, CA 93662

Project: Initial Study/Draft Mitigated Negative Declaration (IS/MND) for the V-5

Mini-Storage and Commercial Center Project

District CEQA Reference No: 20150984

Dear Mr. Hemby:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Initial Study and Draft Mitigated Negative Declaration (IS/MND) for the V-5 Mini-Storage and Commercial Center Project. The proposed project consists of a 124,021 square foot mini storage facility with caretaker's home and an 83,332 square foot commercial center located on the north east corner of McCall and Dinuba Avenues in Selma. CA. The District offers the following comments:

### **Emissions Analysis**

1) The IS/MND claims that there is a less than significant impact on air quality by relying on the project adhering to complying with District Rule 9510 Indirect Source Review and the Dust Control Plan as required by the District's Regulation VIII. Please note that complying with Regulation VIII may not be sufficient to reduce project specific emissions to less than significant level for a project of this size. Furthermore, based on the information provided in the IS/MND, the emissions resulting from construction and/or operation of the project may exceed the following thresholds of significance: 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), or 15 tons per year of particulate matter of 10 microns or less in size (PM10). Therefore, the District recommends that the IS/MND be revised to include a quantitative air quality assessment to determine the project's impact on air quality. The quantitative air quality assessment should include the following:

> Seved Sadredin Executive Director/Air Pollution Control Officer

- a) Criteria Pollutants: Project related criteria pollutant emissions should be identified and quantified. The discussion should include existing and post-project emissions.
  - i) Construction Emissions: Construction emissions are short-term emissions and should be evaluated separate from operational emissions. The District's significance thresholds are 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), or 15 tons per year particulate matter of 10 microns or less in size (PM10).
    - Recommended Mitigation: To reduce impacts from construction related exhaust emissions, the District recommends feasible mitigation for the project to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier II emission standards, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards.
  - ii) Operational Emissions: Operational Emissions: Permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. The District's significance thresholds are 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), or 15 tons per year particulate matter of 10 microns or less in size (PM10).
    - Recommended Mitigation: Project related impacts on air quality can be reduced through incorporation of design elements, for example, that increase energy efficiency, reduce vehicle miles traveled, and reduce construction exhaust related emissions. However, design elements and compliance with District rules and regulations may not be sufficient to reduce project related impacts on air quality to a less than significant level. Another example of a feasible mitigation measure is the mitigation of project emissions through a Voluntary Emission Reduction Agreement (VERA). The VERA is an instrument by which the project proponent provides monies to the District, which is used by the District to fund emission reduction projects that achieve the reductions required by the lead agency. District staff is available to meet with project proponents to discuss a VERA for specific projects. For more information, or questions concerning this topic, please call District Staff at (559) 230-6000.
  - iii) Recommended Model: Project related criteria pollutant emissions should be identified and quantified. Emissions analysis should be performed using CalEEMod (California Emission Estimator Model), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

b) **Health Impacts:** The IS/MND states that the project site is adjacent to a mobile home dwelling complex. The IS/MND did not perform a health assessment to evaluate the impacts to sensitive receptors. For the purpose of CEQA, toxic air contaminants (TACs) are pollutants identified by the State of California that may cause or contribute to an increase in risk exposure to the surrounding public. The most common source of TACs can be attributed to diesel exhaust fumes that are emitted from both stationary and mobile sources. If this is a multi-year construction project, the District recommends the project be evaluated for potential health impacts to sensitive receptors resulting from operational emissions and include construction emissions in the analysis. Health impacts may require a refined health risk assessment (HRA).

Prior to conducting an HRA, an applicant may perform a prioritization on all sources of emissions to determine if it is necessary to conduct an HRA. A prioritization is a screening tool used to identify projects that may have significant health impacts. If the project has a prioritization score of 1.0 or more, the project has the potential to exceed the District's significance threshold for health impacts of 20 in a million and an HRA should be performed.

If an HRA is to be performed, it is recommended that the project proponent contact the District to review the proposed modeling approach. The project would be considered to have a significant health risk if the HRA demonstrates that project related health impacts would exceed the District's significance threshold of 20 in a million.

More information on TACs, prioritizations and HRAs can be obtained by:

- E-mailing inquiries to: hramodeler@valleyair.org; or
- Visiting the District's website at: http://www.valleyair.org/busind/pto/Tox Resources/AirQualityMonitoring.htm.
- 2) For your future reference, the District's *Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) Revised March 19, 2015* is available and should be used as guidance for the review of proposed projects under the California Environmental Quality Act (CEQA) within the boundaries of the District. The current version of the *GAMAQI* is available online at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf.
- 3) The following comments are specific to the air quality (AQ) discussion in the IS/MND:
  - a) The AQ discussion states that, "all fixed or motorized equipment will have to obtain a permit from the SJVAPCD prior to beginning operation." The District would like to clarify that although some stationary sources may be subject to District permit requirements, there may be some sources that are not under the jurisdiction of the District (e.g. mobile sources). To identify District rules or

District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The District recommends that a copy of the District's comments be provided to the project proponent. If you have any questions or require further information, please call Sharla Yang at (559) 230-5934.

Sincerely,

Arnaud Marjollet
Director of Permit Services

Sharla yang

For Brian Clements Program Manager

AM: sy



## TABLE MOUNTAIN RANCHERIA TRIBAL GOVERNMENT OFFICE

January 5, 2016



Attn: Bryant Hemby, Planner City of Selma Community Development Department 1710 Tucker Street Selma, Ca. 93662

RE: The V-5 Mini Storage and Commercial Center Project in the City of Selma.

Dear Bryant Hemby,

This is in response to your letter dated, November 25, 2015, regarding, The V-5 Mini Storage and Commercial Center Project in the City of Selma.

We appreciate receiving notice; however, this project site is beyond our area of interest.

Sincerely,

**Bob Pennell** 

Cultural Resources Director

23736

Sky Harbour Road

Post Office

Box 410

Friant

California

93626

(559) 822-2587

Fax

(559) 822-2693

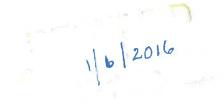


## County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING ALAN WEAVER, DIRECTOR

January 4, 2016

Community Development Department Attn: Bryant Hemby, Planner City of Selma 1710 Tucker Street Selma, CA 93662



Dear Mr. Hemby:

SUBJECT: Notice of Availability/Completion of an Initial Study and Draft Mitigated Negative Declaration for the V-5 Mini-Storage and Commercial Center Project.

The County appreciates the opportunity to review and comment on the completion of the Initial Study and Draft Mitigated Negative Declaration for the V-5 Mini-Storage and Commercial Center Project. Based on the County's review of the project the following comments are offered for your consideration:

The following comments are specific to zoning:

No concerns exist if the subject parcel is annexed to the City of Selma prior to submittal of any land use and mapping applications. If the County of Fresno is the lead agency on the land use and mapping applications, the Zoning Section will provide comments on each application. The subject parcel is currently zoned AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District and is classified as a legal non-conforming lot.

The following comments are specific to traffic:

The County of Fresno of Fresno will not be contributing to future signalization of the Dinuba-McCale intersection. If the project's impacts require pro-rata shares towards the improvement of any of the intersections studied, the County will not be contributing towards their improvement.

The County of Fresno appreciates the opportunity to provide comments. Should you have any questions regarding these comments, please call me at (559) 600-4245.

Sincerely.

Christina Monfette, Planner
Development Services Division

c: Frank Daniele, Supervising Engineer, Road Maintenance and Operations Tawanda Mtunga, Zoning Planner, Development Services Chris Motta, Principal Planner, Development Services Eric VonBerg, Senior Planner, Development Services

CMM

G:\4360Devs&Pin\EnvPlan\OAR\City of Selma\2015-0005 Commercial\NOA\1Jan_14 Response Letter.docx

### DEPARTMENT OF TRANSPORTATION

DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5868
FAX (559) 445-5875
TTY 711
www.dot.ca.gov



Serious drought. Help save water!

December 31, 2015

06-FRE-99-06.236 V-5 Dinuba Mini Storage Commercial Project SCH 2015121019

Mr. Bryant Hemby Planning Division City of Selma 1710 Tucker Street Selma, California 93662

Dear Mr. Hemby:

We have completed our review of the proposed mini storage and commercial center. The project will be constructed in two phases. The first phase is to construct a 124,021 square foot mini storage facility with caretaker's home and associated parking. This phase will be constructed in phases as market demands. The second phase will be to develop the remaining parcels of approximately 83,332 square feet into a commercial center. This commercial center will mirror the uses in the shopping center to the south across Dinuba Avenue. Access to the commercial center will be from both from McCall and Dinuba Avenues. Phase II will be constructed in one phase. Caltrans has the following comments:

We concur with the City's mitigation measure MM TRF-1 that the developer will be required to pay traffic impact mitigation fees as outlined in the traffic impact mitigation section of the City's Impact Fee Ordinance.

It is our understanding that this fee was last revised and updated on February 1, 2008. The SR 99/Dinuba Interchange project is included in the Master Project List, under ST-49, *Interchange Improvements – Dinuba Avenue/State Highway 99*. The projected cost was set at \$4,500,000, substantially lower than current projected estimates.

Caltrans suggest revisiting an updating the Master Facilities Plan/Master Project List to update all facilities including the SR 99/Dinuba Avenue interchange (ST-49) or at minimum, update the cost estimate specifically the SR 99/Dinuba Avenue interchange.

If you have any further questions, please contact David Padilla, Associate Transportation Planner, Transportation Planning at (559) 444-2493.

Sincerely,

MICHAEL NAVARRO, Chief

Planning North Branch



# Consolidated Mosquito Abatement District

2425 FLORAL AVENT F MAIL: P.O. BOX 278 SELMA, CALIFORNIA 93662 (559) 896-1082 (559) 888-2619 FAX (559) 896-6425

Bryant Hemby City of Selma Community Development Department 1710 Tucker Street Selma, CA 93662 December 17, 2015

Dear Mr. Hemby:

The Consolidated Mosquito Abatement District (District) is a local government agency charged by the California Health and Safety Code (Code) with the responsibility to protect the public, in our jurisdiction, from nuisance and disease caused by mosquitoes. Code section 2041 (1) encourages participation in the review process by authorizing the District to make recommendations regarding local, state, or federal land use planning and environmental quality processes. The above referenced project is in the District's jurisdiction, and we are concerned with the potential for the proposed onsite ponding basin to promote mosquito production. Public Health issues, such as preventing habitat development for disease carrying mosquitoes, need to be addressed when stormwater detention basins are designed and constructed.

Re: The V-5 MINI STORAGE AND COMMERCIAL CENTER PROJECT, (APN: 358-021-17)

Stormwater detention basins provide mosquitoes with substantial breeding habitat during the summer when low in-flows of surface water runoff (nuisance water) result in the formation of a large shallow pond. Shallow water conditions encourage pond-edge and emergent weed growth such as cattails and tules that both enhance mosquito breeding habitat and complicate basin maintenance efforts. To help illustrate this point, I have included a photo of a basin that exemplifies the negative effects of shallow water in a stormwater basin. Proper design and maintenance of stormwater basins is essential to minimize the public's exposure to mosquitoes and mosquito-borne diseases such as West Nile virus.

The District strongly recommends that the City of Selma require the Applicant to implement the following mosquito control mitigation measures as a condition of approval for this Project:

1. The basin should be constructed and/or managed so that water depths are maintained to a minimum of four feet in order to preclude invasive emergent vegetation such as cattails.

- 2. If water levels are subject to fluctuation during the summer mosquito breeding season, the basin should be constructed with a low flow/sump area (see attached diagram). To prevent the growth of emergent vegetation the sump area should be excavated to a minimum depth of four feet below the pond floor. The engineer responsible for the grading and drainage plan for this project should be able to approximate the size of the sump area required to accommodate the low in-flows of summer-time nuisance water that are associated with this type of development. The basin floor should also be graded or sloped so as the standing water recedes it will drain into the sump area.
- 3. Access must be provided. A free and unencumbered access roadway around the entire basin perimeter for pond maintenance and mosquito abatement activities is essential.
- 4. Basin edges should be well managed and maintained free of excess vegetation that promotes mosquito breeding and hinders District control efforts.

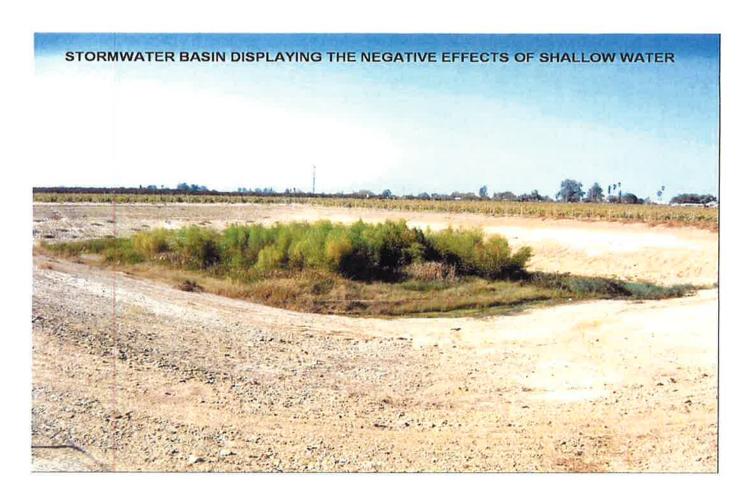
District Manager Steve Mulligan and I are available to meet with Planning Department staff, if needed, to discuss the District's mosquito control mitigation measures for this Project. Please call me at (559) 896-1085 if you have any questions.

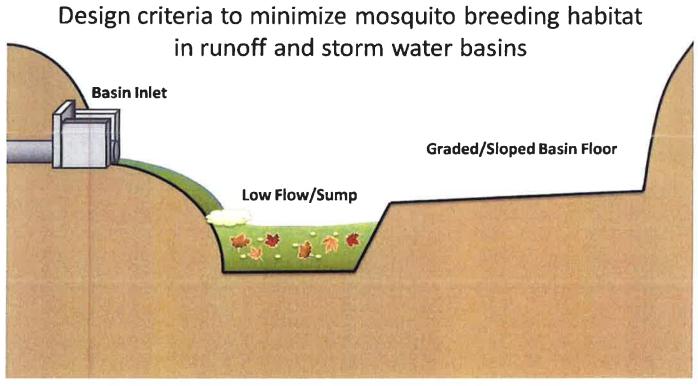
Sincerely,

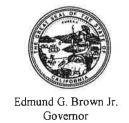
Mark Amorino
Operations Director

Consolidated Mosquito Abatement District

Mark Amorino







### STATE OF CALIFORNIA

### Governor's Office of Planning and Research State Clearinghouse and Planning Unit



Ken Alex
Director

January 6, 2016

Bryant Hemby City of Selma 1710 Tucker Street Selma, CA 93662

Subject: V-5 Dinuba Mini Storage Commercial Project

SCH#: 2015121019

Dear Bryant Hemby:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on January 5, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan

Director, State Clearinghouse

### Document Details Report State Clearinghouse Data Base

SCH# 2015121019

Project Title V-5 Dinuba Mini Storage Commercial Project

Lead Agency Selma, City of

> Type MND Mitigated Negative Declaration

Description The project will be developed in phases. The first phase is to construct a 124,021 sq. ft. Mini Storage

> facility with caretaker's home, parking and design features including enhanced landscaped decorative street light and a decorative masonry block with the entrance to the storage facility will be on Dinuba

Avenue. This phase will be built in phases as market demands.

The second phase will be to develop the remaining parcels approx. 83,332 sq. ft. into a commercial center. This commercial center will mirror the uses in the shopping center to the south across Dinuba Avenue. Access to the commercial center will be from both from McCall and Dinuba Avenues. Phase

If will be constructed in one phase.

### Lead Agency Contact

Name **Bryant Hemby** 

City of Selma Agency

Phone 559-891-2209

email

Address 1710 Tucker Street

> City Selma

State CA **Zip** 93662

Fax

### **Project Location**

County Fresno

> Selma City

Region

Lat / Long

**Cross Streets** McCall and Dinuba Avenues

Parcel No. 358-021-17

15S Township Range 22E Section

**MDBM** 

Base

### Proximity to:

Highways

**Airports** 

Railways **UPRR** 

Waterways

Selma Unified Schools

Land Use vineyards, AE20, Agriculture Exclusive 20 acre

### Project Issues

Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources;

Economics/Jobs; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative

**Effects** 

### Reviewing Agencies

Resources Agency; Department of Fish and Wildlife, Region 4; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 6; Air Resources Board; State Water Resources Control Board, Divison of Financial Assistance; Regional Water Quality Control Bd., Region 5 (Fresno); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 12/07/2015

**Start of Review** 12/07/2015

End of Review 01/05/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.



### V-5 Dinuba Mini Storage Commercial Project

SCH Number: 2015121019

Document Type: MND - Mitigated Negative Declaration

Project Lead Agency: Selma, City of

### **Project Description**

The project will be developed in phases. The first phase is to construct a 124,021 sq. ft. Mini Storage facility with caretaker's home, parking and design features including enhanced landscaped decorative street light and a decorative masonry block with the entrance to the storage facility will be on Dinuba Avenue. This phase will be built in phases as market demands. The second phase will be to develop the remaining parcels approx. 83,332 sq. ft. into a commercial center. This commercial center will mirror the uses in the shopping center to the south across Dinuba Avenue. Access to the commercial center will be from both from McCall and Dinuba Avenues. Phase II will be constructed in one phase.

### **Contact Information**

### **Primary Contact:**

Bryant Hemby City of Selma 559-891-2209 1710 Tucker Street Selma, CA 93662

### **Project Location**

County: Fresno City: Selma Region:

Cross Streets: McCall and Dinuba Avenues

Latitude/Longitude: Parcel No: 358-021-17 Township: 15S Range: 22E Section: MDBM

Base:

Other Location Info:

### **Proximity To**

Highways: 99 Airports: Railways: UPRR Waterways:

Schools: Selma Unified

Land Use: vineyards, AE20, Agriculture Exclusive 20 acre

### **Development Type**

Commercial

### Local Action

General Plan Amendment, Annexation, Rezone, Use Permit, Subdivision, Site Plan

### **Project Issues**

Aesthetic/Visual, Agricultural Land, Air Quality, Archaeologic-Historic, Biological Resources, Economics/Jobs, Geologic/Seismic, Minerals, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Universities, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Water Quality, Water Supply, Landuse, Cumulative Effects

Reviewing Agencies (Agencies in Bold Type submitted comment letters to the State Clearinghouse)