Fel: 503.224.9560

Architecture

Interiors

Structural Engineering

Civil Engineering

Land Use Planning

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Landscape Architecture

Locations:

Portland, Oregon

Seattle, Washington

Vancouver, Washington

GROUP MACKENZIE CELEBRATING 50 YEARS

June 11, 2010

City of West Linn Attention: Tom Soppe 22500 Salamo Road West Linn, OR 97068

Re: Willamette 205 Corporate Center Phase II

Extension Request

Project Number 2060016.10

Dear Tom:

The purpose of this letter is to request an extension of the land use approval granted on March 23, 2010 for the Willamette 205 Corporate Center Phase II (AP 07-01). The City's Design Review decision approved an office park consisting of three buildings and a parking structure on an 11.3-acre site located at the northeast corner of the intersection of Tannler Drive and Blankenship Road. The approval included 289,000 SF of office space and 756 parking spaces within a parking structure with an additional 79 surface spaces. The Willamette 205 Corporate Center Phase II was approved in phases with the first phase consisting of one office building and surface parking, and the second phase including two office buildings and an additional parking structure. A pre-application conference meeting was held on May 6, 2010 to review application requirements for the requested two-year approval extension (notes included with this letter). While the project site is only within the Willamette Neighborhood Association, two neighborhood meetings were held to discuss this proposal with the Willamette and Savanna Oaks Neighborhood Associations. Requirements of 99.038.5 have been included with this application. This letter and its attachments address the applicable approval criteria for an extension as provided in CDC 99.325.

55.000 DESIGN REVIEW

55.040 Expiration or Extension of Approval

If substantial construction has not occurred within three years from the date of approval of the development plan, the approved proposal will be void, unless an extension is granted under Section 99.325. (ORD. 1408; ORD. 1589 § 1 (Exh. A), 2010)

Response: The design review file DR-06-24 was originally applied for on June 30, 2006. After its approval by the Planning Commission, the file was appealed to the City Council as file AP-07-01. This file was approved by the City Council on February 15, 2007. After the decision was signed on March 1, 2007, it was noticed the next day and became effective March 23, 2007 (attached to this letter). As of the date of this application, substantial construction has not yet been completed on the subject site due to poor economic conditions that have delayed many projects in Oregon and the United States. As such, this application requests a two-year extension as allowed under Section 99.325, addressed below. This standard is met.

II. 99.325 EXTENSIONS OF APPROVAL

A. The Planning Director may grant an extension from the effective date of approval of two (2) years pertaining to applications listed in Section 99.060.A upon finding that:

 the applicant has demonstrated, and staff and the Planning Commission concur, that the application is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved; and

Response: City staff confirmed the proposed Willamette 205 Corporate Center is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved on March 23, 2007. A copy of the approved application has been included with this letter for information purposes only. The only changes to applicable CDC and related provisions are limited to minor amendments to refuse and recycling standards within CDC 55.100, which have subsequently been incorporated into the project as described below and as shown on the revised site plan attached to this letter. Responses to these specific amended code standards are addressed as follows.

CDC 55.100(O) Refuse and Recycling Standards

1. All commercial, industrial and multifamily developments over five units requiring Class II Design Review shall comply with the standards set forth in these provisions. Modifications to these provisions may be permitted if the Planning Commission determines that the changes are consistent with the purpose of these provisions and the City receives written evidence from the local franchised solid waste and recycling firm that they are in agreement with the proposed modifications.

Response: The proposed project was approved as a Class II Design Review application. This extension complies with the standards set forth in CDC 55.100 This standard is met.

 Compactors, containers, and drop boxes shall be located on a level Portland Cement concrete pad, a minimum of four (4) inches thick, at ground elevation or other location compatible with the local franchise collection firm's equipment at the time of construction. The pad shall be designed to discharge surface water runoff to avoid ponding.

Response: The approved refuse and recycling enclosure will be surfaced with a concrete pad and drained in accordance with this new standard.

- 3. Recycling and solid waste service areas:
 - Recycling receptacles shall be designed and located to serve the collection requirements for the specific type of material.
 - b. The recycling area shall be located in close proximity to the garbage container areas and be accessible to the local franchised collection firm's equipment.
 - c. Recycling receptacles or shelters located outside a structure shall have lids and be covered by a roof constructed of water and insect resistive material. The maintenance of enclosures, receptacles and shelters is the responsibility of the property owner.

d. The location of the recycling area and method of storage shall be approved by the local fire marshal.

 Recycling and solid waste service areas shall be at ground level and/or otherwise accessible to the franchised solid waste and recycling collection firm.

- f. Recycling and solid waste service areas shall be used only for purposes of storing solid waste and recyclable materials and shall not be a general storage area to store personal belongings of tenants, lessees, property management or owners of the development or premises.
- g. Recyclable material service areas shall be maintained in a clean and safe condition.

Response: Recycling and solid waste areas are proposed to be placed within two enclosures specified on the approved site plan (attached to this letter). The enclosure will be covered and the location does not interfere with required fire access. The owner of the property or maintenance company will ensure these facilities are clean and safe and not used as a general storage area. These standards are met.

4. Special Wastes or Recyclable materials

- a. Environmentally hazardous wastes defined in ORS 466.005 shall be located, prepared, stored, maintained, collected, transported, and disposed in a manner acceptable to the Oregon Department of Environmental Quality.
- b. Containers used to store cooking oils, grease or animal renderings for recycling or disposal shall not be located in the principal recyclable materials or solid waste storage areas. These materials shall be stored in a separate storage area designed for such purpose.

Response: The approved development does not include uses with hazardous wastes or other materials listed in this standard. This standard does not apply.

5. Screening and Buffering

- a. Enclosures shall include a curbed landscape area at least three (3) feet in width on the sides and rear. Landscaping shall include, at a minimum, a continuous hedge maintained at a height of 36 inches.
- b. Placement of enclosures adjacent to residentially zoned property and along street frontages is strongly discouraged. They shall be located so as to conceal them from public view to the maximum extent possible.
- c. All dumpsters and other trash containers shall be completely screened on all four sides with an enclosure that is comprised of a durable material such as masonry with a finish that is architecturally compatible with the project. Chain link fencing, with or without slats, will not be allowed.

Response: Surrounding the exterior of the proposed enclosures on the side and rear is a landscaped area within concrete curbs. The placement has been located for functionality for the various buildings, and is not adjacent to residentially zoned property or the site's street frontage. The enclosure will be constructed of a 6'-tall masonry unit wall, compatible with the proposed exterior of the buildings. These standards are met.

6. Litter receptacles.

- Location. Litter receptacles may not encroach upon the minimum required walkway widths.
- b. Litter receptacles may not be located within public right-of-ways except as permitted through an agreement with the City in a manner acceptable to the City Attorney or his/her designee.
- c. Number. The number and location of proposed litter receptacles shall be based on the type and size of the proposed uses. However, at a minimum, for non-residential uses, at least one (1) external litter receptacle shall be provided for every 25 parking spaces for first 100 spaces, plus one (1) receptacle for every additional 100 spaces. (ORD. 1565)

Response: Required litter receptacles will be provided with the approved development. A total of 835 parking spaces have been approved, requiring a total of 12 trash receptacles. Of the total 12 receptacles, 6 will be constructed in Phase I with the first building, and an additional 6 during Phase II with the construction of the other two buildings. This standard is met.

CDC 55.110 The Site Analysis

14. Identify applicable Goal 5 Resources identified in the City's Comprehensive Plan.

Response: The subject site does not contain Goal 5 Resources per the inventories adopted in the City's Comprehensive Plan (attached to this letter). This standard does not apply.

CDC 55.125 Transportation Analysis

Certain development proposals required that a Traffic Impact Analysis (TIA) be provided which may result in modifications to the site plan or conditions of approval to address or minimize any adverse impacts created by the proposal. The purpose, applicability and standards of this analysis are found in CDC Section 85.170. B.2. (ORD 1584)

85.170 Supplemental Submittal Requirements for a Tentative Subdivision or Partition Plan

- B. Transportation.
 - 2. Traffic Impact Analysis (TIA).
 - A. Purpose. The purpose of this section of the code is to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the Study.

- B. Typical Average Daily Trips. The latest edition of the Trip Generation manual, published by the Institute of Transportation Engineers (ITE) shall be used as the standards by which to gauge average daily vehicle trips.
- C. When Required. A Traffic Impact Analysis may be required to be submitted to the City with a land use application, when the following conditions apply:
 - a. The development application involves one or more of the following actions:
 - (1) A change in zoning or a plan amendment designation; or
 - (2) Any proposed development or land use action that ODOT states may have operational or safety concerns along a state highway; and
 - (3) The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:
 - (a.) An increase in site traffic volume generation by 250 Average Daily Trips (ADT) or more (or as required by the City Engineer); or
 - (b.) An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or
 - (c.) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or
 - (d.) The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or
 - (e.) A change in internal traffic patterns that may cause safety problems, such as back-up onto the highway or traffic crashes in the approach area.
- D. Traffic Impact Analysis Requirements.
 - Preparation. A Traffic Impact Analysis shall be prepared by a professional engineer in accordance with OAR 734-051-180.
 The City shall commission the traffic analysis and it will be paid for by the applicant,
 - 2. Transportation Planning Rule Compliance. See Section 105.050 Transportation Planning Rule Compliance.

3. Pre-application Conference. The applicant will meet with West Linn Public Works prior to submitting an application that requires a Traffic Impact Application. This meeting will determine the required elements of the TIA and the level of analysis expected.

E. Approval Criteria.

- Criteria. When a Traffic Impact Analysis is required, approval of the development proposal requires satisfaction of the following criteria:
 - (a) The Traffic Impact Analysis was prepared by a professional traffic engineer in accordance with OAR 734-051-180; and
 - (b) If the proposed development shall cause one or more of the effects in Section 55.125(A)(3), above, or other traffic hazard or negative impact to a transportation facility, the Traffic Impact Analysis includes mitigation measures that meet the City's Level-of-Service and satisfactory to the City Engineer, and ODOT when applicable; and
 - (c) The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
 - (1.) Have the least negative impact on all applicable transportation facilities; and
 - (2.) Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and
 - (3.) Make the most efficient use of land and public facilities as practicable; and
 - (4.) Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and
 - (5.) Otherwise comply with applicable requirements of the City of West Linn Community Development Code.
- F. Conditions of Approval. The City may deny, approve, or approve the proposal with appropriate conditions.
 - 1. Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.
 - 2. Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use may be required. (ORD. 1584)

Response: This section of the code simply states changes to the site plan may be necessary based on the traffic analysis findings. The original traffic analysis has already addressed access locations and site circulation, and did not recommend any changes to the approved site plan. It also references Section 85.170(B)(2), which identifies the traffic study requirements. The original traffic study meets these requirements. New information enacted since the project's approval in March 23, 2010 has been addressed with a supplemental analysis included with this letter. This standard is met.

2. there are no demonstrated material misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment and drainage; or

Response: The extension application addresses all changes to applicable approval criteria enacted since the initial approval in March 23, 2010, which are limited to minor changes in refuse and recycling standards adopted by the City. No other misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment, and drainage have occurred or have been identified. Specifically, an analysis of potential changes in transportation conditions has been prepared and has confirmed proposed off-site improvements identified in AP 07-01 are still applicable and satisfy requirements of Section 85.170(B)(2). No other changes are applicable to the requested extension. This standard is met.

3. the applicant has modified the approved plans to conform with current approval criteria and remedied any inconsistency with Subsection 2, in conformance with any applicable limits on modifications to approvals established by the CDC.

Response: The approved plans have been modified to conform to current approval criteria related to refuse and recycling standards of Section 55.100(O), and are included with this extension request. As confirmed by City staff, the previously approved plans are in conformance with all other approval criterion and standards. This standard is met.

B. The Planning Commission may grant an extension from the effective date of approval of two (2) years pertaining to applications listed in Section 99.060.B, consistent with subsections 99.325 A (1-3).

Response: CDC 99.060.B states, "I. Extension of approval when the Planning Commission acted as the initial decision making authority." This application is for an extension of a Class II Design Review application and the Planning Commission was the initial decision making authority. Subsections 99.325 A (1-3) are addressed above. This standard is met.

C. The Historic Review Board may grant an extension from the effective date of approval of two (2) years for applications listed in Section 99.060.D, consistent with subsections 99.325 A (1-3).

Response: This application is for an extension for a Class II Design Review that is not listed in Section 99.060.D. This standard does not apply.

- D. Eligibility for extensions.
 - 1. Only those applications approved between July 1, 2006 and December 31, 2009 shall be eligible for an extension.

Response: The City Council approved the subject application on February 15, 2007 and the decision became final on March 23, 2007. This application is eligible for an extension request.

 Any application eligible for an extension under Subsection D(1) that would expire by June 30, 2010 shall be exempt from expiration pending a decision regarding the extension application, provided that a complete application and deposit fee has been submitted to the Planning Director prior to that date. However, the extension shall begin on the date that the application's initial approval lapsed.

Response: The final decision for this application expired on March 23, 2010; however, this section allows the extension of the application as the deposit fee and a completed application have been submitted prior to June 30, 2010. Assuming this application, which was submitted prior to June 30, 2010, is approved, the two-year extension will extend the prior approval to March 23, 2012. This approval criterion is met.

- E. Extension Procedures.
 - 1. The application for extension of approval may be submitted only after a pre-application meeting under Section 99.030(B).

Response: A pre-application conference meeting regarding the requested extension was held on May 6, 2010 (notes included with this letter). This approval criterion is met.

2. The application shall satisfy the neighborhood meeting requirements of Section 99.038 for those cases that require compliance with that section.

Response: Two separate meetings were held on June 3, 2010 with the Savanna Oaks Neighborhood Association and on June 9, 2010 with the Willamette Neighborhood Association (the site is actually located in the Willamette Neighborhood Association, but both associations were included since the applicant met with both of them during the original approval process). Documentation, as required by Section 99.038, has been included with this extension request. This approval criterion is met.

 Applications for extensions must be submitted along with the appropriate deposit to the Planning Department.

Response: Per the pre-application conference notes, the deposit for this application is half the original request. The appropriate deposit of \$10,000 has been provided with this application, meeting this requirement.

 Applications for extensions will be processed if the initial approval lapses prior to issuance of a decision, consistent with subsection (D)(2) of this section.

Response: As indicated in our response to Subsection (D)(2) above, the final decision for this application expired on March 23, 2010; however, this section allows the extension of the application as the deposit fee and a completed application have been submitted prior to June 30, 2010. Assuming this application, which was submitted prior to June 30, 2010, is approved, the two-year extension will extend the prior approval to March 23, 2012. This approval criterion is met.

Notice of the decision shall be issued consistent with Section 99.080.
 Response: Section 99.080 requires Type A notice for a Class II Design Review application.
 This requirement will be met by staff providing public notice.

6. The decision shall not become effective until resolution of all appeal periods, including an opportunity for City Council call-up pursuant to this chapter. (ORD. 1589 § 1 (Exh. A), 2010)

Response: The final decision of the requested extension by the Planning Commission, and an opportunity for appeal before the City Council, will conform with this approval criterion.

In summary, the City's adoption of Ordinance Number 1589 established specific approval criteria that must be met to allow for an extension of the prior design review decision granted in 2007. This project's initial unanimous approval by the City Council continues to be in compliance with relevant approval criteria. Where new code standards have been adopted or revised, this letter and enclosures demonstrate compliance as required by Ordinance Number 1589.

Please feel free to contact me with any questions.

Sincerely,

Rhys Konrad, LEED AP, Planner

RI. MA

Associate

Enclosures: AP 07-01 Final Decision

May 6, 2010 Pre-Application Conference Meeting Notes

Neighborhood Meeting materials City of West Linn Goal 5 Maps

Revised Site Plan

June 11, 2010 Traffic Update Letter

Approved Design Review package

Approved Traffic Analysis

Jeff Parker, Paul Price – Blackhawk Development
 Mike Robinson – Perkins Coie

Bob Thompson, Tom Wright, Brent Ahrend - Group Mackenzie

WEST LINN CITY COUNCIL FINAL DECISION NOTICE AP 07-01

IN THE MATTER OF THE CONSTRUCTION OF THREE OFFICE BUILDINGS AND A PARKING STRUCTURE AT THE NORTHWEST CORNER OF BLANKENSHIP ROAD AND TANNLER DRIVE

At a special meeting on January 15, 2007, the West Linn City Council held a public hearing to consider the appeal of the Tanner Basin Neighborhood Association of the Planning Commission's decision to approve an application submitted by Blackhawk LLC. The application proposes to redevelop the 11.3-acre property at the northwest corner of Tannler Drive and Blankenship Road with three office buildings totaling 289,000 square feet and a 4-level parking structure with space for 756 vehicles. The approval criteria for the design review application are found within Chapter 55 of the Community Development Code (CDC). The hearing was conducted pursuant to the provisions of CDC Chapter 99.

The hearing commenced with a staff report presented by Gordon Howard, Senior Planner. The appellants then testified, with the Tanner Basin Neighborhood Association represented by Ed Schwarz. The applicant then provided a presentation, represented by Bob Thompson, Dick Spies Brent Ahrend, and Bill Wilt. Kathy Halicki, James Bents, Roberta Schwarz, and Ken Pryor provided testimony in support of the appeal, while Alice Richmond, Gordon Root, and Andrew Stamp spoke in favor of the application (against the appeal). The appellant and the applicant then each provided a final rebuttal.

FINDINGS

The City Council adopted the findings of the West Linn Planning Commission in their decision approving the original application, which incorporated the findings proposed by staff and the applicant in the Staff Report to the Planning Commission. The City Council made the following additional findings:

- 1. In response to the appellants' assertion that the applicant had not looked at alternative site designs that reduced grading and drainageway impacts, the City Council determined that the applicant had prepared alternative site designs in the application and had chosen a site plan that minimized grading disturbance on the site by stepping buildings up from Blankenship Road along the slope, concentrating parking into a 4-level structure, and maintaining the upper ½ of the site as undisturbed open space. Additionally, the City Council determined that the site does not contain a natural drainageway.
- 2. The City Council determined that the Planning Commission's conditions of approval did not include any requirements that improperly deferred matters for subsequent discretionary review. The Council determined that review of the joint use agreement for the entrance drive, street lighting details, and specific trees within the landscape plan were sufficiently administrative in nature in terms of applying city standards, and did not involve significant discretion on the part of City officials reviewing these conditions.

- 3. The City Council determined that the Planning Commission correctly determined that the proposed lot line adjustment was within the definition of "minor" contained in CDC 85.210 based upon past city practice.
- 4. The City Council determined that the applicant's noise analysis was appropriate and adopted its findings instead of the alternative analysis offered by the appellants. The Council further noted that garbage trucks, parking lot sweepers, and other service vehicles will have their noise screened from residences to the north by the proposed upper buildings. The Council noted that HVAC units on the buildings would need to be constructed in a way so as to direct noise away from existing residences to the north.
- 5. The City Council dismissed the appellant's argument that the project was improperly staged, and that all traffic improvements should therefore be constructed with the first phase. The Council determined that the applicant's proposal to construct Building "A" next to Blankenship Road in the first stage was appropriate because, if the later stage of the development were never constructed, the first stage standing alone would satisfy all relevant CDC approval criteria. The Council also determined that requirements for rough proportionality between project impacts and mitigation measures mandated that the City allow a similar staged set of transportation improvements.
- 6. The City Council reaffirmed the Planning Commission's determination that construction of an above-ground storm water detention facility was impracticable, and further determined that the appellant's example of an attractive surface water detention facility in Lake Oswego was not comparable because, unlike the Lake Oswego facility, any surface water detention pond on this site would have to be constructed on sloped land and thus would require large retaining walls.
- 7. The City Council reaffirmed the Planning Commission's finding that the proposed traffic mitigation measures were appropriate. The Council determined that traffic mitigation was appropriately analyzed on a large-scale level encompassing the entire Tenth Street corridor area, and not on small individual segments of the corridor, such as the intersection of Tannler Drive and Blankenship Road. The applicant's proposed mitigations will have a significant benefit for the entire Tenth Street corridor in terms of a new traffic signal, lane widenings, and additional turn lanes. The Council determined that the additional traffic mitigation measures recommended by the Oregon Department of Transportation were appropriate and necessary to fully mitigate traffic impacts. The Council also determined that the speed at which the Tenth Street task force was proceeding with its deliberations meant that a slight modification to Condition of Approval #14 relating to later stages of the development was appropriate.
- 8. Regarding the intersection of Tannler Drive and Blankenship Road, the Council determined that the project and proposed traffic mitigations would result in an increase in PM peak hour turn movements from Tannler Drive to Blankenship Road from 35 to 95. While this remains at level of service "F," the applicant's proposed traffic plan mitigates this impact by adding an exclusive left turn lane onto Tannler and installing a traffic signal to the west at the project entrance to Blankenship (allowing "platooning" of traffic and corresponding gaps in traffic along Blankenship to allow left turns from Tannler). In the context of an overall view of mitigation of traffic impacts proposed by the applicant, the solution for the intersection of Tannler and Blankenship is acceptable.

- 9. The City Council determined the applicant's placement of a traffic signal at the site driveway entrance and Blankenship Road required additional measures for pedestrians from that intersection into the site. The existing driveway into the site has no pedestrian walkway, and such a walkway is necessary to reach the existing and proposed office buildings from the intersection. Also, a direct stairway from the intersection to the south entrance of Building "A" is also necessary and appropriate to ensure proper pedestrian circulation and access.
- 10. The City Council determined that, along Tannler Drive, exceptions to the requirement for both a sidewalk and a planter strip along the upper portion of the site were necessary only to protect the three significant trees along this frontage. Thus, a meandering sidewalk that was curb-tight to Tannler Drive (no landscape strip between the sidewalk and the roadway) only where necessary to preserve a significant tree was appropriate.
- 11. The City Council determined that internal site circulation and proper integration of the proposed development with the existing office buildings to the west required a direct pedestrian connection from the west side of the proposed parking structure to the walkways of the existing office development.
- 12. The City Council determined that Tri-Met may agree to move the existing transit stop along the north side of Blankenship Road closer to the new traffic signal at the project entrance driveway. Thus, the condition of approval requiring construction of appropriate bus shelter facilities should reflect this possibility.
- 13. The City Council determined that the proposed street medians in Tannler Drive to be constructed as part of this project should be landscaped to make them more attractive.

DECISION

Based upon the findings discussed above, a motion was made by Councilor Gates and seconded by Councilor Eberle to deny the appeal and uphold the decision of the West Linn Planning Commission to approve the application, with the following conditions of approval.

- 1. The applicant shall not allow construction of any walls, entryway features, or signs that would impair clear vision at the intersection of Tannler Drive and the access driveway from Tannler Drive pursuant to the standards of Community Development Code (CDC) Chapter 42.
- 2. The applicant shall provide satisfactory legal evidence establishing joint use of the existing driveway access to Blankenship Road on the adjacent Willamette 205 Corporate Park property (1800 Blankenship Road) to the west. Such evidence shall be in the form of deeds, easements, leases, or contracts to establish joint use, and shall be placed on permanent file with the City.
- 3. The applicant shall preserve trees #6, #7, and #12 as identified on Sheet C 1.1 and in the arborist's tree inventory along the northern portion of the site adjacent to Tannler Drive. Tree #5 is not significant and may be removed. The applicant shall design a meandering sidewalk along the upper portion of Tannler Drive that incorporates a curb-tight sidewalk location to protect these significant trees, and a sidewalk separated from the Tannler

- Drive traveled way with a six-foot wide planter strip where no significant trees are located.
- 4. The applicant shall not remove any of the trees designated as "hazard" trees amongst trees #1-#53 unless approved by the City Arborist through the tree removal provisions of the West Linn Municipal Code.
- 5. The applicant shall plant 24 caliper inches of replacement trees to mitigate the removal of Pacific Madrone species required by improvements to Tannler Drive on the southeastern portion of the property. Replacement trees are to be planted within the landscaped portions of the site as is shown on the applicant's landscape plan submitted with the application, and not in the northern portion of the site.
- 6. In accordance with Section 55.100(B)(2)(b), the applicant shall place a tree conservation easement over the significant trees within the northern, undeveloped portion of the site that prohibits any disturbance or improvements without approval of the City of West Linn. Alternatively, the applicant may choose to dedicate this area to the city.
- 7. Prior to any site development or grading, the applicant shall delineate the southern boundary of the proposed open space area with an anchored chain link fence. The fence shall remain in place until the completion of all site development work.
- 8. The applicant shall improve the existing pedestrian trail along the northern boundary of the site. The trail shall be a width of eight feet, paved with asphalt. The applicant shall dedicate a fifteen-foot wide pedestrian easement centered on the constructed trail.
- 9. Prior to occupancy of the lower building on the site, the applicant shall have completed all street and traffic improvements listed as "Phase I mitigation" in the application, particularly, the November 3, 2006 letter from the applicant's traffic engineer, including the recommendations from city traffic consultant Carl Springer in his memorandum dated October 30, 2006, and the recommendations of the Oregon Department of Transportation (ODOT) contained in their letters of November 21, 2006. Prior to occupancy of either of the two upper buildings on the site, the applicant shall have completed all improvements listed as "Full Development Mitigation" in the application, as stated in the same letter as above, and as modified or amended by the recommendations of Carl Springer and ODOT dated October 30, 2006 and November 21, 2006 respectively. All improvements must be coordinated with and approved by the City, and ODOT in their areas of responsibility.
- 10. The applicant shall complete half-street improvements to Tannler Drive along the property frontage, consisting of sidewalk and planter strip to current city standards. The planter strip may be eliminated in locations where preservation of significant trees is required.
- 11. The applicant shall submit a street lighting plan and shall install street lights pursuant to that plan along both Blankenship and Tannler to illumination standards of the City of West Linn.
- 12. The applicant shall construct a bus shelter along Blankenship Road between Tannler Drive and Summerlinn Lane at a location to be determined by Tri-Met and to design specifications of Tri-Met.
- 13. The underground storm water detention and treatment facility shall be private and shall meet City design standards. The applicant shall execute a maintenance agreement that provides for proper operation of the storm water system, requires annual reports to the

- city regarding ongoing maintenance and operation of the facility, requires professional certification that the facility is operating to city-prescribed standards, allows for city inspection of the facility upon reasonable notice, and requires and guarantees improvements or repair of the system as directed by the City Engineer or Public Works Operations Manager
- 14. In the event that the Tenth Street Task Force, or another City transportation study, recommends a transportation improvement that could be preferable to a transportation improvement that is approved as a condition of approval of this project, the following shall occur:
 - a. The Planning director will notify the applicant to schedule a meeting to discuss the condition; and
 - b. if the applicant agrees that the alternative improvement should replace a condition of approval; then
 - c. an application will be processed, at no cost to the applicant, to consider whether a modification to a specific condition of approval should be made.
- 15. The applicant shall consult with and receive approval from the City Arborist prior to removal or modification of any vegetation or application of any herbicides in the undeveloped area on the northern portion of the site. The City Arborist's approval shall be based upon the impact on the health of the existing trees in this undeveloped area and the integrity of the natural habitat on the site.
- 16. The improvements associated with the Tenth Street/Salamo Road/Blankenship Road intersection shall allow for future installation of a second left turn lane from Tenth Street onto Blankenship Road without significant removal of recently installed improvements.
- 17. The applicant shall construct a continuous sidewalk along one side of the driveway from Blankenship Road connecting with the existing walkway north of the first parking bay within the existing Corporate Park project. A crosswalk at this location shall connect across the driveway to walkway north of proposed Building "A."
- 18. The road medians on Tannler Drive shall be landscaped with plantings as approved by the City Parks and Recreation Director.
- 19. Heating and Air Conditioning (HVAC) units on the building roofs shall be oriented away from existing residences to the north so as to minimize noise in that direction.
- 20. The applicant shall construct a stairway connecting the main entrance to Building "A" facing Blankenship Road to the intersection of Blankenship Road and the main access driveway.
- 21. The applicant shall construct a walkway connecting the western entry of the parking structure north and up to the pedestrian walkway for the upper (northern) building in the existing Corporate Park development.

This decision may be appealed to the Land Use Board of Appeals (LUBA) within 21 days of this notice pursuant to LUBA's rules and applicable statutes. Those parties with standing (i.e., those individuals who submitted letters into the record, or provided oral or written testimony during the course of the hearing, or signed in on the attendance sheet at the hearing, or who have contacted City Planning staff and made their identities known to staff) may appeal this decision to the Land Use Board of Appeals within 21 days of the mailing of this decision pursuant to the provisions of Chapter 99 of the Community Development Code.

NORMAN B. KING, MAYOR	DATE	
Mailed this day of	, 2007.	
Therefore, this decision becomes final at 5 p.m.,		, 2007.

Devrev/Finaldecisions/ap0701 final

City of West Linn PRE-APPLICATION CONFERENCE MEETING Notes DRAFT May 6, 2010

SUBJECT:

Extension of previous approval for 3 office buildings with parking

structure and surface parking at the northwest corner of Blankenship

Road and Tannler Drive

ATTENDEES:

Applicants: Rhys Konrad

Staff: Tom Soppe (Planning Department), Khoi Le (Engineering

Department)

The following is a summary of the meeting discussion provided to you from staff meeting notes. Additional information may be provided to address any "follow-up" items identified during the meeting. These comments are PRELIMINARY in nature. Please contact the Planning Department with any questions regarding approval criteria, submittal requirements, or any other planning-related items. Please note disclaimer statement below.

Project Details

The applicant has applied for a pre-application conference for a two-year extension for a Class II Design Review for a project consisting of three office buildings and a parking structure at the northwest corner of Tannler Drive and Blankenship Road in the Willamette neighborhood of West Linn. The design review file DR-06-24 was originally applied for on June 30, 2006. After its approval by the Planning Commission the file was appealed to the City Council as file AP-07-01. This was approved by the City Council on February 15, 2007. After the decision was signed on March 1, 2007 it was sent the next day, and became effective on March 23rd 2007. Therefore the application's expiration date was March 23rd 2010, but the applicant can still apply for an Extension application under the new extension section of the Community Development Code (CDC), Section 99.325.

Community Development Code (CDC) 99.325(D)(1) states "Only those applications approved between July 1, 2006 and December 31, 2009 shall be eligible for an extension." The previous application therefore qualifies the applicant to be able to apply for an extension since its effective approval date is March 23, 2007. CDC 99.325(D)(2) allows applicants with applications that expire before June 30, 2010 to apply for extensions by June 30, 2010 even if the application has already passed its 3-year expiration by this date. Therefore, despite the 3-year expiration date having occurred in March, the applicant can still apply for the Extension, but must do so by June 30. The two-year extension itself, if approved, would be measured from the original expiration

date. Therefore if the Extension application is approved, the expiration date would be March 23rd, 2012.

Proposed by the applicant and eventually approved by City Council on the 11.3 acre property were 289,000 square feet of floor space in the three buildings, along with 756 parking spaces in the four story parking garage and 79 additional surface parking spaces.

For responses to Chapter 55 criteria, the applicant needs to respond to those that have changed due to code amendments since the submittal date of the original Class II Design Review application. Per staff analysis, only Section 55.100(O) Refuse and Recycling Standards has been added to 55.100 since the submittal of the original application, and other sections of 55.100 have not changed. If the new standards of 55.100(O) necessitate changes in the site plan or other aspects of the proposal, in order for the proposal to meet current code, this should be explained in the narrative and plans should be altered accordingly for the submittal of the Extension application. If such changes alter the nature of the application in other ways that would require a change in the narrative response to other 55.100 sections as well, the applicant shall respond to these section in the new narrative as well.

Section 55.125 has been modified since the previous application. The applicant should compare the current requirements of this section and determine whether the traffic study or the proposal or conditions related to transportation should be modified for the extension application accordingly. In the requirements for the site analysis, 55.110(B)(14) has been added and requires identifying Goal 5 resources on site.

Appendix I of the 2008 Transportation System Plan discusses the Tannler/Blankenship intersection and the possible reconfigurations and improvements to this intersection, including a scenario where Tannler Drive would be re-routed through parts of this site. The Extension application will need to be reviewed in the context of the new Transportation System Plan.

Engineering Comments

TRAFFIC ANALYSIS

Provide updated traffic analysis and recommendations based on the new TSP and ITE as well as other relating publishing manuals such MUTCD, Highway Capacity Manuals, etc.

WATER

The project is located between two different water pressure zones: Bland Pressure Zone and Willamette Pressure Zone. The City Water Master Plan indicates both pressure zones are deficient under emergency conditions.

The developer shall require paying Murray & Smith Associates for the analysis, making sure the increased demand will not worsen the current water system.

Process

The Extension permit is required.

A neighborhood meeting following the provisions of 99.038 is required for an Extension permit for a commercial development of over 1,500 square feet, per 99.325(E)(2) and 99.038. Contact Beth Kieres, president of the Willamette Neighborhood Association at (503) 722-1531 or willametteneighborhood@gmail.com, and Dave Rittenhouse, president of the Savanna Oaks Neighborhood Association at 503-635-0800 or daver@europa.com. The property is in Willamette, but Savanna Oaks is immediately across Tannler Drive. The applicant is required to provide the neighborhood association with conceptual plans and other material at least 10 days prior to the meeting. The Extension application cannot be accepted unless the neighborhood meeting provisions are fulfilled by the time the application is submitted.

In a narrative the applicant shall respond to Section 55.100(O) which has been implemented since the original application. The applicant should also respond to any other 55.100 sections that would require a change in response due to any site changes necessitated by responses to 55.100(O), or due to responses to any other changes in Chapter 55 since the submittal of the original application. The site analysis should be modified per the aforementioned change in 55.110, and the applicant shall be sure to submit a modified traffic study and modified transportation-related proposals if the changes in 55.125 necessitate this.

The CDC is online at http://westlinnoregon.gov/planning/community-development-code-cdc.

Follow the submittal requirements for Chapter 55. Submittal requirements may be waived but the applicant must first identify the specific submittal requirement and request, in letter form, that it be waived by the Planning Director and must identify the specific grounds for that waiver. The waiver may or may not be granted by the Planning Director.

N/A is not an acceptable response to the approval criteria. Prepare the application and submit to the Planning Department with deposit fees and signed application form.

The deposit for an Extension is half the deposit of the original application. The original application for the Design Review (excluding the variance and lot line adjustment that were not approved in the final decision) had a deposit of \$20,000 so the deposit for the Extension application will be \$10,000. Any cost overruns to the Extension deposit will result in additional billings.

Once the submittal is deemed complete, the staff will schedule a hearing with the Planning Commission and will send out public notice of the hearing at least 20 days before it occurs. The Planning Commission's decision may be appealed to City Council by the applicant or anyone with standing.

Pre-application notes are void after 18 months. After 18 months with no application approved or in process, a new pre-application conference is required.

Typical land use applications can take 6-10 months from beginning to end.

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application. Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed.

Pre-app2010/Preapp 2010-05-06/pa-10-13 Tannler West Extension

503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Tel

May 14, 2010

Re: Willamette 205 Corporate Center

Land Use Approval Extension

Dear Neighbor/Interested Party:

You are invited to attend one of two neighborhood meetings with the Savanna Oaks Neighborhood Association and the Willamette Neighborhood Association for a discussion on an upcoming land use approval extension request of the approved Willamette 205 Corporate Center office complex. The project is located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn. The property owner is proposing to extend the existing development approval in accordance with the City process recently adopted by City Council. No design modifications are proposed from the approved plan.

A copy of the notice boundary and approved site plan has been included with this letter. Specifics on the meeting dates, time, and location are below:

Savanna Oaks Neighborhood	Willamette Neighborhood
<i>Time:</i> Thursday, June 3, 2010, 7:00 p.m.	<i>Time:</i> Wednesday, June 9, 2010, 7:00 p.m.
Location: West Linn City Hall 22500 Salamo Road West Linn, OR 97068	Location: Tualatin Valley Fire & Rescue Community Room 1860 Willamette Falls Drive, West Linn 97068

Our presentation will include a review of the proposal and new information requested by the City for the extension application. Your input is appreciated. If you have any questions regarding the proposal, please contact us at 503-224-9560 or rk@grpmack.com.

Sincerely,

Rhys Konrad, LEED AP, Planner Associate

Planning

Transportation

Mackenzie,

Incorporated Architecture

Group

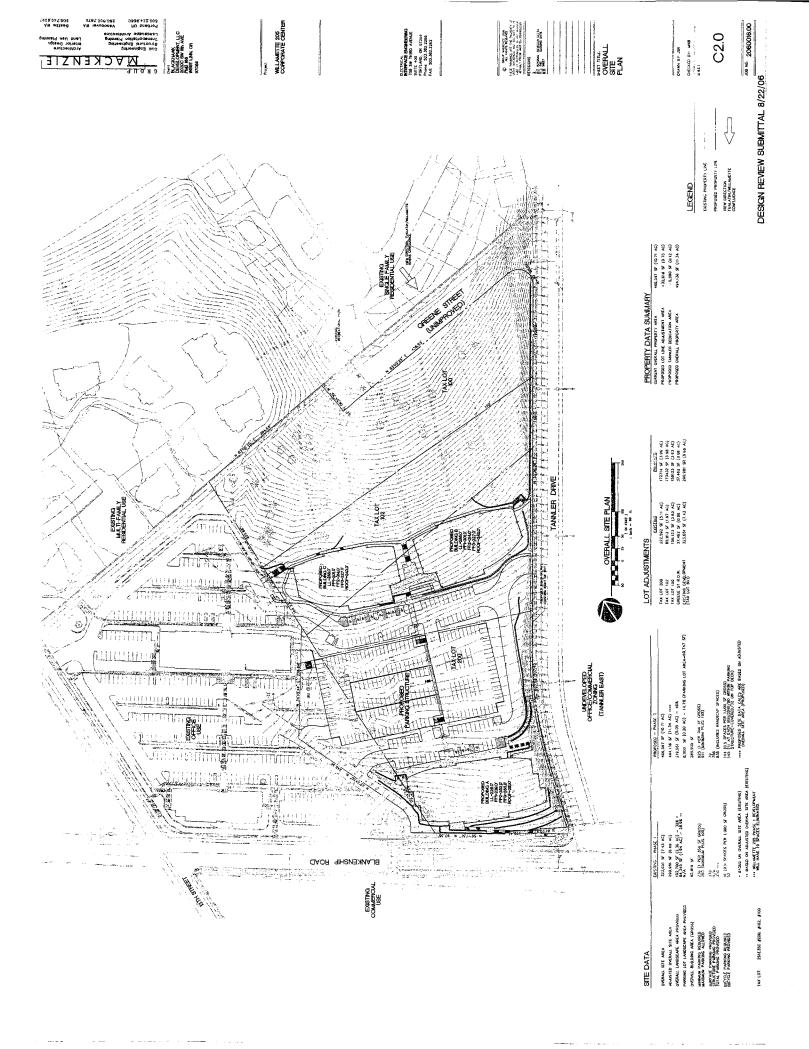
Interiors Structural Engineering Civil Engineering Land Use Planning

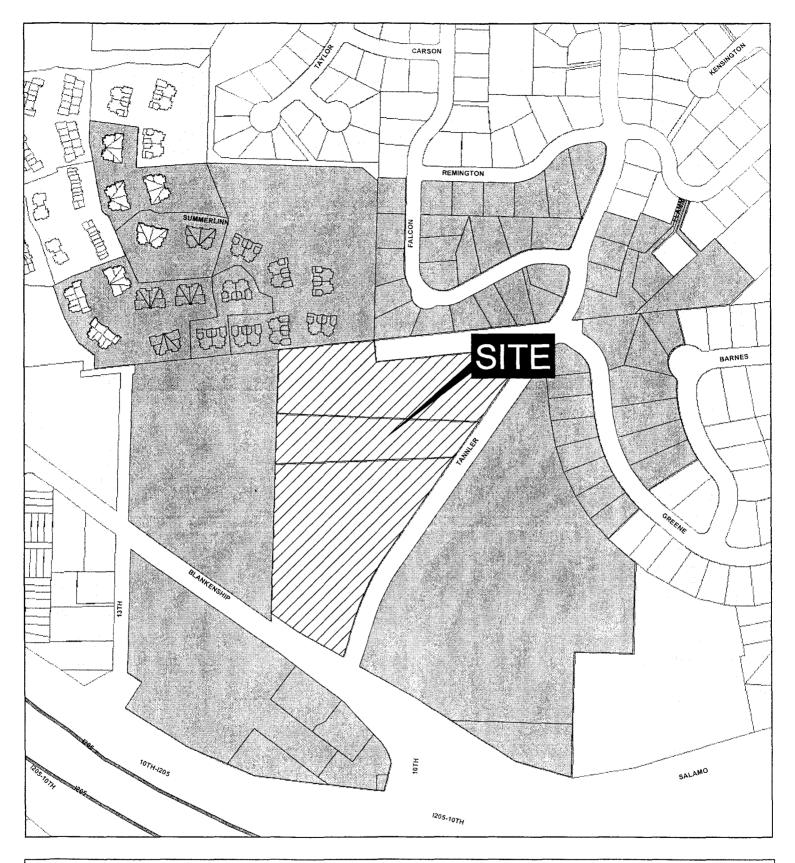
Landscape

Locations:

Portland, Oregon

Seattle, Washington







ADJACENT PROPERTY OWNERSHIP NOTIFICATION

ADJACENT PROPERTIES WITHIN 500 FEET OF THE SITE

DISCLAIMER: This property ownership information is derived from Metro's Regional Land information System (RLIS-Lite). Metro's RLIS Lite is updated on a quarterly basis: As such, this information is based on the most recent subscription from August 2009. No liability is assumed for any errors in this report.



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Fax: 503.228.1285

www.grpmack.com

Tel: 503,224,9560 Web:

May 28, 2010

Re: Willamette 205 Corporate Center

Land Use Approval Extension

Dear Neighbor/Interested Party:

The purpose of this duplicate notice is to ensure the proper contact information has been provided in the event there are questions about the proposal. Please contact your association president with questions in advance of the meeting (contact information is listed below).

You are invited to attend one of two neighborhood meetings with the Savanna Oaks Neighborhood Association and the Willamette Neighborhood Association for a discussion regarding an upcoming land use approval extension request for the approved Willamette 205 Corporate Center office complex. The project is located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn. The property owner is proposing to extend the existing development approval in accordance with the City process recently adopted by the City Council. No design modifications are proposed from the approved plan.

The meeting dates, times, and locations are:

Savanna Oaks Neighborhood

Time: Thursday, June 3, 2010, 7:00 p.m.

Location:

West Linn City Hall 22500 Salamo Road West Linn, OR 97068

President Contact: David Rittenhouse 503-635-0800

Willamette Neighborhood

Time: Wednesday, June 9, 2010, 7:00 p.m.

Location:
Tualatin Valley Fire & Rescue
Community Room
1860 Willamette Falls Drive
West Linn, OR 97068

President Contact:
Beth Kieres
503-722-1531

We encourage you to attend the meeting for your neighborhood listed above. This topic may not be the only item discussed; our presentation will include a review of the proposal and new information requested by the City for the extension application. Your input is appreciated.

Sincerely,

Rhys Konrad, LEED AP, Planner Associate

Locations:

Landscape Architecture

Group Mackenzie,

Incorporated

Architecture

Engineering

Civil Engineering

Land Use Planning

Transportation Planning

Interiors Structural

Portland, Oregon Seattle, Washington Vancouver, Washington







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21E35DB04200 HENRIOT PHILIPPE 1826 BARNES CIR WEST LINN, OR 97068



21E35DB01900 BENTS JAMES J 2109 GREENE ST WEST LINN, OR 97068

21E35DB03700
SHERIDAN WILLIAM G JR &
NANCY O
1816 BARNES CIR
WEST LINN, OR 97068
21E35DB04000
COSTELLOE DANIEL L & HEIDI P
1822 BARNES CIR
WEST LINN, OR 97068
21E35DB04300
READ DONALD N & SHERYL D
1828 BARNES CIR
WEST LINN, OR 97068

Neighborhood Meeting

You are invited to attend a joint meeting with the Savanna Oaks Neighborhood Association and the Willamette Neighborhood Association for a discussion on an upcoming extension request of the approved Willamette 205 Corporate Center office complex. The project is located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn. The property owner is proposing to extend this significant development approval in accordance with the City process recently adopted by City Council. No new design information is proposed, and this application is limited to the approval criteria, which require addressing new information since the project's approval in 2007.

Savanna Oaks Neighborhood	Willamette Neighborhood
<i>Time:</i> Thursday, June 3, 2010, 7:00 p.m.	Time: Wednesday, June 9, 2010, 7:00 p.m.
Location: West Linn City Hall 22500 Salamo Road West Linn, OR 97068	Location: Tualatin Valley Fire & Rescue Community Room 1860 Willamette Falls Drive, West Linn 97068

AFFIDAVIT OF MAILING STATE OF OREGON)
) SS COUNTY OF CLACKAMAS) I, Rhy, Koncod , being first duly sworn, depose and say:
That on the \(\frac{\fr
Signature Signature
SUBSCRIBED AND SWORN to before me on this 10 day of June, 2010
Notary Public for Oregon My commission expires: 8/12/12 OFFICIAL SEAL REBECCA LYNN BRANDT NOTARY PUBLIC-OREGON COMMISSION NO. 431538 MY COMMISSION EXPIRES AUG. 12, 2012
RE: Tannler West Extension
AFFIDAVIT OF POSTING STATE OF OREGON)) SS
COUNTY OF CLACKAMAS) I, <u>צוין , עביי ל</u> , being first duly sworn, depose and say:
As the applicant for the Tank who Extended project, I hereby certify that I posted a sign for the early neighborhood meeting in accordance with the requirements of the West Linn Community Development Code on the 14th day of May, 2010. Dated this 10th day of 10th 2010. Signature
SUBSCRIBED AND SWORN to before me on this day of, 2010
Notary Public for Oregon My commission expires: 8/12/12 OFFICIAL SEAL REBECCA LYNN BRANDT NOTARY PUBLIC-OREGON COMMISSION NO. 431538 MY COMMISSION EXPIRES AUG. 12, 2012
RE: Tanner West Extension



MEMORANDUM

PORTLAND, OR | SEATTLE, WA | VANCOUVER, WA RiverEast Center | 1515 Water Avenue, Suite 100 | Portland, OR 97214 P.O. Box 14310 | Portland, OR 97293 T: 503.224.9560 | F: 503.228.1285 | www.groupmackenzie.com

DATE: June 8, 2010

TO: File

FROM: Tom Wright, Bob Thompson, and Brent Ahrend

SUBJECT: Savannah Oaks Neighborhood Association Meeting

Representatives of the applicant developing the Willamette 205 Corporate Center Phase II project (Bob Thompson, Architect; Tom Wright, Planner; and Brent Ahrend, Traffic Engineer of Group Mackenzie) attended the June 3, 2010 meeting of the Savannah Oaks Neighborhood Association. The reason for meeting with the neighborhood was that an application will be submitted to the city in the next week or two for Willamette 205 Corporate Center Phase II, which is an office complex previously approved for the site located at Tannler Drive and Blankenship Road. The following is a summary of the presentation by the applicant's representative.

- This project was approved by the City Council in March 2007, but will expire unless a two-year extension is granted by the City.
- Therefore, the only request we have of the City is to extend the decision. This type of request is truly a sign of the economic times, and the City of West Linn adopted an ordinance allowing the opportunity for an extension similar to many other jurisdictions in the Portland area.
- The approval criteria for an extension request is focused primarily around if the project continues to comply with City standards at the time of the original approval, and that it complies with any standards that have changed since the original approval.
- The applicant is not proposing any changes to the project or to the conditions of approval from what was approved in 2007.
- The only changes in City standards that have occurred since 2007, according to our review and City staff, are those related to the recycling/trash enclosure standard and the number of trash receptacles.
- It appears the project already complies with the trash enclosure standard, and will be adding a few trash receptacles in the parking lot to address the new standard.
- The applicant also reviewed transportation conditions to determine if anything significant has changed since the 2007 decision.

Since it has been a few years since the approval, and possibly some of the meeting attendees are not familiar with the project, the applicant's representative provided a general overview of the previously approved project design.

Following the presentation, there were a number of questions and concerns regarding the design of the project and traffic congestion. It was pointed out by the applicant's representative that the request is only to extend the design review decision and not to change the design of the project or any of the conditions of approval, unless there are standards that have changed since the original 2007 approval. Regardless, there were several comments/concerns expressed regarding traffic, scale of the building adjacent to Blankenship, storm drainage, and the future of the undeveloped open space area at the north end of the site. The majority of concerns were regarding traffic, and specifically the intersection of Tannler and Blankenship. There was a comment from one of the neighborhood attendees that the project was very attractive.

There was a request for a copy of the traffic report conducted for the prior approval, as well as further information on timing of phases of the project and a traffic simulation model of the site. There were concerns about the recent opening and traffic generated from the VA Clinic and about potential cut-through trips anticipated through the site to access the signal opposite Albertsons. Additional traffic counts were requested for more than one day.



MEMORANDUM

PORTLAND, OR | SEATTLE, WA | VANCOUVER, WA RiverEast Center | 1515 Water Avenue, Suite 100 | Portland, OR 97214 P.O. Box 14310 | Portland, OR 97293 T: 503.224.9560 | F: 503.228.1285 | www.groupmackenzie.com

DATE: June 10, 2010

TO: File

FROM: Rhys Konrad, Bob Thompson, and Brent Ahrend

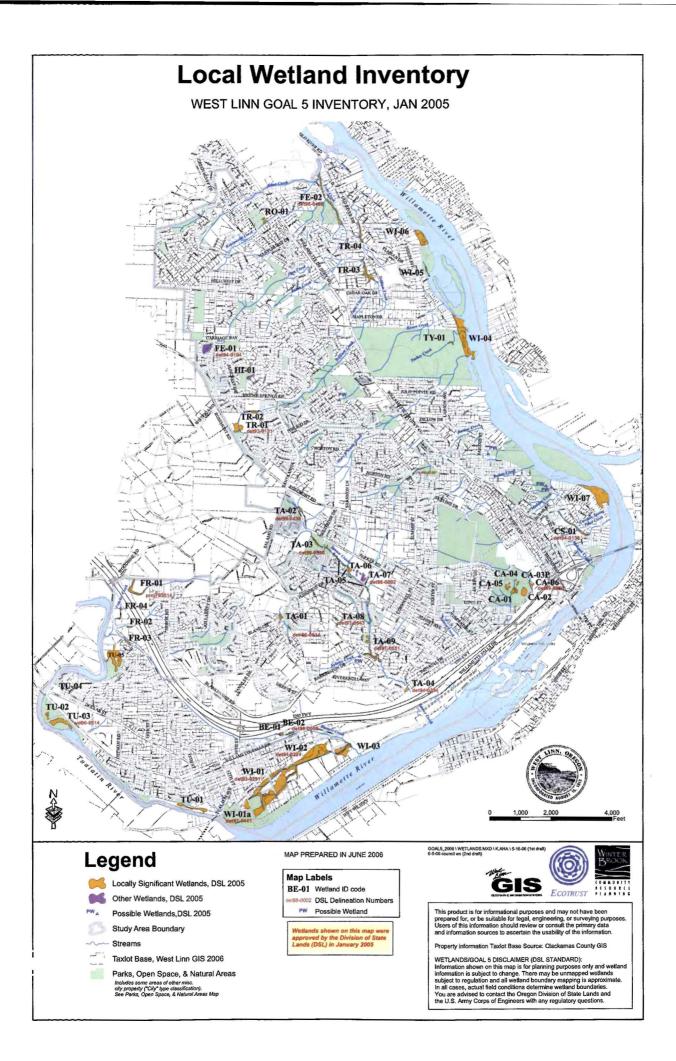
SUBJECT: Willamette Neighborhood Association Meeting

Representatives of the applicant developing the Willamette 205 Corporate Center Phase II project (Bob Thompson, Architect; Rhys Konrad, Planner; and Brent Ahrend, Traffic Engineer of Group Mackenzie) attended the June 9, 2010 meeting of the Willamette Neighborhood Association. The reason for meeting with the neighborhood was that an application will be submitted to the City for the Willamette 205 Corporate Center Phase II, which is an office complex previously approved for the site located at Tannler Drive and Blankenship Road. The following is a summary of the presentation by the applicant's representative.

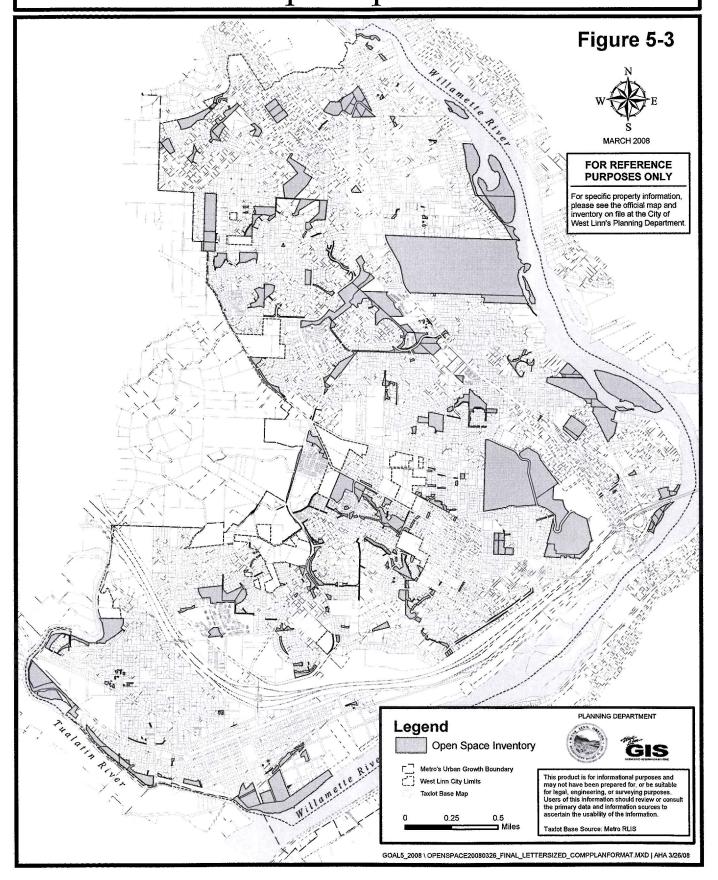
Since it has been a few years since the approval, and possibly some of the meeting attendees are not familiar with the project, the applicant's representative provided a general overview of the previously approved project design.

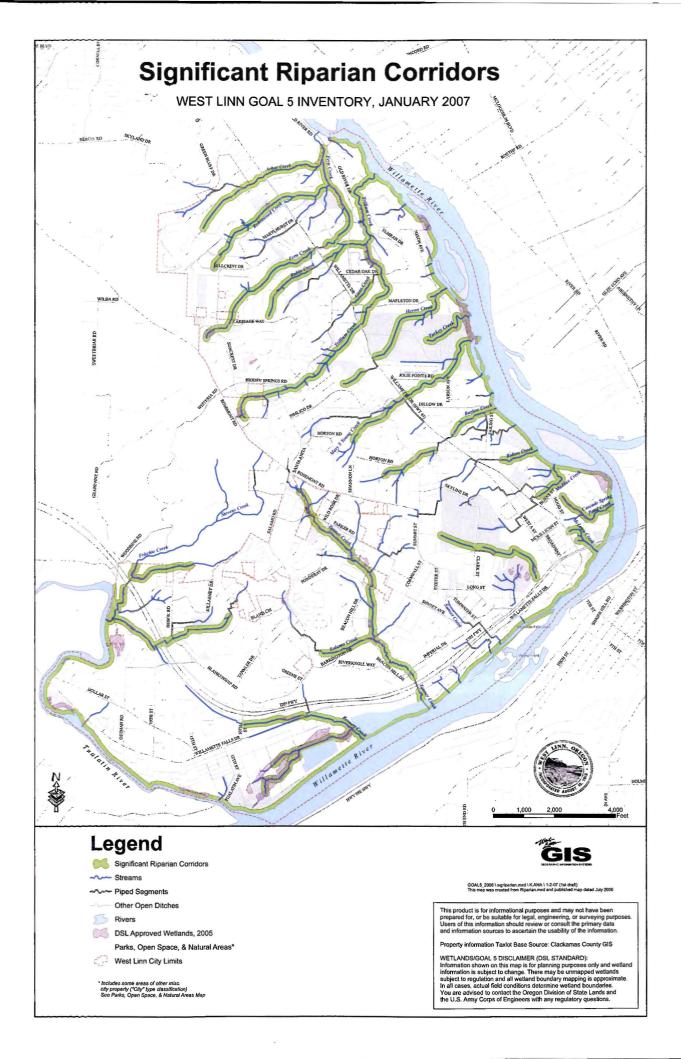
- This project was approved by the City Council in March 2007, but will expire unless a two-year extension is granted by the City.
- Therefore, the only request we have of the City is to extend the decision. This type of request is truly a sign of the economic times, and the City of West Linn adopted an ordinance allowing the opportunity for an extension similar to many other jurisdictions in the Portland area.
- The approval criteria for an extension request is focused primarily around if the project continues to comply with City standards at the time of the original approval, and that it complies with any standards that have changed since the original approval.
- The applicant is not proposing any changes to the project or to the conditions of approval from what was approved in 2007.
- The only changes in City standards that have occurred since 2007, according to our review and City staff, are those related to the recycling/trash enclosure standard and the number of trash receptacles.
- It appears the project already complies with the trash enclosure standard, and will be adding a few trash receptacles in the parking lot to address the new standard.
- The applicant also reviewed transportation conditions to determine if anything significant has changed since the 2007 decision.

Following the presentation, there were a number of questions and concerns regarding the traffic issues in the general project's vicinity, and more specifically at Tannler and Blankenship. A detailed review of the conditions of approval and the approximately \$2 million of required mitigation was illustrated. Several questions and concerns followed, mainly about the potential alignment of Tannler. It was pointed out the approved project allows two of the three options proposed by the City for Tannler, in addition to the traffic mitigation. It was stated the request is only to extend the design review decision and not to change the design of the project or any of the conditions of approval, unless there are standards that have changed since the original 2007 approval. There were concerns about potential cut-through traffic from Tannler through the site to access the new signal at Albertsons. Also, there was concern about the traffic counts and whether they included the residences above Summerlinn and the new VA Clinic. It was pointed out recent counts indicated lower volumes than those of the approved traffic analysis, including the recent opening of the VA Clinic.

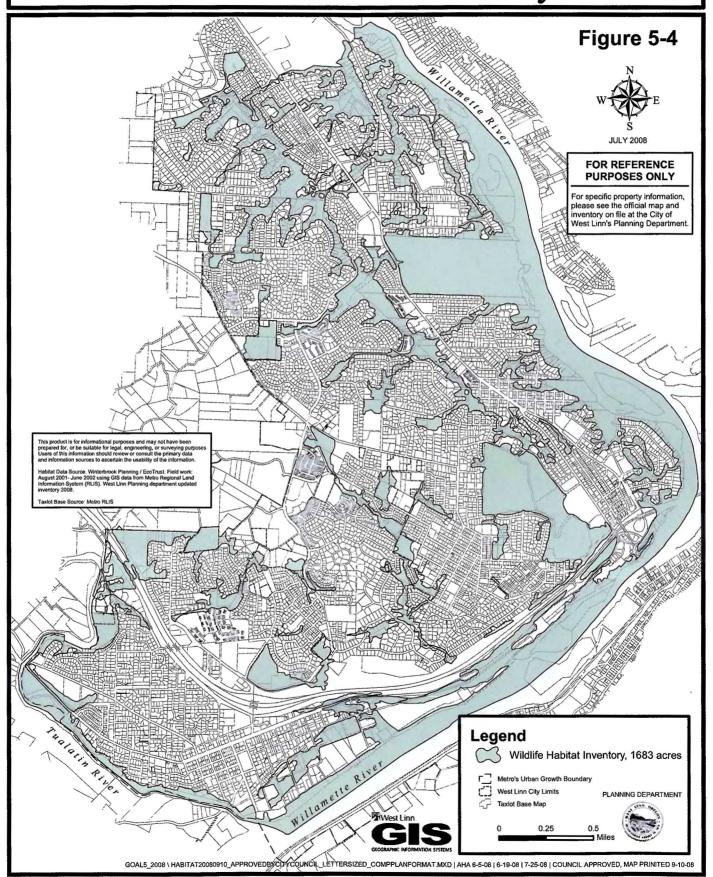


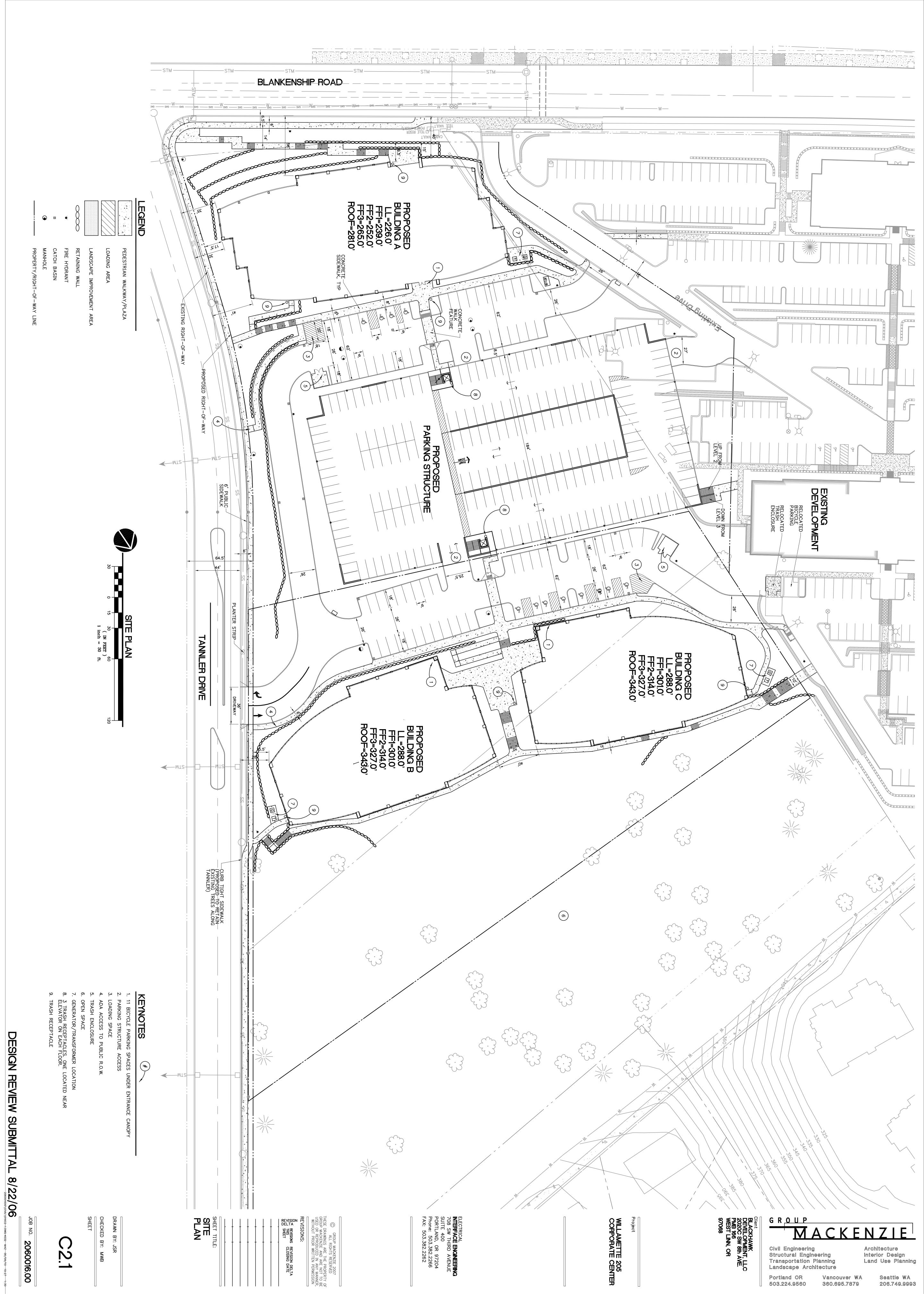
goal 5: open spaces, scenic & historic areas, and natural resources. Open Spaces





GOAL 5: OPEN SPACES, SCENIC & HISTORIC AREAS, AND NATURAL RESOURCES Wildlife Habitat Inventory







June 11, 2010

City of West Linn Attention: Tom Soppe 22500 Salamo Road West Linn, OR 97068

Re: Willamette 205 Corporate Center Phase II

Extension Traffic Analysis Project Number 2060016.10

Dear Tom:

Group Mackenzie prepared this traffic analysis update for the two-year design review extension for the Willamette 205 Corporate Center Phase II office building project. Engineering comments provided at the May 6, 2010 pre-application conference requested an updated traffic analysis and recommendations based on changes to the Community Development Code, the new Transportation System Plan, ITE Trip Generation rates, and other manuals such as MUTCD and Highway Capacity Manual. Based on our review, the original traffic analysis, prepared in August 2006, is still valid and there is no need to prepare an updated analysis for the reasons noted below.

COMMUNITY DEVELOPMENT CODE

Several changes to the applicable CDC have been made since the project approval. These changes are addressed below.

48.010 – requires implementation of access management techniques. The project proposes to share access with the adjacent building at a location on Blankenship opposite the Albertsons' driveway. A second site driveway is proposed directly to Tannler Drive, outside of the influence area of any other driveways or intersections. The driveways as proposed meet this standard.

48.0825 – addresses access control, requiring adequate levels of service on roadways and consolidated access locations if practicable. The original traffic analysis includes mitigation to provide adequate levels of service on area roadways, and a shared access is proposed on Blankenship Road. Driveway spacing standards for collector roadways such as Blankenship and Tannler along the site frontage are 150 feet for private driveways. As proposed, the site driveways meet this standard at approximately 250 feet on Blankenship and 645 feet on Tannler.

55.125 – This section of the code simply states changes to the site plan may be necessary based on the traffic analysis findings. The original traffic analysis already addressed access locations and site circulation, and did not recommend any changes to the currently proposed site plan. It also references 85.170(B)(2), which identifies the traffic study requirements. The original traffic study meets these requirements.

Group Mackenzie, Incorporated

Architecture

Interiors

Heritage Building

Structural Engineering

Civil Engineering

Land Use Planning

Transportation Planning

Landscape Architecture

Locations:

Portland, Oregon

Seattle, Washington

Vancouver, Washington

TRANSPORTATION SYSTEM PLAN/COMPREHENSIVE PLAN

The City of West Linn updated their TSP in 2008, after the original project approval. The TSP does not include any new roadways or projects in the site vicinity that would change the original traffic analysis findings. Improvements are still identified along the 10th Street corridor.

Along with the updated TSP, changes in the Comprehensive Plan Goal 12: Transportation were made in late 2008 (Ordinance No. 1584). Changes include an identified group of improvements on 10th Street including improved signal timing, adding lanes, and restricting movements. Updated policies include having new development pay their fair share toward transportation improvements, requiring traffic impact analyses, and mitigation of specific development impacts. The project meets these goals as currently approved and conditioned. No changes are required.

A level of service "D" condition is the preferred minimum for all facilities. The project meets this level of service standard, with all intersections operating at a "D" with proposed mitigation, except for an unsignalized left turn to Blankenship Road. It is recognized that not all unsignalized turning movements can be mitigated due to limits on traffic signal installation and the availability of alternate routes. The conditions of approval recognize that a traffic signal can be installed at the intersection of Blankenship with Tannler or at the Albertsons and site driveway location on Tannler, but not at both locations.

A new pedestrian policy requires developers to include pedestrian facilities and walkway connections within the development and to adjacent land uses. The proposed internal walkways and sidewalks along Tannler and Blankenship meet this requirement.

ITE TRIP GENERATION

The original analysis used the 7th Edition of ITE's *Trip Generation* to estimate trips for the three buildings, based on rates for Land Use Code 710, General Office Building. The 8th Edition of *Trip Generation* was published in 2008; however, there were no changes in the trip rates for General Office Building. The estimated trip generation would not change from the original analysis.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The MUTCD was updated in 2009 from the 2003 version used in the original traffic analysis. The only MUTCD reference was in the review of traffic signal warrants, specifically the peak hour warrant. No change was made in the peak hour warrant in the 2009 MUTCD. The original analysis is consistent with the current standard.

HIGHWAY CAPACITY MANUAL

The original analysis was prepared using the 2000 HCM. The 2010 HCM is scheduled for release in December 2010, so no changes in the capacity analysis would be required at this time.

TRAFFIC VOLUMES

Traffic counts used in the original analysis were conducted in February 2006. In addition to the counts, future traffic volume estimates included in-process projects and a general background growth rate of 3%. The in-process project list included the Tannler East project, all in-process projects included in the Tannler East traffic study (Willamette Marketplace, 145 residential lots), and the Fields Park II and Cove Place subdivisions.

Updated traffic counts were conducted in May 2010, at the intersections of Blankenship Road with Tannler Drive and Salamo/10th Street, to compare volumes with the original analysis. These two intersections are the closest to the site, and the location at which the project would have the greatest impact.

At the intersection of Blankenship/Tannler, traffic volumes have decreased from 2006 to 2010 by approximately 8%. At the Blankenship/Salamo/10th Street intersection, volumes have decreased by 3.5% in both the AM and PM peak hours. This decrease in volumes has occurred even with the development activity in the area that was included as in-process trips. The attached figure presents the 2006 and 2010 traffic counts.

With a reduction in traffic volumes since the original analysis, any update would show traffic conditions slightly improved. Therefore, the findings and recommendations of the original analysis are still valid, and an updated traffic analysis is not needed.

10TH STREET AREA PLAN

The City's TSP includes a 10th Street Area Plan as Appendix I. This plan identifies options for addressing many of the existing and anticipated future deficiencies in the corridor.

Three options are considered for the Tannler Drive intersection with Blankenship. Option 1 would install a traffic signal at the west driveway serving Albertsons and the driveway proposed to be shared with the project, while limiting the Tannler intersection to right turns. This is most similar to the project proposal. Option 2 would align Tannler to the east, opposite 10th Street, which would also work with the proposal. Option 3 would align Tannler through the project, aligning opposite the west Albertsons' driveway. This option would impact the project and has cost and grade issues.

Several improvements along the 10th Street corridor are recommended for advancement, including roadway widening to provide two through lanes, turn lanes at the Blankenship/Salamo intersection, added turn lanes at the northbound I-205 off-ramp, and upgraded traffic control at the west Albertsons' driveway. All of these improvements are conditioned in full or part on the proposed project.

A single-point urban interchange has been recommended for the long-term interchange improvement. Such an improvement would be expensive, requiring modification to the existing freeway overpass structures. In the interim, improvements can be made to the existing intersection alignment to address capacity concerns, as has been proposed and conditioned on the project.

Further, Condition 14 of the Final Decision allows for modification to the project conditions related to 10th Street improvements if an alternate improvement is found to be preferable by the City.

TRAFFIC CONDITIONS OF APPROVAL

The current project approval requires improvements at the proposed site access locations on Tannler Drive and Blankenship Road, as well as off-site improvements along the 10th Street corridor (Condition 9). Specifically, the following improvements will be made.

Phase 1 Mitigation

- Widen the eastbound Blankenship approach to 10th Street to provide full-width through and right-turn lanes, providing 250 feet and 200 feet of queuing, respectively.
- Install a traffic signal at the intersection of Tannler with Blankenship with permitted left-turn phasing on Blankenship and split phasing for Tannler and the Albertsons' driveway OR install a traffic signal at the intersection of Blankenship and the western Albertsons' driveway.
- If a signal is installed at the Tannler/Blankenship intersection, lengthen the existing leftturn lane from Blankenship to the east Albertsons' driveway from 100 feet to 150 feet with a short transition area.
- Provide two lanes southbound on 10th Street, ending in a left-turn trap lane at the I-205 northbound ramps.
- 5. Stripe the Tannler approach at Blankenship to provide a 300-foot left-turn lane.
- 6. Stripe a 100-foot left-turn lane on Tannler at the site access.
- 7. Lengthen the northbound off-ramp to provide 200 feet of storage in the left- and right-turn lanes.
- Coordinate the proposed signal on Blankenship at Tannler (or the site driveway) and the 10th Street/I-205 northbound ramps with the existing signals on 10th Street at Blankenship/Salamo and the I-205 southbound ramps.
- Provide sight distance in accordance with AASHTO standards at the site driveways on Blankenship and Tannler. Landscaping and retaining walls should be placed such that there are no obstructions within the clear vision area.

10. Restripe the existing through-lane approach at the intersection of Blankenship and 10th Street to allow for left turns and through movements from the rightmost lane. This would require modifications to the traffic signal heads on this approach and minor changes to the signal operations.

Full Development Mitigation

- 1. Provide all Phase 1 mitigation measures.
- If a traffic signal is installed at Blankenship/Tannler, modify signal timing to provide protected/permitted left-turn phasing for westbound left turns.
- 3. Add a second eastbound right-turn lane on Blankenship at 10th Street. With a signal at the Tannler intersection, this lane should extend back to the intersection with Tannler Drive to provide 200 feet of queuing. With a signal at the site driveway, the second lane can taper back to a single lane at the Tannler intersection.
- 4. Provide a second northbound through lane along 10th Street from 200 feet south of the I-205 northbound ramp intersection to Blankenship, where the two through lanes align with the existing left- and right-turn lanes.
- 5. Extend the northbound left-turn lane on 10th Street at the I-205 southbound ramp to 300 feet.

Based on our review of the updated City of West Linn code and policies, as well as accepted traffic engineering standards, the original traffic analysis is still consistent with the applicable documents. Further, traffic counts conducted in May 2010 are 3.5% lower than the 2006 counts used in the original analysis. Therefore, the original traffic analysis does not need to be updated for this application extension.

Please contact us if you have any questions regarding this analysis.

Sincerely,

Brent Ahrend, PE Traffic Engineer

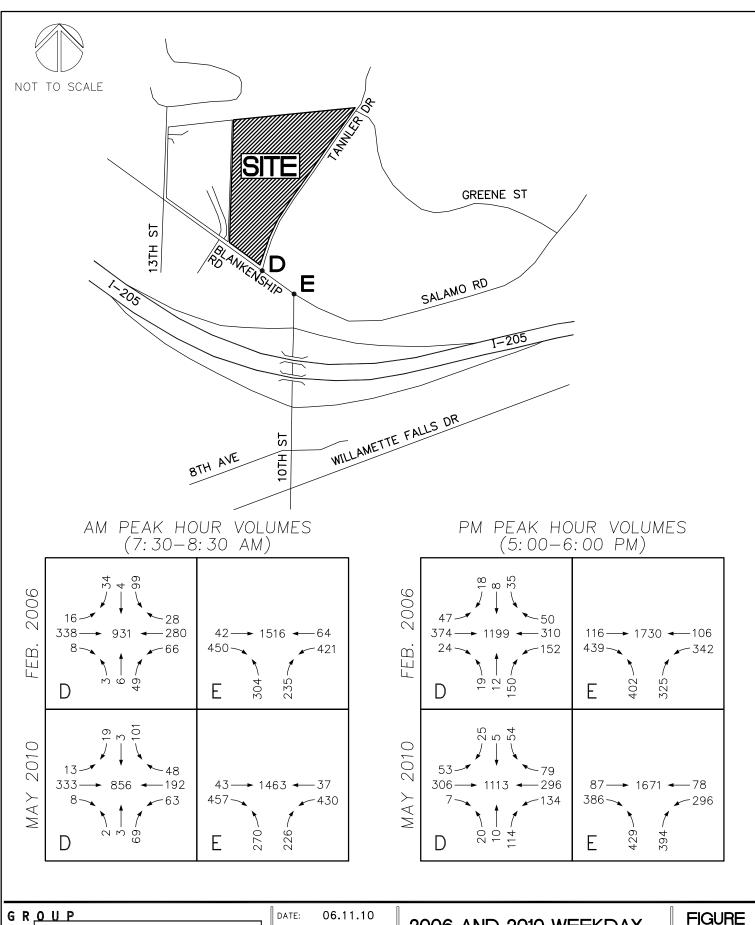
Enclosures: Volume Figure

Traffic Counts

c: Jeff Parker – Blackhawk, LLC

Rhys Konrad, Tom Wright, Bob Thompson - Group Mackenzie

EXPIRES: 12/31/1



503.224.9560 360.695.7879

253.471.0551 206.749.9993

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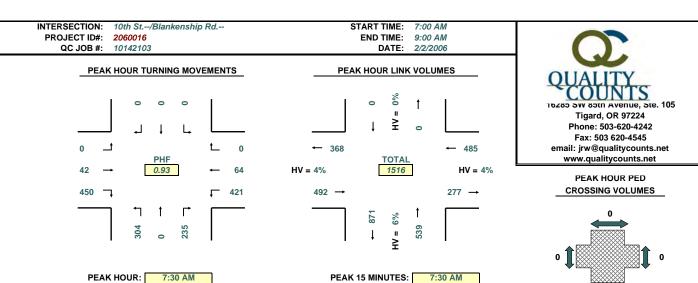
CHECKED BY: BTA

JOB NO: 2060016.10

2006 AND 2010 WEEKDAY PEAK HOUR TRAFFIC

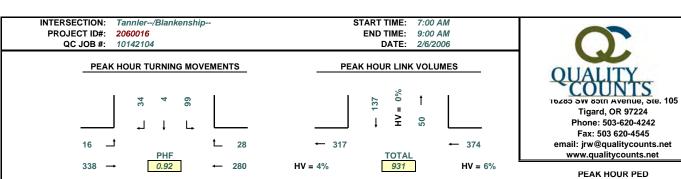
WILLAMETTE 205 CORP CENTER WEST LINN, OREGON





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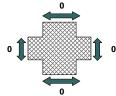
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CROSSING VOLUMES



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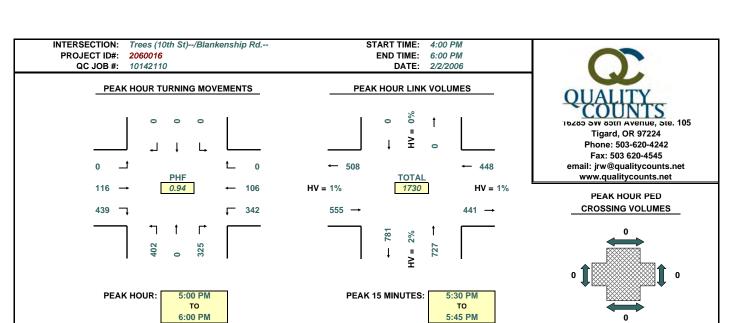
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7:30 AM TO 7:45 AM

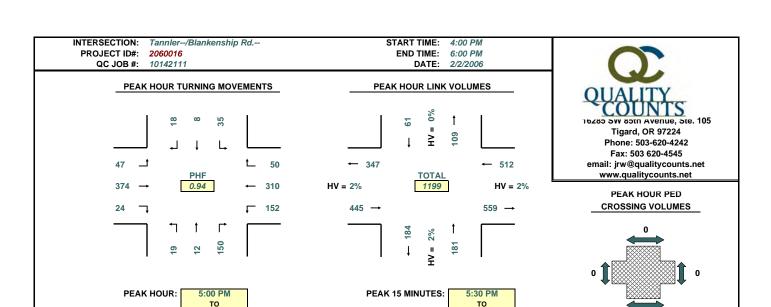
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7:05 AM	0	0	9	2	8	3	3	0	1	1	36	1	0	Ö	0	0	64	0
7:10 AM	2	0	6	1	9	2	5	Ō	0	1	35	1	Ö	0	0	Ö	62	Ō
7:15 AM	5	1	6	1	15	8	4	0	0	1	30	0	0	0	0	0	71	0
7:20 AM	3	1	8	1	12	9	9	Ō	Ö	1	26	3	Ö	Ō	Ō	Ö	73	0
7:25 AM	3	0	6	1	20	3	6	0	0	1	35	0	0	0	0	0	75	0
7:30 AM	2	0	10	0	22	2	1	0	0	1	39	2	0	0	0	0	79	0
7:35 AM	7	0	14	5	16	3	3	0	0	1	37	0	0	0	0	0	86	0
7:40 AM	4	1	10	2	24	7	4	1	0	1	34	0	0	0	0	0	88	0
7:45 AM	2	0	9	2	32	4	1	1	1	0	22	1	0	0	0	0	75	0
7:50 AM	5	0	6	2	22	6	2	0	0	0	32	3	0	0	0	0	78	0
7:55 AM	2	0	9	5	24	4	3	Ō	Ō	0	24	3	Ö	Ō	0	0	74	0
8:00 AM	1	Ō	6	1	21	7	6	1	Ĭ.	2	31	2	Ö	Ö	Ō	Ö	79	0
8:05 AM	4	0	8	2	15	6	3	0	0	1	21	0	0	0	0	0	60	0
8:10 AM	1	1	7	3	21	5	7	1	0	0	24	2	0	0	0	0	72	0
8:15 AM	1	0	6	0	37	5	5	0	0	0	28	1	0	0	0	0	83	0
8:20 AM	3	1	8	3	19	12	5	1	0	1	24	1	0	0	0	0	78	0
8:25 AM	2	1	6	3	27	5	9	1	1	1	22	1	0	0	0	0	79	0
8:30 AM	2	1	5	5	19	8	6	0	0	1	26	1	0	0	0	0	74	0
8:35 AM	2	0	5	4	27	3	5	1	1	0	27	0	Ö	0	0	0	75	0
8:40 AM	0	0	7	1	18	11	8	0	0	1	19	2	0	0	0	0	67	0
8:45 AM	3	0	5	2	18	5	8	0	1	0	13	1	Ö	0	0	0	56	0
8:50 AM	1	0	6	1	19	8	6	0	1	1	15	3	0	0	0	0	61	0
8:55 AM	2	0	5	3	21	11	5	0	0	0	16	0	0	0	0	0	63	0
	_			_			_									-		
HOURLY TOTALS		outhbour			estboun			orthbour			astboun				By Appro			TAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
7:00 AM	36	4	102	23	217	56	44	2	2	9	366	14	0	0	0	0	875	0
7:15 AM	39	4	99	25	244	64	49	4	2	9	355	16	0	0	0	0	910	0
7:30 AM	34	4	99	28	280	66	49	6	3	8	338	16	0	0	0	0	931	0
7:45 AM	25	4	82	31	282	76	60	6	4	7	300	17	0	0	0	0	894	0
8:00 AM	22	4	74	28	262	86	73	5	5	8	266	14	0	0	0	0	847	0
	<u></u>						L			<u> </u>			L					

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			0.00	J F IVI							3.40) I IVI	1			U		
5-MINUTE COUNT PERIOD		s (10th outhbou			kenship lestboun		1	10th St orthbou		(E	kenship astboun				alk Usage Approach)		ΓAL
BEGINNING AT	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	0	0	0	5	15	22	0	32	29	7	0	0	0	0	0	110	0
4:05 PM	0	0	0	0	8	22	15	0	26	28	6	0	0	0	0	0	105	0
4:10 PM	0	0	0	0	4	12	28	0	34	41	4	0	0	0	0	0	123	0
4:15 PM	0	0	0	0	9	25	20	0	21	29	10	0	0	0	1	0	114	1
4:20 PM	0	0	0	0	9	28	21	0	33	35	12	0	0	0	0	0	138	0
4:25 PM	0	0	0	0	11	14	23	0	25	28	9	0	0	0	0	0	110	0
4:30 PM	0	0	0	0	6	28	19	0	37	38	9	0	0	0	0	0	137	0
4:35 PM	0	0	0	0	9	28	20	0	31	29	6	0	0	0	0	0	123	0
4:40 PM	0	0	0	0	9	15	25	0	34	35	8	0	0	0	0	0	126	0
4:45 PM	0	0	0	0	7	28	25	0	38	38	4	0	0	0	0	0	140	0
4:50 PM	0	0	0	0	6	21	15	0	38	39	11	0	0	0	0	0	130	0
4:55 PM	0	0	0	0	4 7	15	29	0	35	30	7	0	0	0 0	0	0	120	0
5:00 PM 5:05 PM	0	0	0	0	7 10	33 30	22 24	0	32 32	36 50	9 15	0	0	0	0 0	0	139 161	0
5:10 PM	0	0	0	0	20	28	30	0	32 39	35	7	0	0	0	0	0	159	0
5:15 PM	0	0	0	0	8	23	20	0	35	35	10	0	0	0	0	0	131	0
5:20 PM	0	0	0	0	4	25	30	0	26	34	11	0	0	0	0	0	130	0
5:25 PM	0	0	0	0	7	28	24	0	29	24	7	0	0	0	0	0	119	0
5:30 PM	0	0	0	0	8	29	23	0	44	30	11	0	0	0	0	0	145	0
5:35 PM	0	0	0	0	5	21	33	0	41	41	6	0	Ö	0	0	0	147	0
5:40 PM	Ö	0	0	0	14	35	31	0	27	51	12	0	0	0	0	0	170	0
5:45 PM	ő	Ö	Ö	ő	10	31	26	Ö	33	38	18	Ö	Ö	0	0	0	156	0
5:50 PM	Ö	Ö	Ö	0	5	27	34	0	36	33	4	Ö	0	0	0	0	139	0
5:55 PM	ő	Ö	Ö	ő	8	32	28	Ö	28	32	6	Ö	Ö	0	Ö	Ö	134	Ö
	-												-					
										_								
HOURLY TOTALS		uthbou			estboun			orthbour			astboun	Left	West		By Appro		Veh	TAL Peds
4:00 PM	Right 0	Thru 0	Left 0	Right 0	Thru 87	Left 251	Right 262	Thru 0	Left 384	Right 399	Thru 93	Lett 0	0 vvest	East 0	North	South 0	ven 1476	
4:00 PM 4:15 PM	0	0	0	0	87 107	293	262	0	384 395	399 422	93 107	0	0	0	1 1	0	1597	1 1
4:15 PM 4:30 PM	0	0	0	0	97	302	283	0	395 406	422	107	0	0	0	0	0	1615	0
4:45 PM	0	0	0	0	100	316	306	0	416	443	1104	0	0	0	0	0	1691	0
5:00 PM	0	0	0	0	106	342	325	0	402	439	116	0	0	0	0	0	1730	0
J.00 F W	U	U	U	U	100	342	323	U	402	433	110	U	U	U	U	U	1730	U



5:45 PM

6:00 PM

5-MINUTE COUNT		Tannler-			kenship			Tannler-			kenship				alk Usage		TO	TAL
PERIOD		outhbou			estbour/			orthbou			astboun				Approach			
BEGINNING AT	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	2	0	2	2	22	11	9	1	1	0	26	4	0	0	0	0	80	0
4:05 PM	2	1	5	3	18	9	15	2	0	0	14	1	0	0	0	0	70	0
4:10 PM	1	1	5	6	21	5	6	0	2	2	34	2	0	0	0	0	85	0
4:15 PM	2	0	3	2	16	10	7	1	2	1	29	3	0	0	0	0	76	0
4:20 PM	1	1	3	2	24	16	12	0	0	0	31	1	0	0	0	0	91	0
4:25 PM 4:30 PM	2	0	3 5	2 6	20 21	14 15	9	2	1 1	1 2	25 34	4 1	0	0	0 0	0	83 94	0 0
4:35 PM	2	0	5	6	21	13	10	3	1	0	3 4 21	6	0	0	0	0	9 4 88	0
4:40 PM	1	0	3	7	18	14	9	0	1	1	31	5	0	0	0	0	90	0
4:45 PM	5	0	6	8	28	16	8	4	2	Ó	28	0	0	0	0	0	105	0
4:50 PM	3	0	4	6	23	12	15	0	1	1	31	3	0	0	0	0	99	0
4:55 PM	3	1	1	6	24	13	6	0	0	1	30	2	0	0	0	0	87	0
5:00 PM	3	0	i	3	19	13	12	1	0	3	32	4	0	0	0	0	91	0
5:05 PM	2	0	3	5	31	5	12	i	1	3	51	5	0	0	0	0	119	0
5:10 PM	0	2	3	2	35	22	14	0	0	3	25	2	0	Ö	0	0	108	Ö
5:15 PM	l ĭ	1	1	4	27	14	13	2	1	1	32	2	ő	Ö	Ö	Ö	99	Ö
5:20 PM	4	0	1	3	22	9	8	2	1	1	37	5	0	0	0	0	93	0
5:25 PM	2	1	1	4	24	10	10	1	0	1	20	2	0	0	0	0	76	0
5:30 PM	0	0	3	3	32	15	7	0	1	3	32	5	0	0	0	0	101	0
5:35 PM	1	0	6	4	24	12	10	0	2	1	31	1	0	0	0	0	92	0
5:40 PM	1	0	2	5	30	17	21	3	4	0	40	4	0	0	0	0	127	0
5:45 PM	2	1	2	6	25	10	17	2	1	2	37	7	0	0	0	0	112	0
5:50 PM	1	0	6	5	19	16	9	0	3	6	22	4	0	0	0	0	91	0
5:55 PM	1	3	6	6	22	9	17	0	5	0	15	6	0	0	0	0	90	0
HOURLY TOTALS		outhbou			estbour/			orthbour			astboun				By Appro			TAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
4:00 PM	24	4	45	56	256	148	115	13	12	9	334	32	0	0	0	0	1048	0
4:15 PM	24	4	40	55	280	163	123	12	10	16	368	36	0	0	0	0	1131	0
4:30 PM	26	5	34	60	293	156	126	14	9	17	372	37	0	0	0	0	1149	0
4:45 PM	25	5	32	53	319	158	136	14	13	18	389	35	0	0	0	0	1197	0
5:00 PM	18	8	35	50	310	152	150	12	19	24	374	47	0	0	0	0	1199	0
,																		
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				1			l			l			l					

Version 3.1

BLANKENSHIP RD @ 10TH 0700-0900 WEST LINN, OR V11KI 10-020 LOCATION: CITY: FILENAME:

0015 5/19/2010 Wednesday

Site: Date:

		020					Ą	Peak Hour Detail	Detail								
		Sol	Southbound			We	Westbound			No	Northbound			Ea	Eastbound		
Interval						SAL	-AMO RD			_	10TH ST			BLAN	BLANKENSHIP		
Begin	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left	Ped4	Right	Thru	Left	Total
7:00 AM	0	0	0	0	0	0	7	96	0	33		38	0	110	4	0	287
7:15 AM	0	0	0	0	0	0	6	86	0	17	0	47	0	110	4	0	285
7:30 AM	0	0	0	0	0	0	9	138	0	44		22	0	131	13	0	387
7:45 AM	0	0	0	0	0	0	∞	112	0	49	0	84	0	117	10	0	398
8:00 AM	0	0	0	0	0	0	14	92	0	26	0	67	0	102	6	0	340
8:15 AM	0	0	0	0	0	0	6	88	0	26	0	64	0	107	1	0	338
8:30 AM	0	0	0	0	0	0	15	110	0	46	0	70	0	86	7	0	337
8:45 AM	0	0	0	0	0	0	15	108	0	61	0	75	0	87	13	0	359
Totals	0	0	0	0	0	0	83	841	0	383		200	0	853	71	0	2731
Entering			0				924				883				924		
Exiting			0				454				1694				583		
Vehicle Totals																	
Cars	0	0	0	0	0	0	79	816	0	337	0	477	0	833	69	0	2611
							95.2%	97.0%		88.0%		95.4%		97.7%	97.2%		62.6%
Light	0	0	0	0	0	0	4	20	0	38	0	22	0	19	1	0	104
							4.8%	2.4%		6.9%		4.4%		2.2%	1.4%		3.8%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0.0%	0.0%		0.0%		0.0%		0.0%	0.0%		0.0%
Medium	0	0	0	0	0	0	0	4	0	_	0	_	0			0	8
							%0.0	0.5%		0.3%		0.5%		0.1%	1.4%		0.3%
Heavy	0	0	0	0	0	0	0	_	0	7	0	0	0	0	0	0	80
							%0:0	0.1%		1.8%		%0.0		0.0%	0.0%		0.3%

Page 1

BLANKENSHIP RD @ 10TH 0700-0900 WEST LINN, OR V11KI 10-020 LOCATION: CITY: FILENAME:

Peak Hour Detail

Site: Date:

0015 5/19/2010 Wednesday

Total 1463 0.92

Left

		Eastbound BLANKENSHIP	Thru	43	0.83	500	0.87	307
		Eas	Right	457	0.87			
			Ped4	0				
			Left	270	0.80			
		thbound TH ST	Thru	0		496	0.82	887
2	<u>></u>	Northbound 10TH ST	Right	226	0.84			J
	N - 8:30		Ped3	0				
()	¥ 08:7 :		Left	l	0.78			
-	Peak Hour: 7:30 AM - 8:30 AM	Westbound SALAMO RD	Thru	37	99.0	467	0.81	269 0.87
	ĭ	Wes SAL/	Right	0			J	. C
			Ped2	0				
			Left	0				
		Southbound	Right Thru	0		0		0
		Sout	Right	0				J
			Ped1	0				

Interval Begin Totals Factor

Entering Factor

Exiting Factor

Peak Vehicles																	
Cars	0	0	0	0	0	0	36	415	0	201	0	261	0	447	42	0	1402
							97.3% 96.5%	96.5%		88.9%		96.7%		97.8%	97.7%		95.8%
Light	0	0	0	0	0	0		11	0	20	0	8	0	10	0	0	20
							2.7%	2.6%		8.8%		3.0%		2.2%	%0.0		3.4%
Bike	0	0	0	0	0	0	0		0	0	0	0	0	0		0	0
							%0.0	%0.0		%0.0		0.0%		%0.0			%0.0
Medium	0	0	0	0	0	0	0		0	—	0	_	0	0		0	7
							0.0%	0.9%		0.4%		0.4%		0.0%	2.3%		0.5%
Heavy	0	0	0	0	0	0	0	0	0	4	0	0	0	0		0	4
							0.0%	%0.0		1.8%		%0.0		0.0%	%0.0		0.3%

LOCATION: CITY: FILENAME:

BLANKENSHIP RD @ 10TH 0700-0900 WEST LINN, OR V11KI 10-020

Peak Hour Diagram

Peak Hour Detail

WWW.TRAFSTATS.COM OFFICE 503.646.2942 Site: Date:

0015 5/19/2010 Wednesday

Factor 0.81 Factor 0.87 SALAMO RD 467 0 0 430 37 269 226 Factor 0.87 Factor 0.82 496 Peak Start 7:30 AM Volume 1463 Factor 0.92 0 Factor 0.66 0 887 0 307 TS HTO! 43 457 0 BLANKENSHIP 0 200 0 North Factor 0.87

0015 5/19/2010 Wednesday

Site: Date:

BLANKENSHIP RD @ TANNIER DR 0700-0900 LOCATION:

WEST LINN, OR V11KF 10-020 FILENAME:

CITY:

171 185 220 215 214 207 201 202 1615

Vehicle Totals																	
Cars	0	34	7	182	0		362	127	8	121	3	4	_	17	607	24	1560
		97.1%	97.1% 87.5%	100%		94.0%	95.3%	95.5%	100%	%0.96	75.0%	80.08	100%	100%	97.3%	%0.96	%9.96
Light	0	1	1	0	0		18	2	0	4	7	1	0	0	16	1	52
)		2.9%	2.9% 12.5%	%0:0		%0.9	4.7%	3.8%	%0.0	3.2%	25.0%	20.0%	%0.0	%0.0	2.6%	4.0%	3.2%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	%0.0	%0:0		%0.0	%0.0	%0.0	%0.0	%0.0	0.0%	%0.0	%0.0	%0.0	0.0%	%0.0	%0.0
Medium	0	0	0	0	0	0	0	-	0	1	0	0	0	0	1	0	3
		%0.0	%0.0	%0:0		%0.0	%0.0	0.8%	%0.0	0.8%	0.0%	%0.0	%0.0	%0.0	0.2%	%0.0	0.2%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
'		0.0%	0.0%	%0.0		%0.0	%0.0	%0.0	0.0%	0.0%	0.0%	%0.0	%0.0	0.0%	0.0%	%0.0	0.0%

Report Date: 5/24/2010 8:40 AM

BLANKENSHIP RD @ TANNIER DR 0700-0900 WEST LINN, OR V11KF 10-020

LOCATION: CITY: FILENAME:

Peak Hour Detail

Site: Date:

0015 5/19/2010 Wednesday

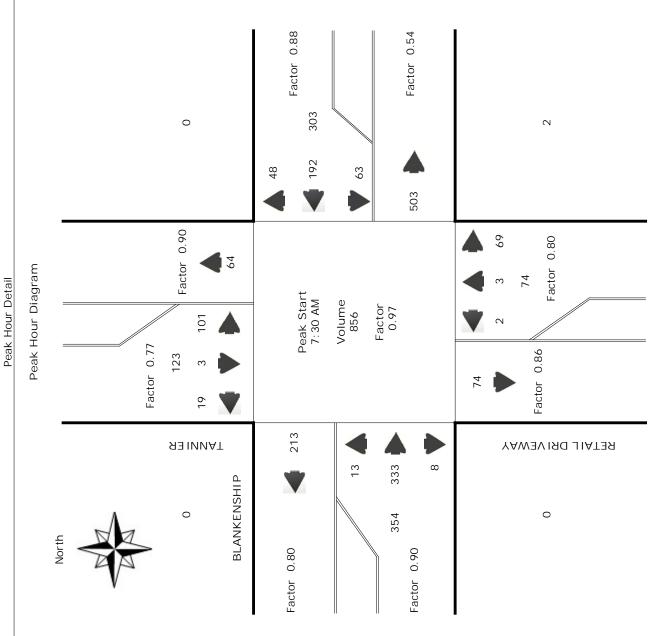
	Total	856 0.97				833	97.3%	21	2.5%	0	%0.0	2	0.2%	0	0.0%
	Left	13				13	100%	0	0.0%	0	0.0%	0	0.0%	0	%0.0
	Eastbound BLANKENSHIP Ight Thru	333	354 0.90	213 0.80		324	97.3%	6	2.7%	0	%0.0	0	0.0%	0	%0.0
	Ea BLAN Right	8 0.67				∞	100%	0	0.0%	0	0.0%	0	0.0%	0	%0.0
	Ped4	0				0		0		0		0		0	
	/AY Left	0.25				2	100%	0	0.0%	0	0.0%	0	0.0%	0	%0.0
	Northbound RETAIL DRIVEWAY Right Thru	3 0.75	74 0.80	74 0.86		က	100%	0	0.0%	0	%0.0	0	0.0%	0	%0.0
o AM	Noi RETAIL Right	69 0.78				99	95.7%	7	2.9%	0	0.0%	~	1.4%	0	%0.0
Peak Hour: 7:30 AM - 8:30 AM	Ped3	0.50				2	100%	0	0.0%	0	0.0%	0	0.0%	0	%0.0
r: 7:30	Left	63				09	95.2%	2	3.2%	0	0.0%	_	1.6%	0	%0.0
Peak Hou	Westbound BLANKENSHIP aht Thru	192	303 0.88	503 0.54		187	97.4%	വ	2.6%	0	%0:0	0	%0.0	0	%0.0
	We BLAN Right	48				45	93.8%	က	6.3%	0	%0.0	0	0.0%	0	%0.0
	Ped2	0				0		0		0		0		0	
	Left	101				101	100%	0	0.0%	0	%0.0	0	0.0%	0	%0.0
	Southbound TANNI ER Thru	0.38	123 0.77	64 0.90		က	100%	0	0.0%	0	%0:0	0	0.0%	0	%0.0
	So T/ Right	19				19	100%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Ped1	0				0		0		0		0		0	
	 Interval Begin	Totals Factor	Entering Factor	Exiting Factor	Peak Vehicles	Cars		Light		Bike		Medium		Heavy	

WWW.TRAFSTATS.COM OFFICE 503.646.2942 BLANKENSHIP RD @ TANNIER DR 0700-0900 WEST LINN, OR V11KF 10-020

LOCATION: CITY: FILENAME:

Site: Date:

0015 5/19/2010 Wednesday



0015 5/19/2010 Wednesday

Site: Date:

BLANKENSHIP RD @ 10TH 1600-1800 WEST LINN, OR V11KH 10-020 LOCATION: CITY: FILENAME:

			Total	383	387	373	352	433	455	390	393	3166				3114	98.4%	51	1.6%	0	0.0%		%0.0	0
			Left	0	0	0	0	0	0	0	0	0				0		0		0		0		0
	Eastbound	BLANKENSHIP	Thru	18	20	22	20	22	21	26	18	167	918	937		165	98.8%	7	1.2%	0	0.0%	0	0.0%	0
	East	BLANK	Right	68	91	102	83	117	101	87	81	751	•							0			0.0%	0
			Ped4	0	0	0	0	0	0	0	0	0				0		0		0		0		0
			Left	92	78	80	98	110	119	101	66	165				755	38.7%	10	1.3%	0	0.0%	0	0.0%	0
	punoqu	ОТН	ht Thru	0	_	0	0	0	0	0	_	2	1444	383						0			0.0%	0
	Nort	_	Right	62	77	64	80	98	104	94	110	219		_		672	99.3%	2	0.7%	0	0.0%	0	%0.0	0
Detail			Ped3	0	0	0	0	0	0	0	0	0				0		0		0		0		0
Peak Hour Detail			Left	46	82	87	67	79	88	63	99	632				809	96.2%	23	3.6%	0	0.0%	_	0.2%	0
Pe	Westbound	AMO RD	Thru	25	35	18	16	19	22	19	18	172	804	344			99.4%		%9.0	0	0.0%	0	%0.0	0
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			Ped1	0	0	0	0	0	0	0	0	0				0		0		0		0		0
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BLANKENSHIP RD @ 10TH 1600-1800 WEST LINN, OR V11KH 10-020 LOCATION: CITY: FILENAME:

Site: Date:

0015 5/19/2010 Wednesday

Peak Hour Detail

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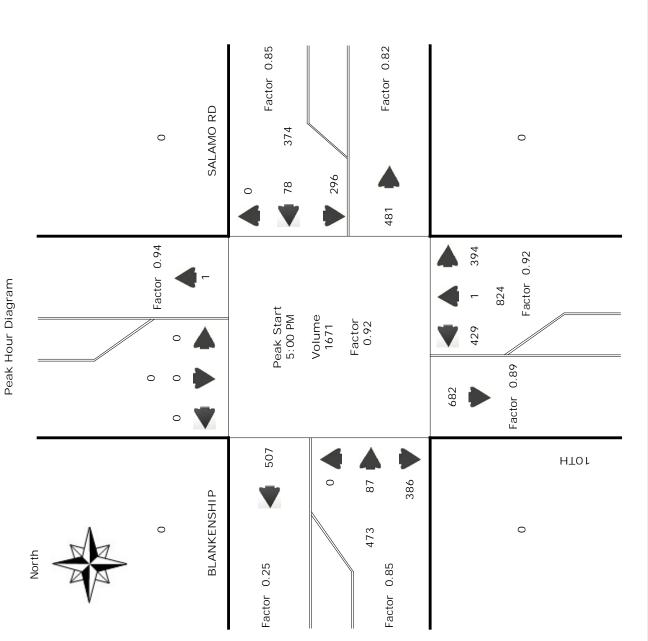
BLANKENSHIP RD @ 10TH 1600-1800 WEST LINN, OR V11KH 10-020

LOCATION: CITY: FILENAME:

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0015 5/19/2010 Wednesday

Peak Hour Detail



0015 5/19/2010 Wednesday

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BLANKENSHIP RD @ TANNIER DR 1600-1800 WEST LINN, OR V11KG 10-020 LOCATION: CITY: FILENAME:

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Page 1

BLANKENSHIP RD @ TANNIER DR 1600-1800 WEST LINN, OR V11KG 10-020

LOCATION: CITY: FILENAME:

Peak Hour Detail

0015 5/19/2010 Wednesday

Site: Date:

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WWW.TRAFSTATS.COM OFFICE 503.646.2942

BLANKENSHIP RD @ TANNIER DR 1600-1800 WEST LINN, OR V11KG 10-020

LOCATION: CITY: FILENAME:

Site: Date:

0015 5/19/2010 Wednesday

Factor 0.89 Factor 0.54 209 2 296 134 4 474 114 Factor 0.84 142 Peak Hour Diagram 144 10 Peak Hour Detail Peak Start 5:00 PM Volume 1113 Factor 0.88 54 Factor 0.78 Factor 0.87 84 2 146 25 341 **ЯЗ ІИИАТ** RETAIL DRIVEWAY 306 53 BLANKENSHIP 366 0 North Factor 0.86 Factor 0.82



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7.	Lot Line Adjustment	Review
8.	Conclusion	Lot Line Adjustment
9.	Exhibits	Lot Line Adjustment

ATTACHMENTS

Materials Board

Transportation Impact Analysis

Stormwater Report

To

City of West Linn Planning and Building Department

For

Willamette 205 Corporate Center Phase II

Submitted

June 30, 2006

Re-Submitted

August 22, 2006

Project Number 2060016.00



1. PROJECT SUMMARY

Applicant: West Linn Corporate Park II, LLC

1800 Blankenship Rd. West Linn, OR 97068

Owner: West Linn Corporate Park II, LLC

1800 Blankenship Rd. West Linn, OR 97068

Representative: Group Mackenzie

PO Box 69039 Portland, OR 97239

Contact: Rhys Konrad/Matt Butts

(503) 224-9560

Cross Streets: Tannler Drive and Blankenship Road

Tax Lot of Site: 2S 1E 35C Tax Lots 100, 102, 200

Site Area: 10.71 Acres (466,597 SF)

11.3 Acres (494,136 SF) Adjusted

Zoning: OBC – Office-Business Center

Requests: Class II Design Review

Lot Line Adjustment

Code Chapters

Addressed: Chapter 55 Design Review

Chapter 85.210 Lot Line Adjustment



2. INTRODUCTION

West Linn Corporate Park II, LLC is proposing to develop a three-building office complex on the 10.71-acre vacant site located on the northwest corner of Blankenship Road and Tannler Drive. More specifically, the site comprises tax lots 100, 102, and 200 of Map 2S1E35C.

The site is zoned OBC – Office Business Center, and the proposed office use is permitted outright in this zone. The proposed development will adjoin the existing Willamette Corporate Center to the west of the subject site (i.e., tax lot 801). The subject site in combination with the site directly to the east, remain as two of the most prominent vacant office sites due to their close proximity to I-205.

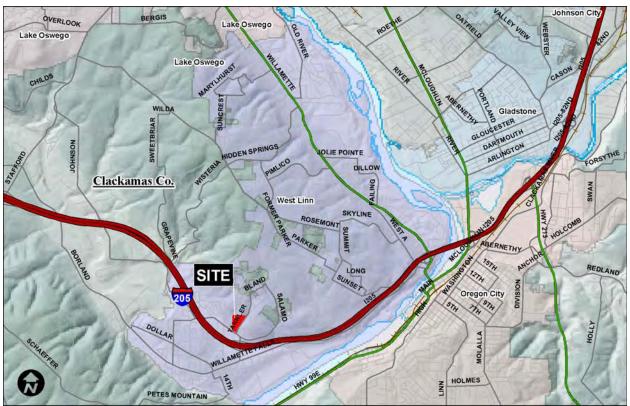
In addition to the three office buildings proposed, a multi-story terraced parking structure is proposed to house the parking associated with the proposed project and limit the amount of surface parking. Drive aisles and pedestrian walkways connect the adjacent site to the west creating a complete corporate center. This will provide increased employment opportunities and expand the City's economic potential, which is the intent of the OBC zone.

After additional neighborhood meetings and a follow up meeting with city staff, the site has been redesigned to further consolidate the proposed development on the southern portion of the site and save all significant trees located on the site. The following chart specifically identifies the changes as a result of the revised design:

Revised Site Data						
Standard	June 30th Submittal	Proposed				
Site Area	494,136 SF (Adjusted)	494,136 SF (Adjusted)				
Lot Coverage	33%	28%				
Building Height	45'/55'	45'/55'				
Landscaping	46%	67%				
Auto Parking Spaces	917	835				
Bicycle Parking Spaces	150	145				

This application proposes a Type II Design Review approval for a three-building office development including the parking structure, and a Lot Line Adjustment with the property to the west of the site to accommodate the parking structure.





Vicinity Map

CURRENT SITE CONDITIONS

Existing Development

The site is currently vacant. The topography of the site slopes from the northeast to the southwest of the site, including some areas over 25%. As defined by the City Code, lands over 25% are considered to be Type I or II lands. The attached site analysis plan (Sheet C1.0) shows the total Type I and II lands based upon evaluation of a site survey for the property.

In addition to some steep slopes, the site contains several trees, with a majority of them located on the northerly one-third of the site. Several of the trees have been deemed significant (mainly the Oaks in the northern portion of the site) by Mike Perkins, City Arborist, while the remaining trees are comprised of non-significant species. As is shown on the tree survey (Sheet C1.1), the trees in the northern portion of the site are scattered throughout.

No significant natural resources, as is shown on the attached exhibits (E and F), exist on the subject site. In addition, nothing is shown on Metro's most recent (March 2005) Goal 5 inventory for the subject site (see Exhibit F) or on the City's most recent (June 2006) Goal 5 inventory maps (see attached).



Surrounding Development

Surrounding development includes the following:

• West: Two-building office complex

(Zoned OBC - Office Business Center)

North: Single-family residential and condominiums

(R-10 - low density residential and R-2.5 - medium/high multi-family

residential)

East: Vacant land (Proposed Tannler East Project)

(Zoned OBC – Office Business Center)

• South: Commercial development

(Zoned GC - General Commercial)

All adjacent sites, except for the northern abutting, are zoned for uses similar to the proposed development. As such, the proposed development for professional and administrative uses (permitted outright in the OBC zone) will be situated on the lower half of the site, which creates a buffer between the adjacent residential uses to the north.

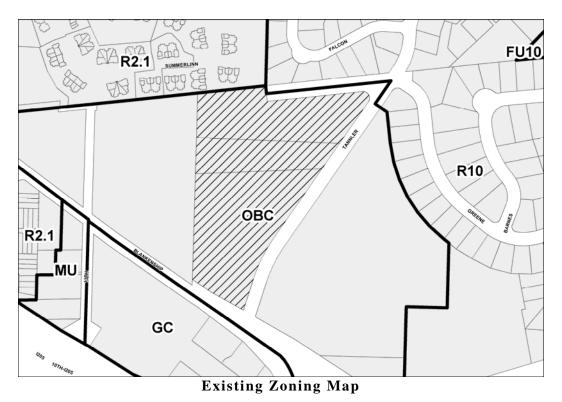
Streets

The site is located at the northwest corner of Blankenship Road and Tannler Drive, both collector streets, just north of the 10th street interchange with I-205. ODOT controls the portion of Blankenship Road fronting the south side of the site.



Aerial Map







3. PROPOSED SITE DEVELOPMENT

BUILDING

The proposed use on the site is a three-building office complex, totaling approximately 289,935 SF, and parking structure. While the construction of the three buildings and parking structure will occur separately over time, this application requests Design Review approval of all structures proposed. A market analysis prepared by Norris Beggs and Simpson for the second quarter of 2006 is attached as Exhibit Q. The study notes that the vacancy in the suburban office market is reducing, and specifically the amount of Class A Office space is at a shortage. Please see the attached building plans for more detail (Sheets A1.0 – A3.7).

SITE IMPROVEMENTS

The proposed site improvements with this application include all the necessary grading, utility, and other improvements needed for the development of the site. Due to the sloped nature of the site, retaining walls are proposed throughout the site of which the exact location and height are shown on Sheet C3.1. Treatment of retaining walls includes a matching stone pattern similar to the base of the buildings and landscaping draping over the tops. Code requires a minimum of 828 and a maximum of 911 off-street parking spaces under the Office Use category for 289,935 SF of building area. Proposed parking consists of 79 surface parking stalls near the buildings, and a parking structure containing 756 spaces to accommodate the remaining required parking for a total of 835 spaces. All proposed parking meets all of the parking and circulation development standards in the Code for the proposed zone.

In addition to the buildings and parking structure proposed, 67% (331,056 SF) of the total site is proposed to be landscaped and/or left as open space. Specifically, of the total 7.6 acres of the site to be landscaped, 51% of the site or 5.8 acres (not including Greene Street right-of-way) is proposed to remain as undisturbed natural open space which will provide a natural buffer for adjacent residential neighbors.

As mentioned above, drive aisles and pedestrian connections are proposed to connect the existing adjacent office development with the subject site as is shown on Sheet C2.2.

The proposed site improvements necessary for the proposed development require the removal of several of the existing trees on the site. As shown on Sheet C1.1, the trees that front Tannler Drive will be removed due to the development of public frontage improvements required by the City, which include a sidewalk and planter strip along Tannler Drive. The applicant has proposed to construct a curb-tight sidewalk for the portion of Tannler Drive to the north of the proposed access, which will enable the preservation of the existing trees to the north of the proposed access. In addition the landscape trees associated with the existing development to the west will be removed due to the development of the site. All trees proposed to be removed due to public improvements and the proposed development will be replaced as a part of the site landscaping associated with this application and shown on Sheet L1.0.

The trees in the northern portion of the site have the best chance of preservation, as is identified in the attached arborist report (Exhibit G). The project arborist has identified



53 trees located on the northern portion of the site, of which many are assumed to be significant based upon preliminary meetings with the City Arborist. It appears from the site survey that tree #53 is located on the adjacent property. Of the 53 trees located in the northern portion of the site, 3 are identified as hazardous (10, 13, and 53b) and 3 have major defects or problems. Tree #53b is proposed to remain; however, as it is identified as a hazard it may need to be removed at a later date if determined to remain hazardous. All additional significant trees, whether identified as hazardous or having major defects or problems, will remain as a result of the redesign effort, which consolidates the development to the southern most portion of the site.

Tree #53, while located on the adjacent property, was included in the attached arborist report and was identified as a hazard as it, "pose[s] an unacceptable risk to the users of that property and to the project site." The adjacent property owner will be applying for a tree removal permit in accordance with the Municipal Code at a later date to remove tree #53.

SITE LAYOUTS

As the attached exhibits demonstrate, numerous site layouts have been attempted and evaluated to minimize the loss of significant trees on the subject site. A few of the design schemes are attached (Exhibit H) to generally explain how the design has been approached.

The first two scenarios (Options A and B) show a traditional office complex development with three or four buildings proposed and surface parking, much like the existing office development to the west. The amount of building square footage is not uncommon for the size of the site as is shown in the Floor Area Ratio (FAR) Case Study below. The average square footage and FAR for suburban office developments associated with the FAR Case Study exceed what is proposed with this application.

Options C and D propose a scheme similar to the one associated with our application, except that an additional building is shown on the upper portion of the site for Option C. Several of the significant trees located in the northern portion of the site are affected with the proposed layouts. Although fewer trees are impacted with these options, Building D is positioned in the upper portion of the site adjacent to the existing residential homes. In addition, this option includes the improvement of Green Street, which would further impact the adjacent homes.

The revised, proposed development has taken into great consideration the adjacent residential uses and views impacted by the development of the subject site. As is shown on the attached site plan, the proposed development provides a large buffer of natural open space between the adjacent residential homes. In addition to situating the development on the lower portion of the site, and as shown in the study below, the scale of the proposed development does not exceed what is common for suburban office development.



FAR CASE STUDY

A case study of similar suburban office developments has been completed to demonstrate that the proposed development is not overbuilt in terms of the floor to area ratio (FAR).

FAR Case Study for Suburban Office Developments							
Address	Square Footage	Site Size (Acres)	FAR				
4800 Meadows Road	125,000	3.74	0.77				
Tigard Triangle	285,000	12.49	0.52				
4949 Meadows Road	125,340	5.0	0.58				
Kruse Woods V	190,000	5.84	0.75				
Average Development	181,335	6.77	0.66				
Proposed Development	289,935	11.3	0.58				

The average FAR for the referenced office projects is 0.66. In addition, the projects mentioned above nearly all have a FAR higher than the proposed development. The FAR of the proposed development is approximately 0.58. Based on the above information, at a FAR of .66:1 and a site size of 11.3 acres, approximately 325,000 SF of office would be reasonable for this size of site from a design and economic standpoint.

The adjacent residential neighbors are concerned with preserving natural resources and views. This is largely addressed by consolidating the proposed development on the lower half of the site by providing structured parking – instead of consuming the site with surface parking. In addition, a 5.8 acre buffer of natural landscape is provided at the north of the site. Of the total 11.3-acre site (494,136 SF), 67% will either be landscaping or preserved natural open space. This results in only 33% or 3.73 acres of the 11.3-acre site proposed to be developed with this application.



4. COMPLETENESS RESPONSE

This section details changes that have been made in response to the July 14, 2006 letter of incompleteness for the proposed Willamette 205 Corporate Center (DR 06-24), attached as Exhibit M. A follow up meeting with staff to discuss specific issues pertaining to the application was held on July 24, 2006. As a result of staff's concerns and those of the surrounding neighborhood, an extensive redesign of the site has been conducted. The revised plans address all of the completeness items as is outlined below.

1. Phasing

Revised language has been incorporated into the following submittal which clarifies that the project will be constructed in phases, while this application requests Design Review approval for the project as a whole.

2. *Permission for connections from adjacent property owner*

A letter from the adjacent property owner authorizes the proposed connections. See Exhibit N.

3. Community development code 21.070(A)(5).

Discussions with staff have concluded that the maximum setback requirement along Blankenship Road does not apply, as Blankenship is not designated an Arterial. Please see the attached email (Exhibit O).

4. CDC Chapter 33 and CDC 55.100(I)(2)

The attached Stormwater Report identifies the approval criteria and addresses how an above-ground system is impractical.

5. *CDC Chapter 46*

All approval criteria are identified in Section 5 below.

6. CDC Chapter 52

No building signage is proposed with this application, although it has been noted that there will be a maximum height of 25' for all future building signage. A monument sign is proposed similar to the previous application as is shown on Sheet C2.2.

7. *CDC Chapter 54*

All approval criteria are identified in Section 5 below.

8. *CDC 55.100(B)(2)*

As a result of staff's comments and the concerns of the surrounding neighbors, the site has been redesigned. This application proposes to save all significant trees located on the site, meeting this requirement. Please see the revised site plan (Sheet C2.1).

9. CDC 55.100(B)(3)

The height and location of all proposed retaining walls necessary for the construction of the site are shown on the attached site plan. In addition the proposed grades for the site are shown on the grading plan and in the attached elevation. (See Sheet C3.1)



10. CDC55.100(B)(6)(i)

Building A as it relates to Blankenship Road, including the proposed improvements is shown on the attached plan set. A specific elevation has been attached with this application, which identifies the proposed pedestrian connection from Blankenship to the building with associated improvements (See Exhibit C).

11. CDC 55.100 (B)(7)(a) and (f)

The revised site plan provides a pedestrian connection from Blankenship Road to the entrance of Building A, meeting this requirement.

12. CDC 55.100(D)(3)

A noise analysis has been provided with this application as Exhibit J.

13. CDC 55.100(I)(1)

A transportation analysis has been included with this application as Attachment 1. A copy of this analysis has been forwarded to Sonya Kazen of ODOT as requested.

14. CDC Chapter 75

This revised application has removed the request for a Type II Variance, as all significant trees are proposed to be saved with the new site plan.

TRANSPORTATION ISSUES

Attendance at the Tannler East Planning Commission and City Council Hearings has brought specific attention to transportation issues associated with the proposed development. Unlike the Tannler East application, traffic mitigation proposed for the Willamette 205 Development retains left turns into the commercial site to the south. abcdBecause the status of Tannler East is unknown at this time, the TIA presents mitigation strategies with or without Tannler East developing. Additionally, the 2015 traffic analysis prepared for the Tannler East development was reviewed to ensure transportation planning consistency. Findings and conclusions presented in Tannler East analysis accurately address 2015 conditions and are consistent with findings presented in the TIA. Further, because the proposed Willamette 205 Corporate Center development is consistent with the comprehensive plan designation, it is concluded additional 2015 analysis is not necessary.

Existing right-of-way widths necessary for the proposed mitigation efforts are sufficient enough to accommodate the proposed mitigation methods. Specifically, the worst-case scenario mitigation is listed below as is shown on the attached aerial (Exhibit P):

Proposed Mitigation for Tannler East

- Stripe a 150' left-turn lane southbound on Tannler at Blankenship.
- Modify the Salamo approach to 10th Avenue to provide a shared through/left lane and split phasing at the signal.
- Install a signal at Tannler/Blankenship and stripe a 150' left-turn lane

Additional Mitigation for First Willamette 205 Building

- Add a second eastbound right-turn lane on Blankenship at 10th Avenue. Adjust the Blankenship/Salamo/10th signal to provide more AM green time to Salamo and increase the westbound left-turn lane storage to 300'.



• Increase the storage from 150' to 350' for the southbound left-turn lane on Tannler at Blankenship.

Additional Mitigation for all Three Willamette 205 Buildings

- Stripe two through lanes on 10th between the I-205 ramps (requires pavement widening).
- Add a second 150' northbound through lane on 10th at the southbound I-205 ramps.
- Add a westbound right-turn lane on Blankenship at Tannler (provides second receiving lane).
- Re-stripe northbound 10th Avenue to a shared left/right lane at Blankenship.

Other Traffic Concerns in the area

- As is stated above, the proposed mitigation allows the existing left-turn into the commercial development to the south with the addition of a new signal at Tannler and Blankenship.
- As was discussed in previous discussions with the City and neighborhood groups, the applicant proposes to restrict the access from Tannler into the site to prohibit left-out movements. This restriction will eliminate trips associated with the proposed development from entering adjacent residential areas. completeness concerns



CLASS II DESIGN REVIEW

The following addresses the approval criteria identified in Chapter 21 Office Business Center, OBC of the West Linn Development Code:

21.010 PURPOSE

The purpose of this zone is to provide for groups of business and offices in centers, to accommodate the location of intermediate uses between residential districts and areas of more intense development, to provide opportunities for employment and for business and professional services in close proximity to residential neighborhoods and major transportation facilities, to expand the City's economic potential, to provide a range of compatible and supportive uses, and to locate office employment where it can support other commercial uses. The trade area will vary and may extend outside the community. This zone is intended to implement the policies and criteria set forth in the Comprehensive Plan.

Response: The proposed development is for a three-building office complex in the OBC zone. Existing surrounding development is comprised of adjacent residential and commercial uses. The proposed development will provide employment opportunities and business and professional services for the West Linn area in conjunction with the purpose of this zone. The proposed development provides an excellent opportunity for professional services to locate to West Linn due to one of the largest amenities of the site, close proximity and easy access to the site from I-205. This opportunity provides a great potential to expand the City's economy and employment. The proposed project strongly supports the purpose of the OBC zone.

21.030 PERMITTED USES

The following uses are uses permitted outright in this zone:

11. Professional and administrative services

Response: The proposed professional and administrative uses associated with the proposed office development are permitted outright in the OBC zone. This standard is met.

21.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED OUTRIGHT AND USES PERMITTED UNDER PRESCRIBED CONDITIONS

A. Except as may be otherwise provided by the provisions of this Code, the following are requirements for uses within this zone:

Response: These standards are met as shown below:

Site Data			
Site Area (Adjusted)	494,136 SF		
Parking Structure Footprint	65,285 SF		
Building Footprint	74,410 SF		
Total Building Footprint	139,695 SF		
Gross Floor Area	289,935 SF		



Applicable Development Standards (Commercial/Retail Use)					
Standard	Requirement	Provided			
Minimum Front Lot Line Length	35'	More than 35'			
Average Minimum Lot Width	35'	More than 35'			
Average Lot Depth	No less than 90'	Greater than 90'			
Minimum Building Setbacks					
Front	0,	28.5'			
Side – Interior Side Yard	7.5'	28'			
Side – Abutting a Street	15'	20'			
Rear	25'	299′			
Abutting an Arterial	20' maximum	N/A			
Maximum Lot Coverage	50%	28%			
Maximum Height (see note below)	45'/55'	55'			
Landscaping	20% of gross site area	67%			
Auto Parking Spaces	(1/350 gross SF)	835			
Bicycle Parking Spaces	0.5 spaces per 1000 SF	145			

Note: The criterion for maximum building height is found in Section 21.070, A.7:

The maximum building height shall be two and one-half stories or 35 feet for any structure located within 50 feet of a low or medium density residential zone and three and one-half stories or 45 feet for any structure located 50 feet or more from a low or medium density residential area.

The proposed structures on the subject site are more than 50' from the adjacent residential lots. As such, the maximum height for the site is 45'.

The definition of "building height" is found in Section 02.030 of the Code:

<u>Building Height</u>. The vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:

The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above lowest grade; or an elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described above is more than 10 feet above lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building.

Based on the definition of building height, when the adjacent sidewalk or ground surface adjacent to the building is more than 10' above lowest grade, an elevation 10' higher than the lowest grade is used as the base point for measuring height. As the subject site is sloped significantly, there is more than 10' of grade change from the south side to the north side of the proposed buildings.

Thus, the definition of building height allows the proposed structure's maximum height to be 55'. The proposed building heights vary between 45' on the high sides and 55' on the low sides as is permitted with the definition stated above. The proposed parking structure is terraced up the hill with a maximum height of approximately 35' on the south side and 3.5' on the north side, as the parking is almost on grade. This standard is met.



6. DESIGN REVIEW STANDARDS

This section addresses the applicable Design Review standards of Chapter 55.100 of the Code.

55.100 APPROVAL STANDARDS

A. The provision of the following chapters shall be met.

Response: Standards in the chapters identified below have been reviewed and incorporated into the accompanying plans as applicable.

1. Chapter 33, Storm Water Quality and Detention

Response: Please see the attached Stormwater Report. The standards of this chapter are met.

2. Chapter 34, Accessory Structures

Response: No accessory uses are proposed with this application. This chapter does not apply.

3. Chapter 38, Additional Yard Area Required

Response: All setbacks required in the OBC zone are met with this application. This chapter does not apply.

4. Chapter 40, Building Height Limitations and Exceptions

Response: The proposed building height is in compliance with the dimensional standards set forth in the OBC zone. Please see Section 4 above.

5. Chapter 42, Clear Vision Areas

Response: The subject site is a corner lot with a right-of-way width greater than 24'. As such, the appropriate clear vision triangle has been provided along the intersection of Tannler Drive and Blankenship Road. The standards of this chapter have been met.

6. Chapter 44, Fences & Screening Outdoor Storage

Response: No outdoor storage or fences are proposed with this application. This chapter does not apply.

7. Chapter 46, Off-Street Parking and Loading

46.150 Design and Standards

The following standards apply to the design and improvement of areas used for vehicle parking, storage, loading, and circulation:

- A. Design Standards:
- 1. "One standard parking space" means a minimum for a parking stall of 8 feet in width and 16 feet in length. These stalls shall be identified as "compact." To accommodate larger cars, 50 percent of the required parking spaces shall have a minimum dimension of 9 feet in width and 18 feet in length (9 X 18).

Response: As is shown on the attached site plan (Sheet C2.1), 835 parking spaces are proposed, of which 348 are "compact" (8'x16'), and 480 are "standard" (9'x18') spaces. This standard is met.



2. Disabled parking and maneuvering spaces shall be consistent with current federal dimensional standards and Section 46.150(B) and placed nearest to accessible building entryways and ramps.

Response: All proposed disabled parking spaces associated with the proposed development are consistent with all applicable dimensional standards. This standard is met.

3. Parking spaces located in the public right-of-way that require backing movements or other maneuvering within a street or right-of-way are permitted with City Engineer approval as is in the case of Willamette Falls Drive parking facilities.

Response: This standard does not apply.

4. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.

Response: All proposed service and access drives have been designed to accommodate internal circulation and connectivity to ensure safe and efficient access to and from the site. In addition ADA accessible connections have been provided to all proposed buildings and through the parking structure. This standard is met.

5. Each parking and/or loading space shall have clear access, whereby the relocation of other vehicles to utilize the parking space is not required.

Response: All parking areas have been designed so that no double stacking areas exist. In addition all loading spaces have clear access to the proposed buildings as is shown on the attached site plan (Sheet C2.0). This standard is met.

6. Except for single and two-family residences, any area intended to be used to meet the offstreet parking requirements as contained in this chapter shall have all parking spaces clearly marked using a permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.

Response: All areas proposed to be used for parking and drive aisles will be marked with a permanent paint and directional signage to facilitate safe circulation through the site. This standard is met.

7. Except for residential parking, and parking for public parks and trailheads, at least 50 percent of all areas used for the parking and/or storage and/or maneuvering of any vehicle, boat and/or trailer shall be improved with asphalt or concrete surfaces according to the same standards required for the construction and acceptance of city streets.

Response: All proposed parking areas will be paved with asphalt. This standard is met.

9. Access drives from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrian and vehicular traffic on the site. The number of access drives shall be limited to the minimum that will allow the property to accommodate and service the anticipated traffic. Access drives shall be clearly and permanently marked and defined through use of rails, fences, walls, or other barriers or markers on frontage not occupied by service drives.

Response: The proposed access drive from Tannler Drive, and proposed connections to the existing development ensure safe and efficient will be provided on the site with the proposed development. In addition pedestrian walkways and connections have been provided to circulate pedestrians throughout the site,



including specific ADA pathways. The proposed access drive from Tannler is easily identifiable with the proposed improvements associated with the development, and the construction of a standard commercial driveway apron. This standard is met.

10. Access drives shall have a minimum vision clearance as provided in Chapter 42, Clear Vision Areas.

Response: The subject site is a corner lot with a right-of-way width greater than 24'. As such, the appropriate clear vision triangle has been provided along the intersection of Tannler Drive and Blankenship Road. This standard is met.

11. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least 4 inches high located 2 feet back from the front of the parking stall. Alternately, landscaped areas or sidewalks adjacent to the parking stalls without wheel stops shall be two feet wider.

Response: No wheel stops are proposed for the associated on-site parking. The adjacent landscaped or sidewalks adjacent to the proposed parking areas have been increased in width as is shown on the attached site plan (Sheet C2.0). This standard is met.

12. Off-street parking and loading areas shall be drained in accordance with plans and specifications approved by the City Engineer. Storm drainage at commercial sites may also have to be collected to treat oils and other residue.

Response: As is shown on the attached utility plan, all stormwater associated with parking and loading areas will be treated by water quality and detention methods prior to its connection to the City's system. This standard is met.

13. Artificial lighting on all off-street parking facilities shall be designed to deflect all light downward away from surrounding residences and so as not to create a hazard to the public use of any road or street.

Response: The proposed site lighting associated with this application is designed to deflect light downward away from the northerly abutting residences as is shown on the attached lighting models (See Exhibit K). This standard is met.

17. The parking area shall have less than a five percent grade. No drainage across adjacent sidewalks or walkways is allowed.

Response: All proposed parking areas have a grade no greater than 5%. No drainage across adjacent sidewalks or walkways is proposed. This standard is met.

18. Commercial, office, industrial, and public parking lots may not occupy more than 50 percent of the main lot frontage of a development site.

Response: The main lot frontage associated with the proposed development is along Blankenship, and no proposed parking occurs along the main frontage property line. This standard is met.

19. Areas of the parking lot improved with asphalt or concrete surfaces shall be designed into areas of 12 or less spaces through the use of defined landscaped area.

Response: Parking areas proposed with this application are designed by one of the approved arrangements, and are separated with the use of landscaping (See Sheet L1.0). This standard is met.

20. Pedestrian walkways shall be provided in parking areas having 20 or more spaces. Walkways or sidewalks shall be constructed between major buildings/activity areas (an example in multi-family housing: between recreation center, swimming pool, manager's office, park or open space areas, parking lots, etc.) within a development, between adjacent developments and the new development, as feasible, and between major buildings/activity areas within the development and adjacent streets and all adjacent transit stops. Internal parking lot circulation and design should maintain ease of access for pedestrians from streets and transit stops. Walkways shall be constructed using a material that visually contrasts with the parking lot and driveway surface. Walkways shall be further identifiable to pedestrians and motorists by grade separation, walls, curbs, surface texture, (surface texture shall not interfere with safe use of wheelchairs, baby carriages, shopping carts, etc.) and/or landscaping. Walkways shall be six feet wide. The arrangement and layout of the paths shall depend on functional requirements.

Response: Pedestrian walkways are provided on the site from Tannler Drive, Blankenship Road, and to the existing development to the west. In addition specific connections which cross drive aisles will be marked with scored concrete and striped. This standard is met.

21. The parking and circulation patterns are easily comprehended and defined. The patterns shall be clear to minimize traffic hazards and congestion and to facilitate emergency vehicles.

Response: The parking and vehicle circulation areas associated with the proposed development provide accessible traffic patterns for emergency vehicles by providing numerous access points and internal circulation in combination with the adjacent site. This standard is met.

22. The parking spaces shall be close to the related use.

Response: The proposed parking spaces are located as close to the proposed buildings as is possible, considering the slopes of the existing site. This standard is met.

- B. Accessible Parking Standards for Persons With Disabilities: If any parking is provided for the public or visitors, or both, the needs of the people with disabilities shall be based upon the following standards or current applicable federal standards, whichever is more stringent:
- 1. Minimum number of accessible parking space requirements:

Response: The proposed 289,935 SF of building requires a minimum of 828 spaces. As such 2% of the required minimum (or 17 spaces) are required to be accessible. As is shown on the attached site plan, 19 accessible spaces have been provided. This standard is met.

2. Location of parking spaces. Parking spaces for the individual with a disability that serve a particular building shall be located on the shortest possible accessible circulation route to an accessible entrance to a building. In separate parking structures or lots that do not serve a particular building, parking spaces for the persons with disabilities shall be located on the shortest possible circulation route to an accessible pedestrian entrance of the parking facility.

Response: All proposed accessible parking spaces are provided nearest the building entrances, or in the case of the spaces within the parking structure, nearest the ADA walkways. This standard is met.

3. Accessible parking space and aisle shall meet ADA vertical and horizontal slope standards.



Response: All accessible parking spaces and aisles meet the ADA standards. This standard is met.

5. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide. The van stall shall have an adjacent 8-foot wide aisle. All other accessible stalls shall have a 6-foot wide aisle. Two vehicles may share the same aisle if it is between them. The vertical clearance of the van space shall be 96 inches.

Response: A total of 19 ADA spaces have been provided on the site. A total of nine access aisles have been provided to serve the 19 spaces, exceeding the above requirement. This standard is met.

- D. Bicycle Facilities and Parking:
- 1. Provisions shall be made for pedestrian and bicycle ways if such facilities are shown on an adopted plan.

Response: Provisions have been provided for pedestrian and bicycle paths, see Sheet C2.2. This standard is met.

2. Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or secure stationary racks which accommodate bicyclist's locks securing the frame and both wheels. The bicycle parking shall be no more than 50 feet from the entrance to the building, well lit, observable, and properly signed.

Response: A total of 144 bicycle parking spaces are required with this application. As the subject site is sloped heavily, the requirement for the total number of bicycle spaces may be unrealistic to the actual usage. Nonetheless 145 bicycle parking spaces have been provided for the subject site. 23% of the total required spaces have been provided within 50 from the entrance to the buildings, of which all are covered. The remaining 112 spaces have been provided for in the parking structure, or which 80 are covered. This standard is met.

3. Bicycle parking must be provided in the following amounts:

Response: The proposed commercial office development requires 2, or 0.5 spaces per 1000 gross SF, whichever is greater; and 10 % to be covered. As is shown on the attached site plan, 145 spaces have been provided of which 113 or 78% are covered. This standard is met.

E. Office or industrial developments shall be allowed a 10 percent reduction in the number of required parking spaces when the property owner agrees to a demand management program that includes three or more of the following measures:

Response: A reduction in the number of required spaces is not proposed with this application. This standard does not apply.

8. Chapter 48, Access

Response: Access to the subject site is proposed from Tannler Drive, as well as by connecting to the existing development to the west. All proposed access driveways meet the minimum dimensional standards (see the site plan C2.0). The standards of this chapter have been met.

9. Chapter 52, Signs

Response: The standards of this chapter have been met as shown on the attached sign plan (see Sheet C2.2).



10. Chapter 54, Landscaping

54.020 Approval Criteria

A. Every development proposal requires inventorying existing site conditions which include trees and landscaping. In designing the new project, every reasonable attempt should be made to preserve and protect existing trees and to incorporate them into the new landscape plan. Similarly, significant landscaping (e.g., bushes, shrubs) should be integrated. The rationale is that saving a 30-foot tall mature tree helps maintain the continuity of the site, they are qualitatively superior to two or three 2-inch caliper street trees, they provide immediate micro-climate benefits (e.g., shade), they soften views of the street, and they can increase the attractiveness, marketability, and value of the development.

Response: The attached existing conditions plan shows all existing trees located on the site. The proposed development includes the removal of several of the existing trees due to the slopes of the site (specifically the trees located along Tannler Drive) and the existing landscape trees planted with the existing development to the west. All trees proposed to be removed will be replaced with the new landscaping as is shown on Sheet L1.0. This standard is met.

B. To encourage tree preservation, the parking requirement may be reduced by one space for every significant tree that is preserved in the parking lot area for a maximum reduction of 10 percent of the required parking. The City Parks supervisor or arborist shall determine the significance of the tree and/or landscaping to determine eligibility for these reductions.

Response: No significant trees, as identified by the City Arborist are proposed to be removed. This standard does not apply.

- C. Developers must also comply with the Municipal Code chapter on tree protection.

 Response: Compliance with the tree protection section of the Municipal Code is demonstrated by the proposed development. This standard is met.
- D. **Heritage trees.** Heritage trees are trees which, because of their age, type, notability, or historical association are of special importance.

Response: No heritage trees are located on the subject site. This standard does not apply.

- *E. Landscaping by type, location and amount.*
- 2. Non-residential uses. A minimum of 20 percent of the gross site area shall be landscaped. Parking lot landscaping may be counted in the percentage.

Response: As is shown on the attached Site Plan (Sheet C2.0), a total of 331,056 SF or 67% of the site is proposed to be landscaped. This standard is met.

- 3. All uses (residential uses [non-single family] and non-residential uses):
- a. The landscaping shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area. There shall be one shade tree planted for every eight parking spaces. These trees shall be evenly distributed throughout the parking lot to provide shade. Parking lots with over 20 spaces shall have a minimum 10 percent of the interior of the parking lot devoted to landscaping. Pedestrian walkways in the landscaped areas are not to be counted in the percentage. The perimeter landscaping, explained in Section 54.020(E)(3)(d), shall not be included in the 10 percent figure.

Response: The proposed parking areas include trees that will provide shade for the parking area in conformance with the above standard. In addition, 28 % of the



parking area is proposed to be landscaped, excluding the perimeter landscaping. This standard is met.

b. The landscaped areas shall not have a width of less than five feet.

Response: All proposed landscape areas are no less than five feet. This standard is met.

The soils, site, proposed soil amendments, and proposed irrigation system shall be appropriate for the healthy and long term maintenance of the proposed plant species.

Response: The proposed landscape improvements and associated irrigation system will ensure a long-lasting effect for the subject site. This standard is met.

- d. A parking, loading, or service area which abuts a street shall be set back from the right-ofway line by perimeter landscaping in the form of a landscaped strip at least 10 feet in width. When a parking, loading, or service area, or driveway is contiguous to an adjoining parcel, there shall be an intervening five-foot wide landscape strip. The landscaped area shall contain:
- 1) Street trees spaced as appropriate to the species, not to exceed 50 feet apart on the average;
- 2) Shrubs, not to reach a height greater than three feet six inches, spaced no more than five feet apart on the average; or,
- 3) Vegetative ground cover such as grass, wild flowers, or other landscape material to cover 100 percent of the exposed ground within two growing seasons. No bark mulch shall be allowed except under the canopy of low level shrubs.

Response: The proposed landscaping spacing and materials proposed will cover the ground of the subject site within two growing seasons. This standard is met.

e. If over 50 percent of the lineal frontage of the main street or arterial adjacent to the development site comprises parking lot, the landscape strip between the right-of-way and parking lot shall be increased to 15 feet in width and shall include terrain variations (e.g., 1-foot high berm) plus landscaping. This extra requirement only applies to one street frontage.

Response: The subject site does not front on a main street or arterial. This standard does not apply.

f. A parking, loading, or a service area which abuts a property line shall be separated from the property line by a landscaped area at least five feet in width and which shall act as a screen and noise buffer and the adequacy of the screen and buffer shall be determined by the criteria set forth in Section 55.100(C) and (D) except where shared parking is approved under Section 46.040. (ORD. 1408)

Response: No parking areas are proposed to abut a property line. This standard does not apply.

g. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.

Response: All parking areas not used for parking, maneuvering, or circulation are landscaped as is shown on Sheet L1.0. This standard is met.

h. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation.



Response: The proposed landscape does not obstruct lines of sight for safe traffic movements. This standard is met.

i. Outdoor storage areas, service areas (loading docks, refuse deposits, and delivery areas), and above-ground utility facilities shall be buffered and screened to obscure their view from adjoining properties and to reduce noise levels to acceptable levels at the property line. The adequacy of the buffer and screening shall be determined by the criteria set forth in Section 55.100(C)(1).

Response: The proposed trash enclosures are proposed to be screened using a concrete or masonry material similar in color and texture to the proposed buildings. This standard is met.

j. Crime prevention shall be considered and plant materials shall not be located in a manner which prohibits surveillance of public and semi-public areas (shared or common areas).

Response: The proposed landscaping and plant materials do not adversely affect the safety of the site in terms of security. This standard is met.

k. Irrigation facilities shall be located so that landscaped areas can be properly maintained and so that the facilities do not interfere with vehicular or pedestrian circulation.

Response: The proposed irrigation will be located so as to affectively enhance the proposed landscape improvements associated with this application, and will not affect the on-site circulation. This standard is met.

- l. For commercial, office, multi-family, and other sites, the developer shall select trees that possess the following characteristics:
- 1) Provide generous "spreading" canopy for shade.
- 2) Roots do not break up adjacent paving.
- 3) Tree canopy spread starts at least six feet up from grade in, or adjacent to, parking lots, roads, or sidewalks unless the tree is columnar in nature.
- 4) No sticky leaves or sap dripping trees (no honey dew excretion).
- 5) No seed pods or fruit bearing trees (flowering trees are acceptable).
- *Disease resistant.*
- 7) Compatible to planter size.
- 8) Drought tolerant unless irrigation is provided.
- 9) Attractive foliage or form all seasons.

Response: All proposed landscape materials comply with the above-mentioned criteria as shown on the landscape plan. This standard is met.

n. Plant materials (shrubs, ground cover, etc.) shall be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage, staggered flowering periods, and avoidance of nuisance plants (Scotch broom, etc.).

Response: All proposed landscape materials comply with the above standards.

- 11. Chapter 55 Design Review
- *55.100.B. Relationship to the natural and physical environment.*
- 1. The buildings and other site elements shall be designed and located...

Response: No City designated Heritage Trees are located on the site. This standard is not applicable.

2. All heritage trees, as defined in the Municipal Code...



a) Non-residential and residential projects on Type I and Type II lands shall protect all heritage trees and all significant trees and tree clusters by either the dedication of these areas or establishing tree conservation easements. Development of Type I and II lands shall require the careful layout . . .

Response: The attached site tree survey plan (Sheet C1.1) provides documentation of all existing trees assumed to be deemed significant, based upon a preliminary meeting with the City Arborist and the attached tree inventory and arborist report prepared by Steve Goetz (Exhibit G). The project arborist identifies the trees in the northern most portion of the site (54 trees) as having the best chance for preservation. A 10' drip line buffer has been placed around each tree which delineates the area for non-disturbance. The area on the site determined to be Type I and II lands, per the City definition, has also been identified on the site plan (i.e., 96,793 SF). As is stated above, no City designated Heritage Trees are located on the site.

The trees in the northern portion of the site have the best chance of preservation, as is identified in the attached arborist report (Exhibit G). The project arborist has identified 53 trees located on the northern portion of the site, of which many are assumed to be significant based upon preliminary meetings with the City Arborist. It appears from the site survey that tree #53 is located on the adjacent property. Of the 53 trees located in the northern portion of the site, 3 are identified as hazardous (10, 13, and 53b) and 3 have major defects or problems. Tree #53b, although identified as a hazard, is proposed to remain, however may need to be removed at a later date if determined to remain hazardous. All additional significant trees, whether identified as hazardous or having major defects or problems, will remain as a result of the redesign effort, which consolidates the development to the southern most portion of the site.

Tree #53, while located on the adjacent property, was included in the attached arborist report and was identified as a hazard as it, "pose[s] an unacceptable risk to the users of that property and to the project site." The adjacent property owner will be applying for a tree removal permit in accordance with the Municipal Code at a later date to remove tree #53 as it is identified as a hazard and poses potential risk to the existing and proposed building users.

b) Non-residential and residential projects on non-Type I and II lands shall set aside up to 20 percent of the area to protect trees and tree clusters that are determined to be significant, plus any heritage trees

Response: The total adjusted site area for the subject site is 494,136 SF. Of the total site area, 96,793 SF is comprised of Type I and II lands as defined in the City Code. As a result, 367,343 SF remains available to be preserved for the protection of significant trees. As is shown on the site tree survey plan (Sheet C1.1), the total amount of area that incorporates the tree canopy plus 10' drip line is 10,546 SF, which is 2.9% of the total site. As a result, per Section 55.100.B.2.b a total of up to 79,469 SF is required to be preserved for significant trees.

Of the 54 total significant trees located on the 11.3-acre site, all are proposed to remain with the exception of tree #53, which will be removed as a hazard tree.

c) Where stubouts of streets occur on abutting properties, and the extension of those streets will mean the loss of significant trees, tree clusters, or heritage trees.

Response: This standard is not applicable.

d) For both non-residential and residential development, the layout shall achieve at least 70 percent of maximum density for the developable net area. The developable net



area excludes all Type I and II lands and up to 20 percent of the remainder of the site . .

Response: Please see the following breakdown:

Total Adjusted Site Area	494,136 SF
Total Type I/II Lands	- (96,793 SF)
Remaining Site Area	397,343 SF
20% of Remaining site Area	- (79,467 SF)
Net Developable Area	317,876 SF
50% (maximum lot coverage for the site) of Net Area	158,938 SF
70% of the Maximum Allowed Density	111,257 SF
Proposed building Coverage	139,695 SF

The proposed building coverage associated with this site includes all three building footprints as well as the proposed parking structure. As is shown on the above table the proposed amount is over 70% of the maximum density allowed for the site. This standard is met.

3. The topography and natural drainage shall be preserved to the greatest degree possible.

Response: The existing site is sloped as is not uncommon in the City of West Linn and adjacent sites. In order to accommodate development and provide acceptable grades for circulation, grading of the site must occur. The design of the proposed development takes into consideration the natural challenges of the site by using retaining walls, and building basement walls to step-up the site. As such, careful placement of structures and matching of existing grade lines have been provided to the best degree possible. In addition to the area proposed for development, a large area of the site is proposed to be left as undisturbed open space, which keeps the natural grades intact. This standard is met.

4. The structures shall not be located in areas subject to slumping and sliding...

Response: According to the City's Natural Disasters and Hazards map and the calculated slopes on the attached site plan, the subject site contains slopes along the eastern property line and scattered in the northern portion greater than 25%. The proposed grading and construction of retaining walls will mitigate the impacts from the surrounding steep slopes (see attached grading plan Sheet C3.1). This standard is met.

5. There shall be adequate distance between on site buildings and on site off site buildings...

Response: The minimum distance between buildings on site (i.e., Buildings 2 and 3) is 40'. The minimum distance between on site and off site structures is 49'. Both distances provide adequate light and air movement as well as enough room for fire protection. This standard is met.

- 6. Architecture
- a) The predominant architecture of West Linn identified in the West Linn vision process was contemporary vernacular residential designs emphasizing natural materials...

Response: The proposed structures associated with this application have been designed as contemporary professional office buildings utilizing several types of masonry and glass with sun shades. The exterior façades of the proposed office buildings are designed to break up the scale of the buildings by using a light sandstone masonry material in an Ashler pattern to provide a strong stone-looking base. The upper floors are a combination of brick veneer and blue/green glass in a storefront and curtain wall system. The upper



floors are broken up to provide interest to the buildings, and include several exterior deck areas. The façade was designed to reflect the natural site features by providing angular corners and curved sections.

The reinforced concrete parking structure is cut into the side of the hill to minimize its appearance. The parking structure is open with a cable rail system that provides natural light and air (Exhibit I). This also provides an open area of visual interest along Tannler Drive. In addition to the cable rail, the landscape design features a "green screen" landscape material that will grow up and soften the edges of the parking structure (Exhibit I). This standard is met.

b) The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites...

Response: The proposed development is compatible with the existing office developments to the west. The building scales are similar to the new building at the intersection of Blankenship and Summerline, as well as the existing buildings to the west. The proposed buildings are three-story buildings with a daylight basement. The maximum height of all buildings is 55', which complies with the maximum allowable height as discussed in Section 4 above.

The proposed office buildings are situated close to the adjacent rights-of-way fronting the subject site and are within the minimum setback requirements. The parking structure is within the interior of the site to centralize the parking for the development, as well as to minimize its impact on adjacent residential property. This standard is met.

c) While there has been discussion in Chapter 24 about transition, it is appropriate that new buildings should architecturally transition in terms of bulk and mass to work with...

Response: The building is designed with a strong stone base to help anchor the building to the site. The building's mass will appear to grow out of the site with the use of the Ashler stone pattern for the base of the building and the material chosen for the retaining walls. The upper three floors of the building will be lighter and have a much wider appearance with the glass and brick features.

All three buildings have similar patterns and designs featuring curtain wall, brick, and Ashler stone base.

The buildings are located in the lower half of the site to have less impact on the residential property above. As is shown on the attached site section (Sheet C9.0), the roof of the upper building will be at an elevation of approximately 343' (353' with parapet). The bottom elevation of the northern abutting residential properties is approximately 410-415'. As such the proposed development does not affect the views from the adjacent properties. This standard is met.

d) Contrasting architecture shall only be permitted when the design is manifestly superior to adjacent architecture in terms of creativity, design, and workmanship...

Response: The architecture of the proposed structures does not contrast with the surrounding development that exists. This standard is not applicable.

e) Human scale is a term that seeks to accommodate the users of the building and the notion that building should be designed around the human scale...

Response: The bases of the proposed buildings are proposed to be constructed with an Ashler stone which is carried out in the retaining walls proposed. Horizontal reveals in



the building's elevations articulate the building to provide for human proportions. The floor lines and ceiling lines of the interior space also break up the building mass. The building entrances include plazas for pedestrians which are covered with the building canopies. This standard is met.

f) The main front elevation of commercial and office building shall provide at least 60 percent windows or transparency at the pedestrian level to create more interesting streetscape...

Response: The main and side elevations of all buildings exceed the minimum glazing amounts at the pedestrian level. This criterion is met.

yariations in depth and roof line are encouraged for all elevations. . .

Response: The proposed buildings include traditional contemporary design elements as is seen with the large curtain walls and flat roof. A painted metal fascia board caps the top of the building, which provides a transition from the base materials described above to the screening of the mechanical units located on the tops of the buildings. Additional building projections provide variations along the building's elevations. Additional transitions in materials and horizontal courses help break up the building façades. This standard is met.

h) Consideration of the micro-climate (e.g., sensitivity to wind, sun angles, shade, etc.) shall be made for building users, pedestrians, and transit users, including features like awnings.

Response: The sunshades along the building's south facing façade provide protection for the building's users by casting a shadow line. This helps efficiencies of the building by demanding less of the mechanical units for each building. Additional canopies are proposed which help protect the building users from the natural elements. This standard is met.

The Vision Statement identified a strong commitment to developing safe and attractive pedestrian environments with broad sidewalks, canopied with trees and awnings...

Response: A safe and efficient pedestrian access system is proposed with this application which is enhanced with the proposed interior landscaping. In addition, large entrance plazas frame the main entrances to the buildings which connect directly to the main pedestrian walkways throughout the site. This standard is met.

j) Sidewalk cafes, kiosks, vendors, and street furniture are encouraged...

Response: All sidewalks associated with this application are at least 6' in width. This standard is met.

- 7. Transportation Planning Rule (TPR) compliance. The automobile shall be shifted from a dominant role, relative to other modes of transportation, by the following means:
- a) Commercial and office development shall be oriented to the street. At least one public entrance shall be located facing an arterial street...

Response: The proposed development is a three-building office complex on the existing 10.76 acre undeveloped site. As such, the building entrance criteria of this section do not apply. However, Building A comprises over 20% of the right-of-way frontage along Blankenship Road. This standard is met.

b) Multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way...

Response: The proposed project is not a multi-family project. This standard is not applicable.



c) Commercial, office, and multi-family projects shall be built as close to the adjacent main right-ofway as practical to facilitate safe pedestrian and transit access...

Response: Both Buildings A and B have been positioned as close as possible to their respective adjacent rights-of-way to facilitate safe pedestrian and transit access to the proposed development. In addition, four pedestrian connections to Tannler Drive are proposed which connect to the main internal pedestrian circulation system. This standard is met.

d) Accessways, parking lots, and internal driveways shall accommodate pedestrian circulation and access by specially textured, colored, or clearly defined foot paths at least six feet wide...

Response: Pedestrian paths are proposed throughout the site to connect the building users between buildings and the parking structure, and to provide direct connections between the upper and lower structures. The pedestrian pathways are to be constructed of scored concrete to create a defined pathway for safe pedestrian movement throughout the site and across the asphalt driveways. Landscaping is proposed adjacent to the pedestrian paths, as well as near both of the proposed entrance plazas adjacent to the buildings. This standard is met.

e) Paths shall provide direct routes that pedestrians will use between buildings, adjacent rights-of-way, and adjacent commercial developments...

Response: Four pedestrian connections are proposed from the Tannler Drive right-ofway. Additional connections to the existing development further facilitate efficient and safe pedestrian access through the site. This standard is met.

f) At least one entrance to the building shall be on the main street, or as close as possible to the main street. The entrance shall be designed to identify itself as a main point of ingress/egress.

Response: A main entrance to Building A has been provided with the redesigned site plan. This standard is met.

g) Where transit service exists, or is expected to exist, there shall be a main entrance within a safe and reasonable distance of the transit stop...

Response: An existing transit stop is located adjacent to the subject site on the corner of Blankenship Road and Tannler Drive. A pedestrian path is proposed which connects the main entrance of Building A to the sidewalk of Tannler Drive, this will provide access to the transit stop mentioned above. This standard is met.

h) Projects shall bring at least part of the project adjacent to, or near the main street right-of-way in order to enhance the height-to-width ratio along that particular street...

Response: The proposed development situates Building A and B as close as is possible to their respective rights-of-way to emphasize the height to width ratio as is perceived from the individual streets. This standard is met.

i) These architectural standards shall apply to public facilities such as reservoirs, water towers, treatment plants, fire stations, pump stations, power transmission facilities, etc. It is recognized that many of these facilities, due to their...

Response: The proposed development is not a public facility. This standard is not applicable.

j) Parking spaces at trailheads shall be located so as to preserve the view of, and access to, the trailhead entrance from the roadway...



Response: The proposed parking spaces associated with this application do not affect the public trail located at the northern most boundary of the subject site. This standard is not applicable.

- *C. Compatibility between adjoining uses, buffering, and screening.*
- 1. In addition to the compatibility requirements contained in Chapter 24, buffering shall be provided between different land uses...

Response: The subject site is zoned OBC and all boundaries of the site share the same designation and similar uses except the northern lot line. The adjacent properties to the north are zoned R-10 – low density residential and R-2.5 – medium/high multi-family residential. The proposed site plan shows a large amount of the subject site proposed to be left as open space adjacent to the residential zoned parcels. The open space in combination with the natural slopes of the site, acts as a buffer between the proposed commercial use and the existing residential use. This standard is met.

2. On-site screening from view from adjoining properties of such things as service areas, storage areas, and parking lots shall be provided and the following factors will be considered in determining the adequacy of the type and extent of the screening...

Response: In addition to the open space buffer mentioned above, which screens the buildings and the associated development, additional screening is proposed on the site. Screening of the mechanical units for all of the buildings is accomplished by using a 12' penthouse with a decorative trellis attached to the top. In addition, the trash enclosures proposed will be screened by landscaping and a wall with a stone similar to that used on the buildings. The proposed site is compatible in use with the remaining adjacent properties. This standard is met.

3. Roof top air cooling and heating systems and other mechanical equipment shall be screened from view from adjoining properties.

Response: Please see the above section. This standard is met.

- D. Privacy and Noise.
- 1. Structures which include residential dwelling units shall provide private outdoor areas for each ground floor unit which is screened from view by adjoining units.

Response: This proposal does not include residential units. This standard is not applicable.

2. Residential dwelling units shall be placed on the site in areas having minimal noise exposure to the extent possible...

Response: This proposal does not include residential units. This standard is not applicable.

3. Structures or on site activity areas which generate noise, lights, or glare shall be buffered from adjoining residential uses in accordance with the standards in Section 55.100(C) where applicable.

Response: As indicated in the Noise Analysis (Exhibit L), the proposal will not create any noticeable increase in noise level. As is shown on the attached lighting model, a very limited amount of light is visible from the residential (homes) above. This standard is met.

E. Private Outdoor Area.

Response: This section only applies to multi-family projects. This criterion is not applicable.



F. Shared Outdoor Recreation Areas.

Response: This section only applies to multi-family projects and projects with 10 or more duplexes or single-family attached dwellings on lots under 4,000 SF. This standard is not applicable.

G. Demarcation of Public, Semi-Public, and Private Spaces. The structures and site improvements shall be designed so that public areas such as streets or public gathering places, semi-public areas, and private outdoor areas are clearly defined in order to establish persons having a right to be in the space, to provide for crime prevention, and to establish maintenance responsibility. These areas may be defined by...

Response: The proposed development is easily identifiable as a private area with the prominence of the proposed structures from the adjacent rights-of-way, and through the treatment of the perimeter of the site using landscaping. In addition, standard commercial driveways and signage further identify the site as a private area. This standard is met.

H. Public Transit. Provisions for public transit may be required where the site abuts an existing or planned public transit route. The required facilities shall be based on the following...

Response: The existing transit stop located on the corner of Blankenship Road and Tannler Drive is sufficient enough in size and proximity to serve the proposed development. This standard is met.

- I. Public Facilities.
- 1) Streets. Sufficient right-of-way and slope easement shall be dedicated to accommodate all abutting streets to be improved to City's Improvement Standards and Specifications . . .

Response: Sufficient right-of-way is planned to be dedicated on both Blankenship Road and Tannler Drive to meet future improvements by the City of West Linn and ODOT as is required. This standard is met.

2) Drainage. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off...

Response: As indicated in the attached Stormwater Report, there will be no adverse impacts from the increased intensity of runoff from the site. This standard is met.

3) Municipal water. A registered civil engineer shall prepare a sewerage collection system plan which demonstrated sufficient onsite capacity to serve the proposed development. . .

Response: Sufficient water capacity is available for the proposed development. Please refer to the attached utility plan for the proposed locations, size, and connection points to the existing public infrastructure. This standard is met.

4) Sanitary sewers. A registered civil engineer shall prepare a sewerage collection system plan which demonstrates sufficient onsite capacity to serve the proposed development . . .

Response: Sufficient sanitary sewer capacity is available for the proposed development. Please refer to the attached utility plan for the proposed locations, size, and connection points to the existing public infrastructure. This standard is met.

5) Solid waste and recycling storage areas. Appropriately sized and located solid waste and recycling areas shall be provided. Metro standards shall be used.

Response: Two trash areas are proposed with this development which are easily accessible and in close proximity to their respective buildings. Please see the attached site plan (Sheet C2.1) for specific locations. This standard is met.



- *J. Crime prevention and safety/defensible space.*
- Windows shall be located so that areas vulnerable to crime can be surveyed by the occupants. **Response:** The proposed building elevations include large amounts of windows on all façades. This provision provides the occupants of the building the opportunity to view the property which provides no area vulnerable to crime on the site. In addition, sufficient lighting will be provided as is shown on the attached lighting plan (Sheet E1.0) which will provide adequate safety during night hours. This standard is met.
- 2) Interior laundry and service areas shall be located in a way that they can be observed by others. **Response:** Both loading areas have been positioned as close to the buildings as possible to facilitate ease of movement from the parking areas to the buildings. In addition, the buildings have large amounts of windows on all sides which allow the building users to view the service activities from within. This standard is met.
- 3) Mail boxes, recycling, and solid waste facilities shall be located in lighted areas having vehicular or pedestrian traffic.

Response: All outdoor pedestrian areas (i.e., walkways, trash, and recycling areas, etc.) will be lighted. Mailboxes will be located within each building. This standard is met.

4) The exterior lighting levels shall be selected and the angles shall be oriented towards areas vulnerable to crime.

Response: The exterior lighting was selected to match the existing site lighting and to evenly illuminate the drive aisle and parking areas. Metal halide lamps are being used for their higher color rendering index (CRI). Calculations show that the lighting levels meet and exceed the recommended maintained illuminance values for parking lots (personal/enhanced security) shown in the IESNA handbook figures 22-21 and 22-22. Lighting levels also meet, and in most cases exceed, the recommended average illuminances for security lighting shown in the IESNA handbook figure 29-17. This standard is met.

5) Light fixtures shall be provided in areas having heavy pedestrian or vehicular traffic and in potentially dangerous areas such as parking lots, stairs, ramps, and abrupt grade changes.

Response: The site lighting poles are located in such a way that it provides even illumination at the parking areas, drive aisles, and sidewalks. Calculations show that the lighting levels meet and exceed the recommended maintained illuminance and maximum-to-minimum illumination ratios for parking lots (basic) shown in the IESNA handbook figure 22-21. This standard is met.

6) Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet which is sufficient to illuminate a person...

Response: The site lighting poles are located at a height of 30' to match site lighting on the existing site to the west. 400-watt metal halide lamps are used and are at a height of 30'. See attached sketch (Exhibit M). This standard is met.

7) Lines of sight shall be reasonably established so that the development site is visible to police and residents.

Response: As shown on the site plan, the proposed development is visible from both Blankenship Road and Tannler Drive. This standard is met.

8) Security fences for utilities (e.g., power transformers, pump stations, pipeline control equipment, etc.) or wireless communication facilities may be up to eight feet tall in order to protect public safety...

Response: This standard is not applicable.



K. Provisions for persons with disabilities.

Response: All applicable regulations set forth in the ADA have been provided including the appropriate number of accessible parking spaces and walkways. This standard is met.

L. Signs.

Response: The sign is proposed to be attached to the lower retaining wall adjacent to the intersection of Blankenship and Tannler as is shown on the attached sign plan (Sheet C2.2). This standard is met.

M. Utilities

Response: The applicant will be responsible for arrangements with utility companies related to changes in electrical lines and other wires including but not limited to communication, street lighting, and cable television.

N. Wireless Communication Facilities.

Response: This section is not applicable.



7. LOT LINE ADJUSTMENT

West Linn Corporate Center, LLC is proposing a lot line adjustment and lot consolidation between the common property line of tax lots 801, 100, 102, and 200 of Map 2S 1E 35C. The proposed adjustments are listed in the table below:

Table 1 – Property Adjustment Summary					
Lot	Zoning	Existing	Proposed	Change	
801	OBC	7.43 acres	6.68 acres	- 0.75 acres	
100	OBC	3.63 acres	3.63 acres	0.00 acres	
102	OBC	1.97 acres	3.98 acres	+ 2.01 acres	
200	OBC	5.11 acres	3.96 acres	- 1.15 acres	

Table 2 - Applicable Development Standards (Commercial/Retail Use)					
Standard Requirement Phase I (After Adjustment) Pha					
Minimum Front Lot Line	35'	Greater than 35'	269.76		
Average Minimum Lot Width	35'	Greater than 35'	Approximately 506'		
Average Lot Depth	No less than 90'	Greater than 90'	Greater than 90'		
Minimum Building Setbacks					
Front	0'	25'	28.5'		
Side – Interior Side Yard	7.5'	20'	28'		
Side – Abutting a Street	15'	25'	20'		
Rear	25'	165'	299′		
Abutting and Arterial	20' maximum	N/A	N/A		
Maximum Lot Coverage	50%	28%	28%		
Landscaping	20% of gross site area	32%	67%		
Auto Parking Spaces	(1/350 gross SF)	359	835		
Bicycle Parking Spaces	0.5 spaces per 1000 SF	52	145		

85.210 LOT LINE ADJUSTMENTS - APPROVAL STANDARDS

- A. The Director shall approve or deny a request for a lot line adjustment based on the criteria stated below:
- 1. An additional lot or buildable lot shall not be created by the lot line adjustment and the existing parcel shall not be reduced in size by the adjustments below the minimum lot size established by the approved zoning for that district.

Response: The proposed lot line adjustment will involve moving the adjoining property lines between lots 801, 100, 102, and 200 of Map 2S 1E 35C. The minimum lot size requirements of the OBC zone are provided as is shown on the table above. No additional lots will be created. This standard is met.

2. By reducing the lot size, the lot or structure(s) on the lot shall not be in violation of the site development regulations for that district. For example, the lot line adjustment shall not result in an overall loss of density below 70 percent except as allowed by CDC Section 85.200(J)(7). (ORD. 1442)

Response: Lot 801 is proposed to be reduced in size by .75 acres (see the above chart). The proposed lot coverage of lot 801 is 28% which satisfies the density requirement listed above. This standard is met.



3. The lot line adjustment is intended to allow minor lot line deviations, or to consolidate undersized or irregular shaped lots. It can also be used to change a limited number of property lines up to the point that the County Surveyor would determine a re-plat of the subdivision is in order. A replat is the complete reconfiguration and realignment of a subdivision's lot lines.

Response: The proposed lot line adjustment is a minor reconfiguration of the common property line between lots 801, 100, 102, and 200 as well as a consolidation of lot 102 with lot 200. The proposed adjustments do not necessitate a replat of the subdivision. This standard is met

- 4. New lot lines shall be generally straight with only a few deviations. Lot lines shall not gerrymander or excessively zig zag along to accommodate tool sheds, accessory structures, other buildings, etc. **Response:** The proposed lot lines have been placed to meet all applicable dimensional standards of the OBC zone, and to create a definition between the existing corporate center and the proposed phase II expansion, specifically to include the proposed parking structure. This standard is met.
- 5. The lot line adjustment will not affect existing public utility easements nor existing utilities unless an easement vacation is obtained and any required utility relocations are paid for by the applicant. (ORD. 1401)

Response: No existing utility easements are affected with the proposed property line adjustment. This standard is met.



8. CONCLUSION

Based on the information presented and discussed in this narrative and the attached supporting plans and documents, the proposed zone change, conditional use, design review, and variance meet the established standards and approval criteria and therefore merit approval.



9. EXHIBITS

- A. Application
- B. Plan Set
- C. Color Building Elevations
- D. Color Perspective
- E. City of West Linn Goal 5 Inventory (June 2006)
- F. Metro Goal 5 Inventory Aerial (March 2004)
- G. Arborist Report
- H. Site Layouts
- I. Examples of Green Screens and Cable Rail System
- J. Noise Analysis
- K. Lighting Sketches, Models, and Cut Sheets
- L. Neighborhood Contact Materials
- M. July 14 letter from the City
- N. Letter authorizing connections to adjacent property
- O. 7/18 Email from Gordon Howard
- P. Traffic Mitigation Aerial
- Q. Norris Beggs and Simpson Market Study

west Linn

DEVELOPMENT REVIEW APPLICATION

TYPE OF REVIEW (Please check all boxes that app	ply):			
 [] Annexation [] Appeal and Review [] Conditional Use [] Design Review [] Easement Vacations [] Flood Management Area [] Historic District Review [] Home Occupation - Type II [] Legislative Plan or Change [] Lot Line Adjustment [] Minor Partition [] Natural Drainageway Protection 		Non-Conform Planned Unit Quasi-Judicial Street Vacation Subdivision Temporary Use Tualatin River Variance Wetland Willamette Riv Other/Misc.	Development Plan or Zone n ses Greenway	t e Change
TOTAL FEES/DEPOSIT \$22,600				
West Linn Corporate Park II 1800 Blankership	Rd St			
OWNER ADDRESS BLACK HAWK		CITY	ZIP 	PHONE(res.& bus.)
APPLICANT ADDRESS		CITY	ZIP	PHONE(res.& bus.)
Grap Markenzic Rhys Konne 0690 Sh	V Banc	off Portland	97239	503.224.9560
CONSULTANT J ADDRESS		CITY	ZIP	PHONE (bus.)
SITE LOCATION NW Corner of Tannler	and	Blankenshi)	And the Control of th
Assessor's Map No.: 25 \ E 35C Tax I	Lot(s): _	100, 102, 200	_Total Land	Area: 10.71 ac
 Three complete sets of application mate All application fees are non-refundable The owner/applicant or their represent A denial or grant may be reversed on apperiod has expired. The undersigned property owner(s) hereby authoron site review by authorized staff. I hereby agree to my application. 	(excludative sl ppeal.	ling deposit). nould be preser No permit will ne filing of this a	be in effect u application, a	ntil the appeal nd authorizes
SIGNATURE OF PROPERTY OWNER(S) XSIGNATURE OF APPLICANT(S)		Date	13-06	
x	_	Date		
BY SIGNING THIS APPLICATION, THE CITY IS AUTHOR ACCEPTANCE OF THIS APPLICATION I COMPLETENESS WILL BE DETERM	DOES 1	NOT INFER A	COMPLETE	SUBMITTAL.

PLANNING AND BUILDING; 22500 SALAMO RD #1000; WEST LINN, OR 97068 PHONE: 503-656-4211 FAX: 503-656-41061

Client
BLACKHAWK
DEVELOPMENT, LLC
2020C SW 8th AVE.
PMB 166
WEST LINN, OR
97068

WILLAMETTE 205 CORPORATE CENTER

INTERFACE ENGINEERING 708 SW THIRD AVENUE SUITE 400 PORTLAND, OR 97204 Phone: 503.382.2266 FAX: 503.382.2262

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REVISION DELTA CLOSING DATE REVISIONS:
SIGNATOR REVISIONS
EVEL THIS
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PARKING STRUCTURE

DRAWN BY: /

Architecture Interior Design Land Use Planning anous

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CODE ANALYSIS

BASED ON THE 2003 INTERNATIONAL BUILL
CONSTRUCTION TYPE: I-B
FOUR STORIES
FIRE PROTECTION: NON-SPRINKLERED PER
OCCUPANCY: OPEN PARKING GARAGE S-2

 $Aq = At \begin{bmatrix} At & If \\ 100 \end{bmatrix} + \begin{bmatrix} At & Is \\ 100 \end{bmatrix}$

WAY OR OPEN WIDTH (FEET)

BUILDING FIRE RESISTIVE REQUIREMENTS STRUCTURAL FRAME
EXTERIOR BEARING WALLS
INTERIOR BEARING WALLS
EXTERIOR NON—BEARING WALLS
INTERIOR NON—BEARING WALLS
FLOORS
ROOF
SHAFTS (707.2)
STAIRS (1019.1 EXCEPTION 5) BUILDING HEIGHT PER TABLE 503
ALLOWABLE: 55'-0" / 4 STORIES
PROVIDED: 4 FLOORS(3 ELEVATED DECKS) FIRE RESISTIVE RATING BASED ON FIRE SEPARATION (TABLE 2 30'

ATION OCCUPANT LOAD CAL

EXIT WIDTH REQUIRED/ EXIT WIDTH PROVIDED STAIRS (1005.1) 38.4"/72" 80.2"/216" 80.0"/216"

BUILDING DATA

LEVEL NET FLOOR AREA
GROUND FLOOR 43,424 SF
FIRST FLOOR 65,285 SF
THIRD FLOOR 65,285 SF
TOTAL 239,279 SF

ALLOWABLE AREA — FORMULA(SECTION 50

+

79,000(75)

<u></u>

Aa=79,000

AG=ALLOWABLE AREA PER FLOOR (SQUARE FEET)

At=TABULAR AREA PER FLOOR IN ACCORDANCE

W/ TABLE 503 (SQUARE FEET)

If=AREA INCREASE DUE TO FRONTAGE (PERCENT)

AS CALCULATED IN ACCORDANCE

W/ SECTION 506.2.

Is=AREA INCREASE DUE TO SPRINKLER PROTECTION

(PERCENT) AS CALCULATED IN ACCORDANCE

W/ SECTION 506.3

If= 100 F - 0.25 W (EQUATION)

If= 100

If=AREA INCREASE DUE TO FRONTAGE
F=BUILDING PERIMETER WHICH FRONTS ON A PUBLIC WA
SPACE HAVING 20 FEET (6096mm) OPEN MINIMUM WII
P=PERIMETER OF ENTIRE BUILDING (FEET)
W=WIDTH OF PUBLIC WAY OR OPEN SPACE (FEET) IN AC

EGRESS LIGHTING AND EMERGENCY ILL

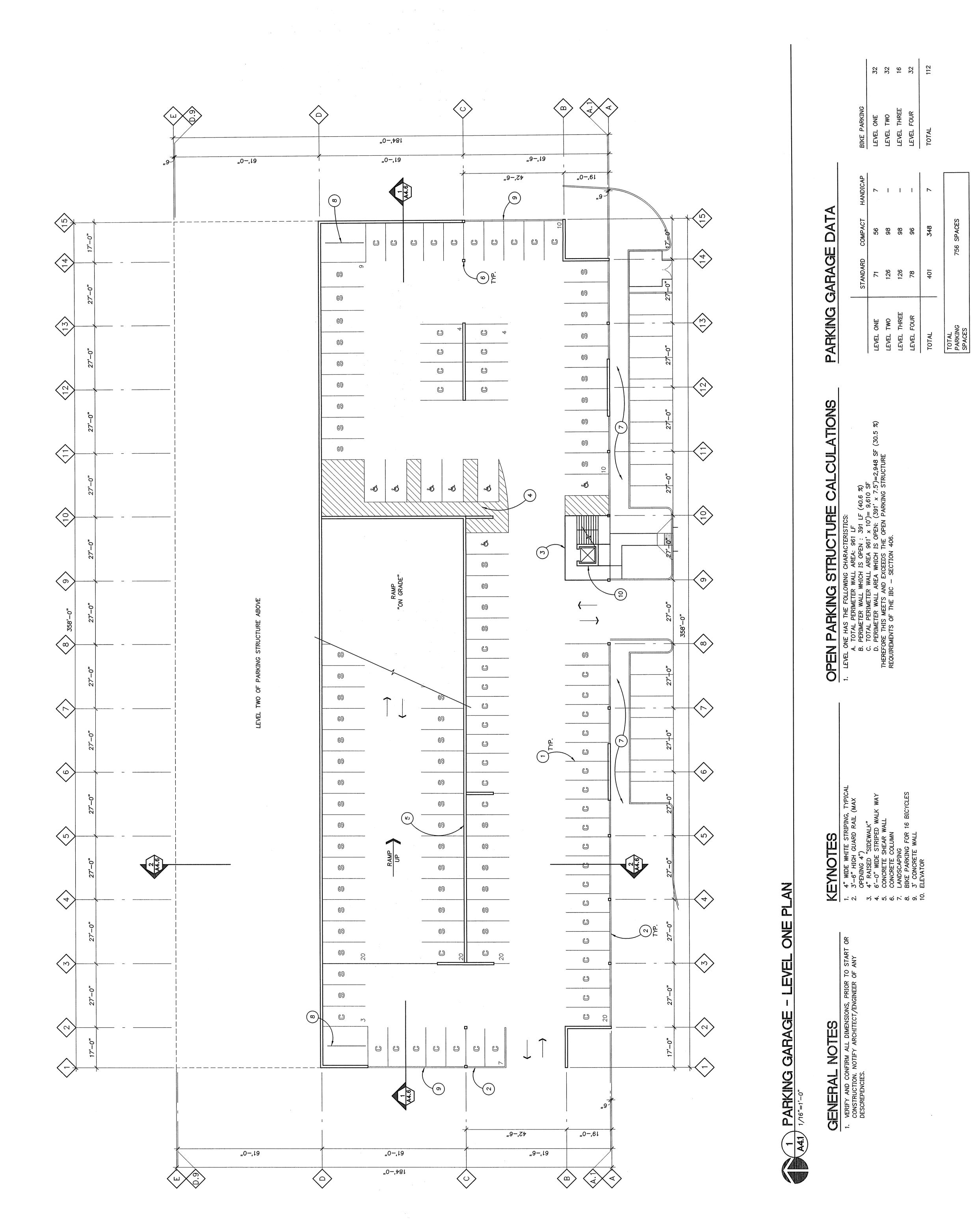
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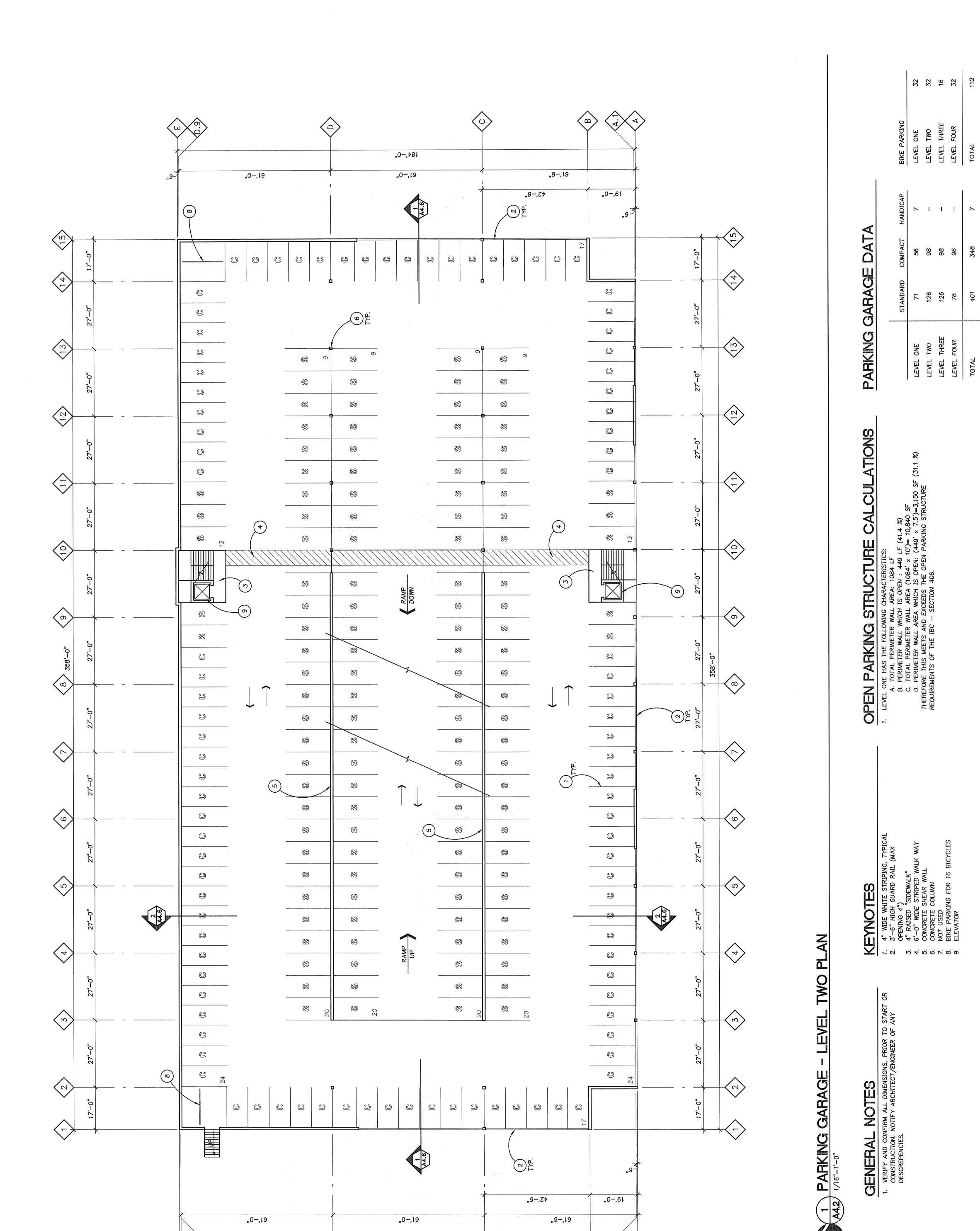
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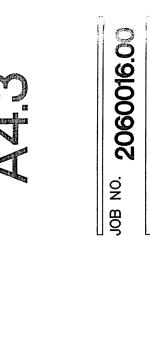
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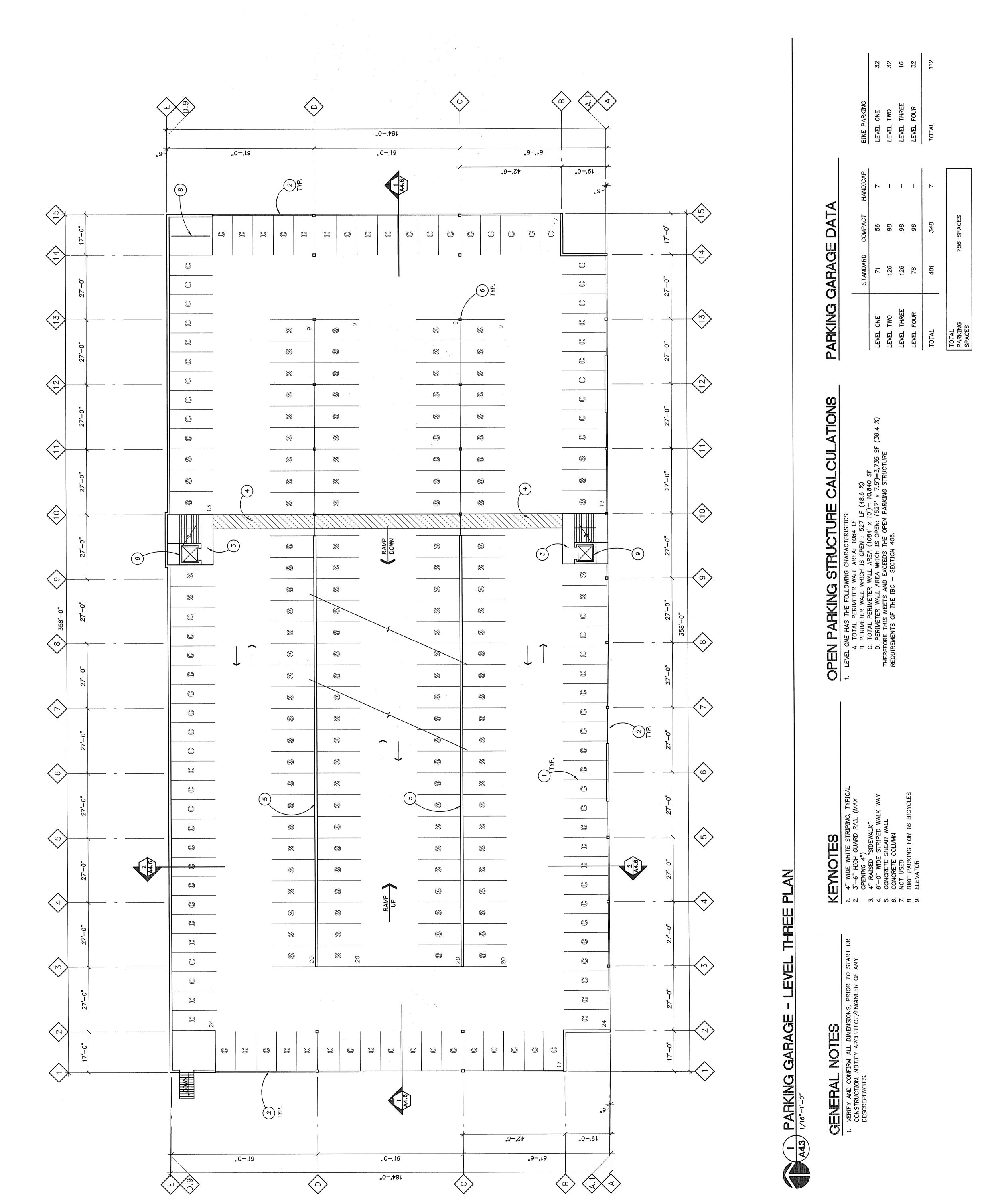
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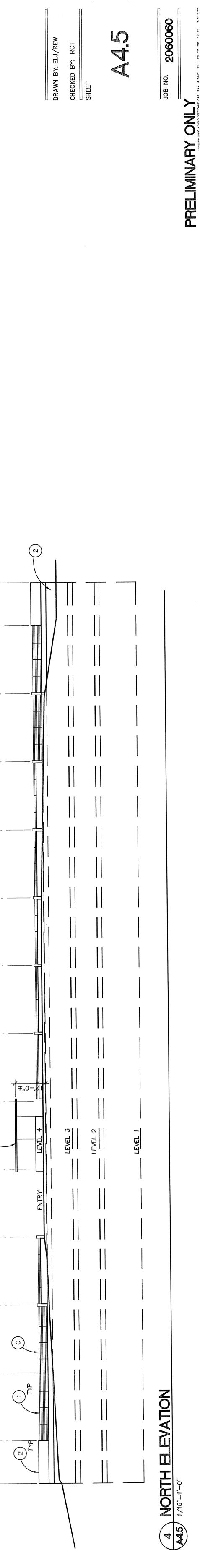
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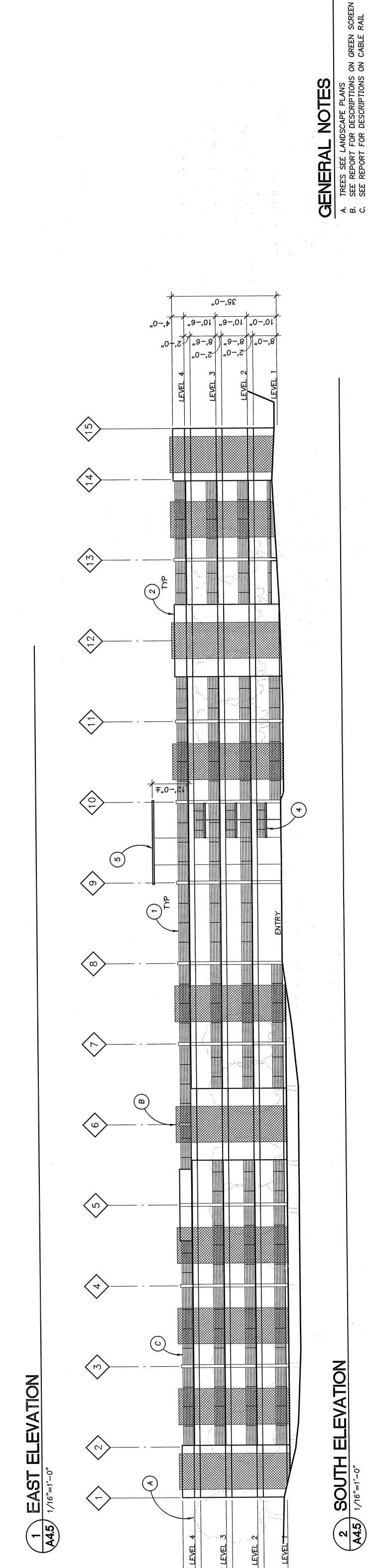
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Vancouver WA





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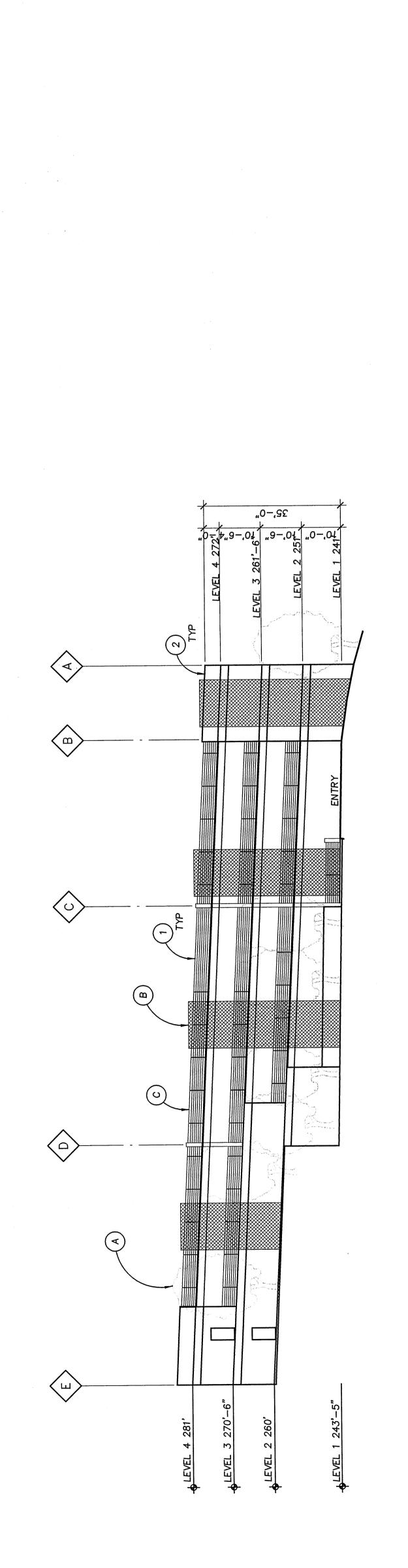
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KEYNOTES

1. 3'-6" HIGH GUARD RAIL (MAX OPENING 4")

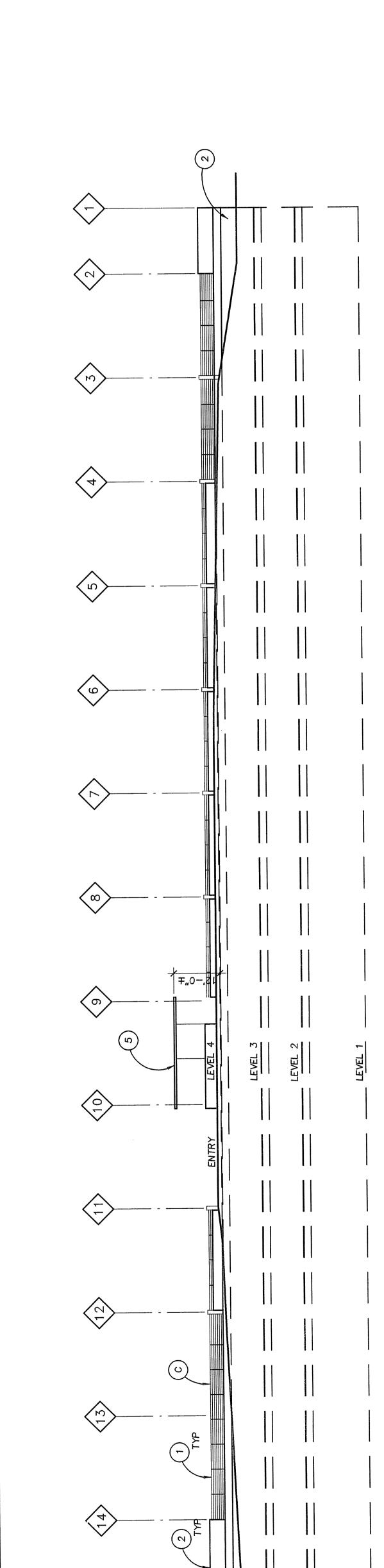
2. PAINTED CONCRETE

3. RETAINING WALL SEE CIVIL

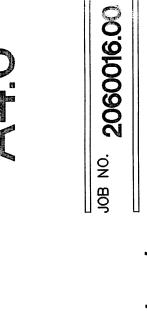
4. STAIRS

5. FLAT ROOF AT ELEVATOR AND STAIR ENCLOSURE

PARKING GARAGE ELEVATIONS



3 WEST 44.5) 1/16"=1'-0"



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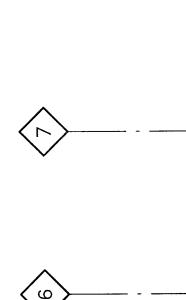
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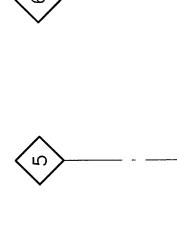
ELECTRICAL
INTERFACE ENCANEERING
708 SW THIRD AVENUE
SUITE 400
PORTLAND, OR 97204
Phone: 503.382.2266
FAX: 503.382.2262

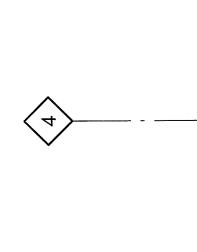
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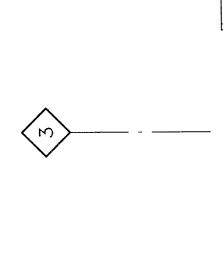
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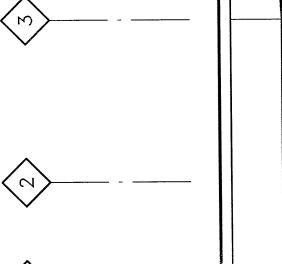
DESIGN REVIEW SUBMITTAL

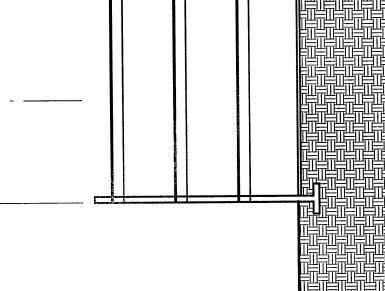




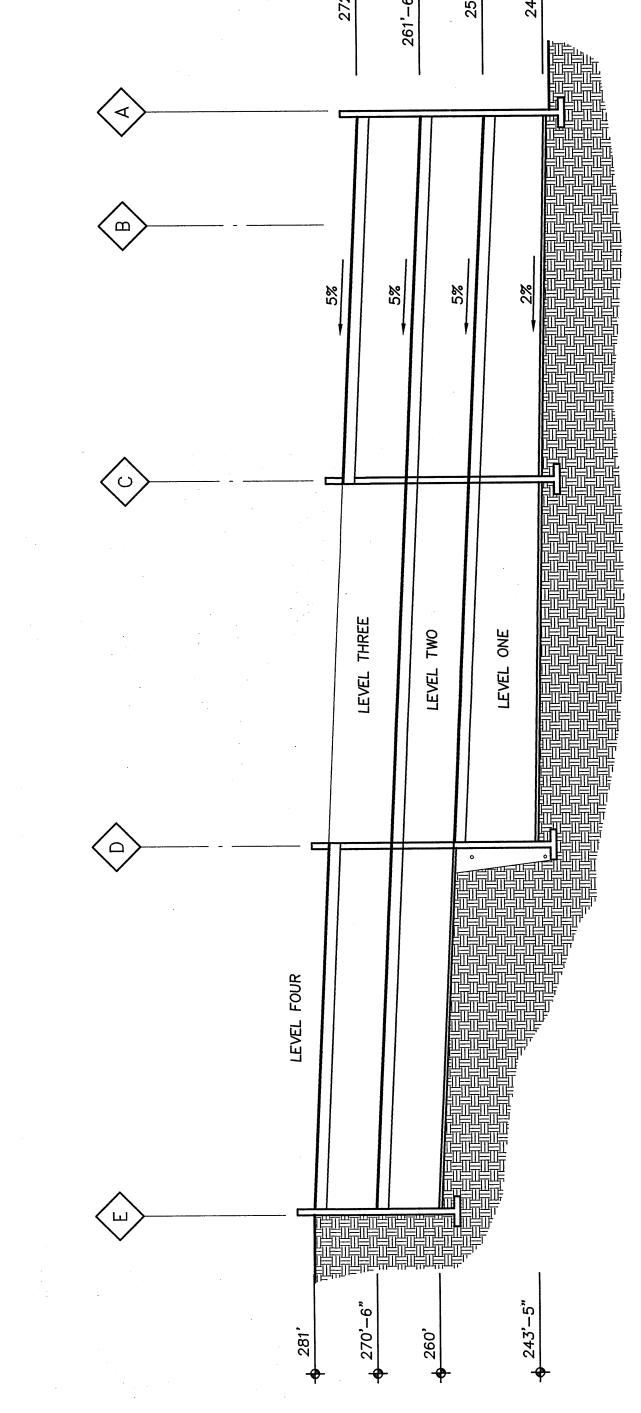








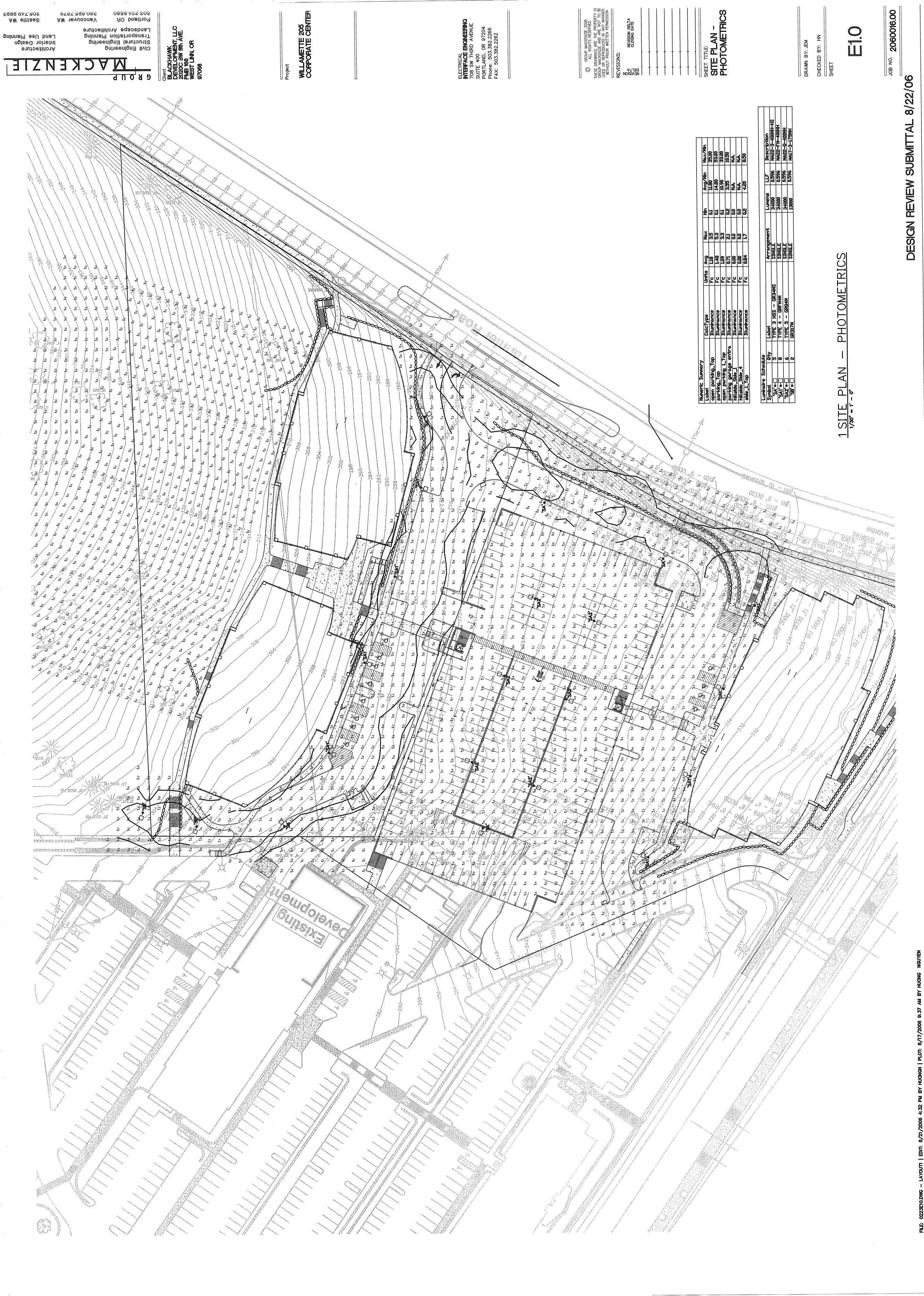


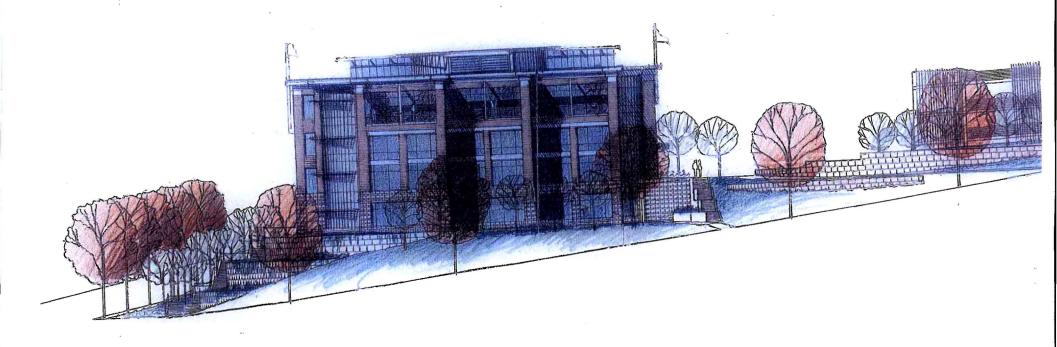


2 SECTION .

NOTES

TYPE OF ELEVATED CONCRETE STRUCTURAL SYSTEM TO BE DETERMINED (T.B.D).
COULD BE POST TENSION FLAT SLAB, PRECAST DOUBLE TEES, FLAT SLAB W/BEAM

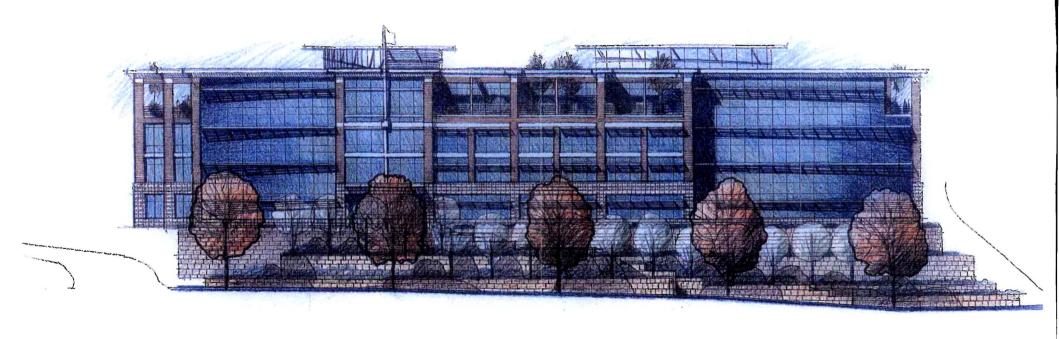




EAST ELEVATION



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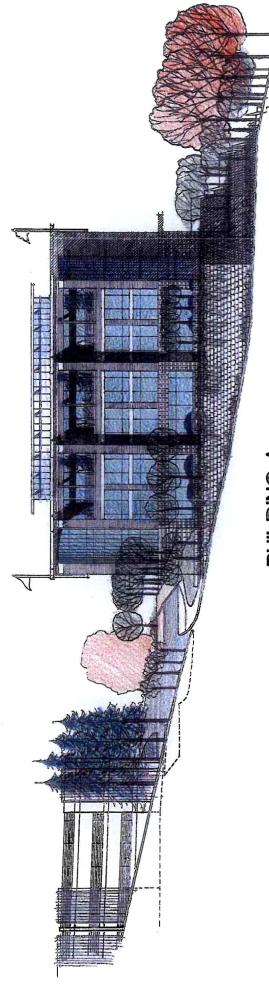
SOUTH ELEVATION

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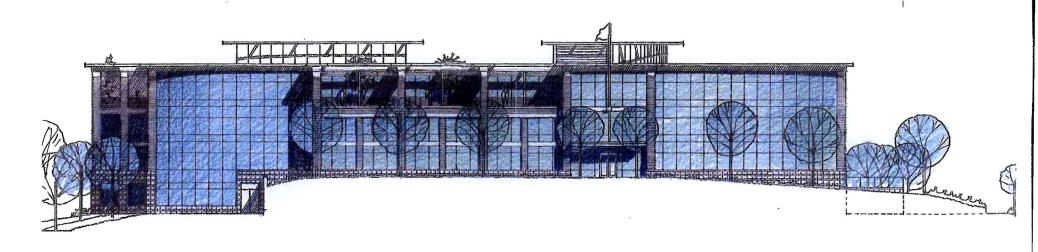


WEST ELEVATION

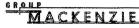
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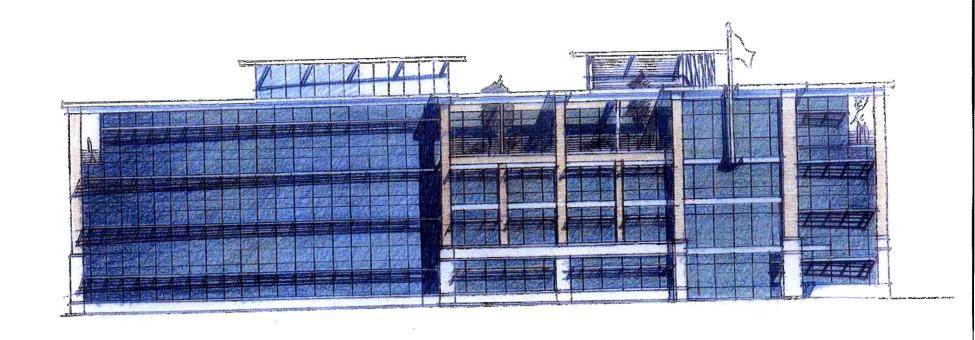
BUILDING A NORTH ELEVATION



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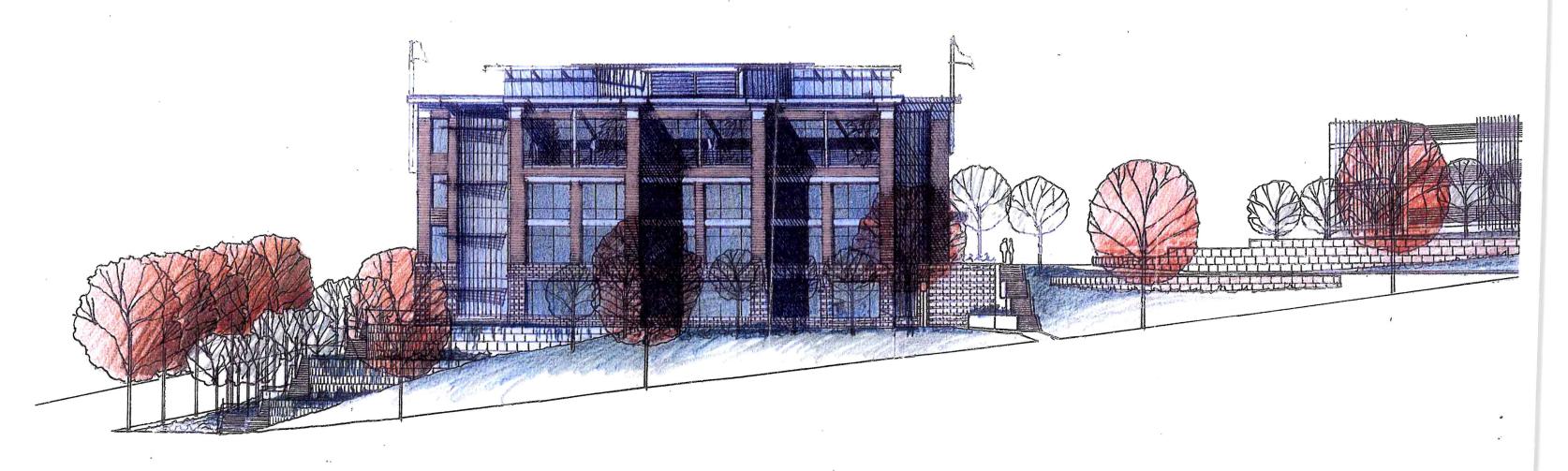
BUILDING B

SOUTH ELEVATION



Civil Engineering Structural Engineering Transportation Planning Architecture
Interior Design
Land Use Planning

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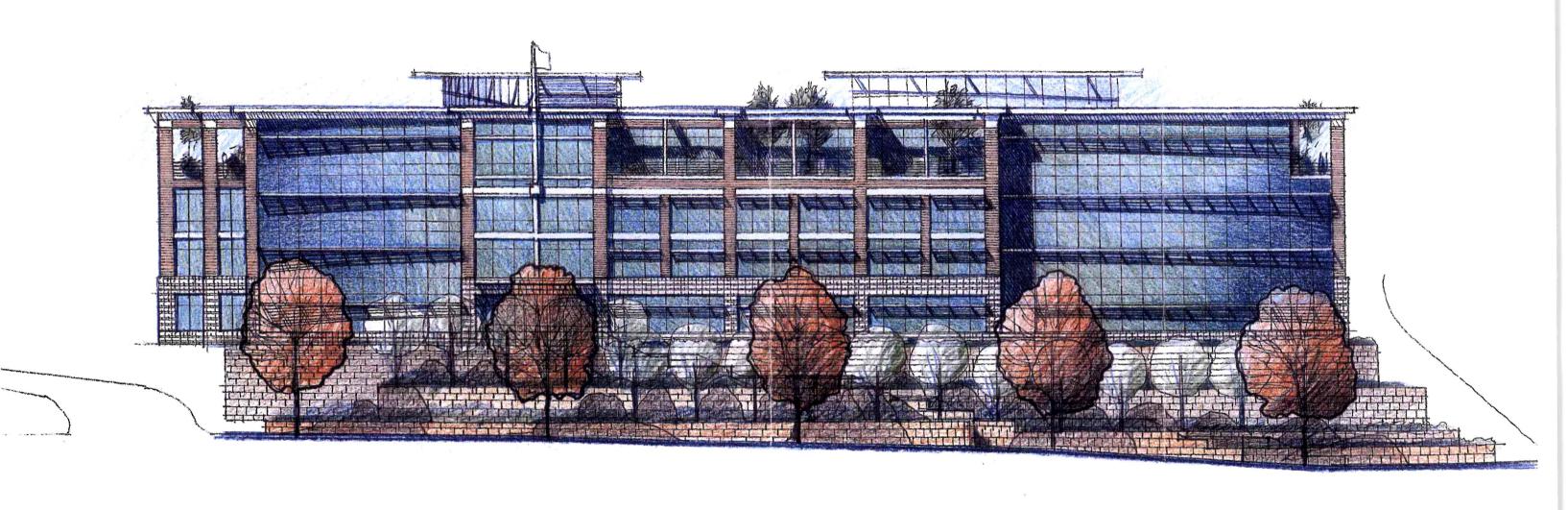
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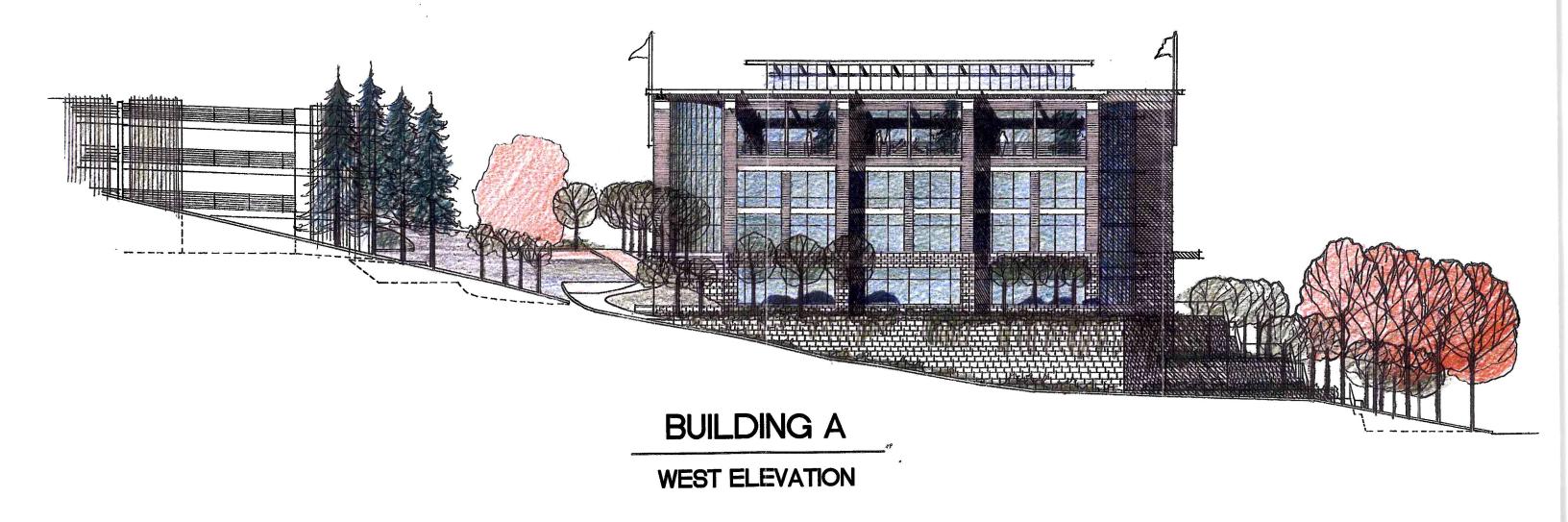
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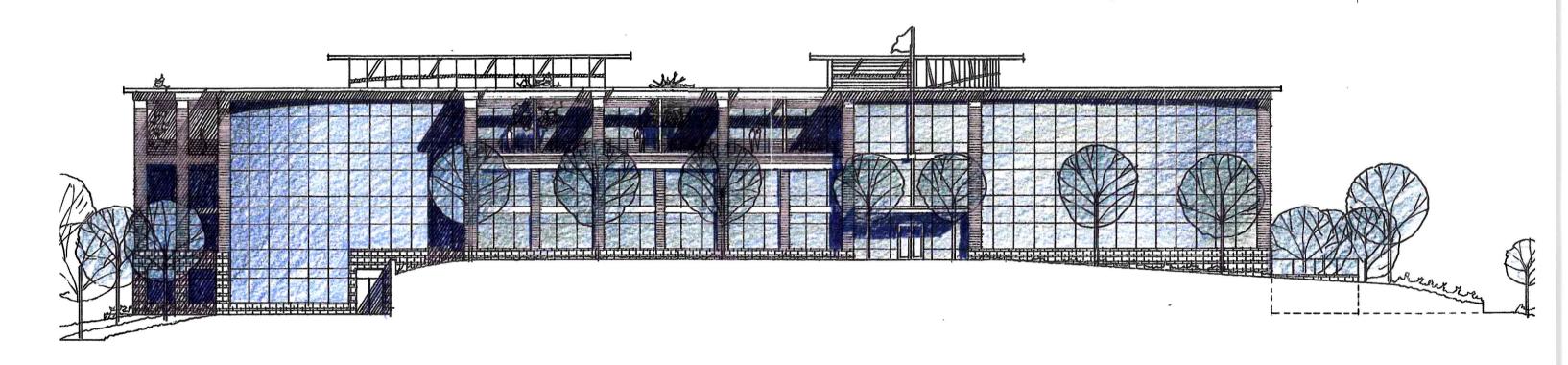
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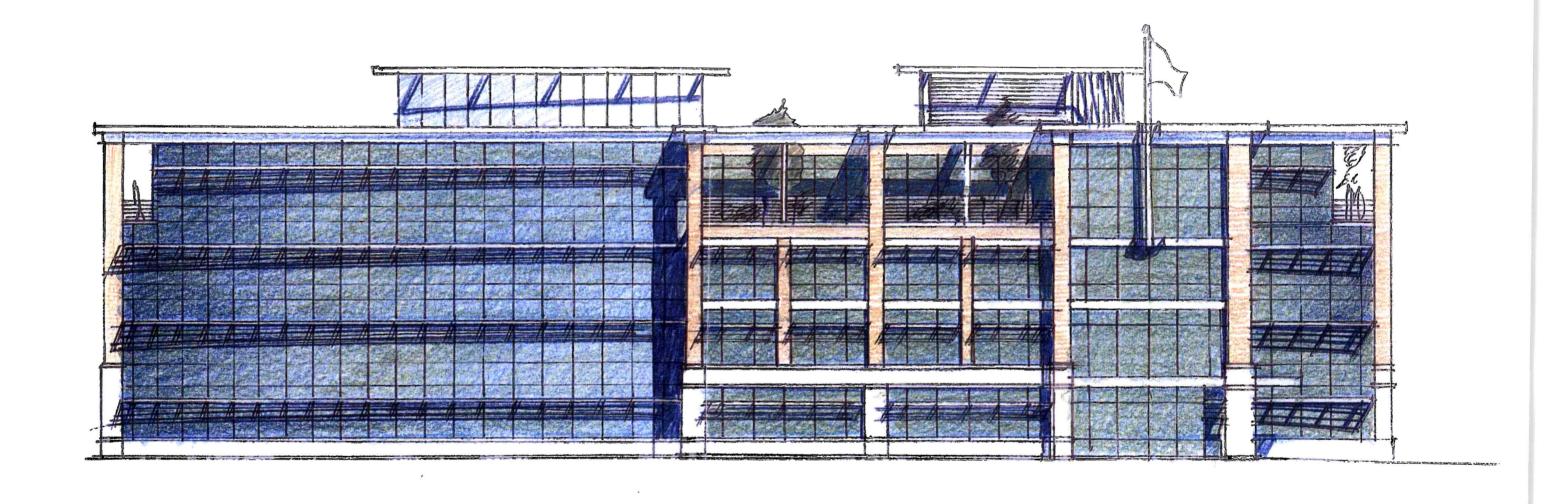
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BUILDING A NORTH ELEVATION

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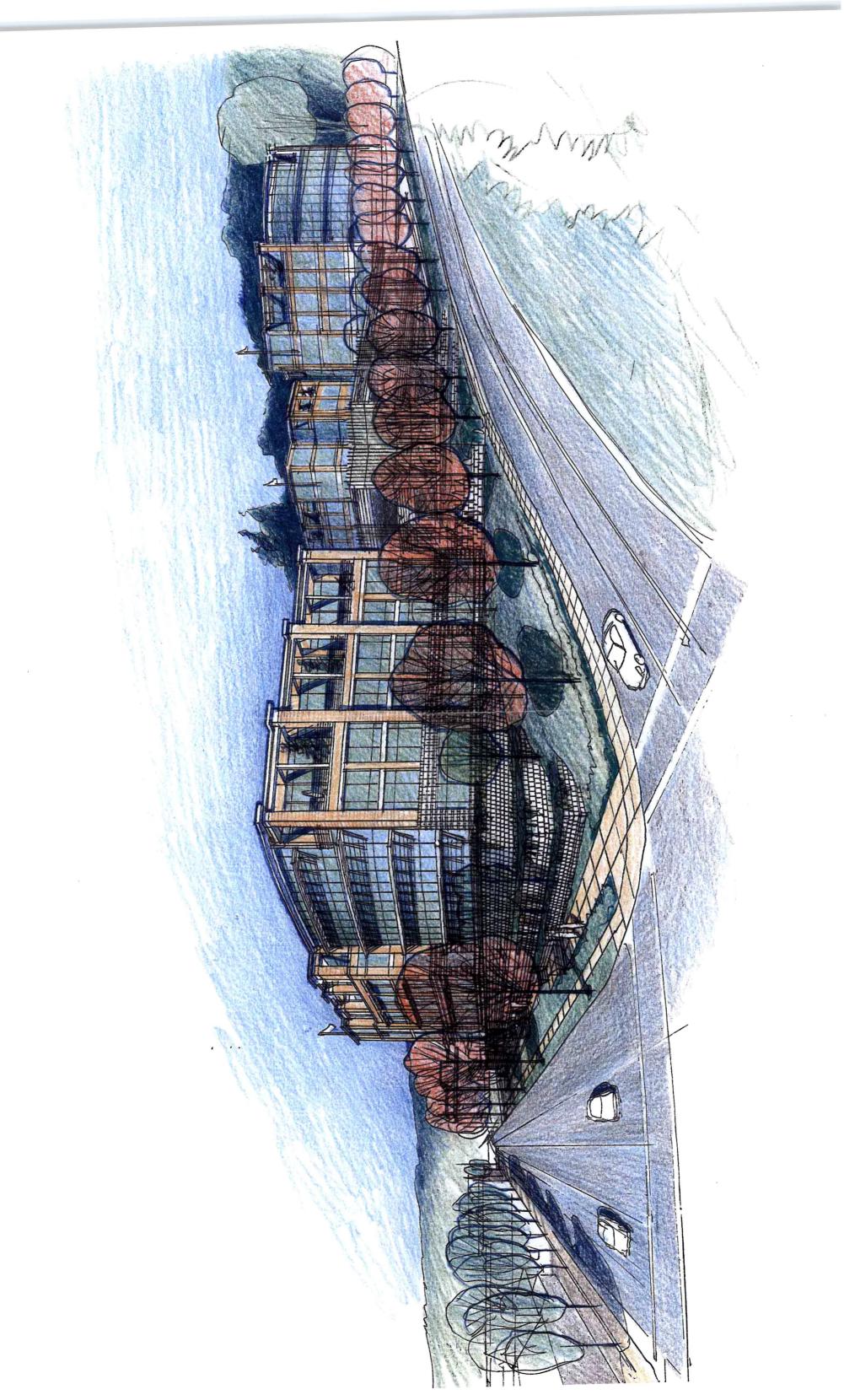
BUILDING B SOUTH ELEVATION

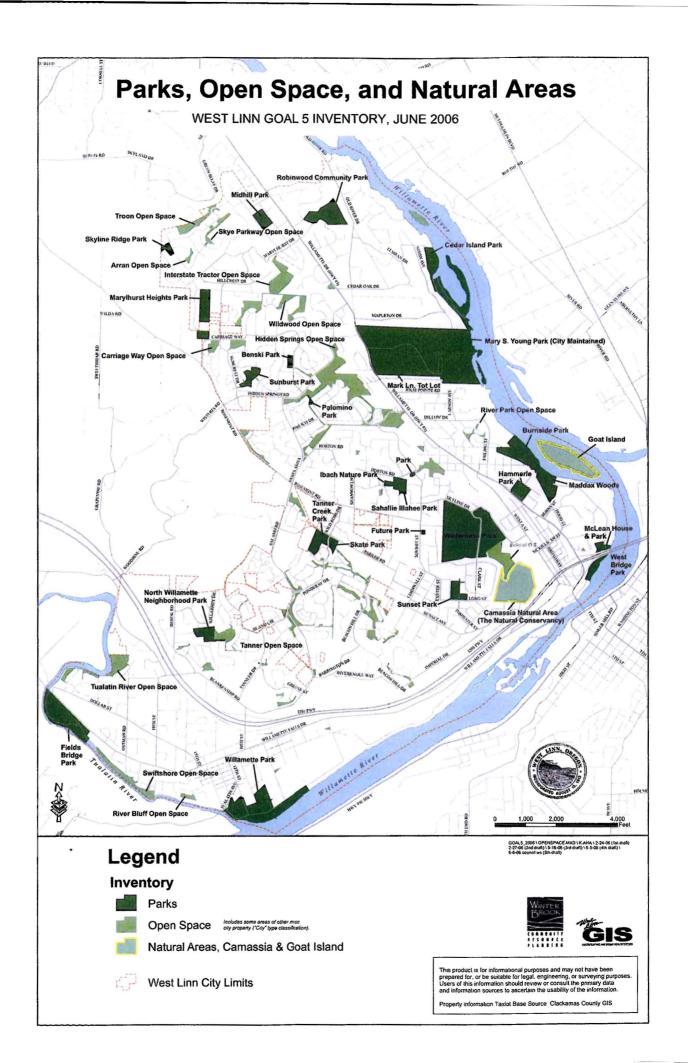
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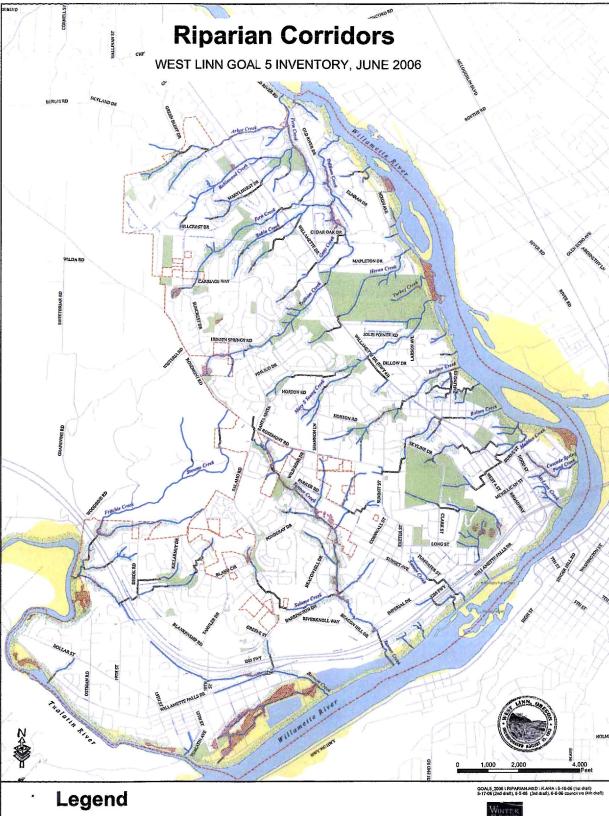
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Riparian Areas

Streams

- Piped Segments

Other Open Ditches

Rivers

DSL Approved Wetlands, 2005

Parks, Open Space, & Natural Areas*

FEMA's 100 Year Flood Plain, Metro RLIS-Lite**

Riparian Corridors West Linn City Limits





This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

WETLANDS/GOAL 5 DISCLAIMER (DSL STANDARD): Information shown on this map is for planning purposes only and walland information is subject to change. There may be unmapped wellands subject to regulation and all welland boundary mapping is approximate. In all cases, actual field conditions determine welland boundaries. You are advised to contact the Oregon Division of State Lands and the U.S. Army Corps of Engineers with any regulatory questions.



Legend



Locally Significant Wetlands, DSL 2005



Other Wetlands, DSL 2005



Possible Wetlands, DSL 2005



Study Area Boundary





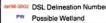
Taxlot Base, West Linn GIS 2006



Parks, Open Space, & Natural Areas

Map Labels

BE-01 Wetland ID code









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WILLAMETTE 205 CORPORATE CENTER

Metro Habitat Convervation Area (March 2005) Map

Legend



Moderate

Low

SCALE: 1"=260"

Base Data, Metro RLIS Lite, November 2005 Aerial Photography, USGS, 2001

Geographic Projection Information NAD 83 HARN, Oregon North Lambert Conformal Conic



Location Map



MACKENZIE

0690 SW Bancroft Street | PO Box 69039 | Portland, OR 97239 | www. groupmackenzie. com | info @ grpmack. com | te |: 503. 224. 9560 | 360. 695. 7879 | fa x: 503. 228. 1285

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Date 02/03/06
File WIL205CC_aer1117.mxd Project No.



THE PACIFIC RESOURCES GROUP LAND MANAGERS - URBAN FORESTERS - NATURAL RESOURCE CONSULTANTS

August 15, 2006

Mr. Jeff Parker Blackhawk Development 2020C SW 8th Avenue PMB 166 West Linn, Oregon 97068-4612

Reference: Tree Assessment for Willamette 205 Corporate Center II, West Linn, Oregon

Dear Mr. Parker,

The following report is the result of my assessment of the trees on the proposed project, located on the northwest corner of SW Blankenship and SW Tannler Roads. The purpose of my visit was to verify the size, species and condition of trees on site with the intent to preserve as many as is reasonable. The site is undeveloped and is bordered by a single family residential neighborhood to the north and a commercial office complex to the west. The site slopes significantly from north to south.

OBSERVATIONS AND FINDINGS

As proposed, the site is to be developed with three office buildings, surface parking, parking structures, access drives and landscaping. Due to the sloping topography, developing this site will be very challenging. This makes tree preservation problematic as well. The soils report indicates that the soil is relatively shallow, with bedrock located at or near the surface. The report indicates an average depth of 3 to 5 feet of soil above bedrock. The shallow droughty soil may be the reason for the average to below average health of some of the trees. I assessed 130 trees as shown on the tree survey. The accompanying chart lists each tree with its size, species, approximate crown diameter, health, condition and comments on notable physical characteristics.

At the time of my site visits to assess the trees I was unable to determine the locations of the property lines. The accompanying tree chart indicates only three of a number of trees that are actually off the project site, however, I suspect that there are a number of them that may be located on an adjacent parcel and in the Tannler Road right of way. A more precise determination of which trees are actually off the project site will have to be made at some point. For those trees that appear to be on property adjacent to the project but which are close to property lines, some form of tree protection may be appropriate, depending on expected construction activities. The recommendations for post construction care later in this report may be applied to these trees as well. It appears that in order to construct improvements on this site, a number of trees along the east and west sides of the site will be removed. The remaining trees on the northern portion of the site will remain.

Aug. 16 2006 04:02PM P3

I found 9 trees that are too hazardous to remain due to disease, decay or serious structural defects. In my opinion these trees are not repairable and pose too great a risk of damage to property or injury to users of the area near them. These include trees #10, 13, 32, 37, 38, 45, 53, 53b and 120b. Trees #53 and 53b appear to be located on the adjacent property, but pose an unacceptable risk to the users of that property and to the project site. An additional 7 trees have major defects or problems, have significant hazard potential, are likely to become future hazards, or their future survival is questionable. For various reasons these trees are unlikely to provide a reasonable return on the invested resources which will be necessary to preserve them. These trees include #11, 17, 23, 25, 36, 40 and 52. Tree #52 has 2 stems, the smaller of which has internal decay at the base and up into the stem. The larger stem has fine, medium and large deadwood in the crown, below average annual twig growth and may be affected by the decay in the smaller stem. The smaller stem is hazardous and should be removed.

The remaining trees appear to be in average to good health. Most are in fair condition. For those not located on steep slopes, and depending on their proximity to areas to be excavated, some of these may be good candidates for preservation. The majority of the trees along the west property line are smaller ornamentals planted as part of the laudscape of the adjacent office complex. Those that conflict with the proposed development could may be replaced or relocated to more suitable locations. The proposed site plan shows the trees on the steep bank along Tannler Road will be removed to make room for utilities and street improvements required by the City. The trees with the best chance for preservation are those on the upper or northern portion of the site. Fifty three (53) of the trees on the survey are located on the northern portion of the site.

SIGNIFICANT TREES

The development code for the City of West Linn places particular importance on what it terms "significant" trees. This term is not defined in the code. The City Arborist is given discretion in determining what is "significant" based upon accepted arboricultural standards. I am fairly knowledgeable in the fields of arboriculture, urban forestry and landscape architecture and to my knowledge there is no accepted definition, criteria or standards for such a designation. In my experience, this is not a commonly used term or designation used by other municipalities in the region. Such a designation is therefore, subjective and arbitrary. In working with the design team at Group Mackenzie I can attest to the fact that a considerable amount of time and expense went into looking at a number of alternatives aimed at saving as many trees as practical while proposing an economically viable project. I typically recommend balancing the desire to retain trees with an evaluation of the risk and reward of the effort involved. Trees to be preserved should be relatively healthy, free of serious non-correctable defects and have a high probability of long-term survival. When feasible, they should be incorporated so that they make a valuable contribution to the landscape of the site. Finally, I recommend making an objective assessment of the value of the trees being considered for preservation. Assuming the other criteria are met, in most instances the effort or resources invested to preserve trees should not exceed their appraised value. Otherwise, planting new trees is a better investment.

GENERAL RECOMMENDATIONS

It is too early in the design process to have determined the locations of utility, irrigation or electrical lines. However, if they must be placed within the root protection zone of any of the trees being retained on site, it would be desirable to place them as far from the trees as possible. If any such lines must cross the tree protection zones, the trenches can be hand or machine dug, leaving the larger roots (over 2" diameter) intact. The excavations for other utilities (sanitary, storm, gas, cable, telephone and electric) will require a deeper trench and the portion of the trench that passes through the root protection zone can be dug with a combination of hand and

machine to preserve larger roots. I recommend that I be called once the location of the utility trenches are determined and excavation is underway. I can then recommend ways to minimize the effects on the affected trees, assess the amount of root loss and recommend any post construction care that would improve the trees' chances of survival.

Trees located near proposed grading or proposed improvements should be protected from inadvertent damage during construction. For those that will have any excavation within the root protection zone (defined as a circle around the tree with a radius equal to 1' for each inch of diameter at DBH), I recommend that you consider exploratory excavation for any improvements within 10' to 12' of the trunk. This will help in locating their structural roots and in the installation of tree protection fencing, intended as protection from inadvertent damage. The improvements nearest the trees (utilities, retaining or foundation walls) should be located as precisely as possible by staking the edge of excavation closest to the trees. If needed, the exploratory excavation can be done either by hand or using an AirSpade to expose any roots that are in or under the proposed improvements. If the roots are under the excavation or not present at all, the trees can be left standing. However, if a significant portion of the larger structural roots cannot be preserved, the trees may not be safe to leave standing. I recommend that you contact me as soon as the improvements are staked so I can suggest a course of action regarding these trees.

In addition to protecting the trees from inadvertent physical injury, the tree protection fencing should serve to minimize any soil compaction that might occur within the trees' root protection zone. This will require keeping construction materials, soil, foot traffic and equipment out of the area within the tree protection zone to the extent practical. In cases where excavation must take place within the root protection zone, the tree protection fencing should be installed no closer than 4' to 5' off the base of the tree. It should protect as much of the root protection zone as possible, without including the excavation for the utilities, foundation walls, etc. If it is necessary to work closer to the tree than this or to work inside the tree protection fencing, you should notify me. Either chain link or orange plastic construction fencing, staked every 8' to 10', will meet the functional requirement for tree protection, however I suggest checking with the appropriate City official as to the current requirement.

Any existing trees that are retained and those newly planted will benefit greatly from a fertilization program that will help promote root growth following construction. For any newly planted trees the fertilization can be delayed until the next growing season. To accomplish this I recommend the landscape contractor or maintenance staff fertilize the entire area beneath the preserved trees using a highly soluble high nitrogen fertilizer applied at a time when surface vegetation is dormant and tree roots are still growing. The best time to do this is in late October or early November and/or in mid to late February. The fertilizer is best applied just prior to or during a rain, otherwise it should be watered into the soil. I recommend using Ammonium Sulfate (21-0-0 or 23-0-0) at a rate of 2 lbs. of Nitrogen per 1000 square feet of area treated. This equates to applying 9 lbs. of the fertilizer to each 1000 square feet of area within the drip line of each tree or woody plant. The annual amount of Nitrogen that should be applied is between 2 to 4 lbs. per 1000 square feet, the first year, and half that amount in subsequent years. If a single application is made, it should be done in late November, otherwise two applications of nitrogen can be made, one each in late fall and early spring. The fertilizer can be applied to the surface of the ground with a cyclone or "whirly" type spreader. The fertilization should be done within the drip line and to an area a few feet outside the drip line. To determine the area to be treated for trees such as this, with the tree at the center, the area to be treated is within the circle that has a radius equal to one foot for every inch of the tree's diameter. After the first application I recommend that you take soil samples to determine existing nutrient levels and get a recommendation on the composition of fertilizer or other soil amendments that are needed by the plants on site. Contact A & L Western Agricultural Lab at 503-968-9225 for soil analysis instructions and assistance.

This completes my report. If any additional information, which would effect my observations or recommendations becomes available I would welcome the opportunity to consider it and revise this report accordingly. If I omitted any information or if you have any questions please do not he sitate to contact me.

Respectfully yours,

Stephen F. Goetz, Principal

American Society of Consulting Arborists, Reg #260
American Society of Landscape Architects, Oregon Lic. #80
Society of American Foresters

SG:mac Attachment

DISCLAIMER: I am not an attorney, engineering or insurance expert. There is no substitute for any of these in assessing or evaluating construction or liability matters. I consult and testify only in regard to some arboricultural, horticultural and landscape architectural matters. This publication is not intended as, and does not represent, legal, engineering or insurance advice and should not be relied upon to take the place of such advice. Although every effort has been made to assure the accuracy of the information included in this publication as of the date on which observations were made and or the date it was issued, conditions in these situations are all subject to frequent change and therefore its applicability is strictly limited to that time. The content of this report is my own work and is based upon my professional experience and judgement. Any fees that I receive are not contingent upon nor related to the conclusions or recommendations included. I have no personal or professional interest in the subject property(s).

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Willamette 205 Corporate Center II, Tree Assessment, West Linn, Oregon

Tree No.	Size inches	Species	Crwn Dia. Ft.	Health	Condition	Comments
,				F : /A	Moderate & Non-correctable	la contraction of the contractio
1	7	Norway Maple	10	Fair/Average		Street tree, poor branch connection with included bark
2	7	Pacific Madrone	10	Good	Few & Minor or Correctable Defects	
3	9	Douglas Fir	15	Good	Few & Minor or Correctable Defects	
4	10	Black Cottonwood	20	Good	Defects	Previously broken top at 50', regrown top has poor connection
5	9	Douglas Fir	12	Fair/Average		On steep slope, covered with black berries
6	14	Douglas Fir	20	Good	Few & Minor or Correctable Defects	On steep slope, covered with black berries
7	13	Black Cottonwood	20	Good	Few & Minor or Correctable Defects	On steep slope, covered with black berries
8	31	Douglas Fir	40	Fair/Average	Defects	Moderate amount of large deadwood throughout crown, hazard prune to remove deadwood
9	6	Oregon White Oak	10	Fair/Average	Moderate & Non-correctable Defects	Sweep in trunk, growing out of hillside, thin crown
10	20	Oregon White Oak	40	Poor	Major Defects or Problems, Hazard, Remove	Tree toppled over, 3 branches continue to grow, Hazard, Remove
11	39	Oregon White Oak	50	Good	Major Defects or Problems	2 stems are split from first crotch to 2' above ground, west stem is likely to fail, cabling & bracing may reduce probable failure, Potential Hazard - Do Not Preserve
12	8	Pacific Madrone	10	Good	Few & Minor or Correctable Defects	Growing in steep bank covered with black berries
13	20	Oregon White Oak	40	Poor	Major Defects or Problems, Hazard, Remove	Tree toppled over, hollow stem, 5 branches continue to grow, Hazard, Remove
14	19	Oregon White Oak	30	Fair/Average		Crown off balance to south
15	7	Oregon White Oak	25	Fair/Average	Defects	Clump of 3 trees with 5 stems (6,6,6,7,3,). Partial crowns due to crowding.
16	12	Oregon White Oak	25	Fair/Average		Partial crown, off balance to south, some girdling from barb wire fence wrapped around trunk.
16b	726	Oregon White Oak		Fair/Average	Moderate & Non-correctable Defects	Partial crown in 2 stem tree, off balance to south.

Willamette 205 Corporate Center II, Tree Assessment, West Linn, Oregon

	Size inches	Species	Crwn Dia. Ft.	Health	Condition	Comments
17	8,8,8,7,6 ,5,4,3	Oregon White Oak	25	Fair/Average	Major Defects or Problems	Multiple root suckers from dead stump, all lean out from center with poor connections at ground. Survival long-term unlikely. Future Hazard, Do Not Preserve
18	6,6,4	Oregon White Oak	12	Fair/Average	•	3 stems at ground, partial crown off balance to south
19	8,6,5,3	Oregon White Oak	20	Fair/Average	Defects	4 stems at ground, lots of epicormic sprouts on all stems. Questionable long term survival.
20	6	Oregon White Oak	15	Fair/Average		
21	17	Oregon White Oak	21	Fair/Average	E .	
22	17	Oregon White Oak	26	Fair/Average	Few & Minor or Correctable Defects	
23	6,6,5,5,4 ,3,3	Oregon White Oak	2	Good	Major Defects or Problems	Multiple root suckers from dead stump, all lean out from center with poor connections at ground. Survival long-term unlikely. Future Hazard, Do Not Preserve
24	7	Douglas Fir	10	Good	Few & Minor or Correctable Defects	
24b	7,6,5	Oregon White Oak	17	Good	Moderate & Non-correctable Defects	3 stems begin at ground
24c	14	Oregon White Oak	30	Good	Few & Minor or Correctable Defects	
25	8,7,7,5,4	Oregon White Oak	18	Good		Multiple root suckers from dead stump, all lean out from center with poor connections at ground. Survival long-term unlikely. Future Hazard, Do Not Preserve
26	37	Douglas Fir	35	Good	Few & Minor or Correctable Defects	
27	7,6	Oregon White Oak	18	Fair/Average		2 stems at ground
28	22	Oregon White Oak	28	Fair/Average		Thin crown
29	7,6	Oregon White Oak	14	Fair/Average	Few & Minor or Correctable Defects	
30	7,7,7,6	Oregon White Oak	20	Fair/Average		4 stems at ground, root sprouts from dead stump, all lean out from center

Tree No.	Size inches	Species	Crwn Dia. Ft.	Health	Condition	Comments
_		- F			Few & Minor or Correctable	
31	7	Oregon White Oak	15	Fair/Average		
						Large cavity at base, exposed internal decay in wood from
32	10	Oregon White Oak	7	Poor	Hazard Remove	ground to 8', Hazard Remove
33	20	Oregon White Oak	33	Fair/Average	1	
34	11	Oregon White Oak	18	Fair/Average	Defects	Partial crown, crown full of vines, prune for structure & remove vines
35	11,7	Oregon White Oak	21	Fair/Average		2 stems at 2' off ground, east stems lean to east. Cable together. Prune to balance crown.
36	12,12, 11,11, 10,10, 7	Big Leaf Maple	28	Fair/Average	Major Defects or Problems	Multiple root suckers from dead stump, large cavity at base on north side. Remove 2 stems with internal decay & cable remaining stems. <i>Monitor as Potential Hazard</i> .
37	23	Oregon White Oak	35	Fair/Average	Major Defects or Problems, Hazard, Remove	Main stem leans to south, large open cavity at 6' to 10' with internal decay above and below. Too little sound wood around cavity. Hazard. Remove.
38	20	Oregon White Oak	35	Fair/Average	Major Defects or Problems, Hazard, Remove	Crown off balance to SE, Large cavity on west side from ground to 5', decay above. Hazard tree, Remove .
39	21	Oregon White Oak	36	Fair/Average	Moderate & Non-correctable Defects	Barb wire fence in the trunk, thin crown
40	6,6,6,6, 5,4,3 & 2	Oregon White Oak	20	Fair/Average	Major Defects or Problems	Multiple root suckers from dead stump, all lean out from center with poor connections at ground. Survival long-term unlikely. Future Hazard, Do Not Preserve
41		Oregon White Oak	36	Fair/Average	Few & Minor or Correctable Defects	Thin crown, some large deadwood in crown, 2 main stem have included bark at 10', cable & or brace stems at connection
42	7,6	Oregon White Oak	14	Fair/Average		Crown full of vines, 2 stems start at 1' off ground
43	22	Oregon White Oak	37	Fair/Average	Few & Minor or Correctable Defects	Crown off balance to SE
44	17,13	Oregon White Oak	38 x 20	Fair/Average	Defects Major Defects or	2 stems at ground, cavity at base of east stem buried 24" - 30" deep on north side. Both stems have old wounds on north side. Check for internal decay.
45	8	Oregon White Oak	18	Fair/Average	Major Defects or Problems, Hazard, Remove	Roots cut 2' from trunk on north side, potential Hazard Remove.

Tree No.	Size inches	Species	Crwn Dia. Ft.	Health	Condition	Comments
46	26	Douglas Fir	36	Fair/Average		Very poor annual twig growth, well below average. Tree may benefit from fertilization.
47	17	Douglas Fir	20	Good	Few & Minor or Correctable Defects	
48	23	Oregon White Oak	37	Good	Few & Minor or Correctable Defects	Thin Crown.
49	31	Douglas Fir	26	Fair/Average		Partial crown due to crowding
50	33	Douglas Fir	32	Fair/Average	1	Partial crown due to crowding
51	30	Douglas Fir	30	Fair/Average	Few & Minor or Correctable Defects	Partial crown due to crowding
52	31,21	Douglas Fir	30	Fair/Average	Major Defects or Problems	2 stems at ground, large dead wood, smaller stem has many defects & internal decay. Remove small stem.
53	14,15	Oregon White Oak	31	Fair/Average	Major Defects or Problems, Hazard, Remove	2 stem at 4' included bark & cavity from ground to 3' on south side. Hazard , recommend removal. Notify owner. OFF SITE.
53 b	30	Oregon White Oak	36	Fair/Average	Major Defects or Problems, Hazard, Remove	Large cavity with internal decay on west side, Insufficient sound wood, Hazard Remove. OFF SITE.
54	6	Austrian Pine	10	Good	Sound, no obvious defects.	
55	6	London Planetree	10	Good	Sound, no obvious defects.	
<i>5</i> 6	6	Austrian Pine	8	Fair/Average	Few & Minor or Correctable Defects	
57	4,4	Austrian Pine	8	Fair/Average	Defects Major Defects or Problems	2 stems at 4.5'
<i>5</i> 8	4,3	Austrian Pine	8	Fair/Average	Defects Major Defects or Problems	2 stems at 4.5'
59	6	London Planetree	10	Fair/Average	Few & Minor or Correctable Defects	
60	6	Ash, species	13	Good	Sound, no obvious defects.	
61	6	London Planetree	18	Good	Few & Minor or Correctable Defects	

Tree No.	Size inches	Species	Crwn Dia. Ft.	Health	Condition	Comments
62	6	London Planetree	16	Good	Few & Minor or Correctable Defects	
63	4	Austrian Pine	10	Good	Sound, no obvious defects.	
64	6	London Planetree	18	Good	Few & Minor or Correctable Defects	
65	6	London Planetree	17	Good	Few & Minor or Correctable Defects	
66	5	Douglas Fir	8	Good	Few & Minor or Correctable Defects	OFF SITE
67	3	London Planetree	12	Good	Few & Minor or Correctable Defects	
68	8	Scotch Pine	10	Good	Defects Major Defects or Problems	2 stems at 4.5' Remove upright subdominant stem.
69	6	London Planetree	15	Good	Few & Minor or Correctable Defects	
70	6	Scotch Pine	11	Fair/Average	Defects Major Defects or Problems	
71	6	Scotch Pine	12	Good	Few & Minor or Correctable Defects	
72	6	Leyland Cypress	12	Good	Defects Major Defects or Problems	
73	6	Leyland Cypress	12	Good	Few & Minor or Correctable Defects	
74	7	Douglas Fir	12	Good	Few & Minor or Correctable Defects	
75	10	Black Cottonwood	20	Fair/Average	Few & Minor or Correctable Defects	Growing on steep bank
76	6	Pacific Madrone	8	Fair/Average	Major Defects or Problems	Leaning over, prune to improve structure & growth habit.
77	8	Black Cottonwood	10	Fair/Average	Few & Minor or Correctable Defects	Growing on steep bank
78	6	Douglas Fir	12	Fair/Average	Few & Minor or Correctable Defects	Growing on steep bank

Tree No.	Size inches	Species	Crwn Dia. Ft.	Health	Condition	Comments
					Moderate & non correctable	
79	14, 2	Black Cottonwood	32	Fair/Average		2 stems at 2' above ground, growing on steep bank.
80	12,12,8	Black Cottonwood	30	Fair/Average	Moderate & non correctable defects	3 stem at ground, growing on steep bank.
81	6	Douglas Fir	8	Fair/Average	Moderate & non correctable defects	Partial crown due to crowding
82	10	Douglas Fir	18	Fair/Average	Few & Minor or Correctable Defects	
83	6,6	Douglas Fir	10	Good	Sound No Obvious Defects	2 trees, growing 1' apart.
84	11	Douglas Fir	13	Fair/Average		
85	12,11,8	Black Cottonwood	22	Good	Moderate & non correctable defects	·
86	12	Douglas Fir	14	Good	Few & Minor or Correctable Defects	Partial crown due to crowding
87	11	Douglas Fir	15	Good	Few & Minor or Correctable Defects	Partial crown due to crowding
88	7	Douglas Fir	13	Good	Few & Minor or Correctable Defects	Partial crown due to crowding
89	6	Douglas Fir	10	Good	Few & Minor or Correctable Defects	Partial crown due to crowding
90	10,9	Pacific Madrone	18 x 14	Good	Few & Minor or Correctable Defects	Partial crown due to crowding
91	9	Black Cottonwood	13	Good	Few & Minor or Correctable Defects	
92	13	Douglas Fir	12	Good	Sound No Obvious Defects	
93	14	Black Cottonwood	18	Good	Sound No Obvious Defects	
94	8	Black Cottonwood	12	Good	Few & Minor or Correctable Defects	
95	7	Black Cottonwood	12	Good	Few & Minor or Correctable Defects	
96	7	Douglas Fir	13	Good	Few & Minor or Correctable Defects	Partial crown due to crowding

Tree No.	Size inches	Species	Crwn Dia. Ft.	Health	Condition	Comments
97	12	Black Cottonwood	17	Good	Few & Minor or Correctable Defects	
98	8	Big Leaf Maple	12	Fair/Average	•	
99	7	Big Leaf Maple	10	Good	Few & Minor or Correctable Defects	
100	10	Douglas Fir	16	Good	Few & Minor or Correctable Defects	
101	22	Black Cottonwood	20	Good	Few & Minor or Correctable Defects	·
102	6	Douglas Fir	12	Good	Few & Minor or Correctable Defects	
103	6	Douglas Fir	10	Fair/Average	9	Swoop in trunk,poor specimen.
104	7	Douglas Fir	12	Fair/Average		Partial crown, with dead top. Prune out deadwood.
105	9	Black Cottonwood	12	Fair/Average		Broken & regrown top, connection defect at 30'
106	14	Black Cottonwood	16	Fair/Average	1	Wound on east side at base
107	10	Douglas Fir	14	Fair/Average		Defects in upper crown
108	8	Douglas Fir	14	Fair/Average		Partial crown due to crowding
109	9	Douglas Fir	14	Fair/Average		Partial crown due to crowding
110	11	Black Cottonwood	13	Fair/Average		Partial crown due to crowding
111	12	Black Cottonwood	14	Fair/Average		
112	7	Black Cottonwood	13	Fair/Average	_	
113	7	Big Leaf Maple	14	Fair/Average	Few & Minor or Correctable Defects	Partial crown due to crowding

Tree No.	Size inches	Species	Crwn Dia. Ft.	Health	Condition	Comments
114	12,10	Black Cottonwood	17	Fair/Average	Few & Minor or Correctable Defects	2stems at 2', poor connection
115	7,5	Big Leaf Maple	16	Fair/Average	Defects	2 stem at 3', remove smaller stem with poor connection to main
116	15	Black Cottonwood	17	Fair/Average	Few & Minor or Correctable Defects	
117	12	Black Cottonwood	16	Fair/Average	Defects	Reverse root growing up steep bank, tree will be potential hazard if root is cut.
118	8	Douglas Fir	12	Fair/Average	Few & Minor or Correctable Defects	Partial crown due to crowding
119	9	Douglas Fir	14	Fair/Average	Few & Minor or Correctable Defects	Partial crown due to crowding
120	12,11	Black Cottonwood	21	Fair/Average		2 stem at 1', major roots exposed to north and east (down scope)
120b	7,4	Big Leaf Maple	16	Fair/Average	Major Defects & Problems, Hazard Remove	Swoop in trunk, leans out over bank, Hazard Remove
121	15	Black Cottonwood	16	Fair/Average		
121b	7	Big Leaf Maple	13	Fair/Average		
121c	11	Douglas Fir	19	Fair/Average	1	
122	13	Black Cottonwood	17	Fair/Average	l	
123	19,8	Black Cottonwood	17	Fair/Average	Moderate & non correctable defects	Roots exposed down scope and across drainage ditch

NOTE: NOTES:

Trees that are dead, dying, hazardous or potentially hazardous are shown in BOLD.

Trees that have significant defects, non-correctable structural problems and are poor specimens which should not be preserved, are shown in BOLD ITALICS

Species Key:

Ash - Fraxinus species
Austrian Pine - Pinus nigra
Bigleaf maple - Acer macrophyllum

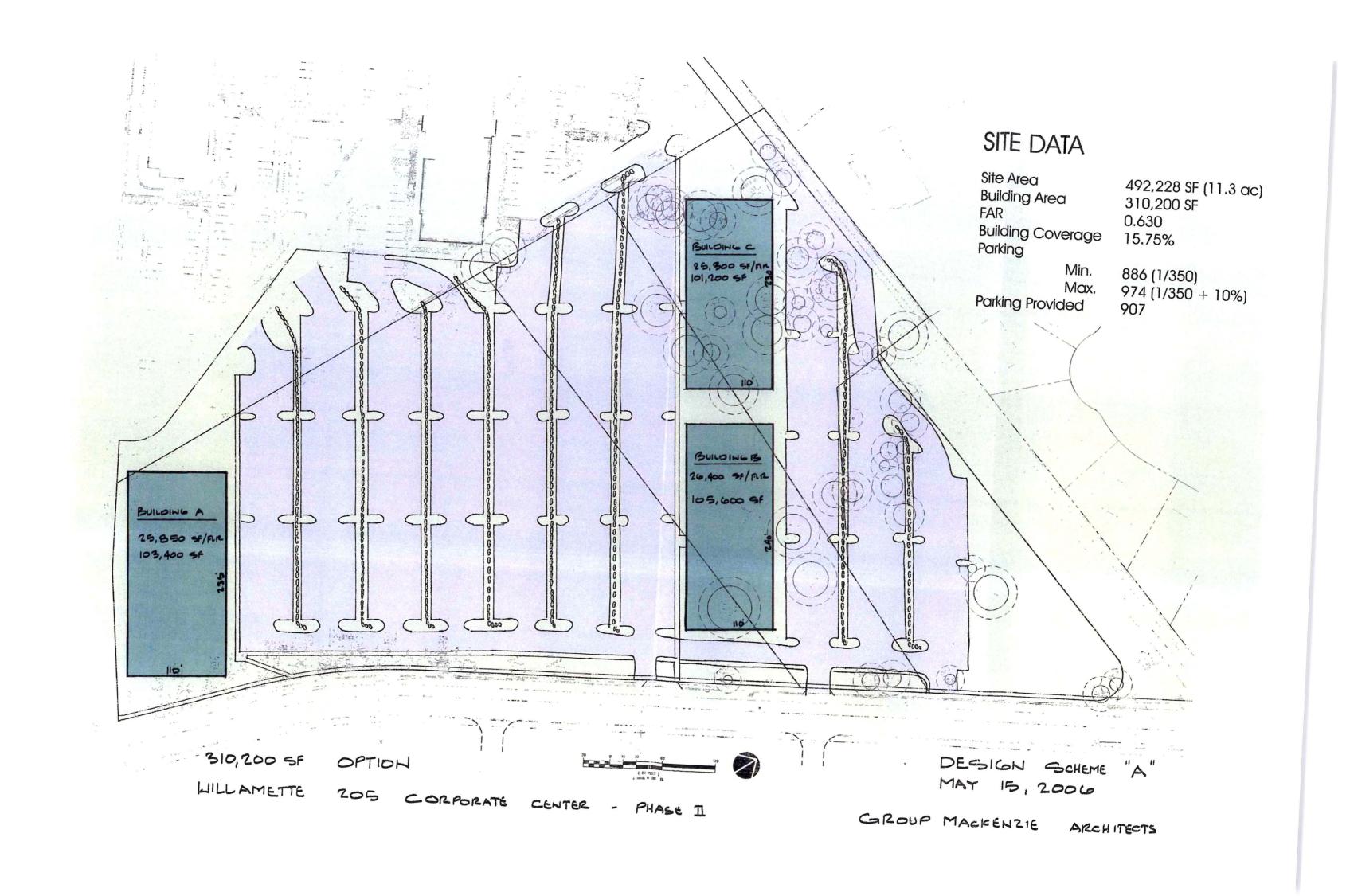
Black Cottonwood - Populus trichocarpa

Douglas fir -Pseudotsuga menziesii

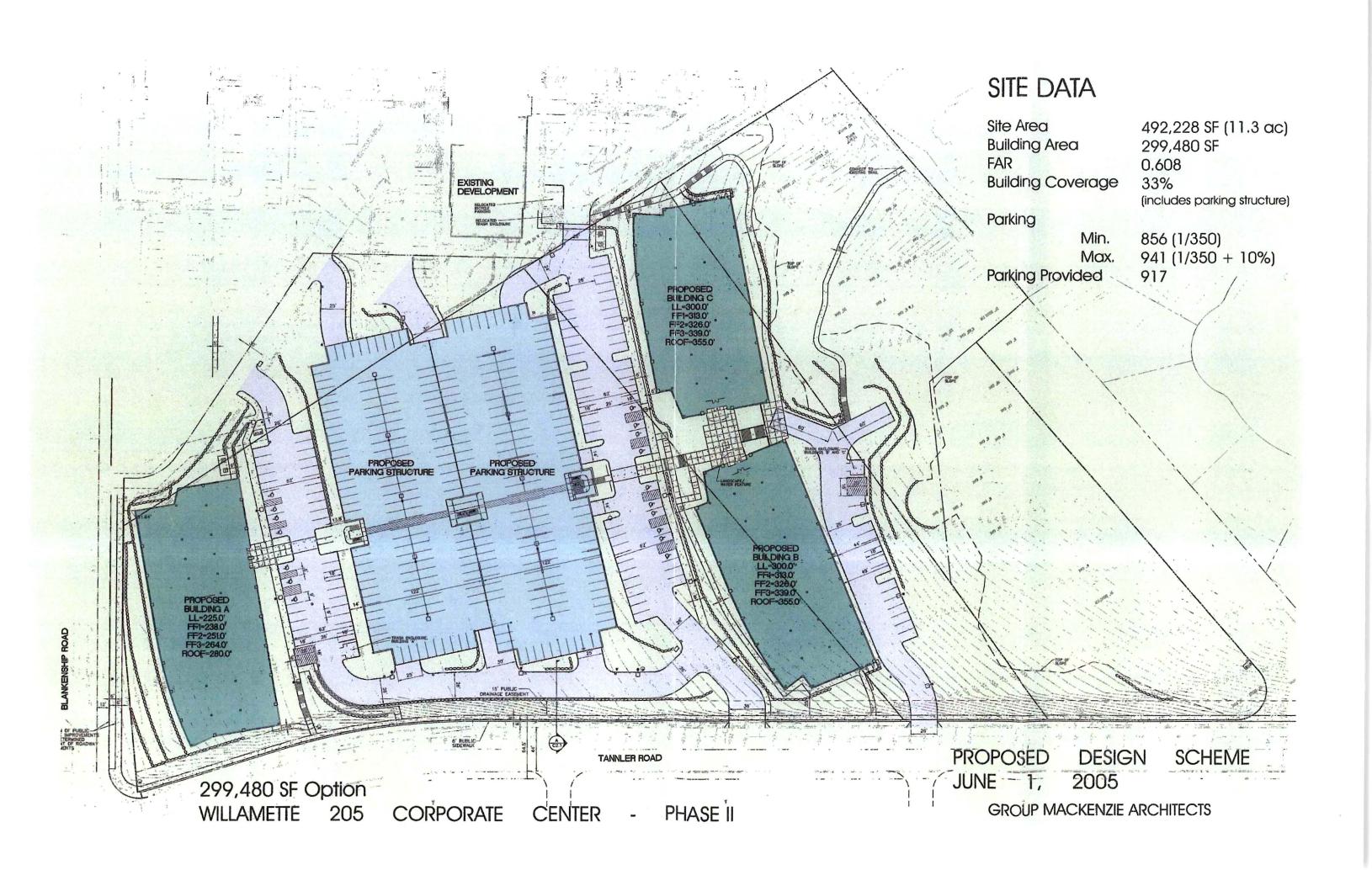
Leyland Cypress - x Cupressocyparis Leylandii

London Plane - Platanus acerifolia Norway Maple - Acer platanoides Oregon White Oak - Quercus garryana Pacific Madrone - Arbutus menziesii

Scotch Pine - Pinus sylvestris



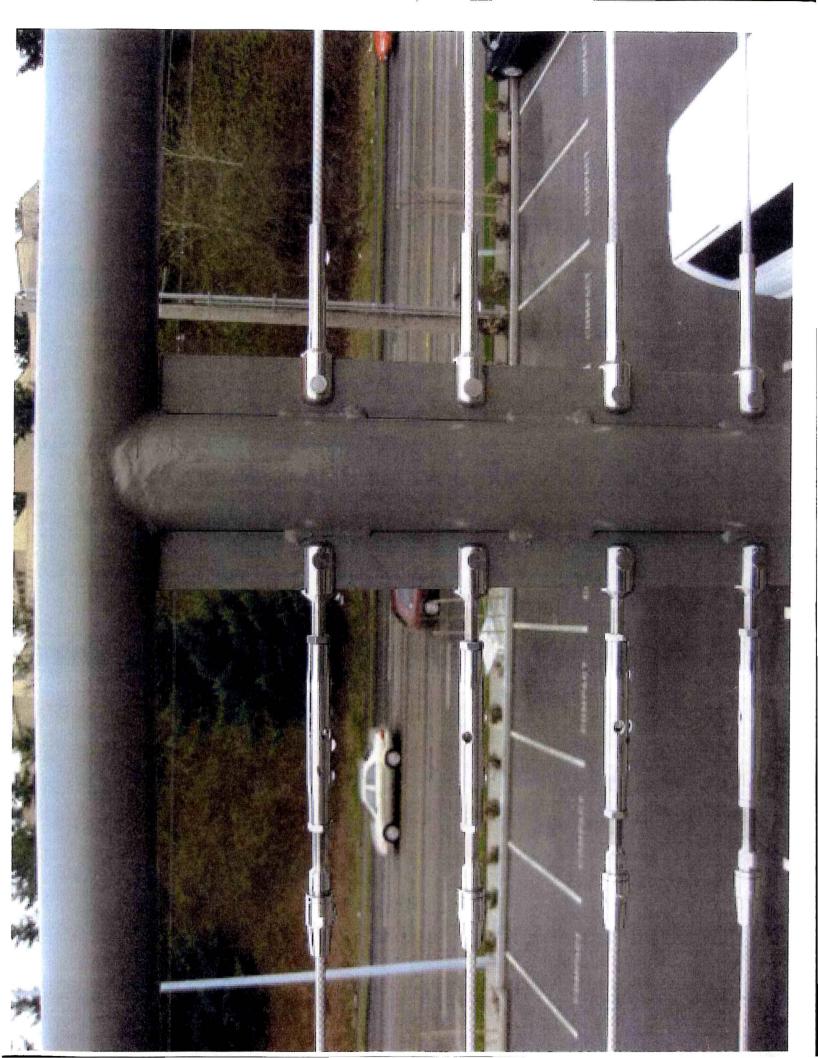
CAROUP MACKENZIE ARCHITECTS











August 24, 2006

Blackhawk, LLC 2020-C SW 8th Avenue, P.O. Box 170 West Linn, OR 97068

Attn: Mr. Jeff Parker

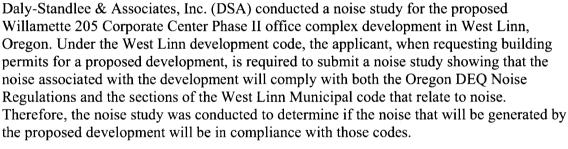
Kerrie G. Standlee From:

Senior Principal

Re: Willamette 205 Corporate Center

Phase II Noise Study DSA File #: 154062

Introduction



This report provides the results of the noise study and the conclusions based on those results.

Summary of Findings

Based on the results of ambient noise levels measured over a 3 day period that included weekday and weekend periods, and based on the noise levels predicted to radiate from the proposed Willamette 205 Corporate Center Phase II office buildings, the noise radiating from the office park will meet all state and city noise regulations during all hours.

Site Description

The Willamette 205 Corporate Center Phase II development will be a commercial development that will be located at the northwest corner of Blankenship Road and Tannler Drive in West Linn, OR (see Figure 1). The development will be bordered on the south by Blankenship Road, on the west by the West Linn Corporate Park I which has two existing office buildings (1800 Blankenship Road "Building A" and 1830 Blankenship Road "Building B"), on the north by the Summer Linn Apartment Complex and the Barrington Heights residential development, and on the east by Tannler Drive (see Figure 2).



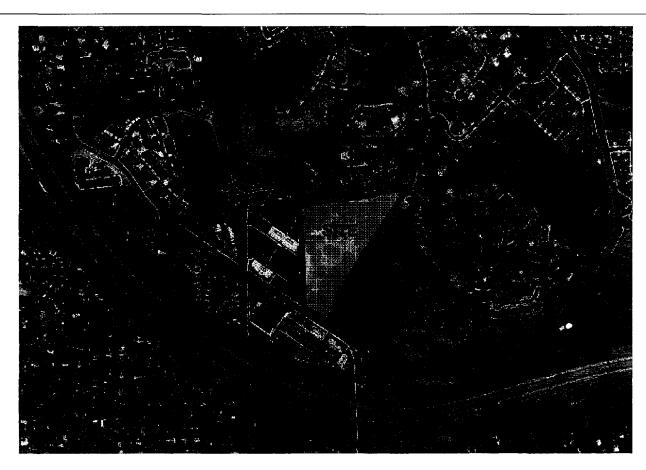
Daly • Standlee & Associates, Inc.

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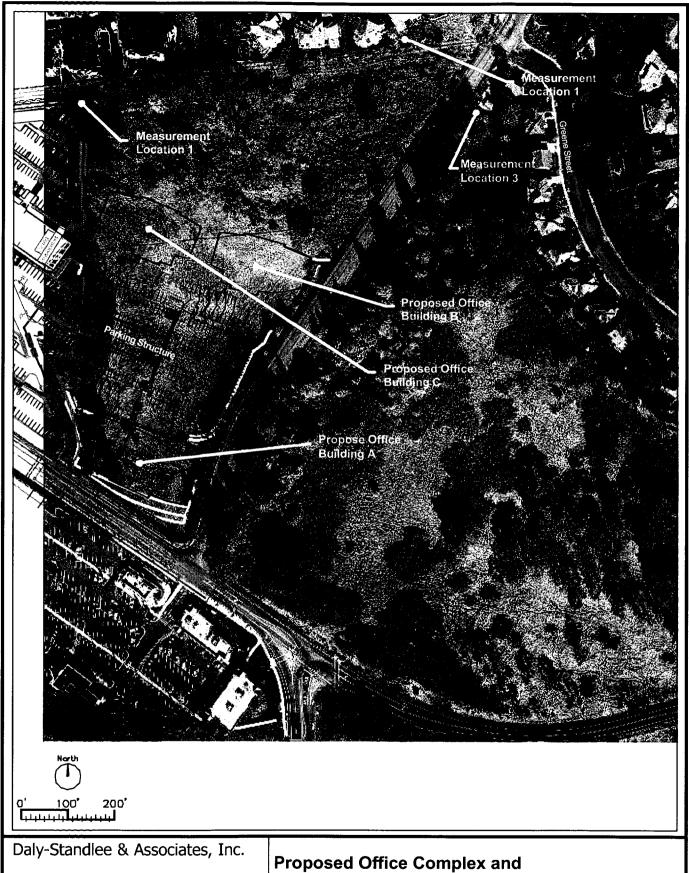


Page 1 of 16





Daly-Standlee &	Associates, Inc.			
Phone: 503/646-4420 Fax: 503/646-3385 Email: DSA@acoustech	group com	Vicinity Map		
DESIGNED BY:	DRAWN BY:	DATE:	PROJECT NO.	
M. Shiach	M. Shiach	7/12/06	154061	Figure 1



ph: 503-646-4420 fax: 503-646-3385

email: DSA@acoustechgroup.com

Noise Measurement Locations

DESIGNED BY:

DRAWN BY:

8/23/2006

PROJECT NO. 154061

Figure 2



Willamette 205 Corporate Center Phase II Noise Study

The topography at the site slopes upward from the site's southwest corner to its northeast corner. The southwest corner of the site has an elevation of approximately 210 feet above sea level and the elevation in the northeast corner of the site is approximately 100 feet above that found in the southwest corner.

Three office buildings are proposed on the site. Building "A", a three-story office building spanning the east-west width of the site, is proposed in the lower, southeast portion of the site. Office Building "B" and "C", both three-story buildings, are proposed side-by-side along a line running east-west across the site in the upper portion of the site approximately 200 to 225 feet south of the northwest corner of the site (see Figure 2). Parking for the three office buildings will be located in a parking structure that will be located between the lower three story building and the upper two, three story buildings.

The roof of the three-story office building on the lower portion of the site will be at an elevation of approximately 280 feet above sea level (approximately 50 feet above the ground elevation at its building site) while the roof of the upper three story office buildings will be at an elevation of approximately 343 feet above sea level (approximately 47 feet above the ground on the south side of the building and 37 feet above the ground elevation in the northwest corner of the site).

The nearest occupied residential properties are located north of the site and east of the site. The Summer Linn Apartments are located immediately adjacent to the northwest corner of the site and represent the nearest residential structures to the proposed office buildings. The Barrington Heights residential development, located immediately east of the Summer Linn Apartments, border the majority of the north property line of the proposed office buildings. Homes are located on Greene Street across Tannler Drive, east of the northeast corner of the office building site.

The apartment in the Summer Linn Apartment complex nearest the proposed development will be approximately 252 feet from the northwest corner of the western office building in upper portion of the site. The apartment building is constructed in an old rock quarry so that the ground elevation at the apartments is approximately the same as that found in the northwest corner the project site (approximately 320 feet above sea level). The top floor of the apartments will be approximately 13 feet below the roof of the nearest 3-story office building. People living on the top floor of the apartment buildings should not be able to see the surface of the roof of the upper two office buildings but they could likely see the walls being constructed around the rooftop HVAC equipment.

The closest house to the office buildings in the Barrington Heights development will be approximately 398 feet from the northwest corner of the eastern office building in the upper portion of the site. The homes located in that development along the north property line will be at a much higher elevation than the roof of the office building (the elevation of the ground floor levels of the homes range from 375 feet above sea level to 385 feet above sea level) so that people in the homes will be overlooking the roof of the office buildings but they will not be able to see the HVAC equipment due to a proposed 10 foot high barrier wall constructed around the equipment.



The nearest home on Greene Street will be approximately 530 feet from the east side of the eastern office building proposed in the upper portion of the site. Most of the homes in the development will be at a higher elevation than the roof of the office buildings so that the occupants of those homes will overlook the roof of the buildings but they will not be able to see the HVAC equipment due to the presence of a 10 foot high wall around the equipment.

An Albertsons Food Store is located on the south side of Blankenship Road south of the proposed development site. Undeveloped land zoned for commercial use is located west of the Albertsons store. Interstate Highway 205 is located further south of the Albertson store approximately 650 feet from the southern boundary of the site.

The site will be cleared of vegetation to allow for the construction of the three buildings, the parking area between the buildings and the access drives. However, there will be approximately 200 feet of bushes and trees left between the eastern building along the north portion of the site and the residential developments to the northeast and east (Barrington Heights and Greene Street).

Facility Information:

Noise sources expected at the office complex are:

- rooftop HVAC equipment,
- road traffic generated by the building,
- automobiles driving in the parking lot,
- slamming automobile doors,
- garbage trucks,
- delivery trucks,
- lawn maintenance equipment,
- routine parking lot maintenance equipment (such as parking lot sweeps and leaf blowers).

No emergency generators are expected on the exterior of the building. It is expected that routine parking lot maintenance equipment (such as parking lot sweeps and leaf blowers) will only operate between the hours of 7 AM and 10 PM.

According to representatives of the Willamette 205 Corporate Center Phase II LLC, two, 70-ton Trane Intellipak commercial packaged rooftop units are proposed on the two 3-story office buildings in the northern portion of the site and three, 70-ton Trane Intellipak commercial packaged rooftop units are proposed on the office building in the southern portion of the site.

Vehicles will access the proposed office center complex at two locations along Tannler Drive near the center of the east side of the site and at four locations on the west side of the site along the driveway leading to the existing office building west of the proposed development.



Noise Criterion

The Oregon Department of Environmental Quality (DEQ) noise regulations (OAR Chapter 340-35-035) control noise radiating from "new" and "existing" industrial or commercial noise sources. A new industrial or commercial noise source is defined as any noise source that begins operation after January 1, 1975. Therefore, under the DEQ noise regulations, the proposed office park will be a "new commercial noise source".

The DEQ noise regulation categorizes a new commercial noise source as a new source located on a "previously used commercial site" or as new source located on a "previously unused commercial site". A "previously used commercial site" is defined as a site on which commercial or industrial activity occurred within the 20 years preceding the operation of the new noise source on the site. The proposed Willamette 205 Corporate Center Phase II development will be located on property that has never been used for a commercial operation. Therefore, the DEQ regulation for new commercial sound sources located on a previously unused site will apply to the development.

The Oregon DEQ noise regulation for a new commercial noise sources on a previously unused site states that the noise radiating from the new source cannot exceed the maximum allowable limits in Table 8 of the regulation (see Table 1 below) nor increase the existing ambient hourly statistical L_{10} and L_{50} noise levels by more than 10 dBA at any appropriate noise sensitive receiver. The second part of the limitation (the 10 dBA increase limitation) is commonly known as the ambient degradation rule in the regulation. The hourly L_{10} , and L_{50} sound levels are defined as those sound levels at a receiver that are equaled or exceeded 10% and 50% of an hour, respectively. The appropriate noise sensitive receiver location is defined as any point 25 feet from a residence, motel, church, school or hospital or the property line of the noise sensitive property which ever is farther from the noise source.

TABLE 1
DEQ Maximum Allowable Hourly Statistical Noise Levels

OAR 340-35-035 - Table 8 New Industrial and Commercial Noise Source Standards Allowable Statistical Noise Levels in Any One Hour						
7 am - 10 pm	10 pm - 7 am					
L ₅₀ - 55 dBA	L ₅₀ - 50 dBA					
L ₁₀ - 60 dBA	L ₁₀ - 55 dBA					
L ₀₁ - 75 dBA	L ₀₁ - 60 dBA					

The West Linn Community Development Code Section 55.100(D), Approval Standards – *Privacy and Noise*, requires that all "Businesses or activities that can reasonably be expected to generate noise shall undertake and submit appropriate noise studies and mitigate as necessary." Office buildings are generally considered to be businesses that



generate noise in the City of West Linn. Therefore, the West Linn *Privacy and Noise* code will also apply to the Willamette 205 Corporate Center Phase II development.

The West Linn Community Development Code states that for any new commercial development on a vacant or previously unused commercial site, the operation of a noise source shall not cause or permit noise levels which would increase the ambient hourly statistical L_{10} and L_{50} noise level by more than 5 dBA at any appropriate receiver. This part of the City code is similar to the DEQ ambient degradation criteria with the exception that the City of West Linn criteria more stringent than the DEQ ambient degradation criteria.

The West Linn Community Development Code Section 55.100(D) also regulates the maximum allowable hourly statistical sound levels that can be generated by a new commercial development and the limits specified by the City are shown in Table 2.

TABLE 2
West Linn Maximum Allowable Hourly Statistical Noise Levels

Section 55.100(D) - Table 1 Businesses or activities that can be expected to generate noise Allowable Statistical Noise Levels in Any One Hour						
7 am - 7 pm	7 pm - 7 am					
L ₅₀ - 55 dBA	L ₅₀ - 50 dBA					
L ₁₀ - 60 dBA	L ₁₀ - 55 dBA					
L ₀₁ - 75 dBA	L ₀₁ - 60 dBA					

The maximum allowable criteria limits specified in the City code are the same as those specified in the state. However, there are more hours included in the "Nighttime" hour category in the West Linn code than in the DEQ code. As a result, Section 55.100(D) of the West Linn Community Development code becomes more stringent than the DEQ code..

Existing Ambient Noise Levels at Residences around the Development

Noise measurements were made for 24 hours at two locations near the northeast corner of the site in the vicinity of homes nearest the site in the Barrington Heights development and homes nearest the site on Greene Street (Measurement Locations 2 and 3 of Figure 2). Those measurements began at 4 p.m. on January 21, 2004 and ended at 4 p.m. on January 22. Forty eight (48) hour noise measurements were made at a third location near the Summer Linn Apartments (Measurement Location 1 in Figure 2) beginning at 12 noon on January 24, 2004 and ending at 12 noon on January 26, 2004. The longer term measurements at Location 1 were made to provide information about the weekend noise levels generally found in the area.



Measurement Procedure

Noise levels were measured using three Larson Davis Model 720 sound level meters which meet the American National Institute (ANSI) requirements for a Type 2 sound level meter. The detectors of the meters were set for "fast" response. The meters have a built-in microprocessor and memory capability that allowed calculations and storage of a variety of statistical data. The microphones were located approximately five feet above ground level. All three sound level meters were field calibrated prior to the noise measurement with a Larson Davis Model CA 250 sound level calibrator.

Measurement Locations

Measurement Location 1 was located in the northwest corner of the site, approximately 450 feet east of Summerlinn Drive, and approximately 50 feet south of the Summer Linn Apartments (see Figure 2). Measurement Location 1 was selected to provide information on the ambient noise levels experienced by the occupants of the Summer Linn Apartment buildings nearest the proposed development.

Measurement Location 2 was located approximately 150 feet west of Tannler Drive, and approximately 75 feet south of the houses in Barrington Heights (see Figure 2). Measurement Location 2 was selected to provide information on the ambient noise levels experienced by the residents of homes in the Barrington Heights area nearest the proposed development.

Measurement Location 3 was located approximately 25 feet east of Tannler Drive, and approximately 35 feet from the first home on Greene Street (see Figure 2). Measurement Location 3 was selected as a measurement point because it was at a much lower elevation than any other home in the area and the noise from Interstate 205 traffic (the major source of ambient noise in the area) appeared to be lower at that home than at any other home in the area. Therefore, to be conservative in defining the ambient noise, the measurement site was selected to provide ambient noise level data for the homes on Greene Street.

Measurement Results

Figure 3 presents the ambient noise levels recorded at measurement Location 1. Figure 4 presents the ambient noise levels recorded at measurement Location 2 and Figure 5 presents the ambient noise levels recorded at measurement Location 3.

The ambient sound level measurement results indicate the noise levels at residences around the proposed office site already approach or exceed the West Linn and DEQ maximum allowable hourly statistical sound level limits for commercial and industrial sources. Therefore, the ambient degradation rule in the West Linn and DEQ regulations would be less stringent than the maximum allowable hourly statistical sound level limits and the predicted noise levels should be compared with the maximum allowable limits of both rules.



Figure 3
Ambient hourly L01, L10, & L50 sound levels - Location 1 (Summer Linn Apartments)
Measured January 24, 2004 - January 26, 2004

(See Figure 2 For Location)

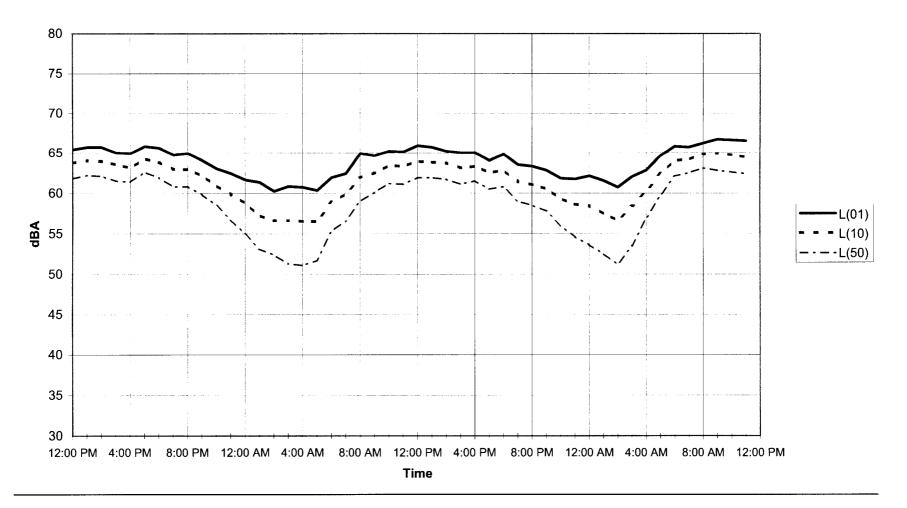




Figure 4
Ambient hourly L01, L10, & L50 sound levels - Location 2 (Barrington Heights home)
Measured January 21, 2004 - January 22, 2004

(See Figure 2 For Location)

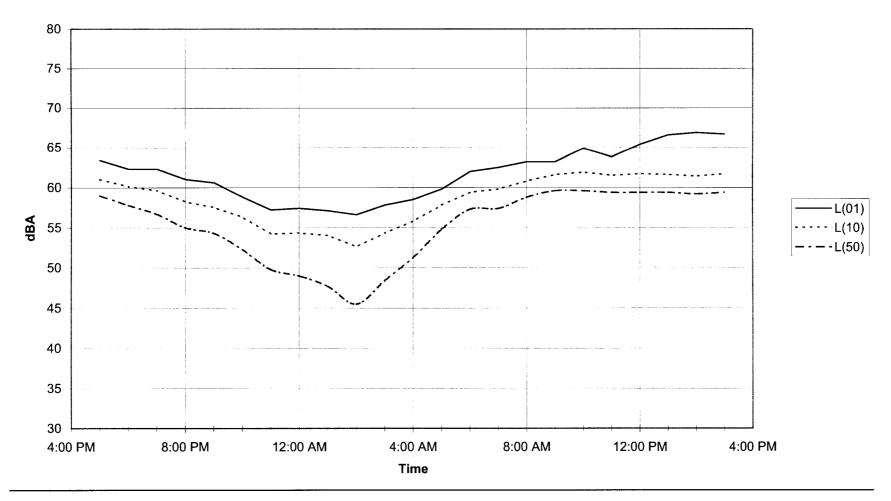
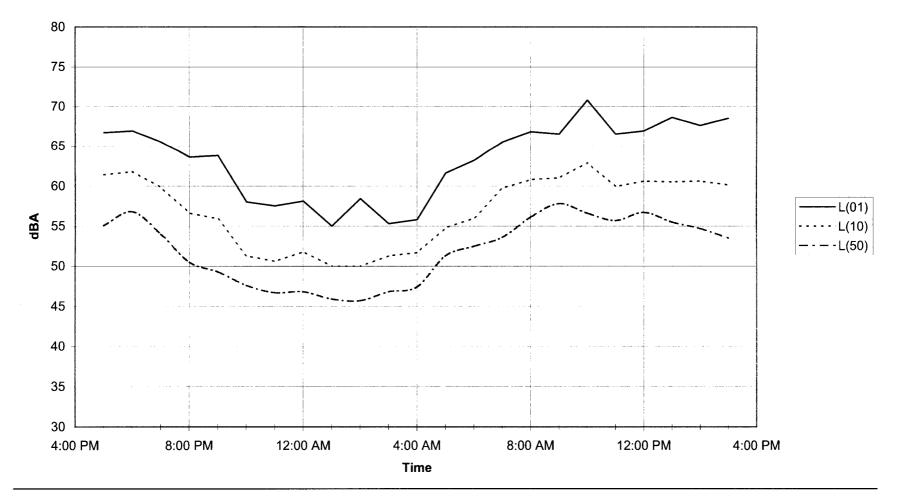




Figure 5
Ambient hourly L01, L10, & L50 sound levels - Location 3 (Greene Street home)
Measured January 21, 2004 - January 22, 2004

(See Figure 2 For Location)





Observations

Observations were made at each measurement location during various periods of the day to help establish the source of the ambient noise found at the locations. Traffic on Interstate 205 was the primary noise source influencing the hourly L_{01} , L_{10} , and L_{50} noise levels measured in the vicinity of all 3 measurement locations. Noise from traffic on I-205 varied with the time of day as the volume of traffic changed but in general, the noise from the freeway was always present at a high enough level to be the primary source of environmental noise in the area.

At measurement Location 1, a train horn was observed for a brief duration during an observation period, but sound from the horn was seldom observed to exceed 60 dBA. During an early morning observation period, people were arriving in their cars to the existing Building A office building in the West Linn Corporate Park I development. During that time period, the noise generated by closing car doors was never audible above the ambient noise caused by the freeway traffic. At times, noise from aircraft could be heard for a very brief duration at Location 1 as well as at Location 2 and Location 3.

At measurement Location 2 and 3, cars on Tannler Drive contributed some noise to the measured hourly statistical L_{01} and L_{10} sound levels during periods of higher traffic volumes along the road.

Predicted Noise Radiating from the Office Complex

Analysis Procedure

The highest possible hourly statistical noise levels radiating from the Willamette 205 Corporate Center Phase II development were predicted at four residential locations. One location was directly north in the Summer Linn Apartments. A second location was to the north at the nearest home in the Barrington Heights development. The third location was at the Greene Street home with the quietest ambient noise levels and the fourth location was at the home on Greene Street nearest the proposed development. The four locations chosen are believed to have the greatest potential of receiving the highest noise levels from the proposed development or of having the greatest change in ambient noise caused by the development. The positions are labeled A, B, C, and D in Figure 6.



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Nearby Residence Locations and Noise Prediction Locations

DRAWN BY: PROJECT NO. 154061 DESIGNED BY: 8/23/2006 Figure 6



The noise levels were predicted at positions 25 feet from the existing structures at those sites in accordance with the City of West Linn and the Oregon DEQ noise regulations. Noise levels were predicted using a computer program that includes the effects of atmospheric conditions, spreading loss, berms, barriers, vegetation, etc. Reference noise levels for HVAC units, automobiles, garbage trucks, and leaf blowers were obtained from published reference data and noise data measured by DSA. Car door slams were also measured by DSA, and included in the analysis of the predicted noise generated by the proposed Office Complex. The reference noise data used in the analysis are presented in Table 3.

TABLE 3

Reference Sound Levels Used in Predicting the Noise Radiating from the Office Complex

Source	Distance (ft)	Maximum Noise Level (dBA)		
130-ton Trane Intellipak Commercial Packaged Rooftop Unit	33	67		
Automobile – driving slowly	50	70		
Automobile – idling	50	49		
Automobile – car door slam*	50	71		
Garbage Truck	50	72		
Recycling Truck	50	65		
Delivery Truck	50	59		
Leaf Blower	10	83		
Parking Lot Sweeper	50	60		

^{*}The sound during a car door slam was found to exist for approximately 180ms. During that time, the SPL rose to the maximum level shown and then decreased back down to below the ambient noise during the measurement.

To predict the loudest nighttime (7 PM - 7 AM) hour statistical noise levels, the following assumptions were included in the analysis:

- All of the rooftop units are operating continuously and simultaneously during the entire loudest nighttime hour. The rooftop units will be located close to the center of the three buildings. The source height of the noise radiating from the rooftop units was assumed to be 4 feet above the roof elevation.
- A garbage truck (the loudest of a garbage, a recycling, or a delivery truck) is at the site during the loudest nighttime hour.
- 4 automobiles are traveling at 15 mph during the entire hour in the parking lot and
- 4 automobiles are idling during the entire hour in the parking lot.
- 50 car door slams occur in the parking area during the hour.



To predict the loudest daytime (7 AM - 7 PM) hour statistical noise levels, the following assumptions were included in the analysis:

- All of the rooftop units are operating continuously and simultaneously during the entire loudest daytime hour.
- 10 automobiles are idling in the parking lot simultaneously for an entire hour and
- 10 automobiles are driving at 15 mph in the parking lot simultaneously for an entire hour.
- A leaf blower (with a higher noise level then a parking lot sweeper) is at the site during the loudest hour.
- A garbage truck (the loudest of a garbage, a recycling, or a delivery truck) is at the site during the loudest hour.
- 200 car door slams occur during the loudest hour.

With both scenarios, the assumptions are very conservative because, as one example, it is very unlikely that there will ever be a time when all the rooftop HVAC equipment will operate continuously during any hour. Also, it is not likely that every person arriving at the building will actually "slam" their car door which is assumed in the analysis.

In assessing the site generated noise, the loudest possible daytime and nighttime hour noise levels were compared with the West Linn and Oregon DEQ daytime and nighttime criteria.

Analysis Results

The loudest possible hourly statistical sound levels predicted at the nearest residences are shown in Table 4.

 $TABLE\ 4$ Loudest Possible Hourly $L_{01},\ L_{10},\ and\ L_{50}$ Noise Levels Radiating from Willamette 205 Corporate Center Phase II during Daytime and Nighttime Hours

Residence Location		st Nighttim PM – 7 Al		Loudest Daytime Hour (7AM – 7 PM)			
	L(01)	L(10)	L(50)	L(01)	L(10)	L(50)	
A – Nearest Summer Linn Apartment	45	40	40	50	40	40	
B – Nearest Barrington Heights Home	47	42	42	53	42	42	
C – Greene Street Home w/quietest ambient	53	38	38	56	38	38	
D – Nearest Greene Street Home	53	38	38	56	38	38	

^{*}Note – noise levels presented are the loudest noise levels that could ever be expected to radiate from the site, but they are not considered typical.

**See Figure 6 for Residence Locations.



Willamette 205 Corporate Center Phase II Noise Study

The results of the analysis show that the noise radiating from the Willamette 205 Corporate Center Phase II Office buildings will be well under the West Linn and DEQ maximum allowable hourly statistical noise limits during daytime and nighttime hours (see Table 1 and Table 2 for criteria).

Because there have been concerns voiced by members of the West Linn City Council in the past with the impact of noise generated by car door closures in parking lots, it should be noted that the noise generated by "slamming" car doors would virtually be inaudible because the parking area will be blocked from view of the nearest residences by the northern buildings. It is predicted that the loudest hourly L_{01} noise level caused by slamming car doors would be in the range of 29 dBA at the nearest residence; Location A (the Summer Linn Apartments); well below the ambient noise in the area. Slamming car doors would provide no contribution to the predicted hourly L_{10} or L_{50} noise level because the duration of one slam is less than 187 milliseconds and there could never be enough total occurrences in an hour to contribute a total of 30 minutes of sound (the hourly L_{30} period) much less 6 minutes of sound (the hourly L_{10} period).

Even though the ambient degradation rule will not be the controlling criteria for this project, a prediction was made of the change that would occur in the ambient noise level at the four prediction locations if the project was allowed to be constructed. It was predicted that there would be no change in ambient hourly L_{10} or L_{50} noise levels with the construction of the Willamette 205 Corporate Center Phase II.

Conclusions

Based on the results of the noise study, we conclude that the noise radiating from the proposed Willamette 205 Corporate Center Phase II office complex will meet all state and local noise regulations during daytime and nighttime hours

The noise radiating from the proposed office center will have virtually no influence on the existing environmental noise levels found at residences around the site.

Notes:

Job: WILLAMETTE 205

SA1', SA2'

FORM 10 ROU



GENERAL DESCRIPTION: The Gardco Round arm mounted Form 10 products are cylindrical (CA) or semi-spherical (MA) sharp cutoff luminaires using high intensity discharge lamps up to 1000 watts (400w in the MA). Housings are one-piece seamless spun aluminum and finished with either Architectural Class 1 anodizing or electrostatically applied polyurethane. Luminaires can accept one of eight (8) interchangeable and rotatable precision segmented optical systems.

ORDE	RING		Flat glass	s lens luminaires me	et IESNA F	ull Cu	off criteria. Sag	Lens lumi	naires meet i	IESNA Cutoff criteria.	
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MA17		ameter Semi-	•		2	Twin	Assembly	3@12	0 Triple at	120°	
CA22 MA22		ameter Cylind: ameter Semi-			2@90	Twin	Assembly at 90)° 4	Quad As	ssembly	
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→ 3	Type III				70MH			►400MH	400	ЛН	
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oc 	Optional	Color Paint			12. M137 oi 13. Horizon	M152 al oplics d		Venturø WARNING		MS1000W/HOR/T25/PS amps voids warranty	
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OPTIONS

SC

₩HS	Internal House Side Shield Supplied standard w/FM optics	PCR	Photocontrol Receptacle only N/A with MA units	PTF2 PTF3	Pole Top Fitter - 2 3/8" Dia. Tenon Pole Top Fitter - 3-3.5" Dia. Tenon
F	Fusing In Head, N/A above 400w	POLY	Polycarbonate Sag Lens	PTF4	Pole Top Fitter - 3.5-4" Dia, Tenon
LF	In-Line/In-Pole Fusing		In lieu of flat glass. N/A w/4X oplics, 750 - 1000w		·

MF QS Quartz Standby N/A above 400w Mast Arm Fitter Photocontrol and Receptacle PC SG Sag Glass Lens In lieu of flat glass N/A with MA units or 480V. Supplied standard w/4X optics and 750-1000w

Gardco Lighting reserves the right to change materials or modify the design of its product without notification as part of the company's continuing product improvement program.

Gardeo Lighting 1611 Clovis Barker Road, San Marcos, TX 78666

(800) 227-0758 (512) 753-1000 FAX: (512) 753-7855 www.sitelighting.com



Special Color Paint Specify Must supply color chip

FORM 10 ROUND

CA/MA ARM MOUNT

SPECIFICATIONS

GENERAL: Each Gardco Form 10 arm mounted Hardtop is a cylindrical (CA) or semi-spherical (MA) sharp cutoff luminaire for high Intensity discharge lamps. Internal components are totally enclosed, rain-tight, dust-tight and corrosion resistant. No venting of optical system or electrical components is required or permitted. Luminaires are completely assembled with no disassembly required for installation. Lamping requires no lifting or hinging the luminaire housing, disturbing wiring or exposing uninsulated live parts.

HOUSING: Housing is one piece, .100"/.25cm seamless aluminum with integral rolled circumferential reveal and lower section aperture incorporating a returned flange stiffener to protect against housing edge deformation. Units are offered in profiles of 17"(43.18cm) or 22" (55.88cm) diameter.

ARM: Extruded aluminum arm is secured to prewired fixture by contractor. Assembly is suitable for mounting to pole without requiring access to luminaire. Internal extruded channels capture tie rods for proper luminaire to pole alignment.

LENS: One piece, diecast aluminum door frame retains the optically clear, heat and impact resistant tempered flat glass or sag polycarbonate in a sealed manner using hollow section, high compliance, memory retentive extruded silicone rubber. Type 4X luminaire features sag glass lens and VS unit employs sag acrylic lens. Concealed stainless steel hinge and two (2) flush quarter-turn fasteners secure lens assembly to luminaire.

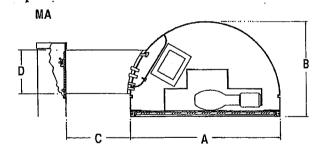
OPTICAL SYSTEMS: The segmented Form Ten optical system is homogeneous sheet aluminum, electrochemically brightened, anodized and sealed. The segmented reflectors are set in faceted arc tube image duplicator patterns to achieve IES Types I, III, IV and V distributions. The mogul base lampholder is glazed porcelain with a nickel plated screw shell and is securely attached to the reflector assembly. 50MH, 70MH and 100MH units have medium base lampholders. All horizontal Metal Halide units in the 22° housings have lamp stabilizers ensuring precise arc tube positioning.

ELECTRICAL: Each high power factor ballast is the separate component type, capable of providing reliable lamp starting down to -20°F/-29°C. The ballast is mounted on a unitized tray and secured within the luminaire, above the reflector system. Component-to-component wiring within the luminaire will carry no more than 80% of rated current and is listed by UL for use at 600 VAC at 150°C or higher. Plug disconnects are listed by UL for use at 600 VAC, 15A or higher.

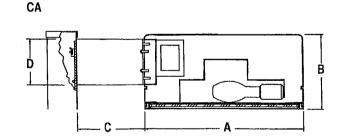
FINISH: Anodized housings are created with an Aluminum Association Architectural Class I anodizing process to achieve a bronze, black or natural aluminum finish. Painted units are finished with hardcoat, fade resistant, electrostatically applied polyurethane.

LABELS: All fixtures bear UL or CUL (where applicable) Wet Location labels

DIMENSIONS



MA Style							EPA		
Size	Α	В	С	D	Single	Twin	Quad	Single	
MA17				5" 12.70 cm	.8 ft*	1.6 II'	2.3 (1)	27 lbs	
MA22			7"	5"				40 lbs	
			17.78cm	12.70 cm	.12 m²	.25 m²		18.14 kg	

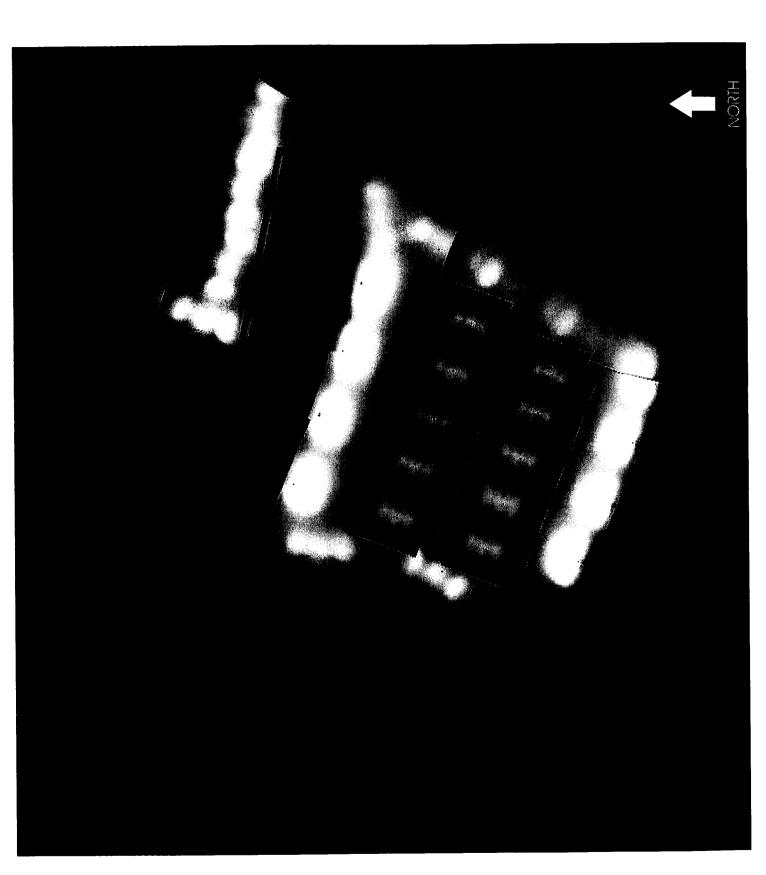


CA Style					EPA			Avg. Weight
Size	Α	8	С	D	Single	Twin	Quad	Single
							-	
CA17	17"	8"	5"	5"	.7 19	1.5	2.1	27 lbs
	43,18 cm	20.32 cm	12.70 cm	12.70 cm	.07 m²	.14 m′	.20 m²	12.25 kg
CA22	22"	11"	7"	5"	1.2	2.3	3.3	42 lbs
	55.88 cm	27.94 cm	17.78cm	12.70 cm	.11 m²	.21 m'	.31 m²	19.05 kg



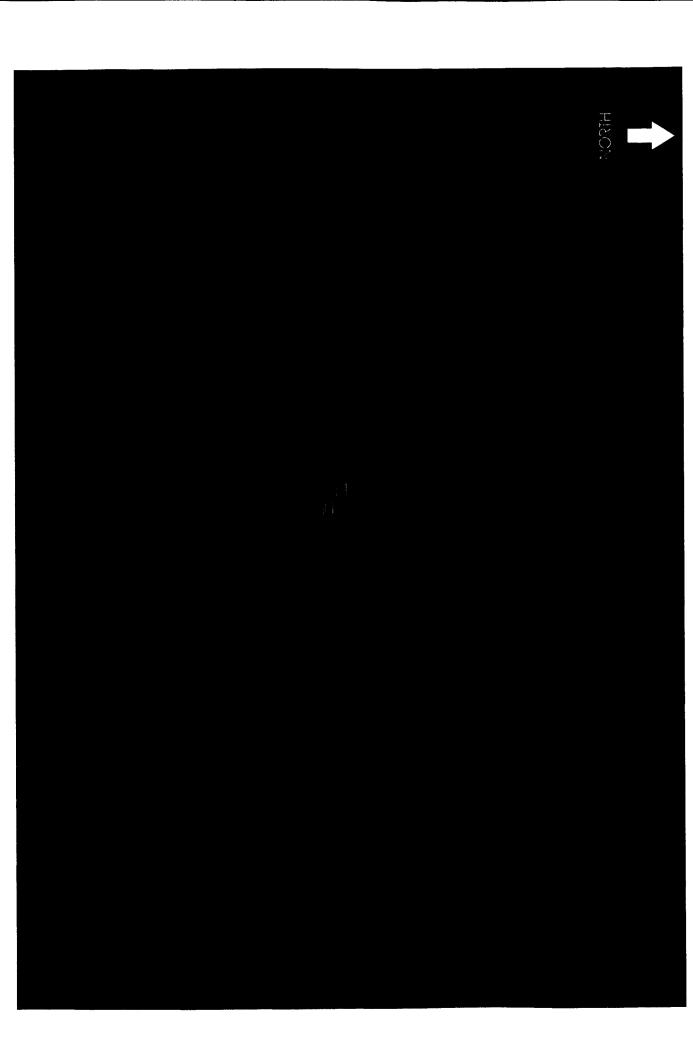
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WILLAMETTE





WILLAMETTE



February 7, 2006

Re: Willamette 205 Corporate Center, West Linn, Oregon

Development Proposal
Project Number 2060016.00

Dear Neighbor:

You are invited to attend the March meeting of the Tanner Basin Neighborhood Association and the Willamette Neighborhood Association for a presentation on the proposed Willamette 205 Corporate Center office complex. The project is located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn, Oregon. Blackhawk Development proposes to develop an office complex consisting of three buildings. Each is proposed to be 2 - 3 stories and approximately 60,000 SF - 90,000 SF in size. As currently envisioned, the total office space on the site would be approximately 180,000 SF - 270,000 SF. Developing a portion of the site for residential use is also being considered. Group Mackenzie is assisting Blackhawk Development during the Land Use Review process. We encourage you to attend the meeting for your neighborhood listed below.

Tanner Basin Neighborhood	Willamette Neighborhood
Time: Wednesday, March 1, 2006, 7:00 p.m.	Time: Wednesday, March 8, 2006, 7:00 p.m.
Location: West Linn City Hall 22500 Salamo Road West Linn, OR 97068	Location: Willamette School Library 1403 12th Street West Linn, OR 97068

No plans of the proposed development have been prepared; however, our presentation will include a review of the proposal, site opportunities and constraints, and a question and answer period. Your input is appreciated. If you have any questions regarding the proposal, please contact us at 503-224-9560 or pbeck@grpmack.com.

Sincerely,

Planner

Ruston Buck
Preston Beck

Group Mackenzie, Incorporated

Architecture Interiors

Land Use Planning

Group Mackenzie Engineering, Incorporated

Civil/Structural Engineering

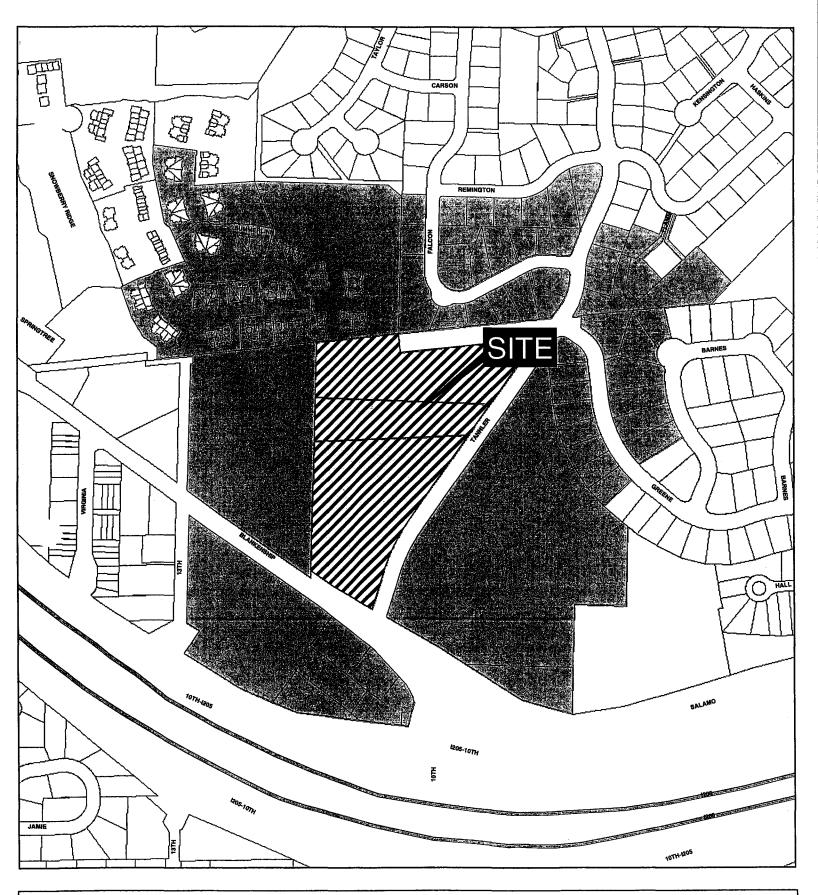
Transportation ing

Locations:

Portland, Oregon

Seattle, Washington

Vancouver, Washington





ADJACENT PROPERTY OWNERSHIP NOTIFICATION

ADJACENT PROPERTIES WITHIN 500 FT OF 1600 14TH ST

OISCLAIMER: This property ownership information is derived from Metro's Regional Land Information System (RLIS-Lite). Metro's RLIS Lite is updated on a quarterly basis. As such, this information is based on the most recent subscription from May 2005. No liability is assumed for any errors in this report.





MACKENZIE

SOO SW Barrott Breat | PO Dot 65039 | Perfend, OR 97239

a www.groupsreduction com | Into @ gymrack.com to

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Oate 02/02/06 May Created by RK Fee notification-500t mad Project No. 2080016 00

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SENDER: COMPLETE THIS SECTION	COMPLETE THIS SECTION ON DELIVERY
 Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. 	A. Signature A. Signature Addressee B. Fleceived by (Printed Name) C. Dale of Delivery D. Is delivery address different from tem 1?
Article Addressed to:	If YES, enter delivery address below: ☐ No
Tanner Basin Neigh. Assoc Atth: Valerie Romaswamy	
2270 Cresturen Dr	
West Linn, OR 97068	3. Service Type Certified Mail
	4. Restricted Delivery? (Extra Fee) ☐ Yes
2. Article Number 7 🗆 4	2890 0004 1173 3416
PS Form 3811, February 2004 Domestic Re	eturn Receipt 102595-02-M-1540
SENDER: COMPLETE THIS SECTION Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired. Print your name and address on the reverse so that we can return the card to you. Attach this card to the back of the mailpiece, or on the front if space permits. Artiple Addressed to: Willametre Neighborhood ATTN JODI Carson 1396 1376 57.	COMPLETE THIS SECTION ON DELIVERY A. Signature X.
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West Linn, OR 97048	3 Service Type
Wost Linn, Or	☐ Certified Mail ☐ Express Mail ☐ Registered ☐ Return Receipt for Merchandise ☐ Insured Mail ☐ C.O.D. 4. Restricted Delivery? (Extra Fee) ☐ Yes
West Linn, OR 97068	☐ Certified Mail ☐ Express Mail ☐ Registered ☐ Return Receipt for Merchandise ☐ Insured Mail ☐ C.O.D.

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City State, ZIP-4

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See-Reverse for Instructions

U.S. Postal Service (Domestic Mail Only; No Insurance Coverage Provided) OR JOHNS Postage 4000 Certified Fee Postmark Return Receipt Fee (Endorsement Required) Here 2890 EB 0 7 2006 Restricted Delivery Fee (Endorsement Required) Total Postage & Fees 7004 97068 See Reverse for Instructions From:

Kathy Morten

To:

Preston Beck

Date:

2/9/2006 12:46:21 PM

Subject:

Re: Posting for Neighborhood Mtg

Preston: I posted the signs on the West Linn property this morning about 10:30 for the Willamette 205 Corporate Center.

Kathy

>>> Preston Beck 2/9/2006 12:03:36 PM >>>

Kathy

Please confirm the postings the site for the two Neighborhood Meetings in West Linn for the Willamette 205 Corporate Center. I need to have a paper trail that the site was posted.

Thanks

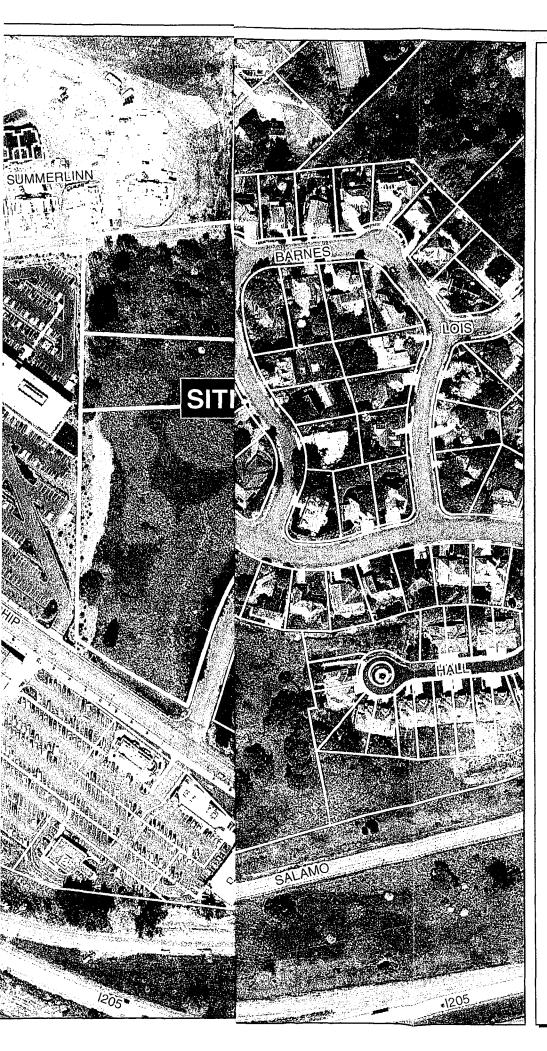
prb

Preston Beck Planner | Project Planner

Group Mackenzie
0690 SW Bancroft Street | PO Box 69039 | Portland, OR 97239-0039
T: 503.224.9560 | F: 503.228.1285 | www.groupmackenzie.com

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WILLAMETTE 205 CORPORATE CENTER

AERIAL SITE MAP

SCALE: 1"=260'

Source Data

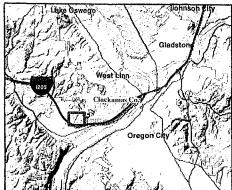
Base Data, Metro RLIS Lite, November 2005 Aerial Photography, USGS, 2001

Geographic Projection Information

NAD 83 HARN, Oregon North Lambert Conformal Conic



Location Map



GROUP

0690 SW Bancroft Street | PO Box 69039 | Porlland, OR 97239
■ www. groupmackenzle. com | Info @ grpmack. com ■ tel: 503. 224. 9560 | 360. 695. 7879 | fax: 503. 228. 1285

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Date: 02/03/06 Map Created by: RK Project No:

MEETING MINUTES

PROJECT NUMBER:

2060016.00

DATE: 3/1/06

PROJECT NAME:

Willamette 205 Corporate Center Phase II 'Tannler West'

RECORDED BY:

Preston Beck

TO:

File

PRESENT:

Tanner Basin Neighborhood Association Attendees

Willamette 205 Corporate Center Phase II 'Tannler West' Development Proposal - SUBJECT: Presentation to Tanner Basin Neighborhood Association

March 1, 2006

Presentation

Group Mackenzie presented the proposed development scheme for the Willamette 205 Corporate Center Phase II to the Tanner Basin Neighborhood Association. The purpose of the presentation was to review the overall preliminary development scheme, review site opportunities/constraints, zoning parameters, transportation issues, and to receive feedback from the Neighborhood Association.

This presentation was the first of a two part presentation. Comments from this meeting will be considered during further site plan development and preliminary design of the project. Next month on April 5th, the project team will return to present a more defined site plan and review how the project has incorporated neighborhood concerns into the design.

The following items represent comments from the Feedback Session at the presentation.

TANNER BASIN NEIGHBORHOOD MEETING COMMENTS

Site Related

- Comment: There is an interest in having "local shops" with essential services incorporated within the development to help serve the residential area to the north
- Comment: There is a strong concern that buildings do not block views of residential areas
- Comment: It would be good to see a portion of Tannler West and/or Tannler East dedicated as a park or open space. Metro is currently pursuing a ballot measure that would authorize spending public bond money on acquiring open space.
- Comment: Do what you can to preserve groves of trees in northwest corner of site
- Request: Would like pledge from developer that tree removal will be done in accordance with the City's tree ordinance
- Comment: Concern about adequate parking on site
- Comment: Interest in development providing open space park area near residential area to north. Open space area could be used as selling point for owner. Walking trails could also be incorporated into the site

March 1, 2006 Willamette 205 Corporate Center Phase II 'Tannler West' Project Number 2060016.00 3/1/06 Page 3

Transportation Related

- General Comment: Traffic is one of the top areas of concern of the neighbors. Neighbors are concerned about cut-through traffic on Tannler as well as any impact further negatively impacting the immediate surrounding street system, including Blankenship, 10th, Salamo
- Comment: Project team strongly encouraged to take a comprehensive and holistic approach toward addressing traffic problems within the immediate area
- Comment: Concern that the required traffic signal related to Blackhawk Development's other site (on Blankenship) must be in operation prior to occupancy
- Comment: Previous plans for the I-205 intersection showed an off-ramp connecting to Salamo, including an overhaul to the intersection at 10th. Consider this in your traffic analysis
- Comment: Concern about traffic from Tannler West development accessing Tannler and conflicting with traffic traveling down slope (High Speeds)
- Comment: Concern about cut-through traffic from Tannler East Development crossing over to Tannler West and negatively impacting Tannler St.
- Comment: There is concern about adequate provision of interior pedestrian circulation and immediate surrounding streets. Make sure there is connectivity to surrounding street system/sidewalks
- Comment: Include area farther to the north in your traffic analysis
- Comment: Consider closing Tannler as an option in your traffic analysis

Building Related

- Comment: Strive to include 'interesting architecture' in the design
- Comment: Make the buildings look different not another "wall"
- Comment: Think about views from Green Street. Picture yourself as a resident and imagine what views should be like
- Comment: Consider "Green" rooftops in the design. Think about how residents up the hill see the proposed development.
- Comment: Consider material other than brick in the building design
- Request: Provide past project examples of buildings on steep terrain for neighbors to visualize

Misc

- Comment: Very concerned about allowing variances. If proposed, neighborhood will need to see very compelling reasons to gain neighborhood support
- Request: Would like to see existing occupancy report (e.g., list of tenants) for Phase I site and then some description of what type of occupancy is forecasted for Phase II. How did Blackhawk Development determine this office space is warranted?
- Comment: Consider having members from the Willamette Neighborhood and Tannler
 Neighborhood members sit down with project team to review site plan/building concept to ensure
 there is common understanding and direction in the proposed development
- Comment: The site sign of the contractor that cleared the black berries on the site appears to be a sign code violation
- Question: When trees are marked, does that mean they will be cut or preserved? [Response: Marked trees are part of survey work on site]

March 1, 2006 Willamette 205 Corporate Center Phase II 'Tannler West' Project Number 2060016.00 3/1/06 Page 4

• Comment: Concerned about any development that decreases property values of nearby properties

[* INITIALS/initials *]

CC: Valerie Ramaswamy, Tanner Basin Neighborhood Association
Jeff Parker, Bill Wilt, Blackhawk Development
Tom Wright, Dick Spies, Andrew Schafer, Jeff Reaves, Bob Thompson, Matt Butts, Brent Ahrend –
Group Mackenzie
Mke O'Brien, Viridian Environmental Design



MEETING MINUTES

PROJECT NUMBER:

2060016.00

DATE:

March 8, 2006

PROJECT NAME:

Willamette 205 Corporate Center Phase II 'Tannler West'

RECORDED BY:

Preston Beck

TO:

FILE

PRESENT:

Willamette Neighborhood Association Attendees

SUBJECT:

Meeting Minutes from Presentation of the 'Tannler West' Development Proposal to the Willamette Neighborhood Association

PRESENTATION

Group Mackenzie presented the proposed development scheme for the Willamette 205 Corporate Center Phase II, also known as 'Tannler West' to the Willamette Neighborhood Association. The purpose of the presentation was to review the overall preliminary development scheme, review site opportunities and constraints, zoning parameters, transportation issues, and to receive feedback from the Neighborhood Association.

This presentation was the first of a two part presentation. Comments from this meeting will be considered during further site plan development and preliminary design of the project. On April 12, 2006, the project team will return to present a more defined site plan and review how the project has incorporated neighborhood concerns into the design.

The following items represent comments from the presentation.

WILLAMETTE NEIGHBORHOOD MEETING COMMENTS

Site Related

- Very concerned about tree protection on site. Even before submitting your application to the City, demonstrate your overall intent, especially in regards to protecting trees on the site.
- Special attention needs to be paid to the type of trees on the site (e.g., Oregon White Oak)
- Also be sure to protect environment around trees (i.e., drip line area). Ensure there is protection against compaction
- Have consultant Arborist & City Arborist work together on tree inventory/plan to ensure tree protection
- Consider not using upper area of site for residential, would like to see upper area as greenspace.
- There is concern that residential proposal on northern part of site would not serve as a 'buffer' as intended. Would rather see increased vegetation.
- Consider residential as part of the office development rather than a separate use (mixed use concept).

Meeting Minutes from Presentation of the 'Tannler West' Development Proposal to the Willamette Neighborhood Association
Willamette 205 Corporate Center Phase II 'Tannler West'
Project Number 2060016.00
March 8, 2006
Page 2

Transportation Related

- There is concern about an increase in cut-through traffic up Tannler. Make sure traffic analysis considers this
- There is concern about cut-through west on Blankenship, traffic cutting through to Willamette Dr to get on I-205.
- Look at traffic comprehensively. Provide solutions
- Bring back visuals of traffic concepts for association to see and visualize.
- Look into incorporating access to transit with development
- Incorporate good landscaping on site TREES (emphasis request), planters, benches, not just chunks of asphalt.
- Consider a park in the upper area as a place of solitude

Building Related

- There is a strong interest in having the site (buildings) being design in a human scale
- Consider covered walkways in the design
- Consider building materials that blend in with environment

Miscellaneous

- Concern that site lighting negatively impacting views up from Willamette Neighborhood area. Strive to reduce offense light pole glare, especially for off-site views.
- Don't be afraid to exceed the standards.

Every effort has been made to accurately record this meeting. If any errors or omissions are noted, please provide written response within five days of receipt.

c: Jody Carson – Willamette Neighborhood Association
 Jeff Parker, Bill Wilt – Blackhawk Development
 Mike O'Brien – Viridian Environmental Design
 Steve Goetz – The Pacific Resources Group
 Tom Wright, Dick Spies, Andrew Schafer, Jeff Reaves, Bob Thompson, Matt Butts, Brent Ahrend – Group Mackenzie

0690 SW Bancroft St | PO Box 69039 | Portland, OR 97239-0039

Group

Mackenzie, Incorporated

Land Use Planning

Mackenzie

Engineering. Incorporated

Architecture interiors

Group

GROUP CKFN71

February 7, 2006

Willamette Neighborhood Association Attention: Jody Carson 1296 12th Street West Linn, OR 97068

Re:

Willamette 205 Corporate Center Proposal Neighborhood Association Presentation

Project Number 2060016.00

Dear Jody:

The purpose of this letter is to request a meeting with the Willamette Neighborhood Association regarding the proposed Willamette 205 Corporate Center office complex located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn, Oregon.

Blackhawk Development proposes to develop an office complex consisting of three buildings. Each would be 2 - 3 stories and approximately 60,000 SF - 90,000 SF in size. As currently envisioned, the total office space on the site would be approximately 180,000 SF - 270,000 SF.

The site is zoned Office Business Center (OBC). The proposed use is allowed under the West Linn Community Development Code, and will require Design Review approval through the City.

As part of the land use review process, applicants must initiate a Neighborhood Association contact. We would like to present our proposal at your monthly Neighborhood Association meeting on March 8, 2006. At this meeting we will provide an overview of the proposal, review the land use process, and answer any questions from attendees. We would like to present again on April 12, 2006.

Our client, Jeff Parker, may contact you to set up an informal meeting, in addition to the Neighborhood Contact process, to gather community input regarding the proposed development.

Please contact us if you have any questions.

restor Bed

Sincerely,

Preston Beck Planner

Enclosure: Site Map

Transportation panning

Civil/Structural

Engineering

Locations:

Portland, Oregon Seattle, Washington Vancouver, Washington

Jeff Parker - Blackhawk Development c: Tom Wright, Bob Thompson - Group Mackenzie Willamette Neighborhood Association Officers



GROU

February 7, 2006

Tanner Basin Neighborhood Association Attention: Valerie Ramaswamy 2270 Crestview Drive West Linn, OR 97068

Re:

Willamette 205 Corporate Center Proposal Neighborhood Association Presentation Project Number 2060016.00

Dear Valerie:

The purpose of this letter is to request a meeting with the Tanner Basin Neighborhood Association regarding the proposed Willamette 205 Corporate Center office complex located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn, Oregon.

Blackhawk Development proposes to develop an office complex consisting of three buildings. Each would be 2 - 3 stories and approximately 60,000 SF - 90,000 SF in size. As currently envisioned, the total office space on the site would be approximately 180,000 SF - 270,000 SF.

The site is zoned Office Business Center (OBC). The proposed use is allowed under the West Linn Community Development Code, and will require Design Review approval through the City.

As part of the land use review process, applicants must initiate a Neighborhood Association contact. We would like to present our proposal at your monthly Neighborhood Association meeting on March 1, 2006. At this meeting we will provide an overview of the proposal, review the land use process, and answer any questions from attendees. We would like present again on April 5, 2006.

Our client, Jeff Parker, may contact you to set up an informal meeting, in addition to the Neighborhood Contact process, to gather community input regarding the proposed development.

Please contact us if you have any questions.

Kreeter Bul

Sincerely,

Preston Beck Planner

c:

Enclosure: Site Map

Locations:

Portland, Oregon Seattle, Washington Vancouver, Washington Jeff Parker - Blackhawk Development

Tom Wright, Bob Thompson - Group Mackenzie Tanner Basin Neighborhood Association Officers

Group Mackenzie, Incorporated

Tel: 503.224.9560

Architecture

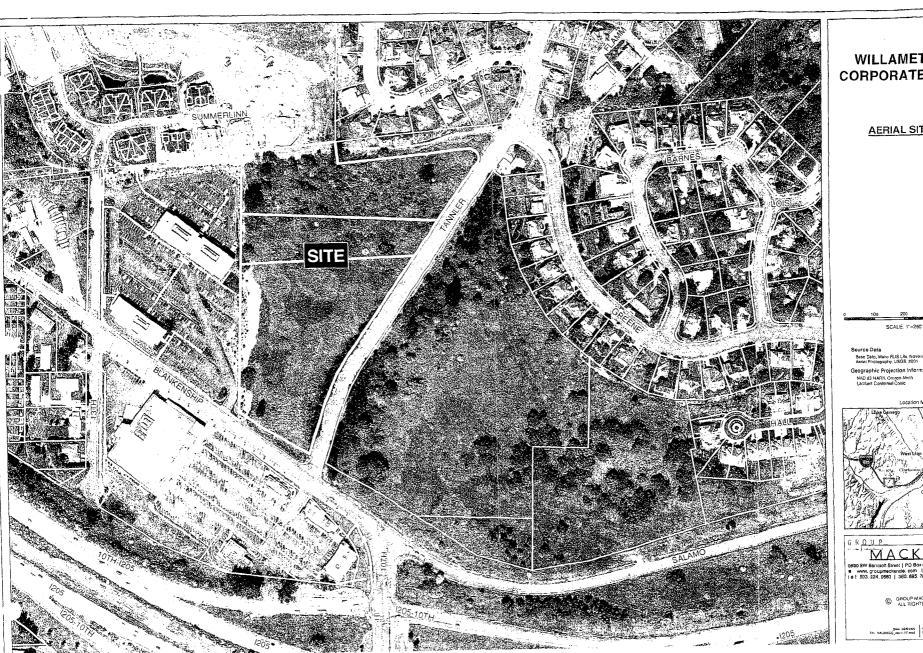
Interiors

Land Use Planning

Group Mackenzie Engineering, Incorporated

Civil/Structural Engineering

Sansportation Alanning



WILLAMETTE 205 CORPORATE CENTER

AERIAL SITE MAP

Geographic Projection Information NAD 83 HARN, Oragon North Lambert Conformal Conic



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Way was a second of the second

Planning Department

July 14, 2006

RECEIVED

JUL 17 2006

GROUP MACKENZIE

West Linn Corporate Park II 1800 Blankenship Road, Suite #145 West Linn, OR 97068

SUBJECT: DR 06-24, VAR 06-02, West Linn Corporate Park II ("Tannler West")

Thank you for your submittal for Class II design review and variance for the construction of three office buildings at the northwest corner of Tannler and Blankenship Roads in West Linn. Staff has reviewed it and finds that the application is **incomplete** per the submittal requirements of the City of West Linn. You have 180 days from the date of application, or until December 27, 2006, to make the application complete. The following information will be needed to make your application complete:

PHASING: The project is proposed in two phases, but it is not made clear which part of the project is proposed first and what the estimated schedule is for the phasing. Please provide a paragraph narrative and a clearly marked site plan indicating the two phases and the proposed timing.

PERMISSION FOR CONNECTIONS FROM ADJACENT PROPERTY OWNER: Please provide verification that the property owner of the adjacent office development to the west has authorized your application as regards its connections into his existing development.

COMMUNITIY DEVELOPMENT CODE (CDC) 21,070(A)(5): This section requires that office buildings fronting an arterial be a maximum of 20 feet set back from the street right of way. This applies to Building "A" along Blankenship Road, which is an arterial roadway (Tannler is a collector road). Please address specific compliance with this code section.

CDC CHAPTER 33 AND CDC 55.100(I)(2): Please provide a full storm drainage report, and provide a narrative addressing the submittal requirements and approval criteria set forth in this section of the CDC.

Since the applicant has decided on an underground stormwater detention system, the storm drainage report must specifically address the City's Engineering standards, which allow such a detention system only if an above-ground public system is "impractical."

The storm drainage detention and treatment system must be designed to handle a 25-year storm event, not a 10-year storm event.

CDC CHAPTER 46: Please provide a point-by-point analysis of all of the approval criteria set forth in CDC 46.150.

The application does not include the required minimum number of bicycle parking spaces. Please provide additional discussion of this deficiency, and address why you believe a formal variance from the city's codes is not required.

CDC CHAPTER 52: While a detailed sign plan for the buildings is not required at this stage, it may be in your best interest to review this information and provide a conceptual sign plan for the on-wall building signs as well as the monument sign information you have provided. Given the height of the buildings, the 25-foot maximum height for any building's wall signs may pose a future problem if you do not consider the future locations of such signs on the buildings.

CDC CHAPTER 54: Please provide a narrative demonstrating compliance with each of the relevant approval criteria set forth in CDC Section 54.020.

CDC 55.100(B)(2); Please provide a detailed site plan for the area where the five significant trees are proposed for removal that shows the exact location of the trees in relation to the proposed project improvements.

CDC 55.100(B)(3): Please provide more detailed information on the height of all proposed retaining walls within the proposed project, and the height of all graded slopes within the proposed project. Of special interest are the proposed grades along Tannler.

CDC 55.100(B)(6)(i): Please provide details of the proposed treatment of Building A as it relates to Blankenship Road, showing the building façade and elevations, graded slopes, retaining walls, proposed landscaping, Blankenship street improvements, connections between the building and Blankenship, and location of building entrances. Provide this information both as an elevation and in plan view.

CDC 55.100(B)(7)(a) and (f): Please provide justification for your claim that Building A does not need an entrance facing Blankenship.

CDC 55.100(D)(3): Please provide a noise analysis for the proposed project.

CDC 55.100(I)(1): Please provide a detailed traffic analysis for the proposed project. Because this vital and complex information was not submitted with the initial application, staff reserves the right to hold open the initial review period for this application for an additional 30 days after the date the traffic report is submitted.

Please provide a copy of this traffic analysis to Sonya Kazen of the Oregon Department of Transportation.

CDC CHAPTER 75: Please provide a design scheme that preserves all of the significant trees on the site, while continuing to maintain the needed buffer between the site and residential uses to the north. Staff believes that such a design scheme would be similar to Design Scheme "C", except without the proposed 16.000 square foot upper building and improvements to Greene Street. Staff believes that it will be very difficult for you to gain approval of any variance regarding removal of significant trees. Presentation of a viable project alternative that preserves all significant trees while not compromising other desirable aspects of the plan may mean the difference between outright denial of your application, and approval of an alternative to your proposed application that is variance-free.

Please contact me at ghoward@ci.west-linn.or.us for a prompt response to any questions. Alternately, you may telephone 656-4211.

Sincerely, Monanal

Gordon Howard

Senior Planner

c: Rhys Konrad, Group McKenzie, 0690 SW Bancroft, Portland, OR 97239
David Rittenhouse, Tanner Basin Neighborhood Association, 2101 Greene St.,
West Linn, OR 97068

Sonya Kazen, ODOT, 123 NW Flanders, Portland, OR 97209

August 11, 2006

West Linn Corporate Park, LLC

I, Jeff Parker, managing partner of West Linn Corporate Park, LLC, or the property located at 1800 Blankenship Rd or more specifically identified on map 2N 1E 35C #801, authorize Blackhawk LLC to construct the proposed connections and associated improvements as proposed with DR 06-24 associated with the property located at 2N 1E 35 C 3200.

Jeff Parker, Managing Partner

From:

"Howard, Gordon" <GHoward@ci.west-linn.or.us>

To:

"Rhys Konrad" <rkonrad@grpmack.com>

Date:

7/18/2006 10:58:44 AM

Subject:

RE: Tannler West

Hello Rhys, you are correct, Blankenship changes from an arterial to a collector at Tannler going west (it used to be entirely an arterial when I worked on the neighboring office project in 1998). So, while the building orientation requirements of Chapter 55 still apply, you do not have to have a maximum 20 foot setback.

Gordon

----Original Message-----

From: Rhys Konrad [mailto:rkonrad@grpmack.com]

Sent: Monday, July 17, 2006 4:51 PM

To: Howard, Gordon Subject: Tannler West

Gordon,

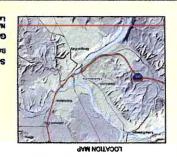
Thanks for your initial comments regarding the proposed Tannler West application. I had one immediate question regarding the required front setback along Blankenship. As far as I can tell using the City's maps, Blankenship is a collector not an arterial and the 20' max setback should not apply. If you could please let me know if the classification has been changed I would appreciate it.

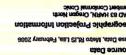
Thanks Rhys

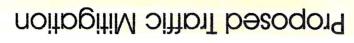
Rhys Konrad Group Mackenzie 0690 SW Bancroft Street | PO Box 69039 | Portland, OR 97239-0039 T: 503.224.9560 | F: 503.228.1285 | www.groupmackenzie.com

PORTLAND, OREGON | SEATTLE, WASHINGTON | VANCOUVER, WASHINGTON

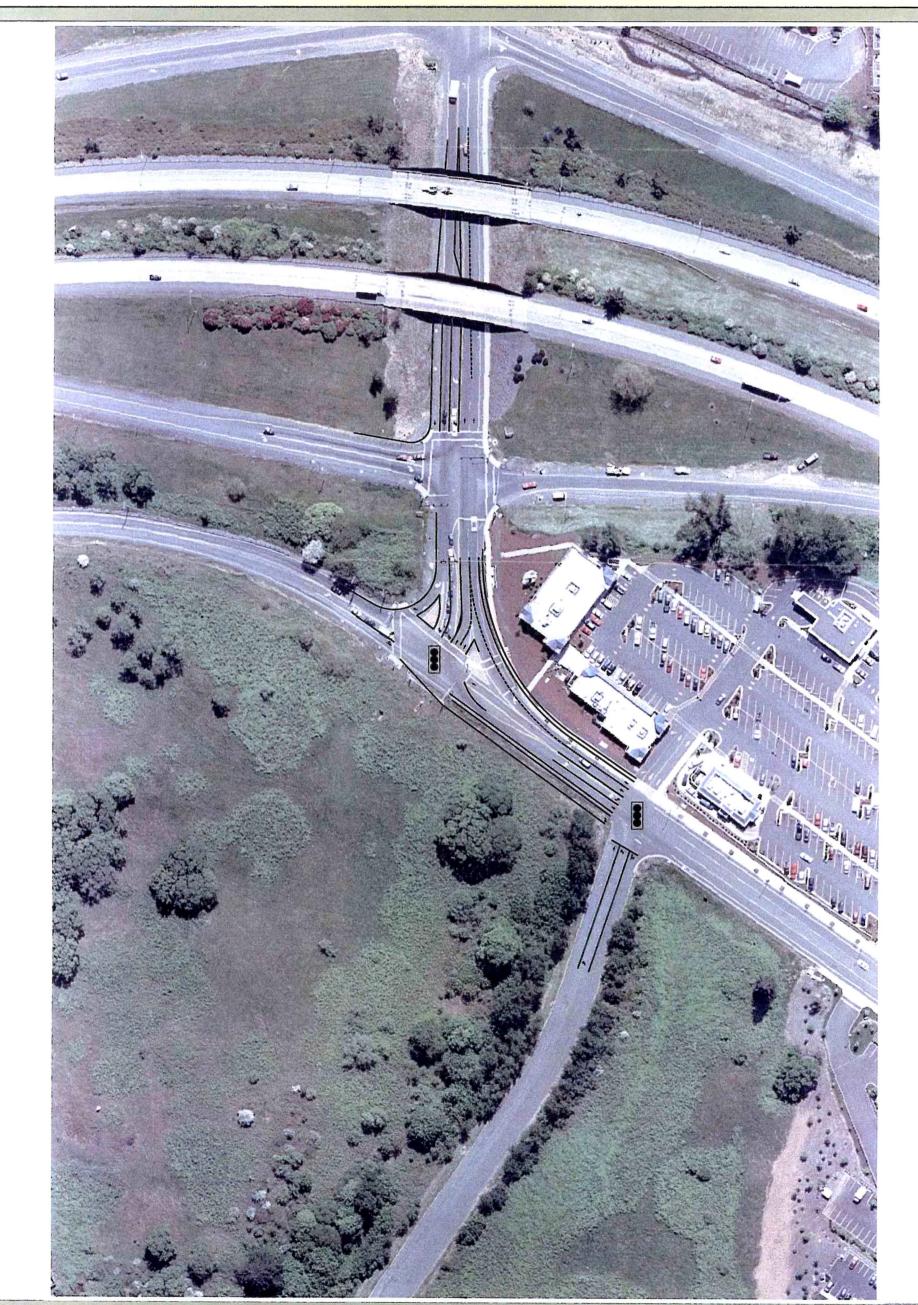
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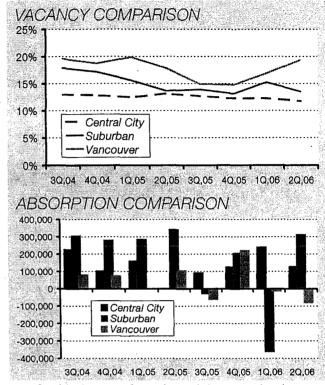


MARKET HIGHLIGHTS

- Vacancy rates in the Central City office market are trending towards single digits. Overall vacancy dropped from 12.27% to 11.75% and 130,098 square feet (sf) were absorbed this quarter. The market experienced healthy activity in both high-end and lower-quality properties. This was due to several factors, most importantly, a revitalized economy. We are seeing upward pressure on rates. Certain Class A buildings in the Central Business District (CBD) have increased rates by as much as \$2.50/sf already this year.
- The suburban market saw a decrease in vacancy from 15.26% last quarter to 13.53% currently and the absorption of 315,229 sf. Class A space is very tight in the suburban market and the squeeze on inventory is driving rental rates up. There are only 3 submarkets with vacancies higher than 6%. Class B inventory has been reporting higher vacancy rates as many tenants upgraded space in the last few quarters, but we are starting to see greater absorption this quarter. Currently, Class B space is absorbing more square footage than either Class A or Class C.
- The Vancouver office market experienced a negative absorption of 83,126 sf, but added 64,975 sf of inventory this quarter. Though vacancy is at 19.33%, it is interesting to note that Vancouver's market has experienced some of the most growth over the past year. Since second quarter of 2005, the Vancouver market has added over 400,000 sf of office space, making it the largest market of the Suburban submarkets.

SIGNIFICANT DEALS

Laika Inc., Phil Knights animation studio, announced on June 23 its expansion into a 60,000 sf Northwest Portland office building

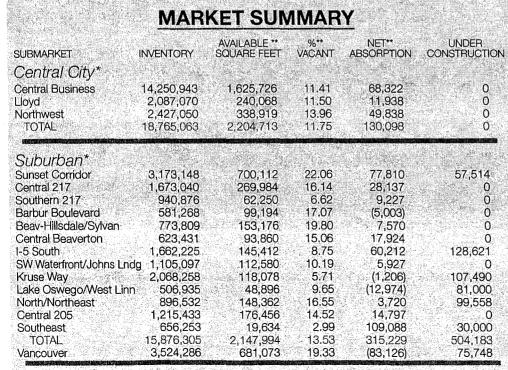


a few blocks away from the Laika's current headquarters on Northwest 22nd Ave and Pettygrove Street.

IPERS Nimbus Oaks-Oregon, Inc. has purchased 171,828 sf of office space at 9000 - 9560 SW Nimbus Avenue, referred to as Nimbus Oaks Office Park, for

\$25.125 million from Schnitzer Investment Corporation.

John Neimeyer has sold the Convention Plaza, located at 123 NE 3rd Ave. in Portland, for \$8.866 million. The Portland Development Commission purchased the 96,000 sf of office building.



*Additions and Subtractions to the numbers above are in our detailed report.
**Numbers only reflect direct space.

Norris, Beggs & Simpson

Commercial Real Estate Services, Worldwide.

121 SW Morrison Suite 200 Portland OR 97204 tel 503 223 7181 www.nai-nbs.com

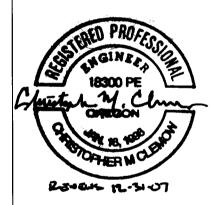
The information supplied herein is from sources we deem reliable. It is provided without independent verification and without any representation, warranty or guarantee, expressed or implied as to its accuracy. NAI Norris, Beggs & Simpson accepts no responsibility should the information prove to be inaccurate or incomplete.

G R O U P MACKENZIE MACKENZIE

TRANSPORTATION IMPACT ANALYSIS

WILLAMETTE 205 CORPORATE CENTER

West Linn, Oregon



Prepared ForBlackhawk, LLC

Revised On August 16, 2006

Submittal ToCity of West Linn

Project Number 2060016.00

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I. INTRODUCTION

This Transportation Impact Analysis has been prepared for the Willamette 205 Corporate Center located on the northwest corner of the Blankenship Road/Tannler Drive intersection in West Linn, Oregon. Figure 1 is a vicinity map indicating site location.

PROJECT DESCRIPTION

The proposed Willamette 205 Corporate Center will consist of three office buildings totaling up to 300,000 SF. The buildings will be constructed in phases with the southern building along Blankenship constructed first. Figure 2A presents the proposed Phase 1 site plan with the first building, and Figure 2B presents the full site plan.

SCOPE OF REPORT

This analysis conforms to City of West Linn and ODOT requirements for a traffic study, including intersection impact analysis, sight distance review, crash history and local pedestrian and bicycle facilities. Based on a review of the applicable standards and a discussion with City and ODOT staff, the study area for this analysis includes the following intersections:

- 10th Street/I-205 Southbound Ramps
- 10th Street/I-205 Northbound Ramps
- 10th Street/Blankenship Road
- Blankenship Road/Tannler Drive
- Blankenship Road/13th Street
- Tannler Drive/Site Access

Analysis was conducted for the following scenarios during the weekday AM and PM peak hours:

- 2006 Existing
- 2007 Pre-Development without Tannler East
- 2007 Phase 1 without Tannler East
- 2007 Post-Development without Tannler East
- 2007 Pre-Development with Tannler East
- 2007 Phase 1 with Tannler East
- · 2007 Post-Development with Tannler East

SUMMARY OF ISSUES

Attendance at the Tannler East Planning Commission and City Council Hearings has brought specific attention to transportation issues associated with the proposed development. Unlike the Tannler East application, traffic mitigation proposed for the Willamette 205 Development retains left-turns into the commercial site to the south.

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Because the status of Tannler East is unknown at this time, the TIA presents mitigation strategies with or without Tannler East developing. Additionally, the 2015 traffic analysis prepared for the Tannler East development was reviewed to ensure transportation planning consistency. Findings and conclusions presented in Tannler East analysis accurately address 2015 conditions and are consistent with findings presented in the TIA. Further, because the proposed Willamette 205 Corporate Center development is consistent with the comprehensive plan designation, it is concluded additional 2015 analysis is not necessary.

Existing right-of-way widths necessary for the proposed mitigation efforts are sufficient enough to accommodate the proposed mitigation methods. Specifically, the worst-case scenario mitigation is listed below:

Proposed Mitigation for Tannler East

- Stripe a 150' left-turn lane southbound on Tannler at Blankenship.
- Modify the Salamo approach to 10th Avenue to provide a shared through/left lane and split phasing at the signal.
- Install a signal at Tannler/Blankenship and stripe a 150' left-turn lane

Additional Mitigation for First Willamette 205 Building

- Add a second eastbound right-turn lane on Blankenship at 10th Avenue.
- Adjust the Blankenship/Salamo/10th signal to provide more AM green time to Salamo and increase the westbound left-turn lane storage to 300'.
- Increase the storage from 150' to 350' for the southbound left-turn lane on Tannler at Blankenship.

Additional Mitigation for all Three Willamette 205 Buildings

- Stripe two through lanes on 10th between the I-205 ramps (requires pavement widening).
- Add a second 150' northbound through lane on 10th at the southbound I-205 ramps.
- Add a westbound right-turn lane on Blankenship at Tannler (provides second receiving lane).
- Re-stripe northbound 10th Avenue to a shared left/right lane at Blankenship.

Other Traffic Concerns in the area

- As is stated above, the proposed mitigation allows the existing left-turn into the commercial development to the south with the addition of a new signal at Tannler and Blankenship.
- As was discussed in previous discussions with the City and neighborhood groups, the
 applicant proposes to restrict the access from Tannler into the site to prohibit left-out
 movements. This restriction will eliminate trips associated with the proposed
 development from entering adjacent residential areas.



II. EXISTING CONDITIONS

SITE CONDITIONS

The site is currently vacant and overall site area is 10.71 acres in size. The site is currently zoned Office Business Center (OBC) and the proposed uses are allowed outright.

TRANSPORTATION FACILITIES

The following is a summary of the study area roadway classifications and descriptions as identified in the City of West Linn's Transportation Plan and field observations by Group Mackenzie staff.

TABLE 1 - ROADWAY CHARACTERISTICS										
Roadway	City Classification	Posted Speed	Travel Lanes	Bike Lanes	Sidewalks					
1-205 Ramps	Interstate Highway	55 mph	4	No	No					
10th Street	Arterial	Not Posted	3	Yes	Yes					
Salamo Road	Arterial	40/25 mph	2/3	No	No					
Blankenship Road	Collector	25 mph	3	Yes	Yes					
Tannler Drive	Collector	25 mph	2	Yes	No					
13th Street/Summerlinn	Local Street	Not Posted	2	No	Yes					

Source: City of West Linn Transportation System Plan

The 10th Street/I-205 Southbound Ramp and Blankenship/Salamo intersections are signalized and operated by a single controller maintained by ODOT.

A traffic signal has recently been constructed at the 10th Street/I-205 Northbound Ramp intersection. This signal is mitigation for an office building on Blankenship Road.

The Blankenship Road/Tannler Drive intersection is two-way stop-controlled on Tannler Drive and the shopping center approach, and provides left-turn lanes on Blankenship Road.

Existing lane configurations and traffic control are identified in Figure 3.

PLANNED IMPROVEMENTS

The City of West Linn's Capital Improvement Plan indicates no roadway or intersection projects are planned in the study area.

With the proposed Tannler East development, proposed mitigation includes a traffic signal at the Blankenship Road/Tannler Drive intersection, striping a left-turn lane on Tannler Drive and modifying the Salamo approach to 10th Street to provide a shared through/left lane and split signal phasing. Due to the recent project denial at both Planning Commission and City Council hearings, this report contains analysis with and without the project trips and proposed mitigation measures.

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Additionally, the 2015 traffic analysis prepared for the Tannler East development was reviewed to ensure transportation planning consistency. Findings and conclusions presented in Tannler East analysis accurately address 2015 conditions and are consistent with findings presented in this analysis. Further, because the proposed Willamette 205 Corporate Center development is consistent with the comprehensive plan designation, it is concluded additional 2015 analysis is not necessary. Rather, this analysis focuses on nearterm (2007), development-related impacts.

EXISTING TRAFFIC COUNTS

Existing traffic turning movement counts were obtained in February 2006 on weekdays between 7:00-9:00 AM and 4:00-6:00 PM. The weekday AM and PM peak hour volumes are presented in Figures 4A and 4B.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks will be provided along Tannler Drive with site development. Currently, sidewalks and bicycle lanes are located on the site frontage of Blankenship Road.

TRANSIT SERVICE

Transit service in the area is provided by Tri-Met. The nearest route, 154 Willamette, travels between the Willamette neighborhood and the Oregon City Transit Center. The nearest stop is located on Blankenship Road at Tannler Drive. Buses run every half-hour during weekday commutes and hourly on weekdays.

CRASH ANALYSIS

When evaluating the relative intersection safety, consideration is not only given to the total number and types of crashes occurring, but also the number of vehicles entering the intersection. This leads to the concept known as "crash rate," which is usually expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (mev). Intersections having a crash rate less than 1.0/mev are generally considered relatively safe. At crash rates higher than 1.0/mev, consideration may be given to correcting operational problems.

Crash data for the study area intersections were obtained from ODOT staff for January 2001 through December 2005. Crash rates were calculated in accordance with standard guidelines. The following table represents calculated crash rates at the study intersections for the five-year data period. Annual traffic entering the intersections was estimated by multiplying the average annual daily traffic (AADT) entering the intersection by 365. AADT was estimated by multiplying the intersection PM peak hour volumes by 10.



Crash data for the study area intersections is presented in the following table.

TABLE 2 - INTERSECTION CRASH RATES											
Intersection 2001 2002 2003 2004 2005 Total AADT Ra											
10th Street/I-205 SB Ramps	0	3	2	0	1	6	17,540	0.19			
10th Street/I-205 NB Ramps	1	2	1	2	2	8	15,510	0.28			
10th Street/Blankenship Road	2	0	0	0	2	4	17,300	0.13			
Blankenship Road/Tannler Drive	1	1	1	0	2	5	11,990	0.23			
Blankenship Road/13th Street	0	0	0	0	0	0	7,810	0.00			

There were a total of 23 crashes reported at the study area intersections. Crash rates are below the threshold rate of 1.0/mev; therefore, the study area intersections do not currently warrant further consideration for safety mitigation measures. Crash data and calculations are located within the appendix.



III. PRE-DEVELOPMENT CONDITIONS

BACKGROUND GROWTH

Background growth is general growth in traffic not related to traffic from specific projects. The Tannler East traffic study, prepared by Lancaster Engineering, anticipates a 3% per year growth rate that is also assumed in this analysis. One year of growth at this rate was applied to existing traffic volumes to project traffic 2007 volumes. Background growth for study area intersections is presented in Figures 5A and 5B for the AM and PM peak hours.

IN-PROCESS TRAFFIC

In-process traffic is traffic that will be generated by approved projects not complete at the time of analysis. We have included all in-process traffic volumes from the Lancaster Engineering study for Tannler East, as well as two additional residential projects identified by City staff. These include:

- Fields Park
- · Cove Place

Trips generated by these two sites were estimated from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition, using single-family homes. Trip generation and distribution for the two sites are included in the appendix. Figures 6A and 6B summarize the AM and PM peak hour trip assignment for the in-process projects.

The proposed Tannler East development has not yet been approved; therefore, this analysis has been prepared with and without the project. This includes both the trips it would generate and the proposed mitigation measures. Trip assignment for Tannler East is presented in Figures 6C and 6D.

PRE-DEVELOPMENT TRAFFIC VOLUMES

Pre-development traffic is the sum of existing volumes, background growth and in-process traffic; and represents conditions without the proposed development. Figures 7A and 7B present the 2007 AM and PM peak hour pre-development traffic volumes without Tannler East. Volumes with Tannler East are shown in Figures 7C and 7D.



IV. SITE DEVELOPMENT

TRIP GENERATION

Trip generation calculations were prepared using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition. Trip generation for the site was calculated based on regression equations for Land Use Code 710, General Office. The table below presents the anticipated trip generation for Phase 1 with a 107,500 SF building, and full buildout of all three buildings, totaling 300,000 SF.

TABLE 3 - TRIP GENERATION CHARACTERISTICS											
Scenario	KSF ADT		AM P	eak	PM Peak						
Scellario	KSF	ADI	Enter	Exit	Enter	Exit					
Phase 1	107.5	1,119	143	19	26	124					
Three Buildings	300.0	3,109	397	54	71	344					

For purposes of this analysis, all trips are assumed to be automobile trips, and no transportation demand management measures have been assumed.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is based upon evaluation of existing traffic patterns at the adjacent office buildings and study area intersections and a review of recent traffic studies prepared in the area. Approximately 60% of site traffic is expected to travel to and from the site on Interstate 205, while 20% will travel north on Tannler and Salamo to residential areas in Lake Oswego and West Linn. It is estimated 5% of site traffic will also travel to and from the retail develop on the south side of Blankenship and 5% of site traffic will travel to and from the west on Blankenship. The remaining 10% of trips are divided along Willamette Falls Drive.

The distribution of trips for the first building in Phase 1 is presented in Figures 8A and 8B. This assumes a small number of trips arriving from the south would use the main site access on Tannler Drive to gain access to the upper level of the parking structure. The overall distribution and assignment with full development of all three buildings is shown in Figures 9A and 9B for the AM peak and PM peak hours, respectively.

POST-DEVELOPMENT TRAFFIC

Post-development traffic is the sum of pre-development traffic volumes and site traffic volumes. Figures 10A-10D illustrate 2007 Phase 1 post-development traffic volumes, both without and with Tannler East.

Full buildout post-development volumes are presented in Figures 11A-11D.

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ACCESS ANALYSIS

The site will have use of three driveways.

The two existing driveways of the West Linn Corporate Park adjacent to the west will be available for access to the site. Limited use of the driveway on Summerlinn is expected. The driveway to Blankenship, opposite the Albertsons driveway, will be the primary access point for the Phase 1 building at the south end of the site.

One new driveway is proposed on Tannler Drive. The main access will be located approximately 645' north of Blankenship Road and will be constructed with Phase 1 development.

With low volumes of left turns to the northern site access and Tannler East access, no turning movement conflicts are anticipated.

SIGHT DISTANCE ANALYSIS

The recommended sight distances in AASHTO's A Policy on Geometric Design of Highways and Streets, 2004 Edition, for minor street left and right turns are based on the vehicular speed as described in AASHTO Exhibits 9-55 and 9-58, respectively. The sight distance recommendations provide sufficient time for the minor-road vehicle to accelerate from a stop and complete a turn without unduly interfering with major-road traffic operations. Vehicular speeds were assumed to be the posted speeds. A speed study was not conducted in this area.

For Tannler Drive, with a posted speed of 25 mph, 280' is needed for left turns and 240' for right turns. Sight distances at the proposed driveways to Tannler Drive were measured in accordance with AASHTO standards to be available in excess of 350' in both directions.

Landscaping should be placed such that there are no obstructions within the clear vision area.

V. INTERSECTION AND ROADWAY ANALYSIS

INTERSECTION CAPACITY AND LEVEL OF SERVICE

Intersection capacity calculations were conducted using the methodologies presented in the 2000 Highway Capacity Manual. A summary of the methodology is included in the appendix. Synchro/SimTraffic software was used to prepare the capacity and level of service calculations. Copies of the calculations are also included in the appendix.

The concept of level of service (LOS) has been developed as a national standard by traffic engineers to allow a qualitative measure of an intersection's operation. LOS "A" is representative of generally free-flowing conditions while a LOS "F" is representative of side street delays greater than 50 seconds for an unsignalized intersection. For the study area roadways, City of West Linn considers a LOS "D" as acceptable.

Unsignalized intersections are evaluated on the delay experienced by each lane or lane group and the total intersection average. This delay corresponds to the lane or lane group's reserve capacity, which is a measure of the capacity of a movement that is unused. Because major street traffic is nearly unimpeded, the intersection average does not always reflect the delays experienced by side street traffic. For this reason, the lane or lane group that experiences the highest delay is reported for the intersection as a whole, along with the corresponding level of service and volume to capacity (v/c) ratio.

ODOT uses the v/c ratio to measure performance of its highways. For the ramp interchanges at 10th Street, ODOT requires a v/c of 0.99 during the design hour. The traffic analysis has been prepared using Synchro/SimTraffic software. The current ODOT phasing and timing for the 10th Street/I-205 Southbound Ramp and Blankenship/Salamo intersections was used in this model. The two intersections have a single controller that maintains a fixed time operation to ensure traffic progresses through the closely spaced intersections without blocking either one. All mitigation measures assume the intersections will retain the current timing plan with minor revision to improve operation.

Due to Tannler East development uncertainty, we have analyzed conditions both with and without its trips. Operation analysis was performed for the weekday AM and PM peak hour at the study area intersections for the following scenarios:

- · 2006 Existing
- 2007 Pre-Development without Tannler East
- 2007 Phase 1 without Tannler East
- 2007 Post-Development without Tannler East
- · 2007 Pre-Development with Tannler East
- 2007 Phase 1 with Tannler East
- · 2007 Post-Development with Tannler East

Calculation results are summarized in the following tables. The improvements proposed at the study area intersections are consistent with the long-term recommendations identified in the Tannler East analysis.

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2007 Pre-Development without Tannler East

Pre-development traffic conditions without the Tannler East development result in unacceptable operation at the intersections of Blankenship Road at Tannler Drive and at 10th Street. Left turns from Tannler and the shopping center would experience long delays, particularly in the PM peak hour. At this time there is no plan for a traffic signal. At the Blankenship/10th/Salamo intersection the long queues in the AM on the Salamo approach will result in an overall delay corresponding to LOS F.

2007 Phase 1 without Tannler East

With the addition of Phase 1 building trips, operations at the Blankenship/10th/Salamo intersection would result in long queues on the Salamo approach during the AM peak hour. To mitigate these long queues and provide the necessary capacity without increasing the green time for the Salamo approach, the existing through lane could be converted to a shared through/left lane with corresponding signal phasing changes. The signal would need to be modified to allow split phasing for the Salamo and Blankenship approaches. Currently, the left and through movements from Salamo run first (24 seconds), followed by a common green phase for through trips (18 seconds) on both Salamo and Blankenship. By changing to a split phase, the through movement on Blankenship would not lose any green time, while the through movement on Salamo has its total time reduced from 42 to 26 seconds. This change does not result in capacity or queuing problems for the through movements. Pedestrian times for the south crossing of the intersection would not be changed.

The intersections of the existing office/Albertsons driveway to Blankenship Road, as well as the Tannler/East Albertsons driveway to Blankenship Road will experience long delays (LOS F) for side street left turns. Even with these delays, a traffic signal would not be warranted at either location based on the peak hour volumes.

2007 Post-Development without Tannler East

With full site development, a signal will be needed at the Blankenship Road/Tannler intersection. In addition, a separate left-turn lane and shared through/right lane should be striped on Tannler at the intersection. The signal should operate with permitted left turns on Blankenship and split phasing for Tannler and the East Albertsons driveway.

The additional site traffic also requires further changes to the Blankenship/10th/Salamo intersection. A second eastbound right-turn lane on Blankenship is needed to mitigate queues from backing up to Tannler. This lane could be added along the shopping center frontage and would not require any signal timing changes. Timing changes would be needed on the Salamo approach to provide adequate capacity for the left-turn/through movements in the AM peak hour. The total time would need to be increased from 24 to 28 seconds. This would reduce the Blankenship through movement's total time from 18 to 14 seconds. This will have little impact on the pedestrian crossings at the south end of the intersection. With a total crossing distance of 104', 26 seconds is needed to cross at 4' per second. The current green time is only 14 seconds, so pedestrians would override the

signal timing. With the low volume of pedestrian crossings at this location, the intersection would have little disruption.

At the 10th Street/I-205 Southbound Ramp intersection, a second northbound through lane with storage of 150' should be provided.

On 10th Street between the two ramp intersections, the two southbound lanes at the southbound ramp merge into a single-through lane. In order to better utilize these two lanes, we recommend the two through lanes on 10th Street be striped all the way to the northbound ramp intersection with a trap lane for the left-turn movement to the on ramp.

The following table presents a summary of intersection operation with all of the recommended improvements.

TABLE 4A - INTERSECTION OPERATION ANALYSIS WITHOUT TANNLER EAST													
Intersection		2006 Existing			2007 Pre			Phase 1			2007 Post		
intersection		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
13th Street/	AM	0.01	9.1	Α	0.01	9.1	Α	0.01	9.1	Α	0.01	9.1	Α
Office Access	PM	0.08	9.3	Α	0.08	9.3	Α	0.08	9.3	_A	0.08	9.3	Α
13th Street/	AM	0.16	15.2	С	0.22	18.9	С	0.22	19.2	С	0.22	19.6	С
Blankenship Road	PM	0.22	18.8	С	0.30	25.5	D	0.31	25.9	D	0.31	26.6	D
Blankenship Road/	AM	0.11	14.1	В	0.13	16.5	С	0.13	23.6	С	0.21	32.4	D
Albertsons Access	PM	0.27	25.2	D	0.50	27.7	D	1.16	173.6	F	1.44	281.8	F
Blankenship Road/	AM	0.57	35.4	Е	0.79	63.0	F	0.90	122.8	F	0.60	16.2	В
Tannler Drive	PM	0.57	68.8	F	0.91	171.0	F	1.13	376.7	F	0.55	21.1	С
Blankenship Road/	AM	0.65	73.5	Е	0.68	85.6	F	0.60	33.8	С	0.72	24.8	С
10 th Street	PM	0.57	39.1	D	0.65	41.9	D	0.65	24.1	С	0.57	23.7	С
10th Street/	AM	0.53	25.6	С	0.57	30.6	С	0.60	33.8	С	0.53	30.2	С
I-205 SB Ramp	PM	0.55	29.0	С	0.61	30.8	С	0.64	31.5	С	0.68	31.5	С
10th Street/	AM	0.58	13.6	В	0.64	15.0	В	0.67	16.8	В	0.74	20.0	С
I-205 NB Ramp	РМ	0.52	12.0	В	0.56	12.7	В	0.60	13.5	В	0.66	15.1	В
Tannler Drive/ Site	AM	100		17 a				0.01	9.6	A	0.04	10.3	В
Access	РМ							0.03	9.3	Α	0.22	10.0	В

v/c, delay and LOS are calculated for the critical approach at unsignalized intersections



2007 Pre-Development with Tannler East

The Tannler East development proposes to construct mitigation including installation of a traffic signal at the Tannler/Blankenship Road intersection and modifying the Salamo approach to 10th Street to provide a shared through/left lane and split phasing at the signal. With these improvements, all intersections are expected to operate at acceptable levels of service.

2007 Phase 1 with Tannler East

With traffic from the first building, additional improvements will be needed at the Blankenship/10th/Salamo intersection. A second eastbound right-turn lane on Blankenship is needed to mitigate queues from backing up to Tannler. This lane could be added along the shopping center frontage and would not require any signal timing changes. Timing changes would be needed on the Salamo approach to provide adequate capacity for the left-turn/through movements in the AM peak hour. The total time would need to be increased from 24 to 28 seconds. This would reduce the Blankenship through movement's total time from 18 to 14 seconds. This will have little impact on the pedestrian crossings at the south end of the intersection. With a total crossing distance of 104', 26 seconds is needed to cross at 4' per second. The current green time is only 14 seconds, so pedestrians would override the signal timing. With the low volume of pedestrian crossings at this location, the intersection would have little disruption.

2007 Post-Development with Tannler East

At the 10th Street/I-205 Southbound Ramp intersection, a second northbound through lane with storage of 150' should be provided.

On 10th Street between the two ramp intersections, the two southbound lanes at the southbound ramp merge into a single-through lane. In order to better utilize these two lanes, we recommend the two through lanes on 10th Street be striped all the way to the northbound ramp intersection with a trap lane for the left-turn movement to the on ramp.

The northbound 10th Street approach to Blankenship/Salamo should be striped to provide a left-turn lane and shared left/right lane. This does not require any signal timing or phasing changes.

In order to provide a second receiving lane on Blankenship Road for the double left-turn lanes from 10th Street, a westbound right-turn lane needs to be provided at the intersection with Tannler. This lane would extend back to the 10th Street intersection.

The following table presents a summary of intersection operation with all of the recommended improvements.

TABL	.E 4B - 1	NTERS	ECTIO	N OPE	RATI	ON AN	IALYS	IS WIT	H TAN	NLER	EAST		
Intersection		2006 Existing			2007 Pre			Phase 1			2007 Post		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
13th Street/	AM	0.01	9.1	Α	0.01	9.1_	Α	0.01	9.1	Α	0.01	9.1	Α
Office Access	PM	0.08	9.3	A	0.08	9.3	Α	0.08	9.3	Α	0.08	9.3	Α
13th Street/	AM	0.16	15.2	С	0.22	19.5	C	0.23	19.8	С	0.23	20.5	С
Blankenship Road	PM	0.22	18.8	С	0.32	27.0	D	0.32	27.7	D	0.33	28.4	D
Blankenship Road/	AM_	0.11	14.1	В	0.03	17.1	C_	0.13	26.2	D	0.21	31.9	D
Albertsons Access	PM	0.27	25.2	D	0.41	40.9	Е	1.18	185.8	F	1.42	239.0	F
Blankenship Road/	AM	0.57	35.4	Е	0.46	16.4	В	0.54	16.3	В	0.47	15.3	В
Tannler Drive	РМ	0.57	68.8	F	0.41	16.6	В	0.48	17	В	0.61	20.3	C
Blankenship Road/	AM	0.65	73.5	E	0.62	34.7	С	0.66	24.3	С	0.62	24.8	O
10 th Street	PM	0.57	39.1	D	0.64	26.4	С	0.62	25.5	C	0.58	25.0	C
10th Street/	AM	0.53	25.6	С	0.58	30.6	С	0.61	33.8	С	0.55	30.5	O
I-205 SB Ramp	PM	0.55	29.0	C	0.68	34.2	С	0.70	33.8	C	0.65	28.2	С
10 th Street/ I-205 NB Ramp	AM	0.58	13.6	В	0.69	17.1	В	0.72	19.1	В	0.78	22.9	C
	PM	0.52	12.0	В	0.63	14.2	В	0.66	15.2	В	0.72	17.3	В
Tannler Drive / Site Access	AM							0.01	10.0	Α	0.05	10.6	В
	PM							0.03	9.7	Α	0.23	10.5	В

v/c, delay and LOS are calculated for the critical approach at unsignalized intersections

QUEUING ANALYSIS

Queuing analysis was performed in accordance with ODOT standards using SimTraffic software with a 10 minute seeding interval and a 60-minute recording interval. The average queue lengths and 95th percentile queue lengths are reported for all movements in the study area intersections. The 95th Percentile queuing is used for design purposes, and is reported to the nearest 25' increment. The existing storage lengths and summary of the peak queue at the study area intersections are listed in the Tables 5A and 5B below for scenarios without and with the Tannler East development, respectively. The peak queue reported as the longest of either the AM or PM analysis. Queues that exceed the available storage are shown in bold.

TABLE 5A - QUEUING CALCULATIONS WITHOUT TANNLER EAST										
Intersection	lana	Groups	2006 Existing		2007 Pre		Phase 1		2007 Post	
Intersection	Lane	- Groups	Storage	Queue	Storage	Queue	Storage	Queue	Storage	Queue
Blankenship/ Site Access/ Albertsons	ЕВ	Lt	100	25/25	100	25/25	100	25/25	100	25/50
	WB	Lt	100	25/50	100	25/50	100	25/50	100	25/75
	NB	Lt/Th/Rt	100	50/ 125	100	75/ 125	100	100/250	100	100/200
	SB	Lt/Th/Rt	200	25/75	200	25/75	200	150/ 375	200	350/625
	ЕВ	Lt	100	25/50	100	25/75	100	50/100	100	50/100
		Th/Rt	300	0/0	300	0/0	300	200/ 375	300	275/ 400
		Lt_	100	50/75	100	50/100	100	50/100	200	100/150
Blankenship/ Tannler	WB	ThRt	250	0/0	250	0/0	250	25/50	250	175/ 300
	NB	Th/Lt	100	25/100	100	100/275	100	150/350	100	25/75
		Rt	100	75/ 125	100	200/350	100	275/300	100	75/ 150
	SB	Lt	NA	75/150	NA	150/375	250	200/275	250	175/250
		Th/Rt					NA	300/575	NA	75/300
	ЕВ	Th	150	100/175	150	125/ 200	150	150/ 200	150	150/ 225
		Rt	200	175/ 275	200	225/300	200	250/250	200	175/ 300
Blankenship/	WB	Lt	125	150/150	125	200/275	300	225/275	300	225/350
10 th Street		Th	NA	800/875	NA	800/1025	NA	700/1000	NA.	775/975
	NB	Lt	175	100/175	175	100/175	175	125/ 200	175_	150/ 225
		Rt	150	50/ 175	150	50/125	150	50/ 150	150	75/ 225
10 th Street/ I-205 SB	WB	Th/Lt	225	125/225	225	170/ 275	225	175/ 325	225	225/ 575
		Rt	225	100/200	225	125/225	225	125/ 250	225	175/ 350
	NB	Lt	225	125/225	225	175/ 250	225	175/ 275	225	150/ 275
		Th	460	250/350	460	275/375	460	200/350	460	275/375
	SB	Th/Rt	100	125/250	100	200/275	100	200/275	100	175/225
10 th Street/ I-205 NB	ЕВ	Th/Lt	100	75/ 125	100	125/250	100	225/475	100	200/350
		Rt	100	25/50	100	50/75	100	75/ 225	100	50/ 150
	NB	Th	250	125/200	250	250/ 550	<u>25</u> 0	375/800	250	325/650
		Rt	75	50/75	75	75/ 200	75	125/325	75	100/250
	SB	Lt	100	100/ 150	100	125/150	100	125/150	460	200/300
Average Queue		Th_	100	125/275	460	175/350	460	225/350	460	125/225

Average Queue / 95th Queue (Feet)

TABLE 5B - QUEUING CALCULATIONS WITH TANNLER EAST										
Intersection	lane	Groune	2006 Existing		2007 Pre		Phase 1		2007 Post	
intersection	Lane Groups		Storage	Queue	Storage	Queue	Storage	Queue	Storage	Queue
Blankenship/ Site Access/ Albertsons	EB	Lt	100	25/25	100	25/25	100	25/25	100	25/50
	WB	Lt	100	25/50	100	25/50	100	25/50	100	25/75
	NB	Lt/Th/Rt	100	50/ 125	100	75/1 75	100	100/ 150	100	175/375
	SB	Lt/Th/Rt	200	25/75	200	50/75	200	125/ 250	200	375/625
Blankenship/ Tannler	EB	Lt_	100	25/50	100	25/100	100	50/100	100	50/ 125
		Th/Rt	300	0/0	300	0/0	300	200/ 350	300	300/ 375
	WB	Lt	100	50/75	100	50/100	100	75/1 50	200	125/150
		Th Rt	250	0/0	250	0/50	250	125/ 250	250	225/ 325
	NB	Th/Lt	100	25/100	100	150/325	100	25/75	100	25/75
		Rt	100	75/ 125	100	225/350	100	75/100	100	75/ 150
	SB	Lt	NA	75/150	NA	175/200	350	100/175	350	200/350
		Th/Rt				300/475	NA	25/50	NA	75/275
Blankenship/	ЕВ	Th	150	100/ 175	150	125/200	150	150/200	150	150/200
		Rt	200	175/ 275	200	225/275	200	150/ 250	200	200/ 300
	WB	Lt	125	150/150	125	225/275	300	200/275	300	250/400
10 th Street		Th	NA	800/875	NA	500/875	NA	700/1000	NA	775/975
	NB	Lt	175	100/175	175	125/200	175	125/200	175	150/ 225
		Rt	150	50/ 175	150	75/ 200	150	75/ 225	150	100/225
10 th Street/ I-205 SB	WB -	Th/Lt	225	125/225	225	175/300	225	200/ 475	225	400/1125
		Rt	225	100/200	225	150/ 250	225	200/ 375	225	250/475
	NB	Lt	225	125/225	225	175/ 275	225	175/ 275	225	150/ 250
		Th	460	250/350	460	300/375	460	300/350	460	200/325
	SB	Th/Rt	100	125/250	100	200/300	100	150/225	100	200/350
10 th Street/ I-205 NB	ЕВ	Th/Lt	100	75/ 125	100	150/300	100	250/525	100	200/350
		Rt	100	25/50	100	50/ 125	100	75/ 225	100	50/ 125
	NB	Th	250	125/200	250	350/750	250	500/925	250	225/ 500
		Rt	75	50/75	75	125/325	75	175/400	75	75/ 200
	SB	Lt	100	100/ 150	100	125/150	100	200/300	460	200/320
	25	Th	460	125/275	460	225/350	460	125/225	460	125/250

Average Queue / 95th Queue (Feet)



SIGNAL WARRANT ANALYSIS

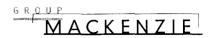
Guidelines for installation of traffic signals are presented in the Millennium Edition of the Manual on Uniform Traffic Control Devices (MUTCD). These guidelines are referred to as signal warrants. The MUTCD identifies eight signal warrants that present criteria for consideration of a traffic signal. Typically, an intersection will first meet the peak hour volume signal warrant (MUTCD Warrant 3). For this reason, it is the first warrant reviewed, although meeting it alone is generally not considered sufficient for installation of a traffic signal. If the peak hour warrant is met, then other warrants may be reviewed.

Peak hour warrants were reviewed for the intersections of Blankenship Road with Tannler and the site/Albertsons access. Signal warrants are not met at either location under the Phase 1 scenario without development of Tannler East. With Tannler East, a signal has been proposed at the Tannler intersection with Blankenship.

Under full development conditions, a signal would be warranted at the Tannler intersection with Blankenship.

A signal is not recommended at the site/Albertsons access due to the close proximity to the proposed signal at the Tannler intersection and geometrics of the driveway approaches, including slopes, alignment and storage.

Copies of the signal warrant worksheets are located within the appendix.



VI. SUMMARY

This transportation impact analysis has been prepared for the Willamette 205 Corporate Center located on the northwest corner of the Blankenship Road/Tannler Drive intersection in West Linn, Oregon. The project will consist of three office buildings totaling 300,000 SF. The buildings will be built in phases with the southern building along Blankenship constructed first.

The study area and analysis scenarios were determined based on City of West Linn and ODOT standards. Six intersections were reviewed during the weekday AM and PM peak hours for existing conditions and development scenarios both with and without the proposed Tannler East development.

The site is currently vacant and overall site area is 10.71 acres in size. The site is currently zoned Office Business Center (OBC) and the proposed uses are allowed outright.

The City of West Linn's Capital Improvement Plan indicates no roadway or intersection projects are planned in the study area. With the proposed Tannler East development, mitigation has been proposed that includes a traffic signal at the intersection of Blankenship Road with Tannler Drive, striping a left-turn lane on Tannler Drive and modifying the Salamo approach to 10^{th} Street to provide a shared through/left lane and split phasing at the signal. Due to the uncertainty of the approval of Tannler East, we have considered conditions both with and without the project trips and mitigation measures.

A traffic signal has recently been constructed at the 10th Street/I-205 Northbound Ramp intersection. This signal is mitigation for an office building on Blankenship Road.

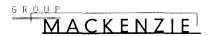
Existing intersection turning movement counts were obtained in February 2006 on weekdays between 7:00 - 9:00 AM and 4:00 - 6:00 PM.

Transit service in the area is provided by Tri-Met route 154 Willamette, with stops on Blankenship Road at Tannler Drive. Sidewalks will be provided along the entire site frontage of Blankenship Road and Tannler Drive.

Crash data for the study area intersections was obtained from ODOT staff for January 2001 through December 2005. Road Crash rates were calculated in accordance with standard guidelines. There were a total of 23 crashes reported at the study area intersections. Crash rates are below the threshold rate of 1.0/mev; therefore, the study area intersections do not currently warrant further consideration for safety mitigation measures.

A background growth rate of 3% per year was applied to existing traffic volumes. This rate is consistent with other analyses in the area and transportation modeling estimates. Traffic from the approved, but not yet constructed, in-process projects was added to existing volumes as well. We have included all in-process traffic volumes from the study for Tannler East, as well as the Fields Park and Cove Place residential developments.

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Trip generation for the proposed Willamette 205 Corporate Center was estimated based on trip rates for office buildings presented in the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition. With the Phase 1 building of 107,500 SF, a total of 1,119 daily, 162 AM and 150 PM trips are anticipated. At full buildout of all three buildings, totaling 300,000 SF, the site is expected to generate 3,109 daily, 451 AM and 415 PM trips.

Three driveways will be available to the proposed site including the two existing driveways of the West Linn Corporate Park, and one new driveway to Tannler Drive. The new driveway on Tannler Drive will be located approximately 645 feet north of Blankenship Road. Sight distance is available in excess of minimum AASHTO standards.

Intersection capacity calculations were conducted using the methodologies presented in the 2000 Highway Capacity Manual with Synchro and SimTraffic software. The current ODOT phasing and timing for the 10th Street/I-205 Southbound Ramp and Blankenship/Salamo intersections was used in this analysis. All mitigation measures assume the intersections will remain with the current timing plan with minor noted revisions to improve operations.

The following projects are proposed to mitigate traffic impacts of the Willamette 205 project both without and with the Tannler East development.

TRAFFIC MITIGATION WITHOUT TANNLER EAST

Mitigation for the First Willamette 205 Building

- Modify the Salamo approach to 10th Street to provide a shared through/left lane with 300' of queuing and split phasing at the signal.
- Stripe a southbound left-turn lane on Tannler at Blankenship with 250' of queuing.

Additional Mitigation for all Three Willamette 205 Buildings

- Add a second eastbound right-turn lane on Blankenship at 10th Street.
- Adjust the Blankenship/Salamo/10th signal to provide more AM green time to Salamo. Stripe two through lanes on 10th between the I-205 ramps (requires pavement widening).
- Add a second 150' northbound through lane on 10th at the southbound I-205 ramps.
- Install signal at Tannler/Blankenship.



TRAFFIC MITIGATION WITH TANNLER EAST

Proposed Mitigation for Tannler East

- Stripe a 150' left-turn lane southbound on Tannler at Blankenship.
- Modify the Salamo approach to 10th Street to provide a shared through/left lane and split phasing at the signal.
- · Install a signal at Tannler/Blankenship and strip a 150' left-turn lane.

Additional Mitigation for First Willamette 205 Building

- · Add a second eastbound right-turn lane on Blankenship at 10th Street.
- Adjust the Blankenship/Salamo/10th signal to provide more AM green time to Salamo and increase the westbound left-turn lane storage to 300'.
- Increase the storage from 150' to 350' for the southbound left-turn lane on Tannler at Blankenship.

Additional Mitigation for all Three Willamette 205 Buildings

- Stripe two through lanes on 10th between the I-205 ramps (requires pavement widening).
- Add a second 150' northbound through lane on 10th at the southbound I-205 ramps.
- Add a westbound right-turn lane on Blankenship at Tannler (provides second receiving lane).
- Restripe northbound 10th Street to a shared left/right lane at Blankenship.

The following recommendations are made to mitigate impacts of the proposed Willamette 205 Corporate Center regardless of development on the Tannler East site.

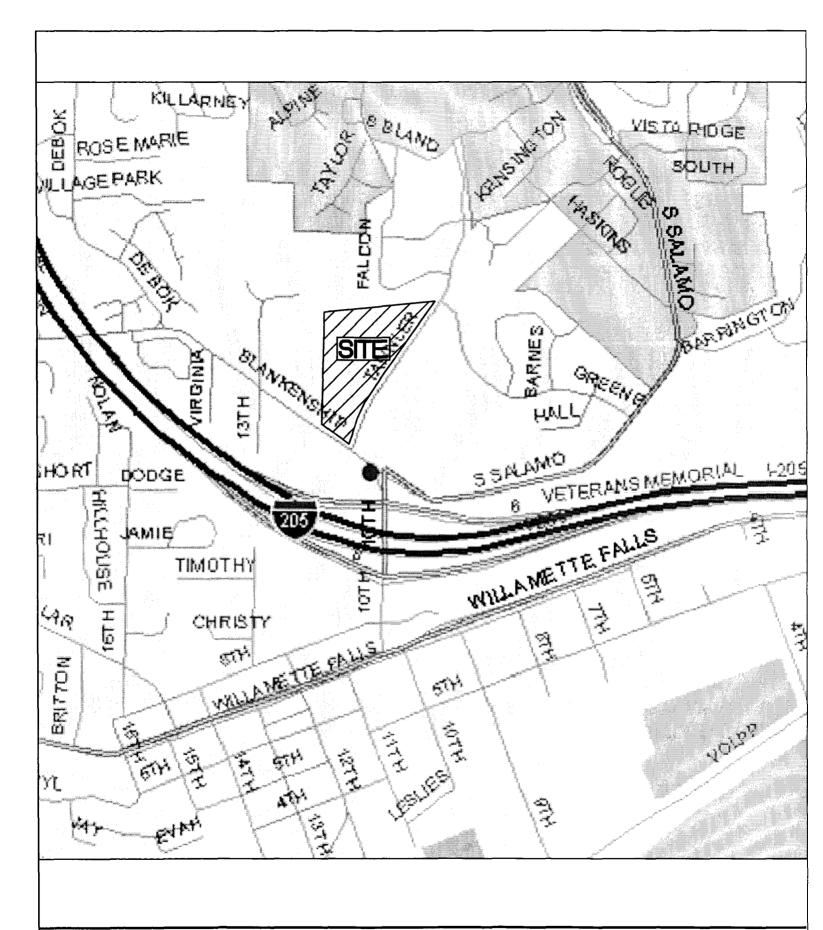
• Landscaping should be placed such that there are no obstructions within the clear vision area.



VII. APPENDIX

- A. Figures
- B. Traffic Count Summaries
- C. Transit Routes
- D. Crash Data
- E. In-Process Traffic
- F. Trip Generation
- G. Trip Distribution
- H. Warrant Analysis
- I. Capacity Calculations
- J. Queuing Calculations

APPENDIX A **Figures**



Portland OR Vancouver WA Tacoma WA Seattle WA 503.224.9560 360.695.7879 253.471.0551 206.749.9993

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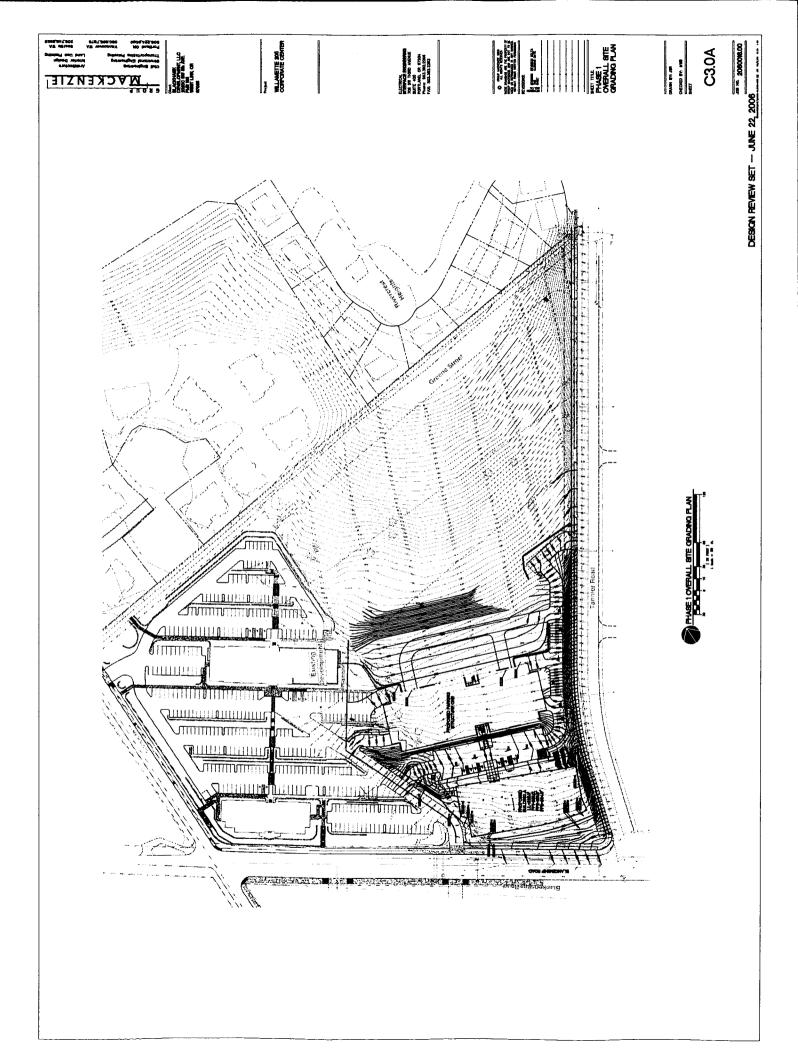
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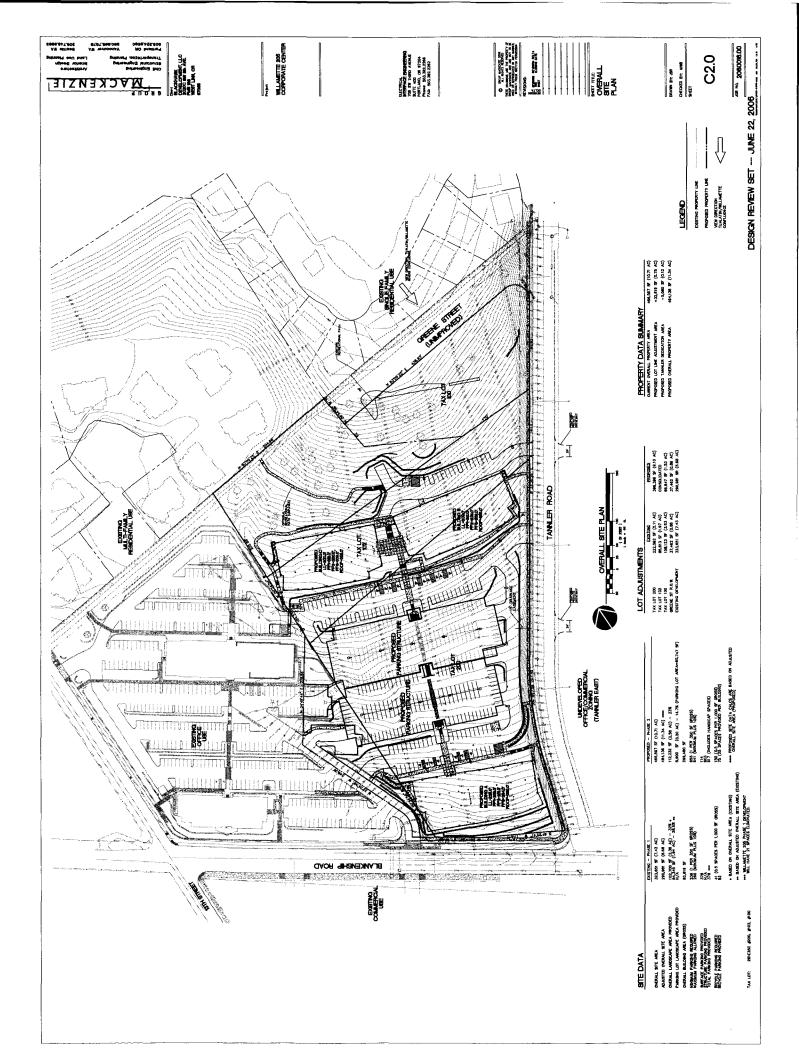
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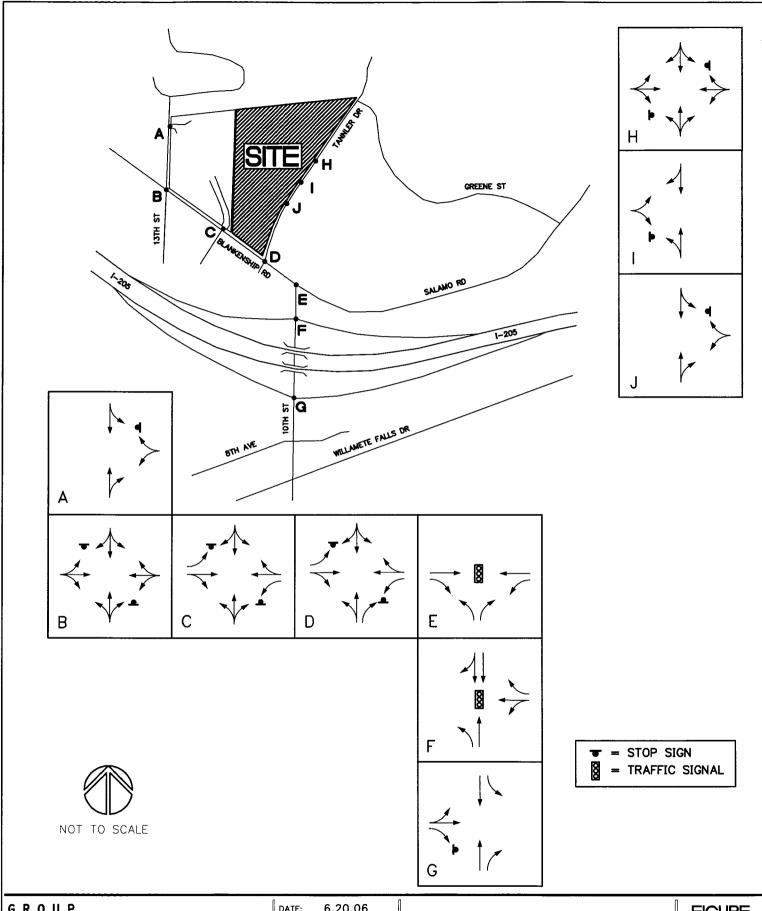
JOB NO: 2060016.00 VICINITY MAP

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON **FIGURE**

1







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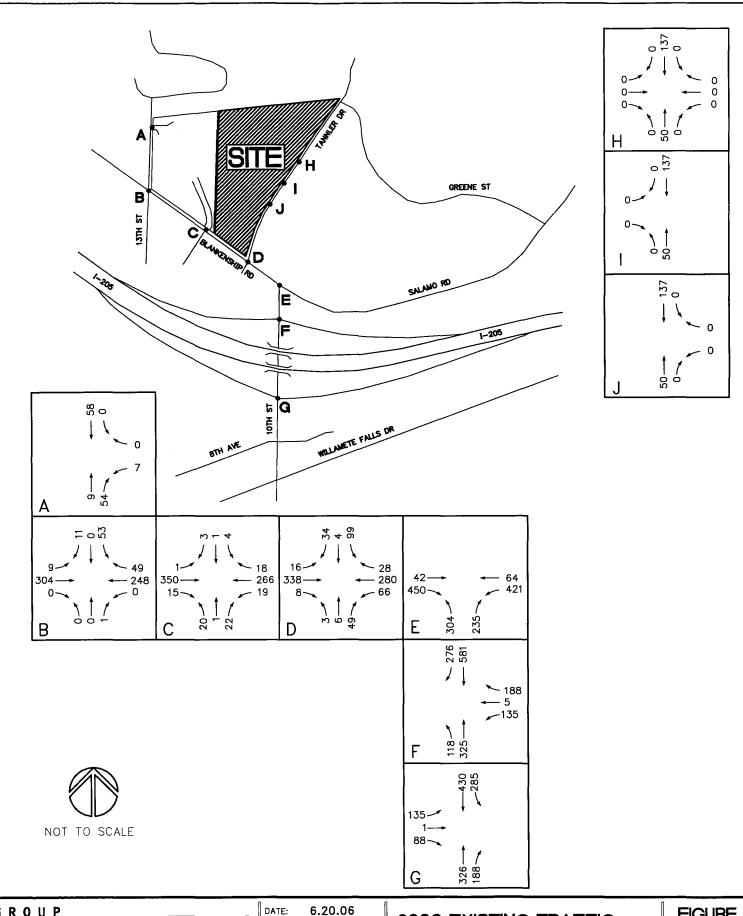
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JOB NO: 2060016.00

EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON **FIGURE**

3



GROUP

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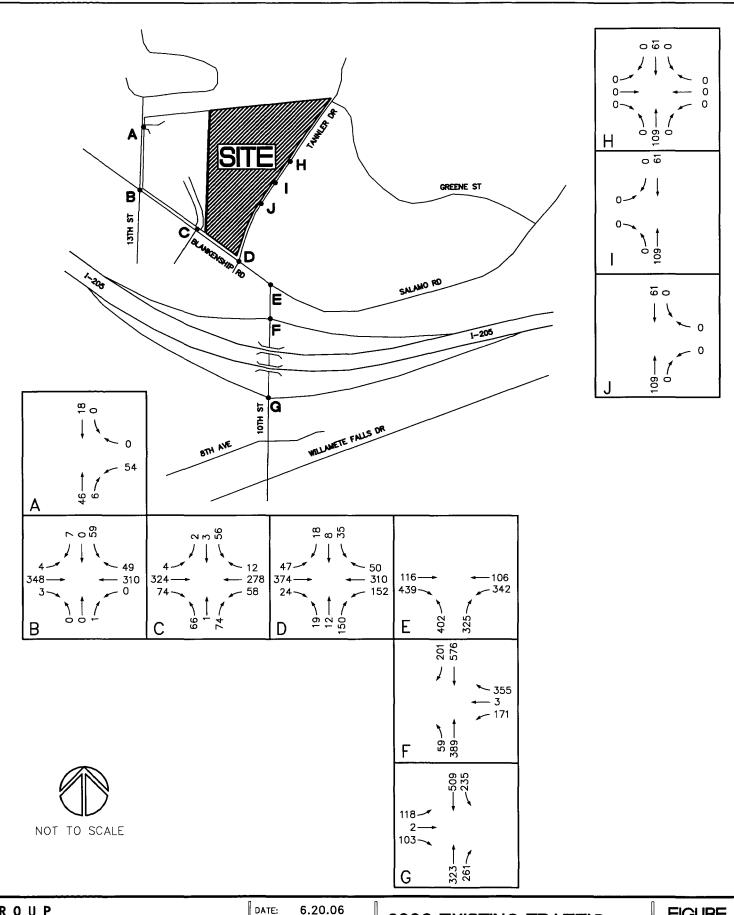
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2060016.00

2006 EXISTING TRAFFIC WEEKDAY AM PEAK HOUR

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



GROUP

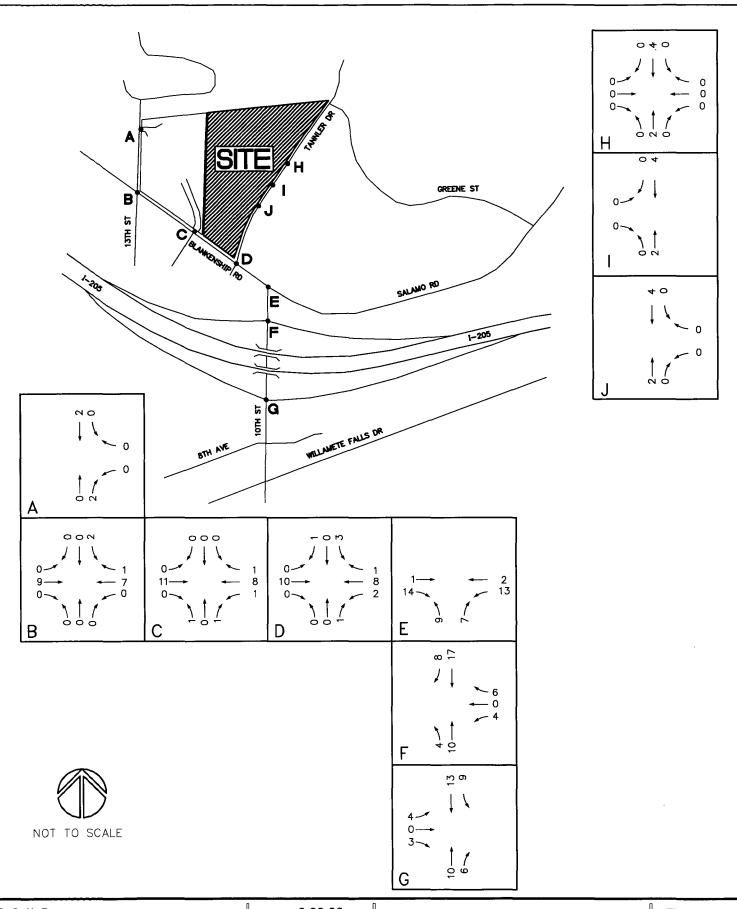
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JOB NO: 2060016.00 2006 EXISTING TRAFFIC WEEKDAY PM PEAK HOUR

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



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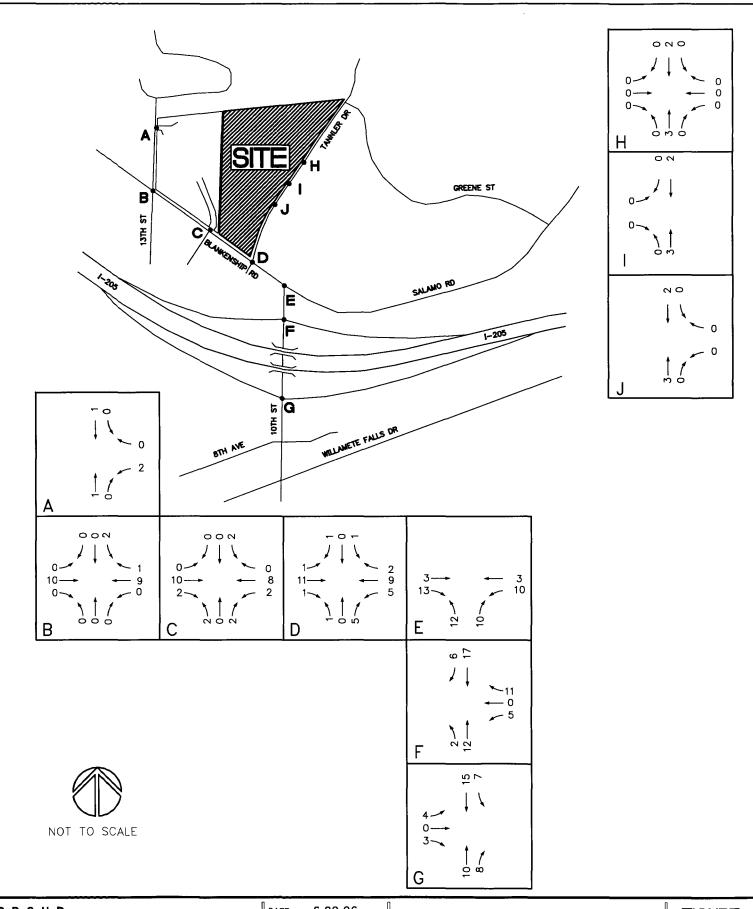
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JOB NO: 2060016.00 2007 BACKGROUND GROWTH-3% AM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON FIGURE

5A



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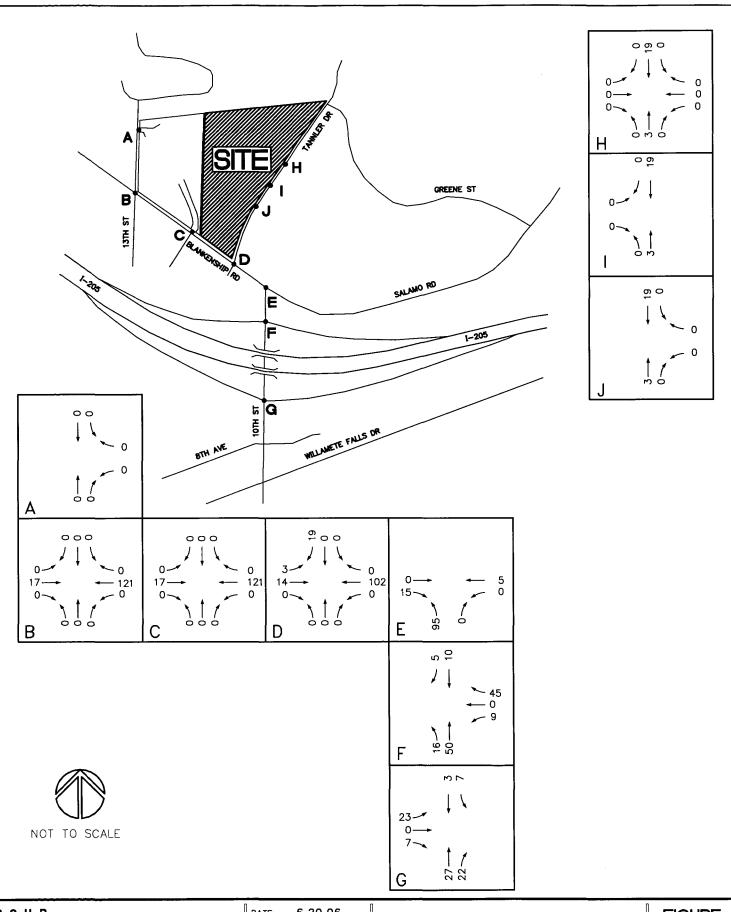
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JOB NO: 2060016.00

2007 BACKGROUND GROWTH-3% PM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON FIGURE

5B



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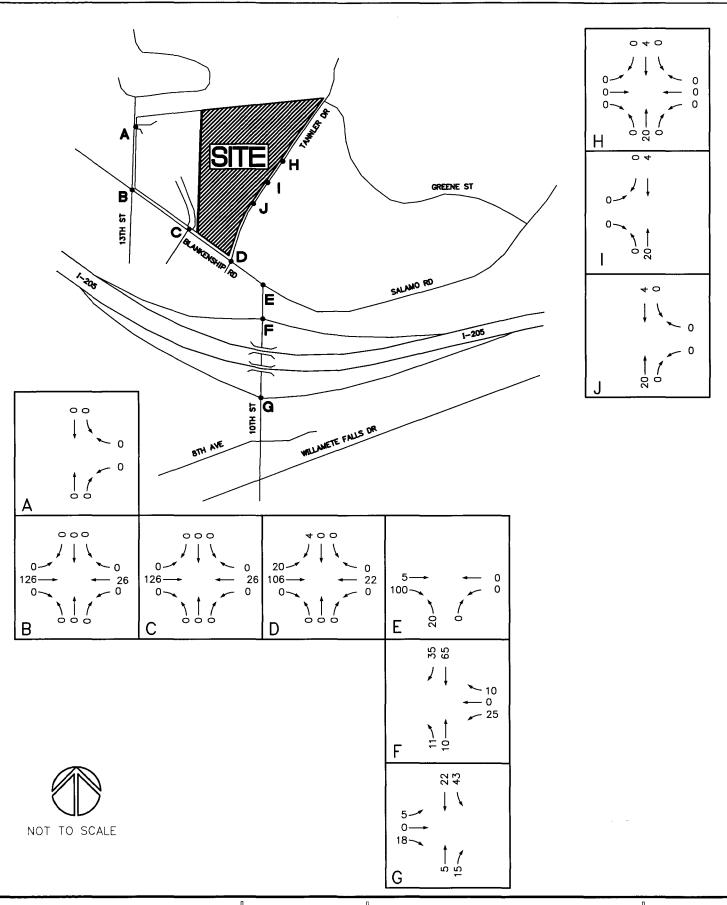
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JOB NO: 2060016.00

IN PROCESS TRAFFIC AM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON FIGURE

6A



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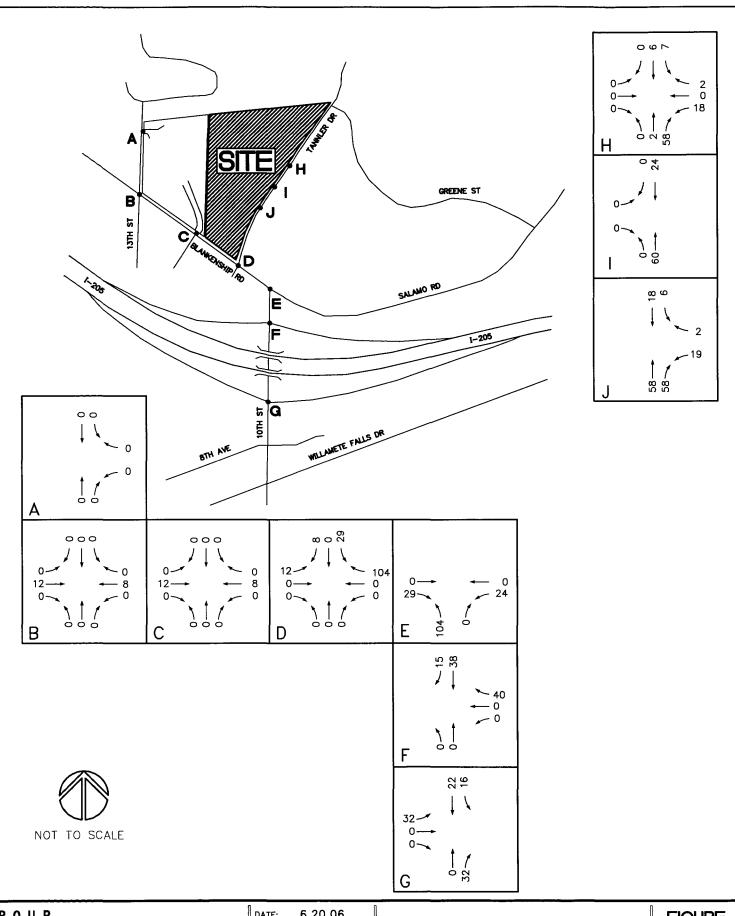
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IN PROCESS TRAFFIC PM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON **FIGURE**

6B



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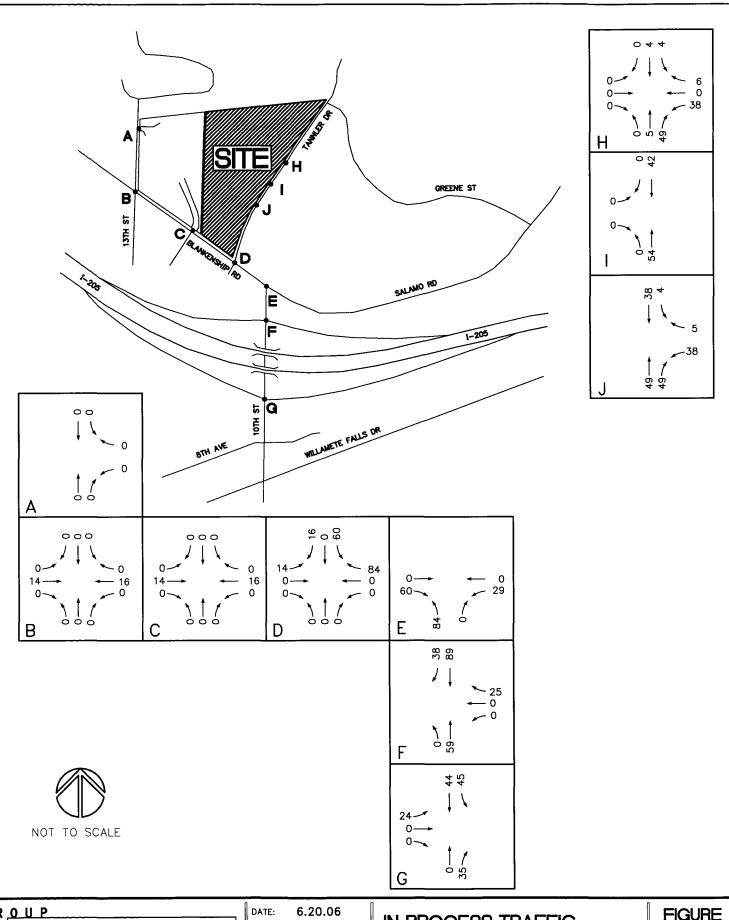
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JOB NO: 2060016.00

IN PROCESS TRAFFIC TANNLER EAST (AM)

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON **FIGURE**

6C



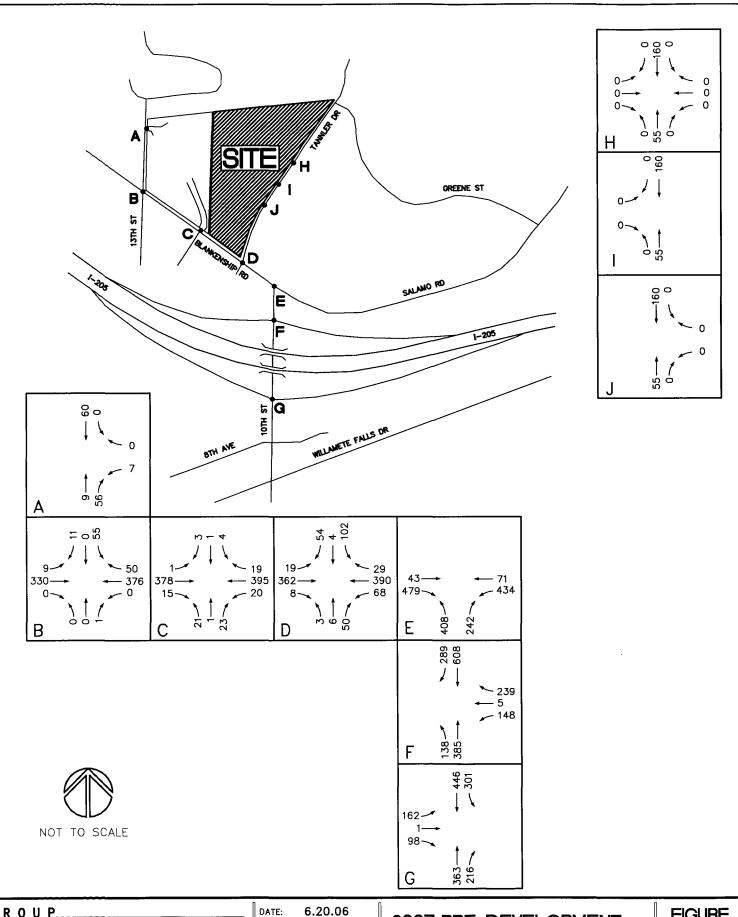
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WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



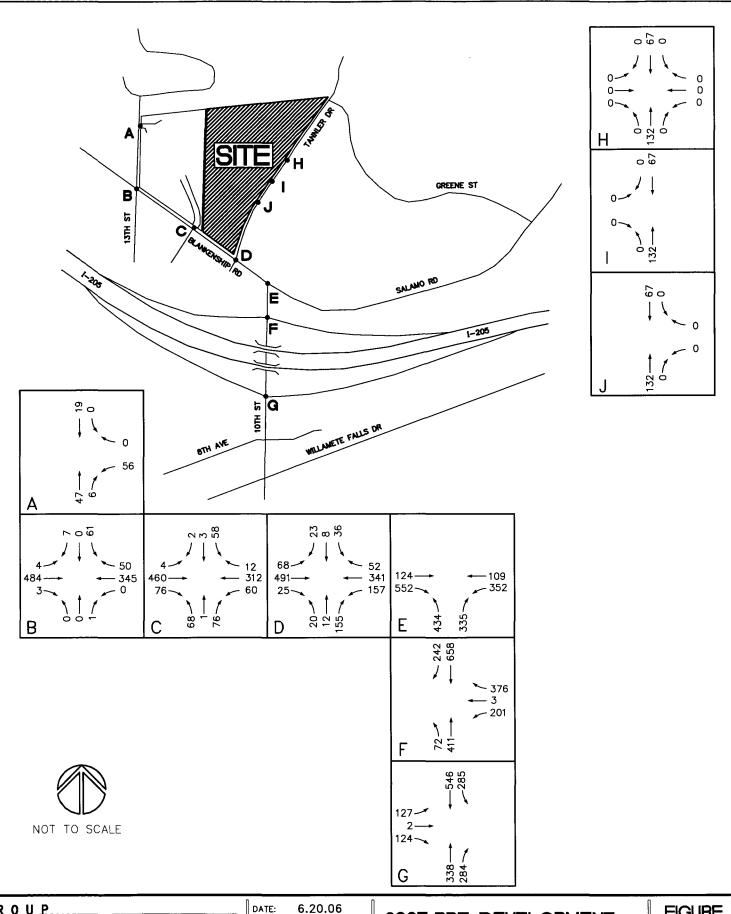
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WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



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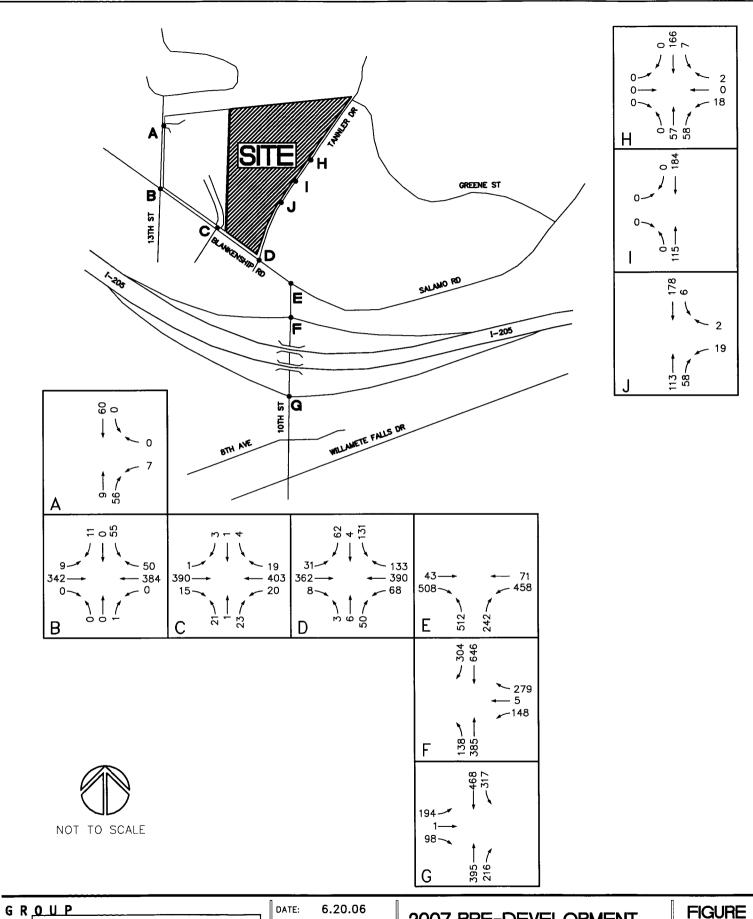
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WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



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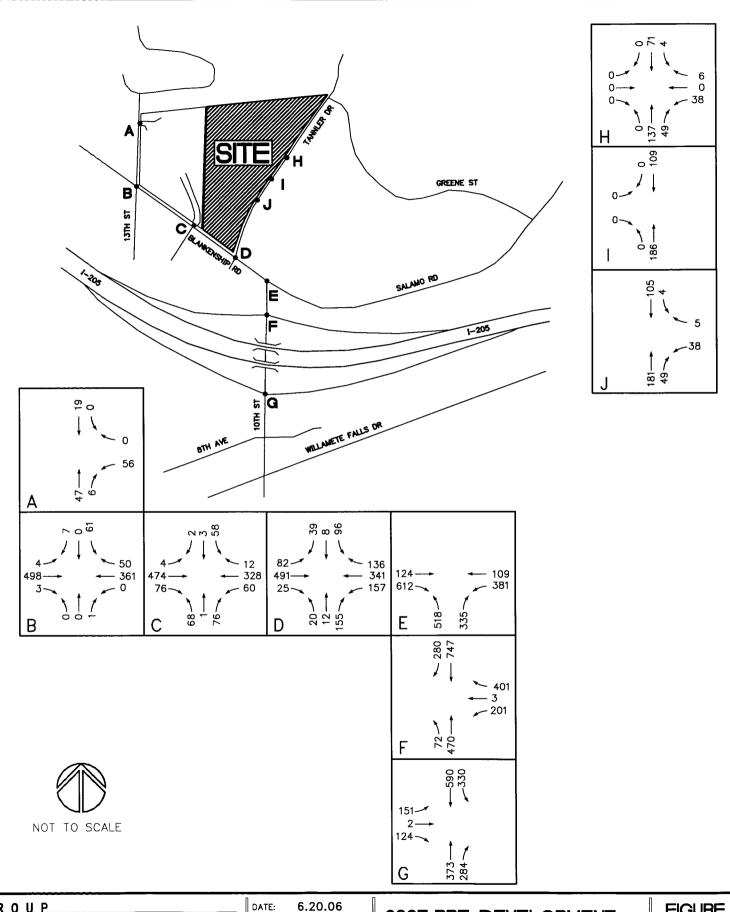
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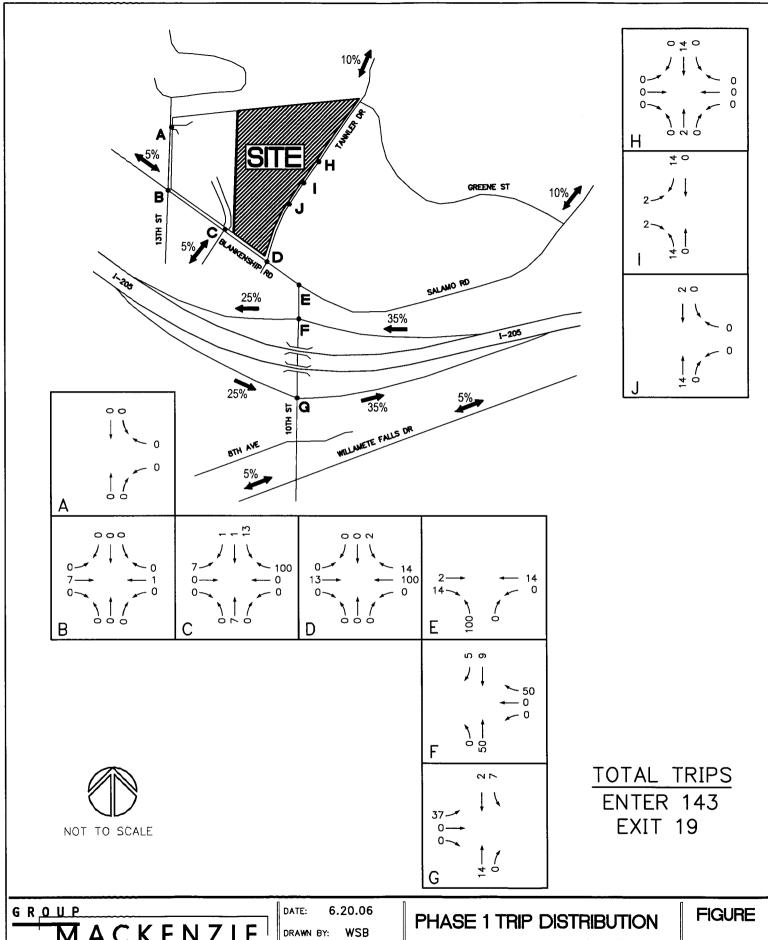
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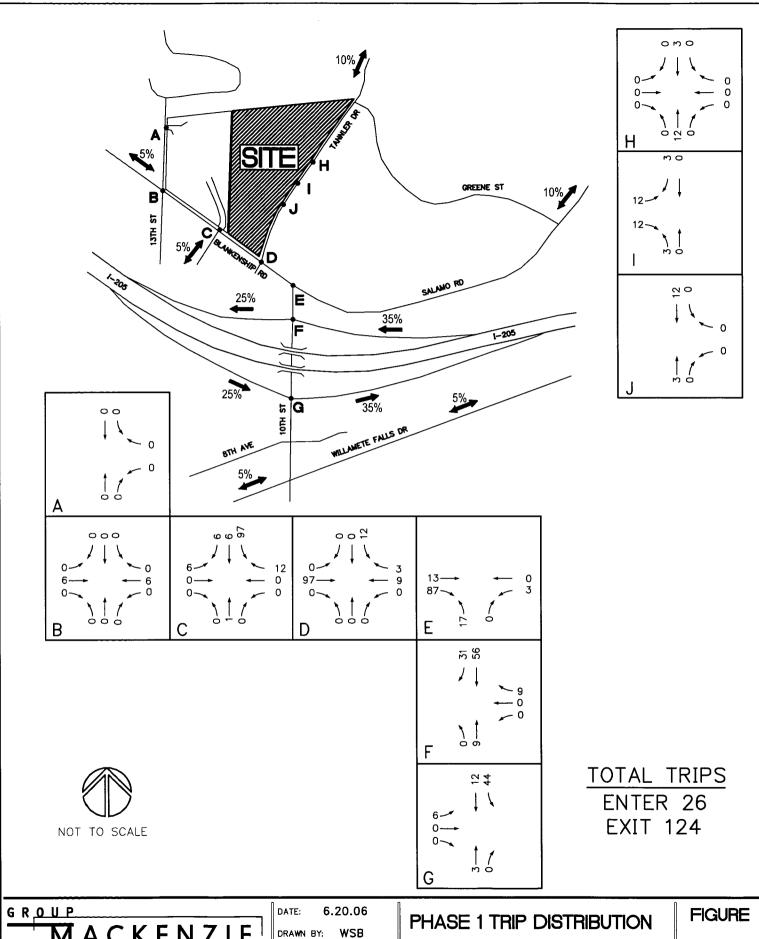
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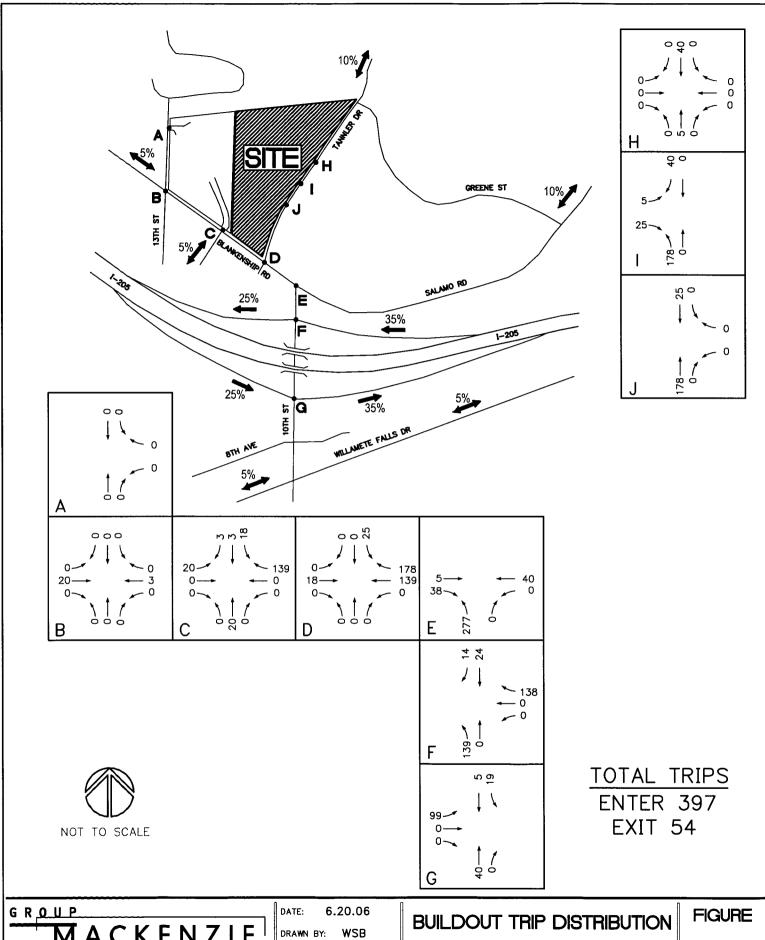
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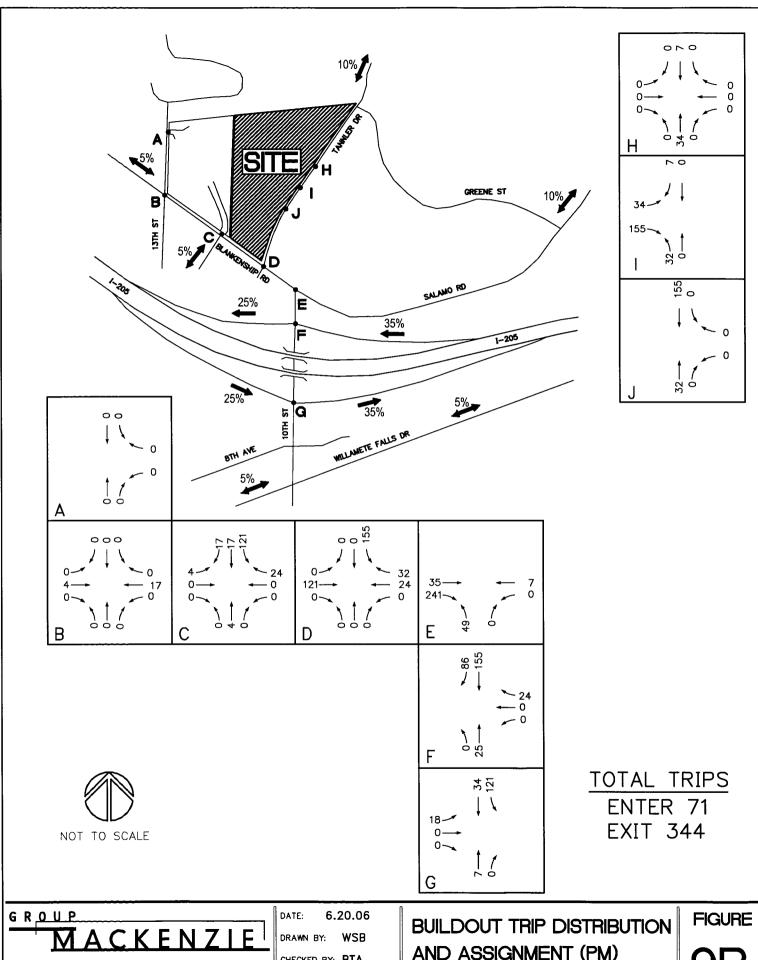


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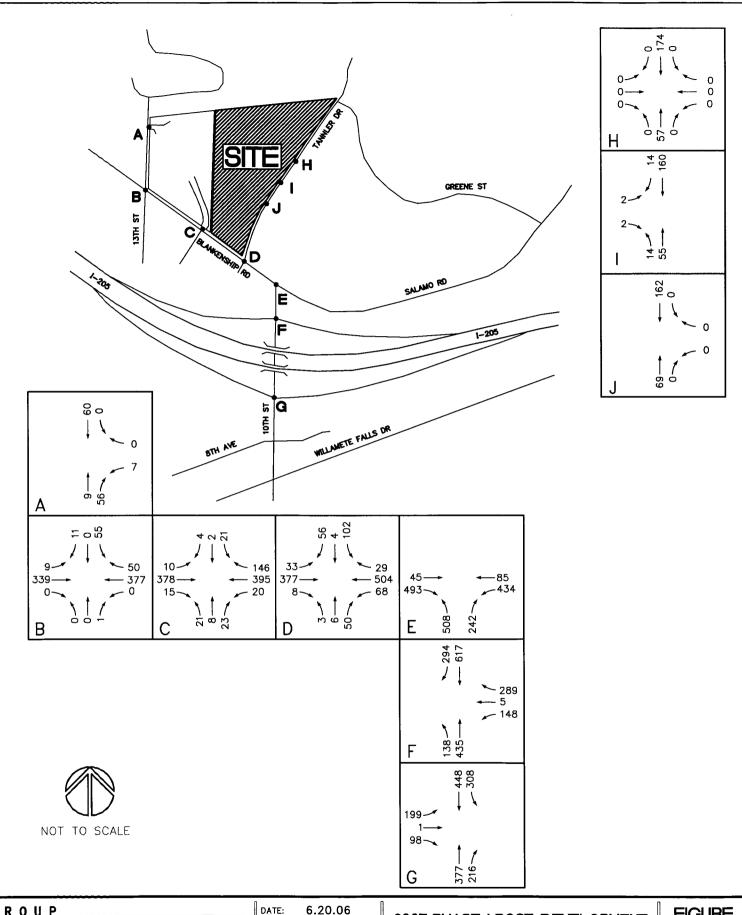
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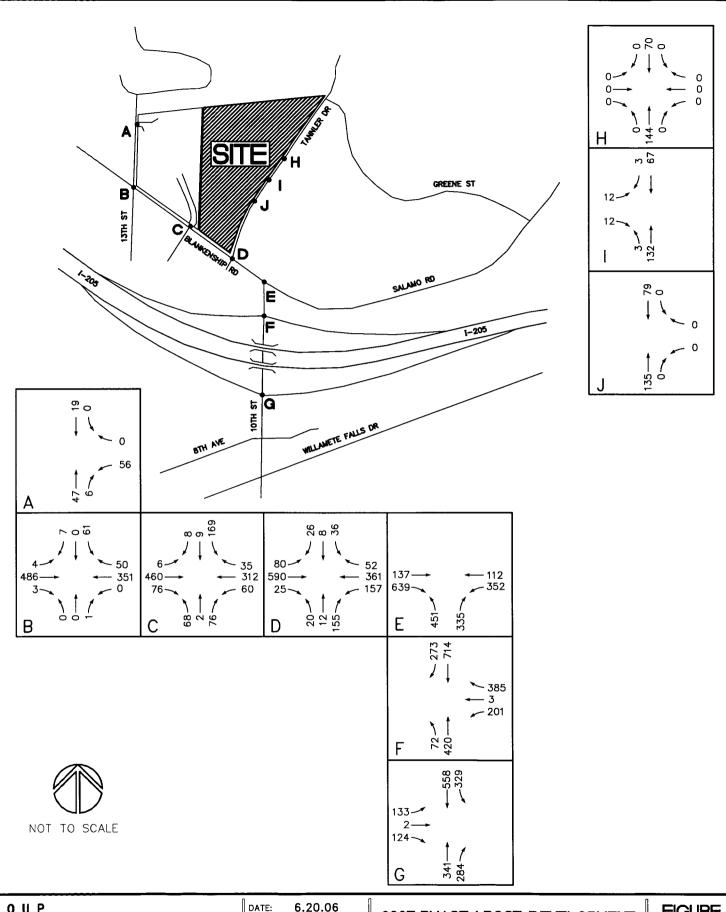
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2007 PHASE 1 POST-DEVELOPMENT **AM INTERSECTION VOLUMES**

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



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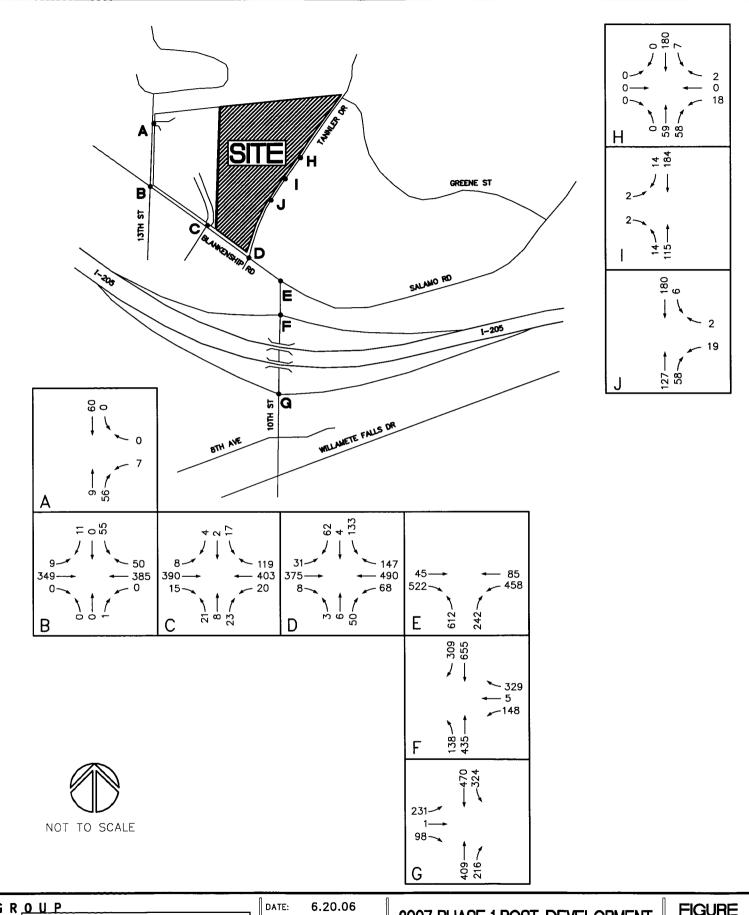
JOB NO: 2060016.00

2007 PHASE 1 POST-DEVELOPMENT PM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON

FIGURE

10B



253,471.0551 206.749.9993 503,224.9560 360.695.7879

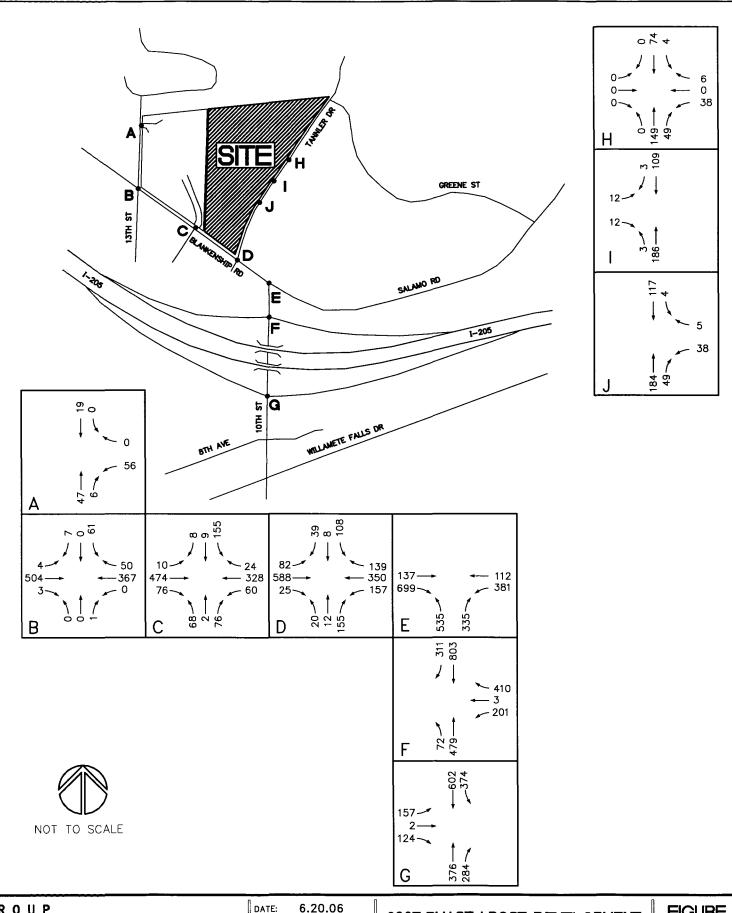
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WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



GROUP

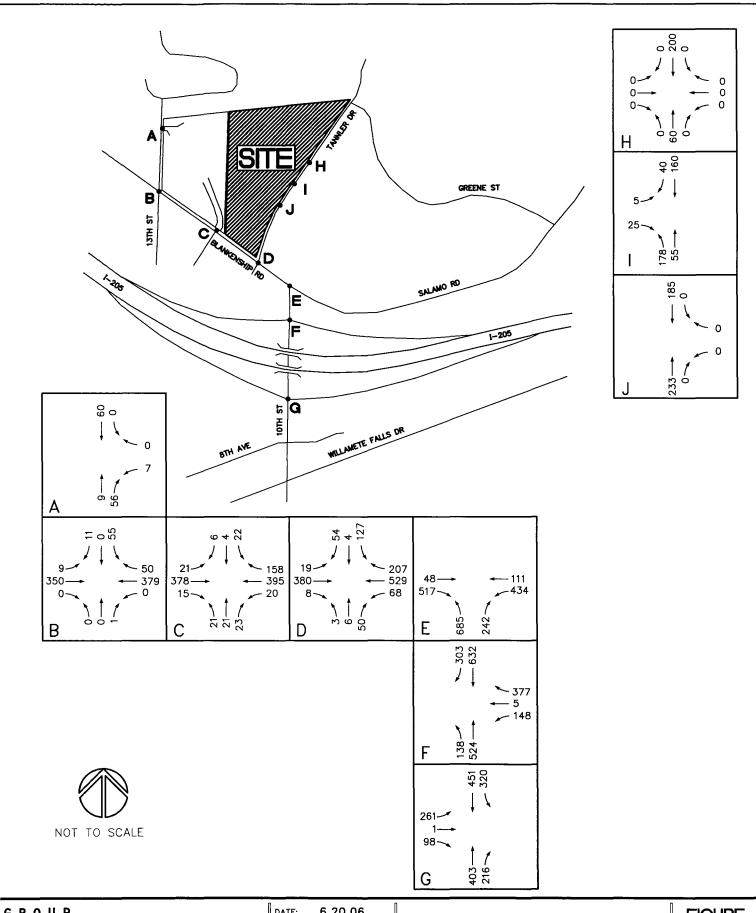
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WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



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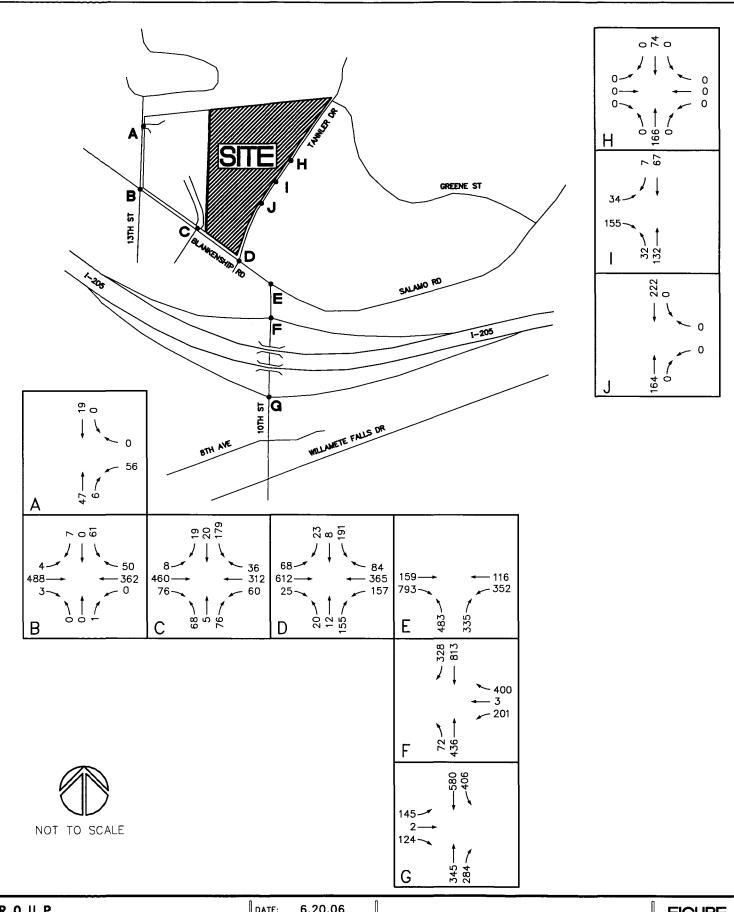
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2007 BUILDOUT POST-DEVELOPMENT AM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON FIGURE

11A



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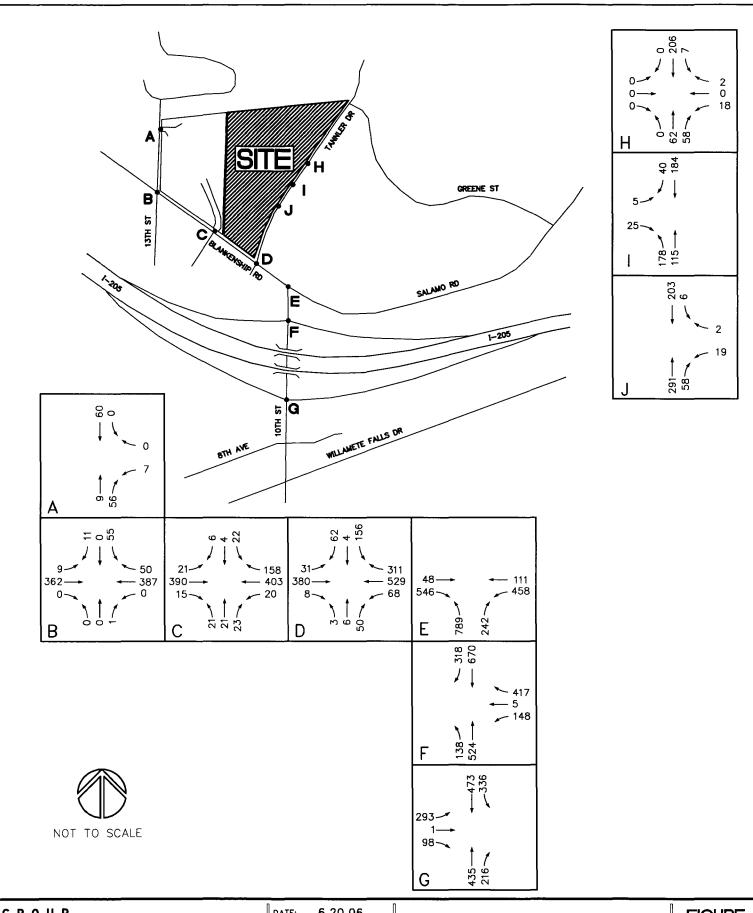
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2007 BUILDOUT POST-DEVELOPMENT PM INTERSECTION VOLUMES

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON



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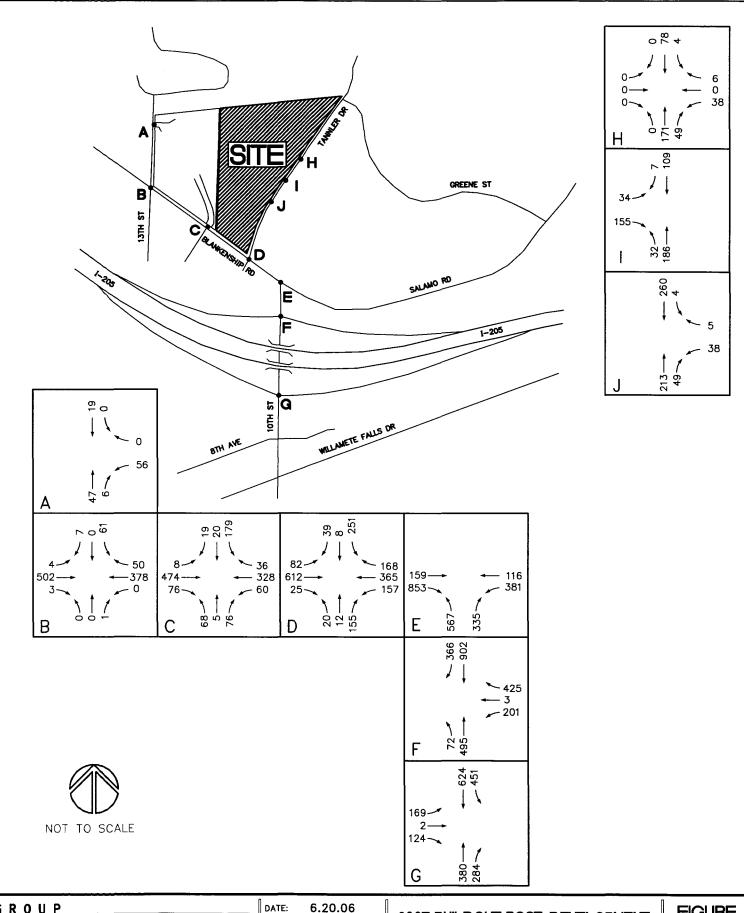
JOB NO: 2060016.00

2007 BUILDOUT POST-DEVELOPMENT W/ TANNLER EAST (AM)

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON

FIGURE

11C



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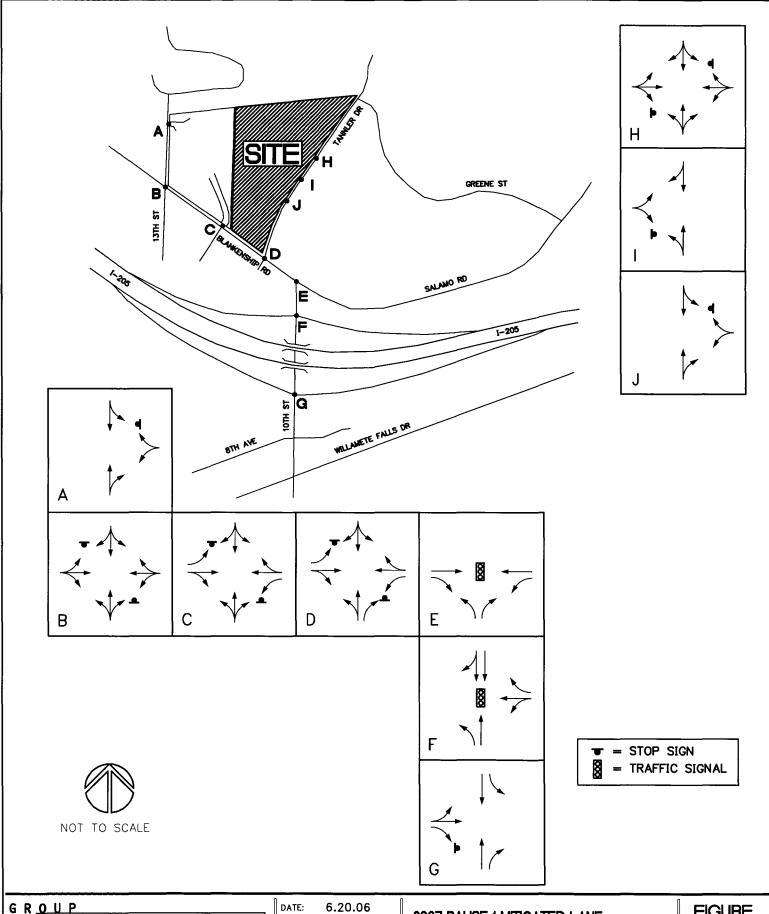
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WILLAMETTE 205 CORP CENTER WEST LINN, OREGON

FIGURE



GROUP

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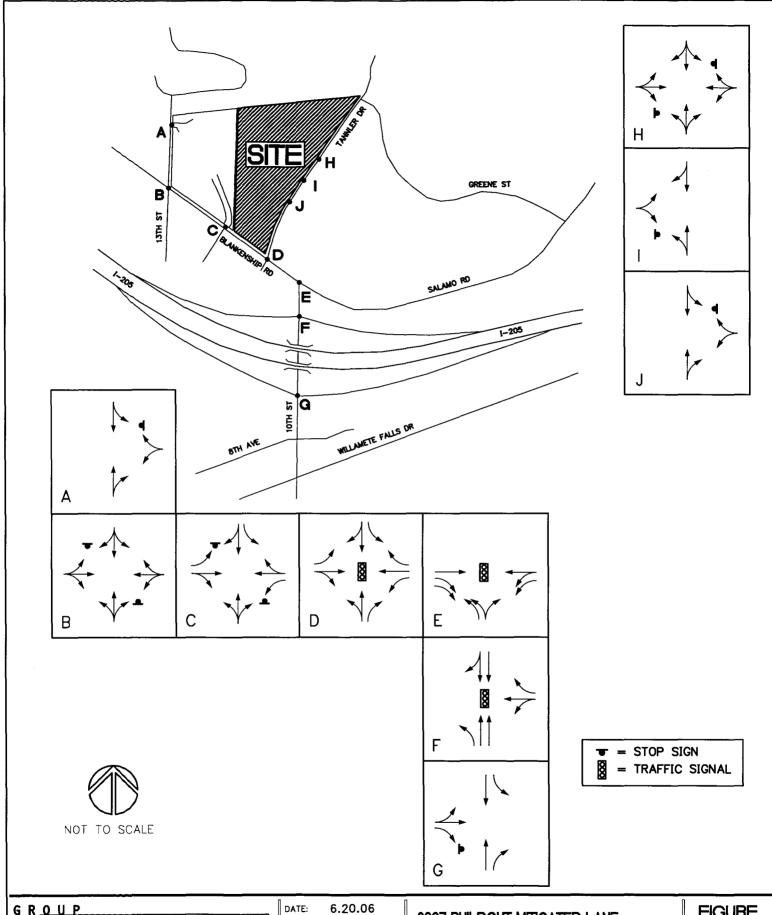
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JOB NO: 2060016.00 2007 PAHSE 1 MITIGATED LANE CONFIGURATIONS AND TRAFFIC CONTROL

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON

FIGURE



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JOB NO: 2060016.00

2007 BUILDOUT MITIGATED LANE CONFIGURATIONS AND TRAFFIC CONTROL

WILLAMETTE 205 CORP CENTER WEST LINN, OREGON

FIGURE

APPENDIX B
Traffic Count
Summaries

INTERSECTION: Summerlin Dr .-- /Blankenship Rd .--START TIME: 4:00 PM PROJECT ID#: END TIME: 6:00 PM QC JOB #: DATE: 2/2/2006 PEAK HOUR TURNING MOVEMENTS PEAK HOUR LINK VOLUMES t 16285 SW 85th Avenue, Ste. 105 Tigard, OR 97224 ₽ Phone: 503-620-4242 Fax: 503 620-4545 ← 359 **←** 317 email: jrw@qualitycounts.net PHF TOTAL www.qualitycounts.net 0.90 HV = 1% HV = 2%PEAK HOUR PED CROSSING VOLUMES ↴ 355 → 408 → PEAK HOUR: 4:45 PM PEAK 15 MINUTES: 5:30 PM TO TO 5:45 PM 5:45 PM 5-MINUTE COUNT Summerlin Dr.--Blankenship Rd.--Summerlin Dr.--Blankenship Rd.--Crosswalk Usage TOTAL PERIOD (Southbound) (Westbound) (Northbound) (Eastbound) (Peds By Approach) **BEGINNING AT** Right Right Left Right Veh Peds Right Thru Left Left North West Left Thru Thru East South Thru 4:00 PM ō ō n n n O ō 4:05 PM 4:10 PM 4:15 PM 4:20 PM 4:25 PM 4:30 PM 4:35 PM 4:40 PM 4:45 PM 4:50 PM O O 4:55 PM O n O O 5:00 PM 3 7 5:05 PM 7 n 5:10 PM 5:15 PM 5:20 PM 4 5:25 PM 5:30 PM 5:35 PM 5:40 PM 5 5:45 PM 5:50 PM 5:55 PM O O

																	L	
HOURLY TOTALS	Sc	outhbour	nd	W	/estboun	d	N	orthbour	nd	E	astboun	d	Ped	destrians	By Appro	ach	TO	TAL
HOUKET TOTALS	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
4:00 PM	6	0	48	39	269	3	2	1	0	2	298	7	1	0	4	0	675	5
4:15 PM	8	0	67	43	278	3	3	1	0	3	301	8	1	0	4	0	715	5
4:30 PM	6	0	68	45	282	2	2	1	0	3	323	7	1	0	6	0	739	7
4:45 PM	7	0	59	49	310	0	1	0	0	3	348	4	0	3	8	0	781	11
5:00 PM	8	0	49	46	311	0	2	0	0	2	346	4	0	3	7	0	768	10
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Albertsons INTERSECTION: Office Access--/Blankenship Rd.--START TIME: 4:00 PM PROJECT ID#: END TIME: 6:00 PM QC JOB #: DATE: 2/2/2006 PEAK HOUR TURNING MOVEMENTS PEAK HOUR LINK VOLUMES % t 16285 SW 85th Avenue, Ste. 105 Tigard, OR 97224 Phone: 503-620-4242 Fax: 503 620-4545 **←** 348 email: jrw@qualitycounts.net PHF TOTAL www.qualitycounts.net 0.94 HV = 1% HV = 2% **PEAK HOUR PED CROSSING VOLUMES** ↴ 402 → 454 → % ţ 4:45 PM 5:00 PM PEAK HOUR: PEAK 15 MINUTES: TO TO 5:45 PM 5:15 PM 5-MINUTE COUNT Office Access-Blankenship Rd.--Albertsons Access--Blankenship Rd.--Crosswalk Usage TOTAL PERIOD (Southbound) (Westbound) (Northbound) (Eastbound) (Peds By Approach) Peds **BEGINNING AT** Right Thru Left Right Thru Left Right Thru Left Right Thru Left North East South West Veh 4:00 PM _0 4:05 PM 4:10 PM 4:15 PM 4:20 PM 4:25 PM 4:30 PM 4:35 PM 4:40 PM 4:45 PM O O n n 6 n n 24 4:50 PM 4:55 PM 5:00 PM 5:05 PM 5:10 PM 5:15 PM 5:20 PM 5:25 PM 5:30 PM 5:35 PM 5:40 PM 5:45 PM 5:50 PM n n O n n n n 5:55 PM

Northbound

Thru

Left

Right

Westbound

Thru

Left

Right

Right

Eastbound

Thru

Left

West

Southbound

Thru

HOURLY TOTALS

4:00 PM

4:15 PM

4:30 PM

4:45 PM

5:00 PM

TOTAL

Peds

Veh

South

Pedestrians By Approach

INTERSECTION: START TIME: Tannier--/Blankenshin Rd --4-00 PM END TIME: 6:00 PM PROJECT ID#: QC JOB #: 2/2/2006 DATE: PEAK HOUR LINK VOLUMES PEAK HOUR TURNING MOVEMENTS t 16285 SW 85th Avenue, Ste. 105 = } Tigard, OR 97224 Phone: 503-620-4242 Fax: 503 620-4545 **←** 347 **←** 512 email: irw@oualitycounts.net PHE TOTAL www.qualitycounts.net HV = 2% HV = 2% 0.94 PEAK HOUR PED CROSSING VOLUMES 445 → 559 → 5% ţ 5:30 PM 5:00 PM PEAK HOUR: PEAK 15 MINUTES: TO TΩ 6:00 PM 5:45 PM 5-MINUTE COUNT Tannler-Blankenship Rd.--Tannler--Blankenship Rd.--Crosswalk Usage TOTAL PERIOD (Southbound) (Westbound) (Northbound) (Eastbound) (Peds By Approach) Right Right Right Peds **BEGINNING AT** Right Thru Left West Veh Thru Left Left Thru Left Thru North East South 4:00 PM 4:05 PM 4:10 PM 4:15 PM 4:20 PM 4:25 PM 4:30 PM n 4:35 PM 4:40 PM 16 12 13 31 30 4:45 PM 3 O n Ω 4:50 PM n ō 4:55 PM 5:00 PM o 5:05 PM 5:10 PM 5:15 PM 5:20 PM 5:25 PM 5:30 PM 5:35 PM

So	uthbour	nd	W	estboun	d	N ₀	orthbour	ıd	E	astboun	d	Ped	lestrians	By Approa	ach	TO	TAL
Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
24	4	45	56	256	148	115	13	12	9	334	32	0	0	0	0	1048	0
24	4	40	55	280	163	123	12	10	16	368	36	0	0	0	0	1131	0
26	5	34	60	293	156	126	14	9	17	372	37	о	0	0	0	1149	0
25	5	32	53	319	158	136	14	13	18	389	35	0	0	0	0	1197	0
18	8	35	50	310	152	150	12	19	24	374	47	0	0	0	0	1199	0
	24 24 26 25	Right Thru 24 4 24 4 26 5 25 5	24 4 45 24 4 40 26 5 34 25 5 32	Right Thru Left Right 24 4 45 56 24 4 40 55 26 5 34 60 25 5 32 53	Right Thru Left Right Thru 24 4 45 56 256 24 4 40 55 280 26 5 34 60 293 25 5 32 53 319	Right Thru Left Right Thru Left 24 4 45 56 256 148 24 4 40 55 280 163 26 5 34 60 293 156 25 5 32 53 319 158	Right Thru Left Right Thru Left Right 24 4 45 56 256 148 115 24 4 40 55 280 163 123 26 5 34 60 293 156 126 25 5 32 53 319 158 136	Right Thru Left Right Thru Left Right Thru 24 4 45 56 256 148 115 13 24 4 40 55 280 163 123 12 26 5 34 60 293 156 126 14 25 5 32 53 319 158 136 14	Right Thru Left Right Thru Left Right Thru Left Right Thru Left 24 4 45 56 256 148 115 13 12 24 4 40 55 280 163 123 12 10 26 5 34 60 293 156 126 14 9 25 5 32 53 319 158 136 14 13	Right Thru Left Right Thru Left Right Thru Left Right 24 4 45 56 256 148 115 13 12 9 24 4 40 55 280 163 123 12 10 16 26 5 34 60 293 156 126 14 9 17 25 5 32 53 319 158 136 14 13 18	Right Thru Left Right Thru Left Right Thru Left Right Thru 24 4 45 56 256 148 115 13 12 9 334 24 4 40 55 280 163 123 12 10 16 368 26 5 34 60 293 156 126 14 9 17 372 25 5 32 53 319 158 136 14 13 18 389	Right Thru Left Right Right Right Thru Left Right R	Right Thru Left Right Thru Left Right Thru Left Right Thru Left West 24 4 45 56 256 148 115 13 12 9 334 32 0 24 4 40 55 280 163 123 12 10 16 368 36 0 26 5 34 60 293 156 126 14 9 17 372 37 0 25 5 32 53 319 158 136 14 13 18 389 35 0	Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East 24 4 45 56 256 148 115 13 12 9 334 32 0 0 24 4 40 55 280 163 123 12 10 16 368 36 0 0 26 5 34 60 293 156 126 14 9 17 372 37 0 0 25 5 32 53 319 158 136 14 13 18 389 35 0 0	Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East North 24 4 45 56 256 148 115 13 12 9 334 32 0 0 0 24 4 40 55 280 163 123 12 10 16 368 36 0 0 0 26 5 34 60 293 156 126 14 9 17 372 37 0 0 0 25 5 32 53 319 158 136 14 13 18 389 35 0 0 0	Right Thru Left West East North South 24 4 45 56 256 148 115 13 12 9 334 32 0 0 0 0 24 4 40 55 280 163 123 12 10 16 368 36 0 0 0 0 26 5 34 60 293 156 126 14 9 17 372 37 0 0 0 0 25 5 32 53 319 158 136 14 13 18 389 35 0 0 0 0	Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East North South Veh 24 4 45 56 256 148 115 13 12 9 334 32 0 0 0 0 1048 24 4 40 55 280 163 123 12 10 16 368 36 0 0 0 0 1131 26 5 34 60 293 156 126 14 9 17 372 37 0 0 0 0 1149 25 5 32 53 319 158 136 14 13 18 389 35 0 0 0 0 1197

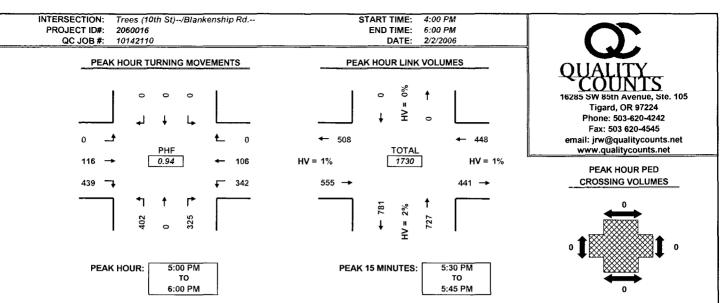
5:40 PM

5:45 PM

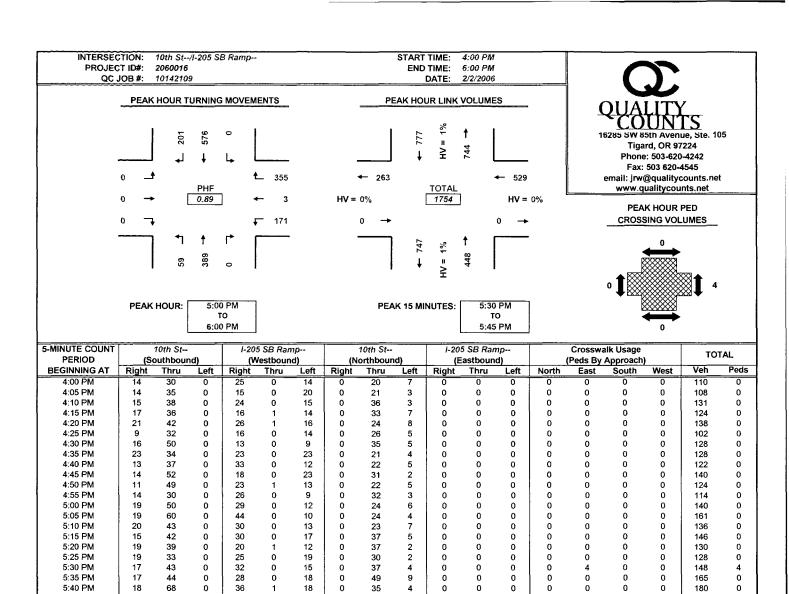
5:50 PM

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				PM							5:45				•	0		
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5-MINUTE COUNT	Tree	es (10th :	St)	Blan	kenship i	₹d		10th St		Blan	kenship .	Rd		Crosswa	alk Usage		TO	FAI
PERIOD	(S	outhbou	nd)	(V	estboun/			orthbour	ıd)		astboun	d)	. (Peds By	Approach)			
BEGINNING AT	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	0	0	0	5	15	22	0	32	29	7	0	0	0	0	0	110	0
4:05 PM	0	0	0	0	8	22	15	0	26	28	6	0	0	0	0	0	105	0
4:10 PM	0	0	0	0	4	12	28	0	34	41	4	0	0	0	0	0	123	0
4:15 PM	0	0	0	0	9	25	20	0	21	29	10	0	0	0	1	0	114	1
4:20 PM	0	0	0	0	9	28	21	0	33	35	12	0	0	0	0	0	138	0
4:25 PM	0	0	0	0	11	14	23	0	25	28	9	0	0	0	0	0	110	0
4:30 PM	0	0	0	0	6	28	19	0	37	38	9	0	0	0	0	0	137	0
4:35 PM	0	0	0	0	9	28	20	0	31	29	6	0	0	0	0	0	123	0
4:40 PM	0	0	0	0	9	15	25	0	34	35	8	0	0	0	0	0	126	0
4:45 PM	0	0	0	0	7	28	25	0	38	38	4	0	0	0	0	0	140	0
4:50 PM	0	0	0	0	6	21	15	0	38	39	11	0	0	0	0	0	130	0
4:55 PM	0	0	0	0	4	15	29	0	35	30	7	0	0	0	0 0	0	120	0
5:00 PM	0	0	0	0	7	33	22	0	32	36	9	0	0	0	-	0	139	-
5:05 PM	0	0	0	0	10	30	24	0	32	50	15	0	0	0	0	0	161	0
5:10 PM	0	0	0	0	20	28	30	0	39	35	7	0	0	0	0	0	159	0
5:15 PM	0	0	0	0	8	23	20	0	35	35	10	0	0	0	0 0	0	131	0
5:20 PM	0	0	0	0	4	25	30	0	26	34	11	0	0	0	0	0	130	0
5:25 PM	0	0	0	0	7	28	24	0	29	24	7	0	0	0	0	0	119	0
5:30 PM	0	0	0	0	8	29	23	0	44	30	11	0	0	0 0	0	0	145 147	0 0
5:35 PM	0	0	0	0	5	21	33	0	41	41	6	0	0	0	0	0	170	0
5:40 PM		-	_	0	14	35	31	_	27	51	12	_	_		0	-		0
5:45 PM	0	0	0 0	0	10 5	31 27	26 34	0 0	33 36	38	18	0	0	0	0	0	156 139	0
5:50 PM	0	0	0	0	8	32	28	0	36 28	33 32	4 6	0	0	0	0	0	134	0
5:55 PM	"	U	U	U	0	32	28	U	20	32	О	U	U	U	U	U	134	U
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	S	outhbou	nd		/estboun	d	N	orthbour	nd	E	astboun	d	Per	destrians	By Appro	ach	TO:	TAL
HOURLY TOTALS	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
4:00 PM	0	0	0	0	87	251	262	0	384	399	93	0	0	0	1	0	1476	1
4:15 PM	0	Ō	0	0	107	293	273	Ō	395	422	107	0	0	Ō	1	0	1597	1
4:30 PM	0	ŏ	ō	o	97	302	283	ō	406	423	104	ō	0	ō	Ó	ō	1615	Ö
4:45 PM	0	Ö	ō	o	100	316	306	ŏ	416	443	110	ō	ō	ō	ō	ō	1691	ō
5:00 PM	0	ŏ	ō	ō	106	342	325	ŏ	402	439	116	ō	Ŏ	ō	ō	ō	1730	ō
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S Southbound Westbound Right Thru Left Right Thru Left			d	l N	orthbour	ıd	E	astboun		Pec	lestrians	By Appro	ach	TO	TAL		
Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
181	465	0	258	3	182	0	323	57	0	0	0	0	0	0	0	1469	0
196	515	0	297	3	168	0	317	61	0	0	0	0	0	0	0	1557	0
202	519	0	314	2	172	0	338	50	0	0	0	0	0	0	0	1597	0
202	553	0	341	3	179	0	381	53	0	0	0	0	4	0	0	1712	4
201	576	0	355	3	171	0	389	59	0	0	0	0	4	0	0	1754	4
	Right 181 196 202 202	Right Thru 181 465 196 515 202 519 202 553	Right Thru Left 181 465 0 196 515 0 202 519 0 202 553 0	Right Thru Left Right 181 465 0 258 196 515 0 297 202 519 0 314 202 553 0 341	Right Thru Left Right Thru 181 465 0 258 3 196 515 0 297 3 202 519 0 314 2 202 553 0 341 3	Right Thru Left Right Thru Left 181 465 0 258 3 182 196 515 0 297 3 168 202 519 0 314 2 172 202 553 0 341 3 179	Right Thru Left Right Thru Left Right 181 465 0 258 3 182 0 196 515 0 297 3 168 0 202 519 0 314 2 172 0 202 553 0 341 3 179 0	Right Thru Left Right Thru Left Right Thru 181 465 0 258 3 182 0 323 196 515 0 297 3 168 0 317 202 519 0 314 2 172 0 338 202 553 0 341 3 179 0 381	Right Thru Left Right Thru Left Right Thru Left 181 465 0 258 3 182 0 323 57 196 515 0 297 3 168 0 317 61 202 519 0 314 2 172 0 338 50 202 553 0 341 3 179 0 381 53	Right Thru Left Right Thru Left Right Thru Left Right Thru Left Right 181 465 0 258 3 182 0 323 57 0 196 515 0 297 3 168 0 317 61 0 202 519 0 314 2 172 0 338 50 0 202 553 0 341 3 179 0 381 53 0	Right Thru Left Right Thru Left Right Thru Left Right Thru 181 465 0 258 3 182 0 323 57 0 0 196 515 0 297 3 168 0 317 61 0 0 202 519 0 314 2 172 0 338 50 0 0 202 553 0 341 3 179 0 381 53 0 0	Right Thru Left 0 0 0 0 196 515 0 314 2 172 0 338 50 0 0 0 202 553 0 341 3 179 0 381 53 0	Right Thru Left Right Thru Left Right Thru Left Right Thru Left West 181 465 0 258 3 182 0 323 57 0 0 0 0 196 515 0 297 3 168 0 317 61 0 0 0 0 202 519 0 314 2 172 0 338 50 0 0 0 0 202 553 0 341 3 179 0 381 53 0 0 0 0	Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East 181 465 0 258 3 182 0 323 57 0	Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East North 181 465 0 258 3 182 0 323 57 0 <td>Right Thru Left Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East North South 181 465 0 258 3 182 0 323 57 0</td> <td>Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East North South Veh 181 465 0 258 3 182 0 323 57 0 0 0 0 0 0 0 1469 196 515 0 297 3 168 0 317 61 0 0 0 0 0 0 0 1557 202 519 0 314 2 172 0 338 50 0 0 0 0 0 0 0 1597 202 553 0 341 3 179 0 381 53 0 0 0 0 0 0 1712</td>	Right Thru Left Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East North South 181 465 0 258 3 182 0 323 57 0	Right Thru Left Right Thru Left Right Thru Left Right Thru Left West East North South Veh 181 465 0 258 3 182 0 323 57 0 0 0 0 0 0 0 1469 196 515 0 297 3 168 0 317 61 0 0 0 0 0 0 0 1557 202 519 0 314 2 172 0 338 50 0 0 0 0 0 0 0 1597 202 553 0 341 3 179 0 381 53 0 0 0 0 0 0 1712

5:45 PM

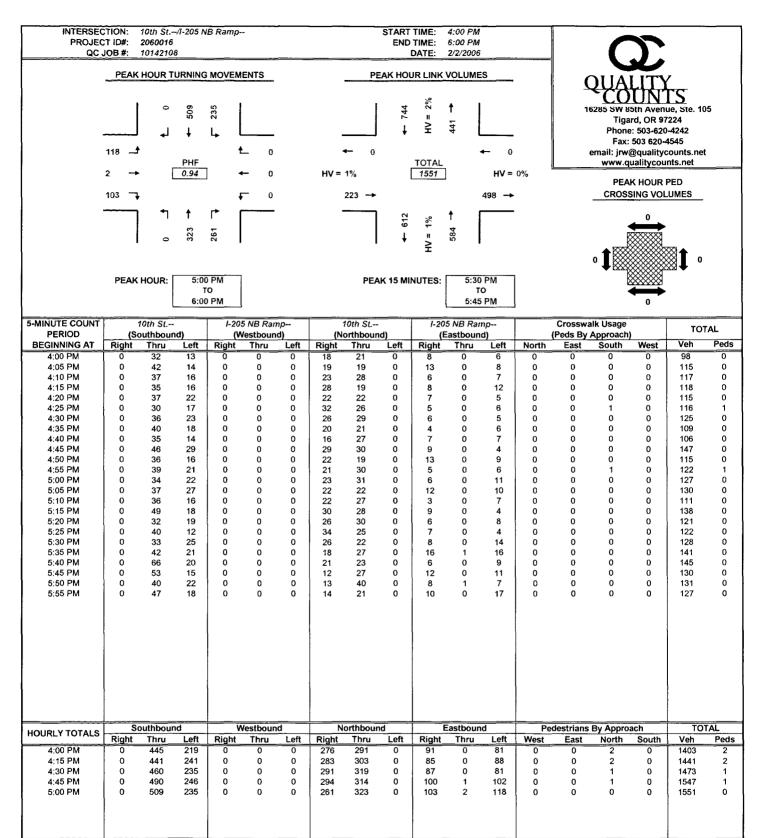
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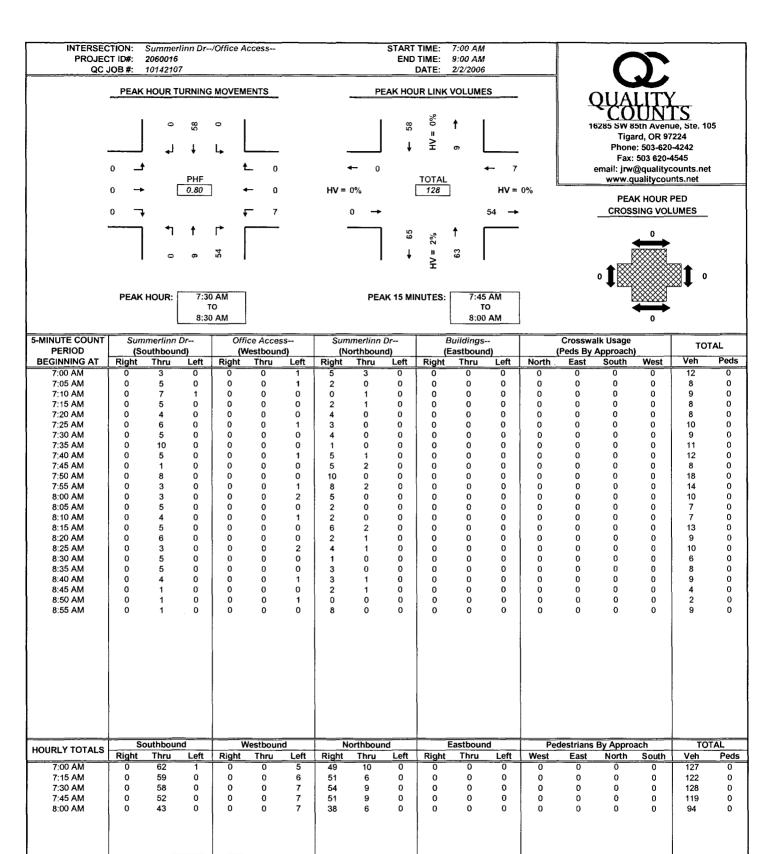
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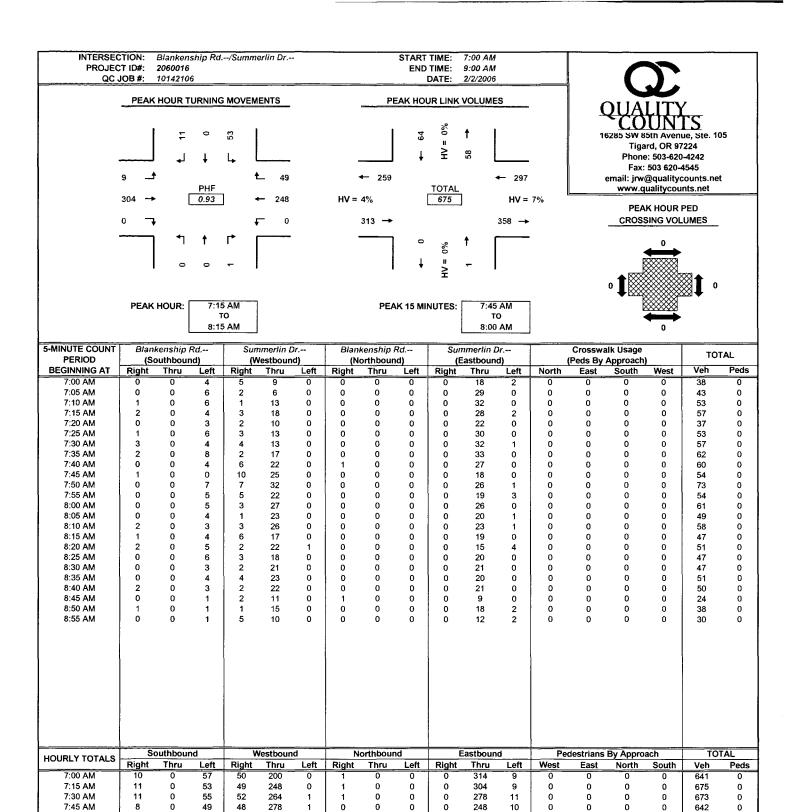
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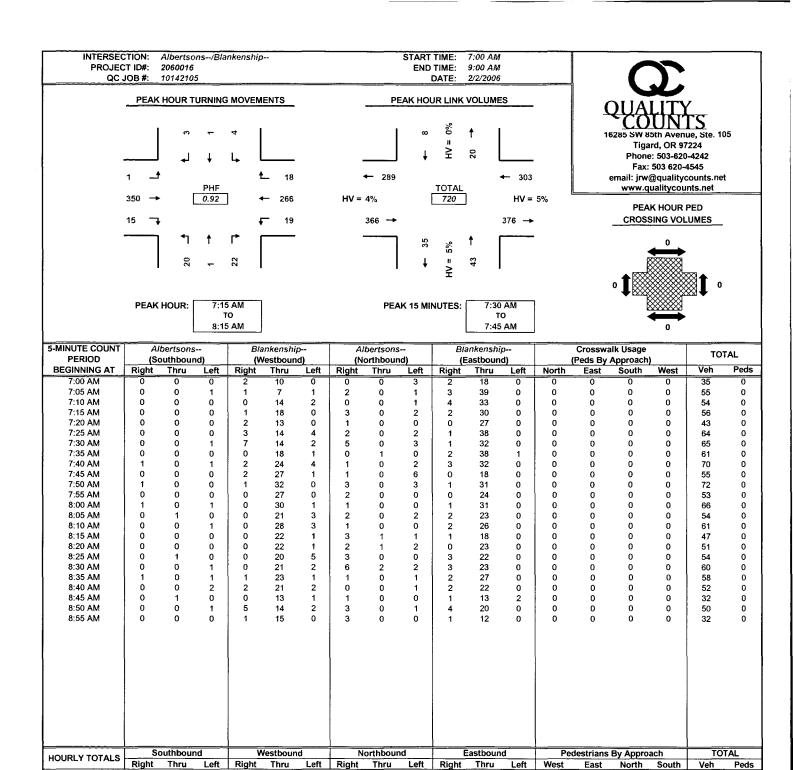
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8:00 AM



7:00 AM

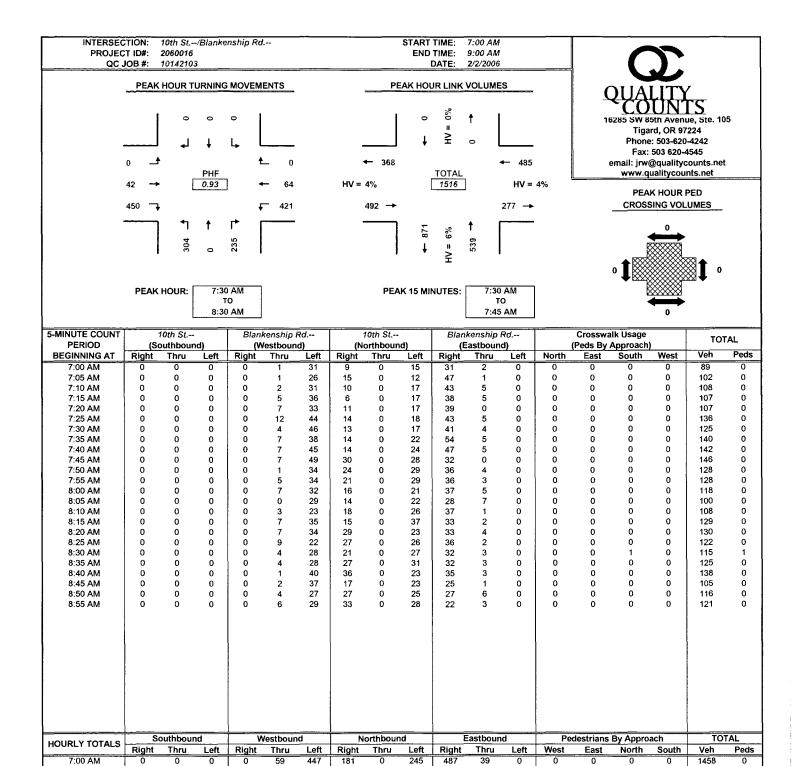
7:15 AM

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Version 3.1

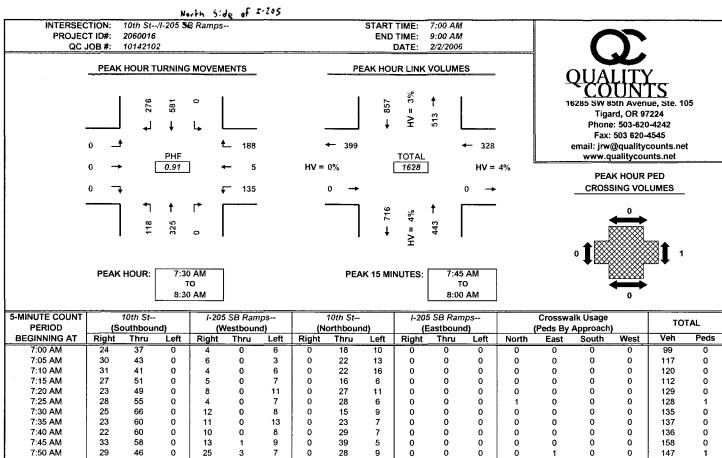


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7:45 AM

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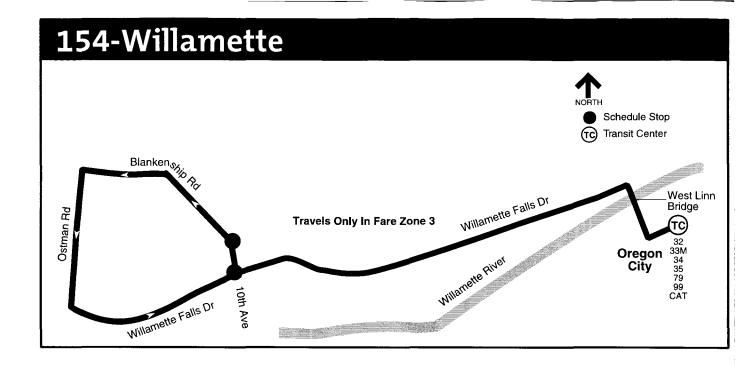


BEGINNING AT	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	24	37	0	4	0	6	0	18	10	0	0	0	0	0	0	0	99	0
7:05 AM	30	43	0	6	0	3	0	22	13	0	0	0	0	0	0	0	117	0
7:10 AM	31	41	0	4	0	6	0	22	16	0	0	0	0	0	0	0	120	0
7:15 AM	27	51	0	5	0	7	0	16	6	0	0	0	0	0	0	0	112	0
7:20 AM	23	49	0	8	0	11	0	27	11	0	0	0	0	0	0	0	129	0
7:25 AM	28	55	0	4	0	7	0	28	6	0	0	0	1	0	0	0	128	1
7:30 AM	25	66	0	12	0	8	0	15	9	0	0	0	0	0	0	0	135	0
7:35 AM	23	60	0	11	0	13	0	23	7	0	0	0	0	0	0	0	137	0
7:40 AM	22	60	0	10	0	8	0	29	7	0	0	0	0	0	0	0	136	0
7:45 AM	33	58	0	13	1	9	0	39	5	0	0	0	0	0	0	0	158	0
7:50 AM	29	46	0	25	3	7	0	28	9	0	0	0	0	1	0	0	147	1
7:55 AM	19	48	0	18	0	12	0	29	18	0	0	0	0	0	0	0	144	0
8:00 AM	15	48	0	18	0	17	0	16	12	0	0	0	0	0	0	0	126	0
8:05 AM	25	29	0	13	0	11	0	25	8	0	0	0	0	0	0	0	111	0
8:10 AM	17	45	0	13	0	3	0	32	8	0	0	0	0	0	0	0	118	0
8:15 AM	25	47	0	18	0	13	0	28	7	0	0	0	Ö	Ō	0	0	138	0
8:20 AM	20	45	0	20	1	19	0	31	11	0	0	0	0	0	0	0	147	0
8:25 AM	23	29	0	17	0	15	0	30	17	0	0	0	0	0	0	0	131	0
8:30 AM	12	47	0	24	0	16	0	23	9	0	0	0	0	0	0	0	131	0
8:35 AM	22	44	0	17	5	10	0	35	7	0	0	0	0	0	0	0	140	0
8:40 AM	30	31	1	17	0	3	0	40	9	0	0	0	0	0	0	0	131	0
8:45 AM	23	39	0	13	0	7	1	24	6	0	0	0	0	0	0	0	113	0
8:50 AM	20	33	0	24	0	6	0	26	6	0	0	0	0	0	0	0	115	0
8:55 AM	18	31	0	24	0	14	0	34	7	0	0	0	0	0	0	0	128	0
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HOURLY TOTALS	Right	Thru	Left	Right	estboun/ Thru	<u>d</u> Left	Right	orthboun Thru	a Left	Right	astboun Thru	a Left	West	East	By Approa	South	TO Veh	Peds
7:00 AM	314	614	0	120	4	97	0	296	117	0	0	Leit 0	1 1	1	0	0	1562	2
7:15 AM	286	615	Ö	150	4	113	0	307	106	0	0	0	1	1	0	0	1582	2
7:30 AM	276	581	0	188	5	135	0	325	118	0	0	0	0	1	0	0	1628	1
7:45 AM	270	517	1	213	10	135	0	356	120	0	0	0	0	1	0	0	1622	
8:00 AM	250	468	1	218	6	134	1 1	344	107	0	0	0	0	0	0	0	1522	1
0.00 AW	250	400	ı	210	ь	134	\ '	344	107	0	U	U	0	U	U	U	1529	١
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INTERSECTION: 10th St--/I-205 Ramps--START TIME: 7:00 AM PROJECT ID#: 2060016 END TIME: 9:00 AM QC JOB #: 10142101 DATE: 2/2/2006 PEAK HOUR LINK VOLUMES PEAK HOUR TURNING MOVEMENTS 16285 SW 85th Avenue, Ste. 105 Tigard, OR 97224 Ť 285 **#** 461 Phone: 503-620-4242 Fax: 503 620-4545 email: jrw@qualitycounts.net www.qualitycounts.net 135 🚅 0 0 0 PHF TOTAL HV = 0% 1 0.92 0 HV = 4% 1453 **PEAK HOUR PED** 474 → CROSSING VOLUMES 88 → 224 → 326 PEAK HOUR: 7:30 AM 7:30 AM PEAK 15 MINUTES: TO TO 8:30 AM 7:45 AM

		L	8:30) AM						Ĺ	7:45	AM				2		
5-MINUTE COUNT		10th St		1-205	NB Ran	n p		10th St			NB Ran				ılk Usage		TO	ΓΔΙ
PERIOD		uthbour			estboun			orthboun			astboun				Approach)		Veh	
BEGINNING AT	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West		Peds
7:00 AM	0	19	22	0	0	0	16	18	0	7	0	10	0	0	0	0	92	0
7:05 AM	0	12	26	0	0	0	16	28	0	6	0	4	0	0	0 0	0	92	0
7:10 AM	0	15	29	0	0	0	19	22	0	11	0	12	0	0	-	- 1	108	0
7:15 AM	0	27	29	0	0	0	9	21	0	7	0	7	0	0	0 0	0	100 105	0 0
7:20 AM	0	23	31	0	0	0	16	22	0	7	0	6	-	0	0			0
7:25 AM	0	30	34	0	0	0	16	13	0	16	0	14	0	0	0	0	123	0
7:30 AM	0	35	38	0	0	0	20	19	0	7	1	7	0	0			127	
7:35 AM	0	45	25	0	0	0	16	24	0	5	0	6	0	0	0	0	121	0
7:40 AM	0	53	26	0	0	0	23	27	0	9	0	8	0	0	2	1 0	146	1
7:45 AM	0	43	12	0	0	0	12	35	0	5	0	9	0	0		- 1	116	2
7:50 AM	0	27	24	0	0	0	23	39	0	4	0	9	0	0	0	0	126	0
7:55 AM	0	30	33	0	0	0	8	37	0	4	0	12	0	0	0	0	124	0
8:00 AM	0	32	29	0	0	0	11	22	0	10	0	6	0	0	0	0	110	0
8:05 AM	0	28	22	0	0	0	16	16	0	10	0	10	0	0	0	0	102	0
8:10 AM	0	35	17	0	0	0	11	23	0	9	0	17	0	0	0	0	112	0
8:15 AM	0	34	19	0	0	0	22	17	0	6	0	14	0	0	0	0	112	0
8:20 AM	0	31	31	0	0	0	16	39	0	10	0	19	0	0	0	0	146	0
8:25 AM	0	37	9	0	0	0	10	28	0	9	0	18	0	0	0	0	111	0
8:30 AM	0	40	27	0	0	0	13	22	0	5	0	7	0	0	0	0	114	0
8:35 AM	0	30	33	0	0	0	8	22	0	9	0	15	0	0	0	0	117	0
8:40 AM	0	24	22	0	0	0	19	32	0	11	0	13	0	0	0	0	121	0
8:45 AM	0	23	15	0	0	0	19	23	0	9	0	13	0	0	0	0	102	0
8:50 AM	0	21	18	0	0	0	12	19	0	8	0	10	0	0	0	0	88	0
8:55 AM	0	28	19	0	0	0	15	28	0	7	0	9	0	0	0	0	106	0
										1			1					
													1					
	Sc	outhbour	nd	- W	/estbour	d	l N	orthbour	nd	 E	astboun	nd	Pec	estrians	By Appro	ach	ТО	TAL
HOURLY TOTALS	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
7:00 PM	0	359	329	0	0	0	194	305	0	88	1	104	0	0	2	1	1380	3
7:15 PM	0	408	320	0	0	Ö	181	298	Ō	93	1	111	0	ō	2	1	1412	3
7:30 PM	Ŏ	430	285	l ŏ	ŏ	ŏ	188	326	Ö	88	1	135	Ö	ő	2	1	1453	3
7:45 PM	Ö	391	278	l ŏ	ő	Ö	169	332	Ö	92	ò	149	Ö	Ö	2	ö	1411	2
8:00 PM	Ö	363	261	lő	Ö	Ö	172	291	Ö	103	ő	151	Ö	ŏ	ō	ō	1341	ō
2.55	_			•	•	-	1		•		-		1	•	-	-] '•''	,
													1					
							1			1			1					
																	Versi	on 3.1

APPENDIX C
Transit Routes



APPENDIX D

Crash Data

PAGE: 1

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE

I-205 Southbound ramp at 10th Street in West Linn

2001 - 2005 2005 data could change as quality control is finished

	FATAL	NON- FATAL	PROPERTY DAMAGE	TOTAL	PEOPLE	PEOPLE		DRY	WET			INTER-	INTER- SECTION	
COLLISION TYPE	CRASHES	CRASHES	ONLY	CRASHES	KILLED	INJURED	TRUCKS	SURF	SURF	DAY	DARK	SECTION	RELATED	
YEAR: 2005														
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR: 2003														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2003 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2002														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	1	0	1	0	1
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	3	3	0	0	0	2	1	3	0	3	0	1
FINAL TOTAL	0	0	6	6	0	0	0	4	2	6	0	6	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CRASH RATE =
$$\frac{6(1\times10^6)}{(17,540 \text{ ADT})(5_{7} \times 365 \frac{d_{7}}{7})}$$
$$= 0.19 \text{ crashes per } \text{MEV}$$

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING

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064 EAST PORTLAND FREEWAY

CD\$380

5/15/2006

I-205 Southbound ramp at 10th Street in West Linn 5 2005 data could change as quality control is finished 2001 - 2005 s D

	S D P RSW EAUCO ELGHF DCSLK	DATE DAY	COUNTY CITY URBAN AREA	CLASS COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET		RD CHAR DIRECT LOCTN) INT-REL (TRAF- 1		R CRASH TYP F COLL TYP HT SVRTY	SPCL USE TRLR QTY OWNER V# VEH TYPE	FROM			A S G E LICM E X RES		ACTN EVENT	CAUSE
04879 CITY	иииии	09/13/2003 Sat 3P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.57	2 10TH ST WB EXTO 10TH		INTER S 06	CROSS 0	N TRF SIGNA			01 NONE 0 PRVTE PSNGR CAR	s N	01 DRVR I	NONE	15 M OR-1	016	094 000 000 094	27 00 27
												02 NONE 0 PRVTE PSNGR CAR	s N	01 DRVR I	NONE	28 M OR-1 OR<2	000	011 000	00 00
04410 CITY	NNNNN	1 08/07/2002 Wed 10A	CLACKAMAS WEST LINN PORTLAND UA	16 6 0 6.57	2 10TH ST WB ENFR 10TH	С	INTER CN 01	CROSS 0	N TRF SIGNA			01 NONE 0 PRVTE PSNGR CAR	s sw	01 DRVR 1	NONE	00 U UNK UNK	004	000	02 02
												02 NONE 0 PRVTE PSNGR CAR	N S	01 DRVR 1	NONE	26 F OR-Y OR<2	000	000	
00227 CITY	NNNNN	01/15/2003 Wed 2P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.57	2 10TH ST WB EXTO 10TH	С	INTER CN 01	CROSS 0	N TRF SIGNA		TURN	01 NONE 0 PRVTE PSNGR CAR	n s	01 DRVR N	NONE	27 M OR-Y OR<2	000	000	04 00 00
												02 NONE 0 PRVTE PSNGR CAR	SE S	01 DRVR N	NONE	44 F OTH- OR<2	020	000	00 04
06682 NONE	NNNNN	11/17/2002 Sun 3P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 7.01	4 10TH ST WB EXTO 10TH	С	INTER NE 06	CROSS 0	n UNKNOWN	N CLD N WET N DAY		01 NONE 0 PRVTE PSNGR CAR	NE SW	01 DRVR 1	NONE	33 F OR-Y OR<2	014	000	07
												02 NONE 0 PRVTE PSNGR CAR	NE SW	01 DRVR 1	NONE	39 F N-VF OR<2	000	011	
00428	NNN	01/28/2005 Fri 1P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 7.01	10TH ST WB EXTO 10TH		INTER NE 06	CROSS 0	N TRF SIGNA			01 NONE 0 PRVTE PSNGR CAR	NE SW	01 DRVR N	ONE	22 M OR-Y OR>2	026	000	07 00 07
												02 NONE 0 PRVTE PSNGR CAR	STOP NE SW	01 DRVR N	ONE	40 F OR-Y OR<2	000	011 000	00 00
05280 CITY	NNNNN	09/17/2002 Tue 6P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 7.01	4 10TH ST WB EXTO 10TH	С	INTER SE 05	CROSS 0	N TRF SIGNA			01 NONE 0 PRVTE PSNGR CAR	STRGHT SE NW	01 DRVR 1	ONE	39 F OR-Y OR<2	017	053 000 053 017	11

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE

I-205 Northbound ramp at 10th Street in West Linn

2001 - 2005 2005 data could change as quality control is finished

COLLISION TYPE YEAR: 2005 TURNING MOVEMENTS 2005 TOTAL	FATAL CRASHES 0 0	NON- FATAL CRASHES 0 0	PROPERTY DAMAGE ONLY 2 2	TOTAL CRASHES 2 2	PEOPLE KILLED 0 0	PEOPLE INJURED 0 0	TRUCKS 0 0	DRY SURF 1	WET SURF 1 1	DAY 1 1	DARK 1 1	INTER- SECTION 2 2	INTER- SECTION RELATED 0 0	OFF-
YEAR: 2004 REAR-END TURNING MOVEMENTS 2004 TOTAL	0 0 0	1 0 1	0 1 1	1 1 2	0 0 0	1 0 1	0 0 0	1 1 2	0 0 0	0 0 0	1 1 2	1 1 2	0 0 0	0 0 0
YEAR: 2003 REAR-END 2003 TOTAL	0	0	1 1	1 1	0 0	0	0	1	0 0	1 1	0 0	1	0 0	0 0
YEAR: 2002 REAR-END 2002 TOTAL	0 0	0	2 2	2 2	0 0	0	0 0	2 2	0 0	1 1	1	2 2	0 0	0 0
YEAR: 2001 REAR-END 2001 TOTAL	0	0 0	1 1	1 1	0	0	0	1	0	1 1	0 0	1 1	0	0 0
FINAL TOTAL	0	1	7	8	0	1	0	7	1	4	4	8	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CRASH RATE =
$$\frac{8(1\times10^6)}{15,510 \text{ ADT}(5 \text{ ps} \times 365 \frac{\text{days}}{7})}$$

= 0.28 crashes per MEV

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING CDS380 5/15/2006

064 EAST PORTLAND FREEWAY

I-205 Northbound ramp at 10th Street in West Linn 2005 data could change as quality control is finished 2001 - 2005 S D

	S D P RSW EAUCO ELGHF DCSLK	DATE DAY	COUNTY CITY URBAN AREA	CLASS COMPNT MLG TYP MILEPNT	CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN) INT-REL OF TRAF- RE		COLL TYP			A S G E LICNS PE E X RES LO		ACTN EVENT	CAUSE
00087 NONE	иииии	N 01/06/2001 Sat 1P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.43	1 10TH ST EB EXTO 10TH ST	INTER NW 06	CROSS 0	N TRF SIGNAL			01 NONE 0 STRGHT PRVTE NW SE PSNGR CAR	01 DRVR NONE	16 M OR-Y OR<25	026	000	10
											02 NONE 0 STOP PRVTE NW SE PSNGR CAR	01 DRVR NONE	23 F OR-Y OR<25	000	011	
05997 NONE	NNNNN	1 10/23/2002 Wed 4P	CLACKAMAS WEST LINN PORTLAND UA		1 10TH ST EB EXTO 10TH ST	INTER NW 06	CROSS 0	N STOP SIGN		REAR	01 NONE 0 STRGHT PRVTE NW SE PSNGR CAR	01 DRVR NONE	61 F OR-Y OR<25	026	000	10
											02 NONE 0 STOP PRVTE NW SE PSNGR CAR	01 DRVR NONE	47 M OR-Y OR<25	000	012	
06045 NONE	NNNNN	10/24/2002 Thu 7P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.43	1 10TH ST EB EXTO 10TH ST	INTER NW 06	CROSS 0	N STOP SIGN			01 NONE 0 STRGHT PRVTE NW SE PSNGR CAR	01 DRVR NONE	59 M OR-Y OR<25	014	000	07
											02 NONE 0 STOP PRVTE NW SE PSNGR CAR	01 DRVR NONE	42 M OR-Y OR<25	000	012	
05819 NONE	NNN	10/27/2003 Mon 4P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.43	1 10TH ST EB EXTO 10TH	INTER NW 06	CROSS 0	N TRF SIGNAL			01 NONE 0 STRGHT PRVTE NW SE PSNGR CAR	01 DRVR NONE	38 M OR-Y OR<25	014	000	27 00 27
											02 NONE 0 STOP PRVTE NW SE PSNGR CAR	01 DRVR NONE	44 F OR-Y OR<25	000	011 000	00
02088 STATE	NNNNN	05/21/2005 Sat 10P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.43	1 10TH ST EB EXTO 10TH	INTER CN 04	CROSS 0	N STOP SIGN		TURN	01 NONE 0 TURN-L PRVTE NW N PSNGR CAR	01 DRVR NONE	48 F OTH-Y OR<25	028	015 000	02 00 02
											02 NONE 0 STRGHT PRVTE S N PSNGR CAR	01 DRVR NONE	32 F OR-Y OR<25	000	000 000	00 00
00982 CITY	ичиии	03/19/2004 Fri 8P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.46	1 10TH ST EB EXTO 10TH	INTER SE 06	CROSS 0	N STOP SIGN	N CLD N DRY N DARK	REAR	01 NONE 0 STRGHT PRVTE NW SE PSNGR CAR	01 DRVR NONE	42 M OR-Y OR<25	047	013 000 000	01 00 01

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING CDS380 5/15/2006 PAGE: 2

064 EAST PORTLAND FREEWAY

I-205 Northbound ramp at 10th Street in West Linn
5 2005 data could change as quality control is finished 2001 - 2005

S D P R S E A U C SER# E L G H INVEST D C S I	O DATE R DAY	COUNTY CITY URBAN AREA		CONN # FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-	OFFRD WTHR RNDBT SURF DRVWY LIGHT	COLL TYP	SPCL USE TRLR QTY OWNER V# VEH TYPE	FROM		PRTC INJ TYPE SVRTY		LICNS 1	PED LOC E	RROR	ACTN EVENT	CAUSE
										02 NONE 0 PRVTE PSNGR CAR	NW SE	01 1	DRVR NONE	42 M	OR-Y OR<25	0	00	012 000	00 00
										03 NONE 0 PRVTE PSNGR CAR	NW SE	01 1	DRVR INJC	34 F	OR-Y OR<25	0	00	012 000	00 00
										04 NONE 0 PRVTE PSNGR CAR	NW SE		DRVR NONE		N-RES		00	012 000	00
01462 NNNN STATE	N 04/22/2004 Thu 7P	CLACKAMAS WEST LINN PORTLAND UA	19 6 0 6.46	2 10TH ST EB EXTO 10TH	INTER CN 03	CROSS		N CLR N N DRY N DUSK	TURN	01 NONE 0 PRVTE PSNGR CAR	STRGHT N S		PSNG NO<5				00	000	00 02 00 00
	7.5	PORTIDAND OR	0.46	EB EXIO TOTA	03	0		N DOSY	FD0	02 NONE 0		01 1	JAVA MONE	35 M	OR<25	01	00	015	00
04551 NNN	10/28/2005	CLACKAMAS	19	2	INTER	CROSS	N	N CLR	s-other	PSNGR CAR		01 I	ORVR NONE	36 F	OR-Y OR<25	0:	28	000	02
NO RPT	Fri 1P	WEST LINN PORTLAND UA	6 0 6.46	10TH ST EB EXTO 10TH	CN 04		UNKNOWN	N DRY N DAY		PRVTE PSNGR CAR	NW N	01 I	ORVR NONE	25 M	OTH-Y N-RES	0	44	000 000	00 08
										02 NONE 0 PRVTE PSNGR CAR	NW N	01 I	ORVR NONE	71 F	OR-Y OR<25	0	00	000 000	00 00

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE

10th Street at Blankenship Road/Salamo Road in West Linn
2001 - 2005 2005 data could change as quality control is finished

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF-
YEAR: 2005		,					-	_						
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	0	1	1	0	1
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2005 TOTAL	0	1	1	2	0	1	0	2	0	1	1	2	0	1
YEAR: 2001														
REAR-END	0	0	1	1	0	0	0	0	1	1	0	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2001 TOTAL	0	0	2	2	0	0	0	0	2	1	1	2	0	0
FINAL TOTAL	0	1	3	4	0	1	0	2	2	2	2	4	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CRASH RATE =
$$\frac{4(1\times10^6)}{17,300(5\text{yrs}\times365\frac{\text{days}}{\text{yr}})}$$
$$= 0.13 \text{ croshes per MEV}$$

CDS380 5/15/2006

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CONTINUOUS SYSTEM CRASH LISTING

CONTINUOUS SYSTEM CRASH LISTING

064 EAST PORTLAND FREEWAY

10th Street at Blankenship Road/Salamo Road in West Linn
2001 - 2005 data could change as quality control is finished

S D P RSW CLASS INT-TYP SPCL USE EAUCO DATE COUNTY COMPNT CONN # RD CHAR (MEDIAN) INT-REL OFFRD WTHR CRASH TYP TRLR QTY MOVE A S PRTC INJ G E LICNS PED MLG TYP FIRST STREET DIRECT LEGS TRAF- RNDBT SURF COLL TYP OWNER FROM (#LANES) CNTL DRVWY LIGHT SVRTY V# VEH TYPE TO SER# E L G H R DAY CITY ACTN EVENT URBAN AREA CAUSE MILEPNT P# TYPE SVRTY E X RES LOC ERROR INVEST D C S L K TIME SECOND STREET LOCTN 03652 NYNN 09/05/2005 CLACKAMAS Y CLR FIX OBJ 19 INTER 01 NONE 0 TURN-L 059,058 01 CITY Mon WEST LINN 6 0 BLANKENSHIP RD N TRF SIGNAL N DRY FIX PRVTE S NW 000 059,058 00 PORTLAND UA PSNGR CAR 01 DRVR NONE 26 M OR-Y 073,051 3A 6.61 10TH ST 05 N DLIT PDO 000 01 OR<25

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Blankenship Road at Tannler Drive in West Linn

2001 - 2005 2005 data could change as quality control is finished

		NON-	PROPERTY										INTER-	
	FATAL	FATAL	DAMAGE	TOTAL	PEOPLE	PEOPLE		DRY	WET			INTER-	SECTION	OFF-
COLLISION TYPE	CRASHES	CRASHES	ONLY	CRASHES	KILLED	INJURED	TRUCKS	SURF	SURF	DAY	DARK	SECTION	RELATED	ROAD
YEAR: 2005														
ANGLE	0	1	1	2	0	1	0	2	0	2	0	2	0	0
2005 TOTAL	0	1	1	2	0	1	0	2	0	2	0	2	0	0
YEAR: 2003														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2003 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2002														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2002 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2001														
ANGLE	0	1	0	1	0	3	0	0	1	1	0	1	0	0
2001 TOTAL	0	1	0	1	0	3	0	0	1	1	0	1	0	0
FINAL TOTAL	0	2	3	5	0	4	0	4	1	5	0	5	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT URBAN NON-SYSTEM CRASH LISTING CDS380 PAGE: 1 5/15/2006

CITY OF WEST LINN, CLACKAMAS COUNTY Blankenship Road at Tannler Drive in West Linn

2001 - 2005 2005 data could change as quality control is finished S D

	P R S W E A U C O E L G H R D C S L K	DAY	CLASS DIST FROM	CITY STREET FIRST STREET SECOND STREET	RD CHAR DIRECT LOCTN			-RD WI BT SU WY LI	JRF (COLL TYP		SPCL USE TRLR QTY OWNER VEH TYPE	FROM				A S G E L E X R			ERROR	ACTN EVENT	CAUSE
07505 CITY	N N N N N	12/11/2001 Tue 1P	17 0	BLANKENSHIP RD TANNLER DR	INTER CN 02	3-LEG	N STOP SIGN		ET A			NONE 0 PRVTE SNGR CAR	STRGHT SE NW	01	DRVR	INJC	44 F 01	k−Y k<25	(000	000	02
												NONE 0 PRVTE SNGR CAR	STRGHT SW NE				56 F O	t - Y t<25	(028	018	02
01899 CITY	N N N	05/13/2005 Fri 4P	16 0	BLANKENSHIP RD TANNLER DR	INTER CN 02	0	N STOP SIGN	N CI N DR N DA	RY A	ANGL-OTH ANGL INJ		NONE 0 PRVTE SNGR CAR	STRGHT SE NW	01	DRVR	NONE	18 F OI	:-Y :<25	(021,028	000 000	02,04 00 02,04
											PS	SNGR CAR	NE SW	01	DRVR	INJC	23 F OI	.−Υ <25	(000	022 000	00 00
00100			16	DI MIKOMONTO DO	TAMED			CI			PS	NONE 0 PRVTE SNGR CAR	NW SE		DRVR	NONE	34 M OI	:-Y :<25	(000	011 000	00
02108	NNN	05/26/2005 Thu 11A	0	BLANKENSHIP RD TANNLER DR	INTER CN 02	0	N STOP SIGN	N CI N DR N DA	RY A	ANGL PDO	PS	SNGR CAR	NE SW	01	DRVR	NONE	56 F OI	:-Y :<25	(000	000	02 00 02
			17			2					PS	NONE 0 PRVTE SNGR CAR	SE NW	01	DRVR	NONE	00 F OI	Y <25	(000	000	00 00
03498 CITY	иииии	07/09/2003 Wed 8P	0	BLANKENSHIP RD TANNLER DR	INTER CN 03	3-LEG 0	N UNKNOWN	N CL N DR Y DA	RY T	rurn PDO	PS	NONE 0 PRVTE SNGR CAR	SE SW	01	DRVR	NONE	47 F OI	-Y <25	(004	019 026	08,02 00 08,02
01.000			17	DI NIVENSUES DE	TATED	3 155		CI			P\$	NONE 0 PRVTE SNGR CAR	NW SE	01	DRVR	NONE	31 F OI		(000	000 000	00 00 26,10
NONE		04/02/2002 Tue 5P	0	BLANKENSHIP RD TANNLER DR	INTER CN 04	3-LEG	N STOP SIGN	N CL N DR N DA	RY I	TURN PDO	P\$	NONE 0 PRVTE SNGR CAR NONE 0	SW NE	01	DRVR	NONE	16 M OI	Y <25	(044	092 007 092	26,10
												PRVTE SNGR CAR	SW SE	01	DRVR	NONE	17 M OI	Y <25	(000	000	

CDS150 05/15/2006

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PAGE: 1

Blankenship Road at 13th Street in West Linn

2001 - 2005

2005 data could change as quality control is finished

NON- PROPERTY

TOTAL PEOPLE PEOPLE DRY

COLLISION TYPE

FATAL FATAL DAMAGE CRASHES CRASHES

ONLY CRASHES KILLED INJURED TRUCKS

WET SURF **SURF**

DAY

INTER- SECTION OFF-

DARK SECTION RELATED ROAD

INTER-

YEAR:

TOTAL

FINAL TOTAL

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CRASH RATE = 0.00 croshes per MEV

APPENDIX E
Background
Growth



OPERATIONAL ANALYSIS

Background Traffic

Prior to assigning the site trips and diverted-linked trips to the study intersections, the existing volumes were increased in order to account for anticipated growth in the study area. Based on historical traffic volumes in the site vicinity and on the 10th Street corridor, a three percent growth rate was applied to the year 2006 traffic volume data. It is expected that this site could be developed and occupied by 2007, so the growth rate was applied over a period of one year to generate year 2007 background traffic volumes.

In addition to the growth rate, in-process trips from approved development were added to the existing traffic volumes to accommodate for the expected site trips associated with the Blackhawk Office Building. The in-process trips for all analysis periods are illustrated in figures included in the technical appendix.

The anticipated year 2007 background traffic volumes are shown in Figures 12, 13 and 14 on pages 22, 23 and 24. The sum of the background traffic volumes and all site-generated traffic from the proposed development is shown in Figures 15, 16 and 17 on pages 25, 26 and 27.

APPENDIX F
In-Process Traffic



Roy Kim January 25, 2006 Page 2 of 9

Existing Conditions

Blankenship Road is a three-lane minor arterial with a center two-way left-turn lane on the west side of Tannler Drive and left turn lanes on the east side of Tannler Drive. The posted speed is 25 mph. Bike lanes are in place on both sides of the street west of Tannler. The south side of Blankenship Road also has existing sidewalk.

Tannler Drive is a two-lane minor arterial with a posted speed of 25 mph. It has existing curb and gutter, and striped on-street parking on both sides.

Salamo Road is a two-lane minor arterial with a posted speed of 40 mph. It currently does not have curbs, gutters or on-street parking.

Tenth Street is a three-lane minor arterial with no posted speed. It has curb, gutter and sidewalk in place on the west side, and a paved shoulder on the east side. A bike lane is in place on the west side of 10th Street.

Manual turning movement count data was collected from April of 2004 through January of 2006 from 4:00 to 6:00 PM. Count data more than one year old was updated by applying a growth factor of 3 percent per year and balancing the resulting traffic volumes to match with the newer count data. The peak hour was approximately 4:55 to 5:55 PM weekdays. The existing traffic volumes at the study area intersections are included in Figure 2 the appendix. Detailed count data for each existing intersection is also included in the appendix.

Trip Generation

To estimate the number of trips that could be generated by future development in the area, trip rates from the manual TRIP GENERATION, Seventh Edition, published by the Institute of Transportation Engineers (ITE), were used.

For year 2015 traffic conditions, nearby undeveloped properties were examined to determine the level of development possible under the current zoning. The anticipated future traffic volumes included trips from the following anticipated developments:

• 206,000 square feet of office space on the "Tannler West" parcel located west of Tannler Drive and north of Blankenship Road,



Roy Kim January 25, 2006 Page 3 of 9

- 50 single family dwellings on property located west of Salamo Road and north of Greene Street.
- 50 single family dwellings on property located at the end of Wisteria Road,
- 27 single family dwellings on property located at the end of Tamarisk Drive, and
- 18 single-family dwellings on property located at the north end of Tannler Drive.

Trip generation calculations for each of these developments are included in the appendix to this report.

Trip Distribution

For the anticipated office development on the "Tannler West" parcel, trips were assigned to the street system using the "Office Uses" trip distribution percentages shown in Figure 3 of the appendix. This distribution was also used for the office portion of the Tannler East development.

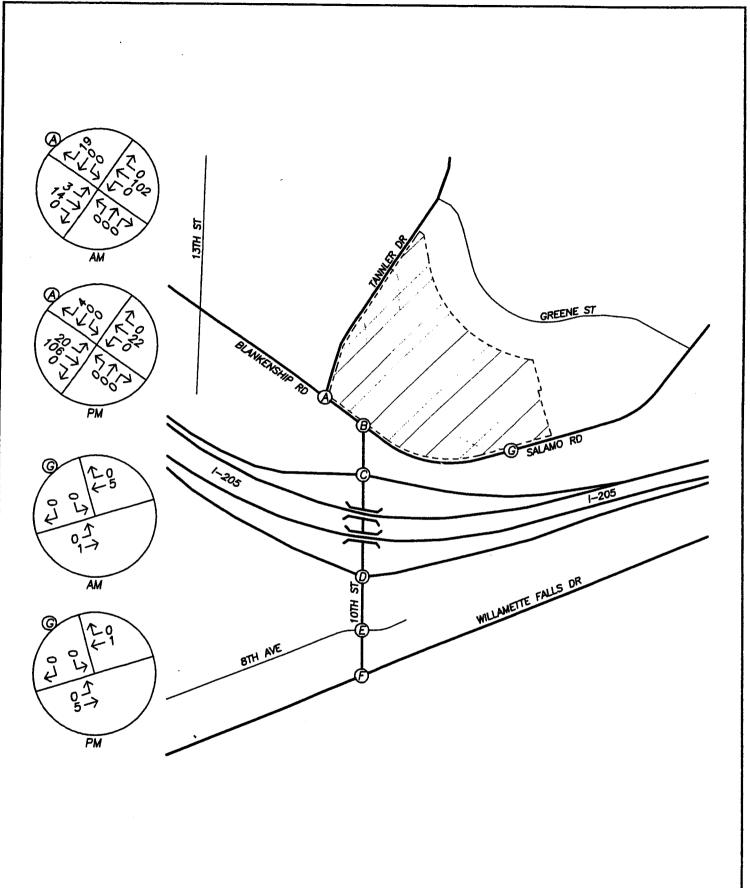
Since the surrounding community is primarily residential in character, trips generated by the four residential developments were assigned to the street system based primarily on the existing intersection turning movement volumes.

The trips assignment for the previously approved Blackhawk Building and the proposed Tannler East Development, turning movement volumes were taken from the traffic impact studies prepared for these projects. Site trips and diverted-linked trips from the Tannler East Development are illustrated in Figures 4 and 5 in the appendix.

The anticipated in-process trips from all other known and potential developments in this area are illustrated in Figure 6 in the appendix to this letter.

These developments account for the majority of the potential traffic growth in the site vicinity. An additional background growth rate of one percent per year was added to the existing traffic volumes, however, in order to account for additional trips generated by facilities outside the immediate area of the site.

The projected total year 2015 traffic volumes including site trips from all potential development are shown in Figure 7 in the appendix. These volumes also account for the anticipated realignment of Tannler Drive.



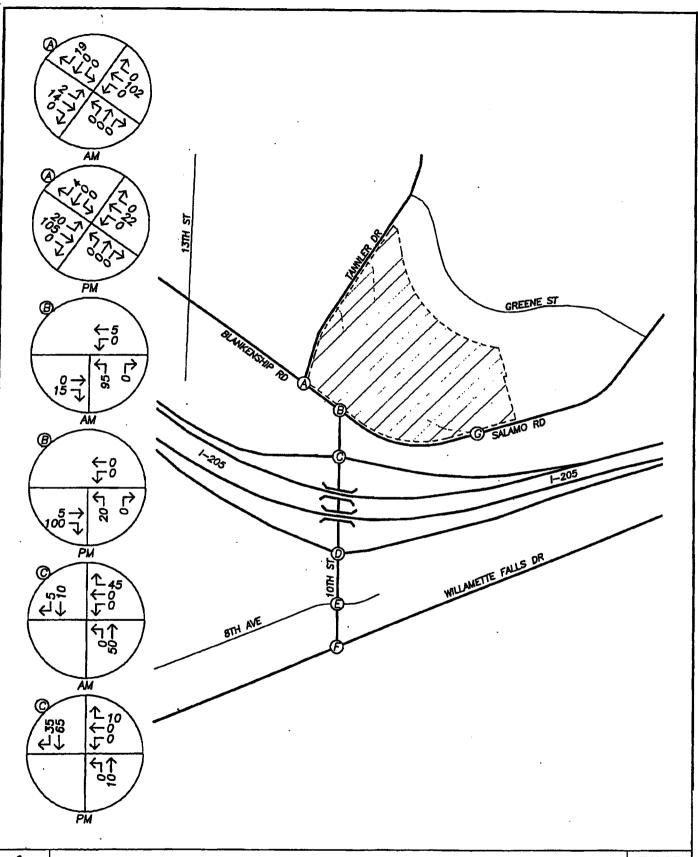


IN PROCESS DEVELOPMENT TRIPS Approved Devlopment through 2006 Weekday AM and PM Peak Hours



FIGURE 11

PAGE 20

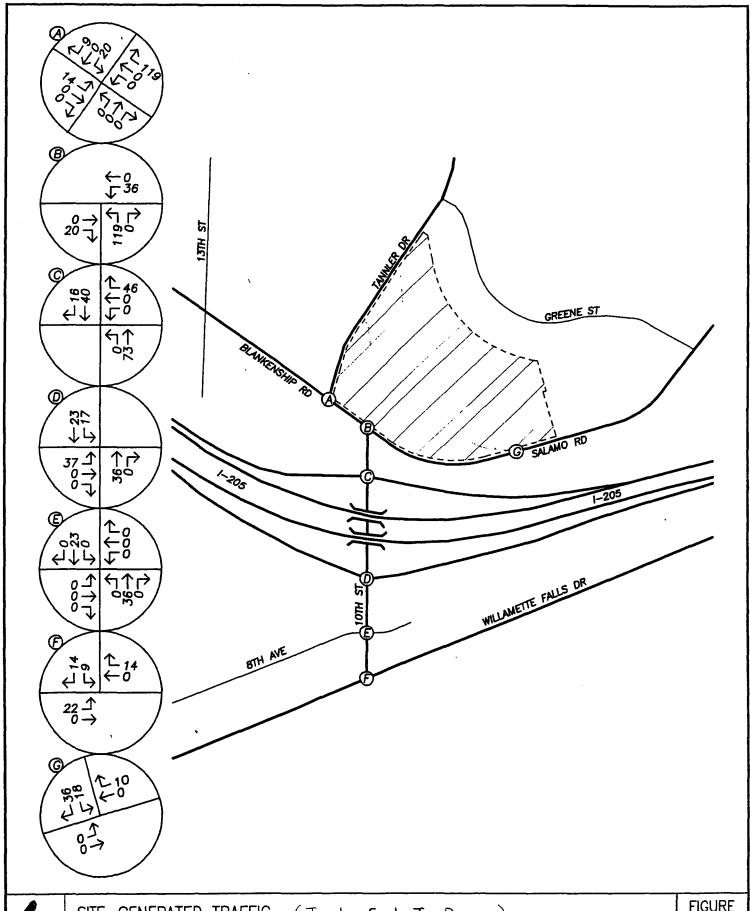


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IN PROCESS DEVELOPMENT TRIPS Approved Devlopment through 2006 Weekday AM and PM Peak Hours



FIGURE 2 APPENDIX

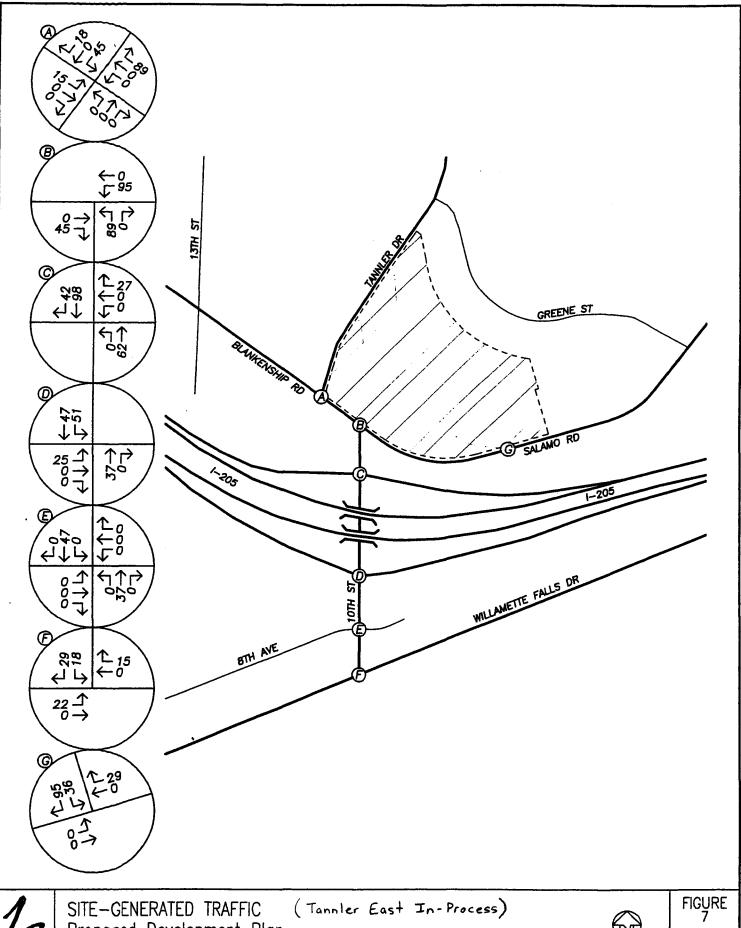


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SITE-GENERATED TRAFFIC (Tannler East In-Process)
Proposed Development Plan
Weekday AM Peak Hour



FIGURE 6 PAGE 14



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SITE—GENERATED TRAFFIC Proposed Development Plan Weekday PM Peak Hour

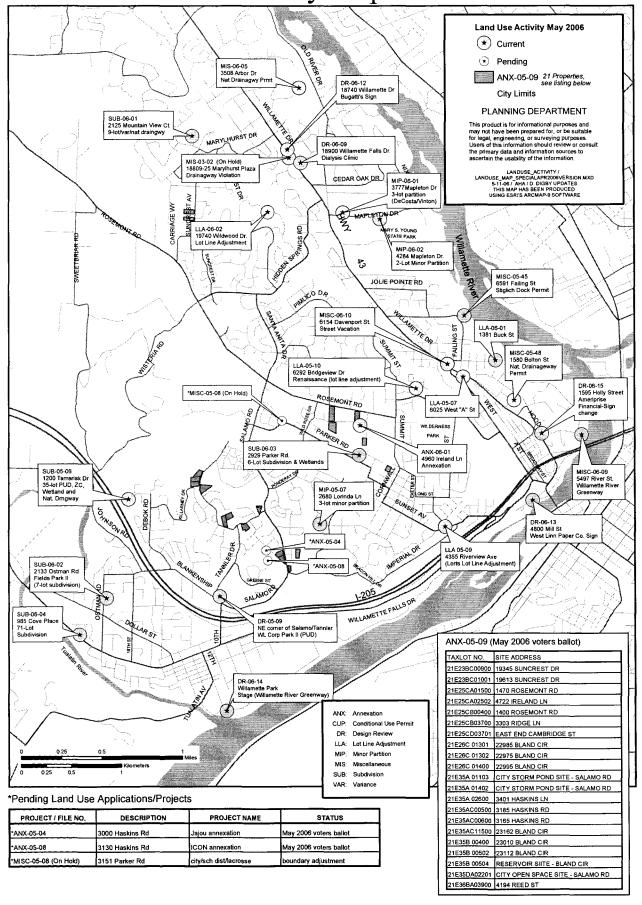


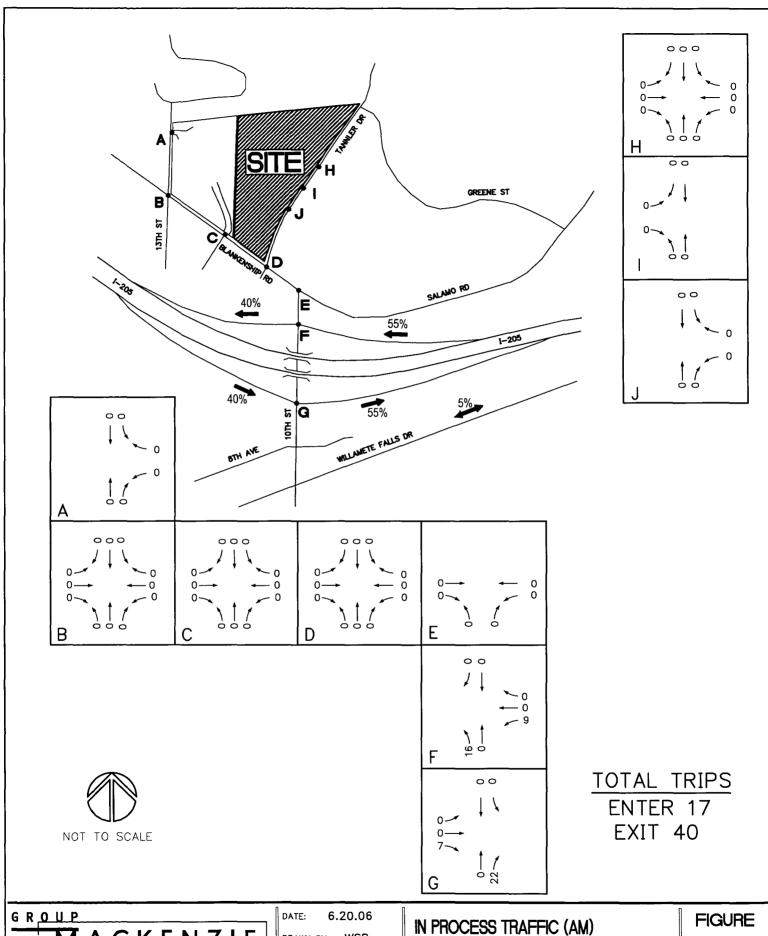
FIGURE 7 PAGE 15



City of West Linn Land Use Activity Map May 2006







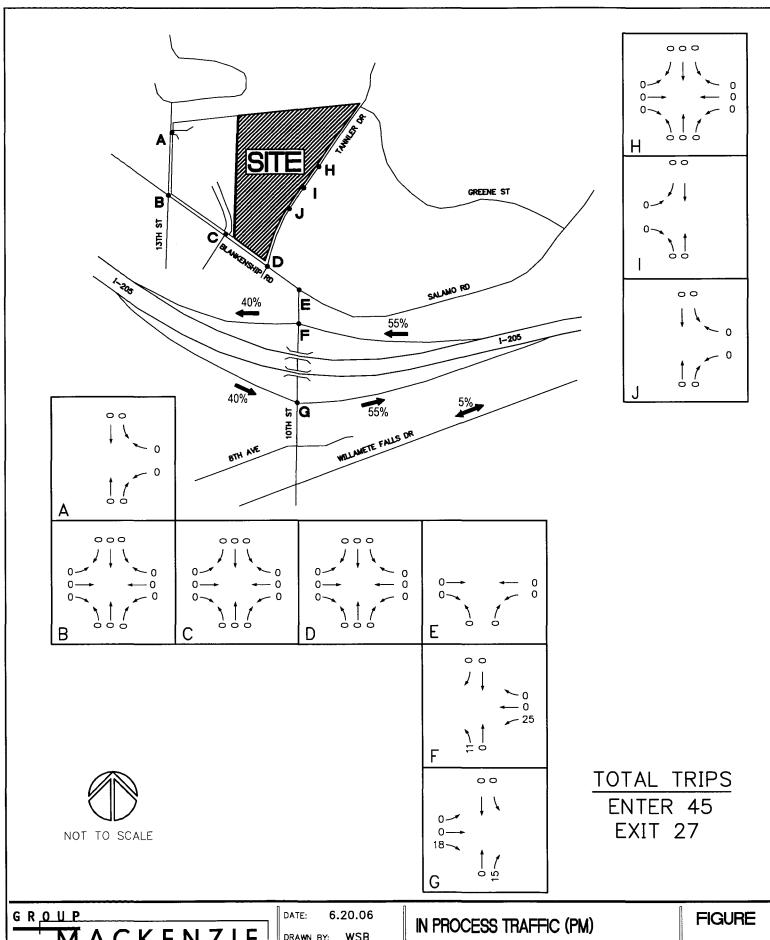
Portland OR Vancouver WA 503.224.9560 360.695.7879 Tacoma WA Seattle WA 253.471.0551 206.749.9993

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CHECKED BY: BTA

JOB NO: 2060016.00 FIELDS PARK II AND 985 COVE PLACE

WILLAMETE 205 CORP CENTER WEST LINN, OREGON



Tacoma WA Seattle WA 253.471.0551 206.749.9993 Portland OR Vancouver WA 503.224.8560 360.695.7879

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JOB NO: 2060016.00 FIELDS PARK II AND 985 COVE PLACE

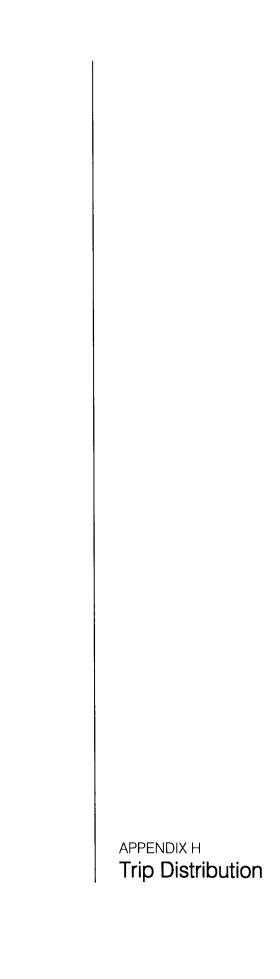
WILLAMETE 205 CORP CENTER WEST LINN, OREGON

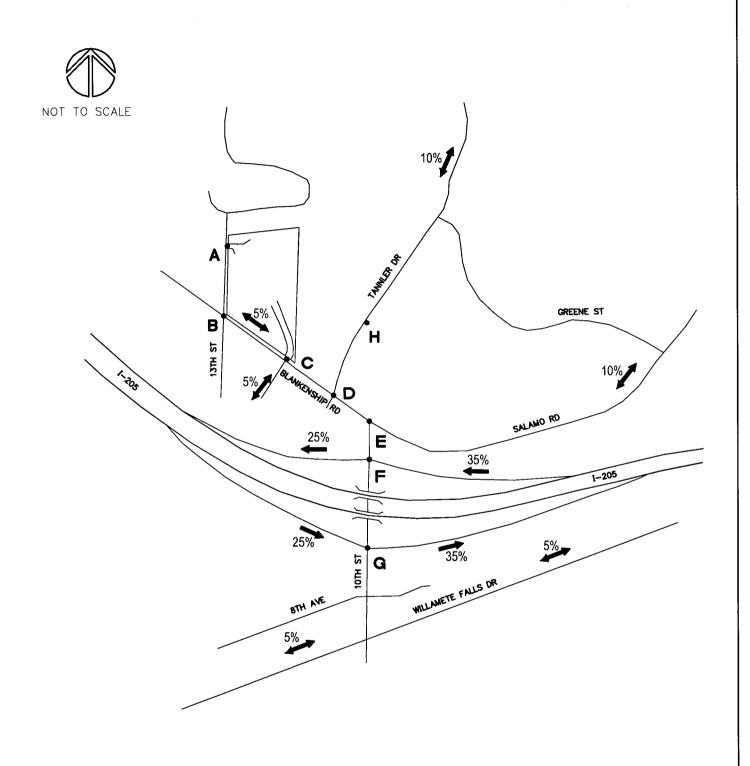
APPENDIX G

Trip Generation

ITE TRIP GENERATION RATES - Willamette 205 Corp Center

ITE	ITE	LAND USE	VAR	RATE	ADT	AM	AM	PM	PM	
Ed.	CODE					Enter	Exit	Enter	Exit	
7	710	General Office (Buildout)	KSF	300	3109	397	54	71	344	_
		Phase 1 (36%)	KSF	107.5	1119	143	19	26	124	







Portland OR Vancouver WA Tacoma WA Seattle WA 503.224.9560 360.695.7879 253.471.0551 206.749.9993

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USED OR REPRODUCED IN ANY MANNER, WITHOUT PRIOR WRITTEN PERMISSION

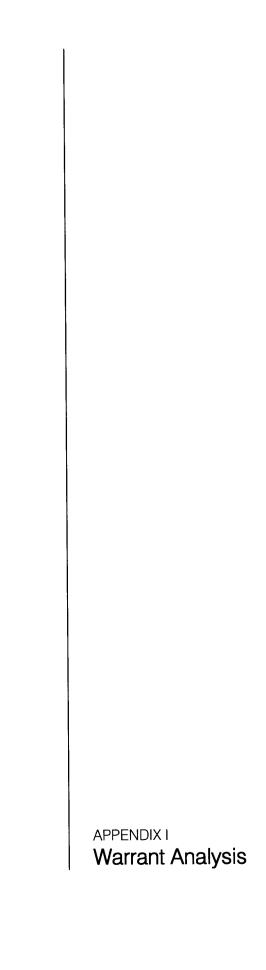
DATE: 6.20.06
DRAWN BY: WSB

CHECKED BY: BTA

JOB NO: 2060016.00

SITE TRIP DISTRIBUTION

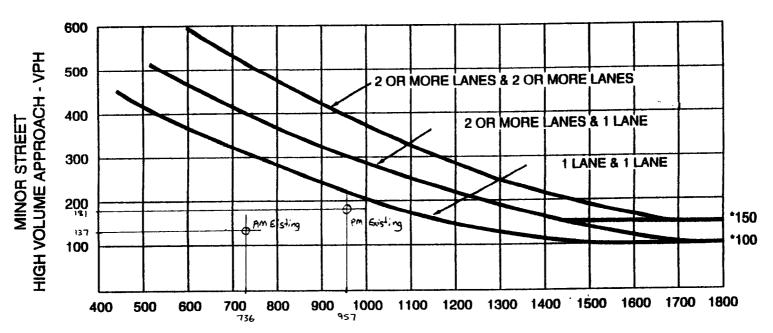
WILLAMETTE 205 CORP CENTER WEST LINN, OREGON **FIGURE**



Existing

Blankenship Rd/ Tannler Dr

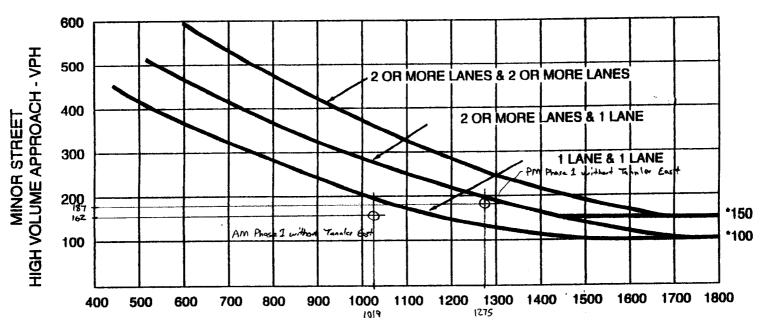
Figure 4C-3. Warrant 3, Peak Hour



MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

Phase 1 without Tannier East Blankenship Rd / Tannier Dr

Figure 4C-3. Warrant 3, Peak Hour

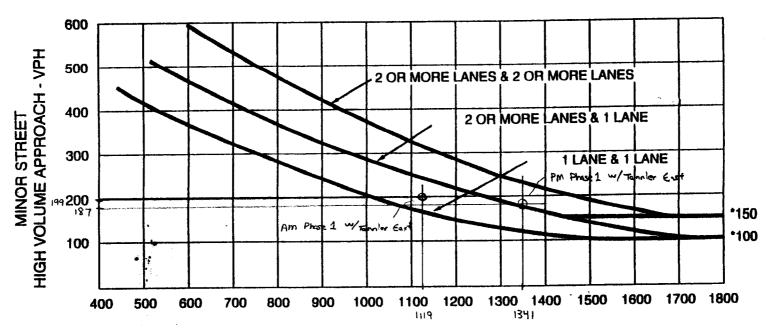


MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

Phase 1 with Tannler East

Blankenship Rd/Tannler Dr.

Figure 4C-3. Warrant 3, Peak Hour

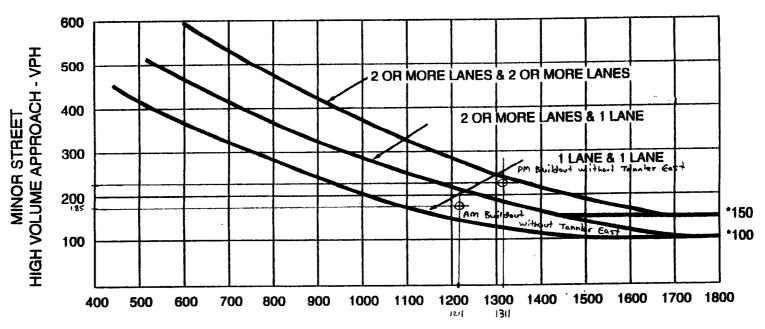


MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

Buildout without Tonnler East

Blankenship Rd / Tannler Dr

Figure 4C-3. Warrant 3, Peak Hour

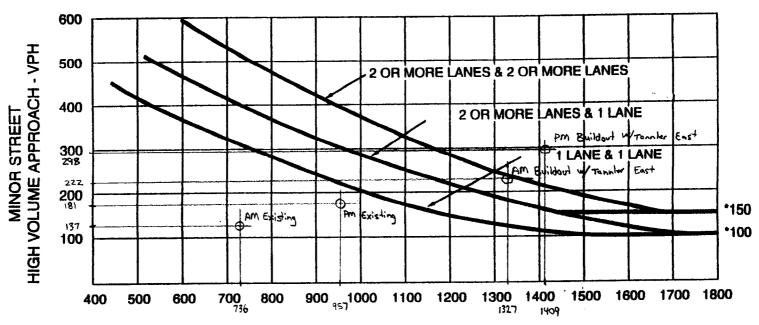


MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

Buildout with Tannler East

Blankenship Rd / Tannler Dr

Figure 4C-3. Warrant 3, Peak Hour



MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

APPENDIX J
Capacity
Calculations

	€	*	†	-	-	↓					
Movement	WBL	WBR	NBT	NBR	SBL	SBT	1 2 2	15.53	5 A A A	1645	219
Lane Configurations	۲yf		‡			€Î					
Sign Control	Stop		Free	145	F11	Free			Halli	10 B	I LA
Grade	0%		0%			0%					
Volume (veh/h)	7	0	9	54	0	58			4451	1012	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	Editor (45) time (45) services			Massasiduskoo ee 1, is aa	A SOMEONE PLAN
Hourly flow rate (vph)	9	0	11	68	- 0	72					
Pedestrians Lane Width (ft)	4.44688										
Walking Speed (ft/s)											
Percent Blockage				104.0		le e a	- II E9-76				8 1
Right turn flare (veh)		e le di le				Mill Sell Pills		· Zaka Mila Arabi			######################################
Median type	None					A HOLE					
Median storage veh)						**************************************	277				
Upstream signal (ft)				() 1	基件 庙	i i i		14.1			Aal
pX, platoon unblocked			86686888872-4-5-E	an Aware a News			1508744415 - J.F. School	· Paris the state of	MINESTERNAL, VOIC	* *:::::::::::::::::::::::::::::::::::	magazajin (719/AM
vC, conflicting volume	118	45		y men	79						
vC1, stage 1 conf vol vC2, stage 2 conf vol								- 15/2/20 18			
vCu, unblocked vol	118	45	Alt A. A		79						
tC, single (s)	6.4	6.2		11.5	4.1		15 15 15		n us		11 11 11
tC, 2 stage (s)	Weisser Trace:					246-257-1282-1882	58 55 FS	#50x #42.575 0 212	A 20 - 10 C 10 - 10 10 10 10 10 10 10 10 10 10 10 10 10		
tF (s)	3.5	3.3			2.2			A HA			
p0 queue free %	99	100	· · · · · · · · · · · · · · · · · · ·		100			Andrew A commoderated			
cM capacity (veh/h)	883	1031	2		1532			14/4			i da
Direction, Lane#	WB 1	NB 1	SB 1			L II		医铁色质	THE SE	1 7 7	14:
Volume Total	9	79	72		14.6			61.84			111
Volume Left Volume Right	9 0	0 68	0								
cSH	883	1700	1532			e Eleka i					
Volume to Capacity	0.01	0.05	0.00			16 <u>11</u> [2]	a de		ta la 11	k (E	
Queue Length 95th (ft)	1	0	0	Hele Cillian Blood							
Control Delay (s)	9.1	0.0	0.0		1 18 16			147			
Lane LOS	Α		- second me vicin							Wilwoon, Assessment and the second of the se	
Approach Delay (s)	9.1	0.0	0.0	Belli				al III.	1 4 56		
Approach LOS	Α										
Intersection Summary						Ŋ (B.)			基基 基		
Average Delay			0.5	. 30-43 (-0.03)	THE PERSON NAMED OF		**************************************			::.35 z22 - ::.b.2 million	G00000-PROBUEDO000::::
Intersection Capacity Ut	ilization	le t til	13.8%	10	JU Leve	el of Serv	rice	7 60	A		
Analysis Period (min)			15								
				F166.6	第6章 理		#6355559d				

	•	*	†	~	\	↓					
Movement	WBL	WBR	NBT	NBR	SBL	SBT					4
Lane Configurations	¥		\$			स					
Sign Control	Stop		Free		1 4 1	Free					
Grade	0%	geophism.	0%	Company Commencer	-w/5000-40-0000000000000000000000000000000	0%		F:100:11100.00-41100-411011	CC### (100 PEP III P 0.00 PP III P 0.00 PP III P 1	Marketine of the control of the	**************************************
Volume (veh/h)	54	. 0	46	6	0	18			744		
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74					
Hourly flow rate (vph)	73	0	62	8	0	24		185	11 11 15		
Pedestrians											
Lane Width (ft)			Was E		Albh			ID.			
Walking Speed (ft/s)	manonummovmrs.curs\14	s-Per shaFRoomstoosFell	::00:0000::00:000000000000000000000000	SEP-51* (12-400-40-400000000000000000000000000000		powie en en El composition		>>>866.00.			200 april 245 april 200 ap
Percent Blockage		441						134			
Right turn flare (veh)	en gangement and Artis	2555-57-555500000A-0				eponografia spasonassing	A STREET STREET STREET	manman st	ia. Silila Seera Saaliila	a. CAs Asistina gando	
Median type	None				115		12.35				
Median storage veh)		eánas e 2 Kenteena						ospetesaka efeti	4.2		
Upstream signal (ft)			lali						4 5 1		
pX, platoon unblocked	0.4	T = ~ ~ ?			70						
vC, conflicting volume	91	66			70		5 10 1		7		
vC1, stage 1 conf vol											
vC2, stage 2 conf vol vCu, unblocked vol	91	66			70						
tC, single (s)	6.4	6.2			4.1	1		F 4 1			
tC, 2 stage (s)	U. -	0.2			1.744	Di di					
tF (s)	3.5	3.3			2.2						
p0 queue free %	92	100	710 \$100 (6)	Later Barrier	100		Fa (5)				Andrew State (1996)
cM capacity (veh/h)	915	1003			1543	Fig. 1			100		
	HINOSENHIBERS (01.1 a.c. 2 41.5	X9-7-7-7-102700-001		131 231 23					H 16 15		
Direction, Lane #	WB 1	NB 1	SB 1		1 1 1				1 2 3 1		
Volume Total	73	70	24						15 % 4.		1. 1. 1. 1.
Volume Left	73	0	0		Delication (IIIX and IIIX						
Volume Right	915	4700	1542								
cSH Volume to Capacity	0.08	1700 0.04	1543 0.00		ALC: U						
Queue Length 95th (ft)	- U.U6 6	0.04	0.00		1 5 5						
Control Delay (s)	9.3	0.0	0.0				DE 1121 IV				
Lane LOS	9.3 A	U.U.	0.0			10,000	R 13	76	IRIAN II		
Approach Delay (s)	9.3	0.0	0.0			16 Mai 29		9 D D			
Approach LOS	3.5 A	U.V.	1.0.0	\$1/28							
• •	/ \							102 To 100		-c. 1959	
Intersection Summary	专业情	100	7.0	37. 售售		s de la composição					1 45 1 15
Average Delay		enemantes de co	4.0					8000-427 grantassastus	WIFIS IN DECEM-		
Intersection Capacity Ut	ilization		13.3%	10	JU Leve	el of Serv	rice .		A		
Analysis Period (min)			15	T-14.00 100 100 100 100 100 100 100 100 100	F To the second second		on Constant				
							F FF				

	۶	→	*	•	+	4	1	†	<i>></i>	\	 	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			- ↔			43-			4	
Sign Control		Free			Free		11	Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	304	0	-0	248	49	0	0	11	53	0 -	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	327	0	0	267	53	10	0	1	57	0	112
Pedestrians				15-14 H ***	i i kanga					ALLE CONTROL OF THE C		
Lane Width (ft) Walking Speed (ft/s)	JOH B							Weight to				
Percent Blockage		£ 1.440.7										74
Right turn flare (veh)								Per John	Maria S			
Median type		IL TELLS					1	None	1011		None	
Median storage veh)	7: 108 85 make and 4				PRODUCTION AND		464	3078[5], [36688WW		\\\\\\\\\\\\\.		
Upstream signal (ft)	25.11	Maria da			1124	i li li li					15 6	点: 獋
pX, platoon unblocked												
vC, conflicting volume	319	lili		327			651	666	327	640	639	293
vC1, stage 1 conf vol	ACCESSION OF THE PERSON OF THE	entrophy veltant			444000000000000000000000000000000000000			######################################				
vC2, stage 2 conf vol								000	207	040	000	000
vCu, unblocked vol	319 4.1	en en en en en en en en en en en en en e	rka inga sec	327 4.2	ika Primile		651 7.1	666 6.5	327 6.2	640 7.1	639 6.5	293 6.2
tC, single (s) tC, 2 stage (s)	4.1		#H-NiPley	4.2			1.1	0.3	0.2	4.1	0.5	0,2
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100		Brail all	100	100	100	85	100	98
cM capacity (veh/h)	1229			1205	le a le	143	375	379	717	388	393	751
Direction, Lane #	EB 1	WR1	NB 1	SB 1		146		B B 1	6 3 6	Tradition	1566	7. 3
Volume Total	337	319	1	69			lina. D				1100	
Volume Left	10	0	0	57	Defect East			735500000	1000000			79.000
Volume Right		_	•	• .								
SERVERY ET : Tradition of state and	0	- 53	111	12								
cSH	0 1229	53 1205	717	12 423		3 V.			P Sec			5.5.
cSH Volume to Capacity		the same and the second		WOO SEED MADE CONTINUE STREET								
Volume to Capacity Queue Length 95th (ft)	1229 0.01 1	1205 0.00 0	717 0.00 0	423 0.16 14								
Volume to Capacity Queue Length 95th (ft) Control Delay (s)	1229 0.01 1 0.3	1205 0.00	717 0.00 0 10.0	423 0.16 14 15.2								
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	1229 0.01 1 0.3 A	1205 0.00 0 0	717 0.00 0 10.0 B	423 0.16 14 15.2 C			CA					
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	1229 0.01 1 0.3	1205 0.00 0	717 0.00 0 10.0 B	423 0.16 14 15.2 C 15.2								
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS	1229 0.01 1 0.3 A	1205 0.00 0 0	717 0.00 0 10.0 B	423 0.16 14 15.2 C								
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	1229 0.01 1 0.3 A	1205 0.00 0 0	717 0.00 0 10.0 B 10.0 B	423 0.16 14 15.2 C 15.2								
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	1229 0.01 1 0.3 A 0.3	1205 0.00 0 0.0	717 0.00 0 10.0 B 10.0 B	423 0.16 14 15.2 C 15.2 C								
Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	1229 0.01 1 0.3 A 0.3	1205 0.00 0 0.0	717 0.00 0 10.0 B 10.0 B	423 0.16 14 15.2 C 15.2 C	DU Leve	el of Ser	vice		A			

Z. Diamonomp Na o	٦	—	•	6	—	•	_	†	<i>></i>	<u> </u>	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		43-			4			₩			44	
Sign Control		Free			Free	1111		Stop			Stop	
Grade	SSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS	0%	FRA SEL A SELEMEN	880880E,162×3016 X40	0%	CONTRACTOR CONTRACTOR	######################################	0%	-018080004CM(*E:25:04E)	######################################	0%	######################################
Volume (veh/h)	4	348	3	0	310	49	0	0	1	59	0	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	387	- 3	0	344	54	0	0	1	66	0	8
Pedestrians			\$50000 00000000000000000000000000000000	A CONTRACT A CONTRACT OF THE C		OHIII	***************************************	11:		973049 3 3 4 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Lane Width (ft)						HIB	3 4 1					
Walking Speed (ft/s)				TRO 1 300000000 - 00000000000000000000000				- 11.1				
Percent Blockage				81 I I				M de				1 2
Right turn flare (veh)												
Median type								None		151	None	
Median storage veh)												
Upstream signal (ft)				15 79 1	1124	化机铸		1 1 16				
pX, platoon unblocked		To Air Tay amorthoconomics	ds:A:S-088ws/basswareasp		AMERICAN DECICION DE MONTO DE CONTRA					_ 24 - 21 - 25	- 000004-0007-1110-00007-1000007-10000	00/0789-44-1-1117
vC, conflicting volume	399			390			777	796	388	770	771	372
vC1, stage 1 conf vol	30000000000000000000000000000000000000	Michel Willesia koro Anga	inse die ces	tono o tro walsos	SSS(0000000000000000000000000000000000			, 145,48,638phox88g3	Ex SCalina Collins	ozudakolomo/KIKE 41-1.5		
vC2, stage 2 conf vol					ELL							
vCu, unblocked vol	399			390		nus en serie	777	796	388	770	771	372
tC, single (s)	4.1	1345		4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)		S 2005 ACM AND RESIDENCE				:20:28.00006553850	750 magazina					
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	15-21-2		100	102-100-100-100-100-100-100-100-100-100-	14 A 15 A 15 A 15 A 15 A 15 A 15 A 15 A	100	100	100	79	100	99
cM capacity (veh/h)	1165	la Barata		1169			312	321	664	315	328	672
Direction, Lane #	EB 1	WB 1	NB 1	SB 1			4 1 1		7 T Wa			I 6
Volume Total	394	399	1	73			AB II				植物	
Volume Left	4	0	0	66	ACTION AND ACTION ACTION AND ACTION AND ACTION AND ACTION AND ACTION ACTION AND ACTION ACTION AND ACTION ACTI				Access and Section 2015		NO CONTRACTOR OF THE PARTY OF T	La Cara degree Communication
Volume Right	3	54		8								
cSH	1165	1169	664	334	6.9900000000000000000000000000000000000		WHEN AND A SECURITION OF SECUR			6 - No 11250000000	Alexander of the second	79.355555500000
Volume to Capacity	0.00	0.00	0.00	0.22	162				(b & l			
Queue Length 95th (ft)	0	0	0	21	marking of Section				(15-15-16-16-16-16-16-16-16-16-16-16-16-16-16-	and the second second second		
Control Delay (s)	0.1	0.0	10.4	18.8		1311	143	5 II 11.			1111	AEL JA
Lane LOS	A		В	C				25 (20)	and the same of the	PART OF STREET		
Approach Delay (s)	0.1	0.0	10.4	18.8	J 1 5			764	# 1.1	14.5		
Approach LOS			В	С								
Intersection Summary			11.3				1 1	透性 !	I 19 96	1.4		l l
Average Delay	**************************************	An any agreement of the same to	1.7			700-70-70-70-70-70-70-70-70-70-70-70-70-	00000/v-seemen		X.033203000 3000 300			00000000000000000000000000000000000000
Intersection Capacity Ut	ilization		38.7%	10	CU Leve	el of Ser	vice	(4, h	A			42 6
Analysis Period (min)			15			ALMEDICAL .			54.7 T T T T T T T T T T T T T T T T T T T			APA

	۶	→	*	•	←	4	1	†	<i>></i>	-	↓	1
Movement	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	' NBR'	SBL	SBT	SBR
Lane Configurations	ኻ	ቕ	salar i - Wilesanasar	ኻ	}		XX.	4	ZV ve Kina versonen karlisi		4	**************************************
Sign Control		Free			Free		84.	Stop	6477		Stop	
Grade	V-1	0%		III CAC - III ANN THE REAL PROPERTY OF THE PARTY OF THE P	0%		anapo de la <u>Locale</u> dia	0%		GERGEROUS AS PARON	0%	
Volume (veh/h)		350	15	19	266	18	20	1	22	4	1 1	3
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)	. 1	380	16	1 21	289	20	22	¥ 41	24	4	1	3
Pedestrians			- C- 100 (E-100 (H-100					1519 (m-4078) P\$000				4.545
Lane Width (ft)		8 145					1 3			1 4/4		
Walking Speed (ft/s)			tina ana ang saka		1722-1711		F			en de la companya de la companya de la companya de la companya de la companya de la companya de la companya de		F4 24855
Percent Blockage					41.4	H. B. Da	12.5		465000	115	800	
Right turn flare (veh)	enter S.A. E.A.							None	98 (2011 - 77 - 120 A	52.22	Nana	
Median type		# 3 to 11						None			None	
Median storage veh) Upstream signal (ft)					685						ac ala	
pX, platoon unblocked					003			15 H = 15				
vC, conflicting volume	309			397			725	741	389	747	739	299
vC1, stage 1 conf vol	303		45 S. C.	331		1 1 1	120	771	303		, , , , , ,	233
vC2, stage 2 conf vol												
vCu, unblocked vol	309		K (100 / 40 A)	397			725	741	389	747	739	299
tC, single (s)	4.1			4.1			7.2	6.6	6.2	7.1	6.5	6.2
tC, 2 stage (s)										10°-		
(F (s)	2.2			2.2	102 50		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98	Security Sec		93	100	96	99	100	100
cM capacity (veh/h)	1241			1146			330	334	653	314	341	745
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	ES F		8 11	188		
Volume Total	1	397	21	309	47	9		E M S	Maria II		ab.	1 1160
Volume Left	1	0	21	0	22	4	TFOX.	46L 66				
Volume Right	0	16	0	20	24	3			1 1 1			
cSH	1241	1700	1146	1700	442	406		e and error				37
Volume to Capacity	0.00	0.23	0.02	0.18	0.11	0.02	E 11		46.11			
Queue Length 95th (ft)	0	0	1	0	9	2	2 Sime	glelog Hydyd yglyd	97.55 EX X 7116 80110	NIII SEE CH		
Control Delay (s)	7.9	0.0	8.2	0.0	14.1	14.1						
Lane LOS	Α	C Sept Commission	Α		В	В			A CONTRACTOR			\$47.E-111.0.1111.1111.11111.1111
Approach Delay (s)	0.0		0.5	N falls W	14.1	14.1	184		11 411	168		
Approach LOS	***************************************	esemple project / Art _ AST	and the second second second		В	В				www.mercenne.		ommentation of the controls
Intersection Summary	4 4 1	a Link				疆岛 表示		6 B. A	. S z j	à bai	4 6	
Average Delay			1.2									
Intersection Capacity Ut	llization		29.3%		CU Leve	el of Ser	vice		A		, T	
Analysis Period (min)			15	ONDERSON TO A TO A STUDY OF THE		project # = \$1000-00-0021110000000000000000000000000		Annual Communication of the Co		minimum diniciti s ass		www.commont.tdls.ch.tE9-th
MARCA STORY WITH THE TAX OF THE	IA SHEET	MINE (5/2		\$44.5E.56		1 - The State of t						

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Movement	EBL	EBT.	EBR	- WBL -	WBT	WBR	NBL	NBT	NBR	SBL	· SBT	SBR
Lane Configurations	*	4		ሻ	1≯			- ↔			43-	
Sign Control		Free			Free			Stop		711	Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	324	74	58	278	12	66	1	. 74	56	3	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	4	345	79	62	296	13	70	1.1	79	60	3	2
Pedestrians		- 0-2-7-00000000000000000000000000000000		CCC 300 LaC I -> 400 CCC III 400					97.07057866.0000000000000000000000000000000			
Lane Width (ft)	liki	5416						1.9				
Walking Speed (ft/s)	West (1711) 177-187-197				APPLICATION OF THE PROPERTY OF	carage received with the	SABARAN AND AND AND AND AND AND AND AND AND A	release and the second	HEALOGO SA SANGERS			
Percent Blockage		I (HA)	1617	Bar 5	E42 6		115				145b	
Right turn flare (veh)	THE STATE OF THE S			WEST STATES	-						N1	
Median type Median storage veh)		Bits					141	None			None	
Upstream signal (ft)					685		i ilias		100 100 100		4	100 E 15
pX, platoon unblocked	per film (4)		8 2 5 E		- 003				A FALL			
vC, conflicting volume	309	K Hall I		423			815	824	384	858	857	302
vC1, stage 1 conf vol		-PKCYR SINE				X. III. (1947)	1 3 · 3 ·	X 75/5	441		- 47.	
vC2, stage 2 conf vol			1131					11 1 2			16635	
vCu, unblocked vol	309	9889C18 WEEK: ****	2 SANSANSAPS (**)	423	S		815	824	384	858	857	302
tC, single (s)	4.1		1.50	4.1	154	441	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)		P		3000 3012 - 1231-140071174-14007416888	***************************************		0000-000000000000000000000000000000000	VVVIIIVVI-00				***************************************
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	***************************************		95	**************************************		75	100	88	75	99	100
cM capacity (veh/h)	1258			1136		wii	281	291	666	235	280	742
Direction, Lane#	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	1111				14. DE	
Volume Total	4	423	62	309	150	65	147		la	17.11	M. Tü	
Volume Left	4	0	62	0	70	60						
Volume Right	0	79	0	13	79	2	741			Bi		
cSH	1258	1700	1136	1700	403	242			State - County - See			No. 12. June 10. No.
Volume to Capacity	0.00	0.25	0.05	0.18	0.37	0.27		THE R			114 14	
Queue Length 95th (ft)	0	0	4	0	42	26		**************************************	128			
Control Delay (s)	7.9	0.0	8.4	0.0	19.1	25.2					12	
Lane LOS	A 0.1		A 1.4	1025 102	C 10.1	D 25.2	3044	.a				
Approach Delay (s) Approach LOS	U.1	e la a	1.4	10.00	19.1 C	23.2 D		W. W.		5 1		
Intersection Summary	4 4 6						345 B					tre
Average Delay			5.0						1,774			
Intersection Capacity Ut	ilization		42.5%	i ic	CULEVE	el of Ser	vice		A	i i i j		
Analysis Period (min)			15	11.24G/12.11	all all species X				X Serie .	Harage H. E.		
					11.65	11.5	6 5 4		la Milia			

	۶	→	7	*	+	4	1	†	~	\	+	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	育	1→		J.	1			4	7		43-	
Sign Control		Free			Free	144		Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	338	8	66	280	28	3	6	49	99	4	34
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)	17	367	9	72	304	30	3	7	53	108	4	37
Pedestrians				and have a server resource and the server of the server server and the server server server and the server		mw/m	WX WIL	e de menero commendados			A COLOR OF THE SAME	
Lane Width (ft)												
Walking Speed (ft/s)		e-A-Mandellero . 11 mg	WWW.C.C.Williams		mayor vicencemayana				V		ma	emmany-til / ' to
Percent Blockage					141		Kan					
Right turn flare (veh)		PORTUGUE AND THE RESIDENCE	D. Carlo, van Chillianne manner				CONTRACT A CARCESTO		Zaaanomamaanaan-		monomore esta establishe	
Median type				1145			grij i	None		提基金	None	R 9
Median storage veh)	- Autoritismosphicum	november (1980)			CONTROL LA PLONIZIONE		office of the contraction of the		Es construent and a second	noment	mammazonno, 1245	
Upstream signal (ft)	4 1 3				310				5 B.T.			
pX, platoon unblocked	.y.,1466.0220.000000				transfer - New Yorks	No. 12			Africa vid 42 monther (1999)	namenomer er 🕳 x a a		TO STANDARD STANDARD
vC, conflicting volume	335			376			893	885	372	922	874	320
vC1, stage 1 conf vol				CACCALL SET TRANSPORTER	00000000000000000000000000000000000000			475-104200 (REPRESENTATION OF THE	Elisado e 24 s., e pipilo	t-communities of co-	i istorialis manning	MINELLY OF STREET
vC2, stage 2 conf vol		3 84 1				isa k						
vCu, unblocked vol	335			376		coc-clubal Standard	893	885	372	922	874	320
tC, single (s)	4.1	17 1 1 1		4.2			7.2	6.6	6.3	7.1	6.5	6.2
tC, 2 stage (s)	~ ~ ~	teritira i com			i is Assessment						4.5	
tF (s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	99	-X, 2544E88		94		6905 - 24 J. 27 States	99	97	92	50	98	95
cM capacity (veh/h)	1213			1161			224	255	657	215	268	726
Direction, Lane#	EB 1	EB 2		WB 2	NB 1	NB 2	SB 1		12			
Volume Total	17	376	72	335	10	53	149					J. B. F
Volume Left	17	0	72	0	3	0	108				200	
Volume Right	4040	4700	0	30	0	53	37	C. F. J.		15 4 2		I Sã
cSH	1213	1700	1161	1700	244	657	262					
Volume to Capacity	0.01	0.22	0.06	0.20	0.04	0.08	0.57					
Queue Length 95th (ft)	1 5 8.0	0	5 8.3	0	3	7	80 25.4	New Year III A				E-04
Control Delay (s) Lane LOS	0.U A	0.0	AND THE ARREST OF THE OWNER, THE PARTY OF TH	0.0	20.4 C	11.0 B	35.4 F	e fil al			FLII	
Approach Delay (s)	0.4		A 1.5		12.4	D A	35.4					- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
Approach LOS	V. 4		1.3		12.4 B	to da il	E					
Intersection Summary		-514	3 7 7	1 16	2	\$ 188	A. II. A	11/21 S. 15/2	1 2 3	4.7.4		
Average Delay			6.7				<u>-</u>					
Intersection Capacity Ut	ilization	Hail.	46.4%	IC	CU Leve	el of Ser	vice		Α	i V S		
Analysis Period (min)			15		10 ACR > WILLIAMS						**************************************	
		fasa a samula d	HATTER CARRIED	SYN THE RESIDENCE	26000	16 THOMPSON WILL				Control of the Contro		

	A	→	*	1	+	1	1	†	/	\		1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	†		¥	4			4	7		4	
Sign Control		Free			Free	liki	15.8	Stop	79.83		Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	47	374	24	152	310	50	19	12	150	35	8	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	50	398	26	162	330	53	20	13	160	37	9	19
Pedestrians	EE OXONS S. SO	# 444 MILLS			SC 5 5 April 1980 September 1980	Southern Commercial Co	national and the second section of the second section of the second section of the second section of the second	Assertance and the second	998000 CELLINGVI			
Lane Width (ft)			を表 ほど	Ann t	32.8							
Walking Speed (ft/s)		2.125	#8558#Ecres				Ve				55-2563A	100 A. E. E. E.
Percent Blockage										75 B B		
Right turn flare (veh)				TV (Selfier		74			e <u>ga jar</u> anganangan		KILLE	
Median type				# 35. d				None		5.4 =	None	. A.
Median storage veh)					310		342	74				
Upstream signal (ft) pX, platoon unblocked	1.00	du'i le ji ji ji		F. (3. 111)	- 310		1.00	1.00		1.00	1.00	1.00
vC, conflicting volume	383			423			1187	1217	411	1344	1203	356
vC1, stage 1 conf vol	303	A BEEL		#44			119/	1211	50 30 1	1044	1200	
vC2, stage 2 conf vol	1 5 4							a e				
vCu, unblocked vol	383			423			1187	1217	411	1344	1203	356
tC, single (s)	4.1			4.1	多. 图		7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96	a- 1.º5898888888	######################################	86	MARINOCHES (SERVE - x	5.40 0 100 000 000 000 000 000 000 000 000	85	91	75	53	94	97
cM capacity (veh/h)	1175			1136		Region -	133	148	641	79	153	692
Direction, Lane#	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1				\$ 14 E	1. 關注
Volume Total	50	423	162	383	33	160	65		1 1 1			1 4
Volume Left	50	0	162	0	20	0	37		A 4.500 H=500 A STATE OF THE STA			
Volume Right	0	26	. 0	53	0	160	19					
cSH	1175	1700	1136	1700	138	641	117	Sec:::000 0 - 000 000000000000000000000000	Managara Wasan, Trans			9000m -:
Volume to Capacity	0.04	0.25	0.14	0.23	0.24	0.25	0.56	144			FAIT I	16
Queue Length 95th (ft)	3	0	12	0	22	24	66			Page 2000 P. C. B. C. P. P. B. B. B. B. B. B. B. B. B. B. B. B. B.	**************************************	
Control Delay (s)	8.2	0.0	8.7	0.0	39.0	12.5	68.8	A Hil		113	455.5	
Lane LOS	Α		Α		E	В	F		Mary Mary			
Approach Delay (s)	0.9		2.6	1	17.0		68.8	\$6. F. J		144		
Approach LOS			70000		С		F					
Intersection Summary				14	3 %	3.3				1, 2, 1,		1, 5, 5
Average Delay			7.5					<u> </u>				
Intersection Capacity Ut	ilization		49.7%	10	CU Leve	el of Ser	vice	MA.	A	115		
Analysis Period (min)			15	- 1.000								
E CONTRACTOR CONTRACTOR SERVICES	to the second		5.344000000	NUMBERS - EX	05 85 5							

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Movement	EBT	EBR	WBL	WBT	NBL	NBR 📗	
Lane Configurations		7	ሻ	个	الر	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1827	1553	1736	1827	1703	1524	(COMPANIES OF THE SAME AND THE
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1827	1553	1736	1827	1703	1524	
Volume (vph)	42	450	421	64	304	235	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	45	484	453	69	327	253	
RTOR Reduction (vph)	0	0	0	0	0	51	X-10-1
Lane Group Flow (vph)	45	484	453	69	327	202	
Heavy Vehicles (%)	4%	4%	4%	4%	6%	6%	
Turn Type		custom	Prot			custom	
Protected Phases	4	457	3	8	567	3567	
Permitted Phases						567	
Actuated Green, G (s)	14.2	70.7	20.3	37.5	62.6	86.9	THE CONTRACT
Effective Green, g (s)	14.2	70.7	20.3	38.5	62.6	86.9	
Actuated g/C Ratio	0.13	0.65	0.19	0.35	0.57	0.80	THE THE PROPERTY OF THE PROPER
Clearance Time (s)	4.0		4.0	5.0			
Vehicle Extension (s)	3.0		3.0	3.0	- Action to a feet and a feet		And the second s
Lane Grp Cap (vph)	238	1006	323	645	977	1214	
v/s Ratio Prot	0.02	c0.31	c0.26	0.04	c0.19	0.13	те , ч. кучикіштвикиноможитіли (усута, г. ч. жимовинимини миничальну т. т. ч. ч. чини намений колита в тит в ти
v/s Ratio Perm	6 M &						
v/c Ratio	0.19	0.48	1.40	0.11	0.33	0.17	Salahannyaga-mayanya anyya
Uniform Delay, d1	42.3	9.8	44.4	23.7	12.3	2.6	
Progression Factor	1.00	1.00	1.00	1.00	0.29	0.00	
Incremental Delay, d2	0.4	0.4	198.8	0.1	0.2	0.1	
Delay (s)	42.7	10.2	243.2	23.8	3.7	0.1	
Level of Service	D	В	F.	С	A	A A	
Approach Delay (s)	12.9			214.2	2.1		
Approach LOS	В	44 I		L. F	Α		
Intersection Summary		1441		4.41	114	整脚形:	
HCM Average Control D	elay	1 B. 16	73.5	J. J. H	ICM Le	vel of Servic	e 11.6 m 12° E 2. km li 12° Têta i i i
HCM Volume to Capacit			0.65				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Actuated Cycle Length (s) 🔻		109.1			ost time (s)	8.0
Intersection Capacity Uti	lization		57.9%		CU Lev	el of Service	B
Analysis Period (min)	# 8-4	1 1 4	15	1911		11 11 14 14 14 14 14 14 14 14 14 14 14 1	
c Critical Lane Group							

	-	•	•	←	4	-	
Movement August	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	A	7	75	*	٦٢	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fr	1.00	0.85	1.00	1.00	1.00	0.85	
Fit Protected	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1881	1599	1787	1881	1770	1583	The state of the s
FIt Permitted	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1881	1599	1787	1881	1770	1583	
Volume (vph)	116	439	342	106	402	325	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	The second secon
Adj. Flow (vph)	123	467	364	113	428	346	
RTOR Reduction (vph)	0	0	0	0	0	53	Management of the second secon
Lane Group Flow (vph)	123	467	364	113	428	293	
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	
Turn Type		custom	Prot			custom	
Protected Phases	4	457	3	8	567	3567	A A CONTRIBUTION WITHOUT TO A CONTRIBUTION OF THE CONTRIBUTION OF
Permitted Phases						567	
Actuated Green, G (s)	14.1	77.6	20.1	37.2	69.5	93.6	
Effective Green, g (s)	14.1	77.6	20.1	38.2	69.5	93.6	
Actuated g/C Ratio	0.12	0.67	0.17	0.33	0.60	0.81	
Clearance Time (s)	4.0		4.0	5.0			
Vehicle Extension (s)	3.0		3.0	3.0			The second secon
Lane Grp Cap (vph)	229	1072	310	621	1063	1281	
v/s Ratio Prot	c0.07	c0.29	c0.20	0.06	c0.24	0.19	THE STATE OF THE S
v/s Ratio Perm					14.14		
v/c Ratio	0.54	0.44	1.17	0.18	0.40	0.23	
Uniform Delay, d1	47.7	8.9	47.8	27.6	12.2	2.6	
Progression Factor	1.00	1.00	1.00	1.00	0.36	0.00	
Incremental Delay, d2	2.4	0.3	107.0	0.1	0.2	0.1	
Delay (s)	50.2	9.1	154.8	27.8	4.5	0.1	
Level of Service	D	Α	F	C	Α	A	
Approach Delay (s)	17.7		~ : :::::::::::::::::::::::::::::::::::	124.7	2.5		
Approach LOS	В	1161		F.	Α		
Intersection Summary	k bil	N 2 5 E	13 005	Lab 3	· # 15	No. 5515	
HCM Average Control D	elav		39.1	I III I	ICM Le	vel of Se	ervice D
HCM Volume to Capacit			0.57			The state of the s	
Actuated Cycle Length (115.7		Sum of I	ost time	(s) 8.0
Intersection Capacity Ut			54.6%		CU Lev		
Analysis Period (min)			15			F Blog	
c Critical Lane Group	Post St. St. St.		panillaria i "Dologiilla (Colo		comm***********************************	Personal (1984)	
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					41	7	ሻ	*			† }	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		COMPACT MADE OF THE PARTY OF TH			4.0	4.0	4.0	4.0	AND DESCRIPTION OF THE PARTY OF		4.0	00000000000000000000000000000000000000
Lane Util. Factor					1.00	1.00	1.00	1.00		1	0.95	
Frt	minimum	700 Malannas - 7,		. w	1.00	0.85	1.00	1.00	MRCDROX SSONE-LY 1 SSR-N	000000000000000000000000000000000000000	0.95	mr. Stransmittedawrite
Flt Protected	15 145	115			0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)			Control of the contro	MIXWELLOCO CCIMICORPILATO	1743	1553	1736	1827	A 67 SCH-118ESHQ (AG 1000)		3336	HON'L 15- Administration
Flt Permitted		M.65			0.95	1.00	0.95	1.00		1/51	1.00	
Satd. Flow (perm)		CONTENT OF A CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF THE CONTENT OF T		-000	1743	1553	1736	1827	AND DAILE A		3336	WASHINGTON OF THE REMOVE
Volume (vph)	- 0	0	0	135	5	188	118	325	0	0	581	276
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	- 0	0	148	- 5	207	130	357	- 0	0	638	303
RTOR Reduction (vph)	0	0	0	0	0	169	0	0	0	0	46	0
Lane Group Flow (vph)	- 0	0	0	0	153	38	130	357	0	0	895	0
Heavy Vehicles (%)	0%	0%	0%	4%	4 <u>%</u>	4%	4%	4%	4%	3 <u>%</u>	3%	3%
Turn Type		113	1514	Split		Prot	Prot	11.15				
Protected Phases				7	7	7	1	5			234	
Permitted Phases						4. H. b						
Actuated Green, G (s)					19.8	19.8	11.1	28.7			66.2	
Effective Green, g (s)					19.8	19.8	11.1	28.7			66.2	
Actuated g/C Ratio					0.18	0.18	0.10	0.26			0.61	
Clearance Time (s)	ul III				4.0	4.0	4.0	4.0				
Vehicle Extension (s)					3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)		74.	154		316	282	177	481			2024	
v/s Ratio Prot		***************************************			c0.09	0.02	0.07	c0.20			c0.27	
v/s Ratio Perm												
v/c Ratio					0.48	0.13	0.73	0.74		MARKET TO THE WASHINGTON	0.44	mount to I make the
Uniform Delay, d1	I. S.				40.1	37.5	47.6	36.8			11.5	
Progression Factor	***************************************			**************************************	1.00	1.00	1.00	1.00	***************************************		0.76	***************************************
Incremental Delay, d2					1.2	0.2	14.6	6.1			0.1	
Delay (s)					41.2	37.7	62.2	42.9			8.9	
Level of Service				1 48 1	L E D	D	E	D			A	3 10 10
Approach Delay (s)		0.0	W 100		39.2			48.1			8.9	
Approach LOS		Α	911		D	# 1		D	4 14		Α	
Intersection Summary		基本等	4.71	1.38 1	6.5. 3.	# E.E		1.11	T Tall	1711 1		
HCM Average Control D	elay		25.6	. ⊩	ICM Lev	vel of Se	ervice		С			
HCM Volume to Capacit			0.53			****					4.4	
Actuated Cycle Length (s)	100	109.1	S	Sum of le	ost time	(s)		8.0			
Intersection Capacity Ut			49.2%	[(CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15	111		Jak						
c Critical Lane Group	······································		Market Market Company					The state of the second				serve, y tradeominadiii

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u> </u>				4	7	*	个			^	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		Million 2: 90-	nkraloson/saconSied2.d000		4.0	4.0	4.0	4.0	Pars III	***************************************	4.0	000000000000000000000000000000000000000
Lane Util. Factor					1.00	1.00	1.00	1.00			0.95	
Frt	27 370 A-4E-2010A-4E-2011		MINATEDIANI 1		1.00	0.85	1.00	1.00			0.96	
FIt Protected			1314		0.95	1.00	0.95	1.00		ABL	1.00	
Satd. Flow (prot)					1811	1615	1787	1881		-	3435	
Flt Permitted					0.95	1.00	0.95	1.00	414	i i i	1.00	ra.
Satd. Flow (perm)					1811	1615	1787	1881			3435	
Volume (vph)	0	0	0	171	3	355	59	389	0	0	576	201
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	192	3	399	66	437	0	0	647	226
RTOR Reduction (vph)	0	0	0	0	0	321	0	0	0	0	28	0
Lane Group Flow (vph)	0	0	0	0	195	78	66	437	0	0	845	0
Heavy Vehicles (%)	0%_	0%	0%_	0%	0%	0%	1%	1%	1%	1%	1%	1%
Turn Type	Ball.			Split		Prot	Prot		441			
Protected Phases				7	7	7	1	5			234	
Permitted Phases							11	111	直集 腽			
Actuated Green, G (s)			-1 140EDEDKUDWW-74444		22.7	22.7	9.3	32.8	HARMONIANA AZ AZ ZAZZENIA	00000000000000000000000000000000000000	71.7	***
Effective Green, g (s)	in i				22.7	22.7	9.3	32.8		145	71.7	
Actuated g/C Ratio			Development in the con-	and O. P. Challetting With the	0.20	0.20	0.08	0.28	F-777-000-0000007-001-0	Heroexiconomico.	0.62	
Clearance Time (s)	The Lie				4.0	4.0	4.0	4.0				
Vehicle Extension (s)	W. W. C. W.	office and a second			3.0	3.0	3.0	3.0	Anadamini di Anada	· · · · · · · · · · · · · · · · · · ·		
Lane Grp Cap (vph)					355	317	144	533			2129	
v/s Ratio Prot	non vor Possessonnen			www.common.com	c0.11	0.05	0.04	c0.23	WARREST A. A. A. A. A. A. A. A. A. A. A. A. A.		c0.25	A
v/s Ratio Perm							47.1	19.6		B I In		
v/c Ratio	XX::XXIIAHIII	en		995 F	0.55	0.25	0.46	0.82		nauv- ,remmeren	0.40	LOS WGIII WAAAA AAAA AA
Uniform Delay, d1					41.9	39.3	50.8	38.7			11.1	
Progression Factor	tonovski prijelovakana		×12 *.×6=000000000000000000000000000000000000	mengantingual - 4-600	1.00	1.00	1.00	1.00	SOFten CHICANITATION		0.84	
Incremental Delay, d2		8011			1.7	0.4	2.3	9.6	1.56		0.1	
Delay (s)		-			43.6	39.7	53.1	48.3			9.4	
Level of Service					D	D *	D	D		4 A.A.	A	I L
Approach Delay (s)		0.0	el Puis		41.0			48.9			9.4	
Approach LOS		A	2112		₩ P.D.			D	1741	1.41	A.	15 4
Intersection Summary			新香港 6		6 9 2	格 雅月					1149	
HCM Average Control D	elay	1144	29.0	L His H	ICM Lev	vel of Se	ervice	L# E	C	1 医肾		
HCM Volume to Capacit	y ratio		0.55									
Actuated Cycle Length (115.7		Sum of l				8.0			861
Intersection Capacity Uti	lization		49.1%	I	CU Leve	el of Ser	vice		Α		V	
Analysis Period (min)	War b		15	19.1	2 K &	F # 4.		Made 5	11 1			
c Critical Lane Group												

| Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR |--|
| Ideal Flow (vphpl) 1900 |
| Total Lost time (s) 4.0 1.00 |
| Lane Util. Factor 1.00 1. |
| Frt 1.00 0.85 1.00 0.85 1.00 1.00 Flt Protected 0.95 1.00 1.00 1.00 0.95 1.00 Satd. Flow (prot) 1740 1553 1827 1553 1752 1845 Flt Permitted 0.95 1.00 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1740 1553 1827 1553 1752 1845 Volume (vph) 135 1 88 0 0 0 326 188 285 430 0 Peak-hour factor, PHF 0.92 |
| Fit Protected 0.95 1.00 1.00 0.95 1.00 Satd. Flow (prot) 1740 1553 1827 1553 1752 1845 Fit Permitted 0.95 1.00 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1740 1553 1827 1553 1752 1845 Volume (vph) 135 1 88 0 0 0 326 188 285 430 0 Peak-hour factor, PHF 0.92 |
| Satd. Flow (prot) 1740 1553 1827 1553 1752 1845 Flt Permitted 0.95 1.00 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1740 1553 1827 1553 1752 1845 Volume (vph) 135 1 88 0 0 0 326 188 285 430 0 Peak-hour factor, PHF 0.92 |
| Fit Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1740 1553 1827 1553 1752 1845 Volume (vph) 135 1 88 0 0 0 326 188 285 430 0 Peak-hour factor, PHF 0.92< |
| Satd. Flow (perm) 1740 1553 1827 1553 1752 1845 Volume (vph) 135 1 88 0 0 0 326 188 285 430 0 Peak-hour factor, PHF 0.92 |
| Volume (vph) 135 1 88 0 0 0 0 326 188 285 430 0 Peak-hour factor, PHF 0.92 0. |
| Peak-hour factor, PHF 0.92 |
| Adj. Flow (vph) 147 1 96 0 0 0 354 204 310 467 0 RTOR Reduction (vph) 0 0 81 0 0 0 0 0 130 0 0 0 Lane Group Flow (vph) 0 148 15 0 0 0 354 74 310 467 0 |
| RTOR Reduction (vph) 0 0 81 0 0 0 0 0 130 0 0 0 Lane Group Flow (vph) 0 148 15 0 0 0 0 354 74 310 467 0 |
| Lane Group Flow (vph) 0 148 15 0 0 0 0 354 74 310 467 0 |
| |
| Hanny Vahialas (9/) 49/ 49/ 49/ 00/ 00/ 00/ 40/ 49/ 49/ 39/ 39/ 39/ |
| Heavy Vehicles (%) 4% 4% 4% 0% 0% 0% 4% 4% 4% 3% 3% 3% |
| Turn Type Perm Prot |
| Protected Phases 4 2 1 6 |
| Permitted Phases 4 4 2 2 |
| Actuated Green, G (s) 8.5 8.5 20.0 20.0 15.0 39.0 |
| Effective Green, g (s) 8.5 8.5 20.0 20.0 15.0 39.0 |
| Actuated g/C Ratio 0.15 0.15 0.36 0.36 0.27 0.70 |
| Clearance Time (s) 4.0 4.0 4.0 4.0 |
| Vehicle Extension (s) 3.0 3.0 3.0 3.0 |
| Lane Grp Cap (vph) 266 238 658 560 474 1296 |
| v/s Ratio Prot c0.19 c0.18 0.25 |
| v/s Ratio Perm 0.09 0.01 0.05 |
| v/c Ratio 0.56 0.06 0.54 0.13 0.65 0.36 |
| Uniform Delay, d1 21.8 20.1 14.1 11.9 17.9 3.3 |
| Progression Factor 1.00 1.00 1.00 1.00 1.00 |
| Incremental Delay, d2 2.5 0.1 0.9 0.1 3.2 0.2 |
| Delay (s) 24.3 20.2 14.9 12.0 21.2 3.5 |
| Level of Service C C B B C A |
| Approach Delay (s) 22.7 0.0 13.9 10.5 |
| Approach LOS C A B B |
| Intersection Summary |
| HCM Average Control Delay 13.6 HCM Level of Service B |
| HCM Volume to Capacity ratio 0.58 |
| Actuated Cycle Length (s) 55.5 Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization 50.5% ICU Level of Service A |
| Analysis Period (min) 15 |
| c Critical Lane Group |

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7					†	7	¥	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Fit Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1793	1599					1881	1599	1770	1863	
FIt Permitted	压力的	0.95	1.00		1457			1.00	1.00	0.95	1.00	h/LL
Satd. Flow (perm)		1793	1599					1881	1599	1770	1863	
Volume (vph)	118	2	103	0	0	0	0	323	261	235	509	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	126	2	110	0	0	0	0	344	278	250	541	0
RTOR Reduction (vph)	0	0	94	0	0	0	0	0	160	0	0	0
Lane Group Flow (vph)	0	128	16	0	0	0	0	344	118	250	541	0
Heavy Vehicles (%)	1%	1%	1%	0%_	0%	0%	1%_	1%	1%	2%	2%	2%
Turn Type	Perm		Perm			Lila			Perm	Prot		511
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Actuated Green, G (s)		7.9	7.9					22.7	22.7	10.9	37.6	
Effective Green, g (s)		7.9	7.9			151		22.7	22.7	10.9	37.6	
Actuated g/C Ratio		0.15	0.15					0.42	0.42	0.20	0.70	
Clearance Time (s)		4.0	4.0			. 9151		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1141	265	236			811		798	678	361	1309	
v/s Ratio Prot								0.18		c0.14	c0.29	
v/s Ratio Perm		0.07	0.01			A BA A			0.07			
v/c Ratio		0.48	0.07					0.43	0.17	0.69	0.41	
Uniform Delay, d1	34	20.9	19.6				B b	10.9	9.6	19.7	- 3.3	
Progression Factor		1.00	1.00				EF-00-00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.4	0.1					0.4	0.1	5.7	0.2	
Delay (s)		22.3	19.8	manager of the second second		,	XMCCCMA, JULY 4 - 45	11.2	9.7	25.4	3.5	monuments of A&V
Level of Service		C	В					В	A	C	Α	1111
Approach Delay (s)	01:11100 <u>10</u>	21.1		XX	0.0	KORON (V. 1944 K. 1988)	TTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT	10.5	777754884844.5	management and the selection	10.5	-14 00 04117 04000 11110 C-2-2-
Approach LOS		C			Α	116	1. Th	В	1.84	115	В	M.L
Intersection Summary	14 / 15 / 15		l bir		115	13.1	11 %	: \$ \bar{a} :	171 H	順车 焉		影圖 5
HCM Average Control D		T# 15	12.0	- FH	ICM Le	vel of Se	rvice		⊩ - B	4116		
HCM Volume to Capacit			0.52				00				S	
Actuated Cycle Length (44 I I	53.5			ost time		16月	12.0		III i	
Intersection Capacity Ut	ilization		71.3%	10	CU Leve	el of Ser	vice		С			
Analysis Period (min)		1116	15	fill k	161		84	3 4 1				
c Critical Lane Group												

	•	*	4	†	ļ	1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	18.84	i iti	图 程度	11		111
Lane Configurations	ìt _i f			4	1,							
Sign Control	Stop			Free	Free							
Grade	0%	DESCRIPTION OF THE	WARREN CONTRACTOR	0%	0%	100000017 - 4 1 HARRAGE	E-WEG 1	manneren K	- 42-1. S.P.M.::SMM::SMM:-3	Holosocolicococi: 336-	1	K Lyddinisho
Volume (veh/h)	- 0	0	0	50	137	- 0		111	验师			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	Processing	2	00000000000000000000000000000000000000	71-31-11-11-11-11-11-11-11-11-11-11-11-11	00000000000000000000000000000000000000	- CHES
Hourly flow rate (vph)	. 0	0	0	53	144	0	145					
Pedestrians		***************************************		Mary 1 11 111/112 1	~	200 of the total Section 1990		ECCOMMUNICATION CONT.	- *************************************	PRINCE OF THE PROPERTY OF THE	***************************************	***************************************
Lane Width (ft)		HAN										11 miles 10
Walking Speed (ft/s)												
Percent Blockage		Alti		ir A				till.	H 35 -	Higi		
Right turn flare (veh)												
Median type	None										- 3	
Median storage veh)			Our design of the control of the con		CWITTHING THE CHILD	TOTAL TOTAL	. L	Account of the second section of			BUILDINGS	
Upstream signal (ft)		F		BB B		f. H	f illi	i ta		114		
pX, platoon unblocked	500 - 67/45 E 30000070 0000 000000 0000	stant 2 - Alexander and a	IIIIIIIII AAAAAAAAAAAAAAAAAAAAAAAAAAAA		9/00/00)-aa1_00000000000			numer of the State of		X c. hree to the supplement of the c.		00400-707-57454400
vC, conflicting volume	197	144	144			10.30			145			
vC1, stage 1 conf vol	(35-90)45888888888880000000000000000000000000		MANAGEMENT A	-D-G4745664000000000000000000000000000000000		00000-240000-009-2000-009	Marin - 1.55 Annu Mangle Sallahaga		::::::::::::::::::::::::::::::::::::::	a - volumenta	DADAGE	MINOR MANAGEMENT
vC2, stage 2 conf vol										7 II 7		
vCu, unblocked vol	197	144	144	ner out Star		- v		INTERNATION S				
tC, single (s)	6.4	6.2	4.1		20 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(W. 1. 1					ji ji	13.
tC, 2 stage (s)							Haramana a.a.		8834 × 199683			
tF (s)	3.5	3.3	2.2				1666					
p0 queue free %	100	100	100		Same extinct	CSASCIII CIII			5745		(fistal)	india Ne
cM capacity (veh/h)	792	903	1438					12.5				
Direction, Lane #	EB 1	NB 1	SB 1				A. B. Bara	主系集			166.6	
Volume Total	0	53	144									
Volume Left	0	0	0				F	Arres 76AMES				magate,: From
Volume Right	0	0	0			HE ALL			i i i i i i i i i i i i i i i i i i i			
cSH	1700	1438	1700							8854Ge-888		
Volume to Capacity	0.00	0.00	0.08	A .								
Queue Length 95th (ft)	0	0	0							11 TO 14 EX		55.75.730s0
Control Delay (s)	0.0	0.0	0.0		45. 31							
Lane LOS	Α	0.0	0.0								호/분하게 기계 기계 기계 기계 기계 기계 기계 기계 기계 기계 기계 기계 기계	
Approach Delay (s) Approach LOS	0.0	0.0	0.0						us B			
• •	Α											
Intersection Summary	ar to be	7474	10					其重義			4.64 1.	
Average Delay	MANAGE PLANS SEED SECTION		0.0	00000000A.C / N. C. C. C. C. C. C. C. C. C. C. C. C. C.			distance and a management	anning of the state of the stat		Adhaba ya dijimmiya		disc auchine Mission
Intersection Capacity Ut	ilization		10.5%	- 10	CU Leve	el of Sen	vice		Α	14 5		
Analysis Period (min)			15	C 0000000000000000000000000000000	YM THOUGH SAN DOLLARS OF THE SAN DESCRIPTION	**************************************	Washington and a second	244.479-444111111111111111111111111111111111	w11007000	Villa Cilibrary attraction of the con-		

	•	•	4	†	+	4			-	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	13 3. 2		喜观	
Lane Configurations	Ą	m. 60 - 200		4	ቕ	www.me-ammunication.co		D-110-A-00000000000000000000000000000000	Service decidation 1 to W. A. Se	The state of the s
Sign Control	Stop	4010	Macia	Free	Free					
Grade	0%	enteres e e spe		0%	0%					
Volume (veh/h)	0	0	0	109	61	0			4 3 1 1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph) Pedestrians	0	0	0	115	64	0	a de de			
Lane Width (ft)		1012.2010		25 ST 188	e e e e e e e e e e e e e e e e e e e					
Walking Speed (ft/s)					1 310					
Percent Blockage										
Right turn flare (veh)							12 S (12		**************************************	
Median type	None			96 S. T.				To the Edit		
Median storage veh)	en today to The	ees esse Harapese			Angle published	Ell. 1992. SR 9-10 c			ne some som is	Chorrie alkalino coline a la 1 collina
Upstream signal (ft)		THE							1411	
pX, platoon unblocked		4000 miles (1) 10 miles	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		All the second of the second o	· ////////////////////////////////////				PAGE 7/X:/OURFELLOWING.
vC, conflicting volume	179	64	64	La Ai	4 6 1			7446	al 68	
vC1, stage 1 conf vol	VI 10 / COV VIII				www.m.um					AND THE PROPERTY OF THE PROPER
vC2, stage 2 conf vol								18.		
vCu, unblocked vol	179	64	64	Special control of the properties of		SEESESSOONSELE VERSOONS			Martinero (A. A.	
tC, single (s)	6.4	6.2	4.1				14.85	sali		
tC, 2 stage (s)	A 6		0.0							
tF (s)	3.5	3.3 100	2.2 100						# 11 # E	
p0 queue free % cM capacity (veh/h)	100 811	1000	1538		V 75 - E		71 (41)			
	011							1 E E 9	5- III-0	
Direction, Lane #	EB/1	NB 1	SB 1			推 郭漢王				
Volume Total	0	115	64		9 4 6				A 1 图图	
Volume Left	0	0	0	PI: 1-0-4 CHIMA	000000-0400 140.7M ali see			· · · · · · · · · · · · · · · · · · ·		Manual Company
Volume Right	0	0	0							
cSH	1700	1538	1700	. 38 () () () () () () () ()						
Volume to Capacity	0.00	0.00	0.04	\$ 15 11						
Queue Length 95th (ft)	0	0. 0	0. 0			a 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Control Delay (s) Lane LOS	0.0 A	0.0	0.0	(a				18 18 18		
Approach Delay (s)	0.0	0.0	0.0		E 52			- IN 46.4		
Approach LOS	A	. 0.0	0.0						5 17 St 55	
• •		= = =	į.	mag S	+ 25 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -					
Intersection Summary	ela d	7 (1 j j j	0.0	33 3	4. B. B		至 美 - 進	医髓 響		
Average Delay	Name (S		0.0	Benezia antika	NIT IN SEC. S			A A STATE OF THE S		
Intersection Capacity Ut	ilization	arbī	9.1%		O Leve	el of Servic	e III	M All A		
Analysis Period (min)			15				22 E E E			

	•	•	†	-	\	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT 14:	
Lane Configurations	¥		}		•	र्स	
Sign Control	Stop		Free		11 1	Free Community and the second	
Grade	0%		0%			0%	
Volume (veh/h)	7	0	9	56	0	60	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	AND MILES OF THE PARTY OF THE P
Hourly flow rate (vph)	9	0	11	70	0	75	
Pedestrians					4		
Lane Width (ft)							
Walking Speed (ft/s)	menny committee saly.	destinación de la constanta de la constanta de la constanta de la constanta de la constanta de la constanta de			MINORES SEE		
Percent Blockage			11115		k-ie-a		
Right turn flare (veh)	Nissa						
Median type Median storage veh)	None						
Upstream signal (ft)				And State of the			
pX, platoon unblocked		4.4 / E.E.	100.012.2				
vC, conflicting volume	121	46			81		
vC1, stage 1 conf vol		- TO				再有一种,我们,我也就不是一 <u>一一种,我们就是</u> 到一个,我们的一个的,这一里就是 是 你就想了。"""	
vC2, stage 2 conf vol	150						1.4
vCu, unblocked vol	121	46			81		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)			WEXTER - 1 4-4	SENSENCE	Equipment of the		W48800,000000000000000000000000000000000
tF (s)	3.5	3.3			2.2		
p0 queue free %	99	100		78C 8800 C T C T C S S C S C S S C S S C S S C S S C S S C S S C S S C S S C S S C S S C	100	**************************************	
cM capacity (veh/h)	879	1029	Miki		1529		
Direction, Lane #	WB1	NB 1	SB 1	- B			
Volume Total	9	81	75				
Volume Left	9	0	0				
Volume Right	0	70.	0				
cSH	879	1700	1529		ORDER OF AMERICAN - IN THE L		·
Volume to Capacity	0.01	0.05	0.00				M.
Queue Length 95th (ft)	1	0	0	Danasakoon d Elskinsoo			months and a vice
Control Delay (s)	9.1	0.0	0.0		al I		
Lane LOS	Α						.5(5)/5(E)#####
Approach Delay (s)	9.1	0.0	0.0	15 8			
Approach LOS	Α						
Intersection Summary							18
Average Delay	of after AC 100	Cope Avendado dalla continu	0.5	2-y			antanomino
Intersection Capacity Ut	ilization	le li	13.9%	- I (CU Leve	el of Service A	
Analysis Period (min)		Market Control of the	15		224		######################################
		1 B 146					

	•	•	†	~	\	↓		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	¥		ß			4		
Sign Control	Stop		Free			Free		
Grade	0%		0%	Section Sectio	8879	0%	ACCIONA AND AND AND AND AND AND AND AND AND A	\$50000 - 1 - Add \$5000
Volume (veh/h)	56	0	47	6	0	19		
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74		
Hourly flow rate (vph)	76	0	64	8	0	26		
Pedestrians			· · · P· h · · S · B · · · · · · · · · · · · · · ·					man of all transferance
Lane Width (ft)								
Walking Speed (ft/s)		2000 C-000 000 000 000 000 000 000 000 00	######################################		ALIK I w Zooren	gm		manacini — pri vedebahata
Percent Blockage	11.65	51181			4 11.5			
Right turn flare (veh)				, sngasteret de kalik				ADMINISTRAÇÃO (ACOR
Median type	None							- 1
Median storage veh)			BESSELVA-7		ension of			
Upstream signal (ft)				\$1.5.1 X				125
pX, platoon unblocked	00	co			70			
vC, conflicting volume vC1, stage 1 conf vol	93	68			72			
vC1, stage 1 conf vol					VE SE			
vCu, unblocked vol	93	68			72			
tC, single (s)	6.4	6.2			4.1			
tC, 2 stage (s)	U.7	U.Z			7.5			
tF (s)	3.5	3.3			2.2			
p0 queue free %	92	100			100	1977		
cM capacity (veh/h)	912	1001			1541			74.
	WB1	NB 1	SB 1					
Direction, Lane # Volume Total	76	72	36 I 26		A SEC.			
Volume Left	76 76	0						
Volume Right	0	8	0					
cSH	912	1700	1541					
Volume to Capacity	0.08	0.04	0.00	151				
Queue Length 95th (ft)	7	0.04	0.00					
Control Delay (s)	9.3	0.0	0.0		1 49 L			
Lane LOS	A				20 A. A.	-2003		All (1)
Approach Delay (s)	9.3	0.0	0.0		Si Hu			404
Approach LOS	A			Residence and Control				S per el minosion
Intersection Summary		12	1 2 5 1	10 THE ST	i s	ragion complete		
Average Delay	55		4.1		H			
Intersection Capacity Ut	ilization	5 N E.E.	13.3%	10	CILL eve	el of Service	A	45 II II
Analysis Period (min)			15.5 %			J. OI SOI VICE		
	15 Tab							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4			€}-		:	4	
Sign Control		Free		* Pala	Free			Stop			Stop	
Grade	MEDICAL ST.	0%	**************************************		0%	COLUMN TO COMMUNICATION CONT. CO.	Shirt 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0%		Device week William	0%	
Volume (veh/h)	9	330	0	0	376	50	0	0	7.1	55	0	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	355	0	0	404	54	0	0	1	59	0	12
Pedestrians												
Lane Width (ft)								744	4 1 1			
Walking Speed (ft/s)							. , , , , , , , , , , , , , , , , , , ,					
Percent Blockage			iik				11		68			
Right turn flare (veh)												
Median type					有数据			None			None	
Median storage veh)												
Upstream signal (ft)					1124	H.		k 391				
pX, platoon unblocked												
vC, conflicting volume	458			355	ka a a	14.18	817	832	355	806	805	431
vC1, stage 1 conf vol		· · · · · · · · · · · · · · · · · · ·	BXC288800000048-0				-8/X: V VIII.A. (1970)	ALMOY VENTON	2 V. Amilia			
vC2, stage 2 conf vol												
vCu, unblocked vol	458		99960000000000000000000000000000000000	355	0/14/4/00/00/00/00/00/00/00/00/00/00/00/00/		817	832	355	806	805	431
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)				-51	××	00000000000000000000000000000000000000	MAGNICIA			ST 4772 L 1514890		
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3,3
p0 queue free %	99		DESTRUCTION OF THE RESERVED OF	100		Rimmood Case Zoon	100	100	100	80	100	98
cM capacity (veh/h)	1092	5 i ba		1177	74 14	R L	289	303	691	300	315	628
Direction, Lane#	EB 1	WB 1	NB 1	SB 1		朝 [6]		111		744		1.11
Volume Total	365	458	1	71		B 84		H. I	P 19			
Volume Left	10	_0	0	59	eren - de Billionski		Committee Charles	###### - NO DISTUR				RESIDENCE TO THE SEC
Volume Right	0	54	11,11	12		# FG	100		181			
cSH	1092	1177	691	329	680010 0011111100		SECTION OF THE RESERVE		, szák Gilyalissasásás		J. 60 aggress was	managama (A.14
Volume to Capacity	0.01	0.00	0.00	0.22	en su			1450				
Queue Length 95th (ft)	1	0	0	20					ess since			457
Control Delay (s)	0.3	0.0	10.2	18,9		155 H	3.6					2.5
Lane LOS	A		В	С	argatik kalantor ili	in Bright Stell			e again	ar and Spirit	4 ATT 5	allera de la company de la company de la company de la company de la company de la company de la company de la
Approach Delay (s)	0.3	0.0	10.2	18.9			5 8 M 8 M			5 J. 15.	9.1.25	
Approach LOS			В	С								
Intersection Summary		制造 [1.11				化性性	4 1 5	F & 54	14 基金	1.3	
Average Delay			1.6			The state of the s	NAMES OF THE OWNER.	III. S. S. S. S. S. S. S. S. S. S. S. S. S.			Hadanienia Arabica	
Intersection Capacity Ut Analysis Period (min)	Ilization	E P E P	41.7%	1	SU Leve	el of Ser	vice		# A	541		
Analysis Fellou (IIIII)		(Surpiche)	15						17.0	of operate.		
						20 July 19 Jul	14 350		# <u>[</u>	8 2 1		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			↔			- 43→			€	
Sign Control		Free			Free	a la la		Stop	16.51		Stop	
Grade	***************************************	0%		· · · · · · · · · · · · · · · · · · ·	0%			0%			0%	
Volume (veh/h)	4	484	3	0	345	50	0	0	1	61	0	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	538	3	0	383	56	0	0	1 11	68	0	8
Pedestrians			al-ty Calabatan on the second		econocoro- + 15		-15.0.000		./ w-1 - C00000-p-14040000	MINISTER STATES	INFORMATION AND A	v4-56000000000000000000000000000000000000
Lane Width (ft)							100		5 L			
Walking Speed (ft/s)		Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria Ma		. 8. 04. 1.) - 1.00.		unilan salamay kalansi	WALL CALLS					C. 21.20-24.000000000000000000000000000000000
Percent Blockage	AL BE			664			1, 2, 5					
Right turn flare (veh)		G.	ared teman				2.55		The said of the latest			
Median type	4 15		Y54 []		A H		1 145	None	位制 11		None	554
Median storage veh)	20		sys. Susa		4404							
Upstream signal (ft)					1124	ille Sext						
pX, platoon unblocked vC, conflicting volume	439			541			967	987	539	961	961	411
vC1, stage 1 conf vol	438			341			901	907	. 559 -	301	901	411
vC1, stage 1 conf vol	545750 9 0											era er
vCu, unblocked vol	439			541			967	987	539	961	961	411
tC, single (s)	4.1	A 24		4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)					die Ge				AL SIMPLE			* * * Y * T
tF (s)	2.2			2.2	- 25		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100	58 89		100	100	100	71	100	99
cM capacity (veh/h)	1126			1027		647	232	248	546	234	254	639
Direction, Lane#	EB 1	WB1	NB 1	SB 1	E. 4	111	制度 1	14.	1 2 6	411	1963	11:11
Volume Total	546	439	1	76			- 15 1		1 2 5			
Volume Left	4	0	0	68				rownercy*******	· >>: >=================================	H30000-000HEE ; 77 / 17 / 77 / 77 / 77 / 77 / 77 / 77		
Volume Right	3	56	1	8					旗。			
cSH	1126	1027	546	250								
Volume to Capacity	0.00	0.00	0.00	0.30		4 4 6					1 4 5 4	
Queue Length 95th (ft)	0	0	0	31	manner - ordan - Military	-000808004	IIIIII\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			: Ask:: Dried from Salaring max	HIIIII X r s w' chara mobalisti	. Marini
Control Delay (s)	0.1	0.0	11.6	25.5					## 1 P			111
Lane LOS	Α		В	D		20000000000000000000000000000000000000				00000000000000000000000000000000000000		aususus III a en en en en en en en en en en en en en
Approach Delay (s)	0.1	0.0	11.6	25.5	M Eb	115	19.	114		18 L s	41111	
Approach LOS			В	D								
Intersection Summary	33. 3	\$ \$ \$ \$ \$ \$		· III	基 题			135				
Average Delay			1.9					95240/40		en en en en en en en en	1005 J. F. William	
Intersection Capacity Ut	ilization		46.0%		GU Lev	el of Ser	vice		LE A		FAR	
Analysis Period (min)	88000100005.4VV		15			1.25 (2.29)						eret Arres

	٦	→	*	1	4-	•	4	†	<i>></i>	\		1
Movement	EBL	EBT	EBR	WBL	WBT	WBR 1	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኣ	7>		ሻ	<u>}</u>			₩			44	
Sign Control		Free		185	Free			Stop			Stop	
Grade	CONDUCTOR 1 - 1 1969	0%	900000 0000 - 1-2:08-42	-74 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	0%	AND DELL'INDEMNERS		0%	TO TO THE PARTY OF	1000 C	0%	
Volume (veh/h)	1 1	378	15	20	395	19	_ 21	1	23	4	1	3
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)	1	411	16	22	429	21	23	1	25	4	1	3
Pedestrians		and an experience of the second of the secon		7 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		CACAM-DOLLAR TO THE PARTY OF TH		P.000000000000000000000000000000000000				
Lane Width (ft)								f la fla				
Walking Speed (ft/s)					, , , , , , , , , , , , , , , , , , , ,		And adjusted in \$4 and a second					
Percent Blockage						DE LE				111:		
Right turn flare (veh)												
Median type	i Bi ti k				1 k 92			None			None	
Median storage veh)												
Upstream signal (ft)			5 I B		685	53 6		7 8 1	7 1	1111		
pX, platoon unblocked												
vC, conflicting volume	450	r II (II da		427		15.5	898	915	419	922	912	440
vC1, stage 1 conf vol												
vC2, stage 2 conf vol									4112			
vCu, unblocked vol	450			427			898	915	419	922	912	440
tC, single (s)	4.1			4.1			7.2	6.6	6.2	7.1	6.5	6.2
tC, 2 stage (s)					- S. V. on decouplants	T	2000 Contract - 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		NAME OF TAXABLE PARTY.			
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	X.14.14404411111111111111111111111111111	**************************************	98	^	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	91	100	96	98	100	99
cM capacity (veh/h)	1100			1116	441		251	264	628	238	270	622
Direction, Lane #	EB 1		WB 1	WB 2	NB 1	SB 1	17	\$1. F	1 1541	27.5	510.49	13
Volume Total	1	427	22	450	49	9-						LIE
Volume Left	1	0	22	0	23	4	Ul sometiment					
Volume Right	0	16	0	21	25	3						
cSH	1100	1700	1116	1700	363	316			.XC.yclessissis			x According to
Volume to Capacity	0.00	0.25	0.02	0.26	0.13	0.03	76 II.	B 11				
Queue Length 95th (ft)	0	0	1	0	12	2	Hillanderse Fred					
Control Delay (s)	8.3	0.0	8.3	0.0	16.5	16.7						
Lane LOS	A		A	East Control	C	C	e ku					100
Approach Delay (s)	0.0		0.4		16.5	16.7						
Approach LOS					С	С						
Intersection Summary		1111	\$ 1 /1/2		010	事性 数	1961 F 2	14 4	围装量	10 基 基 5	11.5	
Average Delay		Marine Co. 117 Bergaran	1.2			englet (S. 200 egenisid	٠		a wallong and	12/2/2018/00/00/00	and the same	
Intersection Capacity U	tilization	1611	31.9%	10	JU Leve	el of Ser	vice	a Ari	A	Ta A		
Analysis Period (min)			15									
						J. P. H.					1655	

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Movement 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	}-		ሻ	^}			4			43-	
Sign Control		Free			Free	H H I		Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	460	76	60	312	12	68	. l. 1	76	58	3	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	4	489	81	64	332	13	72	1 1	81	62	3	2
Pedestrians		M4000000000000000000000000000000000000	ar a annual Myronia an an	HICKORY - NORTHWAY	A	sumpro-server are shift	E00/77700##00000	***************************************		TOTAL PROPERTY OF THE PARTY OF		A
Lane Width (ft)	The Marie				- 7 J			LV II		54 B		
Walking Speed (ft/s)	E 41		SSERVED TO A VICE-LA				transisti Skoto and 1 Scinya, voc			- 24	e - v. ondersonen	***************************************
Percent Blockage					A. S		l 56 f		475			55 L
Right turn flare (veh)	Personal Property Commission					U.S.		ana ana ana ana ana ana		25		ALL SEALES
Median type				9 9		i de la	B 38	None			None	
Median storage veh)	SASSES CARRES									A- 54		
Upstream signal (ft)		1514			685	Ta de l			16 2. 1			
pX, platoon unblocked	345			570			1002	1011	530	1045	1045	338
vC, conflicting volume vC1, stage 1 conf vol	345			570			1002	UU	530	1045	1045	- 330
vC1, stage 1 conf vol							Za.	interior (1. Grav				
vCu, unblocked vol	345		1.1.3.3.4	570			1002	1011	530	1045	1045	338
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	7.1				100			- FV.S	E 94		i ky.Y.	State Mark
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94	CST VE	a de la	65	100	85	63	99	100
cM capacity (veh/h)	1220			1002	L L E		208	224	551	168	215	709
- 3 0 000-02-19 100 0-000 CO 10 000 000 000 000 000 000 000 000 000	EB 1	EB 2	WB 1	WB2	NB 1	SB1						
Direction, Lane # Volume Total	4	570	64	345	154	67		21 E			e Berie	121
Volume Left	4	0	64	0	72	62		/E / 27 III.				\$4.5
Volume Right	0	81	0	13	81	2						
cSH	1220	1700	1002	1700	309	174	AUG		tra i			
Volume to Capacity	0.00	0.34	0.06	0.20	0.50	0.38	W. Bla					
Queue Length 95th (ft)	0	0	5	0	66	42		12 23 - 140				in Scorenza and
Control Delay (s)	8.0	0.0	8.8	0.0	27.7	38.0			# 11 1			
Lane LOS	Α		Α	A	D	Е	SIETE SINCE		701 X X X X X X X X X X X X X X X X X X X	OCHES CASE A SERVE		
Approach Delay (s)	0.1		1.4		27.7	38.0	I A	1155		II le i	F153	18 14 14
Approach LOS	and the second		render 2018/9		D	E					58.75mm12.70mm	
Intersection Summary		1.1	5 有真块	医乳毒素	4.45	\$ 11 t	373	1 1	\$ \$ 1 \$ 1			
Average Delay			6.2									
Intersection Capacity Ut	ilization		50.0%	10	CU Leve	of Ser	vice	188	Α	1.1.1		
Analysis Period (min)			15		***************************************	-0.000000-000	Challenge on the Assess	ender a plane ATTAN com-		one-state of the second	7.11718	
												7. 7. 1

Movement FBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR SBT SBT SBR SBT	T. Didrikonomb rka o	Tann	CI DIII	,,,								.,,	
Lane Configurations		•	→	•	•	←	•	4	†	~	\	ļ	1
Sign Control Free	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control Free	Lane Configurations	<u> </u>	1→		¥	- 			4	7		43-	
Volume (veh/h)	Sign Control				7456		haf?			i i s			
Peak Hour Factor 0.92 0.	Grade		0%	######################################	in antiper (DABMANA ruscoca)	0%	84111111111111111111111111111111111111	. 1-70.0411111111111111111111111111111111111	AND THE RESERVE TO SERVE THE PARTY OF THE PA		B080200015 - 3.7699920	CONTRACTOR PROPERTY CONTRACTOR	AND STREET STREET
Peak Hour Factor 0.92 0.	Volume (veh/h)	19		8	68		29	3		_ 50	102		54
Hourly flow rate (vph) 21 393 9 74 424 32 3 7 54 111 4 59	SECOND CONTRACTOR OF THE SECOND PROPERTY OF THE CONTRACTOR OF THE	0.92		0.92			Year - Tell - mail and the mail	0.92	VVIII 219		*:	0.92	0.92
Pedestrians 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 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC3, stage 1 conf vol vC4, single (s)													
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 conf vol vC2, stage 2 conf vol vC4, stage 2 conf vol vC4, stage (s) tF (s) pS		5-5-40 K #42 Blooming			Kinatrorelino Kont	110 A SEC. 100 110 110 110 110 110 110 110 110 11		C SS years and a	ille essenti film		Marin (1997)		
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) DX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol vC5, stage 2 conf vol vC4, stage (s) VC5, stage 2 conf vol vC6, single (s) VC7, stage (s) VC8, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage 2 conf vol vC9, stage (s) VC10, stage (s) V			a dalah dar	ki ji ji			1 1 2		14 54		18.5		
Percent Blockage Right turn flare (veh) Median type None None Median storage veh				CLASSIBLE				MM645077, 9:88	Call Street	Malio May 1995	VEL 200 A- 10	EDONO-ROMEN	
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 vol vCu, unblocked vol tC, 2 stage 2 conf vol vCu, unblocked vol tC, 2 stage 2 conf vol vCu, unblocked vol tC, 2 stage 2 conf vol vCu, unblocked vol tC, 3 single (s) tF (s) 2.2 2.3 3.6 4.1 3.4 3.5 4.0 3.3 p0 queue free % 98 93 98 97 91 33 98 91 cM capacity (veh/h) 1095 1135 160 204 635 165 216 622 Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 SB 1 Volume Total 21 402 74 455 10 54 174 Volume Left 21 0 74 0 3 0 111 Volume Right 0 9 0 32 0 54 59 cSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Cueue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A B F Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service													
Median type None None Median storage veh) 310 Dystream signal (ft) 310 pX, platoon unblocked vC, conflicting volume 455 402 1072 1042 398 1080 1031 440 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 tC, single (s) 4.1 4.2 7.2 6.6 6.3 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.3 3.6 4.1 3.4 3.5 4.0 3.3 p0 queue free % 98 93 98 97 91 33 98 91 MC capacity (veh/h) 1095 1135 160 204 635 165 216 622 Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 SB 1 Volume Left 21 402 74 45								Ellisa Pilis Selec	2.2				
Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume				EQUIT IN	177	- BH 183		3	None-	- 11-13b	196	None	
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume			Sarge Special Control of the Control	######################################	tion of the			200	X45:50-10000000	(2008)			X-40-501 - 018/8
pX, platoon unblocked vC, conflicting volume 455				a fare sa		310							
vC, conflicting volume 455 402 1072 1042 398 1080 1031 440 vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 vCu, unblocked vol 455 402 42 72 6.6 6.3 7.1 6.5 6.2 tC, stage (s) 41 4.2 2.3 3.6 4.1 3.4 3.5 4.0 3.3 p0 queue free % 98 93 98 97 91 33 98 91 91 33 98 91						#EX07.EV		HSB2xxxX(c)					eers tree
vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 tC, single (s) 4.1 4.2 7.2 6.6 6.3 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.3 3.6 4.1 3.4 3.5 4.0 3.3 p0 queue free % 98 93 98 97 91 33 98 91 cM capacity (veh/h) 1095 1135 160 204 635 165 216 622 Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 SB 1 Volume Total 21 402 74 455 10 54 174 Volume Left 21 0 74 0 3 0 111 Volume Right 0 9 0 32 0 54 59 cSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A		455			402			1072	1042	398	1080	1031	440
vC2, stage 2 conf vol vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 tC, single (s) 4.1 4.2 7.2 6.6 6.3 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.3 3.6 4.1 3.4 3.5 4.0 3.3 p0 queue free % 98 93 98 97 91 33 98 91 cM capacity (veh/h) 1095 1135 160 204 635 165 216 622 Direction, Lane # EB1 EB2 WB1 WB2 NB1 NB2 SB1 Volume Total 21 402 74 455 10 54 174 Volume Right 0 9 0 32 0 54 59 CSH 1095 1700 1135 1700 187 635 221 Volume Right <			1577'y NEW Y.				W. 7. 52	AND AND A		1841 A. T. T.	×5 707.00		T.
vCu, unblocked vol 455 402 1072 1042 398 1080 1031 440 tC, single (s) 4.1 4.2 7.2 6.6 6.3 7.1 6.5 6.2 tC, 2 stage (s) tF (s) 2.2 2.3 3.6 4.1 3.4 3.5 4.0 3.3 p0 queue free % 98 93 98 97 91 33 98 91 cM capacity (veh/h) 1095 1135 160 204 635 165 216 622 Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 SB 1 Volume Total 21 402 74 455 10 54 174 Volume Left 21 0 74 455 10 54 174 Volume Right 0 9 0 32 0 54 59 CSH 1095 1700 1135 1700 187 635 221 Volume Left			4										
tC, single (s)		455	RATE TOWN		402	i i i i i i i i i i i i i i i i i i i	(17.1X)	1072	1042	398	1080	1031	440
tC, 2 stage (s) tF (s)													
tF (s)		TOP MADE SOURCE	######################################		- 0 8 MARIO DE TOTAL	Mar 1 - Sv648668			A			Market Market	e s questimentes
p0 queue free % 98 93 98 97 91 33 98 91 cM capacity (veh/h) 1095 1135 160 204 635 165 216 622 Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 SB 1 Volume Total 21 402 74 455 10 54 174 Volume Left 21 0 74 0 3 0 111 Volume Right 0 9 0 32 0 54 59 cSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A		2.2	Autoria.		2.3		S See Barrie	3.6	4.1	3.4	3.5	4.0	3.3
CM capacity (veh/h) 1095 1135 160 204 635 165 216 622 Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 SB 1 Volume Total 21 402 74 455 10 54 174 Volume Left 21 0 74 0 3 0 111 Volume Right 0 9 0 32 0 54 59 cSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A A D B F Intersection Summary Average Delay		HINDER COLORED SP 450 PM			\$1.0 cm (2.0 cm)	1.5		CONTRACTOR OF THE PARTY OF THE	To the same of the	Seeming to the seeming of the seemin	CHICAGO CONTRACTOR CON	SALE CONTRACTOR SOCIETY	
Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 SB 1 Volume Total 21 402 74 455 10 54 174 Volume Left 21 0 74 0 3 0 111 Volume Right 0 9 0 32 0 54 59 cSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A A D B F Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Le							uga f						
Volume Total 21 402 74 455 10 54 174 Volume Left 21 0 74 0 3 0 111 Volume Right 0 9 0 32 0 54 59 cSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A	ELECTRONICATION CONTRACTOR AND AND AND AND AND AND AND AND AND AND	White process of a garden for the following	FR 2	WR 1		NR 1	NR 2	00000000000000000000000000000000000000	33 de 16				
Volume Left 21 0 74 0 3 0 111 Volume Right 0 9 0 32 0 54 59 cSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25:3 11.2 63:0 Lane LOS A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A					4.6		· ·		7 4	276.1	3 14 1	572.0	
Volume Right 0 9 0 32 0 54 59 cSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A	manager and the property of th	COLUMN TO THE PROPERTY OF		Commonwealth of the Section		The state of the s		Manual 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NUMBER OF STREET	Base Sile #	W. T. S.		
CSH 1095 1700 1135 1700 187 635 221 Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A												1147123	
Volume to Capacity 0.02 0.24 0.07 0.27 0.05 0.09 0.79 Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A			THE PARTY OF THE P		Section of the Assessment of the Contract of t		The Control of the Co				A. 69 (11)		
Queue Length 95th (ft) 1 0 5 0 4 7 141 Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary A A Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A											1245		
Control Delay (s) 8.4 0.0 8.4 0.0 25.3 11.2 63.0 Lane LOS A A B B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A	WHEN THE TAXABLE PROPERTY OF THE PROPERTY OF T	C				* *=31-7-*********************************	00300000000000000000000000000000000000				E 59 95	III bula	
Lane LOS A A D B F Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A							-		W EL				
Approach Delay (s) 0.4 1.2 13.4 63.0 Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A			N. 29. Y		y.v.	Control of the street	- Neg Pr	- 00.0 F	A 278 - 1971 - 1	0.400		N. S.	
Approach LOS B F Intersection Summary Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A								63.0	100	E F			10 Jul 4
Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A				A GAT	n bala	CONTROL CONTROL OF THE		Complete Street Street	B. H. Mari		T. 774 B	E. T. U.S.	
Average Delay 10.6 Intersection Capacity Utilization 51.4% ICU Level of Service A	Intersection Summary				· LA	E AZ	111	L N St	5 e - 10 e		£1 <u>4.</u>	15.2 5	
Intersection Capacity Utilization 51.4% ICU Level of Service A				10.6									
		lization				CU Leve	el of Ser	vice		Α			7) E i
				NORTH CONTROL OF THE PARTY OF T	and the second s		e since at a	27-7 39-18	OTATA STATE		py value ve High of the	2000 FE	AND STATES
		1 5 I	F#\$4.5	A de Fi	111	90-11		1 E 1	EN EE.	\$76 B			8 1 E

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†		ħ	1→			4	ř		4	
Sign Control		Free	31114		Free		i i i	Stop			Stop	
Grade		0%	2 2 Miles Astro-Inno-March		0%	***************************************	Brillian Company of the State o	0%		77.50.007.4700.0000000000000000000000000	0%	A MODELL CONTRACTOR
Volume (veh/h)	68	491	25	157	341	52	20	12	155	36	8	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	72	522	27	167	363	55	21	13	165	38	9	24
Pedestrians	A CONTRACTOR STATE				parte and the	- Table 1915						
Lane Width (ft)		l (T. E.				Ta Ala 15			484			
Walking Speed (ft/s) Percent Blockage			- Ereliäss			1117 E E 1						
Right turn flare (veh)		de de de la	11114	40.34	BEATE	ALC: 212						
Median type	The second		10000					None	5844 B		None	Odsat v 1724 St. Sec. Sec.
Median storage veh)	, Hills Hill	u ile e		1 11 11 11 11	75G-1 (Ellis			INCHE		4 12 SX	110110	
Upstream signal (ft)	24	44.64			310				3 7. 3			
pX, platoon unblocked	0.99						0.99	0.99		0.99	0.99	0.99
vC, conflicting volume	418			549		M 45	1406	1432	536	1563	1418	390
vC1, stage 1 conf vol	A STATE OF STREET	8.18111111 TANE	BESTURNING ALL	**************************************	AT A NOT SHIP THE PARTY.	DEN DEN DEN DE CARROL	: Balancia (1997)	Tulinima harana sanima sa		79x (IISA) IIISATTRIBILIAN	90 Marie 10 Marie	
vC2, stage 2 conf vol			F 6 B 4				la la	7: E	L LEF			
vCu, unblocked vol	415			549	######################################		1408	1435	536	1566	1420	387
tC, single (s)	4.1	i i i i i i i i i i i i i i i i i i i		4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)			Water Principle Assessment			wante and the same	····		No. 1. As also considerate socialists			
tF (s)	2.2	1 15 to	Mas	2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			84	00 miles 200 55 4 cc		76	88	70	20	92	96
cM capacity (veh/h)	1138			1021		That.	87	104	545	48	107	662
Direction, Lane#	EB 1	EB 2	WB1	WB 2	NB 1	NB 2	SB 1			\$6	5542	
Volume Total	72	549	167	418	34	165	71			l B. He	7145	
Volume Left	72	0	167	0	21	0	38				** W.A. 47.	
Volume Right	1420	4700	1004	55	0	165	24	1. 1. 1.	E E 4		16.1	
cSH	1138	1700	1021 0.16	1700	93	545 0.30	78	SK/SECKHO III	1.5.05	Maria III	754	
Volume to Capacity Queue Length 95th (ft)	0.06 5	0.32 0	15	0.25 0	0.37 36	32	0.91 119		uf.			
Control Delay (s)	8.4	0.0	9.2	0.0	64.5	14.4	171.0	Est	512		- IL II	
Lane LOS	0. 4 A	0.0	3.Z A	0.0	- 0 4 .3	, 14.4 B	F	LI ES			100	
Approach Delay (s)	1.0	M. L. F.	2.6		23.0		171.0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		A PAGE I	
Approach LOS	E CAME	Y PENNED TOL			C	Billion Silk	, , , , F			Park Park	UPA CA IS	
• •						18 TES		7 E		- 4455	F 2 1 5 1 2 2 2 2 1	95th 115
Intersection Summary Average Delay	制度 上 4		12.8	10 30	e wii		計		100		多點 查 道	沙鞋 基
Intersection Capacity Ut	ilization		12.8 56.5%	1/	`III 6\"	el of Ser	vice	15 43 B	В			
Analysis Period (min)	mzauut		15	, and a 20	OG FEAS	A OI 261	TICG		U	15 101	tebalt 57	
Analysis i Glou (IIIII)	71.1		13	12.55	445 E	F - 7.					1125	
SUMMERS OF THE PROPERTY OF SERVICES.					V Meta III				martin Alsa I			

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Movement / / /	EBT	EBR	WBL	WBT	NBL	NBR .	
Lane Configurations		7*	ሻ		ካ	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	004000000000000000000000000000000000000
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00.	4
Frt	1.00	0.85	1.00	1.00	1.00	0.85	ACCESSATION
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1827	1553	1736	1827	1703	1524	
Fit Permitted	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1827	1553	1736	1827	1703	1524	
Volume (vph)	43	479	434	71	408	242	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	46	515	467	76	439	260	
RTOR Reduction (vph)	0	0	0	0	0	50	
Lane Group Flow (vph)	46	515	467	76	439	210	
Heavy Vehicles (%)	4%	4%	4%	4%	6%	6%	
Turn Type		custom	Prot		C	custom	
Protected Phases	4	457	3	8	567	3567	
Permitted Phases				i Bi		567	
Actuated Green, G (s)	14.1	77.2	20.1	37.2	69.1	93.2	
Effective Green, g (s)	14.1	77.2	20.1	38.2	69.1	93.2	
Actuated g/C Ratio	0.12	0.67	0.17	0.33	0.60	0.81	
Clearance Time (s)	4.0	1414	4.0	5.0			
Vehicle Extension (s)	3.0		3.0	3.0			
Lane Grp Cap (vph)	223	1040	303	605	1021	1232	
v/s Ratio Prot	0.03	c0.33	c0.27	0.04	c0.26	0.14	
v/s Ratio Perm						可强烈 对人对对某人的最高人的 计多数对对语言	
v/c Ratio	0.21	0.50	1.54	0.13	0.43	0.17	
Uniform Delay, d1	45.6	9.4	47.6	26.9	12.5	2.5	
Progression Factor	1.00	1.00	1.00	1.00	0.28	0.00	
Incremental Delay, d2	0.5	0.4	259.4	0.1	0.2	0.0	
Delay (s)	46.0	9.8	307.0	27.0	3.7	0.0	
Level of Service	D	Α	l F	С	A		
Approach Delay (s)	12.8			267.8	2.4		
Approach LOS	В		111	F	Α	性、治理性化、 。	
Intersection Summary		BAL	191	14 数			
HCM Average Control D	elay	1111	85.6	I I	ICM Le	evel of Service	
HCM Volume to Capaci		roses militario	0.68	er yannyu maeyaka andi Afri	and the same same		myssociosidis
Actuated Cycle Length (115.3	14 E	Sum of I	lost time (s) 8.0	
Intersection Capacity Ut			60.4%			rel of Service B	miskik #A
Analysis Period (min)	Y L		15				
c Critical Lane Group	****	CHARLES (MILES POR			minimo (*1128-54-54-54)		WATER STREET
							

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Movement:	EBT	EBR	WBL	WBT.	NBL	NBR	
Lane Configurations	A	7	75	^	ነ	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.2. V V V V V V V V V V V V V V V V V V
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1881	1599	1787	1881	1770	1583	
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1881	1599	1787	1881	1770	1583	
Volume (vph)	124	552	352	109	434	335	· · · · · · · · · · · · · · · · · · ·
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	132	587	374	116	462	356	
RTOR Reduction (vph)	0	0	0	0	0	47	
Lane Group Flow (vph)	132	587	374	116	462	309	
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	
Turn Type	136.5	custom	Prot		Printed Section Control by the	ustom	
Protected Phases	4	457	3	8	567	3567	
Permitted Phases				145 4		567	
Actuated Green, G (s)	14.1	79.4	20.0	37.1	71.4	95.4	
Effective Green, g (s)	14.1	79.4	20.0	38.1	71.4	95.4	
Actuated g/C Ratio	0.12	0.68	0.17	0.32	0.61	0.81	
Clearance Time (s)	4.0	1459	4.0	5.0			
Vehicle Extension (s)	3.0		3.0	3.0			
Lane Grp Cap (vph)	226	1081	304	610	1076	1285	
v/s Ratio Prot	0.07	c0.37	c0.21	0.06	c0.26	0.20	
v/s Ratio Perm						A-14-2	
v/c Ratio	0.58	0.54	1.23	0.19	0.43	0.24	
Uniform Delay, d1	48.9	9.8	48.8	28.6	12.2	2.6	
Progression Factor	1.00	1.00	1.00	1.00	0.35	0.00	
Incremental Delay, d2	3.8	0.6	129.0	0.2	0.2	0.1	
Delay (s)	52.7	10.3	177.8	28.7	4.5	0.1	
Level of Service	D	В	F	_M C	Α	A	
Approach Delay (s)	18.1	National Indiana		142.5	2.6		
Approach LOS	В			F	Α		
Intersection Summary	71 - 17 - 17 - 17 - 17 - 17 - 17 - 17 -	4111				76 U - 48	
HCM Average Control D	2,45	1.53	41.9	11	ICM Le	vel of Serv	ice D
HCM Volume to Capacit			0.65				and their and any and any and any and any and any and any and any and any and any and any and any and any and any
Actuated Cycle Length (117.5		COLUMN TO THE PROPERTY OF THE	ost time (s	
Intersection Capacity Ut	ilization		60.3%	ı	CU Leve	el of Servic	е В
Analysis Period (min)	11.5		15		101 4	事 告押。	以自己的人类。在一个人的工程,是一个人
c Critical Lane Group							

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SI	SBR
Lane Configurations 4 7 7 7 4	
	900
Total Lost time (s) 4.0 4.0 4.0 4.0 4.0	,
Lane Util. Factor 1.00 1.00 1.00 0.95	
Frt 1.00 0.85 1.00 1.00 0.95	
Flt Protected 0.95 1.00 0.95 1.00 1.00	
Satd. Flow (prot) 1742 1553 1736 1827 3335	
Flt Permitted 0.95 1.00 0.95 1.00 1.00	1. 5.
Satd. Flow (perm) 1742 1553 1736 1827 3335	
Volume (vph) 0 0 0 148 5 239 138 385 0 0 608 2	289
	0.91
	318
RTOR Reduction (vph) 0 0 0 0 0 211 0 0 0 48	0
Lane Group Flow (vph) 0 0 0 168 52 152 423 0 0 938	0
Heavy Vehicles (%) 0% 0% 0% 4% 4% 4% 4% 4% 4% 3% 3% 3%	3%
Turn Type Split Prot Prot	
Protected Phases 7 7 7 1 5 2 3 4	
Permitted Phases	
Actuated Green, G (s) 22.6 22.6 11.7 32.5 69.0	~~
Effective Green, g (s) 22.6 22.6 11.7 32.5 69.0	
Actuated g/C Ratio 0.20 0.20 0.10 0.28 0.60	
Clearance Time (s) 4.0 4.0 4.0 4.0	
Vehicle Extension (s) 3.0 3.0 3.0 3.0	
Lane Grp Cap (vph) 341 304 176 515 1996	
v/s Ratio Prot c0.10 0.03 0.09 c0.23 c0.28	
v/s Ratio Perm	Vije ja ja
v/c Ratio 0.49 0.17 0.86 0.82 0.47	WWW.W.
Uniform Delay, d1 41.2 38.5 51.0 38.7 12.9	
Progression Factor 1.00 1.00 1.00 0.79	APPENDING A
Incremental Delay, d2 1.1 0.3 32.8 10.2 0.1	97.6 11 11
Delay (s) 42.4 38.8 83.8 48.8 10.3	216-1980-1990
Level of Service D D F D B	
Approach Delay (s) 0.0 40.2 58.1 10.3	NOS SIUMPONIKA
Approach LOS B B	- 56 E
Intersection Summary	
HCM Average Control Delay 30.6 HCM Level of Service C	
HCM Volume to Capacity ratio 0.57	144 440
Actuated Cycle Length (s) 115.3 Sum of lost time (s) 8.0	
Intersection Capacity Utilization 52.2% ICU Level of Service A	
Analysis Period (min) 15	
c Critical Lane Group	

	۶	-	•	•	←	•	4	†	/	\	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					स	7	ሻ	†			†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		manacomana Acchania ket es	CONCERNENT	00C241.51.44884-800000000000000000000000000000000	4.0	4.0	4.0	4.0	Mc::00000000,	CIXIIIA III AAAAAAAAAAAAAAAAAAAAAAAAAAAA	4.0	Rec s. 4 Money
Lane Util. Factor					1.00	1.00	1.00	1.00			0.95	
Frt	SSSERVED CONTRACTOR OF STREET		**************************************		1.00	0.85	1.00	1.00			0.96	DESCRIPTION OF THE PARTY OF THE
Fit Protected	1.61				0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				MINOR II 12.20***	1811	1615	1787	1881	######################################	Z C KIDERMON HIROMANNON IL	3430	
FIt Permitted		134			0.95	1.00	0.95	1.00	141.4		1.00	
Satd. Flow (perm)	(0.03) -9				1811	1615	1787	1881			3430	
Volume (vph)	0	0	0	201	3	376	72	411	0	0	658	242
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	226	3	422	81	462	0	0	739	272
RTOR Reduction (vph)	0	0	0	0	0	339	0	0	0	0	30	0
Lane Group Flow (vph)	0	0	0	0	229	83	81	462	0	0	981	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Turn Type				Split	li k li	Prot	Prot					M 14
Protected Phases		#20000 V-154-6		7	7	7	1	5	Logith Millionshilling	KUPHKIII MAALKIIPII TIILE	234	
Permitted Phases	No File A			18	3 3 4			SHEED		a de l		
Actuated Green, G (s)		MCD000000000000000000000000000000000000	Committee and the committee of the commi		23.2	23.2	10.0	34.1	27	OCCUPATION SERVICES	72.3	*
Effective Green, g (s)	W 41				23.2	23.2	10.0	34.1		Ta Th	72.3	
Actuated g/C Ratio			Error more franchischer	and a found of a management	0.20	0.20	0.09	0.29			0.62	. 4.1 1 3-21 11
Clearance Time (s)					4.0	4.0	4.0	4.0		# 5 E		
Vehicle Extension (s)	MINORAL TO 7 1912 121		20° XXIII	20.0000	3.0	3.0	3.0	3.0			SC) C 12 1000 A-CT0000000000	
Lane Grp Cap (vph)			18.00		358	319	152	546			2111	
v/s Ratio Prot					c0.13	0.05	0.05	c0.25	''/'Yr:::::noncarfast 000000000	**************************************	c0.29	ann ann ann ann an an an
v/s Ratio Perm								783				
v/c Ratio	Hara and complete and	And And And And And And And And And And	DOUBLE DESCRIPTION	CHRONICO CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CO	0.64	0.26	0.53	0.85		maccomotac scool	0.46	Martin Salar Control Control
Uniform Delay, d1		5555			43.3	39.9	51.5	39.2			12.2	15.53
Progression Factor	······································	0000001X000000000000000000000000000000	s tarskravitalisinging	× 1100 1 000 1000 000 000 000 000 000 00	1.00	1.00	1.00	1.00	Miledon d B. VIII.		0.98	
Incremental Delay, d2		433	114	HINE	3.7	0.4	3.6	11.6	labil.		0.1	
Delay (s)			* E		47.0	40.3	55.1	50.8		SCHOOL STORY	12.1	COMMON TO THE STATE OF
Level of Service			SEE SEE		D.	D	E	D.			. B	
Approach Delay (s)	**************************************	0.0	111 V 1111 V 111 V	MINISTER STATE OF THE STATE OF	42.7	V-3-V-40.		51.4	AN OX. MICKING TO THE OWN		12.1	
Approach LOS	He Ra	Α		h K. B	D		接上点	D		a E.Ž	В	
Intersection Summary		888	6.2 - 3 4	152 6	13		A L			- III. 59 T	11版 &	
HCM Average Control D	olov		30.8	196	ICM Los	/el of S∈	ontico		С	<u> </u>	194	
HCM Volume to Capacit			0.61	· ·	ICIVI LE	vei ui se	ai vice		-			
Actuated Cycle Length (117.5	i i i i i i	um of b	set time	/e\		8.0			
Intersection Capacity Ut			51.6%			ost time el of Ser			- 0.0 A			
Analysis Period (min)	mzation		15)) 	20 FEAR	51 UI OEI	VICE					
c Critical Lane Group			10			elle elle						7.85
Contical Lane Group												

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Movement :	EBL	EBT	EBR	WBL	WBT	WBR	- NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7					†	7	ير	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2000-2000-100-001111-00	4.0	4.0	0 ELI GELLO EL 2003 CARLESSON O 1 0000				4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00				13	1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
FIt Protected		0.95	1.00	455	1.11.4		141	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1740	1553					1827	1553	1752	1845	
FIt Permitted	i de	0.95	1.00			1 b. 16	15 16 16	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1740	1553					1827	1553	1752	1845	
Volume (vph)	162	1.	98	0	- 0	0	0	363	216	301	446	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	176	1	107	0	0	0	0	395	235	327	485	0
RTOR Reduction (vph)	0	0	90	0	0	0	0	0	151	0	0	0
Lane Group Flow (vph)	0	177	17	0	0	0	0	395	84	327	485	0
Heavy Vehicles (%)	4%	4%	4%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Turn Type	Perm		Perm	858				S. Elli	Perm	Prot		
Protected Phases		4			VVVVII		To an extended to	2		1	6	
Permitted Phases	4		4			16 B			2	L 8 1.	2443	1 5
Actuated Green, G (s)		9.1	9.1					20.9	20.9	16.2	41.1	
Effective Green, g (s)		9.1	9.1		4.4			20.9	20.9	16.2	41.1	10.00
Actuated g/C Ratio		0.16	0.16					0.36	0.36	0.28	0.71	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	9.51	272	243					656	558	488	1303	
v/s Ratio Prot	and the second second		Western Commencer State Contribution					c0.22		c0.19	0.26	
v/s Ratio Perm		0.10	0.01			888			0.05			
v/c Ratio	- 175 mm of 1 1 to another 19656 79	0.65	0.07		· · · · · · · · · · · · · · · · · · ·			0.60	0.15	0.67	0.37	
Uniform Delay, d1	n bi	23.1	20.9				id:	15.3	12.6	18.6	3.4	
Progression Factor		1.00	1.00	***************************************				1.00	1.00	1.00	1.00	
Incremental Delay, d2	M	5.5	0.1		15 1 M			1.6	0.1	3.6	0.2	
Delay (s)		28.5	21.1					16.8	12.8	22.2	3.6	
Level of Service	64 [1]	C	C			VIII E.	19 4 4	В	В	C	Α	1.71
Approach Delay (s)		25.7			0.0			15.3			11.1	
Approach LOS		С		86 J	Α			В		4 A 1.	В	
Intersection Summary	看出	is en	1 4	1.5		i to I		18 J	舊 繼 集	独型机		
HCM Average Control D	elay		15.0	H III F	ICM Lev	vel of Se	ervice	1 t 15	В		Hallan.	I II I
HCM Volume to Capaci		gs.augr.g550obid000	0.64		**************************************	.e.settittove.757/McPerHH		ommonto, vocazialisti (PG-91/fi.78)	regularistic et al 1850 I Kill III		ornotpan, adjikija primes	
Actuated Cycle Length (58.2	S	Sum of k	ost time	(s)	1 14 1	12.0		51.4	
Intersection Capacity Ut			73.0%			el of Ser			С			201111010111111111111111111111111111111
Analysis Period (min)	l Mit	lliat	15		hay				19 L		Birl A	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7					†	7	ሻ	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	-X.15.100.00001130000000000000000000000000				4.0	4.0	4.0	4.0	
Lane Util, Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Fit Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1793	1599					1881	1599	1770	1863	
FIt Permitted		0.95	1.00		# # #		611	1.00	1.00	0.95	1.00	115
Satd. Flow (perm)		1793	<u> 159</u> 9					1881	1599	1770	1863	
Volume (vph)	127	2	124	0	0	0	0	338	-284	285	546	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	135	2	132	0	0	0		360	302	303	581	0
RTOR Reduction (vph)	0	0	113	0	0	0	0	0	190	0	0	0
Lane Group Flow (vph)	0	137	19	0	0	0	0	360	112	303	581	0
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm	1111	Perm		2 5 4	A. H		111	Perm	Prot		
Protected Phases	- 30- :::>0-:8078-5>0-00-0008888000	4		-, (* e**** * * ######	000 0000 000 000 000 00 000 00		mcococcilladoro and a si	2	CELIFO V. BRILLING	1	6	***************************************
Permitted Phases	4		4						2	886		
Actuated Green, G (s)	C:	8.0	8.0	*	- Jr - 12,	PB-y-2001313000	**************************************	20.2	20.2	14.5	38.7	
Effective Green, g (s)		8.0	8.0					20.2	20.2	14.5	38.7	45.1
Actuated g/C Ratio	10 - 11	0.15	0.15					0.37	0.37	0.27	0.71	
Clearance Time (s)	16 A	4.0	4.0		E 624			4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0				illulation of the second	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		262	234				's Bill	695	590	469	1318	105.4
v/s Ratio Prot			EDMXXEDIXEDED	. :		DB40000000000000000040000	Section 1974 - Section and the	c0.19		c0.17	0.31	, 15-12 - 16-16-16-16-16-16-16-16-16-16-16-16-16-1
v/s Ratio Perm		0.08	0.01	11.4					0.07			
v/c Ratio		0.52	0.08			**************************************	,	0.52	0.19	0.65	0.44	-1
Uniform Delay, d1		21.6	20.2		1 b. b			13.5	11.7	17.8	3.4	
Progression Factor		1.00	1.00	-1752			I.IIIIII — PECCIONI Z	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.9	0.2			H/A		0.7	0.2	3.1	0.2	
Delay (s)		23.5	20.3					14.1	11.9	20.9	3.6	
Level of Service		С	C					В	В	C	A	
Approach Delay (s)		21.9			0.0			13.1			9.5	
Approach LOS		C		118	A	43 44		В	141		A	
Intersection Summary		1111		1.1.1	4 44	101 101		161	18 8		對重	
HCM Average Control D			12.7	H	ICM Lev	rel of Se	ervice		В	N S		T. Tag
HCM Volume to Capacit			0.56									
Actuated Cycle Length (54.7		Sum of k				12.0	M 1		
Intersection Capacity Ut	ilization		77.0%	[0	CU Leve	el of Ser	vice		D			
Analysis Period (min)		116	15		144		34					

Critical Lane Group

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Movement	EBL	EBR	NBL	NBT	SBT	SBR		1 11	hā I	11 116	i e e i
Lane Configurations	kγf			सी	1→						
Sign Control	Stop			Free	Free		el ai	E T			
Grade	0%	STOREST - WARE 194-1	CHE WAS INCOMES A PART	0%	0%	× × × × × × × × × × × × × × × × × × ×	Distriction - The Action - Valley	and the second	***************************************	BP-1817.5 C.608 SHU-018BB99	WXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Volume (veh/h)	0	0	0	55	160	0					7311
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	C 0/82-344 #1 5/5	u	00 mm		
Hourly flow rate (vph)	0	0	0	58	168	0			1 5 46		
Pedestrians											
Lane Width (ft)	- 488		Mak					The State			
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)			F-1000427 07 00000 100000 100		Transport of the Co	Make Comment Charles and Comment	and a second of the second of the second of the second of the second of the second of the second of the second			monthern con a labor.	
Median type	None	1114									
Median storage veh)	es a risk a risk a densiran 2011			ribertur i des son de oristano		eng Cabakillendonnek i ilinang	www.hOckChilD/sd-dashiEDAWkw.us	9CC0000			
Upstream signal (ft)		5\$ [] [
pX, platoon unblocked		amora de les acresas	-564560P*49 E2 1211.	en entre contention (Contention omego::XII.,XII.,XIII	nikisis Sita ike-guar	c:1.7-44-cempa@3037.01-c-1.	infascio de Alexando	AAVE Philade Inc. do Calbrilla E. St.			
vC, conflicting volume	226	168	168	3 5 1	Bay	赛樓 蛋			190	1 116 7	
vC1, stage 1 conf vol					* ************************************		Melikoporovi, v a 11 s menselali	. x		Contract in an emphisional	
vC2, stage 2 conf vol						a Ba					
vCu, unblocked vol	226	168	168							saras os Pvälikkii	Constitution Services
tC, single (s)	6.4	6.2	4.1				11 []				
tC, 2 stage (s)	0.5	0.0			u Komanani	an al San a sale - Cali	e Paliticalities of		Table 1979	eren a sava	
tF (s)	3.5	3.3	2.2						2016		
p0 queue free %	100 762	100 876	100	er filts ka		B 41 - 15 11		B		7:945E-15	
cM capacity (veh/h)	702	010	1409							16755	
Direction, Lane #	EB 1	NB 1	SB 1			31 11	1.8 %		医腹唇 1	4 A 6 E	
Volume Total	0	- 58	168						7 116		
Volume Left	0	0	0		AZ SERVENIS DE L'ALERA DE LA	Televisiano spekilika na je	a transmission com	Niceta/Cooker - 1.40074	Marketora Salabahali (1988)		GUS LESC - Commonwellessesses
Volume Right	0	0	0			MEK.					
cSH	1700	1409	1700								66889652.4 / Jan 4.546786
Volume to Capacity	0.00	0.00	0.10							11441	
Queue Length 95th (ft)	0	0	0				and the same		De contra de		
Control Delay (s)	0.0	⊪ 0.0	0.0					71 #			
Lane LOS	A							C15366FFF11.cs4666			02.0003.000.000
Approach Delay (s)	0.0	0.0	0.0	F.							
Approach LOS	Α										
Intersection Summary		li L		7.48	199	建排 髓质	(清)		生售間 2	8 15 I I	11 11 2 3
Average Delay		Strong Carlanto Andron.	0.0			oneros, S. Carelles Front C. To November					
Intersection Capacity Ut	ilization		11.8%	_ IC	CU Leve	el of Servi	ice		Α		
Analysis Period (min)	and the first second	11.00 HERRORI - 180 A A A A A A A A A A A A A A A A A A A	15	Ex 3-100	CONTRACTOR WAS A CONTRACTOR	**************************************	217	**************************************		0.00mm=0.00.00 VT 4077 VV. 17	A Lada-20, 21281221188
							A Halle				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR		1 86 I		Lu PA
Lane Configurations	k#			4	4					
Sign Control	Stop			Free	Free		va.t			
Grade	0%			0%	0%					Company of the second of the s
Volume (veh/h)	0	0	- 0	132	₋ 67	0				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph)	0	0	0	139	71	0				
Pedestrians	demonstrates A state on sent 15	x = 40 1 1 1 1 2	**************************************	Service and the service and se	ar aldalas					then Commonwiller (Comman, comman)
Lane Width (ft)					#66	FA LABOR	8, 4,1			
Walking Speed (ft/s)		agranis iki Kabangan an A	nech Semanan Sentandhusel SSS	0:00%:700000000 A 0:A000						
Percent Blockage				10.8	rab		1 FE 3			
Right turn flare (veh)	New Joseph Red	SERVERSE CONTRACT	idesigns-statistis	-				STAFAN STORMAN	eres gos içer sonulundu	
Median type	None		l ve i					76.55.5		
Median storage veh)		aranarete (1				watendolawania antika	an katarana	CONTRACT TO STREET		
Upstream signal (ft)							1: 49: 8	36 1 3		
pX, platoon unblocked vC, conflicting volume	209	71	71							
vC1, stage 1 conf vol	209							E HAREL	A B DEC	
vC2, stage 2 conf vol	12 11-14	43.4					4554564		La La Allera	
vCu, unblocked vol	209	71	71							
tC, single (s)	6.4	6.2	4.1		1 1.	9 11 21 21 2				
tC, 2 stage (s)		K						Spinist Stringer 4.3		AND STATE OF THE PARTY OF THE P
tF (s)	3.5	3.3	2.2			59 . 4		# U.S.	Mada	
p0 queue free %	100	100	100	W W PHILADAID C - W - 5	EASSA HIDROGO LINESAN					00 (~445.623) HERROTON MARIEN MANAGEMENT (MARIEN MARIEN MA
cM capacity (veh/h)	779	992	1530			Halle III				
Direction, Lane#	EB 1	NB 1	SB 1					**************************************		
Volume Total	- 0	139	71							
Volume Left	0	0	0	PACES SEED : Novembrie : 11						***************************************
Volume Right	0	0	0							
cSH	1700	1530	1700			The Control of the Co		20		NOTES TO A STATE OF THE STATE O
Volume to Capacity	0.00	0.00	0.04		1876					
Queue Length 95th (ft)	_ 0	0	0	-0: DEMERONS TE		Section 1				Manual No. XProu. 25
Control Delay (s)	0.0	0.0	0.0				le Me le			81155
Lane LOS	Α					NESCONO SA COMPANION N				
Approach Delay (s)	0.0	0.0	0.0	0.4	PA :		Para Baran Baran			
Approach LOS	Α									
Intersection Summary				重量的	- 4 d * 1		園 鐵青	: 指作版	多种性 数	
Average Delay	<u>ag g</u> untyera (Plancke)		0.0	45±39000000000000000000000000000000000000			SCA 2025 Av4: MIRE MINE OF			
Intersection Capacity Ut	ilization		10.3%		CU Leve	el of Service	SEA.	Α		
Analysis Period (min)			15	MINISTER TO SHIP				salah salah salah salah		SALES THE RESIDENCE OF THE
						a i a a a	a Fui - Al			

	•	•	†	1	-	ļ	
Movement ()	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	74		^				
Sign Control	Stop	1.5	Free			Free	
Grade	0%		0%			0%	
Volume (veh/h)	7	0	9	56	0	60	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly flow rate (vph)	9	0	11	70	0	75	
Pedestrians			AND CONTRACTOR OF STREET	**************************************	MINERAL CONTRACTOR	ckassancios en 2016	
Lane Width (ft)	5 B4	la H		1612 de	A L		
Walking Speed (ft/s)							
Percent Blockage				199	B. O.		
Right turn flare (veh)	None				12 E-12		
Median type Median storage veh)	ivone				10 2755		
Upstream signal (ft)						- N. B. Ap.	
pX, platoon unblocked						NE NO SE	
vC, conflicting volume	121	46			81	4 6 6	
vC1, stage 1 conf vol						S Diff. See SE	
vC2, stage 2 conf vol			dew.	GXAF			
vCu, unblocked vol	121	46	er i eur Volkräufsbere	SPEC 2 /216 1 25 12 12 12 12 12 12 12 12 12 12 12 12 12	81		
tC, single (s)	6.4	6.2			4.1	877.83	
tC, 2 stage (s)							
tF (s)	3.5	3.3		1461	2.2	Baa:	
p0 queue free %	99	100		DECEMBER OF A STATE OF THE STAT	100		
cM capacity (veh/h)	879	1029			1529		
Direction, Lane#		NB 1	SB 1		1 15 15	4 4 4	
Volume Total	9	81	75				
Volume Left	9	0	0				
Volume Right	0.70	70	4500		BIL		
cSH	879	1700	1529	ertelikasella		A B B S	
Volume to Capacity	0.01	0.05 0	0.00 0				
Queue Length 95th (ft) Control Delay (s)	1 9.1	0.0	0.0				
Lane LOS	э.н А	0.0	0.0	1896.6	ID 15		
Approach Delay (s)	9.1	0.0	0.0				
Approach LOS	Α	X	3274.1		K. S.K. NEW	- DE SE	
Intersection Summary	4 1 1 1				4.9		
Average Delay			0.5				
Intersection Capacity Ut	ilization		13.9%	10	CU Leve	el of Servi	ice A A
Analysis Period (min)			15			No. of the second secon	

	1	4	†	*	/	↓					
Movement	WBL	WBR	NBT	NBR	SBL	SBT	156.60	表集集	11	1446	
Lane Configurations	Ĭţ#		4			4					
Sign Control	Stop		Free			Free					
Grade	0%		0%		valati. XX to o consideration	0%	2-43:	APARAMAN AND AND AND AND AND AND AND AND AND A	APPROXICATION ACTIONS	AND THE RESERVE THE PARTY OF TH	om a svenskiho
Volume (veh/h)	56	0	47	6	0	19					
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74					
Hourly flow rate (vph)	76	0	64	8	0	26		ale a			Ba 1
Pedestrians Lane Width (ft)	184										(#X###
Walking Speed (ft/s)											Living
Percent Blockage	U N.S.		¥.F	536 B							
Right turn flare (veh)	Sec. (22)		No.	N 37) 85 St			ion and V	Principal Control	BORNOUS BENEFIT OF THE SECOND	10 K 30 K 40	
Median type	None					Liki	The second		1 E E		
Median storage veh)							***************************************		• 1.7 4000000000000000000000000000000000000	. 'Accomp Phil (0.4 ' 9000	HIPCX:mmmann-vc
Upstream signal (ft)	1 1 2					the state					1 5
pX, platoon unblocked	9.66	00			70			F4 45385	lessory statement		
vC, conflicting volume vC1, stage 1 conf vol	93	68			72			A Barah			
vC1, stage 1 conf vol											
vCu, unblocked vol	93	68			72			zóstka a			
tC, single (s)	6.4	6.2			4.1						
tC, 2 stage (s)	MMEASON 17 1-1988	hilliniiiiidd:Schrima-cZT-a	A - 1	Management of the Persons of the Per	- Virginia	Section 1 (- Commission Commissi	2000000000 - 1 V 200000000000	Million to Sec. 1. A Contribution			anamon ann 5,400.0
tF (s)	3.5	3.3			2.2	u is a Sq.					# B
p0 queue free %	92	100	SECK-PASS-DRAWNO	remonsum.com	100	2004-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-					William Control (FIE)
cM capacity (veh/h)	912	1001			1541	11 11 11 11		I A S			5. E.
Direction, Lane#	WB 1		SB 1			174	集實	2 2 2	1. 特. 18		
Volume Total	76	72	26	n.					, 18		
Volume Left	76	0	0				Principal de la Company de la		7.44		
Volume Right cSH	0 912	8 1700	0 1541								
Volume to Capacity	0.08	0.04	0.00	111							
Queue Length 95th (ft)	7	0.0	0								
Control Delay (s)	9.3	0.0	0.0				1.116				
Lane LOS	Α								. 4.		
Approach Delay (s)	9.3	0.0	0.0		i i i						I.S.
Approach LOS	Α										
Intersection Summary	and the same		727				基 服务系统				
Average Delay			4.1	4::4:onmenu	***************************************			1.0000000000000000000000000000000000000		No. 27 - 27 - 27 - 27 - 27 - 27 - 27 - 27	
Intersection Capacity Ut	ilization		13.3%	10	CU Leve	el of Service	9., 111	<i>.</i>			
Analysis Period (min)			15	Walan Deleting dal							
		#175			B 5/4.		HEAL		ESC.		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₩			- ↔			4			- €	
Sign Control		Free			Free	i de la l		Stop	3 1/3		Stop	
Grade	TOTAL COLUMN TOTAL	0%			0%			0%			0%	
Volume (veh/h)	9	342	0	0	384	50	0	0	1	55	0	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	368	0	0	413	54	0	0	1	59	0	12
Pedestrians												
Lane Width (ft)					l Wa							
Walking Speed (ft/s)												
Percent Blockage		161191			1.591			1111		19-14		
Right turn flare (veh)										UTV	#*************************************	
Median type		EIR.						None			None	
Median storage veh)	. C. W. L			Coma - Crista di Mila di Anno a Antonio		Dalah da a 400 a 400 a 500		- 00723000 Va.+4440 48400		Navid william v 2011 i vilinomin	Librarii III o contro de c	**************************************
Upstream signal (ft)		1414		HESS	1124			141			Mil	
pX, platoon unblocked	LOS - KARLAN LOS DATA DE PEROPERTAN	· · · · · · · · · · · · · · · · · · ·		KIRININANI MIN O'N-TIMIKA KIR	ELX.XXXXX-10000000000000000000000000000000		Starred of the se				acosys-12 1 240	
vC, conflicting volume	467		48 I B	368			839	854	368	828	827	440
vC1, stage 1 conf vol	0.00.04 1 0.10000	omerican Sept Medical	#747-04.20-04-0-10-04-088			W	MODOSFFERM LANGE VIII.	. No. 20062.ve90a8boosob	ocobac SF 4X85PHHS CERHING	**************************************	0.00001.20000095555 141.5-4-5c.	ring and addition
vC2, stage 2 conf vol			1511							43. B		
vCu, unblocked vol	467	will sharp at the 140	210948 ZS 6440VB	368			839	854	368	828	827	440
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)			perse po 1.2 de e		No. 1 - 4 - 4 - 10 Libertonings	on W. Albania				o		
tF (s)	2.2			2.3	Si din		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	_ 99		u va av. mensionen	100			100	100	100	80	100	98
cM capacity (veh/h)	1084			1164	Sen 1		279	295	680	290	306	622
Direction, Lane #	EB 1	WB1	NB 1	SB 1		131		155	16			日香湯
Volume Total	377	467	1	71								
Volume Left	10	0	0	59			and the control of th	- FIXUUPREMENTAL	CACONE PRODUCTION AS HOME			
Volume Right	. 0	54	12 11	12		161						
cSH	1084	1164	680	318	UBANI WARANA	Jan San San San San San San San San San S	LANGUERI AZ SIRAZ	. Alluga of the service see			::55 v:15 X40000	
Volume to Capacity	0.01	0.00	0.00	0.22				igai			建 构。第	7 15 16
Queue Length 95th (ft)	1	0	0	21	WEEKAN SEEDOOD							mario esti pete
Control Delay (s)	0.3	0.0	10.3	19.5						Maria	Bigil	
Lane LOS	A		В	С			POSITION OF THE PROPERTY.					
Approach Delay (s)	0.3	0.0	10.3	19.5	H. H	F.A						
Approach LOS			В	С								
Intersection Summary	5		1115				温息		肾 1 3			
Average Delay			1.7									
Intersection Capacity Ut	ilization	\$ J.	42.3%	ji (K	CU Lev	el of Sei	vice		# # A		134	
Analysis Period (min)			15									
			Hiskait		100 A 100 A					15.0		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4			₩			4	
Sign Control		Free		k ilii	Free	19.44		Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	498	3	0	361	50	0	0	11	61	0 [7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	553	3	0	401	56	0	. 0	11	68	- 0	8
Pedestrians					00050E000		577		· /	meno di Alban	and the second second second	
Lane Width (ft)							544	a 59				
Walking Speed (ft/s)		47			100							
Percent Blockage Right turn flare (veh)	B 35	1 2.										
Median type		K.		uskr enta				None			None	21/G1750
Median storage veh)							1,000	IAOHE			INONE	
Upstream signal (ft)					1124			5 S IN				
pX, platoon unblocked	With the second			(*) Y. (2. #EB)	114	(V. F.)					E11.04	1900 A
vC, conflicting volume	457			557	100		1001	1021	555	994	994	429
vC1, stage 1 conf vol	a constitution of				25	and the second	MINE OF S		AND THE TOTAL	AND AND SEC		MK210686 12 2 70
vC2, stage 2 conf vol										: 51		1 68
vCu, unblocked vol	457	Borganorii (Sandradania	FOR SERVICE SERVICE	557			1001	1021	555	994	994	429
tC, single (s)	4.1		115	4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3,3	3.5	4.0	3.3
p0 queue free %	100	000000 0000000000000000000000000000000	u. n. us i deciribes su umassu.	100	r. :Polisicolisional		100	100	100	69	100	99
cM capacity (veh/h)	1109			1014	指導用	155	220	237	535	222	243	624
Direction, Lane#	EB 1_	WB1	NB 1	SB 1		1111	11.1	1 6		12		
Volume Total	561	457	1 2 1	76		5411		I II ii		l ea i		
Volume Left	4	0	0	68	CPOSTOR SITTERES ACCORDING		200000000000000000000000000000000000000	A Zero CIXXIANAN	Dominio	h. N. 100 (100 (100 (100 (100 (100 (100 (100	-0-000000000000000000000000000000000000	MODERNIC STATE OF A ST
Volume Right	3	56	1	8		et i k						
cSH	1109	1014	535	238	552#/amma	pronosacino y 21547876				maata 37888m		
Volume to Capacity	0.00	0.00	0.00	0.32	4 I E						1511	
Queue Length 95th (ft)	0	0	0	33		r III. wa 191	AZ-AMINAN	us ellen er ikiller				
Control Delay (s)	0.1 A	0.0	11.7 B	27.0 D					a di lea			III III
Lane LOS Approach Delay (s)	0.1	0.0	11.7	27.0		BLASA		(E) (45)				F 12 69
Approach LOS	# V.I	0.0	В	27.0 D						FLANTE:		1 1
• •			Ь	U	160		-		****			
Intersection Summary			4 ^	-		Park and the			91 7 E	111		
Average Delay Intersection Capacity Ut	ilization		1.9 46.7%	17	CU Leve	d of Sor	vice		A			
Analysis Period (min)	mzauUII	TANK H	15	2011.51	OO FEAR	7 U OEI	AICE					
		1311						. 1. 10				
				DEBERESE N TAKAN			SORDEY, SERVE	BAAREARKA75	an (49) (49) (49)			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካ	14		ነ	^}			€}-			43-	
Sign Control		Free			Free	M A		Stop			Stop	
Grade		0%			0%	Lamber of the Control		0%		, , , , , , , , , , , , , , , , , , , ,	0%	
Volume (veh/h)	1 11	390	15	20	403	19	21	1.11	23	4	1	. 3
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)	1	424	16	22	438	21	23	1	25	4	1	3
Pedestrians		Selection			88 S - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -				53.65			
Lane Width (ft) Walking Speed (ft/s)			25.55			350000				Bytte Bu		k & Ja
Percent Blockage								a Ret			医囊性	A BIS
Right turn flare (veh)							52				# E	
Median type	Mari e				13.3			None			None	
Median storage veh)				S. 001 CT 2 A 402 SHIRING HIS		X (1-) 1-3000000000000000000000000000000000000	HINDON NO. C. P. C. Y.	C-CACON TRANSPORTED BOOK	(E2) - 180	PROFESSION (1990)	NORTH TO A STREET OF THE STREET	EUIEDOUIIII COMPANI
Upstream signal (ft)	Th LE	氯基基	1163		685		E A	A lab		1541		
pX, platoon unblocked			**************************************						No. 2		-7238 NA-7999A-888C300 X 80330	
vC, conflicting volume	459			440	ti b		920	936	432	943	934	448
vC1, stage 1 conf vol	Paper			DWW.	T. C.				SMARINEN ACCUSES		en. Osmania	
vC2, stage 2 conf vol	459			440	Jack		020	936	432	943	934	448
vCu, unblocked vol tC, single (s)	4.1			440			920 7.2	6.6	6.2	7.1	6.5	6.2
tC, 2 stage (s)				1, 7 .! 4			- 	0.0	0.2	- To Mark 1	- 0.9	U.Z
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			91	100	96	98	100	99
cM capacity (veh/h)	1092	1945	1 8 7 7	1104			243	256	617	230	262	615
Direction, Lane #	EB 1	EB 2	WB1	WB 2	NB 1	SB 1		排 最高	165	75 推 3	1.	131
Volume Total	1	440	22	459	49	- 9						7.7
Volume Left	1	0	22	0	23	4	SSSS Commercial and the second	· · · · · · · · · · · · · · · · · · ·	Samuel Company	earressmoother. Act		ve . v a Admin Million
Volume Right	0	16	0	21	25	3.					44.1	
cSH	1092	1700	1104	1700	352	307				1026		
Volume to Capacity Queue Length 95th (ft)	0.00	0.26 0	0.02	0.27 0	0.14	0.03 2						
Control Delay (s)	0 8.3	0.0	8.3	0.0	16.9		Augustia	11-6-6	rife III 88			16 No. 16
Lane LOS	Α.5		о.о А	υ.υ	, o.s	C			He.			8 HH 2
Approach Delay (s)	0.0	14	0.4		16.9	17.1		35.				
Approach LOS			- W - 15 SA		С	С			CONTRACTOR VIII		ALCOHOLD BY UNIVERSITY OF	
Intersection Summary		1.3.7		No. 18		a h	3. 3			te di Sala		l un
Average Delay	Stated		1.2	e e e e e e e e e e e e e e e e e e e		-16					200	
Intersection Capacity Uti	ilization	装备机	32.4%	10	CU Leve	of Ser	vice		A	1143	4.1	
Analysis Period (min)			15	arabin salinik 2 t.		pose-1/271.4d5F(x 7929F8ES	Supplement States (S.		Sacrimov) 5 (V SP (Palling)		estes C. Y. Marie	000 60 vett 5 (5 (5 (5 (5 (5 () 5 () 5 () 5 () 5 () 5 () 5 () 5 () 5 () 5 () 5 () 5 () 5 ()
				ija.			16.5					

Ame Configurations		۶	-	7	1	4-	•	1	†	/	\	↓	1
Sign Control Free	Movement	EBL	EBT	EBR		WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Grade 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Lane Configurations	ħ			*1						_		
Volume (veh/h)													ħħ.
Peak Hour Factor		ngenas a veno						155 777 - 1200					puter Regime <u>ra</u> e
Fourty flow rate (vph)		**************************************	CONTRACTOR STATE OF THE PROPERTY OF THE PROPER	A STATE OF THE PARTY OF THE PAR	part of a contract of the second		-450000000000000000000000000000000000	2 000 Table 10 Co.	State of the state		* *- HILCONSTRUCTION		BERNORD A LITTLE MATERIAL
Pedestrians ane Width (ft) Valking Speed (ft/s) Percent Blockage Right turn flare (veh) Redian storage veh) Upstream signal (ft) XX, platoon unblocked CC, conflicting volume CC1, stage 1 conf vol CC2, stage 2 conf vol CC3, stage 2 conf vol CC4, unblocked vol CC5, single (s) CC7, stage (s) CC7, stage (s) CC8, stage (s) CC9, stage (s) C									and the second section of the second				
Anne Width (ft) Valking Speed (ft/s) Percent Blockage Right turn flare (veh) Aedian type Aedian storage veh) John Stram signal (ft) John Stram signal file signal signal signal signal signal signal signal signal signal signal sign		4	504	01	04	549	I IO	12		01	. 62		
Valking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Ipstream signal (ft) XX, platoon unblocked C, conflicting volume 362 C1, stage 1 conf vol C2, stage 2 conf vol C3, stage 2 conf vol C4, unblocked vol C5, stage 8 C6, single (s) C7, single (s) C8, single (s) C9, single (s) C9, stage 2 conf vol C9, stage 2 conf vol C9, stage 3 C9, single (s) C9, stage 4 C9, single (s) C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 2 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 2 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 2 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 2 conf vol C1, unblocked vol C9, stage 2 conf vol C9, stage 2		11.76			Fra Ba			AMAR II	E St				
Percent Blockage Right turn flare (veh) Adedian type Adedian storage veh) Upstream signal (ft) XX, platoon unblocked CC, conflicting volume CC1, stage 1 conf vol CC2, stage 2 conf vol CC2, stage 2 conf vol CC4, unblocked vol CC5, 2 stage (s) CC5, 2 stage (s) CC7, 2 stage (s) CC8, 2 stage (s) CC9, 2 stage (s) CC9, 3 stage 2 conf vol CC9, 4 stage 1 conf vol CC9, 2 stage (s) CC9, 2 stage (s) CC9, 3 stage 2 conf vol CC9, 3 stage 2 conf vol CC9, 4 stage 1 conf vol CC9, 4 stage 2 conf vol CC9, 4 stage 2 conf vol CC9, 4 stage (s) CC9, 2 stage (s) CC9, 2 stage (s) CC9, 3 stage 2 conf vol CC9, 4 stage (s) CC9, 4 stage (s) CC9, 4 stage (s) CC9, 5 stage (s) CC1, 5 stage (s) CC9, 5 stage (s) CC1, 5 stage (CELESCOPIO DE COMPANION DE COMP				Marie III	Eve i					53 E III		
Right turn flare (veh) Median type Median storage veh) Jipstream signal (ft) XX, platoon unblocked CC, conflicting volume CC1, stage 1 conf vol CC2, stage 2 conf vol CC3, stage 2 conf vol CC4, stage 2 conf vol CC4, stage 2 conf vol CC5, stage (s) CC7, stage (s) CC7, stage (s) CC8, stage (s) CC9, stage (s) CC1, stage 1 total 1043 545 1077 1077 355 CC9, stage (s) CC1, stage 1 total 1043 545 1077 1077 355 CC9, stage (s) CC1, stage 1 total 1043 545 1077 1077 355 CC9, stage (s) CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 1077 355 CC1, stage 1 total 1043 545 1077 1077 1077 355 CC1, stage 1 total 1043 1043 1043 1043 1043 1043 1043 1043				ALTE			1.34		5 W 8				
Median type Median storage veh) Dipstream signal (ft) Dix, platoon unblocked C, conflicting volume 362 C1, stage 1 conf vol C2, stage 2 conf vol C3, stage 2 conf vol C4, unblocked vol C5, single (s) C6, single (s) C7, stage 1 conf vol C6, single (s) C7, stage 2 conf vol C7, stage 3 conf vol C8, stage 4 conf vol C9, stage 5 conf vol C9, stage 6 conf vol C9, stage 6 conf vol C9, stage 7 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 1 conf vol C9, stage 2 conf vol C9, stage 1 conf vol C9, stage 2 conf vol C0, stage 2 conf vol C0, stage 2 conf vol C0, stage 2 conf vol C0, stage 2 conf vol C0, stage 2 conf vol C1, stage 1 conf vol C0, stage 2 conf vol C1, stage 1 conf vol C0, stage 2 conf vol C1, stage 1 conf vol C1, stage 1 conf vol C1, stage 1 conf vol C1, stage 1 conf vol C1, stage 1 conf vol C1, stage 1 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2 conf vol C1, stage 2	The State of the S						ilia ili ili ili		thii thii a duit	44			
Median storage veh) Upstream signal (ft) XX, platoon unblocked CC, conflicting volume CC1, stage 1 conf vol CC2, stage 2 conf vol CC2, stage 2 conf vol CC3, stage 2 conf vol CC4, unblocked vol CC5, stage (s) CC5, stage (s) CC7, stage (s) CC7, stage (s) CC8, stage (s) CC9, sta	Median type	14.4						1	None			None	17.15
OX, platoon unblocked CC, conflicting volume 362 585 1034 1043 545 1077 1077 355 C1, stage 1 conf vol C2, stage 2 conf vol C2, stage 2 conf vol C3, stage 1 conf vol C4, unblocked vol 362 585 1034 1043 545 1077 1077 355 C2, single (s) 4.1 7.1 6.5 6.2 7.1 6.5 6.2 C.2 stage (s) F (s) 2.2 2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 0.0 queue free % 100 94 63 100 85 61 98 100 M capacity (veh/h) 1202 990 198 215 540 159 206 693 Orection, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 SB 1 Volume Total 4 585 64 362 154 67 Volume Left 4 0 64 0 72 62 Volume Right 0 81 0 13 81 2 SH 1202 1700 990 1700 296 165 Volume to Capacity 0.00 0.34 0.06 0.21 52 0.41 Volume to Capacity 0.00 0.34 0.06 0.21 52 0.41 Volume to Capacity 0.00 0.34 0.06 0.21 52 0.41 Volume to Capacity 0.00 0.34 0.06 0.21 52 0.41 Volume to Capacity 0.00 0.34 0.06 0.21 52 0.41 Volume Length 95th (ft) 0 0 5 0 70 45 Volume COlume Capacity 0.00 0.34 0.06 0.21 0.22 0.41 Volume Length 95th (ft) 0 0 5 0 70 45 Volume Capacity 0.00 0.34 0.06 0.21 0.22 0.41 Volume Capacity 0.00 0.34 0.06 0.22 0.41 Volume Capacity 0.00 0.00 0.45 0.41 Volume Capacity 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42	Median storage veh)			CO52 -PLECOMINI						A-man	3. S	Street Mary Association (1999)	00000000000000000000000000000000000000
CC, conflicting volume 362 585 1034 1043 545 1077 1077 355 C1, stage 1 conf vol C2, stage 2 conf vol C2, stage 2 conf vol C3, stage 2 conf vol C4, unblocked vol 362 585 1034 1043 545 1077 1077 355 C, single (s) 4.1 7.1 6.5 6.2 7.1 6.5 6.2 C, 2 stage (s) F (s) 2.2 2.3.5 4.0 3.3 3.5 4.0 3.3 3.5 4.0 3.3 90 queue free % 100 94 63 100 85 61 98 100 M capacity (veh/h) 1202 990 198 215 540 159 206 693 Orection, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 SB 1 Volume Left 4 0 64 0 72 62 Volume Right 0 81 0 13 81 2 SH 1202 1700 990 1700 296 165 Volume to Capacity 0.00 0.34 0.06 0.21 0.52 0.41 Volume to Capacity 0.00 0.34 0.06 0.21 0.52 0.41 Volume Length 95th (ft) 0 0 5 0 70 45 Control Delay (s) 8.0 0.0 8.9 0.0 29.6 40.9 Lane LOS A A A D E Approach LOS D E Intersection Summary	Upstream signal (ft)		l Birth	14:51		685	A LA		N 1: 8				
C1, stage 1 conf vol C2, stage 2 conf vol C2, stage 2 conf vol C362 585 1034 1043 545 1077 1077 355 C, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 C, 2 stage (s) F(s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 00 queue free % 100 94 63 100 85 61 98 100 M capacity (veh/h) 1202 990 198 215 540 159 206 693 Olirection, Lane # EB.1 EB 2 WB 1 WB 2 NB 1 SB 1 Volume Total 4 585 64 362 154 67 Volume Left 4 0 64 0 72 62 Volume Right 0 81 0 13 81 2 SH 1202 1700 990 1700 296 165 Volume to Capacity 0.00 0.34 0.06 0.21 0.52 0.41 Caueue Length 95th (ft) 0 0 5 0 70 45 Control Delay (s) 8.0 0.0 8.9 0.0 29.6 40.9 Approach LOS D E Intersection Summary	pX, platoon unblocked												
C2, stage 2 conf vol Cu, unblocked vol Cu, unblocked vol Co, single (s) 4.1 4.1 7.1 6.5 6.2 7. 8. 8. 8. 8. 8. 8. 8. 8. 8.		362			585		144	1034	1043	545	1077	1077	355
Cu, unblocked vol 362 585 1034 1043 545 1077 1077 355 C, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 C. 2 stage (s) F (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0		**************************************	To Contraction		omensia. No. 1881, manyeesti	E HIT CHIRE NAVIOLE (C. P.)	. July or continued about the		75-50000-000000000000000000000000000000	HISBORIES STATES		LCC 7 - 5 PK PHILIPPE PER	MARKET COLUMN
C, single (s) 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2 C, 2 stage (s) F (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3	SACRETARY TO A PROPERTY OF THE			16 5 5							1077		
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F (s) 2.2 2.2 3.5 4.0 3.3 3.5 4.0 3.3 3.5 4.0 3.3 0.0 queue free % 100 94 63 100 85 61 98 100 eM capacity (veh/h) 1202 990 198 215 540 159 206 693 eM capacity (veh/h) 1202 990 198 215 540 159 206 693 eM capacity (veh/h) 1202 1700 990 154 67 62 62 62 62 62 62 62 62 62 62 62 62 62	CO-404-000 (MICO) 1 (2) 2-44-44-44-44-44-44-44-44-44-44-44-44-44	4.1			4.1		Mereks	4.11	0.0	0.2		0.5	6.2
20 queue free % 100 94 63 100 85 61 98 100 25 990 198 215 540 159 206 693 206 206 206 206 206 206 206 206 206 206		22			22		F 18 14 1	3.5	40	2.3	2.5	4.0	33
M capacity (veh/h) 1202 990 198 215 540 159 206 693 Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 SB 1 /olume Total 4 585 64 362 154 67 /olume Left 4 0 64 0 72 62 /olume Right 0 81 0 13 81 2 SSH 1202 1700 990 1700 296 165 /olume to Capacity 0.00 0.34 0.06 0.21 0.52 0.41 Queue Length 95th (ft) 0 0 5 0 70 45 Control Delay (s) 8.0 0.0 8.9 0.0 29.6 40.9 Approach Delay (s) 0.1 1.3 29.6 40.9 Approach LOS D E Intersection Summary		200 to 100 to 100 to 100 200 to 100 t		BEARY (7°F)			187 HE 18			Sales XX Co. X Sales Company		STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,	
Direction, Lane # EB 1 EB 2 WB 1 WB 2 NB 1 SB 1 /olume Total	·												
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Volume Left 4 0 64 0 72 62 Volume Right 0 81 0 13 81 2 SSH 1202 1700 990 1700 296 165 Volume to Capacity 0.00 0.34 0.06 0.21 0.52 0.41 Queue Length 95th (ft) 0 0 5 0 70 45 Control Delay (s) 8.0 0.0 8.9 0.0 29.6 40.9 Lane LOS A A D E Approach Delay (s) 0.1 1.3 29.6 40.9 Approach LOS D E Intersection Summary											ing the second		
/olume Right 0 81 0 13 81 2 SH 1202 1700 990 1700 296 165 /olume to Capacity 0.00 0.34 0.06 0.21 0.52 0.41 Queue Length 95th (ft) 0 0 5 0 70 45 Control Delay (s) 8.0 0.0 8.9 0.0 29.6 40.9 Lane LOS A A D E Approach Delay (s) 0.1 1.3 29.6 40.9 Approach LOS D E Intersection Summary	THE PROPERTY OF THE PROPERTY O	Mary Strain Strain Strain	HE WALL CONTRACTOR	Section Colonia and Colonia			CONTRACTOR OF THE PARTY OF THE		E E E E E E E E E E E E E E E E E E E				
SH 1202 1700 990 1700 296 165 /olume to Capacity 0.00 0.34 0.06 0.21 0.52 0.41 Queue Length 95th (ft) 0 0 5 0 70 45 Control Delay (s) 8.0 0.0 8.9 0.0 29.6 40.9 ane LOS A A D E Approach Delay (s) 0.1 1.3 29.6 40.9 Approach LOS D E Intersection Summary													67.48 %
Queue Length 95th (ft) 0 0 5 0 70 45 Control Delay (s) 8.0 0.0 8.9 0.0 29.6 40.9 Approach Delay (s) 0.1 1.3 29.6 40.9 Approach LOS D E Intersection Summary	cSH	A THE RESIDENCE OF THE PARTY OF	**************************************		The state of the s	HEROSESSEE STATE OF THE STATE O	**C.26**** ********************************	V54.91					
Queue Length 95th (ft) 0 0 5 0 70 45 Control Delay (s) 8.0 0.0 8.9 0.0 29.6 40.9 Lane LOS A A A D E Approach Delay (s) 0.1 1.3 29.6 40.9 Approach LOS D E Intersection Summary	Volume to Capacity	0.00	0.34	0.06	0.21	0.52	0.41				1.748		
ane LOS A A D E Approach Delay (s) 0.1 1.3 29.6 40.9 Approach LOS D E Intersection Summary	Queue Length 95th (ft)	0	0	5	0	70	45		W-64_57.9 Well-delice		COLOR STREET, CO.	S. 7:1	mensous e remino e co
Approach Delay (s) 0.1 1.3 29.6 40.9 Approach LOS D E Intersection Summary	Control Delay (s)	8.0	0.0	8.9	0.0	29.6	40.9				44 F		BB B
Approach LOS D E	Lane LOS					_							
ntersection Summary	Approach Delay (s)	0.1	Hall	1.3	5,841		905.700		# 1	1 142	5.4 6	1911	
	Approach LOS					D	E						
Average Delay 6.4	Intersection Summary		al Terr	155.00	100								
	Average Delay			6.4			W. W. M.	AA				The same of the sa	
ntersection Capacity Utilization 50.7% ICU Level of Service A		ilization		9600001-Chin, 88856 p7 5000-81	10	CU Leve	el of Ser	vice	R.L	Α	64-11-6	1641	
Analysis Period (min) 15	Analysis Period (min)		anne anno anno anno anno anno anno anno	15				5.20-37-60 9-60	AND SEALER WHEN		messania aya a 1835		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	^		ኻ	4			4	7*	ኻ	^	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	**************************************	4.0	4.0		Difference and the	4.0	4.0	4.0	4.0	FETT AUSPELLINE
Lane Util. Factor	1.00	1.00	11 5	1.00	1.00		- 15 B	1.00	1.00	1.00	1.00	
Fr	1.00	0.99	C. W. III TO A CO. 170 - 170 - 170 - 170 - 170 - 170 - 170 - 170 - 170 - 170 - 170 - 170 - 170 - 170 - 170 - 1	1.00	0.96	00800-9	1 4 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.00	0.85	1.00	0.88	***************************************
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1849		1770	1783			1807	1583	1805	1666	
FIt Permitted	0.43	1.00		0.41	1.00			0.97	1.00	0.95	1.00	
Satd. Flow (perm)	802	1849		758	1783			1807	1583	1805	1666	
Volume (vph)	82	491	25	157	341	136	20	12	155	96	8	39
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	522	27	167	363	145	21	13	165	102	9	41
RTOR Reduction (vph)	0	1	0	0	6	0	0	0	154	0	37	0
Lane Group Flow (vph)	87	548	0	167	502	0	0	34	11	102	13	- 0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Perm			Perm			Split	1 8 8	Perm	Split		
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6					4			
Actuated Green, G (s)	88.1	88.1		88.1	88.1			8.1	8.1	11.8	11.8	
Effective Green, g (s)	88.1	88.1		88.1	88.1			8.1	8.1	11.8	11.8	
Actuated g/C Ratio	0.73	0.73		0.73	0.73			0.07	0.07	0.10	0.10	
Clearance Time (s)	4.0	4.0	1467	4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	<u>-</u>
Lane Grp Cap (vph)	589	1357		556	1309			122	107	177	164	
v/s Ratio Prot		c0.30			0.28			c0.02		c0.06	0.01	
v/s Ratio Perm	0.11			0.22					0.01			
v/c Ratio	0.15	0.40		0.30	0.38			0.28	0.10	0.58	0.08	
Uniform Delay, d1	4.8	6.0		5.4	5.9			53.2	52.5	51.7	49.2	
Progression Factor	1.00	1.00		1.00	1.00		CHECK TO A CONTROL OF THE CONTROL OF	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.9		1.4	0.9			1.2	0.4	4.5	0.2	
Delay (s)	5.3	6.9		6.8	6.8			54.4	53.0	56.2	49.4	
Level of Service	Α	Α		Α	A			D	↓ D	THE.	D.	10 70
Approach Delay (s)	MORROWING CONT. CLARK 1 1/2 /	6.7	v 103 produceliškos mes		6.8	the orbid time committee of	t salik musikanemakkii	53.2			54.0	- mademis same
Approach LOS		A.			Α			D	141		D	
Intersection Summary		88 E		- 11	\$: \$4.5	Wille		1 5 5	1.4	\$ 1 Da		
HCM Average Control D	elay	1844	16.6	H	ICM Lev	vel of Se	ervice		В		8 h III.	
HCM Volume to Capaci	ty ratio		0.41								10.00.000	
Actuated Cycle Length (s)	4540	120,0			ost time			12.0			
Intersection Capacity Ut	ilization		58.0%	K	CU Leve	el of Ser	vice		В			
Analysis Period (min)		164	15					E 66		Teal	11629	
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	1→		ሻ	ጉ			4	7	ሻ	1→	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	2000 - A-LA - ALCOHOL-19 - A-LA - ALCOHOL-19 - A-LA - ALCOHOL-19 - A-LA - ALCOHOL-19 - A-LA - ALCOHOL-19 - A-L	4.0	4.0	400° III.		4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		16 16 1	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	mmm.o.ss.com.cramo3(2) (2) 0 6, 1	1.00	0.96		V-1	1.00	0.85	1.00	0.86	
Fit Protected	0.95	1.00		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1821		1703	1724			1702	1468	1805	1631	
Fit Permitted	0.40	1.00		0.49	1.00	Man.	ATE I	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	722	1821		886	1724	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1702	1468	1805	1631	
Volume (vph)	31	362	8	68	390	133	3	6	50	131	4	62
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	393	9	74	424	145	3	7	54	142	4	67
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	51	0	59	0
Lane Group Flow (vph)	34	402	0	74	563	0	- 0	10	- 3	142	12	0
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	10%	10%	10%	0%	0%	0%
Turn Type	Perm			Perm			Split	L CARL	Perm	Split		
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6		基金			4	直播制		
Actuated Green, G (s)	88.0	88.0		88.0	88.0			5.6	5.6	14.4	14.4	
Effective Green, g (s)	88.0	88.0		88.0	88.0		4 1 1	5.6	5.6	14.4	14.4	781
Actuated g/C Ratio	0.73	0.73		0.73	0.73			0.05	0.05	0.12	0.12	
Clearance Time (s)	4.0	4.0	i i	4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	529	1335		650	1264		15	79	69	217	196	
v/s Ratio Prot		0.22			c0.33			c0.01		c0.08	0.01	
v/s Ratio Perm	0.05			0.08					0.00			
v/c Ratio	0.06	0.30		0.11	0.45			0.13	0.04	0.65	0.06	
Uniform Delay, d1	4.5	5.5		4.7	6.3			54.9	54.6	50.4	46.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.6		0.4	1.1	Mr Bris	a e	0.7	0.2	6.9	0.1	
Delay (s)	4.7	6.1		5.0	7.5			55.6	54.8	57.3	46.9	
Level of Service	A	Α		Α	Α			E	D D	E:	D	
Approach Delay (s)		5.9			7.2			55.0		41.01.10004-4807000-000000000000000000000000000	53.9	
Approach LOS		Α			A		i de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	D			D.	
Intersection Summary		A de la constant	14	k i i		a tab	1 1	1 E B		4. 医鱼		
HCM Average Control D	elay	1000	16.4	31 & F	HCM Le	vel of Se	rvice		В	# 1 W		
HCM Volume to Capacit	ty ratio		0.46	V440457-54					XXXIII-10000000	AA	AND - 1575	PORT
Actuated Cycle Length (s)		120.0		Sum of I	ost time	(s)		12.0			
Intersection Capacity Ut	ilization		55.9%	1	CU Leve	el of Serv	vice		В			200000000
Analysis Period (min)		100	15	<u>iranı</u>			li Bil	1141	8 1 1			
c Critical Lane Group	2500	· · · · · · · · · · · · · · · · · · ·										

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Movement	EBT'	EBR	WBL	WBT	NBL	NBR 🔝	
Lane Configurations	A	7	ሻ	4	ካ	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	######################################
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	1.00	1.00	0.95	0.96	0.95	1.00	
Satd. Flow (prot)	1827	1553	1649	1674	1703	1524	THE STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL STEEL
Flt Permitted	1.00	1.00	0.95	0.96	0.95	1.00	
Satd. Flow (perm)	1827	1553	1649	1674	1703	1524	
Volume (vph)	43	508	458	71	512	242	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	THE TREE TO SEE THE SECTION SE
Adj. Flow (vph)	46	546	492	76	551	260	
RTOR Reduction (vph)	0	0	0	0	0	49	WALLEY TO BE TO THE THE THE THE THE THE THE THE THE THE
Lane Group Flow (vph)	46	546	277	291	551	211	
Heavy Vehicles (%)	4%	4%	4%	4%	6%	6%	production in a set of the set of
Turn Type		custom	Split		j ja d	ustom	
Protected Phases	4	457	3	3	567	3567	
Permitted Phases				E Ba		567	
Actuated Green, G (s)	14.0	79.2	20.0	20.0	71.2	95.2	
Effective Green, g (s)	14.0	79.2	20.0	20.0	71.2	95.2	
Actuated g/C Ratio	0.12	0.68	0.17	0.17	0.61	0.81	
Clearance Time (s)	4.0	医侧侧性	4.0	4.0			
Vehicle Extension (s)	3.0		3.0	3.0			
Lane Grp Cap (vph)	218	1049	281	286	1035	1238	
v/s Ratio Prot	0.03	c0.35	0.17	c0.17	c0.32	0.14	MANUAL COLOR
v/s Ratio Perm	100				111		
v/c Ratio	0.21	0.52	0.99	1.02	0.53	0.17	
Uniform Delay, d1	46.6	9.5	48.5	48.6	13.3	2.4	
Progression Factor	1.00	1.00	1.00	1.00	0.34	0.00	
Incremental Delay, d2	0.5	0.5	49.3	57.8	0.4	0.1	
Delay (s)	47.1	10.0	97.8	106.4	5.0	0.1	
Level of Service	D.	Α	F	F	Α	A	
Approach Delay (s)	12.9		Company post sector -	102.2	3.4	MILANES CHEFT OF STREET, SECOND	20 2 A C. L. C. C. C. C. C. C. C. C. C. C. C. C. C.
Approach LOS	В	12866		F	Α	31635	
Intersection Summary		l Milija	110		5 45		
HCM Average Control D		11111	34.7	HAN H	HCM Le	el of Service	C
HCM Volume to Capacit			0.62				
Actuated Cycle Length (s)	基制系统	117.2	1 535	Sum of I	ost time (s)	8.0
Intersection Capacity Ut			56.2%			el of Service	B
Analysis Period (min) c Critical Lane Group			15	H. A.			

	-	•	1	←	4	<i>></i>	
Movement	EBT	* EBR	WBL	WBT	NBL	NBR	
Lane Configurations	A	7	ሻ	4	ሻ	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	er men som med en kommune forsker var vir i vister for forsker for folker en sig for ser med blev med en kommune hekemen hel
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	machanorocantonotoping-para 1.1 a. yie. A june can romania na mana kan ikan mana marana machan ta a ta a sa a mana mana mana kan mana mana mana ma
FIt Protected	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (prot)	1881	1599	1698	1738	1770	1583	20000000000000000000000000000000000000
Flt Permitted	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (perm)	1881	1599	1698	1738	1770	1583	William design and production and the second
Volume (vph)	124	612	381	109	518	335	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	132	651	405	116	551	356	
RTOR Reduction (vph)	0	0	0	0	0	46	
Lane Group Flow (vph)	132	651	254	267	551	310	
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	
Turn Type	4	custom	Split		C	custom	
Protected Phases	4	457	3	3	567	3567	
Permitted Phases	11.1	4		16.1		567	
Actuated Green, G (s)	14.0	82.0	20.0	20.0	74.0	98.0	
Effective Green, g (s)	14.0	82.0	20.0	20.0	74.0	98.0	
Actuated g/C Ratio	0.12	0.68	0.17	0.17	0.62	0.82	
Clearance Time (s)	4.0		4.0	4.0	0 1 8		
Vehicle Extension (s)	3.0		3.0	3.0			
Lane Grp Cap (vph)	219	1093	283	290	1092	1293	
v/s Ratio Prot	0.07	c0.41	0.15	c0.15	c0.31	0.20	
v/s Ratio Perm				MAR			
v/c Ratio	0.60	0.60	0.90	0.92	0.50	0.24	
Uniform Delay, d1	50.4	10.1	49.0	49.2	12.8	2.5	
Progression Factor	1.00	1.00	1.00	1.00	0.32	0.00	
Incremental Delay, d2	4.6	0.9	28.4	32.8	0.2	0.1	
Delay (s)	55.0	11.0	77.4	82.0	4.4	0.1	
Level of Service	D	В	E	, F	Α		
Approach Delay (s)	18.4			79.7	2.7		
Approach LOS	В	5 115		ΙĘ	I A		
Intersection Summary		1126	311	Tig I	1 % %	aram sat	
HCM Average Control D			26.4	1	ICM Le	vel of Service	C
HCM Volume to Capacit			0.64				
Actuated Cycle Length (120.0			ost time (s)	8.0
Intersection Capacity Ut	ilization		58.6%	ı	CU Leve	el of Service	В
Analysis Period (min)			15				
c Critical Lane Group							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					स	7	75	†		_	† }	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor					1.00	1.00	1.00	1.00		100	0.95	
Frt					1.00	0.85	1.00	1.00			0.95	
Fit Protected		IIII			0.95	1.00	0.95	1.00		rdā:	1.00	
Satd. Flow (prot)					1742	1553	1736	1827			3337	
FIt Permitted					0.95	1.00	0.95	1.00			1.00	144
Satd. Flow (perm)					1742	1553	1736	1827			3337	
Volume (vph)	0	0	0	148	5	279	138	385	0	0	646	304
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	- 0	0	163	5	307	152	423	0	0	710	334
RTOR Reduction (vph)	0	0	0	0	0	245	0	0	0	0	47	0
Lane Group Flow (vph)	0	0	0	0	168	62	152	423	0	0	997	0
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Turn Type			(Pari	Split		Prot	Prot		4 F 14 1			
Protected Phases				7	7	7	1	5			234	
Permitted Phases				ieli			1 6					
Actuated Green, G (s)					23.7	23.7	11.8	33.5			69.7	
Effective Green, g (s)			l III	Hit G	23.7	23.7	11.8	33.5			69.7	
Actuated g/C Ratio					0.20	0.20	0.10	0.29			0.59	
Clearance Time (s)				層	4.0	4.0	4.0	4.0			Tale I	
Vehicle Extension (s)					3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)				100	352	314	175	522	器 能 [1985	
v/s Ratio Prot					c0.10	0.04	0.09	c0.23			c0.30	
v/s Ratio Perm					15 25			FEE			6115	
v/c Ratio					0.48	0.20	0.87	0.81		mrimono-less rose	0.50	MC_000000000000000000000000000000000000
Uniform Delay, d1					41.3	38.8	51.9	38.9		0 101	13.7	
Progression Factor					1.00	1.00	1.00	1.00			0.80	
Incremental Delay, d2	76.4	1346			1.0	0.3	33.6	9.3			0.1	
Delay (s)					42.3	39.2	85.6	48.1			11.2	
Level of Service				i Bi Bi	D	_ D	E E	D	18 4 1	Had	В	
Approach Delay (s)		0.0	eta orașii unitărorea co	The state of the s	40.3			58.0			11.2	
Approach LOS		A			D	4.63		L E	444	114	В	
Intersection Summary	备 排 贯	Page 1	100			集務書	542	1.34	. A. A. A.	116		
HCM Average Control D	elav	18818	30.6	F	ICM Lev	vel of Se	ervice		С	tha E		
HCM Volume to Capacit			0.58	Taran III Mila Tara	0.000		HF0.617					
Actuated Cycle Length (insi	117.2	S	Sum of le	ost time	(s)		8.0			
Intersection Capacity Ut			53.7%			el of Ser			Ā		- University 10	
Analysis Period (min)	11.84		15	16	1 1	1 74			I A I	raz		
c Critical Lane Group		o. uniaevenno. Santinio Vi	m water area (Cp. 2005)									egrations. TEOMIE
•												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7	75	†			† }	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	objekturi a faktikusesia	ATT THE PROPERTY OF	E899850w7116E/161		4.0	4.0	4.0	4.0			4.0	C-15-200000000000000000000000000000000000
Lane Util. Factor					1.00	1.00	1.00	1.00		183	0.95	
Fr		AND COLUMN TO THE OWNER OF THE OWNER.		EL 1 - 2017/00 - 11/1/00	1.00	0.85	1.00	1.00	999	- TOTAL MATERIAL STREET	0.96	Market Control
Fit Protected					0.95	1.00	0.95	1.00	11 6 6	TE:	1.00	
Satd. Flow (prot)	B44400001-67° - 240	CHEST STREET, SHORES	men are no experienced		1811	1615	1787	1881		Managaran and Co. 1 co. 5	3428	
FIt Permitted	144		1411		0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	***************************************	KONTON MARKATANAN	A. earlier a season property and	gorpos 4, S. T., by W. Rycoleen	1811	1615	1787	1881	PWT00-4-51.250.000000000000000000000000000000000		3428	
Volume (vph)	0	0	0	201	3	401	72	470	0	0	747	280
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1 1 0	0	0	226	3	451	81	528	0	0	839	315
RTOR Reduction (vph)	0	0	0	0	0	361	0	0	0	0	31	0
Lane Group Flow (vph)	0	0	0	0	229	90	81	528	0.	0	1123	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Turn Type	# 11 H	dia i		Split		Prot	Prot	\$ 150 E		A II I	1.00	
Protected Phases	175 I SEELENSE	5.0 400.00 (700.000)		7	7	7	1	5	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		234	ER-P. WHIPESC
Permitted Phases								1646.4			4115	
Actuated Green, G (s)	L-NG WILLIAM			Section 1995	24.0	24.0	10.1	36.0	e Ferrence Co.	F-6-7-5-799	73.9	
Effective Green, g (s)	16. Z.			B- B-B	24.0	24.0	10.1	36.0			73.9	
Actuated g/C Ratio	990(Seed () 1-12 / 1-4				0.20	0.20	0.08	0.30	7	NAMES OF THE PARTY	0.62	
Clearance Time (s)	NEW BUT HE				4.0	4.0	4.0	4.0		i e le		
Vehicle Extension (s)	CONTRACTOR OF STREET				3.0	3.0	3.0	3.0	100 T C C C C C C C C C C C C C C C C C C	7. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S. H. S.	MARK SALWAY	
Lane Grp Cap (vph)	3 7 3				362	323	150	564		8 14 5	2111	1970
v/s Ratio Prot					c0.13	0.06	0.05	c0.28		P. C.	c0.33	
v/s Ratio Perm	8. 4.4											
v/c Ratio					0.63	0.28	0.54	0.94			0.53	
Uniform Delay, d1					44.0	40.7	52.7	40.9		18 E	13.2	
Progression Factor	1 0 0 0 0				1.00	1.00	1.00	1.00			1.02	
Incremental Delay, d2		in 20 Gaz		344	3.6	0.5	3.9	23.1			0.2	
Delay (s)					47.5	41.1	56.6	63.9			13.7	
Level of Service					Ď	D	E E	E		55 W. H	В	
Approach Delay (s)		0.0	E MARIE S		43.3			63.0	Handa ale de la composita		13.7	
Approach LOS		A			D	Majr.	41 2	E	14 14 14		В	
Intersection Summary	46								42		. 411 415 45	94 Z
HCM Average Control D	day		34.2		CMLo	vel of Se	n ioo		С		\$46 H 50	31 411
HCM Volume to Capacit			0.68	91.010	icivi re	vei oi Se	i vice			la di S		.
							ZX.		0.0			
Actuated Cycle Length (s Intersection Capacity Uti			120.0 56.2%			<mark>ost time</mark> el of Ser		f. Haller	8.0 B			
	nzauvn			カ 斯で達む組織	JO LEVE	51 01 381	VICE		D			
Analysis Period (min) c Critical Lane Group	NEW STREET		15				198 34					
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		स	74					十	7	ሻ	*	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0				25.1 (T.W.)	4.0	4.0	4.0	4.0	
Lane Util, Factor		1.00	1.00					1.00	1.00	1.00	1.00	5 5 5
Frt		1.00	0.85		or a contract country or	. 00-4	E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-	1.00	0.85	1.00	1.00	
Fit Protected	h Ka	0.95	1.00	191	1 4 4		145	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1740	1553					1827	1553	1752	1845	
Flt Permitted		0.95	1.00			l H. H	a e	1.00	1.00	0.95	1.00	12 15
Satd. Flow (perm)		1740	1553					1827	1553	1752	1845	
Volume (vph)	194	1	98	. 0	. 0	- 0	0	395	216	317	468	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	211	1	107	0	0	0	0	429	235	345	509	0
RTOR Reduction (vph)	0	0	90	0	0	0	0	0	151	0	0	0
Lane Group Flow (vph)	0	212	17	0	₩ # 0	0	0	429	84	345	509	0
Heavy Vehicles (%)	4%	4%	4%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Turn Type	Perm		Perm			4 6			Perm	Prot	166.6	l li E
Protected Phases	E3990 00*C::::::::::::::::::::::::::::::::::	4	20m4094-10 4804-11 10 1			17" - 1 - 4 - 4 - 1 - 4 - 1 - 4 - 4 - 4 - 4	complete and control of	2	M ***, ** P*****************************	1	6	0-11-00000
Permitted Phases	4		4						2			1 8 1
Actuated Green, G (s)		10.0	10.0					22.2	22.2	17.6	43.8	
Effective Green, g (s)		10.0	10.0		4 4 4		# A #	22.2	22.2	17.6	43.8	
Actuated g/C Ratio		0.16	0.16					0.36	0.36	0.28	0.71	
Clearance Time (s)		4.0	4.0			l di b	8 2 1	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		and the second second second	0.400.000	- 1- 10 mg mg mg mg mg mg mg mg mg mg mg mg mg	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		282	251		- M - E	84 B	Maria de la companya della companya de la companya de la companya della companya	656	558	499	1308	
v/s Ratio Prot				-00000-00000			200000000000000000000000000000000000000	c0.23		c0.20	0.28	0001100 V000 -0000001
v/s Ratio Perm		0.12	0.01		l II la		14 6		0.05	150		
v/c Ratio		0.75	0.07		· · · · · · · · · · · · · · · · · · ·			0.65	0.15	0.69	0.39	*** ==================================
Uniform Delay, d1		24.7	22.0					16.6	13.4	19.7	3.6	
Progression Factor	The same of the same of the same of	1.00	1.00		0 11- 4 ar-axiiya			1.00	1.00	1.00	1.00	
Incremental Delay, d2		10.8	0.1					2.3	0.1	4.1	0.2	
Delay (s)		35.5	22.1					18.9	13.5	23.8	3.8	
Level of Service	H. H.A	D	C			le Aut		В	В	C	Α	
Approach Delay (s)		31.0			0.0			17.0			11.9	
Approach LOS		С			I A		6 Gi	⊩ B	e II di	Mai I	В	
Intersection Summary					411	· 激 信 :		111		1 14 1	1411	
HCM Average Control D		11/4/1	17.1	1	ICM Le	vel of Se	ervice		В	8411		L (F)
HCM Volume to Capacit	ty ratio		0.69						Y X JOHN S COMPANY			A Mary Company of the Company
Actuated Cycle Length (61.8		Sum of l				12.0	144		
Intersection Capacity Ut	ilization		76.2%		CU Leve	el of Ser	vice		D			
Analysis Period (min)	al ba		15	1127	基温。	144	1 4		1 1			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7					†	7	ሻ	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		8 B 6			1.00	1.00	1.00	1.00	
Frt		1.00	0.85	MANAGE LINE WITH THE PROPERTY OF		BOOMS AND THE CASE OF THE CASE		1.00	0.85	1.00	1.00	2000
Flt Protected		0.95	1,00			1157		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	iller i i i i i i i i i i i i i i i i i i i	1793	1599	THE LANGE THE RESERVE TO THE RESERVE	8880mmemma - 1 N A GAVA	S. Refero S. V. S. Borneson		1881	1599	1770	1863	mmx2 v-23/XXIII
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1793	1599					1881	1599	1770	1863	
Volume (vph)	151	2	124	0	0	0	0	373	284	330	590	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	161	2	132	0	0	0	0	397	302	351	628	0
RTOR Reduction (vph)	0	0	112	0	0	0	0	0	195	0	0	0
Lane Group Flow (vph)	0	163	20	0	0	000	0	397	107	351	628	- 0
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm	e de la la	Perm						Perm	Prot		
Protected Phases	A-recovery see	4		es den e				2		1	6	
Permitted Phases	4		4	I Hi				00.5	2	400		
Actuated Green, G (s)	61au/6861.880/1016.86	8.7	8.7	. 134EFFTE 677	delik (dibeberak)	298antergree - 22	1,06,46,15,900	20.5	20.5	16.9	41.4	and the second
Effective Green, g (s)		8.7	8.7					20.5	20.5	16.9	41.4	180
Actuated g/C Ratio		0.15	0.15	Harris De				0.35	0.35	0.29	0.71	
Clearance Time (s)		4.0	4.0	FR 4.3		4 : 1:	HU JE	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0			Wordt Acidkins	Listátear (PSE)	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	D # 5 1	268	239	51		i ka		664	564	515	1328	ja i
v/s Ratio Prot	5.00	0.00	0.04					c0.21	0.07	c0.20	0.34	
v/s Ratio Perm	30.2F 6 1	0.09 0.61	0.01					0.60	0.07	0.60	0.47	Mag.
v/c Ratio		23.1	0.08 21.3					15.4	0.19 13.0	0.68 18.2	3.6	714 Z. (* 1881)
Uniform Delay, d1 Progression Factor		1.00	1.00		i i	1000		1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.9	0.1	aeusti ee		SA SA MIRA	. K. 18 5	1.00	0.2	3.7	0.3	
Delay (s)		27.0	21.4					16.9	13.2	21.9	3.9	
Level of Service		27.0 C	Z 1.4		#L #5 5			- B	. B	Z 1.9	1 A	
Approach Delay (s)		24.5		10. 10.	0.0			15.3	6	But I have	10.4	
Approach LOS		24.5 C			0.0			13.3			10.4	
BHILL THE PROPERTY OF THE PROP		200.0			1.00			2 1 1				
Intersection Summary		30 (C. 12)		H 15	建推造		BR B	医支票		575 6 6	12.61	
HCM Average Control D		16.17 I	14.2	T ST	ICM Lev	el of Se	ervice		В			
HCM Volume to Capacit			0.63								w 2012 (1100 - 1100)	10001140011400114001140
Actuated Cycle Length (58.1		Sum of Id				12.0			
Intersection Capacity Ut	ııızation		84.1%) (2.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000 (0.000	CU Leve	ei of Ser	vice		E	ORTHOGOGO COMO COLOR		
Analysis Period (min)			. 15		15	kaal	41 15 1			19.00		
c Critical Lane Group												

	۶	•	4	†	↓	4				
Movement	EBL	EBR	NBL	NBT	SBT	SBR	John C.		TAGE 12:	表表演
Lane Configurations	*/			4	4					
Sign Control	Stop			Free	Free					
Grade	0%			0%	0%					
Volume (veh/h)	0	0	0	50	137	0 1 1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	W. V	A CANTON AND A STATE OF THE PARTY OF THE PAR		
Hourly flow rate (vph)	0	0	0	53	144					
Pedestrians	T-0.00000000000000000000000000000000000	######################################	PAZE, ESSENIMENTO		IDAGOGIERENGO, AGE-		enough e distribution	DISSUSSESSES (A., S.		
Lane Width (ft)										
Walking Speed (ft/s)			e de Cardo		20 (80					
Percent Blockage				FM 1	1 1.5					
Right turn flare (veh) Median type	None		Biblio-Dea					2.7 Sec. 1987		
Median storage veh)	INONE						1 15 15 1			
Upstream signal (ft)										4 L E E
pX, platoon unblocked		ALCOHOL:			10 (10 (2)		The Blacking			
vC, conflicting volume	197	144	144	XID Z	3 1 1		-04			
vC1, stage 1 conf vol	(Militaria E.C.) i respectibili	- Line in	######################################		100					-(/ - // 32 - 100 -
vC2, stage 2 conf vol			2.8.6						1 1 15 1	
vCu, unblocked vol	197	144	144		200, 11		· · · · · · · · · · · · · · · · · · ·			
tC, single (s)	6.4	6.2	4.1	80 J						
tC, 2 stage (s)		W-40,00								
tF (s)	3.5	3.3	2.2	Thi			PSAS			
p0 queue free %	100	100	100	minegassing	sellene men auto	-Salatin				
cM capacity (veh/h)	792	903	1438		l La					
Direction, Lane# 👈 🛴	EB 1	NB 1	SB 1				5. 数卷:			\$ 14.2
Volume Total	0	53	144	Rai I	1.15					
Volume Left	0	0	0	unii Sacero Gillago	- Constitution of the Cons					102 (to 10 Kill to 10
Volume Right	0.	0	0		. L Mi					
cSH	1700	1438	1700		\$5.860+65E0#		22 S. M			
Volume to Capacity	0.00	0.00	0.08							
Queue Length 95th (ft) Control Delay (s)	0 0.0	0. 0	0. 0							
Lane LOS	0.0 A	0.0	0,0		3 1 1				551	
Approach Delay (s)	0.0	0.0	0.0							
Approach LOS	0.5 A	0.0	V.V	1.0						
• •	52754					CHARLES - A THE			: T	
Intersection Summary			0.0	A as E∏ 4	y be				district 194	
Average Delay	iliaatia.	1000 000 000	0.0	i,	TILL OU	u of Continu		٨		
Intersection Capacity Ut	mzauon		10.5% 15		SO FAM	el of Service		A	k 75.551	
Analysis Period (min)			15							

	۶	•	4	†	↓	✓	
Movement ()	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	*4			€ Î	7		
Sign Control	Stop			Free	Free		T.
Grade	0%			0%	0%		
Volume (veh/h)	0	0	0	132	67		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	0	0	0	139	71		
Pedestrians		TACULIA CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONT	MINESTERATION OF CASE		Kulinder (a. Porterás France		Hightery to a
Lane Width (ft)	16.1.5	47 H. I			M 11		
Walking Speed (ft/s)	X-96538345-14000		e en e		e Hill control		8654ci:
Percent Blockage		13 - 15	5 HJ B				
Right turn flare (veh)	None						
Median type Median storage veh)	ivorie	lada			u da a		
Upstream signal (ft)	i Air all			E I	The LEWIS C		
pX, platoon unblocked					JA 218151		SAIII
vC, conflicting volume	209	71	71	1 3 3			
vC1, stage 1 conf vol		#5005 5 55		375.00	E C		375000
vC2, stage 2 conf vol							
vCu, unblocked vol	209	71	71	ELV NELVYMBERENC			posini is
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s)	XXVII-1111111111 **************************	HIII (1990)	######################################		Ph.com 0 : For 1, p.M./, prom.		
tF (s)	3.5	3.3	2.2		4 IV.		
p0 queue free %	100	100	100				
cM capacity (veh/h)	779	992	1530				
Direction, Lane#	EB 1		SB 1	景景 賞	扩影		
Volume Total	0	139	71	100 1	8 4		
Volume Left	0	0	0				AMMESSEX
Volume Right	0	0	0		He I		
cSH	1700	1530	1700				Banille A.
Volume to Capacity	0.00	0.00	0.04				
Queue Length 95th (ft) Control Delay (s)	0 0.0	0. 0	0.0	Auto Silva	611 1196		
Lane LOS	0.0 A	0.0	0.0		100		
Approach Delay (s)	0.0	0.0	0.0		15 E E E		
Approach LOS	A	0.0			1		EMILIAN.
Intersection Summary	13 AN				44. C		
Average Delay			0.0				
Intersection Capacity Ut	ilization	1532	10.3%		CU Lev	vel of Service A	
Analysis Period (min)		omenicka tradition et 14.	15				.61630995
		7 - 14 20 - 15 20	KKIII.				

	•	*	†	/	>	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Ϋ́	58500-883.1	4	·		4	
Sign Control Grade	Stop 0%		Free 0%			Free	
Volume (veh/h)	υ% 7	. 0	9	56	0	0% 60	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	
Hourly flow rate (vph)	9	0	11	70	0	75	
Pedestrians	**************************************	SECTION REPORTS			HEROS HEROS OR TOWN		
Lane Width (ft)			i i i		left. I	能制等	
Walking Speed (ft/s)		#56###################################					
Percent Blockage					6141		
Right turn flare (veh) Median type	None	- 5 5					
Median storage veh)	HOILO		Y Harris.			Data Bulling	
Upstream signal (ft)	70.11	1111					
pX, platoon unblocked			moved established toward	MAA GUOSSILOVALISCHISE	- 448 C.S.C. & SHIPE CHIS		
vC, conflicting volume	121	46	1150		81		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol vCu, unblocked vol	121	46			81		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)		19 1 7 1			111712		
tF (s)	3.5	3.3			2.2		
p0 queue free %	99	100			100	ACTION ASSESSED DOLLAR TO THE PARTY OF	
cM capacity (veh/h)	879	1029			1529		
Direction, Lane #	WB-1	NB 1	SB 1	r ille far	14 15	有情情意	
Volume Total	9	81	75		5.4.7	AESI	。於唐伊多於是外科。其學是在阿蘭。 1220年
Volume Left	9	0	0		er en en		
Volume Right	0 879	70 1700	0 1529	le d A			
Volume to Capacity	0.01	0.05	0.00			u kalan	
Queue Length 95th (ft)	1	0.00	0.00	SP.P.B.S.M	76.55	M SIELUN HILL	
Control Delay (s)	9.1	0.0	0.0			t sell	
Lane LOS	Α					MICHIGAN CO. 1 V. 1 V. 1 V. 1 V. 1 V. 1 V. 1 V. 1	
Approach Delay (s)	9.1	0.0	0.0	BW. H	9.9.8	4.144.4	
Approach LOS	Α						
Intersection Summary		1111	500 (2000) 12 (2000) 13 (2000)			**	
Average Delay			0.5	DXXXIII 200000	2-0/4-12-19		
Intersection Capacity U	ilization	1711	13.9%	10	CU Leve	el of Service	
Analysis Period (min)			15				

1	Access	ጼ	13th	St

	•	•	†	<i>></i>	\	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	¥γ		\$			4	
Sign Control	Stop		Free	arer.	845	Free	
Grade	0%	**************************************	0%	38-4007-C 88-6003 V 3-, Vy-	Western Communication of School School	0%	
Volume (veh/h)	56	0	47	6	0	19	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	
Hourly flow rate (vph)	76	0	64	8	0	26	
Pedestrians	CH		6000-606-4-1-10 -9600-1000fines	No.	HINEXUXIVE-PON URBIT 1-1.2		
Lane Width (ft)				J.			
Walking Speed (ft/s)			December 1				
Percent Blockage) I hill	HH HA		A LA		
Right turn flare (veh)	4 1 2 3 2 8	Age No. 11					
Median type	None	1111					
Median storage veh) Upstream signal (ft)				ur de d			
pX, platoon unblocked						765	
vC, conflicting volume	93	68			72		
vC1, stage 1 conf vol					U-10		
vC2, stage 2 conf vol				i de		l B	
vCu, unblocked vol	93	68	SEL 1976 L 168		72		
tC, single (s)	6.4	6.2		139 3	4.1	医复节	
tC, 2 stage (s)						The Autorean comment	Charles Communication Communic
tF (s)	3.5	3.3	5585		2.2		
p0 queue free %	92	100			100		
cM capacity (veh/h)	912	1001	Maria.		1541		
Direction, Lane #	WB1	- NB 1	SB 1	1		, il ie	
Volume Total	76	72	26		W. A.	l III	
Volume Left	76	0	0	1885 E P 18 1811 E LOGIS OF STORY C	, x : 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		
Volume Right	0	8	0			50 %	
cSH	912	1700	1541				
Volume to Capacity	0.08	0.04	0.00		L 16	科·	
Queue Length 95th (ft) Control Delay (s)	7 9.3	0. 0	0. 0				
Lane LOS	9.3 A	0.0				100	
Approach Delay (s)	9.3	0.0	0.0				
Approach LOS	A	0.0	V.U	Ellis Har El			· Maria () · Mar
• •				The appropriate state	· roundaments		
Intersection Summary	學			Bridge to	- 10 10 -	排 断 崔	THE REPORT OF THE PARTY OF THE
Average Delay		200	4.1	-	September 1		
Intersection Capacity Ut	ilization	675 1	13.3%	<u> I</u> IC	JU Leve	l of Sen	vice A
Analysis Period (min)			15				

	۶		•	•	—	4	4	†	/	\		1
Movement	EBL	· EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR:	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	339	0	0	377	50	0	0	1	55	0	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	365	0	0	405	54	0	0	. 1	59	0	12
Pedestrians	STATE SERVICE	namen and a state of	Terrords PR-summer		F-180-501-104-0004000			UPB-1000/AAN	Springer, Agent School (Springer)	mananana (2000)	enissamerije H	***************************************
Lane Width (ft)			a III	BB E			li, j.	116	155			4.4
Walking Speed (ft/s)					4.0		Section 2017; e		Barrier and St.		V ENGRADUEIS (III)	
Percent Blockage		1541		1.0 K.D	1914	100	H. M		- E	5 B E		
Right turn flare (veh)			Barrani-23;%(5)	587 (X			era de F		and the second		.	ne or o
Median type		8.1181	1. 技术		HTL.		7	None	# 15		None	
Median storage veh) Upstream signal (ft)	128 8 54				1124		Signa seg		77 LB.		an and	
pX, platoon unblocked					1127		12 (5)	4 24			12.	100 PA
vC, conflicting volume	459			365	L 27 22		828	843	365	817	816	432
vC1, stage 1 conf vol	199		30-33-00		Til Silver	250	75	9.9		Y 11.5	J., J	
vC2, stage 2 conf vol						l I Já		A. 6		1		
vCu, unblocked vol	459	12/15° P		365	Bent Et stilling	N N N N N N N N N N N N N N N N N N N	828	843	365	817	816	432
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	inter, For Elizabeth Reposit		8x772/450 74/89/898888			* 1. Julius 12 00.	III 75	37.58 Øra (s) (s) (s) (s) (s) (s) (s) (s) (s) (s)		SE 34 N. S. S. S. S. S. S. S. S. S. S. S. S. S.	844 Colv. 000000000000000000000000000000000000	**************************************
tF(s)	2.2			2.3	5.5		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	80	100	98
cM capacity (veh/h)	1091		lká	1167			284	299	683	295	311	628
Direction, Lane#	EB 1	WB 1	NB 1	SB 1	台里县			ll le s	化高度		1111	
Volume Total	374	459	1	71	141	16.5	St. No.		#1 Au			
Volume Left	10	0	0	59	V-2		OUT IN A STANMANTON		December of the State of the St		2 (-11	0.01.5 - MARPHOODER-VETTON
Volume Right	0	54	45 1	12	191	Well.	l di	1 4 5	1 16			
cSH	1091	1167	683	324		mmer-sed at the Code (F-100)				mmmcDCDCLdsvxxcmmm	na	
Volume to Capacity	0.01	0.00	0.00	0.22			THE THE	u H		114	114.7	545
Queue Length 95th (ft)	1	0	0	21				2.5	(00-2000)			
Control Delay (s)	0.3	0.0	10.3	19.2		HED.				3 5 6 5		
Lane LOS	A		В	C		an the Cold Cold HE						
Approach Delay (s) Approach LOS	0.3	0.0	10.3 B	19.2 C						E TEST	14 h	
Intersection Summary			i i j	41,12,9				k II. II		1		工程。
Average Delay			1.6		-							
Intersection Capacity Ut	ilization		42.1%	l lC	CU Leve	el of Ser	vice		A		444	
Analysis Period (min)	DW/DW/DW/DW/DW/DW/DW/DW/DW/DW/DW/DW/DW/D	'17	15		-							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	. NBT	NBR -	SBL	SBT	SBR
Lane Configurations		4			↔			ቆ			⋪	
Sign Control		Free			Free			Stop	I H A	7.63	Stop	
Grade		0%	68a o o o 2 100		0%			0%			0%	
Volume (veh/h)	4	486	3	0	351	50	0	0	1	61	0	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	540	3	0	390	56	0	0	111	68	0	- 8
Pedestrians Lane Width (ft)						Tella de co				Harris III		
Walking Speed (ft/s)	E9 4				A DE	3.746						
Percent Blockage			2 1 21 1			a a l	3.66 (1.5		B 4 5	11.2		
Right turn flare (veh)	2000								10			
Median type		100				100		None	12.0		None	
Median storage veh)		1		- 421 <u>91</u>	22				10 75			10.00 mm
Upstream signal (ft)					1124		100				1000	
pX, platoon unblocked		- 10 A THE RESERVE	- H					San Histories son		<u></u>	EL IN AVGRESSMEROS	50 S 10 D 20 D 20 D 20 D
vC, conflicting volume	446			543			976	996	542	969	970	418
vC1, stage 1 conf vol	ANGEL Y VILLEY OF CHISMAN							SOCIOCIO SOCIETA A SOCIETA DE LA SOCIETA DE	× HEEDON	XX		
vC2, stage 2 conf vol		\$ II 14.					W. 1					
vCu, unblocked vol	446			543			976	996	542	969	970	418
tC, single (s)	4.1	Mili		4.1	11		7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)			A 550000 Sun sunnou.					A.C. 45 6 THE RESIDENCE			Sind of the second	en a composition de la Composi
tF (s)	2.2	er in the little		2.2	# # # # # # # # # # # # # # # # # # #		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	71	100	99
cM capacity (veh/h)	1120			1026		E BEE	229	245	545	231	251	633
Direction, Lane #	EB 1	WB1	NB 1	SB 1	图 指 :	h His a.	1. 独有	1445		- A 5		1.4.27
Volume Total	548	446	1	76	II ii		111			9-77	hal.	
Volume Left	4	_0	0	68			mas - NJ (Samoni		Soul 2 John and P. College			
Volume Right	3	56	_ 1	8	n St.	li Mag	187	1151				
cSH	1120	1026	545	247		Ned Co. S. Co.		22	(a)	are and		10 (A.S. 10 (A.S.
Volume to Capacity	0.00	0.00	0.00	0.31			8 E E E		17, 5	4.65		1152
Queue Length 95th (ft)	0 0.1	0 0.0	0 11.6	31 25.9					72540 S	1750		Ballana (12
Control Delay (s) Lane LOS	U. I	0.0	11.0 B	25.9 D	16 755			150				75
Approach Delay (s)	0.1	0.0	11.6	25.9		種. :	773	J. A. II	12.6		5 143	# # # # # # # # # # # # # # # # # # #
Approach LOS	Y	U.U	В	2 0.0	3, 3							
Intersection Summary		11 THE I				I- 155 125						E 573
Average Delay		manuformoses, N. 93	1.9		2.54					EMININGERING (* 14.4814)		
Intersection Capacity Uti	lization		46.1%	10	JU Lev	el of Ser	vice		Α			15.71
Analysis Period (min)			15		TTG:							

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Movement	EBL	EBT	EBR	WBL .	WBT	WBR	NBL:	NBT	NBR/	SBL	SBT	SBR
Lane Configurations	ħ	^}		ካ	1>			4	2		4	
Sign Control		Free	181		Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	378	15	20	395	146	21	8	23	21	2	4
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)	11	411	16	22	429	159	23	9	25	23	2	4
Pedestrians					resorrante X appa					ing and the	SISSECTO V ALCONIN	
Lane Width (ft)	HALL S	li d	151	1541		441			LAS.			
Walking Speed (ft/s)			SECURE SECURE		72.47 % %	a Van El VIII e			100000			
Percent Blockage					10 10 10 11				ALM I	100	18.6	y III
Right turn flare (veh)			×					None	, 340 J. THOUGH		None	
Median type Median storage veh)								INDITE			IAOHE	
Upstream signal (ft)					685				Ha I. I			
pX, platoon unblocked					000		34 566					
vC, conflicting volume	588	- 1 to 4		427	11.5		919	1072	419	1014	1001	509
vC1, stage 1 conf vol					08 W			SOF SET				
vC2, stage 2 conf vol									5.15			
vCu, unblocked vol	588		restance of	427			919	1072	419	1014	1001	509
tC, single (s)	4.1		185	4.1		1111	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)		Self Or Colonia a										
tF (s)	2.2	File's		2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99	was and trans.		98		**************************************	90	96	96	89	99	99
cM capacity (veh/h)	977			1116	H1.1	194.6	239	211	628	199	237	568
Direction, Lane #	EB1	EB 2	WB 1	WB 2 -		SBI		福度]	114		1,775	
Volume Total	11	427	22	588	57	29		: Hai		Hi ka		195
Volume Left	11	0	22	0	23	23					***************************************	asmach.co.0000000000000000000000000000000000
Volume Right	0	16	0	159	25	4			150		115	
cSH	977	1700	1116	1700	320	223	Service States	Section 1				
Volume to Capacity	0.01	0.25	0.02	0.35	0.18	0.13	1.74	4.1				
Queue Length 95th (ft)	1	0	1 8.3	0	16 18.6	11 23.6	ng Paulon " " "	P410 - 124 6551			2.77	
Control Delay (s) Lane LOS	8.7 ^	0.0		0.0	10.0 C	23.0 C			1 5 5.			
Approach Delay (s)	A 0.2		A 0.3		18.6	23.6					1.0	
Approach LOS	۷.۷	1 C C C C C C C C C C C C C C C C C C C			C	23.0 C	TERRETE	e en Er b			EASTE TO	
Intersection Summary		i jugar	11 g	5411			i ili i i i	4 4 445	71 T	44 B		多特價
Average Delay			1.8									
Intersection Capacity Uti	lization	141	39.7%	10	CU Leve	el of Ser	vice		A	1811	154	
Analysis Period (min)	***************************************	Campagnas upon informe	15		MACONOMICONAL PROCESSOR AND ASSESSOR OF THE PROCESSOR ASSESSOR OF THE PROCESSOR ASSESSOR OF THE PROCESSOR ASSESSOR OF THE PROCESSOR OF THE PRO		7.0.0.000mmmmerx:::::::::::::::::::::::::::::::::		D-15 40-0020001-1	animaya, o W. ee. ee ee		ONE SERVICE AND THE SERVICE SERVICES
								- E I				

Movement Lane Configurations Sign Control Grade Volume (veh/h)	EBL:	EBT A	EBR	WBL	WBT.	· · · · ·						***
Sign Control Grade	*				AADT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Grade		CHARLEST THE CHIRD AND ARREST		ሻ	1>			43			4	
		Free			Free	1 T 1		Stop			Stop	
Volume (veh/h)		0%			0%			0%			0%	
The second state of the se	6	460	76	60	312	35	68	2	76	169	9	8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	6	489	81	64	332	37	72	2	81	180	10	9
Pedestrians					200		T.E. Martin			45	ALC:	
Lane Width (ft)	\$ 81									713		
Walking Speed (ft/s)		100				- 10 G				. 4		
Percent Blockage Right turn flare (veh)		1 6 5 1		195					9 1 6		J. 18	
Median type	4.7			12 89				None			None	
Median storage veh)						SL 332 - 19	10 S. W.	140110		4	110110	at Alasius
Upstream signal (ft)		4.4		44.6	685	LU UE		5 5/5	1.41			
pX, platoon unblocked	SELECTION OF						5 Ex (894)		A STATE OF THE STA		: F	A4517 XXIII XXXXXX
vC, conflicting volume	369			570		有量量	1015	1039	530	1062	1061	351
vC1, stage 1 conf vol		The Advisor of the Ad		1 2 - EV-4000000000000000000000000000000000000	W-9000000000000000000000000000000000000		WANTED STATE OF THE STATE OF TH		52-7-10 · 0001C3334000000333300000	THE A A - CLAP CONTROL OF SHEET	**************************************	
vC2, stage 2 conf vol		Lista	1114			15 1						15.5
vCu, unblocked vol	369			570		T T T T T T T T T T T T T T T T T T T	1015	1039	530	1062	1061	351
tC, single (s)	4.1			4.1	1 11		7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF(s)	2.2		1155	2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			63	99	85 EE4	162	95	99
cM capacity (veh/h)	1195			1002	THE T		197	216	551	163	210	697
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1		HUGH		73/14			11 2
Volume Total	6	570	64	369	155	198						
Volume Left	6 . 0	0 81	64 0	0 3 7	72 - 81	180 9				1.0		4 / 8 /
Volume Right cSH	1195	1700	1002	1700	296	170				511	174. II 9	
Volume to Capacity	0.01	0.34	0.06	0.22	0.52	1.16				17251		
Queue Length 95th (ft)	0.51	0	5	0	71	263	F. 35, 20		H ELL	F-10		
								E & 18		i Ya Tirak		
	Α		SERVICE AND AND AND AND AND AND AND AND AND AND		D	F			XII SANGER			All controls of the controls of the controls of the control of the
	0.1		1.3		29.8	173.6		144.1				
Approach LOS	· · · · · · · · · · · · · · · · · · ·				D	F	year-uit		***************************************			Amoderne and Society
Intersection Summary		E w			1. J. 11.	高温		6 L L		C. F. N. J	212	144.
Average Delay			29.1									
Intersection Capacity Ut	ilization		59.1%	l IC	U Leve	of Ser	vice 💮	L15	В	i i i i i i i i i i i i i i i i i i i		
Analysis Period (min)			15		L-14 1/ 1977			W				
Intersection Summary Average Delay	0.1	0.0	29.1	0.0	29.8 D	173.6 F						

	۶	→	•	1	4	4	4	<u>†</u>	<i>></i>	\	 	1
Movement	EBU	EBT	EBR	. WBL	WBT :	WBR	NBL:	NBT-	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>		ሻ	β			4	7*	ካ	ኁ	
Sign Control	Tana II	Free	Hill.	T TE	Free		A GET	Stop			Stop	
Grade		0%		ALL COMMENTS AND ALL COMMENTS	0%	W		0%	C-ALLEST CARROLL COM		0%	
Volume (veh/h)	33	377	8	68	504	29	3	6	50	102	- 4	56
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)	36	410	9	74	548	32	3	7	54	111	+ 4	61
Pedestrians												
Lane Width (ft)							J. San	iji.	基集	Kalle		
Walking Speed (ft/s)		1 UVE-MANUTATION (NAME OF THE OWNER, OWNER,			00000000000000000000000000000000000000		1000A.000 on 1000 on 1		ANGEL COMMANDE OF THE OWNER.		00 LUNG 80 COCK - 100 (V 70 L)	2: weathermore Connect
Percent Blockage	14 A		1 4 3 4				114	4 . 4	471			
Right turn flare (veh)		25-7-25-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-				tora week come where the	nn-my agg, agg		acon a series	managada ay a 1250 ay a		
Median type				alla a		%	ST TELL	None	BAL		None	
Median storage veh)		(A.M. W.) (1.0000000	120 750 750	AND RESERVED AND RESERVED				NEWSCOLDS SEE		72.5		aberra en en en en en en en en en en en en en
Upstream signal (ft)		ēbje I	1121	HER	310		H I H		4 1 1		15,61	
pX, platoon unblocked	F70			446			4045	4040		4054	4000	E04
vC, conflicting volume	579			418			1245	1213	414	1251	1202	564
vC1, stage 1 conf vol	- 2-100							The state of the s				
vC2, stage 2 conf vol	579	1 El 67	M 3	418			1245	1213	414	1251	1202	564
vCu, unblocked vol tC, single (s)	4.1	(2.44) FEB		4.2	364		7.2	6.6	6.3	7.1	6.5	6.2
tC, 2 stage (s)	#. I			4.2			1.2	0.0	0.0		0.5	0.2
tF (s)	2.2		N 1 2 4	2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	96			93	95 - HEL H.		97	96	91	10	97	88
cM capacity (veh/h)	985			1119	a de la composição de l		116	158	621	123	168	529
NEWS CONTROL OF THE PROPERTY O		his filleren	IAIES A			NO O	HOME STATE OF THE	VEHICLE - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -				
Direction, Lane # : Volume Total	EB 1	EB 2 418	WB 1	WB 2	NB 1	NB 2 54	"SB 1 111	SB 2 65			6.9.25	
Volume Left	36	0	74 74	0	3		111	00				
Volume Right	. 0	9	0	32	0	54	0	61		isti e e e		1 1 5
cSH	985	1700	1119	1700	141	621	123	463				
Volume to Capacity	0.04	0.25	0.07	0.34	0.07	0.09	0.90	0.14	71 22 1		1 6626	
Queue Length 95th (ft)	3	0	5	0	6	7	143	12				
Control Delay (s)	8.8	0.0	8.4	0.0	32.4	11.3	122.8	14.1				
Lane LOS	A	MININE ACCUM	Α		D	В	F	В		(Saids-5219-000)		
Approach Delay (s)	0.7	11146	1.0		14.6	U B S	82.5		101		HEE!	
Approach LOS	100 J. S. S. S. S. S. S. S. S. S. S. S. S. S.		The state of the s		В	randin venin reed.	F					**************************************
Intersection Summary		1411		F472			机械的	45-54			125.4	No. 32 are
Average Delay			12.2									
Intersection Capacity Ut	ilization	1511	53.9%	A I(CU Leve	el of Ser	vice	1 k II	Α		1119	
Analysis Period (min)	The second second second second		15	The same of the sa								

-	•	→	7	•	←	4	1	†	<i>></i>	-	↓	1
Movement Living E	BL	EBT	EBR	WBL	WBT:	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ቕ		**	þ			स	7	79	₽.	
Sign Control		Free			Free			Stop			Stop	
Grade	-00-	0%	- AF	4	0%	- FA	00	0%			0%	-00
Volume (veh/h) Peak Hour Factor 0	80 94	590 0.94	25 0.94	157 0.94	361 0.94	52 0.94	20 0.94	12 0.94	155 0.94	36 0.94	8 0.94	26 0.94
Hourly flow rate (vph)	,.94 85	628	0.94 27	167	384	0.94 5 5	21	13	165	38	0.94	. 28
Pedestrians			2 16/1	191		100		L K'A		90	- 2	. 20
Lane Width (ft)			Lasti	B 1 B	1 W E	数据基			BE B			
Walking Speed (ft/s)					Section Control			50 86 B	SIIIAII III PI		TO THE RESIDENCE	
Percent Blockage			5116		ka 4		641 TE					164.4
Right turn flare (veh)				There's and the second		titude are well as the second	1.14		1177 Mary 1971	waamii aasii maas		
Median type	Hā					1 15		None	A A A		None	
Median storage veh)	Delete de Salado		6257568656.1					100			nacopytores eagless	
Upstream signal (ft)	10				310			14 5				50 E
pX, platoon unblocked vC, conflicting volume	439	i de la company		654			1561	1585	641	1715	1570	412
vC1, stage 1 conf vol	-ros			054	15 5 7	H. H. B.	1301	1000	041	1713	1370	412
vC2, stage 2 conf vol			144.8	l is a li		lic lieft :			TELLS		S LUA	
	439			654			1561	1585	641	1715	1570	412
•	4.1			4.1		111	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)				TC-III tarecommencettime	- NEW ACREST OF SHEET AND ASSESSMENT OF SHEET	12 BHY - 14 B T V	E-CECTOCOMMONORMUM	01000000000000000000000000000000000000	CONTRACTOR OF SPECIAL PROPERTY OF SPECIAL PROP	99999900000000000000000000000000000000	A-4-1	-
Entropy and the second	2.2			2.2	144		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92		www.w	82	SPECIAL: NEW YORKS	200000000000000000000000000000000000000	68	84	65	0	90	96
cM capacity (veh/h) 1	121	LUBE		933			66	82	475	- 34	85	645
	B 1		WB 1	WB2	NB 1	NB 2	SB 1	SB 2	44.		<u> 11 12 1</u>	
Volume Total	85.	654	167	439	34	165	38	36				
Volume Left	85	0	167	0	21	0	38	0			S	
Volume Right 1	0 121	27 1700	933	55 1700	71	165 475	0 34	28 252				A EB.
).08	0.38	0.18	0.26	71 0.48	0.35	1.13	0.14				
Queue Length 95th (ft)	6	0.30	16	0.20	49	38	102	12		1 15 5		
	8.5	0.0	9.7	0.0	95.6	16.6	376.7	21.6	B - B - L		WAR I	7 E E
Lane LOS	Α	A . 22.00 COL	Α	AUGUSTA TAGUS	F	С	F	C				10 192 19
Approach Delay (s)	1.0	11415	2.7		30.1		204.2			444	1777	13
Approach LOS	XII XXX XXII XXIII X		P 375 L	tragic dan 1860-ben 2° 0,0° mayor mili na dan 1882 38	D		F			***************************************		SSSSS SECRETARY TO PART ACCUSED AS
Intersection Summary	1	神道法。			¥.\$	B. D. M.	[6] (4)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		125		# 4
	-	Walter State Committee Com		A STATE OF THE STA					(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Control of the Contro	WA31:	
Average Delay			14.5								***	
Average Delay Intersection Capacity Utiliza Analysis Period (min)	ation		14.5 5 9.9% 15	10	CU Leve	el of Ser	vice		В			

	→	•	•	•	1	/	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	†	7	ሻ	4	ሻ	77	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	
Fit Protected	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (prot)	1827	1553	1649	1678	1703	1524	
FIt Permitted	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (perm)	1827	1553	1649	1678	1703	1524	3 / A A A A A A A A A A
Volume (vph)	45	493	434	85	508	242	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	48	530	467	91	546	260	
RTOR Reduction (vph)	0	0	0	0	0	48	V
Lane Group Flow (vph)	48	530	272	286	546	212	
Heavy Vehicles (%)	4%	4%	4%	4%	6%	6%	
Turn Type		custom	Split		C	custom	
Protected Phases	4	457	3	3	567	3567	
Permitted Phases		BIST.				567	
Actuated Green, G (s)	14.0	80.4	20.0	20.0	72.4	96.4	
Effective Green, g (s)	14.0	80.4	20.0	20.0	72.4	96.4	
Actuated g/C Ratio	0.12	0.68	0.17	0.17	0.61	0.81	
Clearance Time (s)	4.0	1 70 1 1	4.0	4.0			
Vehicle Extension (s)	3.0		3.0	3.0			
Lane Grp Cap (vph)	216	1055	279	283	1041	1241	
v/s Ratio Prot	0.03	c0.34	0.16	c0.17	c0.32	0.14	
v/s Ratio Perm		111144			The Age	4011	
v/c Ratio	0.22	0.50	0.97	1.01	0.52	0.17	
Uniform Delay, d1	47.3	9.3	49.0	49.2	13.2	2.4	· 数据
Progression Factor	1.00	1.00	1.00	1.00	0.27	0.00	
Incremental Delay, d2	0.5	0.4	46.6	56.2	0.3	0.0	
Delay (s)	47.8	9.6	95.5	105.4	3.9	0.0	
Level of Service	a D	Α	F	F.	A	Α	
Approach Delay (s)	12.8			100.6	2.7		
Approach LOS	В	3415		# #F	A		
Intersection Summary		4444	HOLES	供收益		+ Gibbb	
HCM Average Control D	elay	3511	33.8	- 2h	ICM Le	vel of Ser	vice C
HCM Volume to Capacit	y ratio	TOWN PROPERTY OF THE PARTY OF T	0.60		0		
Actuated Cycle Length (s)	5	118,4			ost time (
Intersection Capacity Ut	ilization		55.7%	1	CU Lev	el of Serv	rice B
Analysis Period (min)	装装		15		RGA.		之。[2] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4
c Critical Lane Group							

	-	*	1	←	1	<i>></i>	
Movement	EBT	EBR	WBL	WBT	NBL	NBR :	
Lane Configurations		74	*	€ Î	ሻ	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	8. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	The state of the s
Fit Protected	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (prot)	1881	1599	1698	1741	1770	1583	
Flt Permitted	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (perm)	1881	1599	1698	1741	1770	1583	
Volume (vph)	137	639	352	112	451	335	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	146	680	374	119	480	356	
RTOR Reduction (vph)	0	0	0	0	0	39	
Lane Group Flow (vph)	146	680	240	253	480	317	
Heavy Vehicles (%)	1%	1%	<u> 1%</u>	1%	2%	2%	
Turn Type		custom	Split			custom	
Protected Phases	4	457	3	3	567	3567	
Permitted Phases			J#III	Mini		567	
Actuated Green, G (s)	14.0	80.4	20.0	20.0	72.4	96.4	
Effective Green, g (s)	14.0	80.4	20.0	20.0	72.4	96.4	
Actuated g/C Ratio	0.12	0.68	0.17	0.17	0.61	0.81	
Clearance Time (s)	4.0		4.0	4.0	# 11		
Vehicle Extension (s)	3.0		3.0	3.0			
Lane Grp Cap (vph)	222	1086	287	294	1082	1289	
v/s Ratio Prot	0.08	c0.43	0.14	c0.15	c0.27	0.20	
v/s Ratio Perm	Maria.	l Pil	AL III	FF 80			Y
v/c Ratio	0.66	0.63	0.84	0.86	0.44	0.25	
Uniform Delay, d1	49.9	10.6	47.6	47.8	12.3	2.6	
Progression Factor	1.00	1.00	1.00	1.00	0.35	0.00	
Incremental Delay, d2	6.9	1.1	18.6	21.8	0.2	0.1	
Delay (s)	56.8	11.7	66.2	69.6	4.5	0.1	
Level of Service) INE	В	E	E	Α	I A F SA	
Approach Delay (s)	19.7			68.0	2.6	annum and a shift of the same	1911-1915
Approach LOS	B	ral		HΕ	Α		
Intersection Summary		l de de la company			學也		The state of the s
HCM Average Control D		1. i. i. i.	24.1	- F.	HCM Le	vel of Service	C
HCM Volume to Capacit		MARINAN MARINA	0.65	***************************************	oodinin valiilipee		The state of the s
Actuated Cycle Length (118.4			ost time (s)	8.0
Intersection Capacity Ut	ilization		58.9%	CONTRACT AND ADDRESS OF THE CONTRACT OF THE CO	CU Leve	el of Service	В
Analysis Period (min)		1111	15		J L		
c Critical Lane Group							

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Movement	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	-				4	ৰ	ኻ	A			↑ ↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor			1400	68E	1.00	1.00	1.00	1.00			0.95	
Frt					1.00	0.85	1.00	1.00			0.95	
Flt Protected	16 40		L.E.		0.95	1.00	0.95	1.00	14.9.1		1.00	
Satd. Flow (prot)		1000			1742	1553	1736	1827			3335	
Fit Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1742	1553	1736	1827			3335	
Volume (vph)	- 0	0	0	148	5	289	138	435	0	0	617	294
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	163	5	318	152	478	0	0	678	323
RTOR Reduction (vph)	0	0	0	0	0	254	0	0	0	0	48	0
Lane Group Flow (vph)	0	0	0	0	168	64	152	478	0	0	953	0
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	3%_	3%_	3%
Turn Type				Split	111	Prot	Prot				1.45	
Protected Phases		TOTAL A service for the book of the last		7	7	7	1	5	SP-resident to the second seco	77.::507.000 (Regulation Control	234	INCHINED OF PHYSICS
Permitted Phases					141		l A.				## L	
Actuated Green, G (s)		manusconico de la composición de la composición de la composición de la composición de la composición de la co	5:40044-C0000949-0099		23.7	23.7	11.9	34.7	0	mana a succession de la company	70.8	MINERAL CONTRACTOR CT. I
Effective Green, g (s)	1 54	4967		9.33	23.7	23.7	11.9	34.7			70.8	
Actuated g/C Ratio	motocaria a a sicron				0.20	0.20	0.10	0.29			0.60	
Clearance Time (s)			LINE		4.0	4.0	4.0	4.0				
Vehicle Extension (s)	Million - mar WI - William		Lillia Cora Porto de		3.0	3.0	3.0	3.0	I/OZAMI DIZIHAN ONI ZIRIMININI			NAMES OF THE OWNER OWNER OF THE OWNER
Lane Grp Cap (vph)	455				349	311	174	535			1994	
v/s Ratio Prot	m-y-(-00:000-00:000-000-00-00-00-00-00-00-00-		Enuilles Surveyant	*** - CRO.43 - CETTA PROTECTION CETTA CE	c0.10	0.04	0.09	c0.26	47	manura - e animissi (1886)	c0.29	
v/s Ratio Perm						2 4 7						
v/c Ratio				SE NORTHER NO. 17.1	0.48	0.20	0.87	0.89		v	0.48	ODDERNY, JAHRE
Uniform Delay, d1					41.9	39.5	52.5	40.1			13.4	151
Progression Factor	mentical ACC Comme				1.00	1.00	1.00	1.00		000-500-500-000-000-000-000-000-000-000	0.81	
Incremental Delay, d2					1.0	0.3	35.0	17.1	\$2.67	11集計	0.1	540
Delay (s)	REAL PROPERTY.				43.0	39.8	87.5	57.2			10.9	
Level of Service	: W 14		115		D	T D	#aF	E	\$ 5. E		В	
Approach Delay (s)	Harana III	0.0			40.9			64.5	AND STREET	N. 23	10.9	
Approach LOS		I A	H		D	具造物		7 L	Mali	L. Dá	В	1000
Intersection Summary		B. 5 18 18	4 K. L.	1 14	itaja H	fusia.	编制		- No. 41		ALBED	有非谱
HCM Average Control D	elay	Marie II	33.8	H	ICM Lev	vel of Se	ervice	L La Fig.	С	184 8	4.55	
HCM Volume to Capacit	y ratio		0.60	PRY. Lickler basismuse	olemninia.icz://grx8cockido	00000000000000000000000000000000000000	11	our forelinkaan druktoore zoollisht	w (2)	200000000000000000000000000000000000000	2000 - Albahallimbandunilimb	wasser 3 military age
Actuated Cycle Length (s)		118.4	S	sum of k	ost time	(s)	1494	8.0		45 EV	
Intersection Capacity Ut	ilization	h. M. doministro and and an original second	52.6%			el of Ser		· ~ neerenginglygly	Α	7 - W. h. Life and Gallerian (Egg.)	**************************************	Available Village
Analysis Period (min)	Hills		15				g Tur		145		131	
c Critical Lane Group			- SyggwWW1									

	•	-	•	•	-	•	4	†	~	>	ļ	4
Movement Marie Ballet	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7	ሻ	†			^ }	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	X-301-0-7-0-101-0-0-0-0-0-0-0-0-0-0-0-0-0-0		control of reality of a	ZE SEEN ASSAND	4.0	4.0	4.0	4.0	64.0K00000P=-28000000000000000000000	2004 100 100 100 100 100 100 100 100 100	4.0	hardista and PPPWWWP
Lane Util. Factor					1.00	1.00	1.00	1.00			0.95	
Frt					1.00	0.85	1.00	1.00			0.96	
Fit Protected		B & A		184	0.95	1.00	0.95	1.00	A B L		1.00	
Satd. Flow (prot)					1811	1615	1787	1881			3426	
FIt Permitted	166				0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)		Character Vice State Control and Control	A. DELO WOOD		1811	1615	1787	1881			3426	
Volume (vph)	0	0	0	201	3	385	72	420	0	0	714	273
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	226	3	433	81	472	. 0	0	802	307
RTOR Reduction (vph)	0	0	0	0	0	346	0	0	0	0	32	0
Lane Group Flow (vph)	0	0	0	0	229	87	81	472	0	0	1077	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%_	1%	1%	<u> 1%</u>	1%	1%
Turn Type	hi i hi	1111		Split		Prot	Prot					
Protected Phases				7	7	7	1	5	entile international constant		234	
Permitted Phases										111	14.1	
Actuated Green, G (s)				194. P. 1941 S.W.	23.7	23.7	10.0	34.7	1000		72.7	Bookings (PC
Effective Green, g (s)					23.7	23.7	10.0	34.7			72.7	
Actuated g/C Ratio			ARMENIA AND E	FT (Section) Securities	0.20	0.20	0.08	0.29		1 12 12 15 15	0.61	
Clearance Time (s)					4.0	4.0	4.0	4.0				
Vehicle Extension (s)				4	3.0	3.0	3.0	3.0			0404	50.61
Lane Grp Cap (vph)	KI IB HA	1116	141		363	323	151	551		.D. D. E.	2104	
v/s Ratio Prot v/s Ratio Perm				- E	c0.13	0.05	0.05	c0.25		F 115 (5 2.5)	c0.31	100 Clark 2007 1
v/c Ratio					0.63	0.27	0.54	0.86			0.51	
Uniform Delay, d1					43.3	40.0	52.0	39.5	National Control	S Hala	12.9	
Progression Factor				Ballet Ball	1.00	1.00	1.00	1.00			1.10	
Incremental Delay, d2					3.6	0.4	3.6	12.4	W-12- 5-		0.2	
Delay (s)	## ## B		10550		46.9	40.5	55.6	51.9			14.3	1.0
Level of Service			ALCOHOL:		- D	-10.0	- E	D			B	1.15/54/
Approach Delay (s)		0.0			42.7			52.5	sil di		14.3	
Approach LOS		A			, D	L G		D			В	
-4- Val. A sec. Company services processes represents a second constraint and a second constraint and a second					OPEN THE RESERVE	NEW PART DE CHESTANA	982 952 XIS		******			
Intersection Summary		48.4				in the second	書詞 覆	1445		H		1133
HCM Average Control D			31.5	FIN H	CM Lev	vel of Se	ervice		С			
HCM Volume to Capacit			0.64			ilia e e e e e e e e e e e e e e e e e e e		gertaeth Neitheadagaidh		\$1555555555599	Sistematical designation of the second	
Actuated Cycle Length (118.4			ost time			8.0			
Intersection Capacity Ut	ilization		53.7%	10	JU Leve	el of Ser	vice		A			Biologica
Analysis Period (min)			15	10.0	N.K.A		3.3.1	11.5			9 N Jr H	142
c Critical Lane Group												

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Movement :	EBL	EBT-	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7					†	7	ሻ	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8 . mg ser, t-prompt - 100	4.0	4.0	-00-001-00-00-00-00-00-00-00-00-00-00-00	MC0000000 V 0000000000000000000000000000	24 1.1111 2 CS/W-1-78111111111		4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	Ard Carlo
Frt		1.00	0.85	MERROR DE TAMANTO DE LEICH DE TAMANTO DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE L			MY WITH ACCOUNT OF A COUNTY	1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00	I.G. W			W W	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1740	1553	. 54 A.S H.J	~	A-21-V		1827	1553	1752	1845	minimum as
FIt Permitted	i ise	0.95	1.00		1 1/4			1.00	1.00	0.95	1.00	155
Satd. Flow (perm)	010-44000000 XWA 1110-4 TO 100-4 TO 100-4	1740	1553	nu ette amendine en til samm	-00-00001200120000-00-0011-00000000	**************************************	en-interestablishing vicescopics	1827	1553	1752	1845	
Volume (vph)	199	1	98	0	0	0	0	377	216	308	448	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	1	107	0	0	0	0	410	235	335	487	0
RTOR Reduction (vph)	0	0	89	0	0	0	0	0	152	0	0	0
Lane Group Flow (vph)	0	217	18	0	0	0	0	410	83	335	487	0
Heavy Vehicles (%)	4%	4%	4%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Turn Type	Perm		Perm	Marie Co.	II IF a		T WE TO		Perm	Prot	117	
Protected Phases	0.00.0000000000000000000000000000000000	4			(Management 19-19-19-19-19-19-19-19-19-19-19-19-19-1	***************************************		2		1	6	######################################
Permitted Phases	4		4		4 1 1		1 1 1		2			15
Actuated Green, G (s)		10.0	10.0			No. dubble of the Part of		21.4	21.4	17.3	42.7	00000000000000000000000000000000000000
Effective Green, g (s)		10.0	10.0			4 H L		21.4	21.4	17.3	42.7	100
Actuated g/C Ratio		0.16	0.16	-10.00F (10.00F) 116.075 114-	**	90 P	ONORSHIP (1571-1-1944)	0.35	0.35	0.29	0.70	HOOSTITIES WAS ASSESSED TO A PARTY OF THE PA
Clearance Time (s)		4.0	4.0			i Alfa		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		5.4-4	* 021 MADE 100 000 MINE 100 000 000 000 000 000 000 000 000 00	Alab	3.0	3.0	3.0	3.0	2000 to 5 mm - 45-17000000000000000000000000000000000000
Lane Grp Cap (vph)	6.43	287	256			ida a		644	548	499	1298	45.6
v/s Ratio Prot	manappense net de		AND THE SHOOT STATE		(MINISTERNA 17 / 4 W	TOTAL STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,		c0.22		c0.19	0.26	######################################
v/s Ratio Perm		0.12	0.01			10.00	1 68	46. 184	0.05			
v/c Ratio	Harotoral Again Straden	0.76	0.07		MINING CLOSE OF TAXABLES	garage graphs	in in the second	0.64	0.15	0.67	0.38	Patricip Pullinguess
Uniform Delay, d1		24.2	21.4					16.4	13.4	19.2	3.6	117
Progression Factor	ALC: UNIVERSITY OF THE PARTY OF	1.00	1.00	4-6-2-0-05-0-05-0-0-0	and the state of t			1.00	1.00	1.00	1.00	00/00/pronomerous.co
Incremental Delay, d2		10.8	0.1	148.5	7 144			2.1	0.1	3.5	0.2	
Delay (s)	20.00.00.00.00.00.00.00.00.00.00.00.00.0	35.0	21.5	HERRORA HIS PROCESSED PROCESSED AND AND AND AND AND AND AND AND AND AN			2000 PH 1000 1000 PK 1000 PK 1000 PK 1000 PK 1000 PK 1000 PK 1000 PK 1000 PK 1000 PK 1000 PK 1000 PK 1000 PK 1	18.5	13.6	22.7	3.8	P. Care concession
Level of Service		С	C	Minist				В	В	C	Α	
Approach Delay (s)	110000000000000000000000000000000000000	30.5	www.mwo.ca/Past-Obiousided	CA-11-10-10-10-11-11-11-11-11-11-11-11-11-	0.0	NEWSCRIPE CONTROLLER		16.7	diselectory about 15 (2000)	AMPRICATION OF C	11.5	
Approach LOS		С			Α			В			В	
Intersection Summary		l Hi i					Be III	B 31+0	圆 接头			N.A.
HCM Average Control D	elav		16.8	P	ICM Lev	vel of Se	rvice		В			
HCM Volume to Capacity		PER SIDE	0.67									
Actuated Cycle Length (1 1 1	60.7	S	ium of k	ost time	(s)	Skir) ja s	12.0	E BA		
Intersection Capacity Uti			74.2%			el of Ser		10 (10 (10 (10 (10 (10 (10 (10 (10 (10 (, .0			
Analysis Period (min)			14.276				100	h E C		1 4 6		
c Critical Lane Group		4.7.0% BB 3.8			1976				(ma) (ma) (m)	(Her 5, 46)		
5 Childa Lano Croup												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR.	SBL	SBT	SBR
Lane Configurations		4	7					个	7	7	↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	1 P				1.00	1.00	1.00	1.00	
Frt		1.00	0.85				_	1.00	0.85	1.00	1.00	
Fit Protected		0.95	1.00		Na A			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	Management of the Section	1793	1599		TLICH ** *********************************		**************************************	1881	1599	1770	1863	CDAMARIOW MADE IN
Flt Permitted		0.95	1.00			排。施		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1793	1599					1881	1599	1770	1863	
Volume (vph)	133	. 2	124	0	0	0	0	341	284	329	558	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	141	2	132	0	0	0	0	363	302	350	594	0
RTOR Reduction (vph)	0	0	113	0	0	0	0	0	197	0	0	0
Lane Group Flow (vph)	0	143	19	0	0	0	0	363	105	350	594	0
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	2%_	2%	2%
Turn Type	Perm		Perm						Perm	Prot	3841	
Protected Phases		4	Nofembersker (1984 - 1984)	ivii via evannement		Dimensional of the State of the	Al-Weitzbergerstellenen	2	mm	1	6	-5.4-58-0 WINDOW
Permitted Phases	4		4						2			
Actuated Green, G (s)		8.1	8.1	0400012080000000000000000000000000000000	124 T SW 7000 St 7007 SW 1000		Minima waka ka 9.4	19.4	16.4	39.8	A.75-A.80-1-80-0000000000	
Effective Green, g (s)		8.1	8.1		Sulli			19.4	19.4	16.4	39.8	
Actuated g/C Ratio	SHARE HAN ONE SET LOS COCUMEN	0.14	0.14		68.000 THE CONTROL - 2012, 10			0.35	0.35	0.29	0.71	
Clearance Time (s)		4.0	4.0	1 1 12 1 12 1 12		41 11	# ## #	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	CO. 100 - Academy 178, T. 270	3.0	3.0					3.0	3.0	3.0	3.0	ogađaji najveni so da od
Lane Grp Cap (vph)		260	232		1 %	a Ta f		653	555	519	1326	
v/s Ratio Prot	Recharge Guar Carlotte Patrol Patrol	k A SHIRING PROCESSOR I SURTING		NEW AND PARTY OF THE PARTY OF T	E-MANAGETTON NORMANDO		MINTERNAL MARIE SANTA CO	c0.19		c0.20	0.32	A THE RESIDENCE
v/s Ratio Perm		0.08	0.01			B H			0.07		7111	
v/c Ratio	0817U-0000-000-0000-0000-0000-0000-0000-00	0.55	0.08		back and a second	88c0850envehtpp.1355	30**Cer w/1000000 - 000000	0.56	0.19	0.67	0.45	hamanan ang araw
Uniform Delay, d1		22.2	20.7					14.8	12.8	17.4	3.4	
Progression Factor	Status Sprk Wilder	1.00	1.00			naron and a state of the	pagbbasan ekstilis	1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.5	0.2		1 40			1.0	0.2	3.5	0.2	
Delay (s)		24.7	20.8			UDAN MERLEN		15.8	12.9	20.9	3.6	WHEN SELV 425
Level of Service		C	····C	8.1				В	В	C.	Α	
Approach Delay (s)	V8600 84	22.9			0.0			14.5			10.0	
Approach LOS		U	1445		Α	4 4	Isa A	В			В	
Intersection Summary	粉肿		Par Stag		1. 383	1917					排售	211
HCM Average Control D	elay 💮		13.5	iii ∮ H	ICM Lev	rel of Se	rvice	111	В			
HCM Volume to Capacit			0.60	***************************************								
Actuated Cycle Length (# 18 D	55.9			ost time			12.0			344
Intersection Capacity Ut	ilization		80.3%	lO	CU Leve	el of Ser	vice		D	- William		
Analysis Period (min)	Figure 18		15		1 46		6 E G	h b b		16 16		167
c Critical Lane Group												

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Movement	EBL	EBR	NBL	NBT	SBT	SBR			49 8 00 1 62 8 74 en 1	
Lane Configurations	¥/			सी	7>					
Sign Control	Stop			Free	Free					
Grade	0%		****	0%	0%	820				
Volume (veh/h)	2	2	. 14	55	160	14				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph)	2	2	15	58	168	15				
Pedestrians									0.7.455 / 2001/2009	PROPERTY OF STREET AND
Lane Width (ft)	i I. I				Maria II					iika
Walking Speed (ft/s)		azak kalentatakidi		100 table : the 100 table				Carlo de Carlo de Carlo de Carlo de Carlo de Carlo de Carlo de Carlo de Carlo de Carlo de Carlo de Carlo de Ca	No. of Control of Control	
Percent Blockage	1 555							1: 0.8%		
Right turn flare (veh)							ERICUAE - III	Table Cartes		
Median type	None		Auli	11514	4 4			The state	1,60	
Median storage veh) Upstream signal (ft)		Star III							S SE	
pX, platoon unblocked	MALE FOR		50.00					t II II II	ili Paka	
vC, conflicting volume	263	176	183		HE STEE			w ara		
vC1, stage 1 conf vol	200	H Y	ENIAA	WEY AND SE					1000	
vC2, stage 2 conf vol	15 E								1 2 2	
vCu, unblocked vol	263	176	183	A STATE OF THE STA						
tC, single (s)	6.4	6.2	4.1	681			4511			
tC, 2 stage (s)									ALE ST. SAND.	
tF (s)	3.5	3.3	2.2					1 15 54		
p0 queue free %	100	100	99	on open, in distance of the control	110000000000000000000000000000000000000	D. (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	WASHINGTON TO THE PARTY OF THE	ALTO VIA STED PARALLI, J		
cM capacity (veh/h)	718	867	1392			i i skali	l 18A	i Wal	84 II	
Direction, Lane # 5	EB 1	NB 1	SB 1		T. W.		A B. Marie	9425	k dive	
Volume Total	4	73	183		THE			16 13 6	8 44 E	F1 1 F7
Volume Left	2	15	0	organic, managaminingo			Simple : , in 1900 - I car institution of the	CCCL008-LL0CC005-A-1 0-0-A-10000	***************************************	
Volume Right	2	0	15	l Mari			#1111	fil Hä	72.045	
cSH	786	1392	1700							
Volume to Capacity	0.01	0.01	0.11							1441
Queue Length 95th (ft)	0	1	0		2.0000000000000000000000000000000000000	ATTENDED				
Control Delay (s)	9.6	1.6	0.0		16.00		ka b b			
Lane LOS	A	Α		NOTES MANAGEMENT AND A STREET	WINDOWS WINNESS NO				Augusta and San	
Approach Delay (s)	9.6	1.6	0.0				福告 居用			
Approach LOS	Α									
Intersection Summary	25	(MARIE)			推讀	· · · · · · · · · · · · · · · · · · ·	非特殊 立	e Alle St	eith Mar	
Average Delay			0.6	h/s/00004199999999999	10 <u>1</u>	1000 to 1000 Cg 2/14/20 20 20 20 20 20 20 20 20 20 20 20 20 2		Barra (sel 490, consultation on a comme		The state of the s
Intersection Capacity Ut	ilization		25.0%		CU Leve	el of Service		A		
Analysis Period (min)			15		, many 200 X 7 110 200 X		-			
						H A MA				

	۶	•	1	†	ļ	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR	I 41. 1	复复.	1 4 1 5	. Large	
Lane Configurations	¥			€Î	1∕•						
Sign Control	Stop	Tara d		Free	Free	n dec ş			iā lā		
Grade	0%			0%	0%				Tables Of Calaba San Of Salation		***************************************
Volume (veh/h)	12	12	3	132	67	3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95					
Hourly flow rate (vph)	13	13	3	139	71	3					
Pedestrians	Note that the state of the stat	XXXX ZONG CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONTROL CONT		LOCAL PARTIES AND ADDRESS AND		Vacability of the state of the		Minancomo Citada (A	- waste commission and the		mmerce a capaci
Lane Width (ft)	l Bijā	1018			1 4 4		1 8 1				
Walking Speed (ft/s)		A STEEN DISSUIT				SALES AND STREET		2.2.3	TE CONTRACTOR	-y-	Marker Colle
Percent Blockage	8 18 3				455						
Right turn flare (veh)	Nin						N-Mary III				
Median type Median storage veh)	None		41 11 1		466			I BUNK			
Upstream signal (ft)	n est		4 19 H				A 12 114 51				18:74
pX, platoon unblocked		# 2015 PF			JAN T		Alle III.				
vC, conflicting volume	217	72	74					1 14 14 1			
vC1, stage 1 conf vol	700			Espytos	FIEL 15					ABA ISS	W. C.
vC2, stage 2 conf vol	3111		1015		115	RTHE HE					
vCu, unblocked vol	217	72	74	******	907-210 (ESSE	THE STATE OF THE S		*.*:==;:::::::::::::::::::::::::::::::::			
tC, single (s)	6.4	6.2	4.1	1 76.1			ALC: NO		131		186 189
tC, 2 stage (s)								34,7 1		_ 1.5=	
tF (s)	3.5	3.3	2.2		7						
p0 queue free %	98	99	100								22.004.000
cM capacity (veh/h)	769	990	1526	Jak	111	19. 展 基 :	Bar Die				
Direction, Lane #	EB 1	NB 1	SB 1		1.6.1			1111	* 14	建设备 。	
Volume Total	25	142	74		MT 4	7 4 8.	76 1		vel III	HA II	
Volume Left	13	3	0								
Volume Right	13	0	3						i Ki		
cSH	866	1526	1700		managaran sa sawaka			£;/4,-34-1000a-communi		#25.2333	
Volume to Capacity	0.03	0.00	0.04	24 121	林園景		18 B - 1				
Queue Length 95th (ft)	2	0	0	ar Engelffere						** ***********************************	25.5754
Control Delay (s)	9.3	0.2	0.0		Maria III.	Herric In 1999		8 4 6			
Lane LOS	A	A	0.0	100		arti sin sin	en en en en en en en en	State of the second			
Approach Delay (s) Approach LOS	9.3 A	0.2	0.0	MAG.			Tata Jak				
• •	A										
Intersection Summary				11:56						电极 顺	
Average Delay	K MM (20018), 3/20018	***************************************	1.1	ano o Shape y constitution of	umanoorda's barres	19-10W-8-12-0-00	IX: a world be not illustrate a conserva-		00000000000000000000000000000000000000	SES PANISHTY	1999-y 4-5500000000000000000000000000000000
Intersection Capacity Ut	lization		19.4%		CU Leve	el of Service		A 1. A			
Analysis Period (min)			15	CHICAGO CONTROL CONTRO	sa 45 Tayaniin garanaana				2000-000		
						11 B. L. I				ALC: N	

	•	*	†	~	-	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT CARDARY TO NO SERVICE STATE OF THE
Lane Configurations	Ψ			N		4
Sign Control	Stop		Free			Free
Grade Volume (veh/h)	0% 7	0	0% 9	56	0	0%
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	9	0	31	70	0	75
Pedestrians				COS SPANIA CON CONTRACTOR		
Lane Width (ft)				- B		
Walking Speed (ft/s) Percent Blockage	41.75.4	1 11 11 6				
Right turn flare (veh)					iis us ex	
Median type	None		5811		h il	
Median storage veh)		THE STATE OF				
Upstream signal (ft) pX, platoon unblocked				l Han		
vC, conflicting volume	121	46			81	
vC1, stage 1 conf vol		KINNET DE BOKINAKTET I ES	EESSAIEEESSA, 142 mil east o	4-12 2-04-1979-188001		District Control of the Control of t
vC2, stage 2 conf vol	101					
vCu, unblocked vol tC, single (s)	121 6.4	46 6.2		114 H	81 4.1	
tC, 2 stage (s)	V.7	0.2			T.	
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	879	1029			1529	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total Volume Left	9 9	81 0	75 0		AL FRANCE	
Volume Right	0	70	0			
cSH	879	1700	1529			
Volume to Capacity	0.01	0.05	0.00	- 141		
Queue Length 95th (ft) Control Delay (s)	9.1	0. 0	0. 0	Ma i		
Lane LOS	9.1 A	0,0	0.0		15 16 17 75	
Approach Delay (s)	9.1	0.0	0.0	NG B		
Approach LOS	A					
Intersection Summary	3.94	144	1111		18 A	THE REST OF THE PARTY OF THE PARTY.
Average Delay			0.5		de la companya de la companya de la companya de la companya de la companya de la companya de la companya de la	
Intersection Capacity Ut	lization		13.9%	i e la la	CU Leve	el of Service A
Analysis Period (min)			15			

	•	*	†	1	\	↓		
Movement	WBL	WBR	NBT	NBR	SBL	SBT:		
Lane Configurations	Ìγ		^}			4		
Sign Control	Stop		Free	Kaidii		Free		
Grade	0%	***************************************	0%	CCO-PS (PROCE VARIABLE STATE)		0%	1300-4411000 1300 110-400 01011 1300 0-4-0111 1300 140-010 1300 140-010 1300 140-010 1300 140-010 1300 140-010	
Volume (veh/h)	56	- 0	47	6	0	19		
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	1880.404.614.714.71.71.71.71.71.71.71.71.71.71.71.71.71.	
Hourly flow rate (vph)	76	0	64	8	0	26		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)			SATE and Broad they observe the second					
Percent Blockage			Maria.	5 July 1960				
Right turn flare (veh)		MXXXXX	magazaritekiii ili. (ee:	P900.79700.00 0.2707924	A-43300-A-000000000000000000000000000000		The state of the s	~/s.osemin a (
Median type	None		Maji					
Median storage veh)		we will be the second of the s	errennerskriver i se		No. of the last of			- Tare of the second
Upstream signal (ft)		11 11 11 1						
pX, platoon unblocked				Karana a na saasa 224.			Phone is the control of the control	27-G
vC, conflicting volume	93	68			72			200
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								5 8 1
vCu, unblocked vol	93	68			72	ON THE STATE OF TH		× , 1
tC, single (s)	6.4	6.2	ABS		4.1			Italia II
tC, 2 stage (s)	0 E	- 0 0				The Char		
tF (s) p0 queue free %	3.5 92	3.3 100			2.2 100	EL FALL EL		
cM capacity (veh/h)	912	1001			1541			
	912	1001			1041	19 20	THE STATE OF THE S	Mg.
Direction, Lane #	WB 1	NB 1	SB 1	F H		雕瀬		100
Volume Total	76	72	26		45 6 1			
Volume Left	76	0	0			7.4/********************************		00000000000000000000000000000000000000
Volume Right	0	8	0					
cSH	912	1700	1541		#138000 xxxxxx #100 117 20 117 117 117 117 117 117 117 117 117 11	o Alarono is prosilibositati		
Volume to Capacity	0.08	0.04	0.00					
Queue Length 95th (ft)	7	0	0				10 T 4 T 20 T 20 T 20 T 20 T 20 T 20 T 20	7.00
Control Delay (s)	9.3	0.0	0.0					
Lane LOS	Α				en de Paris de Late			
Approach Delay (s)	9.3	0.0	0.0					
Approach LOS	Α							
Intersection Summary		19 M.		插件 数字		M Ma	· · · · · · · · · · · · · · · · · · ·	
Average Delay			4.1					
Intersection Capacity Ut	ilization		13.3%	- 10	CU Leve	el of Servi	e A	
Analysis Period (min)			15				. Halan	
						e gene e		

	•	-	7	√	+	A.	•	†	<u> </u>	\	↓	4
Movement Company	. EBL	(EBT)	EBR	WBL.	WBT	WBR.	- NBL	NBT	NBR	∜SBL ∦	SBT	SBR
Lane Configurations		43			4			4			- 43→	
Sign Control	4.51	Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	349	0	0	385	50	0	0	1	- 55	. 0	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	375	0	0	414	54	0	0	1.1	59	0	12
Pedestrians		warrommercal assista	and the second s		om of other bases in a ENCOSE.		7		and the second second		normanian (Section)	
Lane Width (ft)					164			E A A				
Walking Speed (ft/s)		PROBEST TO STATE OF THE PROPERTY OF THE PROPER	a. aktor Jakopenovoo			- 24.1-28 0.00000000000000000000000000000000000	\$000\$70800FF002A40254.P40	·				
Percent Blockage	-16 #1	14 (5)			A A	45		a 1 5				
Right turn flare (veh)	No. of the last of		/5-14E22524		ENTRE ADMINISTRA	G-247-1				46	2 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	
Median type			AFI.			B b is	LU A.	None	Market Market		None	
Median storage veh)	4 - F1 - 11 - 11 - 11 - 11 - 11 - 11 - 1	(Harristania)	4.67552000000000		044	455U 1171 1171 1171		7.5 X 2.555	16.7	inta Jan 1970		HINE THE
Upstream signal (ft)	HLAI	7013			814	11 11	集 原 化	F. 72. 3				
pX, platoon unblocked	400		Totalia	275			-047	862	375	837	835	≇441
vC, conflicting volume vC1, stage 1 conf vol	468			375	16 64 3		847	002	3/3	-03/	033	***
					250						65. ZII. II. I	
vC2, stage 2 conf vol vCu, unblocked vol	468		1433	375			847	862	375	837	835	441
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	14 7 17		SEAL SE	7.4				y.v	9.2	750 Me 051		A
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99	7022	MES. 20	100			100	100	100	79	100	98
cM capacity (veh/h)	1083			1156		111	275	291	673	286	303	621
Direction, Lane #	EB 1	WB 1	NB 1	SB-1	B 4 6		1.56	直接		in 25.73	15.75	
Volume Total	385	468	1	71	1. 178					14.11	1516	
Volume Left	10	0	0	59	90,90	TOWNS PARTY OF THE	***************************************		ca (25) Laterity commendense me	EMININE COLZ. STAYSHII	Campanian	VERTOLE RUINING CONTROL
Volume Right	0	54	1	12			46 .	88 8				
cSH	1083	1156	673	314		communication (P	e categories		000 - 00000 - D OA '' P	COMMINS OF BUILDING		PD-28 (M7000000000000000000000000000000000000
Volume to Capacity	0.01	0.00	0.00	0.23		M KA	145					441
Queue Length 95th (ft)	1	0	0	21								
Control Delay (s)	0.3	0.0	10.4	19.8		HALL.		1/1/19	18 1	l K		
Lane LOS	Α		В	С								
Approach Delay (s)	0.3	0.0	10.4	19.8	Mile i		166	W.E			14.4	
Approach LOS			В	С								
Intersection Summary		1401		1 6	多類的	制藏基的	E4:48	\$ W.	制 概		F 774	计节器
Average Delay	MINISTER OF SECURITION		1.7		BARROUNE TO A PROCESS		W/1570		DA-800000004-0000000 0-2000			amming and other control
Intersection Capacity Ut	ilization	M St.	42.7%	i di la	CU Leve	el of Ser	vice	H. P	Α	114		
Analysis Period (min)	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	White the state of	15	000 000 000 000 000 000 000 000 000 00	1000 MIN 1000 FISCHMAN	mont -54 gant-month	Wallenda Chinasani	n kongungski we	CIT. 1/2/CHXXXIII-EIROOPIII		(A. V. 10. VIII. III. III. III. III. III. III. I	NECESSARIAN CANCELLARIAN
		F - 150			43/41					161		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		•	4			4	
Sign Control	144	Free			Free			Stop	111	111	Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	504	3	0	367	50	0	0	3 34	61	0	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	560	3	0	408	56	0	- 0		68	0	8
Pedestrians		# 64	Brait, Carolina		and the second s	Maria de la composición della						
Lane Width (ft)					64 B	# 5 1	L#kBat	l la le	14			
Walking Speed (ft/s)		100 AU 7100 A						(A) and the second		ow - E		
Percent Blockage		a Baratta		inda 9				W E	100	3 1, 31	IESE.	
Right turn flare (veh) Median type	E 1219 1					E-Signation		None	351-84		None	
Median storage veh)	a a	121 S Is					1 1 1	INOHE			INOLIG	
Upstream signal (ft)			a dan		814	Barra A		10 5				
pX, platoon unblocked	15 × 6 5 k			188111111111111111111111111111111111111				W. 15				
vC, conflicting volume	463	B #4 #		563			1014	1034	562	1007	1008	436
vC1, stage 1 conf vol		AF 138 32T 211						des Tultur Lähe.	100			
vC2, stage 2 conf vol	116.113	1.00			8.3 8					11. 11. 19.		
vCu, unblocked vol	463	+Character and account		563		re-emine and Shares	1014	1034	562	1007	1008	436
tC, single (s)	4.1			4.1	1151	16.0	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	are and another and the feet											
tF (s)	2.2		ilia	2.2	iiā		3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	69	100	99
cM capacity (veh/h)	1103	illäli	1111	1008	HEA.		216	233	531	217	239	619
Direction, Lane#	EB 1	WB 1	NB 1	SB 1			i. 5, 41	计图集	集集系			112
Volume Total	568	463	1	76	744	I de		Tr Ir k		111		
Volume Left	4	0	0	68			OUR CONTRACTOR OF THE CONTRACT	1855 to 150 148 4794579	J	***************************************	·	presentation of the contract o
Volume Right	-3	56	4 1	8	AS E			es.				
cSH	1103	1008	531	233					costo el demonto coli		EPE Plateries Switchist Mill	
Volume to Capacity	0.00	0.00	0.00	0.32	145.1		A Li fi			V) (T)		
Queue Length 95th (ft)	0	0	0	34				e e e e e e e e e e e e e e e e e e e				
Control Delay (s)	0.1	0.0	11.8	27.7				s is th			121.1	
Lane LOS	A 0.1	0.0	B 11.8	D 27.7			in the Tellin					
Approach Delay (s) Approach LOS	U, I	U.U	11.0 B	21.1 D	MA N	ā H	D. W. This					4 1 5
			or a way tracked light to the	U						***		
Intersection Summary	il dia		2.0			维机.	1, 41, 24, 1	3 5 34 4				7 De 1
Average Delay	:::	T. 11 11 11 11	2.0		NERT	d at Ca	vios -		۸	er er		
Intersection Capacity Ut	mzation		47.0%		CU Leve	a UI 261	vice	上海。	A.			
Analysis Period (min)			15			12050 270e		S				12 1 1 1 1 1 1 1 1 1 1
									6 da i			

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Movement :::	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	¥j	1>		ሻ	1→			4			4	
Sign Control	i di	Free		illä	Free		图 1	Stop		114	Stop	
Grade		0%			0%			0%		the same of the same	0%	
Volume (veh/h)	8	390	15	20	403	119	21	8	23	17	2	4
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)	9	424	16	22	438	129	23	9	25	18	2	4
Pedestrians					RP N		III ALESSES AS			5/3		
Lane Width (ft)		7 1 6			Last	le il i						15 16
Walking Speed (ft/s)			4.0				- C186 115	Negavia seria		5556		
Percent Blockage Right turn flare (veh)						15 15						
Median type					7 10 72 10 10			None	NACHANI		None	
Median storage veh)		E SE SE SE	5015465			ja el i	Ele B	INOTIC			110110	Carrier III.
Upstream signal (ft)			44 <u>4</u> 1 3		375	14	E H. H.		L. L.T.		-17 <u>6</u> 1 3	e E
pX, platoon unblocked	0.86	FX: 12 12 12 12 12 12 12 12 12 12 12 12 12		A CONTRACTOR			0.86	0.86	N. P. C. STREET, S. L.	0.86	0.86	0.86
vC, conflicting volume	567		144	440		4.61	936	1060	432	1017	1004	503
vC1, stage 1 conf vol		emple three St. + Party Telefor	***************************************			XSE - # 30 http://www.min	***************************************		Silling tructures some			***************************************
vC2, stage 2 conf vol	4555	II.		14.				4 B 4 I		B.E.M.		
vCu, unblocked vol	497			440			926	1070	432	1020	1004	422
tC, single (s)	4.1	194		4.1	100	FH E	7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)					ANALYSIS ANALYSI A							
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99	7 A	T. B. St. Co.	98	7280		89	95	96	89	99	99
cM capacity (veh/h)	909			1104			204	182	617	169	203	547
Direction, Lane #	EB 1	EB 2	Control of the Contro	WB 2	NB 1	- SB 1.		115	逐點點		WES	
Volume Total	9	440	22	567	57	25			Call 3			441
Volume Left	9	0	22	0	23	18			 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888 1888			
Volume Right	0	16	1101	129	25	4						
cSH	909 0. 01	1700 0.26	1104 0.02	1700 0.33	282 0.20	195 0.13						
Volume to Capacity Queue Length 95th (ft)	1	0.20	0.02	0.33	18	11			# M 6.			
Control Delay (s)	9.0	0.0	8.3	0.0	20.9	26.2	2				E DE LINE DE	This is the
Lane LOS	3.0 A		A	0.0	C	D					DESCRIPTION OF	
Approach Delay (s)	0.2	1811	0.3		20.9	26.2				6651	1444	
Approach LOS					C	D			3 H3 00 D748 11 H8 11	maiye ya umaa		1-200-0880088
Intersection Summary	[1]			::3364		\$ \$ 48	A GLE	植植物	散板非	掌病性	11.5	4.11
Average Delay			1.9									
Intersection Capacity Uti	ilization	HILL	38.4%	IC	CU Leve	el of Ser	vice	450	Α			
Analysis Period (min)			15					······································		HILLOCKA, YOYAYAYAYIN		xxxxxxxxx
											64423	BE TH

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Movement	EBL	EBT	EBR	WBL	WBT:	WBR	NBL:	NBT -	NBR	SBL	SBT	SBR
Lane Configurations	الر	- 1		الر	†			4			4	
Sign Control		Free			Free	juli i		Stop			Stop	
Grade		0%			0%			0%			0%	W. W. WHILE Y V. W. W. W. W. W. W. W. W. W. W. W. W. W.
Volume (veh/h)	10	474	76	60	328	24	68	2	76	155	9	8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	504	81	64	349	26	72	2	81	165	10	9
Pedestrians		ersesatis						124				
Lane Width (ft)			14.18		10.39			811.45	H 4-0	144	141111	
Walking Speed (ft/s) Percent Blockage	BIE HELL		i e v (Ne v Tac Sta	100								
Right turn flare (veh)	8# II =											
Median type	Ex. St. S	EE U 10 11 11		1860	. 16.49.			None	h. W. H.		None	
Median storage veh)		5 7 C				est sir by	rad de la		AL ISID SIN	- FV 1	110110	
Upstream signal (ft)	FIL 3.1	94.55	14354		375			Ba B	BIL			
pX, platoon unblocked	0.97					Maria de la Carta de la Carta de la Carta de la Carta de la Carta de la Carta de la Carta de la Carta de la Ca	0.97	0.97	- COST	0.97	0.97	0.97
vC, conflicting volume	374			585	ile ili i		1056	1068	545	1097	1096	362
vC1, stage 1 conf vol			·····		***************************************				41. Ages & 5.5.5mm. 400.000			
vC2, stage 2 conf vol			14.40	Mild A	W. H.	#filli	4 44	116.1				
vCu, unblocked vol	355	mark of themselves a single second		585			1058	1070	545	1100	1099	342
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)											a 9 o 5 o 5 o 5 o 5 o 5 o 5 o 5 o 5 o 5 o	
tF (s)	2.2	4044		2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99 1173			94			59 - 177	99 200	85 540	0 148	95 193	99 684
cM capacity (veh/h)	en en el mode de la la la la la la la la la la la la la			990			111	200	540	140	190	- 004
Direction, Lane #	EB.1	EB 2	WB 1	WB 2	NB 1	SB 1	114.4				1000	
Volume Total	11	585	64	374	155	183		di Sul				
Volume Left	11	0	64	0	72	165				* 5 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		
Volume Right	1173	81 1700	990	26 1700	81 273	9 155		2 N S				
cSH									SI SI KAN		in in the same in	
		TERCHIO PRO CONTROLLE 2011				Carlot Managerian Chris						D
							LE E. Ses		1 7 4	a a	HEER E.S.	U.S. Th
10-101-201-201-201-201-201-201-201-201-2	With the Spring of the Per	Jean Mary	0.04 EE SEE SEE SEE SEE SEE SEE	0.0		S	ATTENDED OF					10 (State State
							SAL	E & T	Ma Id i		Tea la	
Approach LOS				1.671533335353	D	F	¥**					ene saset en saset en se
Intersection Summary	點類	覆/11/		MERK	Maria !	1-511	1.25		l Alak	i iş iye.	Maria.	rain i
Average Delay	222 (Jane 17 Janearin 18 19 19 19 19 19 19 19 19 19 19 19 19 19			000000195 hikepprononnee	<u> </u>			WERE CONTROL OF THE PARTY OF TH		200, 5-187 : 4-1868 : Manager		AND CONTRACTOR OF A STATE OF THE STATE OF TH
	lization	HHI		I II	SU Leve	el of Ser	vice		B		Mas In	
Analysis Period (min)			15			WHEN THE SALE	an digital district					inipatron
Intersection Summary	0.01 1 8.1 A 0.1	0.34	0.06 5 8.9 A 1.3 29.1 59.1% 15	0.22	D	1.18 255 185.8 F 185.8 F	vice		В			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ř	^		*1	1			र्स	7	7	1>	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	-E-XX80
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1428		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1821		1703	1730			1702	1468	1805	1631	
Flt Permitted	0.33	1.00		0.48	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (perm)	596	1821		867	1730		and the second s	1702	1468	1805	1631	
Volume (vph)	31	375	8	68	490	147	3	6	50	133	4	62
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	408	∥ ⊍ 9	74	533	160	. 3	7	54	145	4	67
RTOR Reduction (vph)	0	1	0	0	7	0	0	0	51	0	59	0
Lane Group Flow (vph)	34	416	0	74	686	0	0	10	3	145	12	0
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	10%	10%	10%	0%	0%	0%
Turn Type	Perm	74		Perm	87 [.]	F.A. 1	Split		Perm	Split	Heff (1 15 1
Protected Phases	***************************************	2		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	6		4	4	CONTRACTOR AND AND AND AND AND AND AND AND AND AND	8	8	X
Permitted Phases	2			6			15 11	1 1 1	4			
Actuated Green, G (s)	87.4	87.4		87.4	87.4			5.7	5.7	14.9	14.9	
Effective Green, g (s)	87.4	87.4		87.4	87.4		16.5 Th	5.7	5.7	14.9	14.9	
Actuated g/C Ratio	0.73	0.73		0.73	0.73			0.05	0.05	0.12	0.12	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	434	1326		631	1260			81	70	224	203	
v/s Ratio Prot		0.23	20000000000000000000000000000000000000		c0.40			c0.01	45-45-5-5-40-20-20-00-00-00-00-00-00-00-00-00-00-00	c0.08	0.01	old@wómm
v/s Ratio Perm	0.06			0.09				9 10 1	0.00	i de la composição de l		
v/c Ratio	0.08	0.31	THE ENGLISHMENT STATE	0.12	0.54	Alternational Concession Committee	escondinate Affective an	0.12	0.04	0.65	0.06	Ministration of the Control of the C
Uniform Delay, d1	4.7	5.7	131	4.8	7.3	1123	# EL 9	54.8	54.5	50.0	46.4	T E
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	(Marine)
Incremental Delay, d2	0.4	0.6		0.4	1.7			0.7	0.2	6.3	0.1	
Delay (s)	5.0	6.4		5.2	9.0			55.4	54.7	56.3	46.5	
Level of Service	Α	Α		Α	Α		A in	E	_ D	E	D	
Approach Delay (s)		6.3	THE STATE OF THE S		8.7			54.9	VIII.		53.1	
Approach LOS	64.15	A			A	147		D	1115		D	
Intersection Summary	111	1451	1 4 1		1 1114	(B) (B)		1. 经等	1.33	agu j		
HCM Average Control D	elay		16.3	8 H. H	ICM Lev	el of Se	rvice	U TLE	В			
HCM Volume to Capaci		989 58 632563	0.54		Approximation is							
Actuated Cycle Length (120.0		Sum of lo	ost time	(s)		12.0		EL LE	
Intersection Capacity Ut		ere ere ere ere ere ere ere ere ere ere	62.1%		CU Leve				В	x::==================================	comparation of the comparation o	-yeargeoreanicate (FT)
Analysis Period (min)			15			1911						111
c Critical Lane Group	mmangsip (PC) SU 1886 8	ecolOBES additions	7		Der von der une de Landers et sent et se de lander			pran, see builli. 53		13.575	······································	www.ccccoccus.com

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Movement	非EBL:	EBT	EBR	WBL	WBT	WBR	NBL	NBT:	NBR	SBL	SBT	SBR
Lane Configurations	Ŋ,	1>		ነሻ	7>			4	7	ሻ	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.96			1.00	0.85	1.00	0.88	
FIt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	_ 1.00	
Satd. Flow (prot)	1770	1851		1770	1783			1807	1583	1805	1666	, , , , , , , , , , , , , , , , , , ,
Fit Permitted	0.42	1.00		0.35	1.00			0.97	1.00	0.95	1.00	
Satd. Flow (perm)	784	1851		645	1783			1807	1583	1805	1666	
Volume (vph)	82	588	25	157	350	139	20	12	155	108	8	39
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	626	27	167	372	148	21	13	165	115	9	41
RTOR Reduction (vph)	0	1	0	0	8	0	0	0	154	0	37	0
Lane Group Flow (vph)	87	652	0	167	512	0	0	34	11	115	13	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Perm	1999		Perm			Split	Maria de la composición dela composición de la composición de la composición de la composición dela composición de la composición de la composición dela composición dela composición de la composición dela composición de la composición dela Perm	Split	14/16	100	
Protected Phases	Singar actions as in section 2	2	and the second		6	a CGC 1 to Promise of the State of	4	4	manus de la companya de la companya de la companya de la companya de la companya de la companya de la companya	8	8	-demonstrator-re-even
Permitted Phases	2			6				154	4			
Actuated Green, G (s)	87.1	87.1	K. 2017 WARF - 60 - 400 C	87.1	87.1			8.2	8.2	12.7	12.7	White Mark to rest
Effective Green, g (s)	87.1	87.1		87.1	87.1			8.2	8.2	12.7	12.7	
Actuated g/C Ratio	0.73	0.73		0.73	0.73			0.07	0.07	0.11	0.11	100 (A)
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	569	1344		468	1294	H. W. B.		123	108	191	176	7/8
v/s Ratio Prot	SOUND BEN DERVICE	c0.35		**************************************	0.29	NETBORN TO CONTOUR	er et al. Alimentalisis es una	c0.02	19000 Palcinio Pays	c0.06	0.01	
v/s Ratio Perm	0.11	118.31		0.26		Thursday	ELE I	15 S. S.	0.01		1871	
v/c Ratio	0.15	0.49		0.36	0.40			0.28	0.10	0.60	0.08	
Uniform Delay, d1	5.1	7.0		6.1	6.3			53.1	52.5	51.2	48.4	i lia
Progression Factor	1.00	1.00		1.00	1.00	yaxx:::::::::::::::::::::::::::::::::::	-488000 X2000001 is cite on 666	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	1.3		2.1	0.9	14 A		1.2	0.4	5.3	0.2	
Delay (s)	5.6	8.2	**************************************	8.2	7.2	tradition of the second	**************************************	54.3	52.9	56.5	48.5	
Level of Service	A	Α		Α	Α			D	D	E	D	
Approach Delay (s)	you	7.9	947 N	***************************************	7.5			53.1		.,42-	54.1	
Approach LOS		Α		111.2	A	1664		D			D	
Intersection Summary					16.4	国。 重		8818·1		kā a		100
HCM Average Control D	elav		17.0		ICM Lev	vel of Se	ervice		В	T 15 34	See.	
HCM Volume to Capacit		ASSESS OF THE RES	0.48									PARTIES NAME OF THE PARTIES OF THE P
Actuated Cycle Length (•		120.0	S	um of k	ost time	(s)		12.0	4 2 3		
Intersection Capacity Ut			63.8%			el of Ser			В.		A A	
Analysis Period (min)	14.		15									
c Critical Lane Group		ex;XIIIXIIIIII.; %1.		esta govern	50 74E W	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		merk i samen de la companya de la companya de la companya de la companya de la companya de la companya de la co		4695.1675		as Typesees

	\rightarrow	•	1	4-	4	/	
Movement	EBT	EBR	WBL	WBT	" NBL	NBR	
Lane Configurations	本	77	ች	4	ኻ	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00	
Fit	1.00	0.85	1.00	1.00	1.00	0.85	
Flt Protected	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (prot)	1827	2733	1649	1677	1703	1524	
Flt Permitted	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (perm)	1827	2733	1649	1677	1703	1524	
Volume (vph)	45	522	458	85	612	242	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	POTENTIAL PLANT TO THE CONTROL OF TH
Adj. Flow (vph)	48	561	492	91	658	260	
RTOR Reduction (vph)	0	0	0	0	0	39	A Company of the Comp
Lane Group Flow (vph)	48	561	284	299	658	221	
Heavy Vehicles (%)	4%	4%	4%	4%	6%	6%	
Turn Type		custom	Split		* 4	custom	
Protected Phases	4	457	3	3	567	3567	
Permitted Phases			MIDE		141	567	
Actuated Green, G (s)	10.0	77.2	23.8	23.8	73.2	101.0	
Effective Green, g (s)	10.0	77.2	23.8	23.8	73.2	101.0	
Actuated g/C Ratio	0.08	0.65	0.20	0.20	0.62	0.85	
Clearance Time (s)	4.0		4.0	4.0	# L L		
Vehicle Extension (s)	3.0	emmonal of Printer Access 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3.0	3.0			·
Lane Grp Cap (vph)	154	1773	330	335	1048	1293	
v/s Ratio Prot	0.03	c0.21	0.17	c0.18	c0.39	0.14	
v/s Ratio Perm	ad II		966日		17 43	基集用集	
v/c Ratio	0.31	0.32	0.86	0.89	0.63	0.17	
Uniform Delay, d1	51.3	9.2	46.0	46.4	14.4	1.6	建筑建设设施,是是是是一个企业企业的基础。
Progression Factor	1.00	1.00	1.00	1.00	0.33	0.00	
Incremental Delay, d2	1.2	0.1	19.9	24.4	8.0	0.0	
Delay (s)	52.4	9.3	65.8	70.8	5.6	0.0	
Level of Service	D	Α	₽ E	E	A	A	
Approach Delay (s)	12.7			68.4	4.0	100 March 1992	
Approach LOS	В		ų kā	i jijE	Α	A # 11	
Intersection Summary				11.6万十		145 4	
HCM Average Control D		TAME:	24.3		HCM Le	vel of Se	rvice
HCM Volume to Capacit			0.66				N. Control of the state of the
Actuated Cycle Length (119.0			ost time	
Intersection Capacity Ut	ilization		62.2%		CU Lev	el of Ser	vice B
Analysis Period (min)			15				
c Critical Lane Group							

	-	*	•	←	1	/	
Movement	EBT	EBR	WBL	WBT	NBL	NBR.	
Lane Configurations		77	7	4	*	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	AND THE RESERVE OF TH
Flt Protected	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (prot)	1881	2814	1698	1739	1770	1583	a
Flt Permitted	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (perm)	1881	2814	1698	1739	1770	1583	
Volume (vph)	137	699	381	112	535	335	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	146	744	405	119	569	356	
RTOR Reduction (vph)	0	0	0	0	0	39	
Lane Group Flow (vph)	146	744	255	269	569	317	
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	
Turn Type	l c	custom	Split			ustom	
Protected Phases	4	457	3	3	567	3567	
Permitted Phases		115				567	
Actuated Green, G (s)	14.0	82.0	20.0	20.0	74.0	98.0	
Effective Green, g (s)	14.0	82.0	20.0	20.0	74.0	98.0	
Actuated g/C Ratio	0.12	0.68	0.17	0.17	0.62	0.82	
Clearance Time (s)	4.0		4.0	4.0			
Vehicle Extension (s)	3.0		3.0	3.0	200 - 200 August - 200		
Lane Grp Cap (vph)	219	1923	283	290	1092	1293	
v/s Ratio Prot	c0.08	0.26	0.15	c0.15	c0.32	0.20	
v/s Ratio Perm		AIB	jenji.		412		
v/c Ratio	0.67	0.39	0.90	0.93	0.52	0.25	
Uniform Delay, d1	50.8	8.2	49.0	49.3	13.0	2.5	
Progression Factor	1.00	1.00	1.00	1.00	0.32	0.00	
Incremental Delay, d2	7.5	0.1	29.3	34.0	0.2	0.1	
Delay (s)	58.2	8.3	78.4	83.2	4.4	0.1	
Level of Service	i i E	Α	, E	F	Α	A	
Approach Delay (s)	16.5	ja alemania da da da da da da da da da da da da da		80.9	2.7	Name of the second second	
Approach LOS	В	6511	F & 3	F	A		
Intersection Summary		14 1 1 B	1911		5 6		是是自己的一种。 第一个一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一种的一
HCM Average Control D		100	25.5	761 7	ICM Le	vel of Service	OF ANALYSIS OF THE PERSON
HCM Volume to Capaci		except	0.62			V., (AVIETM - 0 (2))	
Actuated Cycle Length (120.0			ost time (s)	12.0
Intersection Capacity Ut	ilization		60.3%	1	CU Leve	el of Service	В
Analysis Period (min) c Critical Lane Group			15				· · · · · · · · · · · · · · · · · · ·
o orthodr Edilo orodp							

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Movement	EBL	EBT	EBR	WBL	WBT:	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					।	74	ኻ	†			↑ ↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor					1.00	1.00	1.00	1.00	图 报		0.95	
Frt			ofoliosciente (1884 de 1884 de		1.00	0.85	1.00	1.00		DESERVATION AND A 2005	0.95	as encovering
Fit Protected	# 1. \$ f			11.84	0.95	1.00	0.95	1.00		1 24	1.00	
Satd. Flow (prot)	45-00-00		400 mile 10 km	BSCFASPGER	1742	1553	1736	1827	9000		3336	har samosilla k
Fit Permitted		131.51	6 101		0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				440	1742	1553	1736	1827		- 0	3336	200
Volume (vph)	0	0.04	0	148	5	329	138	435	0 01	0 01	655	309
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91 5	0.91 362	0.91	0.91 478	0.91 0	0.91 0	0.91 720	0.91 340
Adj. Flow (vph) RTOR Reduction (vph)	0	0 0	0	163 0	0	289	1 52 0	0	0	0	47	340 0
Lane Group Flow (vph)	0	0	0	0	168	73	152	478	0	. 0	1013	0
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Turn Type	0 70	1 1 1 1	070	Split	770	Prot	Prot	76 4E 2	- 7 70	5,0	0,0	3 ,0
Protected Phases			11145 11 5	7	7	7	1	5		er som er	234	
Permitted Phases	L 15 2 1				40 60	. II B I				. 2		
Actuated Green, G (s)	Salas Piris Electi		AH OF STANS		24.0	24.0	11.9	35.2	ABS THE SE	F 70 SEC 100 SEC.	71.1	
Effective Green, g (s)					24.0	24.0	11.9	35.2	THE SET		71.1	
Actuated g/C Ratio	~,3g900321179*0	en k jalantak de men	MARTHER COLLEGE TO	*. ;359a63q888484	0.20	0.20	0.10	0.30	A CONTRACTOR OF THE CONTRACTOR	IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	0.60	
Clearance Time (s)	11 11/2	11415	1111111	1 45	4.0	4.0	4.0	4.0	A A	(4) Ka		
Vehicle Extension (s)				AUTOMOTO CONTRACTOR CO	3.0	3.0	3.0	3.0			WOOD COLOR STATE	
Lane Grp Cap (vph)		F 6 6 5 1	A Abd	IIII II	351	313	174	540		14	1993	
v/s Ratio Prot	***************************************				c0.10	0.05	0.09	c0.26			c0.30	- :
v/s Ratio Perm	16 5			i A		Q4A	445		16.6	41.1		
v/c Ratio		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			0.48	0.23	0.87	0.89			0.51	
Uniform Delay, d1		15EE			42.0	39.8	52.8	40.0	4.5.1		13.8	
Progression Factor		-19 N. N. J. J. S. S. S. S. S. S. S. S. S. S. S. S. S.		mild-varyer finkenissi	1.00	1.00	1.00	1.00		morning - 52-509.	0.89	
Incremental Delay, d2					1.0	0.4	35.0	15.9	8.78		0.2	\$4.L
Delay (s)					43.0	40.2	87.8	55.9	Communication (1997)	en en en	12.5	
Level of Service	b.4.#	0.0			D	D	L F	E CO C		134.	10 F	
Approach Delay (s)		0.0	and see	Sie see Enwerk	41.1	44 C- E-		63.6	Al DEL	14 Sept.	12.5	
Approach LOS		Α						- E	i i k	5 1 5	D	1.55
Intersection Summary	觀 權權	机构物		极级。	重集制		8 8 9		推翻 賃	製物用	11 64.5	
HCM Average Control D			33.8	ŀ	ICM Lev	vel of Se	ervice	164	C		4111	
HCM Volume to Capacit			0.61				No. and No. and Advantage		W1.		-Am-9-9-	
Actuated Cycle Length (4 (5 ()	119.0		Sum of l				8.0			
Intersection Capacity Ut	ilization	alling engine in the	54.1%		CU Leve	el of Ser	vice	1686. C. N. 1686. SHIP	Α			
Analysis Period (min)			15		ib E	10. II I				Access to		
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT:	WBR	NBL	NBT	NBR	SBL	SBT.	SBR
Lane Configurations					4	آخ	ሻ				^	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	EEEE SAN 1947 1947 1		militario esperimento de a		4.0	4.0	4.0	4.0	ohu a <u>1625g un 1911</u> 26 a. 19	Page 1984	4.0	MINISTRA MARIANTA
Lane Util. Factor	B B BI		E141		1.00	1.00	1.00	1.00		l l B	0.95	5.58
Frt	TO SHOULD SERVICE SERV				1.00	0.85	1.00	1.00			0.96	200 - 100 -
Fit Protected		l k k f			0.95	1.00	0.95	1.00		411	1.00	
Satd. Flow (prot)					1811	1615	1787	1881			3425	
Fit Permitted		Hall			0.95	1.00	0.95	1.00			1.00	5-17 5-13
Satd. Flow (perm)					1811	1615	1787	1881			3425	
Volume (vph)	0	0	0	201	3	410	72	479	- 0	0	803	311
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	0	226	3	461	81	538	0	0	902	349
RTOR Reduction (vph)	0	0	0	0	0	369	0	0	0	0	33	0
Lane Group Flow (vph)	0	0	0	0	229	92	81	538	100	400	1218	400
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Turn Type				Split	104	Prot	Prot			12.7		
Protected Phases	Sall William			7	7	7	1	5			234	FF 1825
Permitted Phases		ref			24.0	24.0	10.1	36.0			73.9	556
Actuated Green, G (s)	S S S S S S				24.0 24.0	24.0 24.0	10.1 10.1	36.0			73.9	
Effective Green, g (s) Actuated g/C Ratio		B / 1 1			0.20	0.20	0.08	0.30		3.11	0.62	
Clearance Time (s)		10.015.015		10, 201	4.0	4.0	4.0	4.0	ALCO I	un saki	0.02	
Vehicle Extension (s)			NEL L	i Na III.	3.0	3.0	3.0	3.0		FL E		
					362	323	150	564			2109	
Lane Grp Cap (vph) v/s Ratio Prot			5 B B B	Britis II.	c0.13	0.06	0.05	c0.29			c0.36	
v/s Ratio Perm		4 1 E	THE EAST		60.13	0.00	0.03	60.29			60.50	
v/c Ratio		1-1-3			0.63	0.29	0.54	0.95			0.58	
Uniform Delay, d1					44.0	40.7	52.7	41.2			13.7	1.0
Progression Factor					1.00	1.00	1.00	1.00			0.89	
Incremental Delay, d2		11111			3.6	0.5	3.9	26.6	A PA		0.3	
Delay (s)	ALIEN DE DES				47.5	41.2	56.6	67.8	Siller Da. 12		12.5	esee Palataid
Level of Service				l li li	D	D	Ε	A. JEI		1.63	В	
Approach Delay (s)		0.0	ana in in in	All Alian Market	43.3	PPER AND AND AND AND AND AND AND AND AND AND		66.3		December 2	12.5	
Approach LOS	I Hai	A			J D	a de A		E		k ble	В	
Intersection Summary	d sale a s	16 551 814	E 4 7 7	ASSATI ALL	THE REAL		andle Sit				Merija a	14.6
HCM Average Control D	Volov		33.8		JCMLo	vel of Se	nuico		C			36.71
HCM Volume to Capacit			0.70	i i	ICIVI LE	vei ui ui	SI VICE		AR AR YE	H ATE		
Actuated Cycle Length (120.0		Sum of h	ost time	/e\		8.0		TEG DE	1.0
Intersection Capacity Ut			57.4%			el of Ser			о.о В		6 11 5520	262
Analysis Period (min)		1 1 1 1	15						H H LI	E 4 7 9		1 1 1
c Critical Lane Group		TE MESSES						S. Rif	o de la company de la company de la company de la company de la company de la company de la company de la comp			
5 Stilloai Earlo Stoap												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7	•				†	7	ሻ	↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	300000000000000000000000000000000000000	4.0	4.0		**************************************	*	COMMODISCONCE, T. V. I. I. A. THEFF	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frt	00-0003001-00-00-00-00-0	1.00	0.85		ACCOUNTS OF THE	- /	1. A. X	1.00	0.85	1.00	1.00	
Fit Protected	E 112	0.95	1.00	111111				1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1740	1553					1827	1553	1752	1845	M = 10 TO TO TO THE TOTAL TO THE THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO T
FIt Permitted		0.95	1.00				l EE	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	9.00	1740	1553	Nacharate Vandara Vandarate		- as was		1827	1553	1752	1845	
Volume (vph)	231	1011	98	0	0	- 50	0	409	216	324	470	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	251	1	107	0	0	0	0	445	235	352	511	0
RTOR Reduction (vph)	0	0	84	0	0	0	0	0	161	0	0	0
Lane Group Flow (vph)	0	252	23	0	-0	0	0	445	74	352	511	1 0
Heavy Vehicles (%)	4%	4%	4%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Turn Type	Perm	1469	Perm	15 14	10000	F. A.	MAKE.		Perm	Prot		
Protected Phases		4					amplication (Aside allestees	2	Verreconnection (ACC)	1	6	C288-8-10-P 3-Q(-
Permitted Phases	4	1744	4		1.14	1 2 5	1 5 5		2			411
Actuated Green, G (s)		13.7	13.7					20.3	20.3	18.4	42.7	***************************************
Effective Green, g (s)	0.01	13.7	13.7					20.3	20.3	18.4	42.7	12.84
Actuated g/C Ratio		0.21	0.21	TO-SE VALL SCHOOL STATE	- (25a manda x 22528			0.32	0.32	0.29	0.66	
Clearance Time (s)	11.66	4.0	4.0				550	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		370	330			植植石		576	490	501	1223	
v/s Ratio Prot						, , , , , , , , , , , , , , , , , , ,	googlegge versions as	c0.24	hostodagine bernaki hilibe	c0.20	0.28	taline and minings out of
v/s Ratio Perm	45.41	0.14	0.01		5 8 6				0.05			
v/c Ratio	y (10.111.01.400.0111	0.68	0.07		**************************************	08-1-09-1-2-00-1-1-3-22-	861-940 BCD-251-603600	0.77	0.15	0.70	0.42	: li-li-fro - constrons desercine
Uniform Delay, d1		23.3	20.3				LS A	20.0	15.9	20.6	5.1	141
Progression Factor		1.00	1.00		CONTRACTOR OF THE CONTRACTOR O			1.00	1.00	1.00	1.00	, you
Incremental Delay, d2		5.1	0.1		1 1 1	B 8 5	HAG	6.4	0.1	4.4	0.2	1111
Delay (s)		28.4	20.3	C18-7652 DECT 261355-84		0.8111111111111111111111111111111111111		26.3	16.0	25.0	5.3	- PAPARIE DE SMIEDEL XXMER
Level of Service		С	C					E	B	С	Α	
Approach Delay (s)		26.0		400-40-40-40-40-40-40-40-40-40-40-40-40-	0.0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		22.8			13.3	
Approach LOS	25 104	C			Α	法 装售	14 (1)	C	B S		В	148
Intersection Summary	Á CLA					斯鹽金		inė ir	# B		1111	
HCM Average Control D	elav	1111	19.1		ICM Lev	el of Se	ervice	S B II	В			
HCM Volume to Capacit			0.72					AME OF STREET	76.			
Actuated Cycle Length (64.4		Sum of lo	ost time	(s)		12.0		Here b	I to I
Intersection Capacity Ut		en sur e SE	79.9%		CU Leve			mierostaj	 D		ssekerser, aver	
Analysis Period (min)	A		15		19 112		Bar II	- Kara 14 - 1		E E		116
c Critical Lane Group				517 TV S. S. S. S. S. S. S. S. S. S. S. S. S.		IIII SE			*************************************	Fattlet Title		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR:	SBL	SBT	SBR
Lane Configurations		4	7					^	7	Ť	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	ALEMPEC COURT, S. L. CO. CO. CO.	W	/		4.0	4.0	4.0	4.0	
Lane Util. Factor	10.4.4	1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Fit Protected	12.71	0.95	1.00	25 Z			sh k si	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	8	1793	1599	17*15*C80 (80) 80-8 (30) WK (B*1**** (30) 3	- activisions secularity	epant, were traceronial control		1881	1599	1770	1863	
FIt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	EC.39000000000000000000000000000000000000	1793	1599			***************************************		1881	1599	1770	1863	
Volume (vph)	157	2	124	0	0	0	0	376	284	374	602	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	167	2	132	0	0	0	0	400	302	398	640	0
RTOR Reduction (vph)	0	0	113	0	0	0	0	0	201	0	0	0
Lane Group Flow (vph)	0	169	19	0	0	0	0	400	101	398	640	0
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm	1000	Perm					i Ale	Perm	Prot	2446	
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			l Te
Actuated Green, G (s)		8.8	8.8					20.1	20.1	19.2	43.3	
Effective Green, g (s)		8.8	8.8					20.1	20.1	19.2	43.3	
Actuated g/C Ratio		0.15	0.15					0.33	0.33	0.32	0.72	
Clearance Time (s)		4.0	4.0			i isə b		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	20 10 10 10 10 10 10 10 10 10 10 10 10 10				3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		263	234	H A	增 压促			629	535	565	1342	
v/s Ratio Prot	auto-come sant-account Min	own retilization	and heinest Amelian Marian and a familia	r (file of our or CLES of Chromosophic III DC)	ANG-Parameters			c0.21	MININE SOUTHWARE SECTION AND ASSESSED.	c0.22	0.34	- 14.14.197700000000000000000000000000000000000
v/s Ratio Perm		0.09	0.01	1 1					0.06			1.0
v/c Ratio	-belgeen ye ve ve, 40 h 30 s Am	0.64	0.08	2020011-1-02200-91880011-988988		***************************************	illiniminini Millionee ili	0.64	0.19	0.70	0.48	CHPORTON OCCUPANT STREET, PARK
Uniform Delay, d1	46.14	24.2	22.2			141	111	16.9	14.2	18.0	3.6	
Progression Factor	900 miles in 1975	1.00	1.00				*XE.:XXXXVIII-*******************************	1.00	1.00	1.00	1.00	
Incremental Delay, d2	75 40	5.3	0.2	a Sa			AS I	2.1	0.2	4.0	0.3	
Delay (s)	at organization of the second	29.5	22.3	health. ht. needs with 1985	1100000 - 000 hrrrown - 100 -	and control of the same	W. T. Chapter Strand . To AAA	19.0	14.4	21.9	3.8	
Level of Service		С	C	A PLAN			91.4	В	В	C	Α	
Approach Delay (s)		26.3	,	KATE-0120000000	0.0			17.0	diamondo antigrama o antigram in the second	- 2. 300 300 300 300 300 300 300 300 300 30	10.8	
Approach LOS	A 44 1	С	Etht	F	A			В		146.	В	
Intersection Summary	(1) EB (1)		医 翻译角	241	掛為 景	机磨排法	· [1] [1] [1] [2] [3] [4] [4] [5] [6] [6] [7] [7] [7] [8] [8] [8] [8] [8] [8] [8] [8] [8] [8		4.0		MIRE.	Maria de la compansión de la compansión de la compansión de la compansión de la compansión de la compansión de
HCM Average Control D	elav	8141	15.2	-	ICM Lev	el of Se	ervice		В		25 (14)	15 15 15
HCM Volume to Capacit		ers december	0.66	To the second se			A 198 78 51 1	AFIR SALES	256 <u>7</u> (e			
Actuated Cycle Length (60.1	Ç	Sum of lo	ost time	(s)	- III - 55	12.0	ES AR		
Intersection Capacity Ut		a 14. sa _n aja 5	87.3%		CU Leve				 E			10 miles
Analysis Period (min)			15				4 1 1	1.05			133113	
c Critical Lane Group	7), 1		e karani Til					ry (sanishiri)		***************************************		

	۶	•	•	†	↓	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR	de A de	1 45 2			
Lane Configurations	Y f			र्स	4						
Sign Control	Stop	4846		Free	Free	ebet I					
Grade	0%	Southean Commence		0%	0%	1115 Xa. 111 San XIII XIII X	SSE-James III - III - III - III - III		someonine.	Carana and a commission	2780 - 54-56-19990000
Volume (veh/h)	2	2	14	115	184	14					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	No observation of many comme				
Hourly flow rate (vph)	2	2	15	121	194	15	iga i	1 LA E			F 85
Pedestrians	ES TEL										
Lane Width (ft) Walking Speed (ft/s)	뒣		5.1							E 1 1556	
Percent Blockage	E . 1 1				\$4. E. II.	EANAGE E					
Right turn flare (veh)	S. SP. SP. SP.						TE HE		35		
Median type	None						re viet i				
Median storage veh)	140110						Marie del de		35,415		P. Carlotte
Upstream signal (ft)		1.356		457			TE E E		LES É		
pX, platoon unblocked			######################################	a se e Sondandara	NAME OF TAXABLE PARTY.						2.1 mm/400 km/mm/mm/mm/mm/mm/mm/mm/mm/mm/mm/mm/mm/m
vC, conflicting volume	352	201	208	i Hill	LEA E						150
vC1, stage 1 conf vol	mingle-economical formula (Control of the milesty)		- Handelling - 18-consecu	page-control by reasoning		900 O O O O O O O O O O O O O O O O O O				ornalis Sanda erressorementen	HEXELONOOP
vC2, stage 2 conf vol		i Bili							414		
vCu, unblocked vol	352	201	208								
tC, single (s)	6.4	6.2	4.1							5 14 5	
tC, 2 stage (s)	XXXX-21000000000000000000000000000000000		emprodutor (12 Att. 1996)	- 0\00 B : 005-000000000000000000000000000000000	411000000000000000000000000000000000000	energy start III or a fill the same			armananan	HARROGRADIO C. M	AND STREET OF STREET
tF (s)	3.5	3.3	2.2	3200			SIE EN EN				
p0 queue free %	100	100	99								
cM capacity (veh/h)	639	840	1362	/ / / J	£4 18		- WAR			Tal Yel	
Direction, Lane#	EB 1		SB 1	1964			数数 打手		126	制度接近	1:41
Volume Total	4	136	208	eda a					14 1		A A T
Volume Left	2	15	0							167	46
Volume Right	200	4200	15								
cSH	726 0.01	1362 0.01	1700 0.12			- 15 - 01 - E-		LE ST			
Volume to Capacity Queue Length 95th (ft)	0.01	U.U.I	0.12					TII A			
Control Delay (s)	10.0	0.9	0.0		Re 1 L		福 相 唐				15 8/10
Lane LOS	Α	0.5 A		i fiyab	- E - 15-15-15-15-15-15-15-15-15-15-15-15-15-1			201 201		: 17 16.5	di Tilinaki
Approach Delay (s)	10.0	0.9	0.0		Total Sa	No the S					a Ya
Approach LOS	A			1 45 No.						45	
Intersection Summary	k Nt	1 1 7 2					i je	44 F	2 & E		
Average Delay	p.4""	b. 00.40	0.5	Little - Jagogram Amanie	CHECKING TO THE CASE OF THE CHECKING THE CHE	11.5					m-1.400000000000000000
Intersection Capacity U	tilization		27.8%		CU Leve	el of Service			A	ner#	
Analysis Period (min)			15		*** 5 (5 (5 (5 (5 (5 (5 (5 (5 (5 (5 (5 (5 (of the committee	COMPLETE SEE

	•	7	1	†	↓	✓
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/A.			4	4	
Sign Control	Stop		Miká	Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	12	12	3	186	109	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph) Pedestrians	13	13	3	196	115	
Lane Width (ft)	Mar E					
Walking Speed (ft/s)	ARIA A					
Percent Blockage	1 A A			l I He	Ka Ji	
Right turn flare (veh)	=					
Median type	None	94 B)			M / / / /	教学,并是教授的一定日本主要。并称"是独立 "
Median storage veh)	734 III	III SUM B				
Upstream signal (ft)		2 4 E		457	A. Jr	
pX, platoon unblocked vC, conflicting volume	318	116	118		i Maria	
vC1, stage 1 conf vol	J 10	110	110	LICENS A	5 20	
vC2, stage 2 conf vol	W E				32.66	
vCu, unblocked vol	318	116	118		WITCHS LANGUE	ra en en la Talaina (M.). In al l'Edita en per en en la coraction de la company de la company de
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2	11.1	40 4	
p0 queue free %	98	99	100			
cM capacity (veh/h)	673	936	1470	1154		
Direction, Lane #	EB1	NB 1	SB 1	1100		
Volume Total	25	199	118	MJ#	M th	4.00g 12.00g
Volume Left	13	3	0	:85.8F=836.sc(77)	e surem e Constituição e	
Volume Right	13	4.470	4700			[4] [5] 中心自由原义。在北方原则是是是建筑的原义。
cSH Volume to Capacity	783 0.03	1470 0.00	1700 0.07			
Queue Length 95th (ft)	2	0.00	0.07		ESBIN A	
Control Delay (s)	9.7	0.1	0.0		e. Fla	
Lane LOS	Α	Α				F 自 · 表 自 · 表 T · 经产产 · 。 ·
Approach Delay (s)	9.7	0.1	0.0			
Approach LOS	Α					
Intersection Summary	企 。特別	¥5, (Ja£L.	1 4 2		
Average Delay		# 750 January 0,40	0.8			
Intersection Capacity Ut	ilization		22.2%		JU Leve	el of Service A
Analysis Period (min)			15	7 F SE		

	•	•	†	~	-	↓		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	ħγf Cu-		þ	kaast - sett		4		
Sign Control Grade	Stop 0%		Free 0%			Free 0%		
Volume (veh/h)	7	0	9	56	0	60		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80		
Hourly flow rate (vph)	9	0	11	70	0	75		
Pedestrians								
Lane Width (ft)	411			al B	Bi.			
Walking Speed (ft/s) Percent Blockage	412 7 11		Section 1919					
Right turn flare (veh)								
Median type	None							
Median storage veh)			4		ombittottemen retrest i			SECOND PROPERTY.
Upstream signal (ft)								
pX, platoon unblocked	464	46	gaga i serenda		64			
vC, conflicting volume vC1, stage 1 conf vol	121	46			81			
vC2, stage 2 conf vol								
vCu, unblocked vol	121	46			81	English A. S. C. C. C. C.		FI 9 T.E DAPA PARENCEMENTALE
tC, single (s)	6.4	6.2			4.1	liki		
tC, 2 stage (s)		- 6 8						
tF (s) p0 queue free %	3.5 99	3.3 100			2.2 100			
cM capacity (veh/h)	879	1029			1529			
		100 mm A.C.	SB 1					
Direction, Lane # Volume Total	WB 1	NB 1 81	75					
Volume Left	9	0	0					
Volume Right	0	70	0					
cSH	879	1700	1529				HERE SAME PARTIES OF THE CONTROL OF	84.2071194111111
Volume to Capacity	0.01	0.05	0.00		BIL			
Queue Length 95th (ft)	1	0	0.0					
Control Delay (s) Lane LOS	9.1 A	0.0	0.0					
Approach Delay (s)	9.1	0.0	0.0					
Approach LOS	Α		808X1X55					William V. President
Intersection Summary						S BAS		
Average Delay	7.7.5 1.2 111		0.5					
Intersection Capacity U	tilization	Fil	13.9%		CU Lev	el of Serv	ce A	
Analysis Period (min)	E-15-40797F34-04-04-04-04-04		15	S NATIONAL PROPERTY OF THE STATE OF THE STAT	auge i Targapion	VIII (1947.7		
		1351						

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Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations	¥γ		4			4				
Sign Control	Stop	fallig	Free			Free				
Grade	0%		0%	MANAGEMENT CONTRACTOR		0%		. (4-10) - (6-10) - (6-10)		- Andrewski malifolish and the
Volume (veh/h)	56	0	47	6	0	19				
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74			A	
Hourly flow rate (vph)	76	0	64	8	-0	26	BANG:			
Pedestrians				W - 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	administrative 1 17		**************************************	Manage (1997)		
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type	None					\$ 11 H				
Median storage veh)		majaaan			V-000000000000000000000000000000000000			00 6-48E-1000000000000000000000000000000000000	A	en en en en en en en en en en en en en e
Upstream signal (ft)			i i i		I A. B					
pX, platoon unblocked		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	COMMERCIA COLLATE	/ . · · · · · · · · · · · · · · · · · ·					CO Dia . Visory consensions	manur-sa-sciiii s
vC, conflicting volume	93	68			72					
vC1, stage 1 conf vol							284E.	· · · · · · · · · · · · · · · · · · ·	SPANSIETUS TV. T. T. T. T. T. T. T. T. T. T. T. T. T.	30 Ac 10 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20 Ac 20
vC2, stage 2 conf vol					74 <u>6</u>					
vCu, unblocked vol	93	68		SANDONENSKA STATE OF A	72	y 44.5 Heaven as 1000		**************************************	Maria Maria da Cara	/\$/\$0,000 #8.500 1500 1500 1500 15
tC, single (s)	6.4	6.2			4.1					
tC, 2 stage (s)	e a a a a a a a a a a a a a a a a a a a	VARABI			enales e e e	BEST AT THE ST				
tF (s)	3.5	3.3			2.2					
p0 queue free %	92	100			100					
cM capacity (veh/h)	912	1001			1541					
Direction, Lane#	WB 1	NB 1	SB 1			1114	i dia 201			
Volume Total	76	72	26							Albani.
Volume Left	76	0	0	11-11,288006888		RANGER STATE OF THE	salas verdētu iesē		· / - XXXII XII BARRATA	
Volume Right	0	4700	0		13.3					
cSH	912	1700	1541				Pika Dirabellin			
Volume to Capacity	0.08	0.04	0.00							
Queue Length 95th (ft)	7 9.3	0. 0	0. 0							
Control Delay (s) Lane LOS	9.3 A	U.U	U.U	All A	B JE SE					
	9.3	0.0	0.0		104			6 - 86 F96 S		
Approach Delay (s) Approach LOS	(22************************************	0.0	0.0		B All I					
• •	Α					TOTAL STATE				
Intersection Summary			4 4		7 45				rus (MARIS	
Average Delay			4.1		V4 11 11 12 12 12 12 12 12 12 12 12 12 12					- 1 968
Intersection Capacity Ut Analysis Period (min)	ilization		13.3% 15		JU Leve	el of Servi	ce	A		
	441									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Free			Free		file:	Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	350	0	0	379	50	0	0	. 71	55	0/	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	376	0.	0	408	54	0	0	11	59	0	12
Pedestrians	do care mentepagajika	#5-8-2-9-8-8-8-5-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	o własia Carbanyowa	20 - 1 JAN - 1 SE	LAN DOMESTICAL			v. in average		war i a cantonio	SERVICE CONTRACTOR	THE STATE OF THE S
Lane Width (ft)					- 55	lbja			141			
Walking Speed (ft/s)	5477, GE SENE		Mari 619-11	a - 1988 mili (1971)							ior cosessa	
Percent Blockage Right turn flare (veh)		1111				8.111						
Median type				i SERveli				None			None	
Median storage veh)								INUITE			IVOLIG	
Upstream signal (ft)					814							
pX, platoon unblocked				- 日本教会 1 月日				(SEXPLE-10)				7-74
vC, conflicting volume	461			376			842	857	376	831	830	434
vC1, stage 1 conf vol	V OR WEST TOTAL			8.8°-45-959625-5-5-	· · · · · · · · · · · · · · · · · · ·	JW6516-151069-158-2-1-1-1-1-4					Z- 2, 40.00dlu00ell002	SMEDICE AND THE
vC2, stage 2 conf vol											1581	
vCu, unblocked vol	461	- 11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		376		2"	842	857	376	831	830	434
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)					VIIVE-88640							00000-1
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99		70. II. III. II. II. I	100	man community of		100	100	100	80	100	98
cM capacity (veh/h)	1089			1155			278	293	672	289	305	626
Direction, Lane #	EB1	WB 1	NB 1	SB 1			1. ().	11 11 11	1 1 1			
Volume Total	386	461	1	71								
Volume Left	10	_0	0	59					HEXIBION STATE		MIRITARY AND A COMMISSION	
Volume Right	0	54	1	12								
cSH	1089	1155	672	317	a Double							74; 440(\$16000000)
Volume to Capacity	0.01	0.00	0.00	0.22								
Queue Length 95th (ft) Control Delay (s)	1	0	0	21								
Lane LOS	0.3 A	0.0	10.4 B	19.6 C						11 5 75		
Approach Delay (s)	0.3	0.0	10.4	19.6								
Approach LOS	0.0	V.U	В	C								
Intersection Summary	5 6 19		94 E	1 5	1 2 1	装罐 :		\$ 5 5		1.1		
Average Delay			1.7			gra	0.0000.0700.070			W 1, 18 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Intersection Capacity Ut	ilization		42.7%	l	CU Lev	el of Ser	vice	isā	Α			1.75
Analysis Period (min)			15			, caree		45 N. S. S.	····	MADERA III AMPANA		

	۶	-	7	1	4	4	4	†	<i>></i>	/	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44>			4			4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	488	3	0	362	50	0	0	1	61	. 0	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	542	3	0	402	56	0	0	1	68	0	8
Pedestrians	William Company		· Audition Charles Commonwell	rhadedihiledaren 1. alkia				2000-100-002-11.20220011112-202-100	a			
Lane Width (ft)												
Walking Speed (ft/s)						EZBOTOGELIEZ 11. PL. 11.	t in except a longer	70. 61600		unienauw - Seukus		
Percent Blockage					6 36							
Right turn flare (veh)		SERVICE OF THE PROPERTY OF THE				AMBERIANIS (CONT.)		14.4.4				vicevi iliano
Median type								None			None	
Median storage veh)		esati. Jie			044		1487229049986				HINDONIDORELA A	
Upstream signal (ft) pX, platoon unblocked					814			2016				
vC, conflicting volume	458			546		Ballin Bagawa	991	1011	544	984	984	430
vC1, stage 1 conf vol	400			J40			331	IVII	344	304	904	430
vC2, stage 2 conf vol		SELECTION OF STREET	1.1584									
vCu, unblocked vol	458			546			991	1011	544	984	984	430
tC, single (s)	4.1		gayer i i	4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							4-51-51		HAZY' '			
tE (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	. D 11 .1 E45(E)		100		Mark to the care	100	100	100	70	100	99
cM capacity (veh/h)	1108			1024			224	241	543	225	246	623
Direction, Lane #	EB 1	WB 1	NB1	SB 1			表层表					
Volume Total	550	458	1	76								
Volume Left	4		0	68								
Volume Right	3	56		8				. 1. 1. 1.				5. 7 318
cSH	1108	1024	543	241					30.00			## - 1550000
Volume to Capacity	0.00	0.00	0.00	0.31	ZaXXII.							
Queue Length 95th (ft)	0	0	0	32				51-1.40V V PMENE		allo allo allo allo allo allo allo allo		
Control Delay (s)	0.1	0.0	11.6	26.6							ă de ii	
Lane LOS	Α		В	D			28/18/04/05	- AL ES	obçoli ili ili ili ili ili ili ili ili ili	2000 AND RESERVED TO SERVED TO	(a.a.) (####################################	a verse v.P.
Approach Delay (s)	0.1	0.0	11.6	26.6		E & I'	6777		B 40		16.64	
Approach LOS		vonett sa a vivoleny ille	В	D		**************************************	amie 94 W.C.	: alexò-minabeptipoetto.		entrol / Add and and and and and and and and and a		
Intersection Summary	a 110		14621			# 1 · 4	1112					1.34
Average Delay			1.9									
Intersection Capacity Ut	ilization		46.2%	10	CU Lev	el of Ser	vice		Α			
Analysis Period (min)			15	providings	*, · · · <u> </u>		opensia i vincini ne ili falli			pacty. vsbame***	· · · · · · · · · · · · · · · ·	ces : ::::::::::::::::::::::::::::::::
CARESTON OF A STATE OF THE PROPERTY OF THE PRO	PAGE TRACTIC STREET	Effection of L	/ 1-/ Stronger		MARCHES PARTIES -			ery erectively.			######################################	NAME OF TAXABLE

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Movement	EBL	• EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†		ħ	4			4			₩	
Sign Control	9 11	Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	378	15	20	395	158	21	21	23	22	4	6
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)	23	411	16	22	429	172	23	23	25	24	4	447
Pedestrians				There was proportional to be	AMERICA CONTRACTOR CON						DESCRIPTION OF SERVICES STATES	aranin o wo
Lane Width (ft)						111	111	HIL				
Walking Speed (ft/s)			Consider All makes in 1988	Milde - 1949 administ	Corporation and Corporation an	::::::::::::::::::::::::::::::::::::::			PARKET STATE OF THE STATE OF TH	STATE OF STREET		warening of a con-
Percent Blockage												
Right turn flare (veh)		GMXQTILETANE :		May may also some	Tiku silah Satawatan	EDDiselence vsAccele			manager and annual			136B4653-75
Median type			in Hilb					None			None	
Median storage veh)	MARK CPC COMM		tu tutti basi	ater uskantski	67F					Bernander in		
Upstream signal (ft)	0.00				375	ete:		0.00		0.00	0.00	0.00
pX, platoon unblocked	0.82			8 82A-0	GALLES AND EN	nagar niləbili k	0.82	0.82		0.82	0.82	0.82
vC, conflicting volume	601	145		427			946	1109	419	1052	1032	515
vC1, stage 1 conf vol				Saliski kar	iii kasa alika di	Kiley Marinia						
vC2, stage 2 conf vol	515			427			935	1133	419	1063	1038	411
vCu, unblocked vol	4.1			421			933 7.1	6.5	6.2	7.1	6.5	6.2
tC, single (s)	4.1			4.1				0.0	0.2	L	0.0	0.2
tC, 2 stage (s) tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97		in elijetivide	98			88	85	96	83	98	99
cM capacity (veh/h)	856			1116			187	157	628	138	183	531
136298 3000000 BA00000 BA000000 BA0000 BA0000 BA0000 BA00000 BA00000 BA00000 BA000000 BA000000 BA000000 BA00000	Elikarana			SCENERAL MOONE	NEW					199	100	
Direction, Lane #	EB 1	EB 2 427	WB 1	WB 2	NB 1	SB 1 35				- 4 ALSE	505.5%	
Volume Total Volume Left	23 23		22 22	601	71 23	24						
Volume Right	23 0	0 16	22	0 172	25 25	24 + 7						
cSH	856	1700	1116	1700	230	166					E. 10 TE SE SE SE	
Volume to Capacity	0.03	0.25	0.02	0.35	0.31	0.21						
Queue Length 95th (ft)	2	0.23	0.02	0.33	31	19				OF SEE		
Control Delay (s)	9.3	0.0	8.3	0.0	27.4	32.4						
Lane LOS	9.5 A		0.5 A	0.0	27. 5	02.4 D		511 511				
Approach Delay (s)	0.5		0.3		27.4	32.4				4 E 1		
Approach LOS					A A	D			45			
• •							and the second		To the second	- 1 - 10 - 10 - 10 - 10 - 10 - 10 - 10		
Intersection Summary		1111	~ ~				ale la		推集的			
Average Delay	:::#:	BESS FOR	2.9	12	ariji Z		diam'i	45 No. 15				
Intersection Capacity Ut Analysis Period (min)	mzation		40.7% 15		JU Levi	el of Ser	vice		A			
Analysis renou (min)	e in Augusta		13 									
						THE						

	۶	→	*	•	+	•	1	†	-	-		4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1>		ካ	4			4			4	
Sign Control		Free			Free			Stop	Elg		Stop	
Grade	0	0%	- > 104.06	100 N 20 12 12 13 13 15 15 15 15 15 15 15 15 15 15 15 15 15	0%			0%		- 0 magazir	0%	
Volume (veh/h)	8	460	76	60	312	36	68	5	76	179	20	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	9	489	81	64	332	38	72	5	81	190	21	20
Pedestrians				14 : #9-E16Rb	Cores e all'Ellocat				5 <u>015</u> 1478985149			,-510 March
Lane Width (ft)						0.0	i A A					
Walking Speed (ft/s)				::::::::::::::::::::::::::::::::::::::	ana ang ang ang ang ang ang ang ang ang							
Percent Blockage Right turn flare (veh)												
Median type		E E						None			None	
Median storage veh)								HOLLO		244200	···	
Upstream signal (ft)					375							
pX, platoon unblocked	0.93			TXXHORES XXIIO	###.T@, T ;		0.93	0.93		0.93	0.93	0.93
vC, conflicting volume	370			570			1037	1045	530	1069	1066	351
vC1, stage 1 conf vol	To	*** I 19** ******	TREAD MINERAL PRO	ME 390 (888 X-MC-WWW)	9800E9-11-5-12-17	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				080Mp808.2011 - 151 - 151 - 1	To are the controlled selling	
vC2, stage 2 conf vol				101								
vCu, unblocked vol	323	. man 7 a 1177 hadaa liffhadaaalid	W V P V	570			1040	1048	530	1074	1071	302
tC, single (s)	4.1			4.1	il I		7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)	X18274231783-1-00130000-1-1-	58-9-0-1-07		Note that the second		-1-va.m: HERI-Motors HEE	0.4 - 40000000 X 200000 ***********************	******	en le la sant	-\0.\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		
tF (s)	2.2		Miki	2.2			3.5	4.0	3,3	3.5	4.0	3,3
p0 queue free %	99	outlaisus preim	var v. 1 - 1 - 10 desegges flessy	94			56	97	85	0	89	97
cM capacity (veh/h)	1155	16545		1002	J. H.	II. A. Ja	164	198	551	147	192	690
Direction, Lane#	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	推 赞:		7.5 }	19.1		
Volume Total	9	570	64	370	159	232						
Volume Left	9	0	64	0	72	190				966551QJD855		KIRING A.
Volume Right	0	81	4000	38	81	20			1 6 1			
cSH	1155	1700	1002	1700	257 0.62	161 1.44			3.4			
Volume to Capacity	0.01	0.34	0.06	0.22	92	369			30.00			
Queue Length 95th (ft) Control Delay (s)	1 8.1	0 0.0	5 8.8	0.0	39.0	281.8						
Lane LOS	Α.	0.0	0.0 A	THE YEAR	. 55.0 E	201.0 F	50 51					
Approach Delay (s)	0.1	4 5 1 3	1.3	- 1 B		281.8	18 16		W J. K		1913	
Approach LOS		E SERVICE			E	F			THE STREET		2.01	64. (E) (E)
Intersection Summary		9.586			数能		l 46 65	1444	1 1 3		1111	171
Average Delay			51.4									
Intersection Capacity Ut	ilization		60.9%	10	CU Lev	el of Ser	vice		В			i i id
Analysis Period (min)	eny Cass Mindellin		15	- Love Harris and No. Oktober 1988		management of the Astronomics of the		××+2: :.melt:5888				
			HARLING STREET		POSTALLE				ata Xibbi			

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Movement	EBL	EBT	EBR	WBL	WBT.	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	J.			ሻ				4	7	J.	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.96			1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1821		1703	1717			1702	1468	1805	1633	
FIt Permitted	0.27	1.00		0.48	1.00			0.99	1.00	0.95	1.00	果蛋
Satd. Flow (perm)	500	1821		863	1717	***************************************	**************************************	1702	1468	1805	1633	
Volume (vph)	19	380	8	68	529	207	3	6	50	127	4	54
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	413	9	74	575	225	3	7	54	138	4	59
RTOR Reduction (vph)	0	1	0	0	8	0	0	0	51	0	52	0
Lane Group Flow (vph)	21	421	0	74	792	0	0	10	3	138	11	0
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	10%	10%	10%	0%	0%	0%
Turn Type	Perm			Perm	111		Split	16.5	Perm	Split		
Protected Phases	ARTON FOR A STATE	2	urani.wayi ar		6	::::::::::::::::::::::::::::::::::::::	4	4	OCCUPATION NAME OF STREET	. 8	8	:07:16:IIIIIIIEIIIPO:xE
Permitted Phases	2		Maria.	6					4			
Actuated Green, G (s)	87.9	87.9		87.9	87.9	775Yu4e-W6536000	= df 2"; *V bytes(); 8, obs	5.7	5.7	14.4	14.4	:::: F64:::::X3::::B00001
Effective Green, g (s)	87.9	87.9		87.9	87.9			5.7	5.7	14.4	14.4	
Actuated g/C Ratio	0.73	0.73	######################################	0.73	0.73	West of the fact	Aug Programme	0.05	0.05	0.12	0.12	-, yel/chromittens
Clearance Time (s)	4.0	4.0	16.6	4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	Fillage	and the second	3.0	3.0	3.0	3.0	Egalacidore, e. e.
Lane Grp Cap (vph)	366	1334		632	1258			81	70	217	196	7.54
v/s Ratio Prot		0.23			c0.46		Q#####################################	c0.01		c0.08	0.01	46000.0000
v/s Ratio Perm	0.04			0.09					0.00			
v/c Ratio	0.06	0.32		0.12	0.63			0.12	0.04	0.64	0.06	Act Comments
Uniform Delay, d1	4.5	5.6		4.7	8.0			54.8	54.5	50.3	46.8	
Progression Factor	1.00	1.00	ABNO STOPENS	1.00	1.00	elatine management of a	D JURGO DE LOS DE SANSONES DE LA CONTRACTION DEL 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	1.00	1.00	1.00	1.00	SAME SERVICE STATE
Incremental Delay, d2	0.3	0.6		0.4	2.4	1154		0.7	0.2	6.0	0.1	
Delay (s)	4.8	6.2		5.1	10.4	130000 4007		55.4	54.7	56.3	46.9	
Level of Service	Α	Α		Α	В			E	D	I E	D.	
Approach Delay (s)		6.1			9.9	888 SE COLL X 72 TAC	990 () () () () () () () () () (54.9		Parameter (Fig.	53.3	A.S. W. W. W. W. W. W. W. W. W. W. W. W. W.
Approach LOS		A			Α			D			D	
Intersection Summary	unggas valend	2867446BKS 8545				10 G 33	5.5					
HCM Average Control E	lolov	rili Jues	16.2	1.1	JCMLo	vel of Se	nvico		В			
HCM Volume to Capaci			0.60	H.	ION LE	vei oi ot	N AICE	569 - FS (1)	P		Fallini.	KS ENLY
Actuated Cycle Length (Sum of I	act tima	(6)		42.0			
			120.0			ost time el of Ser			12.0 C			
Intersection Capacity Ut	ınızaliOM		67.5%	l Barrier E.	CO Levi	51 UI 361	VICE		U		S SI SICILIA	
Analysis Period (min) c Critical Lane Group			15	50.14 4	3 6 8							
c Critical Lane Group												

	۶	-	*	•	-	4	1	†	<i>></i>	-	↓	4
Movement 18 18 18 18 18	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	\$		75	^}		-	4	7	ነኝ	<u></u>	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	3 400,0 8880 40-,0407.7 811 (2.11		4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.99	0- 10-0	1.00	0.97			1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	\$. 15B
Satd. Flow (prot)	1770	1852		1770	1811			1807	1583	1805	1693	
Flt Permitted	0.43	1.00		0.31	1.00			0.97	1.00	0.95	1.00	
Satd. Flow (perm)	802	1852		578	1811			1807	1583	1805	1693	
Volume (vph)	68	612	25	157	365	84	20	12	155	191	8	23
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	72	651	27	167	388	89	21	13	165	203	9	24
RTOR Reduction (vph)	0	1	0	0	5	0	0	0	154	0	20	0
Lane Group Flow (vph)	72	677	0	167	472	0	- <u>-</u> 0	34	11	203	13	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Perm			Perm			Split	kā þ	Perm	Split		
Protected Phases	00 M	2			6	W-100000-10000-1000	4	4		8	8	u-10 0.000000 1 0.0000
Permitted Phases	2			6					4			
Actuated Green, G (s)	81.3	81.3		81.3	81.3			8.2	8.2	18.5	18.5	
Effective Green, g (s)	81.3	81.3		81.3	81.3	155		8.2	8.2	18.5	18.5	111
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.07	0.07	0.15	0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	543	1255	841	392	1227			123	108	278	261	
v/s Ratio Prot		c0.37	concenditions of a sale sale	THE SECTION CAST MANAGEMENT CONTROL	0.26	ALLEGO III	er- inner selling	c0.02	accontrol in some final control of	c0.11	0.01	
v/s Ratio Perm	0.09	B 5 I 5		0.29		111	1.70		0.01	154		
v/c Ratio	0.13	0.54	man militar and an anni an an an an an an an an an an an an an	0.43	0.38	V. 2000-1-10-10-10-10-10-10-10-10-10-10-10-1	Commercial States Services	0.28	0.10	0.73	0.05	1900110110000000
Uniform Delay, d1	6.9	9.8	er il	8.8	8.4			53.1	52.5	48.4	43.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	Market 1.2 2 1 minutes
Incremental Delay, d2	0.5	1.7	i i i i i i i i i i i i i i i i i i i	3.4	0.9			1.2	0.4	9.5	0.1	
Delay (s)	7.4	11.5		12.1	9.3			54.3	52.9	57.8	43.3	
Level of Service	A	В		В	A			D	D	E.	D	48.7
Approach Delay (s)		11.1			10.1			53.1			55.8	
Approach LOS		В			В			D			E	
Intersection Summary	F \$1 18.7										la l	
HCM Average Control D	elay		21.1		ICM Lev	vel of Se	ervice		C		Traff.	111
HCM Volume to Capaci			0.55			mile and the second	iore escullate ye	The live and	10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10 p. 10		Castlery, Jrs. 1780	\$C(-\$4,00-1114,000-11111111111111111111111111
Actuated Cycle Length (120.0		Sum of k	ost time	(s)		12.0		111	
Intersection Capacity Ut		rmet wome: William I list.	69.7%			el of Ser		macramers-1471 " + 43118	C	: : : : : : : : : : : : : : : : : : :		CONSTRUCTOR CONTROL
Analysis Period (min)			15	119		131	4.8					
c Critical Lane Group		- Liena - Affilia Gia	,	· · · · · · · · · · · · · · · · · · ·	-2-0-000000000000000000000000000000000	opposition and the second			enemanistration of the chillippe (1)	n pochrajeni (XIII) — 1 mile		

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Movement	EBT	EBR	WBL	WBT	NBL)	NBR	
Lane Configurations	†	77.77	ÌÝ,	41	ሻ	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	HI-MONOGLICOVICE HIGH LEEV COMPLETED COMPLETED COMPLETED COMPLETED COMPLETED COMPLETED COMPLETED COMPLETED COMP
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	0.85	Personal Anna Anna Personal Pe
Flt Protected	1.00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (prot)	1827	2733	1649	1685	1703	1524	
Flt Permitted	1,00	1.00	0.95	0.97	0.95	1.00	
Satd. Flow (perm)	1827	2733	1649	1685	1703	1524	
Volume (vph)	48	517	434	111	685	242	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	52	556	467	119	737	260	
RTOR Reduction (vph)	0	0	0	0	0	40	AND THE RESERVE THE PROPERTY OF THE PROPERTY O
Lane Group Flow (vph)	52	556	286	300	737	220	
Heavy Vehicles (%)	4%	4%	4%	4%	6%	6%	
Turn Type		custom	Split		C	ustom	
Protected Phases	4	457	3	3	567	567	300
Permitted Phases						567	
Actuated Green, G (s)	10.0	74.8	23.6	23.6	70.9	98.5	The Control of the Co
Effective Green, g (s)	10.0	74.8	23.6	23.6	70.9	98.5	
Actuated g/C Ratio	0.09	0.64	0.20	0.20	0.61	0.85	
Clearance Time (s)	4.0		4.0	4.0			
Vehicle Extension (s)	3.0		3.0	3.0	· · · · · · · · · · · · · · · · · · ·	TORRIGHTY V. S	
Lane Grp Cap (vph)	157	1755	334	341	1036	1289	
v/s Ratio Prot	0.03	c0.20	0.17	c0.18	c0.43	0.14	((((((((((((((((((((((((((((((((((((((
v/s Ratio Perm							
v/c Ratio	0.33	0.32	0.86	0.88	0.71	0.17	Million for the first of the control
Uniform Delay, d1	50.1	9.4	44.8	45.1	15.7	1.6	
Progression Factor	1.00	1.00	1.00	1.00	0.58	0.00	MANA SHILIMOO AHA SOLIMBII MARKII SHILIMI SHILIMA SHIL
Incremental Delay, d2	1.2	0.1	18.9	21.8	1.9	0.1	
Delay (s)	51.3	9.5	63.7	66.9	11.0	0.1	Triferen were felt unge van militar von II. Sonofe A XXII.a
Level of Service	D	Α	il i E	ille il E	В	A	
Approach Delay (s)	13.1	out	3 - 2 0 11 0 0 0 0 0 0 0 0	65.3	8.1	Sandra man 1 (Com. 2 A. a. 1 1 1 1 2 a. a. a. a. a. a. a. a. a. a. a. a. a.	The state of the s
Approach LOS	В			E	Α		
Intersection Summary		81 1					
HCM Average Control D	elav		24.8	+	-ICM Le	el of Service	C
HCM Volume to Capacit			0.72		7		
Actuated Cycle Length (FFEE?	116.5	Ç	Sum of I	st time (s)	12.0
Intersection Capacity Ut			66.2%			l of Service	
Analysis Period (min)			15				
c Critical Lane Group				asedani (repriklit)	A REPORT OF THE		

	→	•	1	←	4	<i>*</i>
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	^	77	ሻ	सी	* T	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.88	0.95	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	0.97	0.95	1.00
Satd. Flow (prot)	1881	2814	1698	1742	1770	1583
Flt Permitted	1.00	1.00	0.95	0.97	0.95	1.00
Satd. Flow (perm)	1881	2814	1698	1742	1770	1583
Volume (vph)	159	793	352	116	483	335
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	169	844	374	123	514	356
RTOR Reduction (vph)	0	0	0	0	0	30
Lane Group Flow (vph)	169	844	242	255	514	326
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Turn Type		custom	Split		C	custom
Protected Phases	4	457	3	3	567	3567
Permitted Phases					THE I	567
Actuated Green, G (s)	14.0	81.6	20.0	20.0	73.6	97.6
Effective Green, g (s)	14.0	81.6	20.0	20.0	73.6	97.6
Actuated g/C Ratio	0.12	0.68	0.17	0.17	0.62	0.82
Clearance Time (s)	4.0		4.0	4.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	220	1920	284	291	1089	1292
v/s Ratio Prot	c0.09	c0.30	0.14	c0.15	c0.29	0.21
v/s Ratio Perm				I. a		
v/c Ratio	0.77	0.44	0.85	0.88	0.47	0.25
Uniform Delay, d1	51.2	8.6	48.4	48.6	12.5	2.5
Progression Factor	1.00	1.00	1.00	1.00	0.35	0.03
Incremental Delay, d2	14.8	0.2	21.1	24.2	0.2	0.1
Delay (s)	66.0	8.8	69.4	72.8	4.5	0.1
Level of Service	E	A	E	E	Α	
Approach Delay (s)	18.3	V-11117		71.2	2.7	Policy Committee
Approach LOS	В		BBB.	E	Α	
Intersection Summary		5166			- 6 -22	
HCM Average Control D	elav .	Mare 1	23.7		ICM Le	evel of Service C
HCM Volume to Capaci			0.57	ALE CONTRACTOR	1131 717	
Actuated Cycle Length (119.6		Sum of l	lost time (s)
Intersection Capacity Ut		98994-7885888885858 	57.9%			vel of Service B
Analysis Period (min)			15			
c Critical Lane Group					k/3/H (#58####	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7	ሻ	*			ተ ጮ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0	-2200		4.0	·
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	
Frt					1.00	0.85	1.00	1.00			0.95	
Fit Protected		1513			0.95	1.00	0.95	1.00	131		1.00	
Satd. Flow (prot)					1742	1553	1736	3471			3335	
FIt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1742	1553	1736	3471			3335	
Volume (vph)	0	0	0	148	5	377	138	524	0	0	632	303
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	163	5	414	152	576	0	0	695	333
RTOR Reduction (vph)	0	0	0	0	0	328	0	0	0	0	49	0
Lane Group Flow (vph)	0	0	0	0	168	86	152	576	0	0	979	0
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Turn Type				Split		Prot	Prot	8 8	688	153		545
Protected Phases				7	7	7	1	5	0		234	
Permitted Phases												
Actuated Green, G (s)					24.1	24.1	11.8	32.7			68.6	
Effective Green, g (s)		i e e			24.1	24.1	11.8	32.7			68.6	
Actuated g/C Ratio					0.21	0.21	0.10	0.28			0.59	
Clearance Time (s)					4.0	4.0	4.0	4.0				
Vehicle Extension (s)					3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)		1181			360	321	176	974			1964	111
v/s Ratio Prot		C			c0.10	0.06	c0.09	c0.17			c0.29	
v/s Ratio Perm											HAR	
v/c Ratio		V0CC000-491-00-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-	VI.	VV-15-86-1-102-1-122-100-100-100-1	0.47	0.27	0.86	0.59			0.50	
Uniform Delay, d1					40.6	38.8	51.6	36.1			13.9	
Progression Factor					1.00	1.00	1.00	1.00			0.91	
Incremental Delay, d2					1.0	0.4	32.8	1.0			0.2	
Delay (s)					41.5	39.2	84.3	37.1			12.8	
Level of Service					D	D	F	D		B III.	В	111
Approach Delay (s)		0.0			39.9			47.0			12.8	
Approach LOS		_ A			D			D	166	ħ#1	В	
Intersection Summary	1 1 1	1111			141	67 B			着名 4		114	
HCM Average Control D	elav	1100	30.2	F	ICM Lev	vel of S	ervice		С		2.0	
HCM Volume to Capacit			0.53			alin (d.) - ex Palin		A Committee of the Comm	a. A. A. Channel Shift wall-	7 (CB)		
Actuated Cycle Length (1157	116.5	S	sum of lo	ost time	(s)		8.0			
Intersection Capacity Ut			53.3%		CU Leve			: Postsijik/LISVIVETE	Α			ove Kit (Stalf II.) di
Analysis Period (min)			15		4 66							
c Critical Lane Group	22.20.20.20.20.20.20.20.20.20.20.20.20.2			an-10-1-1-2-7-10-000	······································	- Semiliaring Street, St. 7	campp.phothallica.000	may at the grown of the delaids.		month and the best of the	weet in the entropy of the	wi=400

Movement EBI EBI EBR WBI WBI WBR NBL NBT NBR SBL SBT SBR Lane Configurations Lane Configurations Lane Configurations Lane Utils Factor 1.00 1.900 190		•	→	•	•	—	•	•	†	/	>	ļ	4
ideal Flow (vphp) 1900 <th>Movement 1</th> <th>EBL</th> <th>EBT</th> <th>EBR</th> <th>WBL</th> <th>WBT</th> <th>WBR</th> <th>NBL</th> <th>NBT</th> <th>NBR -</th> <th>SBL</th> <th>SBT</th> <th>SBR</th>	Movement 1	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR -	SBL	SBT	SBR
Ideal Flow (vphpl)	Lane Configurations					4	7	ሻ	†			↑ ↑	
Lane Util, Factor	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Fit Frotected 0.95 1.00 0.95 1.00 0.96 1.00 1	Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	
Fit Protected	Lane Util. Factor					1.00	1.00	1.00	1.00		10 10 15	0.95	
Satd. Flow (prot)	Frt												
Fit Permitted	Flt Protected											- 1,0,4 7-00% statistical statistics (1994)	
Satic Flow (perm)													
Volume (vph) 0 0 0 201 3 400 72 436 0 0 813 328 Peak-hour factor, PHF 0.89 0.		44655					00000000000000000000000000000000000000						
Peak-hour factor, PHF 0.89	Satd. Flow (perm)					1811	1615	1787	1881			3420	
Adj, Flow (vph) 0 0 0 226 3 449 81 490 0 0 913 369 RTOR Reduction (vph) 0 0 0 0 359 0 0 0 35 0 Lane Group Flow (vph) 0 0 0 2229 90 81 490 0 0 1247 0 Heavy Vehicles (%) 0% 0% 0% 0% 1%	Volume (vph)	0	0	12 - X - 12 - 12 - 12 - 12 - 12 - 12 - 1	887 - 724 " mm	3	400	72	8/9/JC/CCP 8 6/2008-250086/Cp008	011 AUG 000 (1-4) 100 (400 000 1-4) (10 10			A4000 State (000000000000000000000000000000000000
RTOR Reduction (vph)			0.89	0.89									
Lane Group Flow (vph)		0	0	0	226	3		81	490	0	0		369
Heavy Vehicles (%)	RTOR Reduction (vph)												
Turn Type	graph constitution of the contract of the cont	ser flags disamble, the f	* = N= mmm29/17/4/201	Min-887== 5334111111.x./1.1	er et il 100 meter mete	/		NATO OLI PROGRAMMATO DE PROGRAMMATO DE	Environment	princing/resortsmit, consum-			
Protected Phases Permitted Phases Actuated Green, G (s) Effective Green, g (s) Actuated green, g (s) Actuated Green, g (s) Actuated	Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Permitted Phases					Split		Prot	Prot					
Actuated Green, G (s) 24.0 24.0 10.1 35.6 73.5 Effective Green, g (s) 24.0 24.0 10.1 35.6 73.5 Actuated g/C Ratio 0.20 0.20 0.08 0.30 0.61 Clearance Time (s) 4.0 4.0 4.0 4.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 363 324 151 560 2102 V/s Ratio Prot c0.13 0.06 0.05 c0.26 c0.36 V/s Ratio Perm V/c Ratio 0.63 0.28 0.54 0.88 0.59 Uniform Delay, d1 43.7 40.5 52.5 39.9 14.0 Progression Factor 1.00 1.00 1.00 1.00 1.05 Incremental Delay, d2 3.6 0.5 3.6 14.2 0.4 Delay (s) 47.3 40.9 56.1 54.1 15.1 Level of Service D D D E D B Approach Delay (s) 0.0 43.1 54.4 15.1 Approach LOS A D D B B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity atio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15					7	. 7	7	1	5			234	
Effective Green, g (s)													
Actuated g/C Ratio 0.20 0.20 0.08 0.30 0.61 Clearance Time (s) 4.0 4.0 4.0 4.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 363 324 151 560 2102 v/s Ratio Prot c0.13 0.06 0.05 c0.26 c0.36 v/s Ratio Perm v/c Ratio Perm v/c Ratio 0.63 0.28 0.54 0.88 0.59 Uniform Delay, d1 43.7 40.5 52.5 39.9 14.0 Progression Factor 1.00 1.00 1.00 1.00 1.05 Incremental Delay, d2 3.6 0.5 3.6 14.2 0.4 Delay (s) 47.3 40.9 56.1 54.1 15.1 Level of Service D D B Approach Delay (s) 0.0 43.1 54.4 15.1 Approach LOS A D D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% Analysis Period (min) 15													
Clearance Time (s) 4.0 4.0 4.0 4.0 Vehicle Extension (s) 3.0 3.0 3.0 3.0 Lane Grp Cap (vph) 363 324 151 560 2102 v/s Ratio Prot c0.13 0.06 0.05 c0.26 c0.36 v/s Ratio Perm v/c Ratio 0.63 0.28 0.54 0.88 0.59 Uniform Delay, d1 43.7 40.5 52.5 39.9 14.0 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 3.6 0.5 3.6 14.2 0.4 Delay (s) 47.3 40.9 56.1 54.1 15.1 Level of Service D D B Approach Delay (s) 0.0 43.1 54.4 15.1 Approach LOS A D D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C							XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX						
Vehicle Extension (s) 3.0 202 202 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.00 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0.61</td> <td></td>												0.61	
Lane Grp Cap (vph) 363 324 151 560 2102 v/s Ratio Prot c0.13 0.06 0.05 c0.26 c0.36 v/s Ratio Perm V/c Ratio 0.63 0.28 0.54 0.88 0.59 Uniform Delay, d1 43.7 40.5 52.5 39.9 14.0 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 3.6 0.5 3.6 14.2 0.4 Delay (s) 47.3 40.9 56.1 54.1 15.1 Level of Service D B Approach LOS A D D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B		741				Commission Commission					J. P.	Mik	
V/s Ratio Prot c0.13 0.06 0.05 c0.26 c0.36 V/s Ratio Perm V/c Ratio 0.63 0.28 0.54 0.88 0.59 Uniform Delay, d1 43.7 40.5 52.5 39.9 14.0 Progression Factor 1.00 1.00 1.00 1.00 1.00 Incremental Delay, d2 3.6 0.5 3.6 14.2 0.4 Delay (s) 47.3 40.9 56.1 54.1 15.1 Level of Service D B Approach LOS A D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B	Vehicle Extension (s)					3.0	3.0	3.0	3.0				
v/s Ratio Perm v/c Ratio 0.63 0.28 0.54 0.88 0.59 Uniform Delay, d1 43.7 40.5 52.5 39.9 14.0 Progression Factor 1.00 1.00 1.00 1.00 1.05 Incremental Delay, d2 3.6 0.5 3.6 14.2 0.4 Delay (s) 47.3 40.9 56.1 54.1 15.1 Level of Service D D E D B Approach Delay (s) 0.0 43.1 54.4 15.1 Approach LOS A D D B Intersection Summary B HCM Level of Service C C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15	Lane Grp Cap (vph)					363	324	151	560			2102	
V/c Ratio 0.63 0.28 0.54 0.88 0.59 Uniform Delay, d1 43.7 40.5 52.5 39.9 14.0 Progression Factor 1.00 1.00 1.00 1.00 1.05 Incremental Delay, d2 3.6 0.5 3.6 14.2 0.4 Delay (s) 47.3 40.9 56.1 54.1 15.1 Level of Service D D E D B Approach Delay (s) 0.0 43.1 54.4 15.1 Approach LOS A D D D B Intersection Summary B B B B Intersection Capacity ratio 0.68 C C B B Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 B Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15 ICU Level of Service B	v/s Ratio Prot					c0.13	0.06	0.05	c0.26			c0.36	
Uniform Delay, d1 43.7 40.5 52.5 39.9 14.0 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.05 Incremental Delay, d2 3.6 0.5 3.6 14.2 0.4 0.4 Delay (s) 47.3 40.9 56.1 54.1 15.1 15.1 Level of Service D D E D B B Approach Delay (s) 0.0 43.1 54.4 15.1 54.4 15.1 Approach LOS A D D B D B D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 C Actuated Cycle Length (s) 119.6 Sum of lost time (s) Intersection Capacity Utilization 58.2% ICU Level of Service B B Analysis Period (min) 15 15	v/s Ratio Perm												
Note	v/c Ratio												
Incremental Delay, d2	Uniform Delay, d1					43.7	40.5	52.5					
Delay (s) 47.3 40.9 56.1 54.1 15.1 Level of Service D D E D B Approach Delay (s) 0.0 43.1 54.4 15.1 Approach LOS A D D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15													
Level of Service D D E D B Approach Delay (s) 0.0 43.1 54.4 15.1 Approach LOS A D D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15		46.1				100000000000000000000000000000000000000		7,700		1 1 1		90000 03119000 HILLDOODOOP	
Approach Delay (s) 0.0 43.1 54.4 15.1 Approach LOS A D D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15													
Approach LOS A D D B Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15	Level of Service					00011100000000001P540000001C9K3	D.	E	- A				11.5
Intersection Summary HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15			0.0						54.4				
HCM Average Control Delay 31.5 HCM Level of Service C HCM Volume to Capacity ratio 0.68 Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15	Approach LOS		A			D			D			В	
HCM Volume to Capacity ratio Actuated Gycle Length (s) Intersection Capacity Utilization Analysis Period (min) 0.68 Sum of lost time (s) 119.6 Sum of lost time (s) B B 15	Intersection Summary		Wille		11/4	1 4 1	154			11	4.5		
Actuated Cycle Length (s) 119.6 Sum of lost time (s) 8.0 Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15	HCM Average Control D	elay	115	31.5	1	ICM Le	vel of Se	ervice		С			
Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15	HCM Volume to Capacit	y ratio	CDCC/HOOO/WE/DWGCOMHEDY	0.68	7				Math Assert Control Victoria		COLE; geometriscoc.	sefficial and security	xxxxx. 8c. reconducted deliberate
Intersection Capacity Utilization 58.2% ICU Level of Service B Analysis Period (min) 15									156	8.0	131	14 14	
Analysis Period (min) 15													v quena a commencial
c Critical Lane Group				15							134		
	c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT:	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7					†	7	ሻ	^	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	**************************************
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Fit Protected	4.17	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1740	1553					1827	1553	1752	1845	
Fit Permitted		0.95	1.00				lij	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1740	1553					1827	1553	1752	1845	
Volume (vph)	261		98	0	0	0	0	403	216	320	451	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	284	1	107	0	0	0	0	438	235	348	490	0
RTOR Reduction (vph)	0	0	83	0	0	0	0	0	162	0	0	0
Lane Group Flow (vph)	0	285	24	0	0	0	0	438	73	348	490	0
Heavy Vehicles (%)	4%	4%	4%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Turn Type	Perm		Perm				881		Perm	Prot		
Protected Phases		4		1255-44 Pallote 1988-48 (1988-1988-1988-1988-1988-1988-1988-1988	UUSechooleg UUS Uperroom S.S.	mana Sakatakan da atau ta		2		1	6	
Permitted Phases	4	er har	4						2			
Actuated Green, G (s)	Nguero III ya k	14.9	14.9	######################################	54.5 A.S. P. A		. 4	20.3	20.3	18.3	42.6	totanostaro arves
Effective Green, g (s)		14.9	14.9					20.3	20.3	18.3	42.6	
Actuated g/C Ratio		0.23	0.23	emment of the y	: Treety 5 III 880000mphmm	X#-1 ** 00.000 ** 00.000 ** 00.000 ** 00.000 ** 00.000 ** 00.000 ** 00.000 ** 00.000 ** 00.000 ** 00.000 ** 00		0.31	0.31	0.28	0.65	granani man
Clearance Time (s)		4.0	4.0		6 T			4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	Mrv. v MIXATIS — S.IIIKIM		15 7 5 5 5		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		396	353					566	481	489	1200	Edia
v/s Ratio Prot	Von ASJAnseSWA	WYXXVIII AM ON A MINOS		Kitorkinda Normani om menokani	04453 Boc 043 X-7V	sage-teger ce		c0.24		c0.20	0.27	
v/s Ratio Perm		0.16	0.02				Ekari	444	0.05		i i i i i	alite
v/c Ratio	EPHONESHING-C-P-S.	0.72	0.07	r m russia sina				0.77	0.15	0.71	0.41	W.5840
Uniform Delay, d1		23.4	19.9					20.5	16.4	21.2	5.5	
Progression Factor	STORYNON LUNGSTERN	1.00	1.00			MATERIAL SALIDADA		1.00	1.00	1.00	1.00	A-682-146-2841
Incremental Delay, d2		6.2	0.1					6.5	0.1	4.9	0.2	
Delay (s)		29.5	19.9	Charles and the same	KERSAN, ASE DA SA	renaga ya sebi di esak	aut Nature att	27.0	16.5	26.1	5.7	
Level of Service		C	В			al é.		C	В	С	A	
Approach Delay (s)		26.9	nako aki wasini		0.0	NAT.		23.4			14.1	
Approach LOS	e de la composição de l	11.5			А	量 益	1 1 4				В	
Intersection Summary		5 75 k	4550		7 F	8.6		18.10		整度 1		8 142
HCM Average Control D		1411	20.0	JH ∃H	ICM Lev	vel of Se	ervice		С			
HCM Volume to Capacit			0.74									
Actuated Cycle Length (65.5			ost time		i ii fi	12.0		9 9	111
Intersection Capacity Uti	lization		81.7%	IC	CU Leve	el of Ser	vice		D			
Analysis Period (min)			15					leh		hili	ntii	
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	آم					个	7	ሻ	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	D			Y	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1,00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Fit Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1793	1599					1881	1599	1770	1863	
Flt Permitted		0.95	1.00				148	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1793	1599					1881	1599	1770	1863	
Volume (vph)	145	2	124	0	0	0	- 0	345	284	406	580	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	154	2	132	0	0	0	0	367	302	432	617	0
RTOR Reduction (vph)	0	0	113	0	0	0	0	0	207	0	0	0
Lane Group Flow (vph)	0	156	19	0	0	0	0	367	95	432	617	0
Heavy Vehicles (%)	1%_	1%	1%	0%	0%	0%	1%	1%	1%	2%	2%	2%
	Perm		Perm						Perm	Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Actuated Green, G (s)		8.5	8.5					18.7	18.7	20.1	42.8	
Effective Green, g (s)	44	8.5	8.5		66			18.7	18.7	20.1	42.8	415
Actuated g/C Ratio		0.14	0.14					0.32	0.32	0.34	0.72	::: ::::::::::::::::::::::::::::::::::
Clearance Time (s)		4.0	4.0	ALLESA.				4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		257	229					593	504	600	1345	
v/s Ratio Prot								c0.20		c0.24	0.33	
v/s Ratio Perm		0.09	0.01		I B				0.06			
v/c Ratio		0.61	0.08					0.62	0.19	0.72	0.46	
Uniform Delay, d1		23.8	22.0			1 1		17.3	14.8	17.1	3.4	
Progression Factor	MENS-MINES	1.00	1.00	b		A THE SAME STATE OF THE SAME S		1.00	1.00	1.00	1.00	- C.D. A. (1990)
Incremental Delay, d2		4.0	0.2				48.1	1.9	0.2	4.1	0.2	
Delay (s)	and the second of the second	27.9	22.2				ASSESS CONTRACTOR	19.2	15.0	21.3	3.7	nternito than n. S. P. C. C. C.
Level of Service		C	C		16.5			В	В	С	Α.	
Approach Delay (s)	AKTII-AKOK MANIAHAMITA	25.3	C ACTION TO STORE WALLES	MANAGEMENT CO. 1	0.0		MM711	17.3			10.9	
Approach LOS		C			A		115	В	B. S		В	
Intersection Summary	i di	11665	1161							化基基	li i i	
HCM Average Control De	elay		15.1	1	ICM Le	el of Se	ervice		В			
HCM Volume to Capacity			0.66							· · · · · · · · · · · · · · · · · · ·		American Agents
Actuated Cycle Length (s) - 🖳		59.3			ost time			12.0		:44	
Intersection Capacity Util	ization		85.9%	10	CU Leve	el of Ser	vice		Ε			
Analysis Period (min)			15		165		21	116				
c Critical Lane Group								,				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	N/F			4	^		_
Sign Control	Stop		775	Free	Free		
Grade	0%			0%	0%		
Volume (veh/h)	5	25	178	55	160	40	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	5	26	187	58	168	42	
Pedestrians	u7- C	D 1	mana 5 %		TOUR IS NO TERMINA		
Lane Width (ft)							5
Walking Speed (ft/s)		-5x0-5886/98999984	######################################		FRIENDS A CAMBINES N. D. D.		
Percent Blockage							
Right turn flare (veh)		SIR ALTON Service Saline	SHINGE SHEEK (42.5)		Section 25-45-65		:1303
Median type	None						
Median storage veh)				457			×===
Upstream signal (ft)				457			
pX, platoon unblocked	622	189	211				
vC, conflicting volume vC1, stage 1 conf vol	022	109	211	64.5			
vC1, stage 1 conf vol							
vCu, unblocked vol	622	189	211				
tC, single (s)	6.4	6.2	4.1				(M)
tC, 2 stage (s)		V.E.					
tF(s)	3.5	3.3	2.2				
p0 queue free %	99	97	86	1.000 MESAY: FL			5925
cM capacity (veh/h)	388	852	1360				
Direction, Lane #	EB 1	NB 1	SB 1				
Volume Total	32	245	211				
Volume Left	5	187	0	ALABEW - 1911	2		JHIII
Volume Right	26	0	42		<u>Avio</u>		
cSH	711	1360	1700		SENSON LE VERENINE		*###
Volume to Capacity	0.04	0.14	0.12				
Queue Length 95th (ft)	3	12	0	XXXXIII XXXIII XXXII	~~~~		
Control Delay (s)	10.3	6.4	0.0	ing th			600
Lane LOS	В	Α					
Approach Delay (s)	10.3	6.4	0.0	i Pili			
Approach LOS	В						
Intersection Summary	1 5.0	1883		1 1			
Average Delay	MINISTER STATE OF THE STATE OF		3.9	MANUAL CONTRACTOR OF THE PARTY			
Intersection Capacity Ut	ilization	l (h):	36.9%	10	CU Leve	el of Service A	
Analysis Period (min)			15				w.v.

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥4			4	^	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	34	155	32	132	67	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph) Pedestrians	36	163	34	139	71	
Lane Width (ft)						
Walking Speed (ft/s)	55 JEG		5 5 6 5			
Percent Blockage	100				F# 64	
Right turn flare (veh)						
Median type	None		7511			
Median storage veh)				247 m Marine		
Upstream signal (ft)		8481	HE	457	111	
pX, platoon unblocked						
vC, conflicting volume	281	74	78			
vC1, stage 1 conf vol		gardalli Ganda şa			n lagar kun lang 193	
vC2, stage 2 conf vol vCu, unblocked vol	281	74	78			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	83	98	EBECORCO - 42 / 11 / 12 / 10 / 10 / 10 / 10 / 10 / 1	128700C12800C10128000ber18ex 90 97-9	
cM capacity (veh/h)	694	987	1521	laik:		
Direction, Lane#	EB 1	NB1	SB 1		医原	
Volume Total	199	173	78	-5.1		
Volume Left	36	34	0			
Volume Right	163	0	7			
cSH	918	1521	1700		Westpools	
Volume to Capacity	0.22	0.02	0.05	Bake		
Queue Length 95th (ft)	21 10.0	2 1.6	0		e commence	
Control Delay (s) Lane LOS	10.0 B	о.г А	0.0			(A) (新) (A) (A) (A) (A) (A) (A) (A) (A) (A) (A
Approach Delay (s)	10.0	1.6	0.0			
Approach LOS			ugi (X °XA			
Intersection Summary			1 7 1 3	()		
Average Delay	Ac.		5.0			
Intersection Capacity Ut	ilization		33.5%		CU Leve	el of Service
Analysis Period (min)			15			

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ነነ/		7+			4	
Sign Control	Stop		Free		181	Free	
Grade	0%		0%			0%	
Volume (veh/h)	7	0	9	56	0	60	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	3888888C3=3-25488
Hourly flow rate (vph)	9.	0	11	70	0-	75	
Pedestrians			efelanda ora	nor Basan, WALES	aa-sogra Ar (8557)		ESSESSE
Lane Width (ft)		EE.S					
Walking Speed (ft/s) Percent Blockage				646 68 888			ZTWacze
Right turn flare (veh)			HAY SIN				Copy (Amening the Late of the
Median type	None						ELLIK
Median storage veh)			#157#3 x 157798				BELLEVA
Upstream signal (ft)							
pX, platoon unblocked	1000000100001110000	Konilika iliesitzetzi		275-36 1963 11 5-3168	2007-50 miles (2		XIIII) IIIIII XIII
vC, conflicting volume	121	46			81		
vC1, stage 1 conf vol			(22) Thyroid & American April (1914)		/		***************************************
vC2, stage 2 conf vol	121		141				
vCu, unblocked vol	121	46			81		
tC, single (s)	6.4	6.2	121		4.1		
tC, 2 stage (s)	1 5 7 7 . A . A _ 20 7 7 7				i anno Louett		**************************************
tF(s)	3.5	3.3		unai	2.2		
p0 queue free %	99	100			100		- D/
cM capacity (veh/h)	879	1029			1529		
Direction, Lane#	WB 1	NB 1	SB-1				
Volume Total	9	81	75				
Volume Left	9	0	0 0				A HERVIEW
Volume Right cSH	0 879	70 1700	1529		1034		
Volume to Capacity	0.01	0.05	0.00	202			
Queue Length 95th (ft)	- 	0.03	0.00				
Control Delay (s)	9.1	0.0	0.0				
Lane LOS	Α.	J. 9.9	9.0				Sallie Sir-
Approach Delay (s)	9.1	0.0	0.0				
Approach LOS	Α		III. III. ZIK Zira	AL SURBANIES			27530274000
Intersection Summary	112			1.161	1 17.4		
Average Delay	E		0.5	000000000000000000000000000000000000000			MOCTOON AND AND AND AND AND AND AND AND AND AN
Intersection Capacity Ut	ilization	1111	13.9%		CU Leve	rel of Service A	
Analysis Period (min)			15	anders of Europeanism	arah sebagai 4788		

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y	00A-000TXWBA	ß	PR. 18-4-10000000-0		લ	
Sign Control	Stop		Free	HEE		Free	
Grade	0%		0%			0%	
Volume (veh/h)	56	0	47	6	0	19	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	
Hourly flow rate (vph) Pedestrians	76	0	64	8	0	26	
Lane Width (ft)		Liandoviaa					
Walking Speed (ft/s)							
Percent Blockage			arene e				
Right turn flare (veh)	NAMES OF PERSONAL		signesta dom e S	** 1.1/18/19/4F 18/46	6, 7, 246 × 1, 246 ×		
Median type	None						
Median storage veh)							
Upstream signal (ft)			i i i				
pX, platoon unblocked				STANDARD STREET	Wales Soon and Bullion	ences conservati	
vC, conflicting volume	93	68			72		
vC1, stage 1 conf vol vC2, stage 2 conf vol							
vCu, unblocked vol	93	68			72		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)	11 T 111 T	February S. F. W.			4 10 10 10		
tF (s)	3.5	3.3	igranii Marki V	Talik	2.2		
p0 queue free %	92	100			100	······································	
cM capacity (veh/h)	912	1001			1541		
Direction, Lane #	WB1	NB 1	SB 1		1111	HE SE	
Volume Total	76	72	26				
Volume Left	76	0	0	POST OF THE REAL PROPERTY.	28	The second second	
Volume Right	0	8	0				
cSH	912	1700	1541	: # ML/CLOWN DEFAULT	I. III WAS A		
Volume to Capacity	0.08	0.04	0.00		54 B		
Queue Length 95th (ft)	7 9.3	0. 0	0 0.0				
Control Delay (s) Lane LOS	9.3 A	0.0	0.0				
Approach Delay (s)	9.3	0.0	0.0	5 X	A B	IB GES	
Approach LOS	A				FIL FE	#B #6- 65	
Intersection Summary		5.48				i 4, 600 - 1	
Average Delay	5 54 E	1 1	4.1	44 5 5	e a a		
Intersection Capacity Ut	ilization	are in the	13.3%	i ir		el of Servi	ce A
Analysis Period (min)	ZGUU!!		15.576		, UU (J. O. OCIVI	
					3 14	1111	
	weets 710,781	52 5 200 200 200	rx-s-x	and the second second			MANAGERIA WAS SANGARA NA NA NA NA NA NA NA NA NA NA NA NA NA

Z. Diarricharilp Ita o	t IOtil											
	۶	→	•	•	4-	4	1	†	<i>></i>	/	↓	1
Movement //	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₩			44			4			4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	362	0	0	387	50	0	0	1	55	0	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	-10	389	0	0	416	54	0	0	1	59	0	12
Pedestrians												
Lane Width (ft)									158			
Walking Speed (ft/s)		diani, montena	C 1844 AB - CX (198545 Yallor	eren - Continue on angelia in inches	~~ 4LTT#YILT#UHXIKTUU				NAILE 'www.g-mAVp-Th-			11-00200111 (11-0020000 Met) viv.
Percent Blockage			45.67		4/1				IA i			
Right turn flare (veh)	mana rerapp to Livi	Scool E. Larthoodiefe	ne ogravosinas na s	E 15 m PROPRIO NO REAGON COMP				wholetone out to recover the material	CONTRACT: when a Southfully			
Median type		igath						None			None	
Median storage veh)		ARCHIEC SA GILLAGO	icecus; in large s	Arte error commencers	CONTRACTOR OF THE PARTY OF THE			AND AND AND AND AND AND AND AND AND AND				
Upstream signal (ft)					814							
pX, platoon unblocked	0.98	A 1881 DEBECTION	wasth Processes			and the second	0.98	0.98		0.98	0.98	0.98
C, conflicting volume	470			389		8 1 1	863	878	389	853	852	443
vC1, stage 1 conf vol	maria 1981 — Jana Je		.v. i or generalise						atosas vaida			50-000000000000000000000000000000000000
vC2, stage 2 conf vol				000		121	BES					100
vCu, unblocked vol	459			389		7005555555000	861	876	389	850	849	432
C, single (s)	4.1			4.2			7.1	6.5	6.2	. 7.1	6.5	6.2
C, 2 stage (s)	- 00				And the state of t			4.0		0.5		- ^ ^
F (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99		CONTROL BOOK	100			100	100	100	78	100	98
cM capacity (veh/h)	1070			1142			264	280	661	275	292	616
Direction, Lane #	EB 1	WB 1	NB 1	SB 1				441		化香素		
Volume Total	399	470	1	71			443					
Volume Left	10	0	0	59								
Volume Right	0	54	111	12		15 (1 (1)						
cSH	1070	1142	661	303	usa esti ana anti	4 004 S. 000002 4754			eran da	5000 ZOXII.458		
Volume to Capacity	0.01	0.00	0.00	0.23					Midd.			
Queue Length 95th (ft)	1	0	0	22						MAGA KELEBI	Erasaksii	aligety zakonek
Control Delay (s)	0.3	0.0	10.5	20.5								
Lane LOS	0.3	0.0	В 10.5	C 20 F			200			200000000000000000000000000000000000000		HEATH OF THE
Approach Delay (s) Approach LOS	0.0	U.U.	10.5 B	20.5 C		R 15/6				Heil H		
Intersection Summary	1.56	1251	445	4	1.44		141	各種員		基金 3		
Average Delay			1.7									
Intersection Capacity Uti	llization	Mill.	43.3%	IC	U Leve	l of Ser	vice	ŧ.	∦ A			
Analysis Period (min)			15	(Y	erim mildelasi		waste water range	I NEGRES SOCIES SAS	-10 /40 /10 400			X.T. No. 100000000

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44-			44			43-			44	
Sign Control		Free			Free			Stop			Stop	
Grade		0%	MC7/		0%		- A	0%			0%	
Volume (veh/h)	4	503	- 3	0	378	50	# 0	0	1.	61	0	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	559	3	0	420	56	0	0	1	68	0	8
Pedestrians		- COUR AND OUG AND PRO	(XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		07-4-0000007-0-40-0000000			Dar Similar was displayed assessment			**************************************	BOA A C A C A C A C A C A C A C A C A C A
Lane Width (ft)									医肾 层			
Walking Speed (ft/s)	4.000.000.000.000	uz IIII Wan ee a			**************************************		21-77: 25 Ferenco	SIN CONTRACTOR			tes chicaration	A CONTRACTOR STATE
Percent Blockage			F6.41			rie.			85.0			155
Right turn flare (veh)					remurValid		-754-6527712006			908889985553-2-2:		101.44019.99099s
Median type	1 1 1	10217	111					None			None	
Median storage veh)	11 July 12		10 (4 10 - 10		814		131261511					
Upstream signal (ft) pX, platoon unblocked	1.00		11311		- 1914	S Marke	1.00	1.00		1.00	1.00	1.00
vC, conflicting volume	476	10.3		562			1025	1045	561	1018	1019	448
vC1, stage 1 conf vol	T. V.	5.4		100 XXX			L JYLY		HIMM	1010	1919	
vC2, stage 2 conf vol		FELLS							45 6		194 5	
vCu, unblocked vol	473		oposky a	562			1025	1045	561	1018	1019	445
tC, single (s)	4.1		#455.ca	4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)		den a manarar	a. The supplies	The second second	000 V C 11 V C 1		The second second			ti, Prinsprima de les	XX 1 (100 X 100 X 10 X X X X X X X X X X X X X	A. W. M. S. S. S. S. S. S. S. S. S. S. S. S. S.
tF(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	-		100		88, 21, 10, 10, 10, 10, 10, 10, 10, 10, 10, 1	100	100	100	68	100	99
cM capacity (veh/h)	1089			1009			211	229	531	213	234	608
Direction, Lane#	EB 1	WB 1	NB 1	SB 1	3.1				1 1			7 1
Volume Total	567	476	1	76		11 1 1			4.0			
Volume Left	4	0	0	68	Sacar assaulten			C 8/7				
Volume Right	4000	56		8,				4 5 6	I A II	115		
cSH	1089	1009	531	228								5.20
Volume to Capacity	0.00	0.00	0.00	0.33		4 12 15				461	10 111 1	3111
Queue Length 95th (ft)	0 0. 1	0.0	0 11.8	35 28.4			Magazan s			Alabat N.S.		
Control Delay (s) Lane LOS	Ο.:	0.0	11.0 B	20.4 D					6 16 11			
Approach Delay (s)	0.1	0.0	11.8	28.4		l wind				10 Un 161		
Approach LOS	W. Yalla		 В	20.7 D		11.51.75		R A		A RESIDE	MAGE	H FLA
• •			U	U								
Intersection Summary Average Delay	365 75 75 75 75 75 75 75 75 75 75 75 75 75		2.0	1.12		1954	7 (T)					
Intersection Capacity Uti	llization		47.0%	1/	2111	el of Ser	vice		A	1		
Analysis Period (min)	mzauuri		15		JU EGVI	51 UI 361	VICE			F 10 10 15		
Analysis i silou (mill)		Simple										E.T.
。 第15章 中華軍事事務務發展報題報的發揮中的程度是表現				et plani								FAU P

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	*		7	}		8901470 of A. Land	4	Seminario de la compansión de la compans	ANTENDERS	4	horewood wheth
Sign Control		Free			Free			Stop			Stop	
Grade	.	0%			0%			0%		Atmini attori in 1200	0%	Marketti (minimum a
Volume (veh/h)	21	390	15	20	403	158	21	21	23	22	4	6
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	23	424	16	22	438	172	23	23	25	24	4	
Lane Width (ft)						Bretanie		Paren				
Walking Speed (ft/s)					36 H. C.P.				1661.1	arti A		
Percent Blockage	B 31					4 J. 18		SEB		12 12 131		
Right turn flare (veh)	315 2540	1		Elizabeth etail			MIN ME 10 TH			8 84 M		
Median type								None		10 P 40 P	None	
Median storage veh)		Miller Hill World C. Ro.	95, 1919 (9,059)		Hill SHIP OF CAME 1	7.50(344)	Marine Sec. V.		122 F			
Upstream signal (ft)					375		5 1 19		1 5 1			
pX, platoon unblocked	0.86		charters YouRes (1900)		100000	# * * * * * * * * * * * * * * * * * * *	0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	610			440	Madi		968	1131	432	1073	1053	524
vC1, stage 1 conf vol					240 - 121 4 0 CAUST			· · · · · · · · · · · · · · · · · · ·	· ••••••••••••••••••••••••••••••••••••			H.C.XIII
vC2, stage 2 conf vol									1 1 5			
vCu, unblocked vol	549		CHINA KIRANA AND AND AND AND AND AND AND AND AND	440	C51X11111111111111111111111111111111111	CXXXXCUUMAA-A-CX. V	963	1152	432	1085	1062	449
tC, single (s)	4.1			4.1			7.2	6.6	6.2	7.1	6.5	6.2
tC, 2 stage (s)			900			SUPPLEAD NA HAR STEEL			ostanos estinge nini			
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			88	86	96	83	98	99
cM capacity (veh/h)	874			1104			188	161	617	140	186	531
Direction, Lane#	EB 1	EB 2		WB 2	NB 1	SB 1	41			145		
Volume Total	23	440	22	610	71	35						
Volume Left	23	0	22	0	23	24		a - 4 deixeese				
Volume Right cSH	0 874	16	0 1104	172	25	7						
Volume to Capacity	0.03	1700 0.26	0.02	1700 0.36	233 0.30	168 0.21						
Queue Length 95th (ft)	0.03 2	0.20	2	0.30	31	19						
Control Delay (s)	9.2	0.0	8.3	0.0	27.1	31.9				46514112		
Lane LOS	3. <u>2</u>	0.0	0.5 A	0.0		31.3 D			Shevital to			15
Approach Delay (s)	0.5		0.3		27.1	31.9			1 24 5			
Approach LOS			5 1 1		D	D	Marie Sala		N. 1520 SA			
Intersection Summary	4 4 7				114	1 1 1	16 3	1.10	1 A 4		Ab Bi	i day
Average Delay			2.8									
Intersection Capacity Uti	lization	1 (3)	41.2%	10	CU Leve	el of Ser	vice	l B L	Α			143
Analysis Period (min)		www.wooder: w Exclusionship:	15		~	**************************************				www.comessasses.com	are a common	
be of the North Add Contract and Applications are selected as an application of the design of the contract of	SHERROWSERS 199-1	ale segment blackets	tale Siller CTE (c		Policia Activi	CARLOT LONG CONTROL	80000000000000000000000000000000000000		WEIGHT AFRICA LANG	CONTRACTOR STREET	BOOK HANDS	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL:	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	ħ	†		ሻ	\$			43		ኻ	4	
Sign Control		Free			Free			Stop		ges	Stop	
Grade	<->	0%		.,	0%		CONTRACT CONTRACT	0%	POSKASABARINA ET NEL ET NO	88 Bpt 14 (14 / 14 / 14 / 14 / 14 / 14 / 14 /	0%	E36.2421, Japanese
Volume (veh/h)	8	474	76	60	328	36	68	5	76	179	-20	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	9	504	81	64	349	38	72	5	81	190	- 21	20
Pedestrians		- 4-700000000000000000000000000000000000					k	ma-a	BBBF0000000000000000000000000000000000	V	**************************************	H-00.7CH-130007307-HL00
Lane Width (ft)							B			¥a£		
Walking Speed (ft/s)										THE STREET STREET, TO STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET,		
Percent Blockage										洛湖區		
Right turn flare (veh)												
Median type								None		111	None	
Median storage veh)												
Upstream signal (ft)					375	888		B 1 E		411		
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	387			585	641	5 8 1	1069	1077	545	1101	1098	368
vC1, stage 1 conf vol												
vC2, stage 2 conf vol										- 2 I I	3144	
vCu, unblocked vol	325			585			1076	1084	545	1111	1108	304
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			52	97	85	0	88	97
cM capacity (veh/h)	1126			990			150	184	540	134	179	672
Direction, Lane#	EB 1	EB 2	WB1	WB 2	NB 1	SB 1	SB 2	复身療		1.54	4 F J	
Volume Total	9	585	64	387	159	190	41				1191	
Volume Left	9	0	64	0	72	190	0					
Volume Right	0	81	0	38	81	0	20					
cSH	1126	1700	990	1700	240	134	278					
Volume to Capacity	0.01	0.34	0.06	0.23	0.66	1.42	0.15	VI 764				
Queue Length 95th (ft)	1	0	5	0	104	316	13					
Control Delay (s)	8.2	0.0	8.9	0.0	45.2	286.7	20.2					145
Lane LOS	Α	XXXXIII	Α	dans of model to a start	E	F	С					ALLEN TYPE I WAS AT A
Approach Delay (s)	0.1		1.3			239.0	161	1614				
Approach LOS					E	F						
Intersection Summary			1151	1 3	17	6.2					1761	
Average Delay		× 0× 01×20×200×100×100×100×100×100×100×100×10	44.1		/			8882 u.s. 0000000000000000000000000000000000	07.00000000000000000000000000000000000	A 4111111111111111111111111111111111111	taken a more or 1 - 1	7.5.4.1 Y.C.(()
Intersection Capacity Ut	ilization	1934	59.5%	1	CU Lev	el of Ser	vice	41	В	1 1 4	Käki	
Analysis Period (min)			15									
							:357is					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*1	4		*	†	7		4	7	ሻ	1→	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	* 433.90%DAF
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	855	1.00	1.00	1.00	1.00	Lated
Frt	1.00	1.00	***************************************	1.00	1.00	0.85	**************************************	1.00	0.85	1.00	0.86	**************************************
FIt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1821		1703	1792	1524		1702	1468	1805	1631	Mark 1 12
FIt Permitted	0.38	1.00	Iffa	0.48	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (perm)	702	1821		854	1792	1524		1702	1468	1805	1631	
Volume (vph)	31	380	8	68	529	311	3	6	50	156	4	62
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	413	9	74	575	338	3	7	54	170	4	67
RTOR Reduction (vph)	0	1	0	0	0	97	0	0	51	0	58	0
Lane Group Flow (vph)	34	421	0	74	575	241	0.	₫ 10	3	170	13	0
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	10%	10%	10%	0%	0%	0%
Turn Type	Perm	1941	100	Perm		Perm	Split	491	Perm	Split	11.3	E E
Protected Phases	F000170-16-PP000000000000000000000000000000000	2	**************************************	OVER THE CHIESE ASSESSMENT OF THE	6	1779 Emily - 70 D 16	4	4		8	8	
Permitted Phases	2			6		6			4			684
Actuated Green, G (s)	85.6	85.6	***************************************	85.6	85.6	85.6		5.7	5.7	16.7	16.7	
Effective Green, g (s)	85.6	85.6		85.6	85.6	85.6		5.7	5.7	16.7	16.7	
Actuated g/C Ratio	0.71	0.71	50.00 PE S 10 L 10 L	0.71	0.71	0.71		0.05	0.05	0.14	0.14	MICHENICAL CONTROL CON
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	B00000001-00 (0-1005 MORTH) 300 30 T	3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	501	1299		609	1278	1087		81	70	251	227	
v/s Ratio Prot	Con Assertable in the least term	0.23		-9462-6-4-2-111-110-4-7-4-2-111-1	c0.32		Widt.or. 27 11 275 11	c0.01	Manager Army	c0.09	0.01	adams and of 1,27 m
v/s Ratio Perm	0.05			0.09	111	0.16		1.54	0.00		11111	1000
v/c Ratio	0.07	0.32	PERSONAL TIPL CHINES	0.12	0.45	0.22		0.12	0.04	0.68	0.06	
Uniform Delay, d1	5.2	6.4		5.4	7.3	5.9	Wille.	54.8	54.5	49.1	44.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	- PESSON 042	1.00	1.00	1.00	1.00	1797 PET PRODUCTION 1887-183
Incremental Delay, d2	0.3	0.7		0.4	1.1	0.5		0.7	0.2	7.1	0.1	144
Delay (s)	5.4	7.1		5.8	8.4	6.3	C. BC. 11107-0000-111100-C. P. C. S. C. 11107	55.4	54.7	56.2	44.9	
Level of Service	Α	Α		Α	Α	Α		E	D	E	D	
Approach Delay (s)		7.0			7.5			54.9			52.8	
Approach LOS		Α			Α			D	115	4 15	D	
Intersection Summary	1 2 41	60%				6 44 3	411	-8.1.1	114	1 51		115
HCM Average Control D)elav		15.3	3.1	ICM Le	vel of Se	ervice		В			1111
HCM Volume to Capaci			0.47	e seem at a	45 (200 all the control of the contr	Administration			274			
Actuated Cycle Length (120.0		Sum of I	ost time	(s)		12.0		Ausia	
Intersection Capacity Ut			56.5%			el of Ser		FAIR CALLEY C	В			months and the second of
Analysis Period (min)			15								Maren.	
c Critical Lane Group								erer-12-1325F477		**************************************	erda ibradisti	

4: Blankenship Rd & Tannler Drive

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	^}		ሻ	†	7		4	7	7	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	Bunta21.	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.88	
FIt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1852		1770	1863	1583		1807	1583	1805	1666	
Flt Permitted	0.46	1.00		0.25	1.00	1.00		0.97	1.00	0.95	1.00	
Satd. Flow (perm)	865	1852		475	1863	1583		1807	1583	1805	1666	
Volume (vph)	82	612	25	157	365	168	20	12	155	251	8	39
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	651	27	167	388	179	21	13	165	267	9	41
RTOR Reduction (vph)	0	1	0	0	0	77	0	0	151	0	32	0
Lane Group Flow (vph)	87	677	0	167	388	102	0	34	14	267	18	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%
Turn Type	Perm		3 13 1	Perm	E E	Perm	Split		Perm	Split		
Protected Phases	Acres (Clark) 11 til th	2		CONTROL MINISTER CONTROL	6		4	4	schille of Norther of Con	8	8	a har constituting
Permitted Phases	2			6		6			4			
Actuated Green, G (s)	51.5	51.5	-120-404-1 -CSS/12886	51.5	51.5	51.5	II LACELINO MIEDELINIALIO	7.7	7.7	18.8	18.8	
Effective Green, g (s)	51.5	51.5	iv si	51.5	51.5	51.5		7.7	7.7	18.8	18.8	
Actuated g/C Ratio	0.57	0.57		0.57	0.57	0.57		0.09	0.09	0.21	0.21	944 1
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	114	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	***************************************
Lane Grp Cap (vph)	495	1060		272	1066	906		155	135	377	348	
v/s Ratio Prot	s.4 d.M. or 1. de#9#ibiii	c0.37	HERBITA PER SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA SANTA S	Linii Waliowa I. Com	0.21	XV=1000001Ee*XXXX	MATERIAL CONTROL	c0.02		c0.15	0.01	000.000454.000
v/s Ratio Perm	0.10			0.35		0.06			0.01			
v/c Ratio	0.18	0.64	MARKET SELECTE	0.61	0.36	0.11		0.22	0.10	0.71	0.05	
Uniform Delay, d1	9.2	13.0		12.7	10.4	8.8	155	38.3	38.0	33.1	28.5	1114
Progression Factor	1.00	1.00	CBC SAME WATER	1.00	1.00	1.00	× mm () () () () () () () () ()	1.00	1.00	1.00	1.00	- Freedom Commission C
Incremental Delay, d2	0.8	2.9		10.0	1.0	0.3	115	0.7	0.3	6.0	0.1	
Delay (s)	9.9	15.9	MACHINE TO STREET STREET, STRE	22.6	11.4	9.1	ry, ry is called many managers	39.1	38.3	39.0	28.5	X27 X
Level of Service	A	В		С	В	Α		D	D	D	С	
Approach Delay (s)	000000000000000000000000000000000000000	15.2	THE PERSON NAMED IN COLUMN NAMED	POZINIEROPOPOPOPHINISAKE	13.4			38.4			37.4	
Approach LOS	- An 45	В		100	В			D			D	
Intersection Summary	184 195				10 11 11		BAA					1264
HCM Average Control D)elav		20.3	L E E	ICM Le	vel of Se	ervice	NA HA	С			15.5
HCM Volume to Capaci		é.	0.61	h Subset	IOIII EC		71 VICC			ALEXAND SE		
Actuated Cycle Length			90.0	4.25 C	Sum of I	ost time	(e)		12.0	Everienie		
Intersection Capacity Ut			73.0%			el of Ser		O DANS CONTRACTOR	12.0 C			
Analysis Period (min)	Zauon		15.076				100	STYSTINIA				
c Critical Lane Group										e7. g() i ii ()		
Contical Lane Group												

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Movement	EBT	EBR	WBL	WBT	NBL	NBR.
Lane Configurations		77	ሻ	4	ħ₩	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	222 (1974) - 1974 (1974) (1974
Lane Util. Factor	1.00	0.88	0.95	0.95	0.97	
Frt	1.00	0.85	1.00	1.00	0.96	· · · · · · · · · · · · · · · · · · ·
Flt Protected	1.00	1.00	0.95	0.97	0.96	
Satd. Flow (prot)	1827	2733	1649	1683	3231	
FIt Permitted	1.00	1.00	0.95	0.97	0.96	
Satd. Flow (perm)	1827	2733	1649	1683	3231	
Volume (vph)	48	546	458	111	789	242
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	52	587	492	119	848	260
RTOR Reduction (vph)	0	0	0	0	25	0
Lane Group Flow (vph)	52	587	298	313	1083	
Heavy Vehicles (%)	4%	4%	4%	4%	6%	6%
Turn Type		custom	Split			
Protected Phases	4	457	3	3	567	
Permitted Phases						
Actuated Green, G (s)	10.0	76.1	24.0	24.0	72.1	
Effective Green, g (s)	10.0	76.1	24.0	24.0	72.1	
Actuated g/C Ratio	0.08	0.64	0.20	0.20	0.61	
Clearance Time (s)	4.0		4.0	4.0		
Vehicle Extension (s)	3.0		3.0	3.0		
Lane Grp Cap (vph)	155	1761	335	342	1973	
v/s Ratio Prot	0.03	c0.21	0.18	c0.19	c0.34	
v/s Ratio Perm					1 4 4	红猪 图: 打球的 医阴茎的 图 医皮皮性 有限 医精囊管
v/c Ratio	0.34	0.33	0.89	0.92	0.55	
Uniform Delay, d1	50.9	9.5	45.8	46.1	13.5	
Progression Factor	1.00	1.00	1.00	1.00	0.40	
Incremental Delay, d2	1.3	0.1	23.7	28.0	0.3	
Delay (s)	52.2	9.6	69.4	74.1	5.6	
Level of Service	D	Α	Ε	E	Α	的复数 计设置符号 医根状皮肤 化多氯化氢化氢化氢化氢化氢
Approach Delay (s)	13.1			71.8	5.6	
Approach LOS	В			, E	Α	
Intersection Summary		1144			\$ F. C. 4	
HCM Average Control D	elav		24.8	1 5 14	HCM Lev	vel of Service C
HCM Volume to Capacit			0.62			
Actuated Cycle Length (118.1		Sum of la	ost time (s)
Intersection Capacity Ut			59.0%		ORNANDO CONTRACTOR CON	el of Service B
Analysis Period (min)			15			
c Critical Lane Group	ro. Say Dilli			/# /### ###############################	F165420-11107-758	
z zimosi zano zroup						

	→	•	•	←	4	<i>></i>				
Movement	EBT	EBR	WBL	WBT	NBL	NBR		1 8 5	1.50	76.35
Lane Configurations	↑	717	ሻ	4	ሻሻ					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	44			5-2836111
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	200020000 minimum 6 6 chr 1 Eve 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	mi. 45) Falkinkii (925689)	**************************************	10001111111111111111111111111111111111	Ext. V. S. C. C. Ser. S. C. C. Ser. S. C. C. C. C. C. C. C. C. C. C. C. C. C.
Lane Util. Factor	1.00	88.0	0.95	0.95	0.97					
Frt	1.00	0.85	1.00	1.00	0.94			X#C2288888428757-38	969/free*.com/2005/_6 [066	Shiften in the second of the second s
Fit Protected	1.00	1.00	0.95	0.97	0.97				1145	
Satd. Flow (prot)	1881	2814	1698	1740	3308		mpCd()(in w. man. 4 h/vin)	NAC Innecessary Constitution	**************************************	**************************************
FIt Permitted	1.00	1.00	0.95	0.97	0.97		. A 9 1			
Satd. Flow (perm)	1881	2814	1698	1740	3308	7-11.1 × X-18		ONDOUGHBOOK OF STREET	10000011	
Volume (vph)	159	853	381	116	567	335		1112		1
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	CPPE MILES	MINIMAGAGINE PARTIES TO 14 C		VIIIIIIII VIIIII VIIII VIIIII
Adj. Flow (vph)	169	907	405	123	603	356				
RTOR Reduction (vph)	0	0	0	0	78	0		50 W.P. P. 444-1100.111111111111111	and the second s	380-7830000-123-483232-303200
Lane Group Flow (vph)	169	907	257	271	881	0		7 6 6		
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	**************************************			
Turn Type		custom	Split	64 II (k	46	145111			141	
Protected Phases	4	457	3	3	567	Controvers of the Control of the Con	manthadan www.databatata	200 (2 No. 196) (1960), 6750	1-11-11-11-11-11-11-11-11-11-11-11-11-1	Harriston - Television - Heriotal Company
Permitted Phases				MARIE TO						
Actuated Green, G (s)	14.0	80.4	20.0	20.0	72.5	**************************************	38.5% (2.886.5C.5000.4E-2000	**************************************		######################################
Effective Green, g (s)	14.0	80.4	20.0	20.0	72.5					
Actuated g/C Ratio	0.12	0.68	0.17	0.17	0.61				HEIRE C. C. C. C. C. C. C. C. C. C. C. C. C.	99999219425 PECON
Clearance Time (s)	4.0		4.0	4.0	- 54					
Vehicle Extension (s)	3.0		3.0	3.0			OBBOOK			_
Lane Grp Cap (vph)	222	1909	287	294	2024			1878		
v/s Ratio Prot	c0.09	c0.32	0.15	c0.16	c0.27	A SA SA SA SA SA SA SA SA SA SA SA SA SA	Ammadad-Villa Villa V	AC 01-2 Call (1-2-2)		
v/s Ratio Perm							dia ii			
v/c Ratio	0.76	0.48	0.90	0.92	0.44			IIII TETROOOTIO	SOUTH AND AND AND AND AND AND AND AND AND AND	RX866-06-8-00XXXXXXXXX
Uniform Delay, d1	50.6	9.0	48.2	48.5	12.2					
Progression Factor	1.00	1.00	1.00	1.00	0.27	00-10-5- 10-5-1 11 1	STORY OF STREET	54.17		
Incremental Delay, d2	14.2	0.2	27.8	32.6	0.1	题 医海扎扎				
Delay (s)	64.9	9.2	76.0	81.1	3.4					
Level of Service	ΨE	Α	E	F	Α					
Approach Delay (s)	18.0		7.1	78.7	3.4					
Approach LOS	В	TA BE		E	A	Dalla.		表限的		
Intersection Summary	· 12.6.1	1 51 5				我的我想到 。		多數算	1 1 1 1 1	
HCM Average Control D)elav	agal e l	25.0	H	ICM Le	vel of Service		C	14 TO 12 E	
HCM Volume to Capaci			0.58	7.7 (A)	(A				20 (10 (10 (10 (10 (10 (10 (10 (10 (10 (1	
Actuated Cycle Length (118.5	1 11 5	Sum of I	ost time (s)		8.0		
Intersection Capacity Ut			58.7%			el of Service	un alla marina di Salamania di Salamania di Salamania di Salamania di Salamania di Salamania di Salamania di S	В		
Analysis Period (min)		, 11 1.h	15	14/16/1			561		1115	
c Critical Lane Group		to a recommendation of course			**************************************	W.12			googless, a strong of the state	
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7	ኻ	个 个			↑ }	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			1897. 15		4.0	4.0	4.0	4.0		* 2 F EEFOW	4.0	W(1000-007-00-0
Lane Util. Factor		845		36.4	1.00	1.00	1.00	0.95	125		0.95	
Frt	THE SAME OF THE PERSONS ASSESSED.	TO STATE OF THE PARTY OF THE PA	HILLIANDEL VA	ANIMO NIII CO III	1.00	0.85	1.00	1.00			0.95	700 111 X. III
Flt Protected	1. 3.5				0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)		***************************************	-100000011-111111-111111-111111-111111-111111		1742	1553	1736	3471			3336	
FIt Permitted	5 M 1	F 4 L		L Ditte	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				***************************************	1742	1553	1736	3471	MODE: 1999-200889-V-F-000CX:118E-111-05		3336	
Volume (vph)	0	0	0	148	5	417	138	524	0.0	0	670	318
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	163	5	458	152	576	0	0	736	349
RTOR Reduction (vph)	0	0	0	0	0	365	0	0	0	0	48	0
Lane Group Flow (vph)	0	0	0	0	168	93	152	576	0	0	1037	0
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Turn Type		1944	1783	Split		Prot	Prot			Mala I		
Protected Phases				7	7	7	1	5			234	
Permitted Phases	431	## B # #					A A					5
Actuated Green, G (s)					24.0	24.0	11.8	34.1			70.3	
Effective Green, g (s)					24.0	24.0	11.8	34.1		in T	70.3	
Actuated g/C Ratio					0.20	0.20	0.10	0.29			0.60	
Clearance Time (s)					4.0	4.0	4.0	4.0		1.15		
Vehicle Extension (s)					3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)		84			354	316	173	1002	1 E 6		1986	
v/s Ratio Prot					c0.10	0.06	c0.09	c0.17			c0.31	
v/s Ratio Perm					West .		7 8	15 I				
v/c Ratio					0.47	0.29	0.88	0.57			0.52	
Uniform Delay, d1	144	1441			41.5	39.9	52.4	35.8			14.0	154
Progression Factor					1.00	1.00	1.00	1.00			0.93	
Incremental Delay, d2					1.0	0.5	36.0	8.0			0.2	
Delay (s)					42.5	40.4	88.4	36.6			13.2	
Level of Service	5 II.	8 148			D	D	F	D		1.64	В	
Approach Delay (s)		0.0			41.0			47.4			13.2	
Approach LOS	化氯氯	A	Pirk P	1171	D			, D		氯 1. 基	B B	1 1
Intersection Summary	1 1	新基准 4	511	100	各直導		§ 4. 1		1 到度	1111		
HCM Average Control D	elay		30.5	i i i	ICM Le	vel of Se	ervice		С		11.75	
HCM Volume to Capacit	y ratio		0.55	000703-0141X130000 00 000000000			- SETHINA O WHITE ERRON CORES			PU		
Actuated Cycle Length (4 4 0	118.1		Sum of l	ost time	(s) 🐘		8.0		r (E.S.	
Intersection Capacity Uti			54.8%	[{	CU Leve	el of Sei	rvice		Α			
Analysis Period (min)			15				HA AF					
c Critical Lane Group												

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					41	7	ሻ	† †			↑ Ъ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		peeds to sill selection of a	La Carlo and Administration	person Herrick Control	4.0	4.0	4.0	4.0	I yezh per ha e e e e e e e e e e e e e e e e e e	Elementer (, ,) .	4.0	käliderru, (100c)
Lane Util. Factor	1662			TAG	1.00	1.00	1.00	0.95			0.95	
Frt	000000000000000000000000000000000000000	TEACH CO. ALC GOVERNMENT	plack and a control of the control o	10.0 1 Christian do	1.00	0.85	1.00	1.00		e. · · dinovenimination	0.96	1000 March 1000 March
Flt Protected		a de la constantina della cons		16.	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	-1.50	COMMON AD DOMESTIC OF 1	2 · · · · × 6 · · · · · · · · · · · · · ·		1811	1615	1787	3574			3420	or derocontinuosisso.
Flt Permitted	6365	146.5			0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	589/JP-0-2010-072-0-1-096-06-06-0	Charleston	Error Control of the region of the State States	17,0000,000 day 10,444118,000001181	1811	1615	1787	3574	solinilliaechs Malamonn	annous anno est est est est est est est est est est	3420	
Volume (vph)	0	0	0	201	3	425	72	495	0	0	902	366
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	. 0	0	0	226	3	478	81	556	0	0	1013	411
RTOR Reduction (vph)	0	0	0	0	0	381	0	0	0	0	35	0
Lane Group Flow (vph)	0	0	0	0	229	97	81	556	0	0	1389	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Turn Type				Split	16.5	Prot	Prot				FW 807	
Protected Phases	CH7911114411114111411414141414141414141414	-10012002101100000000000000000000000000	986900000000000000000000000000000000000	7	7	7	1	5	4.5	SSERVED 254	234	
Permitted Phases					455							
Actuated Green, G (s)	200 E0000	. Contraction	WEDGE TO THE TOTAL OF THE TOTAL	of a figh proof Security	24.0	24.0	10.0	34.4		TWO MANAGEMENT OF THE PARTY OF	72.5	mosne
Effective Green, g (s)	B 30 F				24.0	24.0	10.0	34.4		1515	72.5	
Actuated g/C Ratio		Section 2.4	Tracement of 849 6729;	0800-08094-18-V-1 L.C.L. 11-2	0.20	0.20	0.08	0.29			0.61	031110000000000000000000000000000000000
Clearance Time (s)					4.0	4.0	4.0	4.0				
Vehicle Extension (s)	***************************************	PT-4CHISH KXHIKKXHHICXX.IPH-			3.0	3.0	3.0	3.0			9385-444 2-2 "N- 3-10-10-10-10-10	
Lane Grp Cap (vph)					367	327	151	1038		1111	2092	EEI
v/s Ratio Prot	sticking of a station hill	HENNESS STATE	Silmon and American	30043 BBB0 BB BEELWAY	c0.13	0.06	0.05	c0.16		, 7	c0.41	
v/s Ratio Perm			4.7		116			The state of				
v/c Ratio			> ************************************	#INSTRUMENT TO SOLVE	0.62	0.30	0.54	0.54	Minimum & 200000000000000000000000000000000000		0.66	######################################
Uniform Delay, d1					43.1	40.1	52.0	35.3	231		15.0	
Progression Factor	######################################		PERSONAL CONTRACTOR OF THE PERSON OF THE PER	1,4 / 640 80000000000000000000000000000000000	1.00	1.00	1.00	1.00	P 1 - 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6 -	sores - Lillianness	1.06	
Incremental Delay, d2					3.3	0.5	3.6	0.5			0.7	
Delay (s)	/ 2011 - Prince (1000 (100) (1000 (100) (1000 (1000 (100) (1000 (1000 (1000 (1000 (1000 (1000 (1000 (1000 (100) (1000 (1000 (1000 (1000 (1000 (1000 (100) (1000 (1000) (1000 (1000 (1000 (1000 (100) (1000 (1000 (100) (1000 (1000 (1000 (100) (100) (1000 (100) (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000) (1000) (1000 (100) (1000 (100) (1000 (100) (100) (100) (100) (100) (100) (100) (1000	Maria Property and		*, 81 (-4-car-	46.4	40.6	55.7	35.9	MIZE (1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	HEROSOMHERO - 0	16.6	
Level of Service					D.	D	E	D			В	
Approach Delay (s)	2 20111	0.0			42.5			38.4			16.6	
Approach LOS	推計機	Α			D			D	15 4		В	
Intersection Summary	B 34	di BL	1-1		478	u di a	50 A		The As	1211	126	
HCM Average Control D	elav		28.2	F	ICM Le	vel of Se	ervice		С	4 2 2		
HCM Volume to Capacit			0.65		No. of the state o					A Section of the Sect	16 P. W. 18 18 18 18 18 18 18 18 18 18 18 18 18	
Actuated Cycle Length (•		118.5		Sum of l	ost time	(s)		12.0			
Intersection Capacity Uti			61.9%			el of Ser				edwo.wwe ie		
Analysis Period (min)	76.191	11.	15							Baji Tir		
c Critical Lane Group							n: 1000 100 7, 4	g& + 7755 \$EV\$			SEP\$	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7					†	7	7	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util, Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Fit Protected		0.95	1.00	Hār				1.00	1.00	0.95	1.00	19 5 5
Satd. Flow (prot)		1740	1553					1827	1553	1752	1845	
FIt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1740	1553					1827	1553	1752	1845	
Volume (vph)	293	1 1	98	0	0	0	0	435	216	336	473	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	318	1	- 107	0	0	0	0	473	235	365	514	. 0
RTOR Reduction (vph)	0	0	82	0	0	0	0	0	160	0	0	0
Lane Group Flow (vph)	0	319	25	0	- 1	0	0	473	75	365	514	0
Heavy Vehicles (%)	4%	4%	4%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Turn Type	Perm		Perm				1. 8.	184	Perm	Prot		
Protected Phases		4					00 V V V 1000 0000 V 100000 V 1000000 V	2		1	6	
Permitted Phases	4		4						2			161
Actuated Green, G (s)		16.9	16.9					22.6	22.6	19.6	46.2	
Effective Green, g (s)		16.9	16.9					22.6	22.6	19.6	46.2	
Actuated g/C Ratio		0.24	0.24					0.32	0.32	0.28	0.65	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		414	369					581	494	483	1199	
v/s Ratio Prot	W-12 M							c0.26		c0.21	0.28	
v/s Ratio Perm		0.18	0.02		A. L.				0.05	TO BE		
v/c Ratio		0.77	0.07					0.81	0.15	0.76	0.43	
Uniform Delay, d1		25.3	21.0				5 8	22.3	17.4	23,6	6.0	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		8.6	0.1					8.6	0.1	6.6	0.2	igg.
Delay (s)		33.9	21.1					30.9	17.5	30.2	6.3	
Level of Service	Lii di	C	C			H.H.		, C	В	C	Α	10 2
Approach Delay (s)		30.7			0.0			26.4			16.2	
Approach LOS		C			ı. A	36.1		C	a a	lli	В	
Intersection Summary		1. J. Gar.	17 16	316	拉基键	推測		1861		苯基基	N. E.	(), <u>j</u>
HCM Average Control D	elay	HT W	22.9	F	ICM Lev	vel of Se	rvice	a Mai	C		145 1	
HCM Volume to Capacit	y ratio	PTT0220012-001-079	0.78	in National Learning or St. Williamson.	(0.1.7.11.7.11.4.1.11.11.11.11.11.11.11.11.11.11.11			······································	WITTER AND COLUMN TO SEE	***************************************		
Actuated Cycle Length (111	71.1	S	Sum of lo	ost time	(s)	医多数	12.0	i Ilai i		1.64
Intersection Capacity Uti			87.4%			el of Ser			E		1	
Analysis Period (min)	D at		15					¥4I			1115	
c Critical Lane Group						The state of the s						

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Movement A Town	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7					†	7	7	†	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Fit Protected		0.95	1.00		8 I 🛱 I	H 12		1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1793	1599					1881	1599	1770	1863	
Flt Permitted		0.95	1.00			b# b		1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1793	1599					1881	1599	1770	1863	
Volume (vph)	169	2	124	0	0	0	0	380	284	451	624	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	180	2	132	0	0	0	0	404	302	480	664	F 0
RTOR Reduction (vph)	0	0	113	0	0	0	0	0	209	0	0	0
Lane Group Flow (vph)	0	182	19	0	0	0	0	404	93	480	664	0
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Turn Type	Perm		Perm						Perm	Prot		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2			
Actuated Green, G (s)		9.3	9.3					19.6	19.6	23.0	46.6	
Effective Green, g (s)		9.3	9.3					19.6	19.6	23.0	46.6	
Actuated g/C Ratio		0.15	0.15					0.31	0.31	0.36	0.73	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		261	233			医肾 图		577	490	637	1359	
v/s Ratio Prot								c0.21		c0.27	0.36	
v/s Ratio Perm	The	0.10	0.01			医最易			0.06			
v/c Ratio		0.70	0.08					0.70	0.19	0.75	0.49	
Uniform Delay, d1		26.0	23.6					19.6	16.3	18.0	3.6	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		7.9	0.2					3.8	0.2	5.0	0.3	E4
Delay (s)		33.8	23.8					23.4	16.5	23.0	3.9	
Level of Service	d d'ab	С	С			EU HE EN		· C	. В	C	Α	E. 45, 3.
Approach Delay (s)		29.6			0.0			20.4			11.9	
Approach LOS		i C			Α			C		LE	В	
Intersection Summary	1.54	177			建数	李重		1 1 8	1 11		1000	111
HCM Average Control D			17.3	H	ICM Le	vel of Se	ervice	E 7 A	В	148	11.2 \$	
HCM Volume to Capacit	•		0.72			physips of p. 63004	DD		MANAGE Name of the Control of the Co	-,a.co	proppromise a table	-9
Actuated Cycle Length (63.9			ost time			12.0	医腺素 6		
Intersection Capacity Ut	ilization	No C	93.0%	IC	CU Leve	el of Ser	vice		F		mannen ooneen v	er esta social
Analysis Period (min)			15	käi	14	1 1			iak.			

Critical Lane Group

	•	•	†	/	-	↓				
Movement	WBL	WBR	NBT	NBR	SBL	SBT	333	S. D. S.		
Lane Configurations	\		^			4				
Sign Control	Stop		Free			Free				
Grade	0%	Miss - cens	0%	-GA: HOMEBOOK		0%	SEEDINGS STATE OF LAND		· · · · · · · · · · · · · · · · · · ·	
Volume (veh/h)	19	2	291	58	6	203				
Peak Hour Factor	0.95 20	0.95 2	0.95 306	0.95 61	0.95 6	0.95 214		1472503988388		
Hourly flow rate (vph) Pedestrians	20		300	OI		1214				
Lane Width (ft)				ergale						
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)		MANAGEMENT AND AND AND AND AND AND AND AND AND AND	MARKAGAN AND AND AND AND AND AND AND AND AND A	C 1) S = 4.0 (-10.000 (10.000)	SS415 (201000 - 000-0	Company of the Compan	120 - 5-075-0-000	CAMMADERICATION A SECUTION	I	271, 2004 AND AND AND AND AND AND AND AND AND AND
Median type	None					f (BE				
Median storage veh)		**************************************	KERROKKIROWA - TO TITLE C			nd: vii '	Million And a Nation Western	a.p	XXIIIIIII.(2021)	TOTALE TO A TOTAL MADE THE REPORTED THE
Upstream signal (ft)			455		1.75					
pX, platoon unblocked	F00	007			007				William	
vC, conflicting volume vC1, stage 1 conf vol	563	337			367					
vC1, stage 1 conf vol										
vCu, unblocked vol	563	337			367					
tC, single (s)	6.4	6.2			4.1					
tC, 2 stage (s)		-549416			po ri r _e later um					
tF (s)	3.5	3.3		r sii	2.2					
p0 queue free %	96	100	March Constitution of the		99					
cM capacity (veh/h)	485	705	Cadd		1191					
Direction, Lane#	WB1	NB 1	SB 1	金属素	155			直接 表		
Volume Total	22	367	220		481	i Fai				
Volume Left	20	0	6	· · · · · · · · · · · · · · · · · · ·		597 c conspienting_pp000			WENCOMEN AND A SECTION OF	
Volume Right	2	61	0							
cSH Volume to Capacity	500 0.04	1700 0.22	1191 0.01							
Queue Length 95th (ft)	3	0.22	0.01							
Control Delay (s)	12.5	0.0	0.3							
Lane LOS	 B	7.67	A				### #################################		######################################	
Approach Delay (s)	12.5	0.0	0.3							
Approach LOS	В	-7 (Cata-pania)		W-302-00 WWW.		9 000-1-1111-1-1111-111-111-111-11	Little Strag Little Little Strage Constitution	HILL AND PRO-PRINT	28-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	
Intersection Summary		44			1 (a.)		91	1 5 3		
Average Delay			0.6							
Intersection Capacity Ut	ilization		28.8%	10	CU Leve	el of Servic	e	A		
Analysis Period (min)	Belotiiyy Parana	pr7::x,4000;bbs000;b79	15		SZYMONOSE WYDOSE PRO	Mari spring v comment v 900		rada y waxaa ahaa ahaa ka ahaa		
	Priji		atika?							

	€	•	†	1	-	↓				
Movement	WBL	WBR	NBT	NBR	SBL	SBT		5 L 5 4	Mane	
Lane Configurations	` **		1}			4				
Sign Control	Stop		Free		155	Free			tabil	
Grade	0%	company /	0%		ini to record	0%	- 11 Note Opposite the Control of th	V C Landage	00000000000000000000000000000000000000	
Volume (veh/h)	38	5	213	49	4	260				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		eseenteer ee		
Hourly flow rate (vph) Pedestrians	40	5	224	52	4	274				
Lane Width (ft)			cada i							
Walking Speed (ft/s)				Eller v. ter v. Fr.					AGE TO THE OWNER OF THE PARTY O	
Percent Blockage		13								
Right turn flare (veh)	ie - Vilandeliamodiciiii		The state of the second	EEST - 4	27da xxka 677 0000000000			1zenxishtn	PR200ML 0: VIIII VIII	
Median type	None				7565				Tell.	
Median storage veh)		Military de la company de la c		Bore on North Car		Mar 40- 17-21-884				78-5 ₄
Upstream signal (ft)			455	r 45						
pX, platoon unblocked vC, conflicting volume	532	250			276					
vC1, stage 1 conf vol	JJZ	230			2/0			EX		
vC2, stage 2 conf vol				· 5 : 25 25						
vCu, unblocked vol	532	250			276					
tC, single (s)	6.4	6.2			4.1					
tC, 2 stage (s)										
tF (s)	3.5	3.3			2.2					
p0 queue free %	92	99	Ciking American		100	······································				Manusary Space (1984)
cM capacity (veh/h)	506	789			1287					
Direction, Lane #	WB 1	NB 1	SB 1	111	114		4 8 2			
Volume Total	45	276	278							
Volume Left Volume Right	40 5	0 52	4	BBS Calle Saud				Revivi. Augusti		
cSH	528	1700	1287							
Volume to Capacity	0.09	0.16	0.00							
Queue Length 95th (ft)	7	0	0			"An of Marie and	## X # 4 / / 2 / . ·			1000/2016/06/06/06/06/06/06/06/06/06/06/06/06/06
Control Delay (s)	12.5	0.0	0.1							
Lane LOS	В		Α	W						
Approach Delay (s)	12.5	0.0	0.1							
Approach LOS	В									
Intersection Summary				- 1				11 12 32		
Average Delay	5255pr:::::::::(15mm		1.0			0040F <u>-</u> 29- <u>-</u> 24 00	- 93,000 to 10 0000 mm 10 mm	WANTED TO SHEET AND SHEET OF THE SHEET OF TH		
Intersection Capacity Ut	ilization		26.9%		CU Leve	el of Servic	e l	ΑΑ		
Analysis Period (min)			15		% PER gladele sett					

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	147			4	1→	
Sign Control	Stop	Which		Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	5	25	178	115	184	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	26	187	121	194	42
Pedestrians						
Lane Width (ft) Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None	r en e				
Median storage veh)			BBBL - : \$100		8 v . s. s. s. s. s. s. s. s. s. s. s. s. s	
Upstream signal (ft)				645		
pX, platoon unblocked	V-12 - 1/20 - 6XIIIBADO					
vC, conflicting volume	711	215	236			
vC1, stage 1 conf vol	· - a.c. 0.0000c3cc100	Name of the last o	- 1.7n; septicidable			
vC2, stage 2 conf vol						
vCu, unblocked vol	711	215	236	is.		
tC, single (s) tC, 2 stage (s)	6.4	6.2	4.1			
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	97	86			
cM capacity (veh/h)	343	825	1331			
Direction, Lane#	EB1	NB 1	SB1			
Volume Total	32	308	236			
Volume Left	5 5	187	230			
Volume Right	26	0	42			
cSH	669	1331	1700			
Volume to Capacity	0.05	0.14	0.14			
Queue Length 95th (ft)	4	12	0			
Control Delay (s)	10.6	5.4	0.0			
Lane LOS	В	Α		A STATE OF THE PARTY OF THE PAR		
Approach Delay (s)	10.6	5.4	0.0	BIT	841	
Approach LOS	В					
Intersection Summary				100 mg (12		
Average Delay	<u> </u>	V	3.5	4. 21.002049114.11.00	<u> 25. 27. 2 3000000000000000</u>	
Intersection Capacity Ut	ilization		41.4%	i i i	SU Leve	el of Service
Analysis Period (min)			15			
		维制 [1] [4]				

	•	•	4	†	↓	4		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	¥f			ી	4			· · · · · · · · · · · · · · · · · · ·
Sign Control	Stop			Free	Free			
Grade	0%			0%	0%			
Volume (veh/h)	34	155	32	186	109	7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly flow rate (vph)	36	163	34	196	115			
Pedestrians	23	=666F(U2)-151/401-					######################################	
Lane Width (ft)			1. 李建.					
Walking Speed (ft/s) Percent Blockage					. 1966.033866			
Right turn flare (veh)			9.25 #61					
Median type	None							
Median storage veh)	110110							
Upstream signal (ft)				645				
pX, platoon unblocked					• (()			
vC, conflicting volume	382	118	122					
vC1, stage 1 conf vol		WW						millional months with the second seco
vC2, stage 2 conf vol								
vCu, unblocked vol	382	118	122		and an action	g programme and the control of the c		
tC, single (s)	6.4	6.2	4.1					
tC, 2 stage (s)			ere Laber		COTA LOGICA			
tF (s)	3.5	3.3	2.2					
p0 queue free %	94 607	83 933	98 1465					
cM capacity (veh/h)	Collins College College (Self)	okamanan Aleksaren S.,	7. Sqc					
Direction, Lane #	EB 1	NB 1	SB 1	#4 file				L .
Volume Total	199	229	122		#7.sá			
Volume Left	36	34	0		Sanker and Armed			
Volume Right cSH	1 63 851	0 1465	1700					
Volume to Capacity	0.23	0.02	1700 0.07					
Queue Length 95th (ft)	23	2	0.07					
Control Delay (s)	10.5	1.3	0.0					
Lane LOS	В	Α	۷,5	i i i i i i i i i i i i i i i i i i i				
Approach Delay (s)	10.5	1.3	0.0		57 11 1			
Approach LOS	В	2. V. (2.2.1. alle (1.111.X)						
Intersection Summary				E 500	1 1 2 2			
Average Delay	5 F 6 F	2 1 3	4.3					
Intersection Capacity U	lilization	840111	4.3 36. 3 %	i i i i i i i i i i i i i i i i i i i	CHLEV	of Service		
Analysis Period (min)	ZaliUII		15		JU LUVE			
ASPACE TO TERM 多型無数器用影響器開送網期開送機構		estentiva E	MEKTYKEN	FFSE' EMG			456 YEAR BOOK 100 YEAR	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop	i jara		Free			Free	
Grade	an an an an an an an an an an an an an a	0%	samen amateria	- statest-permit	0%	ativities): _		0%		SEC	0%	an desert dans all
Volume (veh/h)	0	0.05	0	18	0	2	0	62	58	7	206	0 0 5
Peak Hour Factor	0.95 0	0.95	0.95 0	0.95 19	0.95 0	0.95 2	0.95 0	0.95	0.95	0.95	0.95 217	0.95
Hourly flow rate (vph) Pedestrians	J U	1	V		U		U	65	61	[]	211	0
Lane Width (ft)						M ere er			i di a			
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)		J ::::::::::::::::::::::::::::::::::::	***************************************									B-0001311111100000
Median type		None			None	fill		k-1	8 4 8			
Median storage veh)	9805E-3 (Nakasibili)	elot e seegee lik			MINORALES (VIV.)	525 NEWS TRANS				ammar amazani		
Upstream signal (ft)							9	825				
pX, platoon unblocked vC, conflicting volume	329	358	217	327	327	96	217			126	lan in dec	海南山州道
vC1, stage 1 conf vol	323	330	211	J21	92 1	## 30	411			120		
vC2, stage 2 conf vol						is at s						
vCu, unblocked vol	329	358	217	327	327	96	217	: - T. K. S. S. S. S. S. S. S. S. S. S. S. S. S.		126		77.1114.749.018.0111
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)				V				0-8			××××××××××××××××××××××××××××××××××××××	and with a select of the
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	97	100	100	100			99	h eriprision ng r	HEIDELSES
cM capacity (veh/h)	620	566	823	623	588	961	1353			1460	i e	
Direction, Lane #		WB 1	NB 1	SB 1	康集 集		774	2.1	W 4		E E E	100
Volume Total Volume Left	0	21	126	224								
Volume Right	0 	19 2	0 61	7 0				ist. Vaii				
cSH	1700	646	1353	1460		e e e						
Volume to Capacity	0.00	0.03	0.00	0.01		46 I B						48E
Queue Length 95th (ft)	0	3	0	0	**************************************	H-101						PERSONAL PROPERTY
Control Delay (s)	0.0	10.8	0.0	0.3								
Lane LOS	Α	В	marr	Α	manus value and a second			DANGERY CO. T. A. T. L. C. C. C. C. C. C. C. C. C. C. C. C. C.			410078145131410	A
Approach Delay (s)	0.0	10.8	0.0	0.3								
Approach LOS	Α	В										
Intersection Summary	节日				1 5 1		1 2 3	F 46		8 1 1	1955	
Average Delay		og er ga ayallılı karılılı	0.8					SSSESS TO SERVE				
Intersection Capacity Ut	ilization		26.5%	I I	CU Leve	of Ser	vice		A			
Analysis Period (min)	in in the second		15	i de la companione								

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			43-			4			4	
Sign Control		Stop			Stop			Free			Free	
Grade		0%		Sunder of Habitation of Section 1	0%	***************************************	· - S.L. SOF KOMETOKO	0%		MANAL AND	0%	
Volume (veh/h)	10	0	0	38	0	6	0	171	49	4	78	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	40	0	6	0	180	52	4	82	0
Pedestrians				inisabu Yorkofi /							uwana i ji ba	
Lane Width (ft)												
Walking Speed (ft/s)		ÚM Šiesis adžiš.								EBB/Hodelas		
Percent Blockage Right turn flare (veh)												554
Median type		None			None							
Median storage veh)		NONE			NOI16							
Upstream signal (ft)								825				BBB
pX, platoon unblocked			1.538					959				
vC, conflicting volume	303	322	82	296	296	206	82			232		
vC1, stage 1 conf vol											###1288## EK.F.	24 - 1261499
vC2, stage 2 conf vol												
vCu, unblocked vol	303	322	82	296	296	206	82	TO ModPOSE DESCRIPTION OF THE PROPERTY OF THE	"Policy And Application	232	:8::::(\$1:00 inv. 1 in	· · · · · · · · · · · · · · · · · · ·
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	94	100	99	100	0000100000+400011111 T.S		100	CC000 W. II 400C-W	
cM capacity (veh/h)	643	593	978	654	613	835	1515			1336		
Direction, Lane #	EB 1	WB1	NB 1		h de la				777			
Volume Total	0	46	232	86	118		140 6				Mala	
Volume Left	0	40	0	4	0.0000000000000000000000000000000000000	J. J. Janes George Webster	manga da SBA*	- TOPA	ampressa de la colonia de la colonia	TI ::: 9Ta-4-4CICI:::::008-63	XI-36049-00000000000000000000000000000000000	southtenantic tenates e N
Volume Right	0	6	52	0								
cSH	1700	674	1515	1336	madador da desidad	95 Maria Maria Maria (A. 1907 - A. 1)	page 1'-1 - e 4-2000000	COX MICHININA	catala Pro e e canadas	TX 61 000 000 000 000	×121 100 000 000 0000 0000 0000 0000 000	ENERGIA LINGUAGO.
Volume to Capacity	0.00	0.07	0.00	0.00								
Queue Length 95th (ft)	0	6	0	0		SINGSONITA IL CIRCININI					5880125000	
Control Delay (s)	0.0	10.7	0.0	0.4			I# E			121		
Lane LOS	A	В	0.0	A								
Approach Delay (s) Approach LOS	0.0 A	10.7 B	0.0	0.4						1 .6%)	4.2	
Intersection Summary			114	1.1		1945	85 W 18	1 H			13 5	
Average Delay			1.5									
Intersection Capacity Ut Analysis Period (min)	ilization		22.0% 15	10	CU Levi	el of Ser	vice	L#G	A	1434		
	doisideac Scale (White : :)			. v /456660000	1-1-0000000000000000000000000000000000				**************************************	1. Najapaninggapa		

APPENDIX K
Queuing
Calculations

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	₩B.	NB	SB -	Company of the second of the s
Directions Served	LTR	LTR	LR	LR	
Maximum Queue (ft)	50	4	17	73	
Average Queue (ft)	5	0	1	35	
95th Queue (ft)	29	3	9	62	
Link Distance (ft)	634	377	400	314	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					The second secon
Queuing Penalty (veh)					

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB -	WB	NB	SB	
Directions Served	L	TR	L	LTR	LTR	
Maximum Queue (ft)	6	4	34	75	39	
Average Queue (ft)	0	0	7	29	8	
95th Queue (ft)	4	3	30	62	31	
Link Distance (ft)		377		364	513	The fight of the first of the f
Upstream Blk Time (%)					l Wat	
Queuing Penalty (veh)				7 .x. r		
Storage Bay Dist (ft)	100	BUIL	100			
Storage Blk Time (%)						
Queuing Penalty (veh)						

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Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB :	NB	NB.	SB	production of the
Directions Served	L	TR	L	TR	LT	R	LTR	
Maximum Queue (ft)	41	115	61	4	47	93	189	
Average Queue (ft)	4	14	17	0	9	34	75	TO COME TO STATE OF THE STATE O
95th Queue (ft)	24	70	46	3	34	73	153	
Link Distance (ft)		317		230	257	257	394	
Upstream Blk Time (%)							B. B.	
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100	75.63 <u>5</u>	100					
Storage Blk Time (%)		0						
Queuing Penalty (veh)		, k 0		F 44	6011	f Art	kiji i	

Intersection: 5: Blankenship Rd & 10th St

Movement 1	EB	EB	WB	WB	B20	NB 2	NB	
Directions Served	T	R	L	Т	Т	L	R	
Maximum Queue (ft)	171	246	160	817	1487	139	59	
Average Queue (ft)	50	167	153	809	1318	56	15	
95th Queue (ft)	120	265	158	823	1916	1119	45	
Link Distance (ft)		230		742	1464		173	
Upstream Blk Time (%)		4		80	≟ - 60	0		· · · · · · · · · · · · · · · · · · ·
Queuing Penalty (veh)		18		0	0	0		
Storage Bay Dist (ft)	150		125	ade i		200	46 A	
Storage Blk Time (%)	0	11	80			0		
Queuing Penalty (veh)	. 0	5	- 51		186	0		

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB	WB	NB	NB	B10	SB	SB	11100 mm 121 0 171 121 0 mm 121 0 171 121 0 mm 121 0 171
Directions Served	LT	R	L	T	T	Τ	TR	
Maximum Queue (ft)	209	151	230	318	168	164	226	
Average Queue (ft)	104	54	128	216	19	128	117	100 - 100 -
95th Queue (ft)	179	108	230	330	98	195	248	
Link Distance (ft)	1642		V-0.1999000000000000000000000000000000000	245	216	173	173	respondent facility of the control o
Upstream Blk Time (%)			0	7	0	2	6	
Queuing Penalty (veh)			0	35	2	10	24	
Storage Bay Dist (ft)		400	200					
Storage Blk Time (%)			2	12		warene bearing too. village		. It is a start of the second
Queuing Penalty (veh)			6	14				

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Intersection: 7: I-205 NB off-ramp & 10th St

Movement	EB :	EB	NB	NB	SB	SB	B10	
Directions Served	LT	R	Т	R	L	T	Т	
Maximum Queue (ft)	151	77	271	111	132	288	80	
Average Queue (ft)	71	30	115	40	103	123	5	The state of the second control of the secon
95th Queue (ft)	122	58	208	58	149	269	37	
Link Distance (ft)	1525		750			216	245	and the second s
Upstream Blk Time (%)						2		
Queuing Penalty (veh)						17		
Storage Bay Dist (ft)		350		300	100			
Storage Blk Time (%)			0		10	3		
Queuing Penalty (veh)		Bial	0		42	17	(4) (4) (1) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	

Intersection: 8: Access & Tannler Drive

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Nework Summary

Network wide Queuing Penalty: 233

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Intersection: 1: Access & 13th St

Movement	WB.
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	30
95th Queue (ft)	59
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	· 医相: 以如 、
Storage Blk Time (%)	
Queuing Penalty (veh)	· 我们一周的一个,我就是我们的第三人称单数就是这些我们的一个的。

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	30	20	79
Average Queue (ft)	2	1	39
95th Queue (ft)	16	9	66
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Blankenship Rd & Driveway

Movement	EB .	EB	WB	NB	SB		8884	3455		1 1 1
Directions Served	L	TR	L	LTR	LTR					
Maximum Queue (ft)	20	17	44	147	70					
Average Queue (ft)	2	1	19	62	34	interesting to the second seco		XHIMBUNITAN PV X- 1 L		
95th Queue (ft)	15	6	47	112	62					
Link Distance (ft)		377		364	513		or 1000000000000000000000000000000000000	DOCON MINEL	200 TO THE REAL PROPERTY OF THE PROPERTY OF TH	A 2 servinia, 23/4 Chall
Upstream Blk Time (%)					888					
Queuing Penalty (veh)			KHRISSHE XCESOCI MHRISSESSEM OCE			: 30000000 000000	- 35,000 pg - 1270 yespeller	CONTRACTOR OF PROMISE		
Storage Bay Dist (ft)	100	400	100		1446					
Storage Blk Time (%)		~\mu= \(\dots\)	mana	6-C1-04-1-17-1	***************************************	TO A STEEL AND RESIDENCE A COMMAN A A COMMAN A COMMAN A COMMAN A COMMAN A COMMAN A COMMAN A COMMAN A COMMAN A	Particular Company (1977)	Western Co. 1 10 12 4400		EDVELOCIES N. N. SEELANKE
Queuing Penalty (veh)					HE					

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Intersection: 4: Blankenship Rd & Tannler Drive

Movement	EB	EB	WB	WB	NB	NB	SB	
Directions Served	L	TR	L	TR	LT	R	LTR	
Maximum Queue (ft)	62	132	94	5	109	155	148	
Average Queue (ft)	19	17	35	0	35	68	48	*** *** Pedition **** **** **** **** **** **** **** *
95th Queue (ft)	52	79	75	3	102	133	100	
Link Distance (ft)		317		230	257	257	394	The state of the s
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)	100		100					
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		0	1		11 11 1			

Intersection: 5: Blankenship Rd & 10th St

Movement:	∯EB∳	. EB	WB	WB	B20	NB	NB	
Directions Served	Т	R	L	Т	Т	L	R	
Maximum Queue (ft)	179	245	154	. 815	1395	164	206	
Average Queue (ft)	106	164	153	798	1034	95	38	
95th Queue (ft)	185	267	156	883	1861	172	127	
Link Distance (ft)		230		742	1464		173	
Upstream Blk Time (%)		3	Karil	72	33	1	1 1 1	
Queuing Penalty (veh)		18		0	0	0	4	
Storage Bay Dist (ft)	150		125			200		
Storage Blk Time (%)	4	8	79			1	1	
Queuing Penalty (veh)	18	. 10	83		119	2	2	

Intersection: 6: I-205 SB on-ramp & 10th St

Movement	WB:	WB	NB	NB	B10	SB	SB	
Directions Served	LT	R	L	Т	Т	T	TR	
Maximum Queue (ft)	292	222	229	320	194	165	226	
Average Queue (ft)	126	100	82	251	37	130	108	THE RESERVE OF THE SECOND CONTRACT TO DESCRIPTION OF THE SECOND CONTRACT TO SECOND CONTRA
95th Queue (ft)	224	188	184	355	139	192	246	
Link Distance (ft)	1642			245	216	173	173	200 T
Upstream Blk Time (%)		1511	0	14	1	4	6	Land Committee
Queuing Penalty (veh)			0	64	2	16	23	STORY AND THE STORY OF THE STOR
Storage Bay Dist (ft)		400	200			18 18 18		
Storage Blk Time (%)		And it should street	0	22	- J. T. T. T. T. T. T. T. T. T. T. T. T. T.			
Queuing Penalty (veh)			11	13				

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Intersection: 7: I-205 NB off-ramp & 10th St

Movement	B EB ₹	EB	NB !	NB 📗	SB	SB	B10	
Directions Served	LT	R	Т	R	L	Т	T	-
Maximum Queue (ft)	141	81	220	85	132	288	78	
Average Queue (ft)	61	33	108	42	98	115	4	THE SAN TO THE WASHINGTON AND THE WASHINGTON THE WA
95th Queue (ft)	114	61	194	68	146	243	35	The state of the s
Link Distance (ft)	1525		750			216	245	AAAN - AAA AA
Upstream Blk Time (%)						2		
Queuing Penalty (veh)						13		
Storage Bay Dist (ft)		350		300	100		18 U	
Storage Blk Time (%)			0		8	4		
Queuing Penalty (veh)			0		43	9		

Intersection: 8: Access & Tannler Drive

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Nework Summary

Network wide Queuing Penalty: 323

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Page 3

Intersection: 1: Access & 13th St

Movement	WB
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	5
95th Queue (ft)	
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	提展的知识。12世界的1917年1月12年2月12年12年12年12年12年12年12月12日 12世界 12世界 12世界 12世界 12世界 12世界 12世界 12世界

Intersection: 2: Blankenship Rd & 13th St

Movement 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	EB+	. ₩B L	NB.	SB	
Directions Served	LTR	LTR	LR	LR	
Maximum Queue (ft)	61	- 6	20	79	《建筑注射图·法托·原制》。扩发图·发展图:发展图像的模型
Average Queue (ft)	5	0	1	36	
95th Queue (ft)	29	5	10	67	
Link Distance (ft)	634	377	400	314	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)	401 04 CUIDA-III 4 EE 400 IF D	X ::::XXX:::::::::::::::::::::::::::::			
Queuing Penalty (veh)				M	

Intersection: 3: Blankenship Rd & Driveway

Movement	EB	EB	WB	WB	NB	SB	
Directions Served	L	TR	L	TR	LTR	LTR	
Maximum Queue (ft)	14	44	50	5	178	40	
Average Queue (ft)	0	2	8	0	32	10	
95th Queue (ft)	7	32	33	3	64	36	
Link Distance (ft)		377		311	364	513	
Upstream Blk Time (%)				- En			
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100	iti	100				
Storage Blk Time (%)		0					
Queuing Penalty (veh)		. 0				54× 000 000 × 000 000 000 000 000	

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	L	TR	
Maximum Queue (ft)	56	252	157	4	45	102	309	264	
Average Queue (ft)	9	40	17	0	9	39	133	60	THE PROPERTY OF THE PROPERTY O
95th Queue (ft)	38	164	45	2	34	83	329	198	
Link Distance (ft)		311		224	257	257	393	393	
Upstream Blk Time (%)		0			23	1.4	5	0	
Queuing Penalty (veh)		2					4	0	
Storage Bay Dist (ft)	100		100			4 8			
Storage Blk Time (%)		4							
Queuing Penalty (veh)		1				II A	44.3	45 I	

Intersection: 5: Blankenship Rd & 10th St

Movement 1982	EB	EB	WB	WB	B20	NB	NB	
Directions Served	Т	R	L	LT	T	L	R	
Maximum Queue (ft)	164	246	230	762	543	165	170	
Average Queue (ft)	55	180	207	592	298	88	27	
95th Queue (ft)	123	274	268	1021	897	165	106	
Link Distance (ft)		224		742	1464		173	
Upstream Blk Time (%)		9		34		1	0	
Queuing Penalty (veh)		49		0		0	3	
Storage Bay Dist (ft)	150		200			200		
Storage Blk Time (%)	0	17	36	42		1	0	
Queuing Penalty (veh)	0	7	103	90		1	2	

Movement	WB	WB	NB	NB	B10	SB	SB	
Directions Served	LT	R	L	Т	Т	T	TR	
Maximum Queue (ft)	269	217	230	320	239	181	227	
Average Queue (ft)	121	76	168	281	127	141	145	
95th Queue (ft)	224	152	255	375	288	199	278	er a de l'est caracter et altre al la companie de la companie de la companie de la companie de la companie de La companie de la co
Link Distance (ft)	1642			245	216	173	173	
Upstream Blk Time (%)			0	31	11	7	E 11 (E.)	
Queuing Penalty (veh)			0	166	60	31	51	
Storage Bay Dist (ft)		400	200		119			
Storage Blk Time (%)			12	32				
Queuing Penalty (veh)			47	45				

Movement	EB	EB	NB	NB	SB	E SB ∤	B10	
Directions Served	LT	R	T	R	L	Т	Т	
Maximum Queue (ft)	287	85	572	239	135	294	271	
Average Queue (ft)	116	34	239	71	117	187	50	
95th Queue (ft)	237	65	549	208	149	349	191	
Link Distance (ft)	1525		750			216	245	HILLER MAINTENANCE AND AND AND AND AND AND AND AND AND AND
Upstream Blk Time (%)			1			11	1	
Queuing Penalty (veh)			0			82	5	
Storage Bay Dist (ft)		350		300	100			
Storage Blk Time (%)	0		9	0	20	6		
Queuing Penalty (veh)	0		19	0	89	18		

Intersection: 8: Access & Tannler Drive

Movement	T SB
Directions Served	TR
Maximum Queue (ft)	112
Average Queue (ft)	11
95th Queue (ft)	80
Link Distance (ft)	1034
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Nework Summary

Movement	
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	31
95th Queue (ft)	2 57
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB	
Directions Served	LTR	LR	LR	
Maximum Queue (ft)	14	9	- 84	
Average Queue (ft)	1	1	41	
95th Queue (ft)	10	10	70	
Link Distance (ft)	634	400	314	Person Make 1997
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)	. 88			
Queuing Penalty (veh)		A		

Movement 4 4 5	EB	EB	WB	NB	SB	
Directions Served	L	TR	L	LTR	LTR	
Maximum Queue (ft)	17	127	74	159	72	
Average Queue (ft)	1	6	22	74	36	
95th Queue (ft)	8	52	57	129	64	特別。1915年 1916年 - 支撑原产品 建装置 · 142. 1524
Link Distance (ft)		377		364	513	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)		Ó	0			
Queuing Penalty (veh)		0	0			

Movement	EB	EB	.WB	WB 🖟	NB	NB	SB	
Directions Served	L	TR	L	TR	LT	R	LTR	
Maximum Queue (ft)	129	333	116	114	276	282	270	
Average Queue (ft)	28	116	46	4	91	202	150	
95th Queue (ft)	78	273	91	52	267	339	385	
Link Distance (ft)		317		230	257	257	394	V-0
Upstream Blk Time (%)	44	1,		0	- 5	42	13	
Queuing Penalty (veh)		4		1	0	0	9	
Storage Bay Dist (ft)	100		100		14 AK			
Storage Blk Time (%)	0	8	1					
Queuing Penalty (veh)	0	5	4			10.4		

Intersection: 5: Blankenship Rd & 10th St

Movement :	EB	EB	WB	WB	B20	NB	NB	
Directions Served	Т	R	L	Т	Т	L.	R	·
Maximum Queue (ft)	184	271	230	818	1488	165	201	
Average Queue (ft)	130	228	227	805	1095	106	40	
95th Queue (ft)	210	289	231	863	1953	178	132	
Link Distance (ft)		230		742	1464		173	
Upstream Blk Time (%)		20		74	38	1	1	
Queuing Penalty (veh)		135		0	0	0	5	
Storage Bay Dist (ft)	150		200			- 200 -		
Storage Blk Time (%)	10	28	78			1	1	
Queuing Penalty (veh)	53	35	. 85	a di A		2	3	

Movement	WB	WB	NB	NB	B10	SB	SB	
Directions Served	LT	R	L	Т	Т	T	TR	
Maximum Queue (ft)	324	257	228	319	210	165	227	
Average Queue (ft)	165	113	91	266	62	154	190	
95th Queue (ft)	278	219	173	359	188	187	280	
Link Distance (ft)	1642	The state of the s		245	216	173	173	
Upstream Blk Time (%)			0	17	1	9	16	
Queuing Penalty (veh)			0	80	3	39	74	
Storage Bay Dist (ft)		400	200			W 184		
Storage Blk Time (%)			0	25				
Queuing Penalty (veh)		BBKS	1	- 18			1 4 8 1	

Movement	∦EB ∌:	EB.	NB	NB	SB 4	SB	B10	
Directions Served	LT	R	T	R	L	Т	Т	
Maximum Queue (ft)	148	71	274	204	131	291	222	學學 美海尔兰
Average Queue (ft)	64	37	128	47	112	160	20	
95th Queue (ft)	115	64	224	95	150	310	115	
Link Distance (ft)	1525		750		· · · · · · · · · · · · · · · · · · ·	216	245	
Upstream Blk Time (%)			3166			5	0	
Queuing Penalty (veh)						44	1	A second
Storage Bay Dist (ft)		350		300	100	de Hill		
Storage Blk Time (%)			0	0	14	5		
Queuing Penalty (veh)			0	0	77	14		

Intersection: 8: Access & Tannler Drive

Movement A Harman	
Directions Served	TR
Maximum Queue (ft)	
Average Queue (ft)	25
95th Queue (ft)	128
Link Distance (ft)	1034
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Nework Summary

Movement	WB.
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	6
95th Queue (ft)	28
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	46	- 27	90
Average Queue (ft)	4	1	38
95th Queue (ft)	22	11	71
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	2010-000	g-199	***************************************
Queuing Penalty (veh)	4 1		

Movement	EB	WB	NB	SB	
Directions Served	L	L	LTR	LTR	
Maximum Queue (ft)	7	44	66	40	
Average Queue (ft)	0	9	32	9	
95th Queue (ft)	5	35	60	33	
Link Distance (ft)			364	513	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Movement **	EB	EB	WB	WB	NB;	NB	SB	SB	
Directions Served	Ĺ	TR	L	TR	LT	R	L	TR	
Maximum Queue (ft)	53	232	59	12	53	131	180	370	
Average Queue (ft)	18	36	17	1	13	47	134	164	23 (27 Sept. 20 Sept. 2864); 28 Sept. 27 (28 Sept. 27 Sept. 28 Sep
95th Queue (ft)	50	136	45	6	42	104	221	407	
Link Distance (ft)	,,,,,	311		224	257	257	011110000000000000000000000000000000000	393	00C 100C 100C 100C 100C 100C 100C 100C
Upstream Blk Time (%)		0						5	
Queuing Penalty (veh)		0						8	
Storage Bay Dist (ft)	100		100		Billi		150		
Storage Blk Time (%)		2	0	~			45	0	THE TOTAL SECTION SECT
Queuing Penalty (veh)		1	0				30	0	

Intersection: 5: Blankenship Rd & 10th St

Movement	∦ EB	EB	WB	WB	B20	NB	NB	Pede deserva per exercitica.
Directions Served	Т	R	L	LT	Т	L	R	
Maximum Queue (ft)	154	245	238	820	1312	165	184	
Average Queue (ft)	44	196	224	791	801	108	27	
95th Queue (ft)	106	285	248	902	1597	176	106	
Link Distance (ft)		224		742	1464		173	
Upstream Blk Time (%)		11		60	10	1	1	
Queuing Penalty (veh)		59		0	0	0	4	
Storage Bay Dist (ft)	150		200			200		
Storage Blk Time (%)	0	20	60	54		1	1	
Queuing Penalty (veh)	0	9	181	124	MA	3.	- 3	TOTAL CONTRACTOR OF THE PARTY O

Movement	. ₩B	WB	NB	NB	B10	SB	SB
Directions Served	LT	R	L	Т	Т	T	TR
Maximum Queue (ft)	264	206	230	322	247	176	233
Average Queue (ft)	124	87	185	294	167	149	168
95th Queue (ft)	223	175	269	383	312	191	287
Link Distance (ft)	1642			245	216	173	173
Upstream Blk Time (%)			1	35	15	7	13
Queuing Penalty (veh)			0	205	85	36	63
Storage Bay Dist (ft)		400	200		i i i i		
Storage Blk Time (%)			18	33			
Queuing Penalty (veh)			70	45			

Movement	EB.	EB	NB	NB	SB.	∦SB	B10	
Directions Served	LT	R	Т	R	Ĺ	Т	Т	
Maximum Queue (ft)	344	140	649	227	137	294	287	
Average Queue (ft)	150	39	362	123	121	220	72	3. Ba. 27 1 - 0 - 5 - 10 - 10 - 10 - 10 - 10 - 10
95th Queue (ft)	288	94	758	332	149	349	238	
Link Distance (ft)	1525		750			216	245	minimizaries (il 2) (in e.), erres coo-emparamentamentamentamentamentamenta i e a minimizariaria
Upstream Blk Time (%)			6			12	2	
Queuing Penalty (veh)	AND AND AND AND AND AND AND AND AND AND		0	:-000	-1001; 3000-101-1-101.000; 2011110-0-0-	100	9	MINISTER OF CLERCIA MINISTER AND VOICE OF CLERCY AND CLERCY AND CLERCIA MINISTER OF CHIRAL CONTRACT OF CLERCIA MINISTER AND CLERCIA MIN
Storage Bay Dist (ft)		350		300	100			
Storage Blk Time (%)	1	0	19	0	23	8	T-17	THE STATE OF THE S
Queuing Penalty (veh)	14 1	0	41	0	107	- 27		

Intersection: 8: Access & Tannler Drive

Movement	SB 22
Directions Served	TR
Maximum Queue (ft)	144
Average Queue (ft)	13
95th Queue (ft)	104
Link Distance (ft)	1034
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Nework Summary

Movement	WB
Directions Served	LR
Maximum Queue (ft)	. 62
Average Queue (ft)	33
95th Queue (ft)	55
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	∉ EB	NB	SB	
Directions Served	LTR	LR	LR	
Maximum Queue (ft)	74	19	79	
Average Queue (ft)	5	1	42	
95th Queue (ft)	38	9	71	
Link Distance (ft)	634	400	314	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Movement	EB	EB	WB	NB	SB			8444	
Directions Served	L	TR	L	LTR	LTR				
Maximum Queue (ft)	20	145	67	215	104	A STATE OF THE STA		8614	
Average Queue (ft)	1	10	24	83	43				
95th Queue (ft)	9	72	57	178	82				
Link Distance (ft)		377		364	513	The second secon			
Upstream Blk Time (%)				0		al II II II I	B. A.		
Queuing Penalty (veh)		CHITIKEDICONNIA LI-MY-M-AI	H1307-00001-00000-182-08631300.0	0	00 P.0************************************		HILLION NO VONHEZHIN - NX X INZINI - PO NY		-/
Storage Bay Dist (ft)	100		100						
Storage Blk Time (%)	PL-Av-0	1	0	000040F1-V-90000********************************	n-vermos es rencii ACA T CONCONE		HELLOW COMPANIES	HEDRETTOON - H. ANDERSEN, M. P. S. S. S. S. S. S. S. S. S. S. S. S. S.	**************************************
Queuing Penalty (veh)		0	0	h. II	Hå&		1 44	FiJ.	

Movement	EB	EB	WB	WB	⊢ NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	L	TR	
Maximum Queue (ft)	120	323	121	75	276	281	180	409	
Average Queue (ft)	42	141	44	4	138	224	174	301	www-sarrouxwall task Advisor of \$1,000 yillib annual gipt standard of \$1,000 yillib annual \$1
95th Queue (ft)	99	310	88	43	332	347	197	470	
Link Distance (ft)		311	7,00	224	257	257		393	
Upstream Blk Time (%)		. 1		0	7	54		21	
Queuing Penalty (veh)		9		0	0	0		14	
Storage Bay Dist (ft)	100		100	1 9			150	i i i i i	
Storage Blk Time (%)	0	11	1				94	0	
Queuing Penalty (veh)	0	9	4			86	44	0	

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB	NB	
Directions Served	Т	R	L	LT	Т	L	R	
Maximum Queue (ft)	185	274	232	738	434	166	216	
Average Queue (ft)	132	233	209	502	149	127	69	
95th Queue (ft)	204	270	268	885	639	194	194	
Link Distance (ft)		224		742	1464		173	
Upstream Blk Time (%)		21		17		- 1	1	
Queuing Penalty (veh)		156		0		0	12	
Storage Bay Dist (ft)	150		200			200		
Storage Blk Time (%)	9	30	35	40		1	1	
Queuing Penalty (veh)	53	37	104	76		5	7	

Movement	WB	WB	- NB	NB	B10	SB	SB	
Directions Served	LT	R	L	Т	Т	Т	TR	
Maximum Queue (ft)	357	302	230	322	238	190	227	
Average Queue (ft)	164	142	99	297	140	159	202	011
95th Queue (ft)	288	256	209	352	294	183	270	
Link Distance (ft)	1642		4	245	216	173	173	AAAAAAMITTI WAXAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
Upstream Blk Time (%)			0	35	13	10	17	
Queuing Penalty (veh)			0	183	68	52	85	
Storage Bay Dist (ft)		400	200	1		4.4		
Storage Blk Time (%)	0	0	0	41				
Queuing Penalty (veh)	0	0	0	29				

Movement	EB	EB	NB	NB :	SB	SB	B10	
Directions Served	LT	R	T	R	L.	T	T	
Maximum Queue (ft)	258	174	516	243	133	292	276	
Average Queue (ft)	113	49	291	97	120	210	67	
95th Queue (ft)	247	135	690	257	148	349	224	
Link Distance (ft)	1525		750		· · · · · · · · · · · · · · · · · · ·	216	245	· · · · · · · · · · · · · · · · · · ·
Upstream Blk Time (%)			6			11	2	15.1% 例如指数对外类的复数形式
Queuing Penalty (veh)	V		0	WWW.Commission.Ch. (1 std s - 1).	V	105	9	and the second control of the second control
Storage Bay Dist (ft)		350		300	100			
Storage Blk Time (%)	1	0	13	0	20	9		Company of the Compan
Queuing Penalty (veh)	1	0	35	0	115	28	64 16	

Intersection: 8: Access & Tannler Drive

Movement	A SB
Directions Served	TR
Maximum Queue (ft)	
Average Queue (ft)	30
95th Queue (ft)	135
Link Distance (ft)	1034
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	
, "COP 130 TO 1009 0000003-1-10000007-00 COM-997/00/9980009800 PS 097/09/97/00/97/00/00/00/00/00/00/00/00/00/0	

Nework Summary

Movement	WB A MATERIAL CONTROL OF THE CONTROL
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB .	SB	
Directions Served	LTR	LR	LR	
Maximum Queue (ft)	60	21	69	
Average Queue (ft)	6	1	35	
95th Queue (ft)	33	13	61	
Link Distance (ft)	634	400	314	
Upstream Blk Time (%)				· 1000 /
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)	dif			

Movement	EB	WB	WB	NB	SB	
Directions Served	L	L	TR	LTR	LTR	
Maximum Queue (ft)	40	34	5	87	56	
Average Queue (ft)	4	7	0	38	25	
95th Queue (ft)	23	30	3	72	53	
Link Distance (ft)			311	364	513	
Upstream Blk Time (%)	4.638	1144				
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100				
Storage Blk Time (%)						
Queuing Penalty (veh)		1411				

Movement ()	∦ EB ₹	EB	WB	WB	NB:	s NB	" SB	SB	
Directions Served	L	TR	L	TR	LT	R	L	TR	
Maximum Queue (ft)	85	182	58	6	54	118	278	132	
Average Queue (ft)	16	29	19	0	11	39	87	41	OMMAN CARREST A. A. A. A. A. A. A. A. A. A. A. A. A.
95th Queue (ft)	53	110	50	3	39	85	194	94	
Link Distance (ft)		311		224	257	257	393	393	
Upstream Blk Time (%)							0	0	
Queuing Penalty (veh)							0	0	
Storage Bay Dist (ft)	100		100	14		45.4			
Storage Blk Time (%)		1						A 1 mm 40 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
Queuing Penalty (veh)	1. W 1.	0		14.2			151	情傷情	

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	WB	WB	B20	NB.	NB	
Directions Served	Т	R	L	LT	Т	L	R	
Maximum Queue (ft)	150	244	237	820	997	166	202	
Average Queue (ft)	49	178	216	745	554	116	44	
95th Queue (ft)	115	277	265	984	1528	188	152	
Link Distance (ft)		224		742	1464		173	
Upstream Blk Time (%)		6		44	12	3	2	
Queuing Penalty (veh)		34		0	0	0	12	
Storage Bay Dist (ft)	150	Gulf	200			200		
Storage Blk Time (%)	0	14	50	56		3	2	
Queuing Penalty (veh)	1	6	151	121		6	8	

Movement	WB	WB	NB	NB	B10	SB	SB	
Directions Served	LT	R	L	Т	Т	T	TR	
Maximum Queue (ft)	248	212	230	322	240	165	229	
Average Queue (ft)	118	96	161	298	154	143	144	
95th Queue (ft)	212	182	258	351	296	194	275	
Link Distance (ft)	1642			245	216	173	173	
Upstream Blk Time (%)	46.54	1961	1	35	12	4	9	
Queuing Penalty (veh)			0	198	68	20	40	
Storage Bay Dist (ft)		400	200		K MA			
Storage Blk Time (%)			6	38				
Queuing Penalty (veh)			26	53		444		

Movement	EB	EB.	i NB	NB	∴ SB	SB	B10	
Directions Served	LT	R	T	R	L	Т	T	
Maximum Queue (ft)	267	147	531	328	139	294	254	
Average Queue (ft)	134	39	264	83	121	197	36	
95th Queue (ft)	247	94	609	238	148	340	147	
Link Distance (ft)	1525		750			216	245	
Upstream Blk Time (%)			5		M.L	8	0	
Queuing Penalty (veh)			0			59	2	
Storage Bay Dist (ft)		350		300	100		1 1 10 1	
Storage Blk Time (%)	1		10	0	20	6		
Queuing Penalty (veh)	0		22	0	88	19		

Intersection: 8: Access & Tannler Drive

Movement	EB 1	NB	'SB		
Directions Served	LR	LT	TR		
Maximum Queue (ft)	26	35	22		
Average Queue (ft)	3	4	1		
95th Queue (ft)	19	22			
Link Distance (ft)	139	393	1034		
Upstream Blk Time (%)					
Queuing Penalty (veh)		WATER CO	W. T. C. L. C. C. C. C. C. C. C. C. C. C. C. C. C.	777	 ALITHOUGH THE THE THE THE THE THE THE THE THE TH
Storage Bay Dist (ft)	1986 412				
Storage Blk Time (%)		and the second second			
Queuing Penalty (veh)					

Nework Summary

Movement :	WB: 76 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	30
95th Queue (ft)	
Link Distance (ft)	148
Upstream Blk Time (%)	支持者 養養 计可能
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	∳EB√	NB	SB	
Directions Served	LTR	LR	LR	
Maximum Queue (ft)	161	26	116	
Average Queue (ft)	13	1	42	
95th Queue (ft)	142	10	92	
Link Distance (ft)	634	400	314	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)	e e e e e			

Movement	EB	EB	WB	NB	SB		
Directions Served	L	TR	L	LTR	LTR		
Maximum Queue (ft)	34	199	62	279	358		
Average Queue (ft)	2	30	23	103	162		
95th Queue (ft)	13	152	54	234	375		
Link Distance (ft)		377		364	513		
Upstream Blk Time (%)		1.		3	6	era Cl	
Queuing Penalty (veh)		4		0	0		
Storage Bay Dist (ft)	100	454 E	100				Ě
Storage Blk Time (%)		2					
Queuing Penalty (veh)		0	Light 1				

Movement -	⊬ EB ₄	∄ EB ↓	WB	- WB	NB .	编NB	SB	SB	Establish tealtha
Directions Served	L	TR	L	TR	LT	R	L	TR	
Maximum Queue (ft)	128	331	122	79	278	282	230	435	
Average Queue (ft)	46	210	55	3	145	272	207	303	
95th Queue (ft)	107	365	108	39	355	285	266	567	
Link Distance (ft)		311		224	257	257		393	A
Upstream Blk Time (%)		4		0	18	98		53	
Queuing Penalty (veh)		30		0	0	0		41	
Storage Bay Dist (ft)	100	eal te	100		100		200		
Storage Blk Time (%)	0	19	2				77	0	
Queuing Penalty (veh)	0	16	7		11.		26	0	

Intersection: 5: Blankenship Rd & 10th St

Movement	EB.	EB	WB	WB	B20	NB	NB	
Directions Served	Т	R	L	LT	T	L	R	
Maximum Queue (ft)	185	279	232	790	150	166	213	化排列性 医电流性肠炎
Average Queue (ft)	136	239	203	444	11	112	49	
95th Queue (ft)	210	260	268	775	99	183	153	
Link Distance (ft)		224		742	1464		173	
Upstream Blk Time (%)	rai	28		3		1	1	
Queuing Penalty (veh)		218		0		0	7	STATE OF THE STATE
Storage Bay Dist (ft)	150		200			200		
Storage Blk Time (%)	10	36	30	40		1	1	
Queuing Penalty (veh)	67	50	87	71		4	4	The second secon

Movement	WB	WB	NB	NB	B10	SB	SB	
Directions Served	LT	R	L	Т	Т	Т	TR	
Maximum Queue (ft)	397	332	229	320	236	178	227	
Average Queue (ft)	168	132	96	283	88	159	210	ummil Windowski (1806-1874) i market i market i market i market i market i market i market i market i market i
95th Queue (ft)	328	258	192	356	236	180	264	1. 2.72. 2. 10.
Link Distance (ft)	1642	and desired and an extension of the		245	216	173	173	
Upstream Blk Time (%)	JB 1841	ALE I	0	25	3	9	19	
Queuing Penalty (veh)			0	119	16	45	92	
Storage Bay Dist (ft)		400	200			Bi B		
Storage Blk Time (%)	1	0		32				W W W W W W W W W W W W W W W W W W W
Queuing Penalty (veh)	2	0		23				

Movement.	EB4	EB	NB	NB	SB	SB	B10	· 10 2
Directions Served	LT	R	T	R	L	Т	Т	
Maximum Queue (ft)	178	98	440	198	131	292	271	
Average Queue (ft)	74	40	164	55	119	213	69	and done from 1995 200 fiber of production of their deposition of the second of the se
95th Queue (ft)	138	75	329	129	148	358	218	
Link Distance (ft)	1525		750			216	245	
Upstream Blk Time (%)			0	i deli	# 6	11	111	
Queuing Penalty (veh)			0			104	7	
Storage Bay Dist (ft)	4464	350		300	100			
Storage Blk Time (%)			2		19	6		
Queuing Penalty (veh)		HI 14	5		107	21		

Intersection: 8: Access & Tannler Drive

Movement	EB	. ⊭SB	
Directions Served	LR	TR	
Maximum Queue (ft)	134	360	
Average Queue (ft)	61	126	
95th Queue (ft)	149	368	
Link Distance (ft)	147	1034	
Upstream Blk Time (%)	23		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)	4,4		

Nework Summary

Movement	WB Address and the control of the co
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	8
95th Queue (ft)	
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	WB	NB	SB	
Directions Served	LTR	LTR	LR	LR	
Maximum Queue (ft)	88	9	19	80	
Average Queue (ft)	9	0	1	37	
95th Queue (ft)	50	5	10	68	
Link Distance (ft)	634	377	400	314	
Upstream Blk Time (%)	H 24				
Queuing Penalty (veh)	**************************************			and the contract of the contra	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)		Mil			

Movement	EB	EB	WB	WB	NB	SB	
Directions Served	L	TR	L	TR	LTR	LTR	
Maximum Queue (ft)	35	20	39	7	103	50	
Average Queue (ft)	5	1	7	0	39	18	
95th Queue (ft)	24	9	31	5	81	48	
Link Distance (ft)		377		311	364	513	
Upstream Blk Time (%)	Mar					441	
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100				
Storage Blk Time (%)					7.000		
Queuing Penalty (veh)							

Movement	∍ EB ∮	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	L	TR	
Maximum Queue (ft)	88	263	95	245	48	56	222	82	
Average Queue (ft)	23	80	30	119	8	28	99	36	700
95th Queue (ft)	61	179	70	260	32	56	189	70	
Link Distance (ft)		311		228	245	245	393	393	
Upstream Blk Time (%)		0		2		Al this			
Queuing Penalty (veh)		1		13					
Storage Bay Dist (ft)	100		100			用海		155	
Storage Blk Time (%)	0	3	0	6					
Queuing Penalty (veh)	0	1 1	1	4	Hill		Ha A		

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	EB	WB	⊩ WB	B20	NB	NB	
Directions Served	T	R	R	L	LT	T	L	R	
Maximum Queue (ft)	122	209	203	332	716	61	182	52	
Average Queue (ft)	44	85	96	221	350	1	134	10	
95th Queue (ft)	97	163	172	349	602	18	202	32	
Link Distance (ft)		228	228	Vanish of the Control	740	1464	163	163	
Upstream Blk Time (%)		- 0	0		1		8	B E 3	
Queuing Penalty (veh)		0	0		0		29		
Storage Bay Dist (ft)	150	148		300	1 35	1 H S			
Storage Blk Time (%)	0	1		1	15				
Queuing Penalty (veh)		0		4	34			i a	

Movement	WB	WB	NB	NB	B10	SB	SB	The second of th
Directions Served	LT	R	L	Т	Т	Т	TR	
Maximum Queue (ft)	252	265	230	323	256	221	200	
Average Queue (ft)	113	115	174	313	215	134	139	
95th Queue (ft)	207	222	269	335	295	216	210	
Link Distance (ft)	1638			245	216	163	163	
Upstream Blk Time (%)			1 1	48	28	7.	8	
Queuing Penalty (veh)			0	308	178	34	41	
Storage Bay Dist (ft)		400	200					
Storage Blk Time (%)			11	45				
Queuing Penalty (veh)			49	62				

Movement	₿ EB.	₹ EB	NB	NB :	SB	SB	*B10	
Directions Served	LT	R	T	R	L	Т	Τ	
Maximum Queue (ft)	717	381	770	332	287	250	73	(1) · · · · · · · · · · · · · · · · · · ·
Average Queue (ft)	326	92	475	152	180	115	6	verve a
95th Queue (ft)	697	298	865	372	286	218	36	
Link Distance (ft)	1525		750		216	216	245	
Upstream Blk Time (%)		Bill	12		4	4 0 4		
Queuing Penalty (veh)			0		18	2		
Storage Bay Dist (ft)		350	120	300	Lag	植物	Mar Sile	
Storage Blk Time (%)	16	0	29	0				
Queuing Penalty (veh)	16	0	63	- 0	nata da da da da da da da da da da da da da			

Intersection: 8: Access & Tannler Drive

Movement	EB	
Directions Served	LR	LT
Maximum Queue (ft)	26	36
Average Queue (ft)	4	3
95th Queue (ft)	21	21
Link Distance (ft)	139	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	/	
Queuing Penalty (veh)		

Nework Summary

Movement	WB
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	31
95th Queue (ft)	62
Link Distance (ft)	148
Upstream Blk Time (%)	全等性。18、1910年的特殊的 1811年1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1月1日 1日
Queuing Penalty (veh)	
Storage Bay Dist (ft)	。 1. 1. 14. 14. 14. 14. 14. 14. 14. 14. 14
Storage Blk Time (%)	
Queuing Penalty (veh)	· 通用性 · 量用性學為書面的表現的 · 自由 经数据 · 自由 经利利的情况 · 以上有数线数 · 三

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	ISB - III		在生生要 建;		多数多量量
Directions Served	LTR	LR	LR				
Maximum Queue (ft)	83	35	100			a e an i	
Average Queue (ft)	3	2	39			V 0	
95th Queue (ft)	33	14	76				
Link Distance (ft)	634	400	314				
Upstream Blk Time (%)						A MARKE	a Sili dia da anta di
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)						A	
Queuing Penalty (veh)				First Carrier Strategy and Strategy of Strategy	Tagada B	Service Control Control Control Control	

Movement	EB	EB	WB	NB	SB	
Directions Served	L	TR	L	LTR	LTR	
Maximum Queue (ft)	53	187	63	223	387	
Average Queue (ft)	4	18	26	90	165	
95th Queue (ft)	28	103	56	189	394	
Link Distance (ft)		377	**************************************	364	513	The state of the s
Upstream Blk Time (%)	##D 0	0	rae b	1 1 1	6	本有多数 1. 10 1. 10 ANN 2011 END 10 10 10 10 10 10 10 10 10 10 10 10 10
Queuing Penalty (veh)		1		0	0	A - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)		1				
Queuing Penalty (veh)		0	1 1 1 1	Maria .		

Movement A Section 1	EB	EB	WB	₩B∦	· NB	NB	SB	₿ SB	· 拉拉里特斯拉斯 1 年1 55
Directions Served	L	TR	L	TR	LT	R	L	TR	
Maximum Queue (ft)	129	329	131	274	91	128	206	70	
Average Queue (ft)	50	194	86	118	35	62	99	29	STATE OF THE PROPERTY OF THE P
95th Queue (ft)	99	354	144	254	76	107	177	62	
Link Distance (ft)		311		228	245	245		393	
Upstream Blk Time (%)	6010	3	A I HA	3				1165	
Queuing Penalty (veh)		19		21					
Storage Bay Dist (ft)	100	100	100				∥200 ⊨		
Storage Blk Time (%)	0	15	8	7			1		
Queuing Penalty (veh)	1	12	39	11			- 0	144 51	

Intersection: 5: Blankenship Rd & 10th St

Movement	EB !	EB	EB	WB	WB	B20	NB	NB	
Directions Served	T	R	R	L	LT	Т	L	R	·
Maximum Queue (ft)	179	264	238	232	815	844	153	225	
Average Queue (ft)	124	135	139	195	704	419	128	73	
95th Queue (ft)	194	233	225	269	985	1286	184	208	
Link Distance (ft)		228	228		742	1464		160	
Upstream Blk Time (%)		2			39	4	4	3	
Queuing Penalty (veh)		8	3	1000 0000 00000000000000000000000000000	0	0	0	31	
Storage Bay Dist (ft)	150	1911		200	1 4		200		
Storage Blk Time (%)	8	3		15	66		4	3	
Queuing Penalty (veh)	30	5	file i	45	125		12	18	

Movement	WB	WB	NB	NB	B10	SB	SB	
Directions Served	LT	R	L	Т	Т	Т	TR	
Maximum Queue (ft)	642	409	229	321	241	216	205	
Average Queue (ft)	191	195	91	307	198	153	157	h in code and code an
95th Queue (ft)	478	365	203	347	311	223	219	
Link Distance (ft)	1642		***	245	216	160	160	
Upstream Blk Time (%)		4 614	. 0	50	27	9	13	学生的"大大"的"大大"的"大大"的"大大"的"大大"的"大大"的"大大"的"大大
Queuing Penalty (veh)			0	267	144	51	69	
Storage Bay Dist (ft)		400	200	1017				
Storage Blk Time (%)	0	3	2	53				
Queuing Penalty (veh)	0	7	8	39	8 1			

Movement	EB 7	EB	NB.	NB	∦SB	⊪ SB ⊹	B10	B10	"夏孙敬子之","不是这个人"。
Directions Served	LT	R	T	R	L	T	T	T	
Maximum Queue (ft)	414	214	717	332	292	259	86	15	
Average Queue (ft)	175	62	537	191	192	133	8	1	deren eine der segmenten (1972 – 2000) der der Sterner von der der der der der der der der der der
95th Queue (ft)	414	194	977	409	291	251	46	10	
Link Distance (ft)	1525		750		216	216	245	245	
Upstream Blk Time (%)	F48-84		21		6	1			
Queuing Penalty (veh)			0		30	5			
Storage Bay Dist (ft)		350		300	1 15 1		lib		
Storage Blk Time (%)	5	0	37	0					
Queuing Penalty (veh)	6	0	106	THE L	5 40 6	4 4	傷計劃		

Intersection: 8: Access & Tannler Drive

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	46	
Average Queue (ft)	21	1
95th Queue (ft)	51	
Link Distance (ft)	147	393
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Nework Summary

Movement A. F. J. J.	WB
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	7
95th Queue (ft)	30
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	WB	NB :	SB #	
Directions Served	LTR	LTR	LR	LR	
Maximum Queue (ft)	64	11	21	76	
Average Queue (ft)	5	0	1	37	
95th Queue (ft)	29	5	11	69	
Link Distance (ft)	634	377	400	314	
Upstream Blk Time (%)	766				
Queuing Penalty (veh)	,,,	**************************************			
Storage Bay Dist (ft)					
Storage Blk Time (%)			**************************************		magnification (April 19 Charles Con (A) - 19 Anni - 40 A
Queuing Penalty (veh)					

Movement	EB	EB	WB.	NB :	SB	
Directions Served	L	TR	L	LTR	LTR	
Maximum Queue (ft)	43	10	47	112	58	
Average Queue (ft)	12	1	9	45	24	interpretation of the control of the
95th Queue (ft)	40	6	34	86	54	
Link Distance (ft)		377		364	513	
Upstream Blk Time (%)	1210	1111 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		100	141	
Queuing Penalty (veh)			***************************************			manadamin vyanami vyana – v ta vyene v
Storage Bay Dist (ft)	100		100			
Storage Blk Time (%)						
Queuing Penalty (veh)				46 I I		

Movement	EB	EB	WB	WB	NB	* NB	SB	SB	
Directions Served	L	TR	L	TR	L.T	R	L	TR	
Maximum Queue (ft)	70	201	107	251	57	68	172	74	
Average Queue (ft)	16	79	28	114	9	32	83	33	3999
95th Queue (ft)	51	163	69	258	37	- 59	147	66	
Link Distance (ft)		311		228	245	245	393	393	
Upstream Blk Time (%)				2				8.50	
Queuing Penalty (veh)				16					
Storage Bay Dist (ft)	100		100		B W				
Storage Blk Time (%)		3	0	5					
Queuing Penalty (veh)		1	0	4				144	

Intersection: 5: Blankenship Rd & 10th St

Movement 5	EB	(EB	EB	:WB	WB	B20	'NB'	NB 🖟	
Directions Served	Т	R	R	L	LT	Т	L	R	
Maximum Queue (ft)	127	180	203	332	714	92	185	44	
Average Queue (ft)	46	80	94	218	375	9	146	10	
95th Queue (ft)	99	145	174	340	695	68	213	31	
Link Distance (ft)		228	228		740	1464	163	163	
Upstream Blk Time (%)		1000	0		2		12		
Queuing Penalty (veh)			1		0		54		
Storage Bay Dist (ft)	150			300					
Storage Blk Time (%)	0	1		2	18				
Queuing Penalty (veh)	0	0		7	39		4.14		Turre

Movement	WB	WB	NB.	NB	NB	B10	SB	SB	
Directions Served	LT	R	L	T	T	Т	Т	TR	
Maximum Queue (ft)	384	379	230	319	212	243	212	203	
Average Queue (ft)	130	158	158	285	88	151	139	145	MONOGORI MANAGORI AND AND AND AND AND AND AND AND AND AND
95th Queue (ft)	304	331	≥262	367	171	305	214	218	
Link Distance (ft)	1630	0.1.000	::XXX :: 4::XXXXXXXXXXXXXXXXXXXXXXXXXXX	243	243	216	163	163	
Upstream Blk Time (%)		1116	1	31	0	11	5	9	
Queuing Penalty (veh)			0	103	0	72	25	41	1
Storage Bay Dist (ft)		400	200	5 13 18	1 3/3		\$ 11 Hz	The Hill	
Storage Blk Time (%)		1	12	33			***************************************		
Queuing Penalty (veh)		2	31	45				11 15	

Movement William	EB	EB	NB	NB	SB	∥ SB	B10	B10	r a i	E 1. 1.		
Directions Served	LT	R	T	R	L	Т	Т	Т				
Maximum Queue (ft)	474	194	689	281	290	228	73	17				
Average Queue (ft)	194	42	316	90	167	104	6	1	yra			LXIII LXIII XXIII
95th Queue (ft)	358	140	656	256	276	200	37	12			1111	
Link Distance (ft)	1525		750		216	216	243	243	J-40.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2			
Upstream Blk Time (%)			4		4	0				- 15		
Queuing Penalty (veh)			0		14	1						
Storage Bay Dist (ft)		350	5185	300	1014				B B	Hiri		
Storage Blk Time (%)	2	0	12	0				- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Queuing Penalty (veh)	2	0	27	0		1 9 8					10.09	

Intersection: 8: Access & Tannler Drive

Movement	EB -	NB.	SB	
Directions Served	LR	LT	TR	
Maximum Queue (ft)	55	74	5	
Average Queue (ft)	22	28	0	
95th Queue (ft)	50	65	0	
Link Distance (ft)	139	393	1034	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	enzy Lukka			
Storage Blk Time (%)				
Queuing Penalty (veh)			Mid	

Nework Summary

Movement	WB and the second of the secon
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	32
95th Queue (ft)	
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB
Directions Served	LTR	LR	LR
Maximum Queue (ft)	81	13	87
Average Queue (ft)	3	1	38
95th Queue (ft)	35	9	73
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)		أجتري	

Movement	EB	EB.	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	34	274	80	7	249	471
Average Queue (ft)	2	66	26	0	106	338
95th Queue (ft)	17	223	63	5	208	635
Link Distance (ft)		377		311	364	513
Upstream Blk Time (%)		0				31
Queuing Penalty (veh)		1				0
Storage Bay Dist (ft)	100		100			3 8 8
Storage Blk Time (%)		4	0			
Queuing Penalty (veh)		0	. 0		i e	

Movement	EB!	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	L	TR	
Maximum Queue (ft)	128	343	131	277	108	171	229	327	
Average Queue (ft)	47	270	97	168	30	72	164	83	1000 - 1 - 100 - 1
95th Queue (ft)	105	395	154	307	73	142	247	292	
Link Distance (ft)		311		228	245	245		393	
Upstream Blk Time (%)		9		9		0		5	
Queuing Penalty (veh)		63		57		0		11	
Storage Bay Dist (ft)	100		100				200	10.0	
Storage Blk Time (%)	0	26	21	13			12		
Queuing Penalty (veh)	1 1	18	94	20			- 4		

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	⊯EB∑	EB	WB	WB	B20	質 NB (NB 1	
Directions Served	T	R	R	L	LT	Т	L	R	
Maximum Queue (ft)	181	289	256	230	818	1484	153	235	
Average Queue (ft)	144	185	161	186	783	974	125	76	
95th Queue (ft)	214	296	261	288	962	1849	179	213	
Link Distance (ft)		228	228		742	1464		160	
Upstream Blk Time (%)		6	2		67	25	5	4	
Queuing Penalty (veh)		30	10		0	0	0	37	
Storage Bay Dist (ft)	150	16836		200			200		
Storage Blk Time (%)	19	6		17	73		5	4	700.00
Queuing Penalty (veh)	76	10	TE EM	49	128		16	21	

Movement	WB	WB	NB	NB	B10	SB	SB -	
Directions Served	LT	R	L	Т	Т	Т	TR	· ·
Maximum Queue (ft)	691	382	229	320	238	215	206	
Average Queue (ft)	229	174	88	283	122	164	163	1. August 1995 - Marie Waller (1995) - Marie Waller (1995) - August 1995 - Marie Waller (1995) - Marie Waller
95th Queue (ft)	580	357	183	369	281	219	215	
Link Distance (ft)	1642			245	216	160	160	
Upstream Blk Time (%)			0	32	9	15	17	
Queuing Penalty (veh)			0	156	42	86	96	
Storage Bay Dist (ft)		400	200			B 5 5	B & 6	
Storage Blk Time (%)	0	4	0	37				
Queuing Penalty (veh)	5 1 1 1	8	0	27				

Movement	EB .	⊪EB	NB	NB	SB.	SB	B10	B10	
Directions Served	LT	R	T	R	L	Т	Т	Т	
Maximum Queue (ft)	238	101	530	245	290	251	171	66	
Average Queue (ft)	94	43	230	77	191	114	15	3	and the control of th
95th Queue (ft)	183	80	560	206	303	225	86	51	
Link Distance (ft)	1525		750	a	216	216	245	245	
Upstream Blk Time (%)			4		7	1		0	"一个""一个"的"大学"的"一个"。"一个""一个""一个""一个""一个""一个""一个""一个""一个""一个"
Queuing Penalty (veh)			0		37	4		0	HELECONO CONTINUE CON
Storage Bay Dist (ft)		350		300				1 19	
Storage Blk Time (%)		and the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the section of t	8	0	······································				
Queuing Penalty (veh)	4545		22	0		1115	100 A 100 A	le li Ha	

Intersection: 8: Access & Tannler Drive

Movement 11	EB.	NB	SB		ankan)		· 整別計图	
Directions Served	LR	LT	TR					
Maximum Queue (ft)	132	55	31		24128			
Average Queue (ft)	70	5	5					
95th Queue (ft)	126	29	40	BBBBB				
Link Distance (ft)	147	393	1034	***************************************		N-11000 (100 2001)		The state of the s
Upstream Blk Time (%)	6	1124						
Queuing Penalty (veh)	0	HIMMELTY WIFE CO					XXX	
Storage Bay Dist (ft)								a de la composición della comp
Storage Blk Time (%)			A2-114		88800000000000000000000000000000000000		51 HT . 4 Y	
Queuing Penalty (veh)								

Nework Summary

Movement i	WB - I The second of the secon
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	NB	SB: 1
Directions Served	LTR	LR	LR
Maximum Queue (ft)	91	14	
Average Queue (ft)	9	1	37
95th Queue (ft)	49	11	65
Link Distance (ft)	634	400	314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Movement	EB	WB	WB	NB.	SB	
Directions Served	L	L	TR	LTR	LTR	
Maximum Queue (ft)	44	38	9	134	80	
Average Queue (ft)	12	7	0	51	28	
95th Queue (ft)	40	29	- 5	107	60	
Link Distance (ft)			311	364	513	
Upstream Blk Time (%)			11.0		184	
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100			14	
Storage Blk Time (%)						
Queuing Penalty (veh)	1-1-41				F.	

Movement	ĔB	EB	WB	WB	WB	NB.	NB	SB	SB	
Directions Served	L	TR	Ļ	Т	R	LT	R	L	TR	
Maximum Queue (ft)	82	233	109	230	83	48	56	237	- 90	
Average Queue (ft)	22	81	33	97	30	8	29	105	27	
95th Queue (ft)	61	172	83	214	66	34	55	188	66	
Link Distance (ft)		311		222	222	245	245	368	368	
Upstream Blk Time (%)		äiti		1		4 4 1	975	6511		
Queuing Penalty (veh)				6						
Storage Bay Dist (ft)	100		100						w i i i i	
Storage Blk Time (%)	0	4	0	4						
Queuing Penalty (veh)	0	1	1	3	A				riji	

Intersection: 5: Blankenship Rd & 10th St

Movement	EB	EB	EB	WB	WB.	B20	NB	NB (· 图 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Directions Served	T	R	R	Ľ	LT	Т	L	LR	
Maximum Queue (ft)	124	185	198	333	822	660	186	180	
Average Queue (ft)	47	87	95	259	612	210	115	96	
95th Queue (ft)	99	162	170	378	989	731	192	184	
Link Distance (ft)	. 1	222	222		745	1464	166	166	
Upstream Blk Time (%)		0.5	0		24	e e	3	2	
Queuing Penalty (veh)		0	0		0		14	10	
Storage Bay Dist (ft)	150	45 54		300					
Storage Blk Time (%)	0	1		6	45				
Queuing Penalty (veh)	. 0	1	ii i	19	103		A C II	5 7 2	

Movement	WB	WB	NB	NB	NB	. B28	SB	SB	
Directions Served	LT	R	L	Т	T	T	T	TR	
Maximum Queue (ft)	230	299	230	314	283	231	214	198	
Average Queue (ft)	115	123	148	198	174	18	142	152	AND THE RESIDENCE LINES OF 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
95th Queue (ft)	202	249	253	312	275	107	216	215	
Link Distance (ft)	1630			243	243	216	166	166	
Upstream Blk Time (%)			0	4	1	1	7	10	
Queuing Penalty (veh)			0	14	5	5	38	51	
Storage Bay Dist (ft)		400	200			104		5.05	
Storage Blk Time (%)		0	4	7					
Queuing Penalty (veh)		0	11	10					

Movement	EB	EB	NB	NB	∦ SB ↓	SB	B28	B28	
Directions Served	LT	R	T	R	L	T	Т	Т	
Maximum Queue (ft)	400	203	543	328	287	251	132	18	
Average Queue (ft)	195	42	218	72	173	101	9	1	
95th Queue (ft)	345	129	396	208	282	198	61	13	
Link Distance (ft)	1525		750		216	216	243	243	The Arthurstan and the Control of th
Upstream Blk Time (%)					4	0			
Queuing Penalty (veh)					17	2			
Storage Bay Dist (ft)		350		300					
Storage Blk Time (%)	1	0	3	0					
Queuing Penalty (veh)	1	0	7	0			A 24		

Intersection: 8: Tannler East Access & Tannler Drive

Movement 🖟 📗 🕌	WB	NB	SB	14164	推播 慰:	医侧侧 副	经 收据 1100	į,
Directions Served	LR	TR	LT					
Maximum Queue (ft)	55	7				70 mm		
Average Queue (ft)	19	0	2					
95th Queue (ft)	50	5	20					GERMAN,
Link Distance (ft)	217	368	145					
Upstream Blk Time (%)					liki		da i i i	
Queuing Penalty (veh)								
Sidiage Day Dist (it)			6 MB 140					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Tannler West Access & Tannler Drive

Movement	EB	NB	SB .	\$\$\$\$ £	A 19 12	1 6 1 6		
Directions Served	LR	LT	TR		_		1,-500	
Maximum Queue (ft)	53	120	19					
Average Queue (ft)	24	41	1			TOWN THE TAXABLE TO THE APPLICATION TO SERVICE THE PERSON NAMED IN COLUMN TAXABLE PROPERTY.	0 tomoris (* 140 m.)	
95th Queue (ft)	55	90	7 1		n die Alle Ale		ATTRA	ala Patrici
Link Distance (ft)	153	145	118					
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	MA II	44.1						
Storage Blk Time (%)								
Queuing Penalty (veh)					报数相值		Marked	

Intersection: 10: Tannler Access & Tannler Drive

Movement	WB	SB ASSESSED BY AND AND AND AND AND AND AND AND AND AND
Directions Served	LR	LTR
Maximum Queue (ft)	61	34
Average Queue (ft)	19	2
95th Queue (ft)	51	17
Link Distance (ft)	187	563
Upstream Blk Time (%)	10 10 17	
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Nework Summary

Movement	WB
Directions Served	LR
Maximum Queue (ft)	
Average Queue (ft)	31
95th Queue (ft)	59
Link Distance (ft)	148
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	Jana da da la la la la la la la la la la la la la

Intersection: 2: Blankenship Rd & 13th St

Movement	EB	WB	NB	SB	
Directions Served	LTR	LTR	LR	LR	
Maximum Queue (ft)	182	4	14	105	第二章 (1945年) 第二章 (1955年) 第二章 (1967年) 第二章 (
Average Queue (ft)	19	0	1	41	
95th Queue (ft)	127	3	9	85	
Link Distance (ft)	634	371	400	314	
Upstream Blk Time (%)					
Queuing Penalty (veh)				***************************************	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)		Pähi			

Movement .	EB	EB	WB	WB	NB	SB	SB	
Directions Served	L	TR	L	TR	LTR	L	TR	
Maximum Queue (ft)	90	380	80	12	348	526	498	
Average Queue (ft)	7	116	28	0	186	381	231	Additional Marketine management of the control of t
95th Queue (ft)	44	318	66	9	380	619	607	
Link Distance (ft)		371		306	365	512	512	The state of the s
Upstream Blk Time (%)	i ka	2	1111		13	29	10	
Queuing Penalty (veh)		11			0	0	0	
Storage Bay Dist (ft)	100		100			a a a	7 8	
Storage Blk Time (%)		10	0					
Queuing Penalty (veh)	LT.	1	0	11		Marin 1		

Movement	EB	EB	WB	WB	WB.	NB	NB	SB	SB												
Directions Served	L,	TR	L.	Т	R	LT	R	L	TR												
Maximum Queue (ft)	131	337	131	311	106	98	195	363	340												
Average Queue (ft)	60	289	117	217	30	33	78	196	66	A.M. 1994 W. 1995-1-1995 C. 1995	95th Queue (ft)	134	382	155	326	89	72	153	347	269	
Link Distance (ft)		306		222	222	245	245	368	368												
Upstream Blk Time (%)	1 4 1	18		28	0		60	2.	6												
Queuing Penalty (veh)		132		95	0		0	3	9	The second secon											
Storage Bay Dist (ft)	100	1116	100						116												
Storage Blk Time (%)	1	38	52	16																	
Queuing Penalty (veh)	7	31	188	24			4.5.5														

Intersection: 5: Blankenship Rd & 10th St

Movement.	EB	EB	EB .	WB	-WB	B20	NB .	NB	
Directions Served	Т	R	\overline{R}	L	LT	T	L	LR	-
Maximum Queue (ft)	180	289	262	333	819	1485	201	220	
Average Queue (ft)	152	202	178	252	785	1075	149	103	
95th Queue (ft)	209	299	273	412	964	1965	230	221	
Link Distance (ft)		222	222		745	1464	166	166	
Upstream Blk Time (%)		11	4		72	42	22	5.	
Queuing Penalty (veh)		58	18		0	0	97	21	
Storage Bay Dist (ft)	150			300					
Storage Blk Time (%)	23	9		5	77				
Queuing Penalty (veh)	98	15	Maria.	16	145				

Movement	WB	WB	NB	NB	NB	B25	SB	SB	
Directions Served	LT	R	L	Т	T	Т	T	TR	····
Maximum Queue (ft)	1183	430	228	314	305	240	232	209	
Average Queue (ft)	412	245	90	202	193	54	174	169	manuscriptum variable - ont-t
95th Queue (ft)	1121	483	195	326	312	201	223	215	
Link Distance (ft)	1630			243	243	216	166	166	
Upstream Blk Time (%)	1		0	12	9	5	16	18	
Queuing Penalty (veh)	0		0	31	24	29	100	112	
Storage Bay Dist (ft)		400	200				6 N 1		
Storage Blk Time (%)	0	15	0	17				MOV YYYYTTIAAAYTT (YYA	
Queuing Penalty (veh)	0	30	0	12	911		201		

Movement	EB	EB	NB	NB	SB	∦ SB∥	B25	B25	
Directions Served	LT	R	Т	R	L	Т	T	T	
Maximum Queue (ft)	259	101	523	294	291	268	225	86	
Average Queue (ft)	112	42	230	77	206	129	22	4	
95th Queue (ft)	199	78	500	201	312	251	114	43	
Link Distance (ft)	1525	*	750	XX-11	216	216	243	243	THE STATE OF THE S
Upstream Blk Time (%)			2		9	1	0	0	
Queuing Penalty (veh)			0	······································	49	7	1	0	**************************************
Storage Bay Dist (ft)		350		300	4511				The state of the s
Storage Blk Time (%)			5	0					
Queuing Penalty (veh)			14	0	1 13			100	

Intersection: 8: Tannler East Access & Tannler Drive

Movement	WB	SB	是一个人,我们就是一个人的人,我们就是一个人的人,我们就是一个人的人的人,他们就是一个人的人的人,他们也没有一个人的人的人,他们也没有一个人的人,他们也没有一个 第一个人的人的人的人,我们就是一个人的人的人的人,我们就是一个人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的人的
Directions Served	LR	LT	
Maximum Queue (ft)	76	104	
Average Queue (ft)	29	15	
95th Queue (ft)	64	83	
Link Distance (ft)	188	145	
Upstream Blk Time (%)		3	
Queuing Penalty (veh)	A. A. M. M. M. M. M. M. M. M. M. M. M. M. M.	8	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)	l bi		Note that the second of the se

Intersection: 9: Tannler West Access & Tannler Drive

Movement	EB	NB	SB	
Directions Served	LR	LT	TR	
Maximum Queue (ft)	125	53	44	· [4] [4] [4] [4] [4] [4] [4] [4] [4] [4]
Average Queue (ft)	55	5	4	
95th Queue (ft)	99	27	36	
Link Distance (ft)	167	145	118	
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	0		0	
Storage Bay Dist (ft)	111			
Storage Blk Time (%)				
Queuing Penalty (veh)			alli i	

Intersection: 10: Tannler Access & Tannler Drive

Movement	WB	SB	
Directions Served	LR	LTR	
Maximum Queue (ft)	54	21	
Average Queue (ft)	27	1	
95th Queue (ft)	54	12	
Link Distance (ft)	218	762	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Nework Summary