

Traffic Impact Analysis Technical Memorandum

US 24 West

CDOT Project No. NH 0242-040

Project Control No. 187824

Colorado Department of Transportation

December 2008

Contents

Sectio	n		Page
Execut	tive S	ummary	ES-1
	Intro	oduction	ES-1
	Exist	ting Conditions	ES-1
	Alte	rnatives	ES-2
	Cond	clusions	ES-5
1.0	Intro	oduction	1-1
2.0	Exist	ting Conditions	2-1
	2.1	Roadway Network	2-1
	2.2	Volumes	2-5
	2.3	Operations Analysis	2-7
	2.4	Crash Analysis	2-11
	2.5	Tourist Season Counts	2-16
3.0	Alte	rnatives	3-1
4.0	2035	Travel Demand Forecasts	4-1
	4.1	Initial Model Assessment	4-1
	4.2	Model Runs	4-1
5.0	2035	5-1	
	5.1	2035 No Build Operations	5-1
	5.2	2035 US 24 Build Operations	5-3
	5.3	Corridor Travel Times	5-5
6.0	Cras	h Expectancy	6-1
7.0	Find	ings	7-1
	7.1	Existing	7-1
	7.2	2035 No Build	7-1
	7.3	2035 Midland Expressway Alternative	7-1
	7.4	2035 Freeway Alternative	7-1
	7.5	2035 Refined Expressway Alternative	7-2
	7.6	Summary of Findings	7-2
8.0	Refe	rences	8-1
Apper	ndices	3	
Apper	ndix A	2005 Traffic Counts	
		2005 Operations Analysis Output	
		CCDOT Study Corridor Crash Statistics	
		Tourist Season Traffic Counts	

Appendix E PPACG Concurrence Letter

Appendix G 2035 Operations Analysis Outputs Appendix H Crash Analysis Documentation

Appendix F 2035 VISUM Output

List of Exhibits

Exhibit ES-1 Exhibit ES-2 Exhibit ES-3	Study Area Map Refined Expressway Alternative Forecast Summary of Alternative Operations
Exhibit 1-1 Exhibit 2-1 Exhibit 2-2 Exhibit 2-3 Exhibit 2-4 Exhibit 2-5 Exhibit 2-6 Exhibit 2-7 Exhibit 2-8	Study Area Map Existing Conditions Existing Peak Hour Volumes Existing Peak Hour Heavy Vehicle Percentages Signalized Intersection LOS Criteria Unsignalized Intersection LOS Criteria Existing Peak Hour Intersection Operations Crash Statistics Summary Crash Rates Per Segment
Exhibit 3-1 Exhibit 3-2 Exhibit 3-3	Recommended Lane Configuration Expressway Alternative Recommended Lane Configuration Freeway Alternative Recommended Lane Configuration Refined Expressway Alternative
Exhibit 4-1 Exhibit 4-2 Exhibit 4-3 Exhibit 4-4 Exhibit 4-5	2035 No Action Forecast Refined Expressway Alternative 2035 Refined Expressway Alternative Forecast 2035 Expressway Alternative Forecast 2035 Freeway Alternative Forecast
Exhibit 5-1 Exhibit 5-2 Exhibit 5-3 Exhibit 5-4 Exhibit 5-5 Exhibit 5-6 Exhibit 5-7	2035 No Build PM Peak Hour Signalized Intersection Operations 2035 No Build PM Peak Hour Signalized Intersection Level of Service Per Movement (Queue Length in Vehicles) 2035 No Build PM Peak Hour Unsignalized Intersection Operations 2035 Midland Expressway PM Peak Hour Signalized Intersection Operations 2035 Freeway PM Peak Hour Signalized Intersection Operations 2035 Refined Expressway PM Peak Hour Signalized Intersection Operations 2035 PM Peak Hour Travel Times
Exhibit 6-1	Crash Expectancy Summary
Exhibit 7-1	Summary of Alternative Operations

Executive Summary

Introduction

The Colorado Department of Transportation is conducting an Environmental Assessment (EA) for a four-mile portion of US 24 between the I-25 and Manitou Avenue interchanges, hereafter referred to as US 24. As Exhibit ES-1 shows, the study area extends north of US 24 to Colorado Avenue and south to the next signalized intersection at 8th and 21st Streets. The purpose of the traffic analysis effort for the EA was to document existing traffic conditions, assist with development of alternatives, forecast future volumes, and analyze traffic operations of the proposed alternatives. When the traffic analysis effort began, the horizon year for the approved regional travel demand model was 2030. During the course of the analysis, the regional travel demand model and planning horizon year was updated to 2035. The analysis initially used a 2030 forecast and then revised the forecast to 2035 for the alternatives analysis. This report documents the 2035 traffic analysis process and provides recommendations for the number and configuration of lanes required on segments and at intersection approaches to accommodate the future volumes.

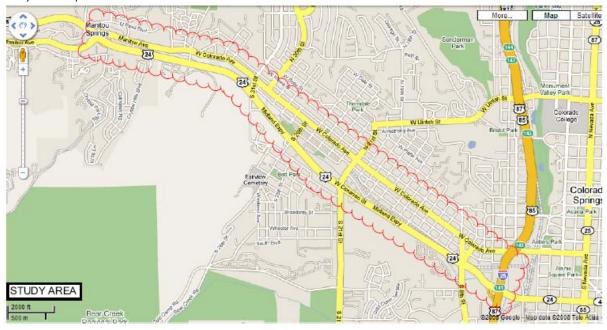
Existing Conditions

US 24 is a four-lane Urban Principal Arterial bounded by single-loop partial cloverleaf interchanges at each end. US 24 provides two through lanes each direction with auxiliary acceleration and deceleration lanes for all of the right turns except the eastbound right turns from northbound 31st and 26th Streets. There are six at-grade intersections between the interchanges. Each provides single right and left turn lanes, with the exception of a double left turn at 8th Street for the westbound to southbound and northbound to westbound movements.

In the morning peak hour, the 8th and 21st Street intersections with US 24 operate unacceptably at Level of Service (LOS) F. In the evening peak hour, only 8th Street operates unacceptably with at LOS E. At the Ridge Road intersection, the overall intersection operates at LOS A; however, the movements on Ridge Road operate at LOS F in the peak hours.

Overall, the most common types of crashes were vehicle collisions involving two or more vehicles and vehicles hitting fixed objects. The vast majority of vehicle collisions were rear ends (primarily in the through lanes) at the intersections. US 24 is classified as an Urban Principal Arterial Other – Freeways / Expressways per the CDOT Traffic and Safety Colorado Highway Types classification system. The crash rates for US 24 for the entire study area are less than those for other similar facilities in the state. As a whole, the property damage only rate is 2.29, the injury rate is 0.93, the fatality rate is 0.59, and the total rate is 3.22.

EXHIBIT ES-1 Study Area Map



Alternatives

The EA process developed numerous potential solutions which were evaluated against several criteria. The traffic analysis effort supplied projected volumes, recommended lane configurations and grade separation locations, and performed operations analyses for each of the roadway-related potential solutions. This selection process produced the following four alternatives:

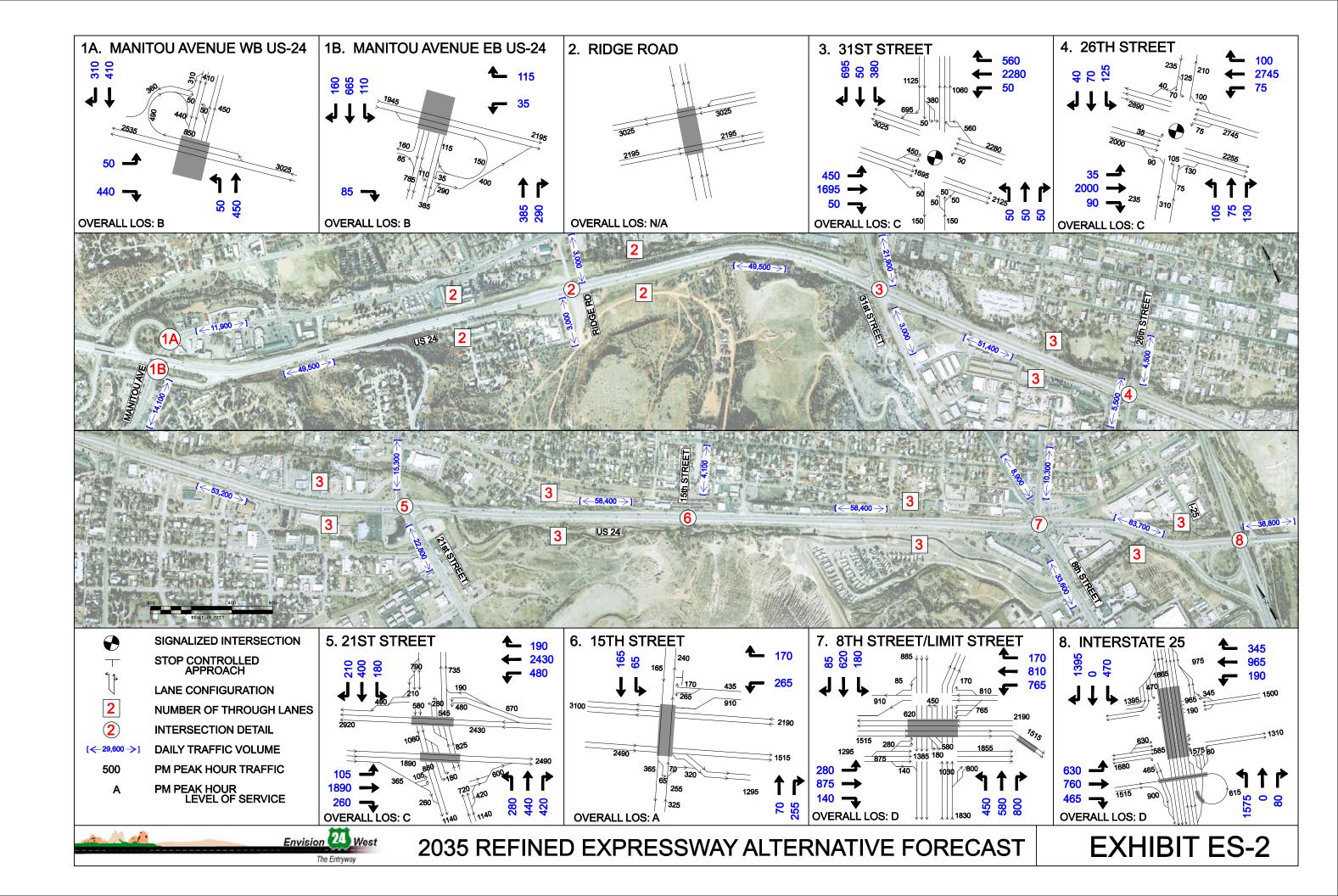
- The No Build (Existing Plus Committed) Alternative does not make any improvements beyond those which are already planned and funded.
- The Midland Expressway Alternative emphasizes access to local neighborhoods and destinations between Manitou Avenue and I-25.
- The Freeway Alternative emphasizes regional mobility between Colorado Springs and the mountains, rather than access to local neighborhoods and destinations between I-25 and Manitou Avenue.
- The evaluation of the Expressway alternative and its several variations led to the development of the Refined Expressway Alternative. This alternative adds a Single Point Urban Interchange (SPUI) at 21st Street and ramps that allow access to a partial interchange at 15th Street from 8th Street. It also converts Ridge Road from an at-grade intersection to an overpass.

2035 Travel Demand Forecasts

The modeling effort began with a review of the updated model from PPACG to determine the changes in either procedures or the network structure from the previous model. The 2005 model was used as a verification tool to compare the model results with the known 2005 traffic conditions. This analysis indicated the 2005 model volumes were mostly consistent with the known volumes. Based on the output of the 2005 base year model, the analysis confirmed the model procedures were running correctly. The next step was to modify the 2035 model to ensure it reflected the No Build scenario. The 2035 Build model was developed by coding one of the three alternatives onto the 2035 No Build model. The volume outputs from the 2035 No Build and Build models are very similar. Extracting the evening peak hour raw model turning movement volumes and applying adjustment procedures to them resulted the evening peak hour turning movement volumes used for the Refined Expressway operations analysis. Exhibit ES-2 shows these volumes.

2035 Operations Analysis and Crash Expectancy

The No Build analysis shows that four of the signalized intersections operate unacceptably in the evening peak hours – 8th Street, 21st Street, and the NB I-25 Ramps operate at LOS E and 31st Street operates at LOS F. The Ridge Road approaches at its unsignalized intersection with US 24 operate at LOS F in the evening peak hour. However, all three of the 2035 build alternatives provide intersection operations of LOS D or better in the evening peak hour. There are no queuing issues between intersections. The projected travel time along the length of the study corridor is approximately 8.5 minutes for both directions for the Refined Expressway Alternative as compared to 14 minutes for the eastbound and 18 minutes for the westbound direction for the No Build Alternative. Exhibit ES-2 shows the LOS for each access point.



The traffic analysis included an effort to estimate the crashes expected for the 2035 No Build, 2035 Midland Expressway, and 2035 Freeway alternatives to use in the alternatives evaluation. In general, the No Build alternative is expected to experience approximately 355 crashes along this corridor. The Expressway alternative is expected to experience approximately 290 crashes, which is an 18 percent reduction from the No Build alternative. The Freeway alternative is expected to experience approximately 210 crashes, which is a 41 percent reduction from the No Build and a 28 percent reduction from the Expressway alternative. The Freeway alternative is predicted to have the fewest crashes because it eliminates two intersections and many of the conflict points at the other intersections.

Conclusions

The existing conditions warrant improvements because the levels of service are not acceptable per City and State standards. The future demands placed on the existing network further exacerbate the poor operating conditions, so the No Build Alternative is unacceptable. The three build alternatives all provide acceptable levels of service of D or better in the 2035 evening peak hour, meeting the study criteria for level of service. This is an improvement over the No Build alternative that does not provide acceptable levels of service at several intersections. It also has the highest crash expectancy. From a crash expectancy perspective, the US 24 Freeway Alternative is likely to experience a fewer number of crashes than the US 24 Refined Expressway Alternative. Exhibit ES-3 summarizes the operations of the alternatives.

EXHIBIT ES-3Summary of Alternative Operations

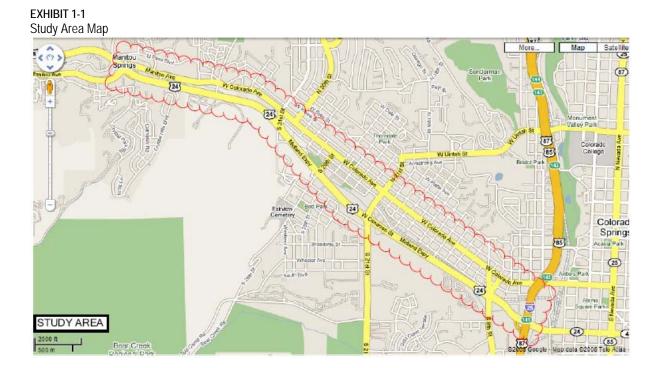
	F	Projected Operations	Per Alternative	•	
	2005 Existing	2035 No Build	2035 Expressway	2035 Freeway	2035 Refined Expressway
Crash Expectation Per Year	188	356	292	212	No Analysis
Level of Service (Average Delay)	(AM/PM)	PM	PM	PM	PM
I-25 NB Ramps	D (37.8) / D (44.2)	E (70.6)			
I-25 SB Ramps	B(10.1) / C (25.7)	C (34.0)			
I-25 SPUI			D (30.3)	D (38.2)	D (38.2)
8th St Intersection	F (115.9) / E (59.5)	E (67.3)			
8th St SPUI			D (33.8)	D (37.7)	D (37.7)
21st St Intersection	F (89.3) / D (40.2)	E (64.9)			
21st St SPUI			C (24.5)	C (29.6)	C (33.8)
26th St Intersection	D (39.9) / B (16.9)	C (22.6) C (32.4)			D (36.1)
31st St Intersection	C (30.7) / C (28.3)	F (211.3)	D (35.0)	C (30.8)	
31ST WB Ramps				C (28.6)	
31ST EB Ramps				A (9.5)	
Ridge Rd NB / SB Approaches	F(79.9/103.2) / F(169.3/209.5)	F (>200) / F (>200)	C (28.6)	No Access	No Access
Manitou Ave EB B (10.4) / A (7.2) Ramps		B (10.8)	B (10.5)	B (17.9)	B (17.9)
Manitou Ave WB Ramps	B (10.6) / A (8.7)	B (10.0)	B (10.0)	B (15.0)	B (15.0)

Source: CH2M HILL and Wilson & Company, July 2008

1.0 Introduction

The Colorado Department of Transportation is conducting an Environmental Assessment (EA) for a four-mile portion of US 24 between the I-25 and Manitou Avenue interchanges, hereafter referred to as US 24. The study area as shown in Exhibit 1-1 extends north of US 24 to Colorado Avenue and south to the next signalized intersection at 8th and 21st Streets. The Pikes Peak Area Council of Governments (PPACG) identified this corridor as a priority and this EA is being conducted in response to PPACG's request that CDOT study the corridor.

The purpose of this traffic analysis effort for the EA is to document existing traffic conditions, assist with development of alternatives, forecast future volumes, and analyze traffic operations of the proposed alternatives. When the traffic analysis effort began, the horizon year for the approved regional travel demand model was 2030. During the course of the analysis, the regional travel demand model and planning horizon year was updated to 2035. The analysis initially used a 2030 forecast and then revised the forecast to 2035 for the alternatives analysis. This report documents the 2035 traffic analysis process and provides recommendations for the number and configuration of lanes required on roadway segments and at critical intersection approaches to accommodate the future volumes.



2.0 Existing Conditions

The roadway network, volumes and crash history describe the existing conditions in the corridor. A description of each follows. A more thorough description of the existing conditions for the corridor is contained in the report "Evaluation of Existing Conditions" dated November 21, 2007.

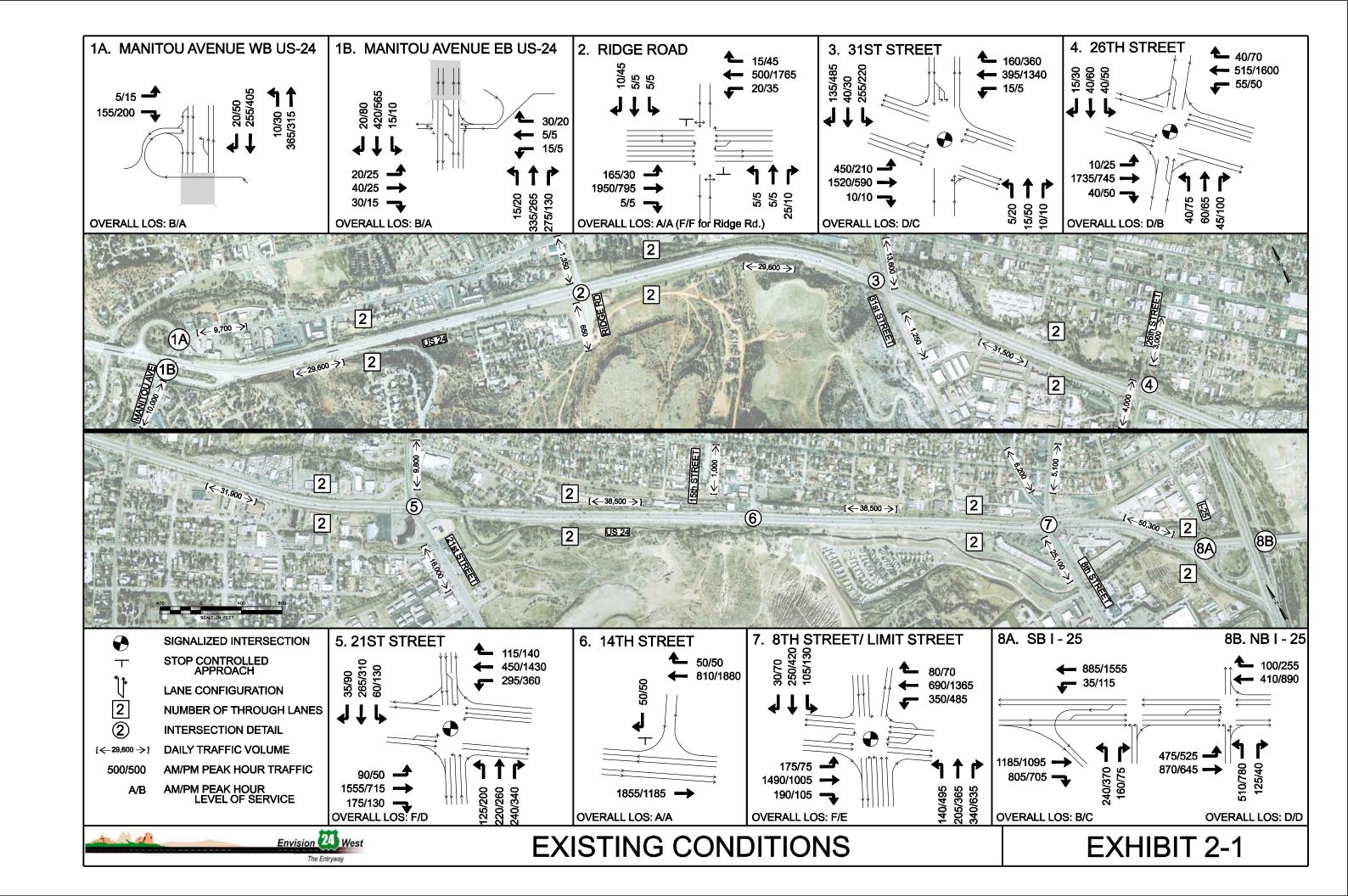
2.1 Roadway Network

2.1.1 Laneage

US 24 is a four-lane Urban Principal Arterial bounded by single-loop partial cloverleaf interchanges at each end. US 24 provides two through lanes each direction with auxiliary acceleration and deceleration lanes for all of the right turns except the eastbound right turns from northbound 31st and 26th Streets. There are six at-grade intersections between the interchanges. Each provides single right and left turn lanes, with the exception of a double left turn at 8th Street for the westbound to southbound and northbound to westbound movements. Exhibit 2-1 shows the laneage along US 24 and at the intersections.



Looking east at 8th Street Intersection with US 24



2.1.2 Access

Exhibit 2-1 shows the existing access to US 24 along the study corridor. Vehicular access to and from US 24 is primarily provided by full movement, signalized intersections. Pedestrian movement across US 24 is facilitated by pedestrian signals and crosswalks. These intersections also utilize video detection.



Looking east at 26th Street intersection with US 24

The following indicates specific access at key locations in the corridor in order from east to west:

- Interstate 25 an interchange with signalized intersections between the ramps and US 24
- 8th Street a full movement signalized intersection
- 14th Street a yield-controlled right-in / right-out intersection for the westbound direction
- 21st Street a full movement signalized intersection
- 26th Street a full movement signalized intersection
- 31st Street a full movement signalized intersection
- Ridge Road a full movement intersection with stop control for Ridge Road
- Manitou Avenue an interchange with signalized intersections between the ramps and Manitou Avenue



Looking west at Manitou Avenue interchange with US 24

There are also two unsignalized access points at driveways between 8th Street and the southbound I-25 ramps intersections. These are a right-in / right-out only for the eastbound direction and a three-quarter movement with a westbound left in and right-in / right-out for the eastbound direction. Both of these serve businesses in the southeast quadrant of the 8th Street intersection with US 24.



Looking east along US 24 at three-quarter movement driveway

2.1.3 Speed Limits

The posted speed limit is 35 mph from the I-25 interchange to the 8th Street intersection. It increases to 45 mph from 8th Street to the Ridge Road intersection. West of this intersection, it increases again to 50 mph to the Manitou Avenue interchange.



Looking west on US 24

2.2 Volumes

The analysis collected morning and evening peak hour turn movement volumes by vehicle classification (auto/truck/bus) at every signalized intersection in the study area on a weekday in April 2005. Daily volumes were simultaneously counted at a few locations in the study area from Friday through Tuesday to capture both week and weekend days. Exhibit 2-1 shows these volumes. Appendix A contains the data collection reports.

2.2.1 Peak Hour Volumes

Exhibit 2-2 shows the peak hour volumes in tabular form on each segment between the primary access points on US 24. Along the whole corridor, the highest peak hour volumes are between 8th Street and the I-25 interchange. The significant turn volumes at the 8th Street intersection suggest it is a primary access point from the north and south to US 24. At the west end of the study area, 31st Street is also a significant access point from the north. Midway along the study area, 21st Street is a significant access point to the south. At the interchange, more vehicles from the study area access southbound I-25 than northbound I-25. The highest movements are eastbound in the morning peak hour and westbound in the evening peak hour. West of 8th Street, most of the traffic enters / exits the study area west of the Manitou Avenue interchange and remains on US 24, suggesting it serves a significant number of regional trips.

EXHIBIT 2-2 Existing Peak Hour Volumes

	Westl	oound	Eastb	ound
Segment	AM	PM	AM	PM
I-25 to 8th Street	1120	1920	1990	1800
8th Street to 21st Street	860	1885	1855	1185
21st Street to 26th Street	610	1720	1820	895
26th Street to 31st Street	570	1705	1785	820
31st Street to Manitou Avenue	535	1845	2120	830

2.2.2 Peak Hour Heavy Truck Volumes

With the exception of the westbound direction in the morning peak hour, the highest truck and bus counts are between 8th Street and the I-25 interchange during the peak hours. In the morning, the segment between 8th Street and 21st Street experiences the highest truck and bus volume. Truck and bus volumes decrease toward 26th Street and then increase slightly between 26th Street and 31st Street intersections before decreasing west of the 31st Street intersection. US 24 through the study area is a designated truck route. The highest number of buses occurs at the east end of the study area east of 8th Street. Most of these vehicles are Springs Transit buses that are accessing 8th Street. There is no fixed route Springs Transit service on US 24 through the study area. Buses which service the gambling industry in Cripple Creek run on US 24 west of 8th Street. Exhibit 2-3 lists the percentage of the peak hour volumes represented by heavy vehicles, or trucks and busses

EXHIBIT 2-3Existing Peak Hour Heavy Vehicle Percentages

	Westk	oound	Eastbound		
Segment	AM	PM	AM	PM	
I-25 to 8th Street	5.8%	2.0%	3.1%	1.0%	
8th Street to 21st Street	6.8%	1.3%	1.7%	1.4%	
21st Street to 26th Street	5.4%	0.7%	0.9%	1.9%	
26th Street to 31st Street	5.6%	1.7%	0.6%	4.3%	
31st Street to Manitou Avenue	2.7%	0.7%	0.5%	1.4%	

2.2.3 Daily Volumes

Like the peak hour, the highest daily volume is between 8th Street and the I-25 interchange. The daily volumes decrease from east to west in the study area. The most significant

decrease occurs at 8th Street, with the daily volumes almost 25% less on the west side than on the east side. Comparing volumes over the five-day count period from Friday to Tuesday indicates that the highest daily volumes counted occurred on Saturday, followed by Tuesday, Monday, and then Sunday.

2.3 Operations Analysis

The traffic operations analysis was completed to determine how well the intersection configurations and laneage on the roadway segments accommodate the morning and evening peak hour volumes.

2.3.1 Operations Analysis Methodology

The operations analysis of this study utilizes the methodology outlined in the Highway Capacity Manual 2000 to assess traffic operations. The intersections are evaluated based on level of service and resultant queue length. The following summarizes the methodology.

2.3.2 Signalized Intersections

The operation for signalized intersections uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the intersection's volume-to-capacity (v/c) ratio. This is the input for determining average delay and the corresponding level of service (LOS).

LOS is a term used to qualitatively describe operations based on the average amount of delay experienced by vehicles as they travel through a signalized intersection. The LOS ranges from LOS A to LOS F. Motorists experience very little delay under LOS A conditions and excessive delay under LOS F conditions. LOS D conditions are desirable for signalized intersection operations during peak hours. Exhibit 2-4 shows the amount of delay associated with each LOS.

EXHIBIT 2-4Signalized Intersection LOS Criteria

olghanzea mersestien zue entena	
LOS	Control Delay per Vehicle
LOS A	≤ 10 seconds
LOS B	10 – 20 seconds
LOSC	20 – 35 seconds
LOS D	35 – 55 seconds
LOS E	55 – 80 seconds
LOSF	≥ 80 seconds

Source: Highway Capacity Manual 2000, Transportation Research Board

2.3.3 Unsignalized Intersections

For unsignalized intersections (all-way, stop-controlled, and side street stop-controlled) intersections, operations are defined by the average control delay per vehicle (measured in

seconds) for each stop-controlled movement. The method incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For side street stop-controlled intersections, delay is typically represented for each movement from the minor approaches only. Exhibit 2-5 shows the amount of delay associated with each LOS.

Unsignalized Intersection LOS Criteria

LOS	Control Delay per Vehicle
LOS A	≤ 10 seconds
LOS B	10 – 15 seconds
LOSC	15 – 25 seconds
LOS D	25 – 35 seconds
LOSE	35 – 50 seconds
LOSF	≥ 50 seconds

Source: Highway Capacity Manual 2000, Transportation Research Board

2.3.4 Queuing Analysis

A companion performance measure for delay is the back of queue. The back of queue represents the number of vehicles that queue at the intersection based on arrival patterns and the residual number of vehicles that did not clear the intersection during the previous cycle. It is often represented as a percentile of the volume that waits in a queue. This analysis represents the 95th percentile queue.

Level of Service and Queuing Performance Measures

The analysis used the Synchro microcomputer simulation program to analyze traffic conditions and determine the average seconds of delay per vehicle at each intersection, queue lengths at each intersection, and average travel speeds on the roadway segments between the intersections. These measures of effectiveness are compared to standard criteria to determine the LOS. LOS D for each movement is the City of Colorado Springs' standard and is the standard accepted for this study by the Technical Leadership Team.

The geometrically-accurate model encompasses US 24, Colorado Avenue, and the cross streets between them. The model uses the volumes and the geometry as presented in Exhibit 2-1. The City of Colorado Springs provided the signal timing and phasing for each intersection; however, where appropriate, this analysis modified this information to reflect the optimal timing and phasing for the particular volume conditions. Thus, the results presented are based on these modified timing and phasing plans.

Appendix B contains the Synchro output that documents these results.

2.3.5 Intersections

Exhibit 2-6 shows the average seconds of delay and corresponding LOS for each intersection in the study area during the morning and evening peak hours. In general, most of the intersections operate at or above the acceptable LOS D threshold in both peak hours.

However, the 8th Street intersection operates below this threshold in both peak hours. Likewise, the 21st Street intersection with US 24 operates below the acceptable threshold in the morning peak hour. The close proximity of the Colorado Avenue intersections with Ridge Road and 31st Street to the US 24 intersections on these streets necessitates analyzing their operations together, so the analysis considered them as well. Discussions on the operations at each individual intersection along US 24 follow the exhibit.

EXHIBIT 2-6Existing Peak Hour Intersection Operations

	AM Peak	(Hour	PM Peak	Hour
Intersection	Delay	LOS	Delay	LOS
I-25 NB ramps/US 24	37.8	D	44.2	D
I-25 SB ramps/US 24	10.1	В	25.7	С
8th St /US 24	115.9	F	59.5	Е
14th St/US 24 (Southbound approach)	12.7	В	22.6	С
21st St/US 24	89.3	F	40.2	D
26th St/US 24	39.9	D	16.9	В
31st St/US 24	30.7	С	28.3	С
31st St/Colorado Ave	35.9	D	26.9	С
Ridge/US 24 (NB/SB approaches)	79.9/103.2	F/F	169.3/209.5	F/F
Ridge/Colorado Ave	3.2	Α	1.9	Α
US24 EB On/Off Ramps & Manitou Avenue	10.4	В	7.2	Α
US24 WB On/Off Ramps & Manitou Avenue	10.6	В	8.7	Α

Northbound I-25 ramp / US 24 - This intersection operates at LOS D in the morning peak hour with 37.8 seconds of average delay per vehicle and at LOS D in the evening peak hour with 44.2 seconds of average delay per vehicle. In both peak hours, the northbound left turn operates below the acceptable LOS D threshold and generates lengthy queues which extend a significant distance up the ramp in both peak hours.

Southbound I-25 ramp / US 24 – This intersection operates at LOS B in the morning peak hour with 10.1 seconds of average delay per vehicle and at LOS C in the evening peak hour with 25.7 seconds of average delay per vehicle.

8th Street / US 24 - This intersection operates at LOS F in the morning peak hour with 115.9 seconds of average delay per vehicle and at LOS E in the evening peak hour with 59.5 seconds of average delay per vehicle. The eastbound through movement in the morning experiences excessive delay. This situation also exists in the evening peak hour.

The eastbound through movement delay generates lengthy queues in the morning and evening peak hours. Also in the evening peak hour, the southbound left turn storage is not

adequate to accommodate the demand. In the northbound direction, the right turn queue exceeds the available storage length.

21st Street / US 24 - This intersection operates at LOS F in the morning peak hour with 89.3 seconds of average delay per vehicle and at LOS D in the evening peak hour with 40.2 seconds of average delay per vehicle. Similar to 8th Street, the morning peak hour eastbound through volume experiences excessive delay. This movement operates acceptably at the preceding 31st and 26th Street intersections because the cross street volumes are low enough that enough green time can be devoted to it. The higher volumes on 21st Street require more green time and thereby reduce the amount available for the eastbound through movement. This also causes the westbound approach to operate below acceptable thresholds at LOS E.

The delay for the eastbound through movement in the morning peak hour results in lengthy queues. Furthermore, the westbound left turn movement does not have enough green time because of this heavy eastbound through movement and the resultant queue exceeds the available storage length. The same situation exists for the southbound left turn movement in the evening peak hour. In addition, these left-turn vehicles are occasionally blocked from entering the turn lane by the queue in the through lane. The evening peak hour westbound through movement also generates significant queues.



21st Street intersection westbound queuing

26th Street / US 24 - This intersection operates at LOS D in the morning peak hour with 39.9 seconds of average delay per vehicle and at LOS B in the evening peak hour with 16.9 seconds of average delay per vehicle. The eastbound through movement in the morning peak hour generates lengthy queues. The southbound left turn movement queue exceeds the available storage length.

31st Street / US 24 - This intersection operates overall at LOS C in the morning peak hour with 30.7 seconds of average delay per vehicle and at LOS C in the evening peak hour with 28.3 seconds of average delay per vehicle. The morning peak hour eastbound left turn queue is longer than the available storage length which results in the queue spilling into the

eastbound through lane and interfering with the operations of the eastbound through movement. The same situation occurs in the evening peak hour, though not to the same extent. The eastbound through movement in the morning peak hour and the westbound through movement in the evening peak hour generate lengthy queues. The long cycle lengths for these intersections allow for a significant number of vehicles to arrive and wait for green time.

Ridge Road / US 24 - The Ridge Road intersection operates overall at LOS A in the morning peak hour with 2.1 seconds of average delay per vehicle and at LOS A in the evening peak hour with 5.3 seconds of average delay per vehicle.



Southbound Approach at Ridge Road Intersection

Manitou Avenue /US 24 Westbound ramps– This intersection operates overall at LOS B in the morning peak hour with 10.6 seconds of average delay per vehicle and at LOS A in the evening peak hour with 8.7 seconds of average delay per vehicle.

Manitou Avenue /US 24 Eastbound ramps – This intersection operates overall at LOS B in the morning peak hour with 10.4 seconds of average delay per vehicle and at LOS A in the evening peak hour with 7.2 seconds of average delay per vehicle.

2.4 Crash Analysis

The crash analysis covers the years 2001 to 2003. CDOT provided detailed crash data for the analysis for the segment of US 24 between milepost 299.01 and 303.8. Milepost 303.8 is at the east edge of the study area on the east side of the northbound I-25 ramps intersection with US 24. The Manitou Avenue Interchange is at milepost 299.01. Appendix C contains the crash data from CDOT.

Crash Types

The crash data is in Excel format and provides several data fields including:

- Location
- Date/Time
- Severity
- Weather/Road Conditions
- Type of Crash
- Direction of Travel for Each Vehicle
- Number of Vehicles Involved
- Observed Driver Impairment
- Biographical Data for Each Driver

The analysis compiled the crash data for each intersection and segment between intersections. The data by intersection or segment was further categorized into the following fields:

- Severity
- Time
- Weather/Road Conditions
- Type of Crash (Vehicle Collision, Fixed Object, Vehicle Non-Collision, and Bicycle/Pedestrian)
- Extraneous Factors (drugs/alcohol/asleep at wheel)

For analysis purposes, US 24 is divided into segments. The segment includes the westernmost intersection in the description. Exhibit 2-7 summarizes the crash data by segment. A total of 547 reported crashes occurred on US 24 between the I-25 interchange and the Manitou Avenue interchange in the three-year period between 2001 and 2003.

Overall, the most common types of crashes were vehicle collisions involving two or more vehicles and vehicles hitting fixed objects. The vast majority of vehicle collisions were rear ends (primarily in the through lanes) at the intersections. The east end of the study area is more congested and predictably experienced more vehicle collisions than the west end. The fixed objects hit include guard rail, median barrier, signs, light poles, curb, embankment, rocks on road, and wild animals. The majority of these occurred toward the west end of the study area. Twenty-six collisions with wild animals occurred, mostly in the area west of the 31st Street intersection.

Of the total number of reported crashes, 71%, or 388, resulted in property damage only; 28.8%, or 158, resulted in injuries; and .2%, or 1, resulted in a fatality (the driver was impaired by alcohol). Alcohol or drugs were a contributing factor in 6% of the crashes. A majority of the crashes occurred during the day with dry roads and dry weather conditions.

EXHIBIT 2-7Crash Statistics Summary

			US 24 S	Segment		
	I-25 Interchange to 8th Street	8th Street to 21st Street	21st Street to 26th Street	26th Street to 31st Street	31st Street to Manitou Avenue Interchange	Total
Crash Type						
Vehicle Collision	191	136	47	48	23	445
Fixed Object Collision	36	15	0 13		25	89
Pedestrian/Bicycle	2	1	0	0	1	4
Non-Collision	0	3	1	3	2	9
Crash Severity						
Property Damage Only	171	99	31	47	40	388
Injury	57	56	17	17	11	158
Fatality	1	0	0	0	0	1
Time of Day						
Day	160	128	43	47	31	409
Night	69	27	5	17	20	138
Total Crashes	229	155	48	64	51	547

Source: Colorado Department of Transportation, data received in 2004 and 2005

Intersection Crash Summary

The following discusses the types of crashes at the intersections themselves. There are three signalized intersections in the westernmost segment - the ramp terminals for the I-25 northbound and southbound on/off ramps and the 8th Street intersection. Sixty-seven crashes occurred at the ramp intersections over the three-year period, 18% of which resulted in injuries. The majority of them were rear ends involving two vehicles going straight - only 16% of the crashes involved turning vehicles.

The 8th Street intersection had the highest number of crashes at 117 total crashes, 28% of which resulted in injuries, over the three-year period. Three-fourths of the crashes were rear ends involving two vehicles going straight while the other one-fourth involved turning vehicles. This intersection had the highest percentage of fixed object collisions at 10% over the three year period as well as the highest percentage of crashes, 9%, in which a driver was impaired by alcohol or drugs. Two crashes involved bicyclists.

Eighty-one total crashes occurred at the 21st Street intersection over the three-year period, 23% of which resulted in injuries. Fifty-five of the crashes, or 67%, were rear ends involving two vehicles. Of these, 36% involved turning vehicles. One crash involved a bicyclist.

Thirty-three crashes occurred at the 26th Street intersection over the three-year period, 45% of which resulted in injuries. Most of the crashes were approach turn or broadsides involving vehicles traveling in different directions. The westbound left turn movement accounted for almost all of the approach turn crashes.

Forty-five crashes occurred at the 31st Street intersection over the three-year period, 29% of which resulted in injuries. Slightly over half of the crashes were rear ends involving two vehicles going straight. Of the 13 crashes involving a turning vehicle, 10 were making an eastbound to northbound left turn. Collisions with fixed objects accounted for 9% of the crashes.

Thirteen crashes occurred at the unsignalized High Street / Ridge Road intersection over the three-year period, 31% of which resulted in injuries. Five vehicles hit a wild animal, which was the most common crash type. The other crashes were broadsides and rear ends between through vehicles on US 24 and vehicles turning between the two roads.

Crash Rates

Crash rates along the corridor have been analyzed to correlate geometric features, signing, ramp locations, and clear zone obstructions to the safety of the roadway. Crashes are typically caused by several elements, not a single one. These are the human element, the vehicle element, and the highway element.

The crash rate per million vehicle miles of travel (MVMT) is a value used to compare a facility to similar facilities across the state to determine if the number of crashes is unusually high for that particular facility. Crash rates per million vehicle miles of travel were compiled for this corridor based on crash data collected from CDOT for the dates January 1, 2001 through December 31, 2003. US 24 annual average daily traffic (AADT) volumes for 2003 were obtained from the CDOT website. Exhibit 2-8 shows the resultant property damage only, injury, fatality, and total crash rates per segment for this time period.

The latest statewide average traffic crash rates per facility type for Colorado are for the calendar year 2002. These rates are developed by CDOT based on reported crash data. US 24 is classified as an Urban Principal Arterial Other – Freeways / Expressways per the CDOT Traffic and Safety Colorado Highway Types classification system. These statewide average rates are 3.83 for property damage only, 1.42 for injury, 1.66 for fatality, and 5.27 for total.

As Exhibit 2-7 shows, the crash rates for US 24 for the entire study area are less than those for other similar facilities in the state. The table shows the statewide average rates on the first line for comparison purposes. As a whole, the property damage only rate is 2.29, the injury rate is 0.93, the fatality rate is 0.59, and the total rate is 3.22. The shortest segment of the study area, I-25 to 8th Street, had the highest number of crashes, which contributed to a higher calculated crash rate. There was one fatality (the driver was impaired by alcohol and hit a median barrier and light pole, causing the vehicle to overturn) in the westbound direction between I-25 and 8th Street. The congestion associated with the 8th Street intersection likely contributes to the segments on either side of it experiencing the most

EXHIBIT 2-8
Crash Rates Per Segment

	Segment Length (miles)	2002	2001-2003 Crashes			3-Year Average Crash Rates				
Segment		2003 AADT*	PDO	INJ	FAT	TOTAL	PDO	INJ	FAT	TOTAL
2002 Statewide Average Crash Rates for Urban Principal Arterial Other							3.83	1.42	1.66	5.27
I-25 Interchange to 8th Street		42126	171	57	1	229	10.02	3.34	5.86	13.42
MP 303.8 – 303.43	0.37									
8th Street to 21st Street		40780	99	56	0	155	1.64	0.93	0.00	2.57
MP 303.42 – 302.07	1.35									
21st Street to 26th Street		28433	31	17	0	48	1.36	0.75	0.00	2.11
MP 302.06 - 301.33	0.73									
26th Street to 31st Street		28433	47	17	0	64	1.72	0.62	0.00	2.34
MP 301.32 - 300.44	0.88									
31st Street to Manitou Ave Interchange		26227	40	11	0	51	0.98	0.27	0.00	1.25
MP 300.43 - 299.01	1.42									
I25 Interchange to Manitou Avenue Interchange		32349								
MP 303.8 - 299.01	4.79		388	158	1	547	2.29	0.93	0.59	3.22

Source: CDOT Crash Data and CDOT Website Straight Line Diagrams*

crashes along the study corridor. The westernmost segment, 31st Street to the Manitou Avenue interchange, has the lowest rates in the corridor.

2.5 Tourist Season Counts

US 24 is a primary gateway to the mountains and, as such, it serves seasonal tourist traffic. In order to determine if the "tourist season" volumes significantly add to the daily and peak hour volumes, a second set of counts was conducted in August, 2005. The intent of this effort was to determine if it is necessary to increase the modeled weekday peak hour volumes to account for tourist traffic. As the following discussion explains, there is no conclusive evidence to support increasing the modeled weekday volumes.

The August data collection effort involved collecting turning movement counts by vehicle classification at the I-25 ramp intersections and the 21st Street intersection with US 24 as well as daily counts along a few of the segments in the study area. The April and August counts were compared in terms of average daily traffic, peak hour volumes, highest volume hour, and heavy vehicle percentages.

The average daily traffic west of 8th Street increased in August as compared to April in both directions on both weekend and weekdays whereas the volume either dropped or showed a very slight increase east of 8th Street. The peak hour count comparison is inconclusive as there is no consistent pattern of increasing or decreasing volumes at the intersection approaches in either of the peak hours. The evening peak hour approaches to the I-25 ramp intersections mostly decrease, which is consistent with the lower average daily traffic volumes counted along this segment in August. The August peak hour increases or decreases on the approaches to the 21st Street intersection are not consistent with the increase in average daily traffic, which could suggest the daily increases are due to tourist traffic which is not traveling during the peak hours.

The weekend peak hour counts (Friday afternoon through Sunday afternoon) are in general greater than the weekday peak hour counts in both April and August. On April weekends, US 24 experiences higher volumes than the weekday peak hour for anywhere from 1 to 4 hours, depending on the location. In August, this varies from 1 to 6 hours in which the weekend hourly volumes are greater than the weekday peak hour volume. Extrapolating across the summer season suggests there could be several weekend hours in which the volume is greater than the weekday peak hour volume. While this increase in summer traffic is a consideration, intersections are designed to accommodate the 100th highest hour (Highway Capacity Manual 2000, Chapter 8, pg 8), and the weekend recreational volumes experienced do not fall into this design criteria. Since the number of hours on US 24 does not exceed the 100-hour threshold, no additional capacity increases are needed to accommodate tourist traffic.

The highest volume hour on weekend days shows some variation between April and August. In the westbound direction on Saturday, the peak hour does not vary. It does shift one hour earlier in August in the eastbound direction east of 8th Street, but not west of 8th Street. On Sunday, it shifts three hours earlier in the westbound direction east of 8th Street, but not west of 8th Street. In the eastbound direction, it shifts three hours later east of 8th Street and two hours later west of 8th Street. The eastbound Sunday afternoon shift in

August could be due to tourism, but the westbound shift likely is not since it does not carry through the length of the corridor.

The weekday peak hour heavy vehicle percentages increase in August as compared to April. Since some of the peak hour approaches decrease in volume in August, a greater heavy vehicle percentage suggests the number is staying fairly constant between the two months. Appendix D contains the tourist season count data collection sheets.

3.0 Alternatives

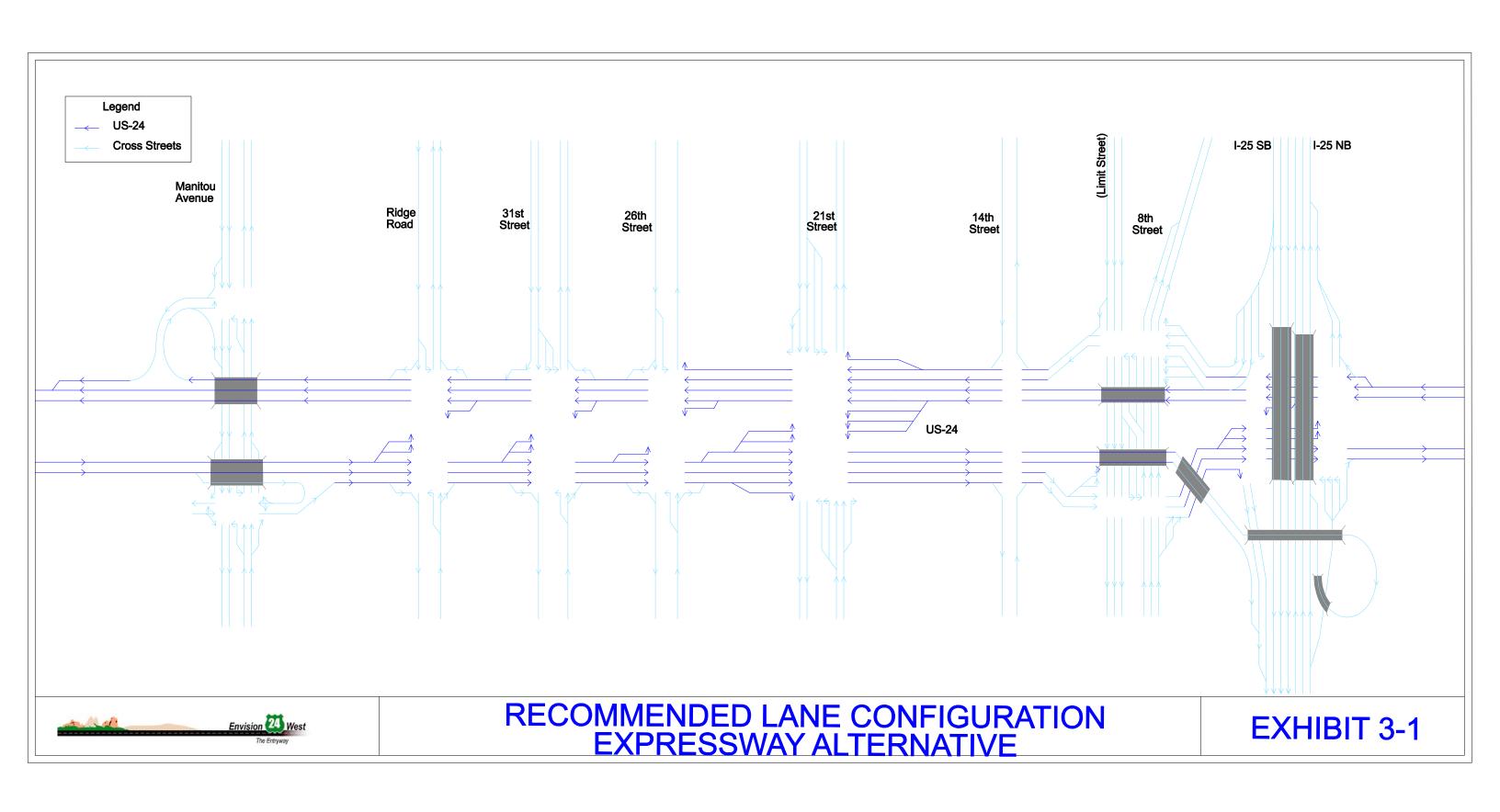
The EA process developed numerous potential solutions which were evaluated against several criteria. The traffic analysis effort supplied projected volumes and performed operations analyses for each of the roadway-related potential solutions. This selection process produced the following four alternatives:

- The **No Build (Existing Plus Committed) Alternative** does not make any improvements beyond those which are already planned and funded. These improvements are:
 - Widen 8th Street to six 12-foot travel lanes with turn lanes along with associated improvements to US 24 at the intersection;
 - Improve the geometry of the westbound approach at the 8th Street intersection;
 - Widen 21st Street (on the south side of US 24) to four 12-foot travel lanes with turn lanes, install curb and gutter, and construct associated improvements to US 24 at the intersection;
 - Implement ITS improvements as part of the Congestion Management System; and
 - Extend the Midland Trail between 21st Street and Manitou Avenue.

The existing bus routes and service would continue as it is today, and bike and pedestrian facilities would only be extended or improved as local funds and grants allow.

• The Midland Expressway Alternative emphasizes access to local neighborhoods and destinations between Manitou Avenue and I-25. It would continue to provide regional travel to and from the mountains, but would give preference to local traffic with lower speeds on the mainline. This alternative maintains the existing at-grade intersections except at 8th Street, which is upgraded to an interchange. As discussed previously, the this intersection will not work at-grade in 2035 due to high left turn volumes opposing high through movement volumes.

Exhibit 3-1 shows the laneage at each intersection / interchange and along the segments. US 24 has three lanes each direction between the Manitou Avenue interchange and 26th Street and four lanes each direction east of 26th Street to I-25. Turn lanes are added at each intersection to accommodate the projected volume growth. The interchanges at I-25 and 8th Street are both single point urban diamond (SPUI) type interchanges with the intersections on ground level. The I-25 interchange also includes directional ramps from eastbound US 24 to remove these movements from the SPUI. Likewise, an overpass over 8th Street services traffic that does not need to access 8th Street.



This alternative includes a parallel minor arterial on the south between 21st Street and 8th Street that has a connection to 15th Street. This facility relieves some of the demand for the 21st Street intersection, but not enough for it to provide adequate levels of service as an at-grade intersection. An overpass for 15th Street provides another way to traverse between the north and south sides of US 24.

A transit service package is included in this alternative with express bus service for the commuter market and existing bus service or a future historic trolley for the local and tourist markets. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.

• The Freeway Alternative emphasizes regional mobility between Colorado Springs and the mountains, rather than access to local neighborhoods and destinations between I-25 and Manitou Avenue. It would serve local traffic from grade-separated interchanges and would give preference to regional travel with higher speeds on the mainline. This alternative would provide a high-capacity free-flow facility. Access to the freeway and local destinations would be entirely from grade-separated interchanges between I-25 and Manitou Avenue. Two existing access points from US 24 to 26th Street and Ridge Road would be eliminated and replaced with overpasses.

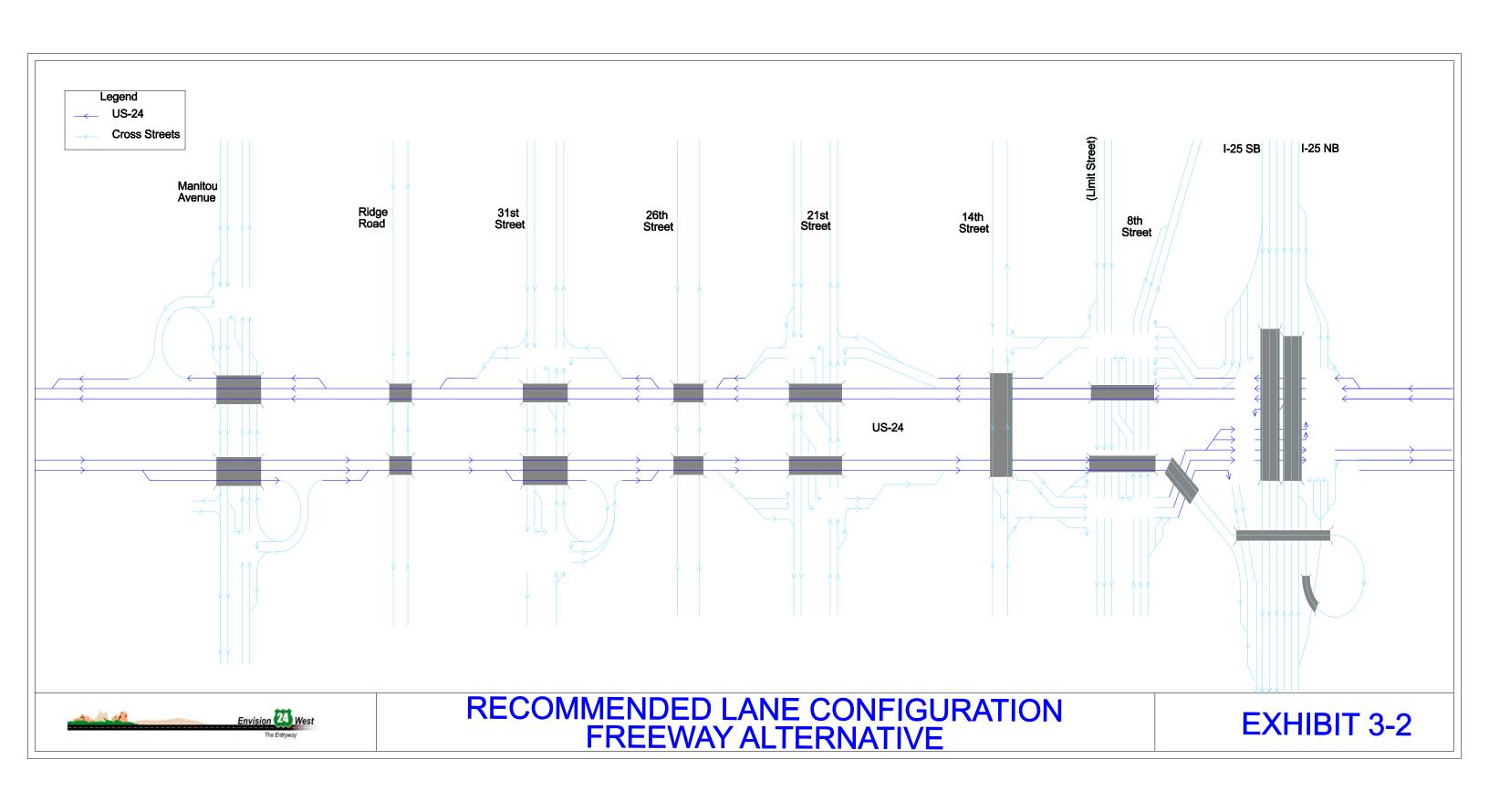
Exhibit 3-2 shows the laneage at each interchange intersection and along the segments. There are two lanes each direction west of 21st Street and three lanes each direction east of 21st Street. This alternative requires fewer lanes than the Midland Expressway Alternative because of the elimination of intersections and stop-conditions for the through movement west of 21st Street.

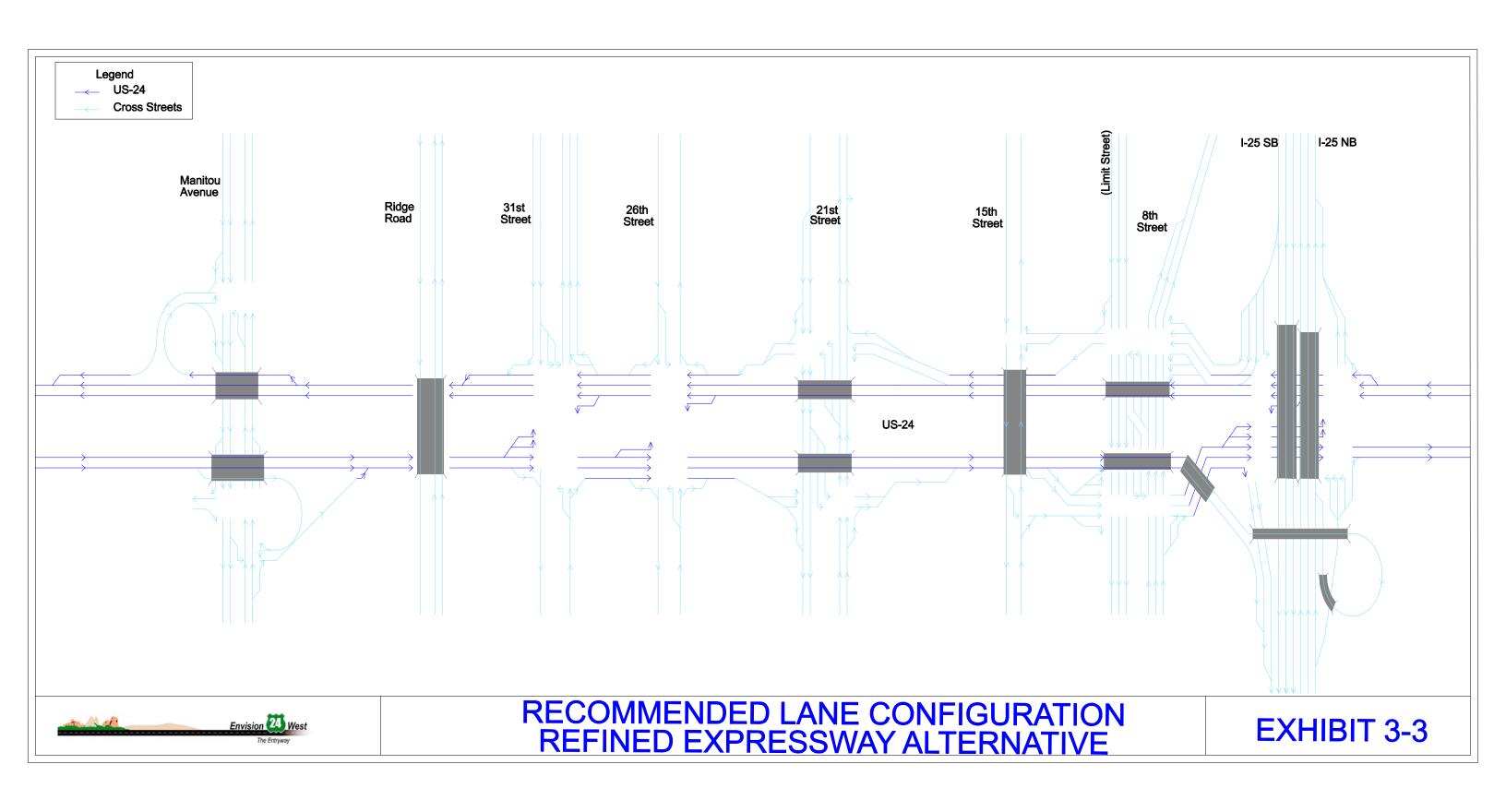
Like the Midland Expressway Alternative, a transit service package is included in this alternative with express bus service for the commuter market and existing bus service or a future historic trolley for the local and tourist markets. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.

The Refined Expressway Alternative is the result of the evaluation of the Expressway
alternative and its several variations. This alternative adds a Single Point Urban
Interchange (SPUI) at 21st Street and ramps that allow access to a partial interchange at
15th Street from 8th Street. It also converts Ridge Road from an at-grade intersection to
an overpass.

Exhibit 3-3 shows the laneage at each intersection / interchange and along the segments. The alternative provides two lanes per direction west of 31st Street and three lanes per direction east of it. Like the Freeway alternative, this alternative requires fewer lanes than the Midland Expressway alternative due to the 21st Street grade separation.

A transit service package is included in this alternative with express bus service for the commuter market and existing bus service or a future historic trolley for the local and tourist markets. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.





4.0 2035 Travel Demand Forecasts

The volume forecasting effort provided average daily volumes per segment and evening peak hour turn movement volumes for use in evaluating each of the roadway-related potential solutions. The analysis used the Pikes Peak Area Council of Governments' (PPACG) travel demand model for the years 2005 and 2035 to develop 2035 No Build and 2035 Build forecasts. PPACG staff reviewed the modeling results and issued a letter of concurrence to state their agreement with the modeling process. Appendix E contains a copy of this concurrence letter.

4.1 Initial Model Assessment

The modeling effort began with a review of the updated model from PPACG to determine the changes in either procedures or the network structure from the previous model. This initial model assessment involved procedure verification and attribute comparison. Documentation of this assessment is available under separate cover.

4.2 Model Runs

The following sections outline each model run performed for the analysis. Appendix F contains the model outputs for the daily link volumes for each scenario.

4.2.1 2005 Base Year Model

The 2005 model was used as a verification tool to compare the model results with the known 2005 traffic conditions. This analysis indicated the 2005 model volumes were relatively consistent with the existing volumes. However, west of 31st Street, the model volumes were much higher than expected based on existing counts. Therefore, the analysis addressed this difference by utilizing National Cooperative Highway Research Program 255 (NCHRP 255) procedures to adjust the future volumes using the current model output relative to the current counts.

4.2.2 2035 No Build Model

Based on the output of the 2005 base year model, the analysis confirmed the model procedures were running correctly. The next step was to check the procedures in the 2035 model to ensure it reflected the no build scenario. Examination of the 2035 network model discovered that the links on US 24 from 8th Street to Manitou Avenue were updated from two to three lanes in each direction. Therefore, the lane configuration was changed back to two lanes in each direction on US 24 in the 2035 No Build model to represent a no-build scenario. Other changes in the 2035 PPACG model include HOV lanes on I-25 and an additional lane per direction on 8th Street south of US 24.

Projected Volume Forecast

Exhibit 4-1 shows the projected daily and evening peak hour turn movement volumes for the 2035 No Build scenario. These volumes represent the results of performing NCHRP 255 adjustment procedures to the raw model volumes and then balancing between adjacent access points.

4.2.3 2035 Build Model

The 2035 Build model was developed by coding one of the three alternatives onto the 2035 No Build model. As previously described, the Refined Expressway alternative consists of an expressway from I-25 to Manitou Springs with interchanges at I-25, 8th Street, 21st Street, and Manitou Avenue and overpasses at 15th Street and Ridge Road. The expressway is six lanes per direction east of 31st Street and two lanes per direction west of it. Exhibit 4-2 shows the configuration of the alternative.

Volume Forecasting Process

The volume outputs from the 2035 No Build and Build models are similar. While the traffic demand does not change considerably between the two models, the facility class and capacity of the US 24 corridor change and create a different traffic environment. After extracting the evening peak hour raw model turning movement volumes, the analysis applied NCHRP 255 adjustment procedures to them and then balanced them between adjacent access points. Some further adjustments were made to this set of volumes to better account for some anticipated driver behaviors not exhibited by the model. The following discusses these adjustments to the 31st Street – Fillmore Street cut-through movement and the 8th Street access to Gold Hill Mesa movement.

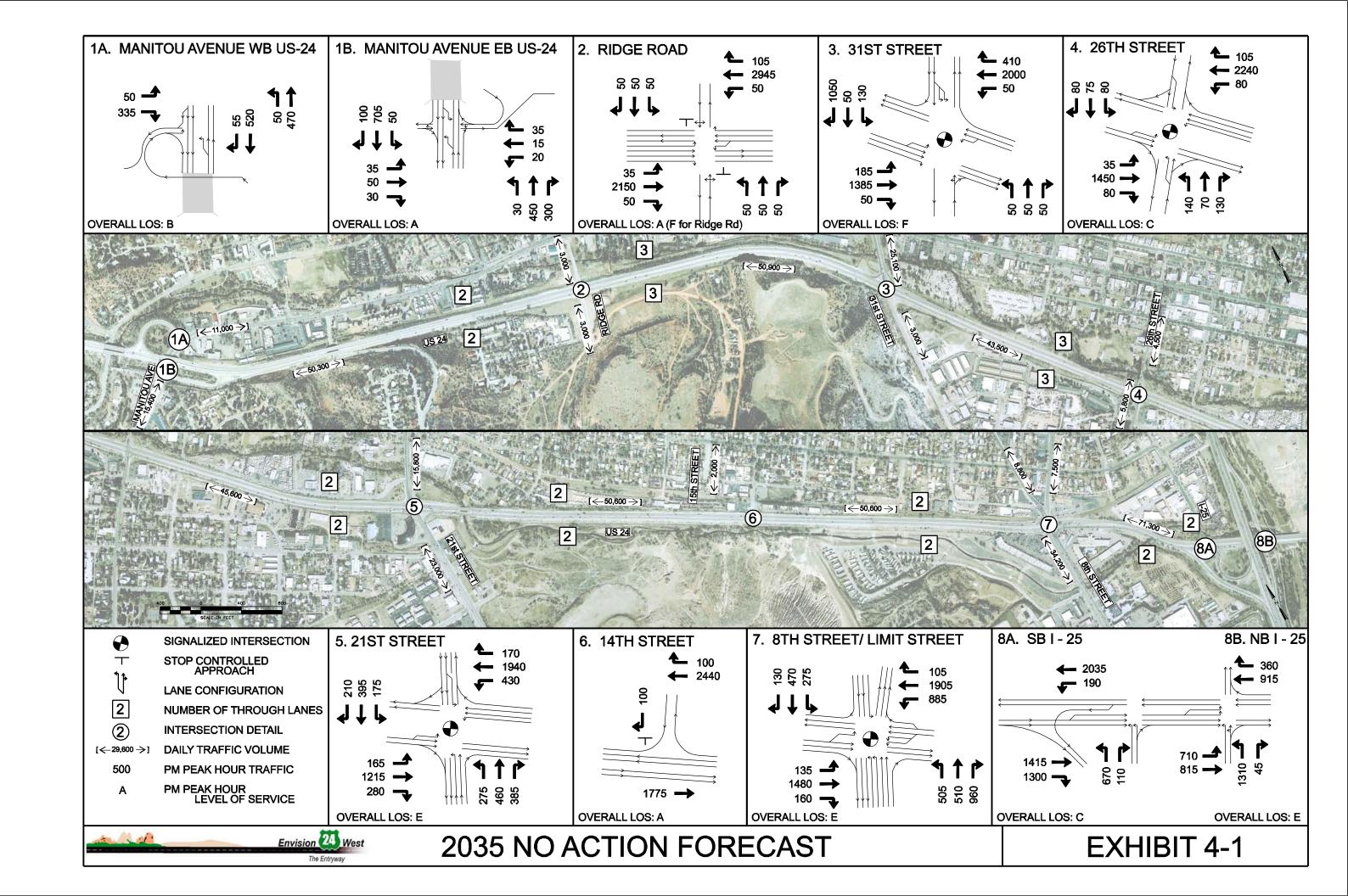
Adjustments

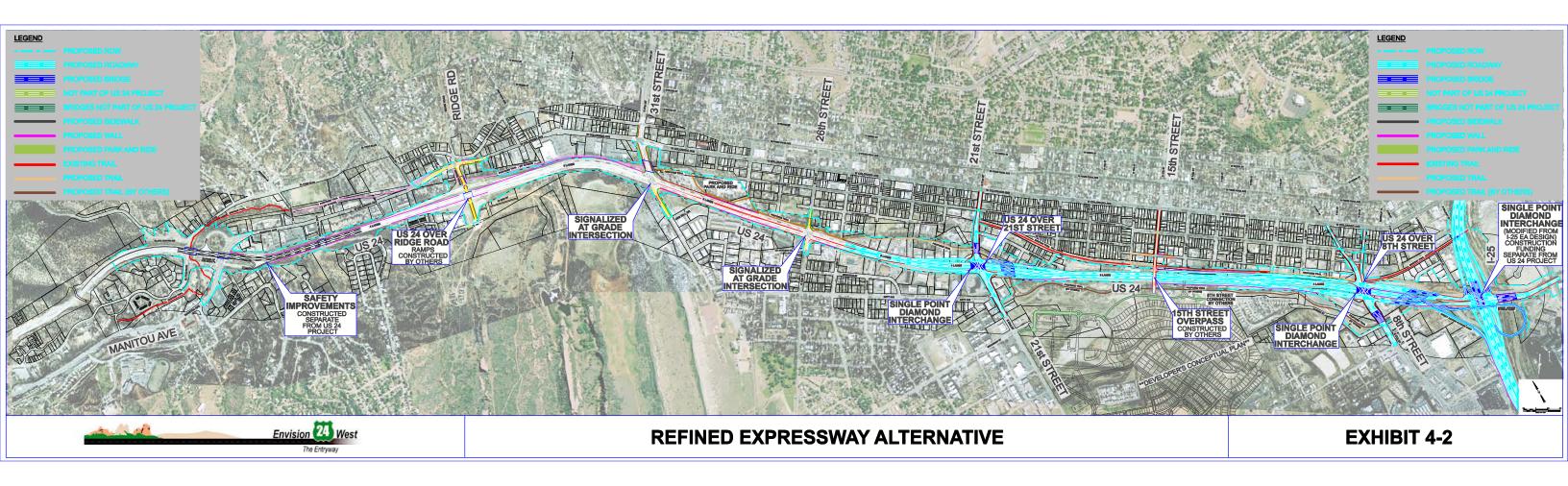
The travel demand model platform, Visum, has the capability to determine the routes coming to or leaving from a zone or node or those driving along a link. These analyses help describe the travel patterns for specific areas or links in the network. Two of these analyses, described below, were performed to assist with adjusting the forecast volumes to better reflect the likely travel preferences if an alternative is built.

31st Street - Fillmore Street Cut-Through

The first analysis was done to determine the origin and destination of drivers traveling westbound on US 24 just west of 31st Street in the 2005 model to determine the proportion using the 31st Street cut-through. The amount of traffic going from I-25 to US 24 or vice versa via Fillmore Street is approximately two-thirds that of the traffic traveling on US 24 from I-25 to 31st Street. There is more traffic west of 31st Street on US 24 than east of it, indicating that a significant amount of traffic destined to the west of 31st Street is using this cut-through route.

This cut-through movement is not desirable to the neighborhoods adjacent to it or to the government agencies responsible for these roadways. Therefore, this analysis assumes these agencies will implement measures to make this route unattractive to drivers. In order to determine how many trips would continue on US 24 once these measures were implemented, another analysis was done on the cut through trips to determine the resultant changes in volume distribution if the 31st Street connection to US 24 was eliminated. It is





evident that the trips using this connection at 31st Street will reroute to US 24 and greatly increase demand for the facility. Hence, this connection is essential to distribute trips from north of US 24 to westbound US 24 and relieve pressure on US 24. Therefore some, but not all, of this cut-through volume was adjusted to assume trips would reroute to stay on US 24 to I-25.

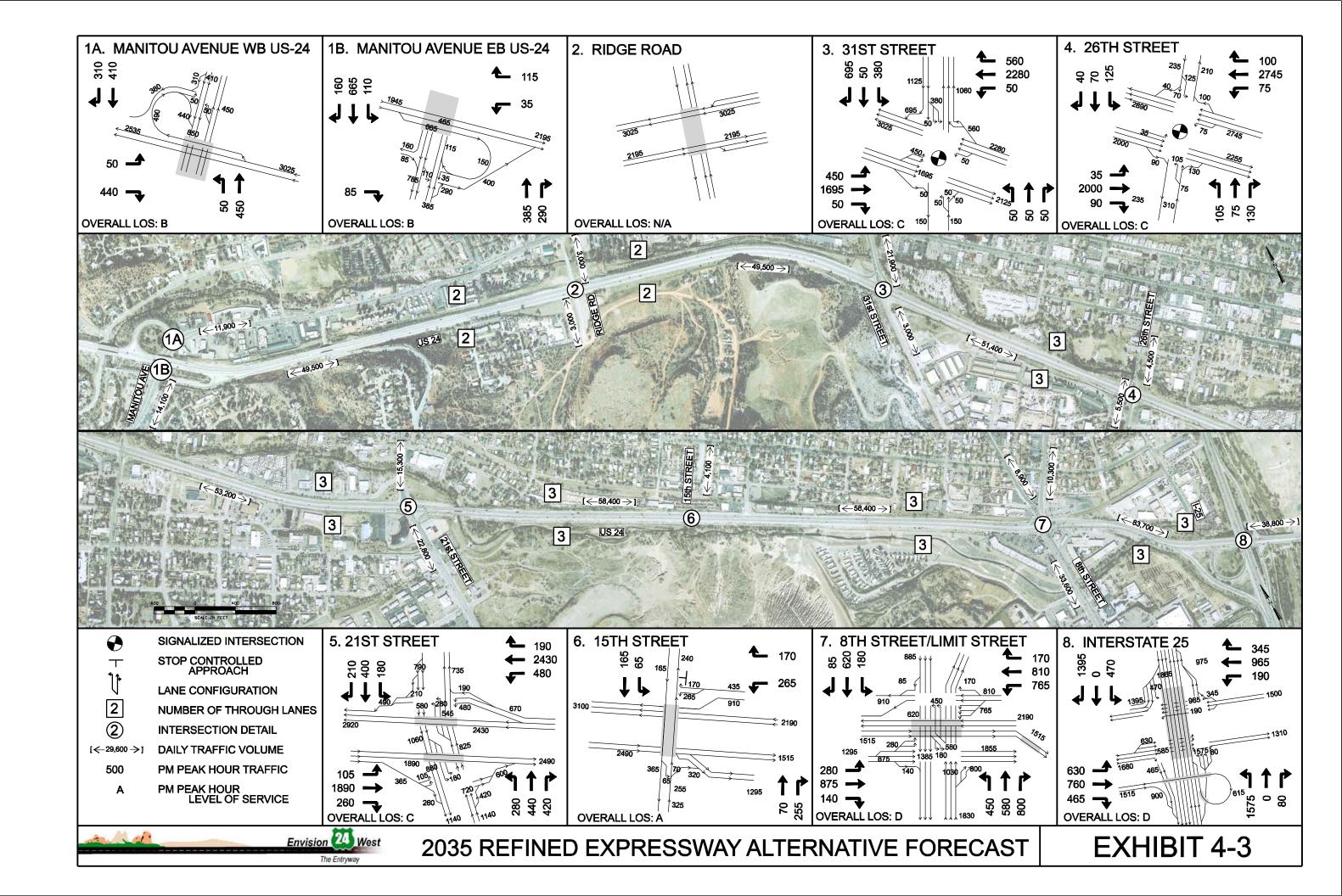
Access to Gold Hill Mesa

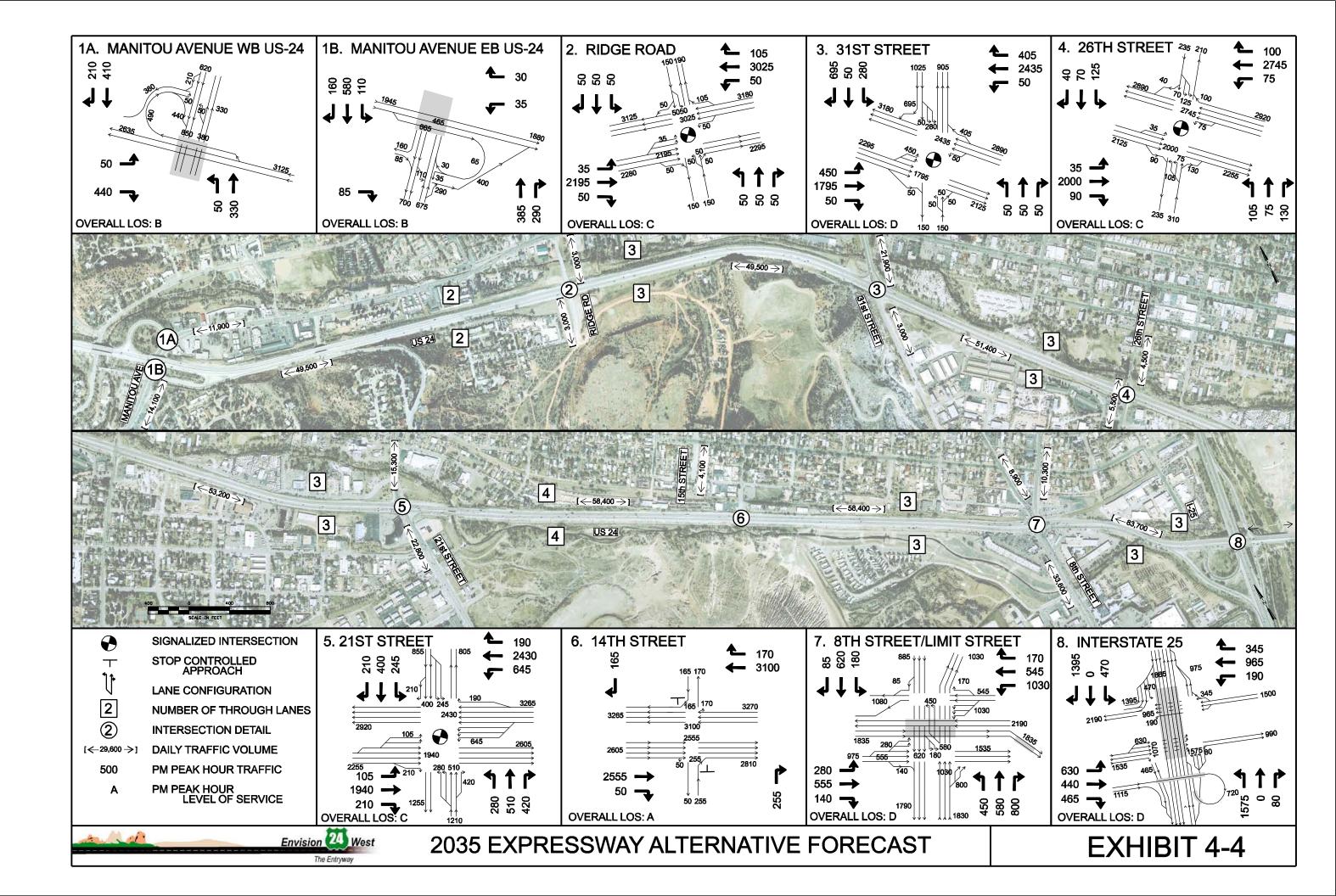
The second analysis was performed to determine the destination of the vehicles traveling from the Gold Hill Mesa development and which route they chose to use to leave the zone. The model shows a significant number of trips turning left from westbound US 24 to southbound 8th Street, some of which are accessing Gold Hill Mesa. The alternatives provide two other options which are more direct and likely quicker to access the commercial areas of Gold Hill Mesa. This analysis was performed to determine the number of 8th Street left turns destined for Gold Hill Mesa and how many could be adjusted to occur at the 15th Street overpass or through the 21st Street interchange. Furthermore, the model's location of the centroid (point at which trips access Gold Hill Mesa) does not realistically depict the likely access routes to the commercial development area, which is primarily in the northwest corner of Gold Hill Mesa. This is another reason some of the 8th Street westbound to southbound lefts were moved to the 21st Street interchange.

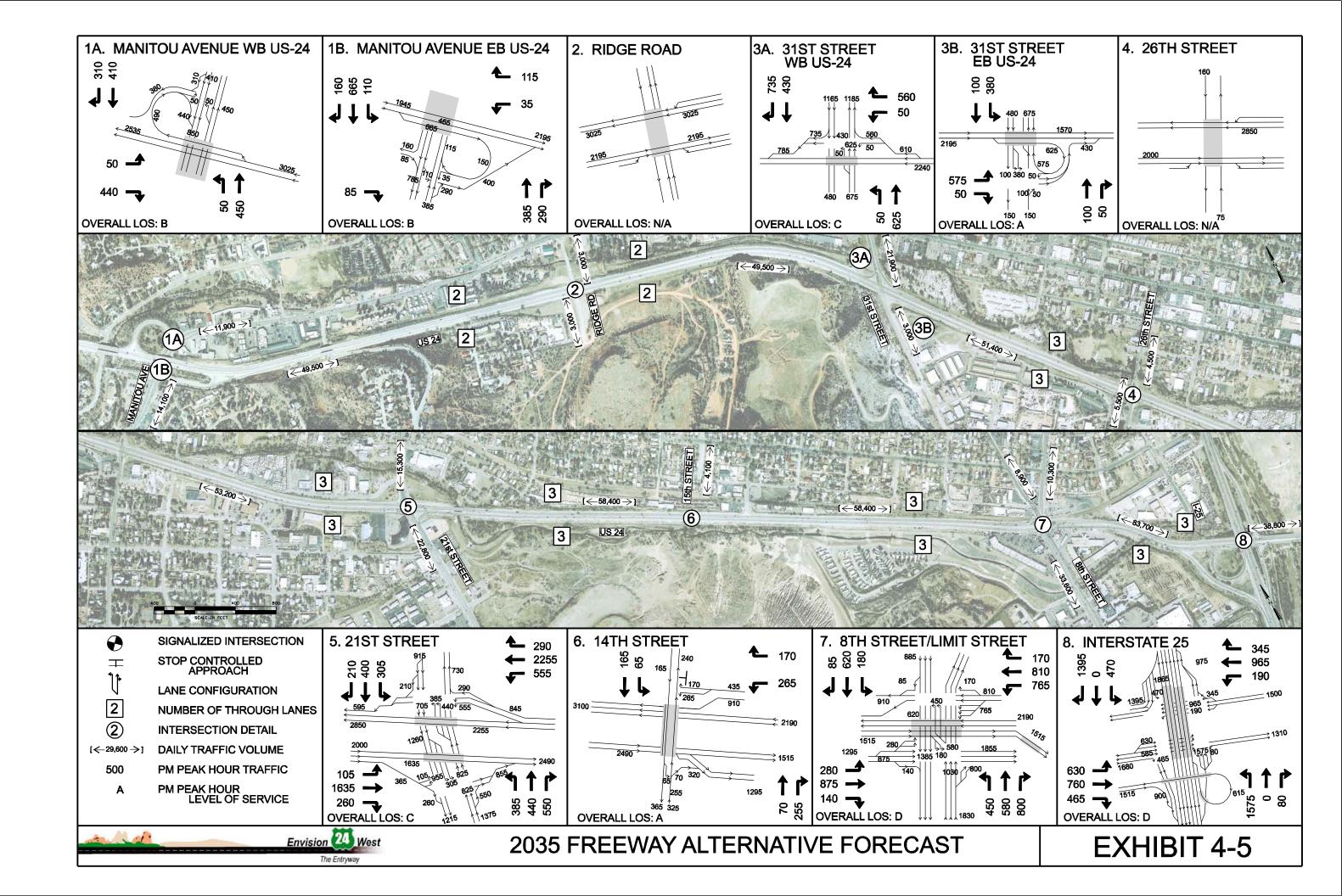
2035 Build Forecast

After completing the 2035 Build model run, the turning movement volumes were extracted and adjusted according to NCHRP 255 procedures. The 2005 counts and 2005 base year model were used in the adjustment process. Once these adjustments were made, another round of adjustments was performed to reroute some trips at two locations. First, some of the Gold Hill Mesa trips using the 8th Street interchange were moved to the 15th Street overpass and 21st Street interchange to reflect the likelihood that drivers will choose more direct routes and less delay. Second, the City of Colorado Springs and CDOT desire to discourage the cut-through movement using 31st Street and Fillmore Road, so some of these trips were moved to US 24 and its interchange with I-25. These adjustments result in the evening peak hour turning movement volumes used for the Refined Expressway operations analysis. Exhibit 4-3 shows these volumes.

The 2035 Build Forecast volumes were rerouted as necessary to represent the travel patterns associated with the Expressway and Freeway alternatives. Exhibits 4-4 and 4-5 show these turn movement volumes.







5.0 2035 Traffic Operations

Analysis of the future intersection operations for the 2035 No Build and 2035 Expressway, Freeway, and Refined Expressway alternatives was performed with the Synchro computer program. The travel times along the study corridor for the Refined Expressway alternative were analyzed with the VISSIM microsimulation computer program. A discussion of the projected delays and travel times for each of these scenarios follows. Appendix G contains the analysis output files.

5.1 2035 No Build Operations

5.1.1 Signalized Intersections

Exhibit 5-1 displays the overall average seconds of delay and corresponding Level of Service (LOS) for each signalized intersection in the study area during the 2035 No Build PM peak hour scenario. Four of the eight signalized intersections are forecasted to operate below the acceptable LOS D threshold in the PM peak hour.

EXHIBIT 5-12035 No Build PM Peak Hour Signalized Intersection Operations

Intersection	Delay (seconds)	Level of Service
US24 & I-25 NB On Ramps	70.6	E
US24 & I-25 SB Off Ramps	34.0	С
US24 & 8th Street/Limit Street	67.3	E
US24 & 21st Street	64.9	E
US24 & 26th Street	22.6	С
US24 & 31st Street	211.3	F
Colorado Ave & 31st Street	96.3	F
US24 EB On/Off Ramps & Manitou Avenue	10.0	В
US24 WB On/Off Ramps & Manitou Avenue	10.8	В

Source: Wilson & Company, March 2008

Exhibit 5-2 provides detailed information on the projected level of service and queue length (in vehicles) for the individual movements at each signalized intersection. A separate queue is not shown for the turn movements that share a lane with the through movement. Several of the left turn movements are projected to operate at LOS F, which is unacceptable per City and CDOT standards, and experience lengthy queues as a result of the delays. The westbound through movements on US 24 are also projected to generate long queues at 21st and 31st Streets due to the poor level of service.

EXHIBIT 5-2
2035 No Build PM Peak Hour Signalized Intersection Level of Service Per Movement (Queue Length in Vehicles)

	Nor	Northbound Approach			hbound App	roach	Eas	tbound Appr	oach	Westbound Approach			
Intersection	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
US24 & I-25 NB On Ramps	F (52)	N/A	E (44)	N/A	N/A	N/A	E (18)	B (10)	N/A	N/A	F (36)	D (9)	
US24 & I-25 SB Off Ramps	D (21)	N/A	Free	N/A	N/A	N/A	N/A	A (7)	N/A	N/A	D (21)	N/A	
US24 & 8th Street/Limit Street	D (13)	D (9)	F (60)	D (15)	D (9)	D (10)	F (7)	E (48)	A (2)	F (25)	C (34)	B (1)	
US24 & 21st Street	F (16)	D (13)	D (12)	E (11)	E (12)	D (5)	E (8)	D (34)	E (13)	F (23)	E (57)	C (8)	
US24 & 26th Street	D (8)	D (5)	D (3)	D (5)	D (8)	Free	D (0)	B (35)	A (1)	C (1)	C (52)	A (0)	
US24 & 31st Street	D (3)	D (6)	Free	D (4)	D (3)	F (72)	F (69)	C (30)	D (2)	C (1)	F (67)	F (6)	
Colorado Ave & 31st Street	C (7)	F (58)	F (in through queue)	E (2)	E (20)	C (6)	C (9)	E (17)	E (in through queue)	E (12)	D (12)	D (in through queue)	
US24 EB On/Off Ramps & Manitou Avenue	B (1)	B (5)	Free	B (1)	B (4)	B (0)	N/A	B (2)	B (in through queue)	A (0)	A (1)	A (in through queue)	
US24 WB On/Off Ramps & Manitou Avenue	N/A	N/A	N/A	B (1)	N/A	B (3)	A (1)	A (3)	N/A	N/A	B (5)	A (1)	

Source: Wilson & Company, March 2008

5.1.2 Unsignalized Intersections

Exhibit 5-3 displays the worst critical movement or approach delay and corresponding LOS for each unsignalized intersection in the study area during the 2035 No Build PM peak hour. Cross-street movements at three of the four unsignalized intersections are forecasted to operate below the acceptable LOS D threshold in the PM peak hour. The northbound approaches on Ridge Road at both the US 24 and Colorado Avenue intersections are forecasted to experience excessive delay due to the heavy volume on US 24. The same is true for the southbound approach on Ridge Road at US 24.

EXHIBIT 5-32035 No Build PM Peak Hour Unsignalized Intersection Operations

Intersection	Critical Approach or Movement	Delay (seconds)	Level of Service
US24 & I-25 SB On Ramps	Westbound Left Turn	17.6	С
11004 0 B' 1	Northbound Approach	>100.0	F
US24 & Ridge Road	Southbound Approach	>100.0	F
Colorado Avenue & Ridge Road	Northbound Approach	>100.0	F

Source: Wilson & Company, March 2008

5.2 2035 US 24 Build Operations

5.2.1 Midland Expressway Alternative

Exhibit 5-4 displays the overall average seconds of delay and corresponding Level of Service (LOS) for each signalized intersection in the study area for the 2035 US 24 Expressway PM peak hour scenario. All of the intersections are forecasted to operate at or above the acceptable LOS D threshold in the PM peak hour with no queuing issues. The same is true for the two unsignalized intersections on the 15th Street overpass.

EXHIBIT 5-42035 Midland Expressway PM Peak Hour Signalized Intersection Operations

Intersection	Delay (seconds)	Level of Service
US24 & I-25 SPUI	30.3	D
US24 & 8th Street/Limit Street SPUI	33.8	D
US24 & 21st Street SPUI	24.5	С
US24 & 26th Street	32.4	С
US24 & 31st Street	35.0	D
US24 & Ridge Road	28.6	С
US24 EB On/Off Ramps & Manitou Avenue	10.0	В
US24 WB On/Off Ramps & Manitou Avenue	10.5	В

Source: Wilson & Company, June 2008

5.2.2 Freeway Alternative

Exhibit 5-5 displays the overall average seconds of delay and corresponding Level of Service (LOS) for each signalized intersection on the cross streets for the 2035 US 24 Freeway PM peak hour scenario. All of the evaluated intersections (to include the unsignalized intersections on the 15th Street overpass) are forecasted to operate at or above the acceptable LOS D threshold in the PM peak hour. Queue lengths are all acceptable and will not interfere with adjacent traffic streams.

EXHIBIT 5-52035 Freeway PM Peak Hour Signalized Intersection Operations

Intersection	Delay (seconds)	Level of Service
US24 & I-25 SPUI	38.2	D
US24 & 8th Street/Limit Street SPUI	37.7	D
US24 & 21st Street SPUI	29.6	С
US24 & 31st Street WB off-ramps	28.6	С
US 24 & 31st Street EB off-ramps	9.5	Α
US24 EB On/Off Ramps & Manitou Avenue	17.9	В
US24 WB On/Off Ramps & Manitou Avenue	15.0	В

Source: Wilson & Company, June 2008

5.2.3 Refined Expressway Alternative

Exhibit 5-6 displays the overall average seconds of delay and corresponding Level of Service (LOS) for each signalized intersection in the study area for the 2035 US 24 Refined Expressway PM peak hour scenario. All of the intersections (to include the unsignalized intersections on the 15th Street overpass) are forecasted to operate at or above the acceptable LOS D threshold in the PM peak hour. Queue lengths are all at acceptable levels.

EXHIBIT 5-62035 Refined Expressway PM Peak Hour Signalized Intersection Operations

Intersection	Delay (seconds)	Level of Service
US24 & I-25 SPUI	38.2	D
US24 & 8th Street/Limit Street SPUI	37.7	D
US24 & 21st Street SPUI	33.8	С
US24 & 26th Street	36.1	D
US24 & 31st Street	30.8	С
US24 EB On/Off Ramps & Manitou Avenue	17.9	В
US24 WB On/Off Ramps & Manitou Avenue	15.0	В

Source: Wilson & Company, March 2008

5.3 Corridor Travel Times

VISSIM, a microscopic, time step and behavior based traffic simulation model was the tool used to evaluate future traffic operations as defined by travel time for the US 24 Corridor. VISSIM has the ability to model urban arterial and freeway traffic operations. Vehicles are moved through the network based on a vehicle following model, in response to traffic control and demands. Interactions between vehicles and interruptions are explicitly modeled. Traffic simulation models were prepared for the 2035 No Build and Refined Expressway Alternatives to determine projected operating characteristics for the US 24 study area. The measures of effectiveness used to evaluate the alternatives were travel times and total system delay. Exhibit 5-7 shows the 2035 PM peak hour travel times for these two alternatives.

EXHIBIT 5-72035 PM Peak Hour Travel Times

		_	Travel Tim	ne (minutes)	% Difference
Facility	Limits	Direction	No Action	Refined Expressway	Compared to No Action
US 24	I-25 east ramps to	EB	14.3	8.5	-40.6%
332.	Manitou interchange	WB	17.8	8.6	-51.7%
8th Street	US 24 to Colorado	NB	4.8	2.0	-58.3%
	Ave	SB	1.9	2.0	5%
21st Street	US 24 to Colorado	NB	2.8	3.5	25%
	Ave	SB	1.7	1.5	-11.8%
26th Street	US 24 to Colorado	NB	2.0	1.4	-30%
	Ave	SB	1.7	1.3	-23.5%
31st Street	US 24 to Colorado	NB	7.7	1.0	-87%
	Ave	SB	1.5	1.0	-33%

Source: Wilson & Company, December 2008

The travel times for the No Build Alternative between the Manitou Avenue interchange and I-25 were reported to be approximately 14 minutes in the eastbound direction and 18 minutes in the westbound direction. The total projected system delay, including side streets, reported from VISSIM is 950 hours during the evening peak hour for the No Build Alternative.

The travel times for the Refined Expressway were reported to be approximately 8.5 minutes in both the eastbound and westbound directions between the Manitou Avenue interchange and I-25. This represents a decrease in travel times between 40 and 50 percent as compared to the No Build Alternative. The total projected system delay, including side streets, reported from VISSIM is 463 hours during the evening peak hour for this alternative, which represents a 50 percent reduction in delay as compared to the No Build Alternative.

All 2035 PM peak hour side street travel times for the Refined Expressway Alternative were reported to be generally consistent or lower than the 2035 No Build Alternative travel times. The most significant decreases were for northbound 8th and 31st Streets where average vehicle travel times were over 50 percent less than the No Build Alternative travel times.

6.0 Crash Expectancy

The traffic analysis included an effort to estimate the crashes expected for the 2035 No Build, 2035 Midland Expressway, and 2035 Freeway alternatives. The alternatives evaluation used the results of this analysis. In general, the No Build alternative is expected to experience approximately 355 crashes along this corridor. The Expressway alternative is expected to experience approximately 290 crashes, which is an 18 percent reduction from the No Build alternative. The Freeway alternative is expected to experience approximately 210 crashes, which is a 41 percent reduction from the No Build and a 28 percent reduction from the Expressway alternative. The Freeway alternative is predicted to have the fewest crashes because it eliminates two intersections and many of the conflict points at the other intersections. The following exhibit summarizes the results of the crash expectancy analysis. Appendix H contains a technical memorandum summarizing the crash analysis process and results.

EXHIBIT 6-1Crash Expectancy Summary

	Crashes Per Year										
Alternatives	Intersections/Interchanges	Segments	Total								
2005 Existing	126	188									
2035 No Build	270	86	356								
2035 Expressway	200	92	292								
2035 Freeway	126	86	212								

Source: Wilson & Company, March 2008

7.0 Findings

The traffic operations were analyzed for the existing (2005) and future (2035) volume scenarios. The existing US 24 configuration does not accommodate either the existing 2005 or the projected 2035 volumes with acceptable levels of service. Therefore, improvements need to be incorporated in order to accommodate the future 2035 volumes. The following describes each of the existing and future scenarios.

7.1 Existing

The existing four-lane Urban Principal Arterial with signalized and unsignalized access points, US 24 between Manitou Avenue and I-25 does not adequately service the existing volume demand. During peak hours, lengthy queues form on the US 24 approaches to the intersections with the longest delays experienced at the 8th and 21st Street intersections.

7.2 2035 No Build

The facility will operate more poorly during peak hours in the future with the existing geometric and access configuration. Under the 2035 demand scenario, the delays to some of the movements are excessive and lengthy queues result. These unacceptable operations suggest the need to develop alternatives which will accommodate the projected demand and minimize congestion.

7.3 2035 Midland Expressway Alternative

The Midland Expressway Alternative provides acceptable intersection operations for the study corridor. This alternative improves operations over the No Build alternative by reducing average delay at the signalized intersections anywhere from 199 to 600 percent. It upgrades the most congested intersection, 8th Street, to an interchange and then adds through and turn lanes to the rest of the corridor to the west to increase capacity to meet demand. It includes a 15th Street overpass which provides another route to travel north-south across US 24 and directional ramps between US 24 and I-25 which reduces the volume through the intersection with the I-25 ramps.

7.4 2035 Freeway Alternative

The Freeway Alternative provides the fastest travel times along the corridor. It upgrades the 8th, 21st, and 31st Street intersections to interchanges and increases the number of lanes east of 21st Street to add capacity to meet the demand. Grade separating the intersections serves to reduce the number of vehicles entering the intersection and reduces the number of conflicting movements, thereby improving operations over the No Build alternative. This enables the intersections to operate more efficiently and provide a higher level of service. More free-flow movements along the corridor result in higher travel speeds and shorter

travel times. The alternative includes a 15th Street overpass which provides another route to travel north-south across US 24 and directional ramps between US 24 and I-25 which reduces the volume through the intersection with the I-25 ramps.

7.5 2035 Refined Expressway Alternative

The US 24 Build Alternative blends elements from both the Midland Expressway and Freeway Alternatives by grade separating 8th and 21st Streets and maintaining at-grade intersections at 26th and 31st Streets. It also adds an overpass at Ridge Road. This alternative accommodates the projected 2035 demand and provides acceptable levels of service to all movements at each of the study area intersections.

7.6 Summary of Findings

Exhibit 7-1 compares the operations and crash expectancy of the scenarios. The No Build scenario intersections that experience LOS E or F do not meet the study criteria for LOS D operations in the peak hours. The No Build alternative also has the highest crash expectancy. All three build alternatives will accommodate all of the movements at each intersection with LOS D or better, meeting the study criteria for level of service. From a crash expectancy perspective, the US 24 Freeway Alternative is likely to experience a fewer number of crashes than the US 24 Refined Expressway Alternative.

EXHIBIT 7-1Summary of Alternative Operations

	ı	Projected Operations	Per Alternative)	
	2005 Existing	2035 No Build	2035 Expressway	2035 Freeway	2035 Refined Expressway
Crash Expectation Per Year	188	356	292	212	No Analysis
Level of Service (Average Delay)	(AM/PM)	РМ	PM	PM	PM
I-25 NB Ramps	D (37.8) / D (44.2)	E (70.6)			
I-25 SB Ramps	B(10.1) / C (25.7)	C (34.0)			
I-25 SPUI			D (30.3)	D (38.2)	D (38.2)
8th St Intersection	F (115.9) / E (59.5)	E (67.3)			
8th St SPUI			D (33.8)	D (37.7)	D (37.7)
21st St Intersection	F (89.3) / D (40.2)	E (64.9)			
21st St SPUI			C (24.5)	C (29.6)	C (33.8)
26th St Intersection	D (39.9) / B (16.9)	C (22.6)	C (32.4)		D (36.1)
31st St Intersection	C (30.7) / C (28.3)	F (211.3)	D (35.0)		C (30.8)
31ST WB Ramps				C (28.6)	
31ST EB Ramps				A (9.5)	
Ridge Rd NB / SB Approaches	F(79.9/103.2) / F(169.3/209.5)	F (>200) / F (>200)	C (28.6)	No Access	No Access
Manitou Ave EB Ramps	B (10.4) / A (7.2)	B (10.8)	B (10.5)	B (17.9)	B (17.9)
Manitou Ave WB Ramps	B (10.6) / A (8.7)	B (10.0)	B (10.0)	B (15.0)	B (15.0)

Source: CH2M HILL and Wilson & Company, July 2008

8.0 References

Transportation Research Board, 1982. National Cooperative Highway Research Program (NCHRP) Report 255.

Transportation Research Board, 2000. Highway Capacity Manual, Special Report 209.

Map of US 24, retrieved on December 10, 2008 from *website* http://maps.google.com/maps?f=q&hl=en&geocode=&q=colorado+springs&sll=37.0625,-95.677068&sspn=38.775203,67.5&ie=UTF8&ll=38.841379,-104.865017&spn=0.035699,0.065918&z=14



All Traffic Data Services, Inc.

9660 W 44th Ave

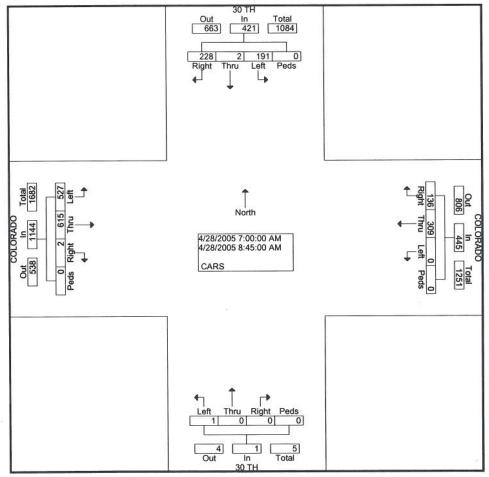
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 30TH&COLORADOAM

Site Code : 00000000 Start Date : 4/28/2005

Crounc	Printed-	CARC

		30 South					RADO bound				TH bound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	16	0	31	0	0	16	14	0	0	0	0	0	59	55	0	0	191
07:15 AM	17	0	27	0	0	24	6	0	0	0	0	0	61	61	0	0	196
07:30 AM	25	0	29	0	0	31	26	0	0	0	0	0	63	85	0	0	259
07:45 AM	31	1	37	0	0	54	23	0	0	0	0	0	96	105	0	0	347
Total	89	1	124	0	0	125	69	0	0	0	0	0	279	306	0	0	993
08:00 AM	36	0	28	0	0	47	13	0	0	0	0	0	72	82	2	0	280
08:15 AM	25	1	24	0	0	43	20	0	0	0	0	0	72	71	0	0	256
08:30 AM	18	0	27	0	0	44	17	0	1	0	0	0	53	81	0	0	241
08:45 AM	23	0	25	0	0	50	17	0	0	0	0	0	51	75	0	0	241
Total	102	1	104	0	0	184	67	0	1	0	0	0	248	309	2	0	1018
Grand Total	191	2	228	0	0	309	136	0	1	0	0	0	527	615	2	0	201
Apprch %	45.4	0.5	54.2	0.0	0.0	69.4	30.6	0_0	100.	0.0	0.0	0.0	46.1	53.8	0.2	0.0	
Total %	9.5	0.1	11.3	0.0	0.0	15.4	6.8	0.0	0.0	0.0	0.0	0.0	26.2	30.6	0.1	0.0	

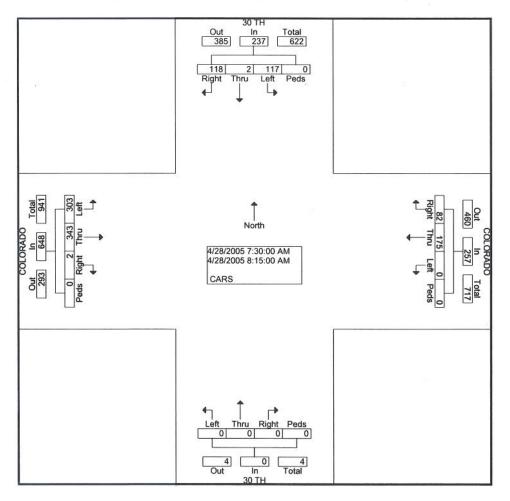


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 30TH&COLORADOAM

Site Code : 00000000 Start Date : 4/28/2005

		Sc	30 Thouthbo			COLORADO Westbound				30 TH Northbound					COLORADO Eastbound						
Start Time	Left	Thr u	ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1							- 2			10				
Intersecti on	07:30	MA (
Volume	117	2	118	0	237	0	175	82	0	257	0	0	0	0	0	303	343	2	0	648	1142
Percent	49. 4	8.0	49. 8	0.0		0.0	68. 1	31. 9	0.0		0.0	0.0	0.0	0.0		46. 8	52. 9	0.3	0.0	300	
07:45 Volume Peak	31	1	37	0	69	0	54	23	0	77	0	0	0	0	. 0	96	105	0	0	201	347 0.82
Factor	07.46					07.4	- ^ ^ 4				0.45.	00 414				07.41					0.02
High Int.	07:45	AIVI 1	27	0	60	07:45	54	22	0	77	100000000000000000000000000000000000000	00 AM		0		07:45		0	0	201	
Volume Peak Factor	31	1	37	0	69 0.85 9	U	54	23	0	77 0.83 4	0	0	0	0	U	96	105	0	0	201 0.80 6	



Wheat Ridge, CO 80033

File Name: 30TH&COLORADOAM

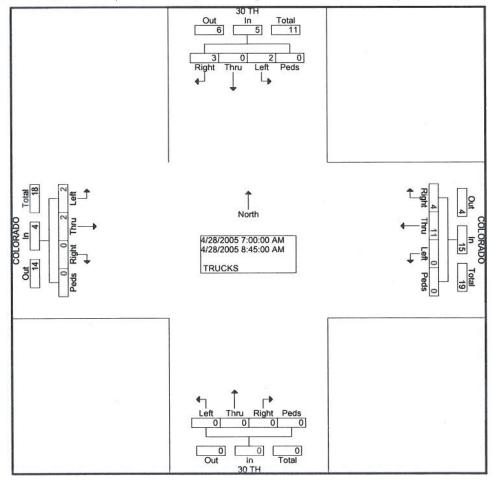
www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/28/2005

Page No : 1

Groups Printed-TRUCKS

		30 South				COLO				30 Northl					RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	3
07:15 AM	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	4
07:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	0	6	3	0	0	0	0	0	1	1	0	0	12
08:00 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	1	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	4
08:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
Total	1	0	3	0	0	5	1	0	0	0	0	0	1	1	0	0	12
Grand Total	2	0	3	0	0	11	4	0	0	0	0	0	2	2	0	0	24
Apprch %	40.0	0.0	60.0	0.0	0.0	73.3	26.7	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	
Total %	8.3	0.0	12.5	0.0	0.0	45.8	16.7	0.0	0.0	0.0	0.0	0.0	8.3	8.3	0.0	0.0	

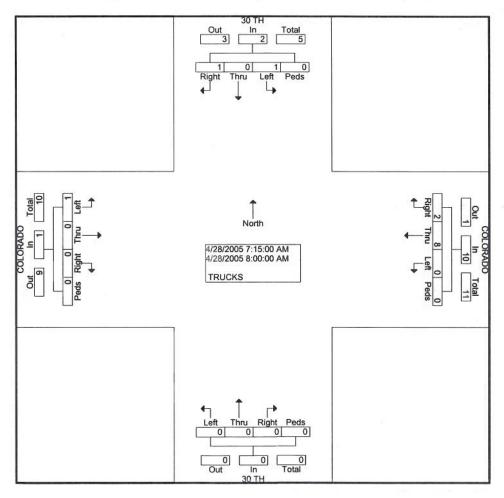


Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 30TH&COLORADOAM

a.net Site Code: 00000000

Start Date: 4/28/2005

		So	30 Th uthbo					LOR/ estbo					30 Th orthbo					LOR/ astbou			
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour I	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1									0 20					
Intersecti on	07:15	5 AM																			
Volume	1	0	1	0	2	0	8	2	0	10	0	0	0	0	0	1	0	0	0	1	13
Percent	50. 0	0.0	50. 0	0.0		0.0	80. 0	20. 0	0.0		0.0	0.0	0.0	0.0		100	0.0	0.0	0.0		
08:00 Volume Peak Factor	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0.81
High Int.	07:45	5 AM				07:15	5 AM				6:45:	00 AN	1			07:15	5 AM				
Volume Peak Factor	1	0	0	0	0.50 0	0	2	1	0	3 0.83 3	0	0	0	0	0	1	0	0	0	0.25 0	



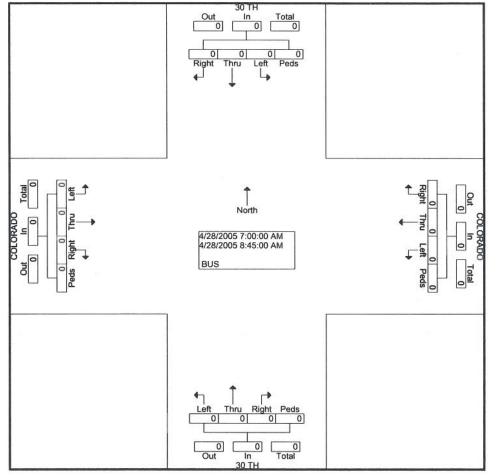
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 30TH&COLORADOAM

Site Code : 00000000 Start Date: 4/28/2005

Groups	Printed-	BUS

	М	30 South				COLO	RADO cound			30 North					RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Grand Total Apprch % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0.0	0.0	C

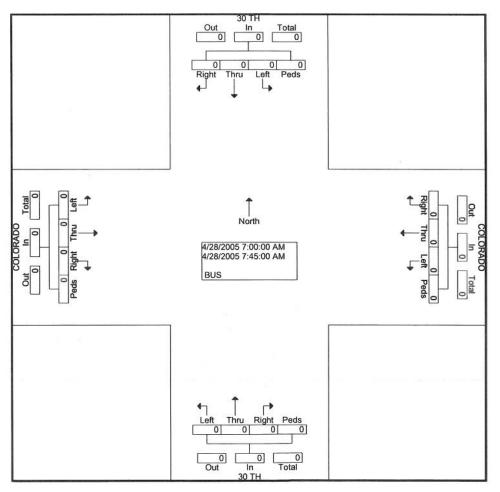


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 30TH&COLORADOAM

Site Code : 00000000 Start Date: 4/28/2005

			30 TF	5.00				LORA					30 TF					LORA			
		50	uthbo				VV	estbo				NC	rthbo	-			E	astbou			
Start Time	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	Ped	App. Total	Int Tota
eak Hour F	rom 0	7:00 A	M to	08:45	THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO I	eak 1	of 1														
Intersecti on	07:00	AM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	1	0.0	0.0	0.0	0.0	113	
07:45 Volume Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Factor																					///
High Int. Volume Peak Factor	6:45:	00 AM				6:45:	00 AM	İ			6:45:	00 AN	Î.			6:45:	00 AN	1			



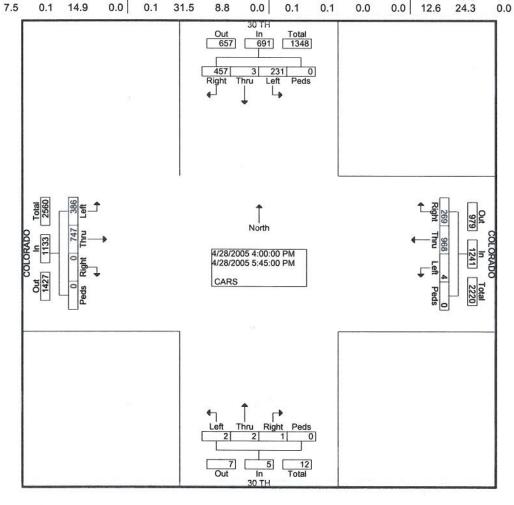
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 30TH&COLORADOPM

Site Code : 00000000

Start Date : 4/28/2005

							Group	s Printe	d- CAR	S		3					
		17070	TH bound			COLO West	RADO bound			30 Northi	TH bound				RADO		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	25	0	38	0	0	120	23	0	0	1	1	0	53	86	0	0	347
04:15 PM	21	0	50	0	0	113	33	0	1	0	0	0	33	100	0	0	351
04:30 PM	23	3	54	0	0	103	28	0	0	0	0	0	58	87	0	0	356
04:45 PM	29	0	72	0	0	101	29	0	1	0	0	0	45	93	0	0	370
Total	98	3	214	0	0	437	113	0	2	1	1	0	189	366	0	0	1424
05:00 PM	32	0	58	0	0	127	31	0	0	1	0	0	35	98	0	0	382
05:15 PM	37	0	63	0	2	120	42	0	0	0	0	0	59	93	0	0	416
05:30 PM	26	0	57	0	2	135	35	0	0	0	0	0	41	97	0	0	393
05:45 PM	38	0	65	0	0	149	48	0	0	0	0	0	62	93	0	0	455
Total	133	0	243	0	4	531	156	0	0	1	0	0	197	381	0	0	1646
Grand Total	231	3	457	0	4	968	269	0	2	2	1	0	386	747	0	0	3070
Apprch %	33.4	0.4	66.1	0.0	0.3	78.0	21.7	0.0	40.0	40.0	20.0	0.0	34.1	65.9	0.0	0.0	
Total %	7.5	0.1	14.9	0.0	0.1	31.5	8.8	0.0	0.1	0.1	0.0	0.0	12.6	24.3	0.0	0.0	



All Traffic Data Services, Inc.

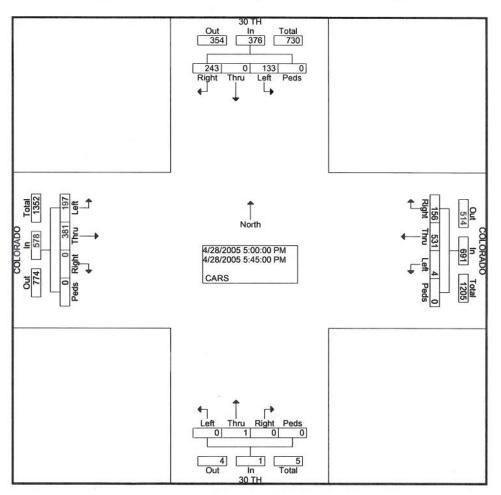
9660 W 44th Ave Wheat Ridge, CO 80033

www.alltrafficdata.net

File Name: 30TH&COLORADOPM

Site Code : 00000000 Start Date : 4/28/2005

			30 Th				CC	LORA	NDO			700	30 TH	1			CC	LORA	ADO		
		Sc	uthbo	und			W	estbo	und		l.	No	rthbo	und			E	astbou	und		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 I	PM to	05:45	PM - P	eak 1	of 1														
Intersecti on	05:00	PM																			
Volume	133	0	243	0	376	4	531	156	0	691	0	1	0	0	1	197	381	0	0	578	1646
Percent	35. 4	0.0	64. 6	0.0		0.6	76. 8	22. 6	0.0		0.0	100	0.0	0.0		34. 1	65. 9	0.0	0.0	180	
05:45 Volume Peak	38	0	65	0	103	0	149	48	0	197	0	0	0	0	0	62	93	0	0	155	455 0.90
Factor																					0.90
High Int.	05:45	5 PM				05:45	5 PM				05:00	PM				05:45	5 PM				
Volume	38	0	65	0	103	0		48	0	197	0	1	0	0	1	62	93	0	0	155	
Peak					0.91					0.87	110719				0.25	1005.003	1.000000	20070	977	0.93	2
Factor					3					7					0					2	



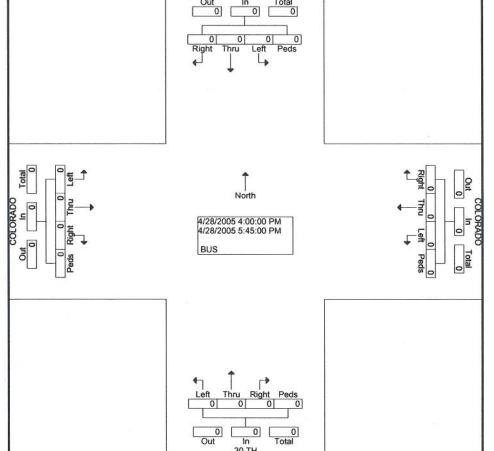
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 30TH&COLORADOPM

Site Code : 00000000

Start Date : 4/28/2005 Page No : 1

							1000	122314 53	101 (1175-1271)		F 6	ige ivo		1			
								ps Printe	ed- BUS								
			TH				RADO				TH				RADO		
		South	bound			West	bound			North	bound			East	pound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %				l								1					
							Out	30 TH In	Tota						\neg		
										0							
															- 1		
							0	0	0	0					- 1		
							T	Thru L	eft Ped	is					- 1		
						1	4	↓	-						- 1		
															- 1		
	1														- 1		

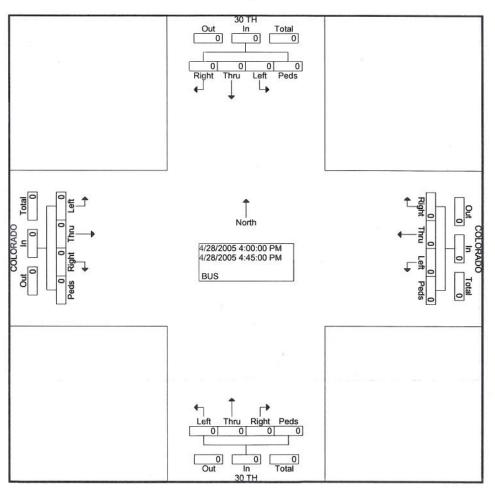


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 30TH&COLORADOPM

Site Code : 00000000 Start Date : 4/28/2005

			30 Thuthbo	17.0				LOR/					30 Th				10000	LOR/			
Start Time	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht		App. Total	Int. Total
Peak Hour F	rom 0			05:45		eak 1				10101		<u> </u>			rotar		<u> </u>	110		Total	Total
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																					0.00
Factor High Int. Volume Peak	3:45:	00 PM				3:45:	00 PM				3:45:	00 PM	1			3:45:	00 PM	ı			
Factor																					



Wheat Ridge, CO 80033 www.alltrafficdata.net

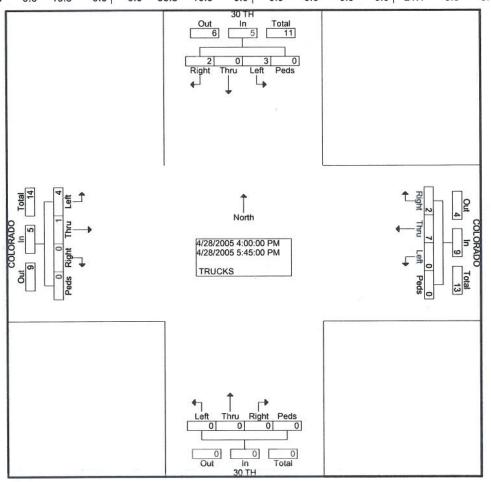
File Name: 30TH&COLORADOPM

Site Code : 00000000 Start Date : 4/28/2005

Page No : 1

Groups Printed-TRUCKS

		30 South				COLO				30 North	TH bound		V		RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	1	0	0	5	2	0	0	0	0	0	0	1	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	0	2	0	0	0	0	0	0	4	0	0	0	8
Grand Total	3	0	2	0	0	7	2	0	0	0	0	0	4	1	0	0	19
Apprch %	60.0	0.0	40.0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	
Total %	15.8	0.0	10.5	0.0	0.0	36.8	10.5	0.0	0.0	0.0	0.0	0.0	21.1	5.3	0.0	0.0	



9660 W 44th Ave Wheat Ridge, CO 80033

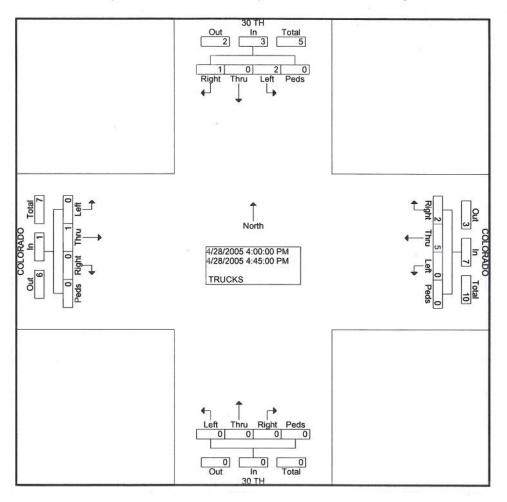
www.alltrafficdata.net

File Name: 30TH&COLORADOPM

Site Code : 00000000

Start Date : 4/28/2005 Page No : 2

		So	30 Thuthbo	und				LOR/ estbo	und				30 Th				75/65	LORA			160 - 1
Start	Left	Thr	Rig		App.	Left	Thr	Rig	Ped	App.	Left	Thr	-	Ped	App.	Left	Thr		Ped	App.	_Int.
Time		u	ht	S	Total		u	ht	S	Total		u	ht	S	Total		u	ht	S	Total	Total
Peak Hour f	rom 0	14:00 F	M to	05:45	PM - P	eak 1 d	of 1				0					p ==				500.00	
Intersecti on	04:00	PM																			
Volume	2	0	1	0	3	0	5	2	0	7	0	0	0	0	0	0	1	0	0	1	11
Percent	66. 7	0.0	33. 3	0.0		0.0	71. 4	28. 6	0.0		0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		
04:00 Volume	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Peak Factor																				7,000	0.55
High Int.	04:00	PM				04:00	PM				3:45:	00 PM	1			04:15	5 PM				
Volume	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	
Peak Factor					0.37					0.58						100				0.25	



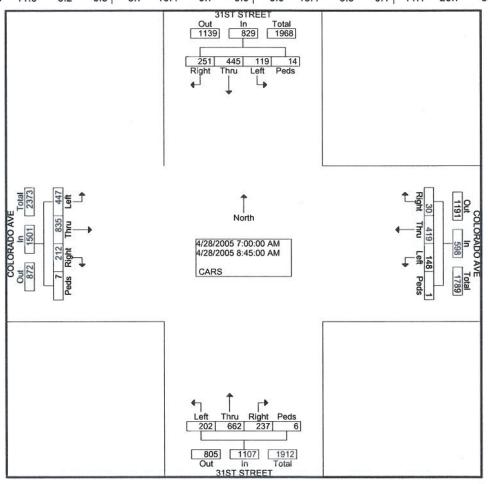
Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 31ST&COLORADOAM

Site Code : 00000000 Start Date : 4/28/2005

Page No : 1

Groups Printed- CARS

		31ST S	TREET		C	OLOR4	ADO AV	F		31ST S	TREET		C	OLORA	DO AV	F	
			bound		·		oound	-		North			Ü		ound	_	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	10	50	21	0	22	34	3	0	14	82	31	2	48	65	34	0	416
07:15 AM	12	64	44	5	18	46	2	0	23	100	32	0	59	114	22	0	541
07:30 AM	13	65	29	4	15	41	7	0	19	105	33	1	69	129	42	1	573
07:45 AM	23	74	33	1	33	72	4	0	33	110	34	0	77	158	20	1	673
Total	58	253	127	10	88	193	16	0	89	397	130	3	253	466	118	2	2203
08:00 AM	20	62	43	2	14	51	5	1	26	83	31	2	57	95	28	2	522
08:15 AM	12	39	26	1	15	54	3	0	26	74	27	0	60	96	21	0	454
08:30 AM	13	55	32	1	13	65	3	0	25	64	28	0	39	102	23	1	464
08:45 AM	16	36	23	0	18	56	3	0	36	44	21	1	38	76	22	2	392
Total	61	192	124	4	60	226	14	1	113	265	107	3	194	369	94	5	1832
Grand Total	119	445	251	14	148	419	30	1	202	662	237	6	447	835	212	7	4035
Apprch %	14.4	53.7	30.3	1.7	24.7	70.1	5.0	0.2	18.2	59.8	21.4	0.5	29.8	55.6	14.1	0.5	
Total %	2.9	11.0	6.2	0.3	3.7	10.4	0.7	0.0	5.0	16.4	5.9	0.1	11.1	20.7	5.3	0.2	



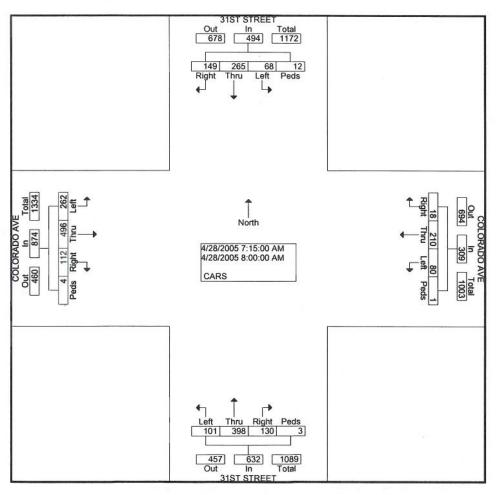
Wheat Ridge, CO 80033

File Name: 31ST&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/28/2005

			T STF					ORAD estbo	O AVE				T STF					ORAD	O AVE		
Start Time	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr			App. Total	Left	Thr	Rig ht		App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45		eak 1	of 1		A TOTAL								-				
Intersecti on	07:15	5 AM																			
Volume	68	265	149	12	494	80	210	18	1	309	101	398	130	3	632	262	496	112	4	874	2309
Percent	13. 8	53. 6	30. 2	2.4		25. 9	68. 0	5.8	0.3		16. 0	63. 0	20.	0.5		30. 0	56. 8	12. 8	0.5		
07:45 Volume Peak Factor	23	74	33	1	131	33	72	4	0	109	33	110	34	0	177	77	158	20	1	256	673 0.8
High Int.	07:45	5 AM				07:45	5 AM				07:45	5 AM				07:45	5 AM				
Volume Peak Factor	23	74	33	1	131 0.94 3	33	72	4	0	109 0.70 9	33	110	34	0	177 0.89 3	77	158	20	1	256 0.85 4	



Wheat Ridge, CO 80033 www.alltrafficdata.net

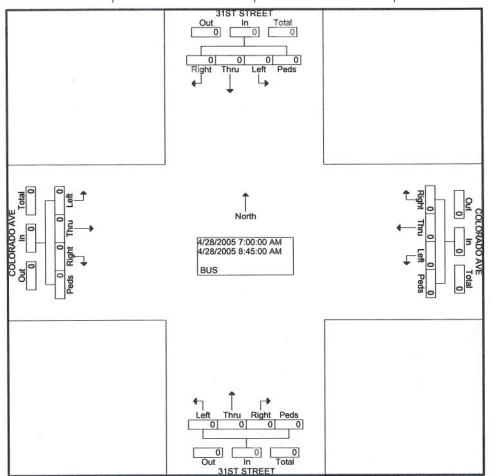
File Name: 31ST&COLORADOAM

Site Code : 00000000 Start Date: 4/28/2005

Page No : 1

			TREET bound		С		DO AV	E	114		TREET bound		COLORADO AVE Eastbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	т	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		

0.0 **Grand Total** 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 Apprch % Total % 0.0 0.0 0.0 0.0 0.0

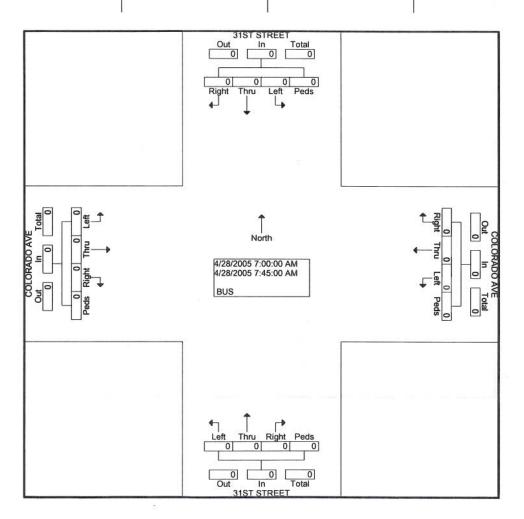


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 31ST&COLORADOAM

Site Code : 00000000 Start Date : 4/28/2005

			T STF uthbo				COLC	ORAD estbo					T STF	157			COLC	ORAD astbou			
Start Time	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00 A	-	-	animeters and the second	eak 1	-	110	- 0	Total		<u>u</u>	110	3	Total		u	110	3	Total	Total
Intersecti on	07:00	MA (
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0.00
Factor High Int. Volume Peak Factor	6:45:	00 AM				6:45:	00 AM				6:45:	00 AM	ĺ			6:45:	00 AM	ļ		,	



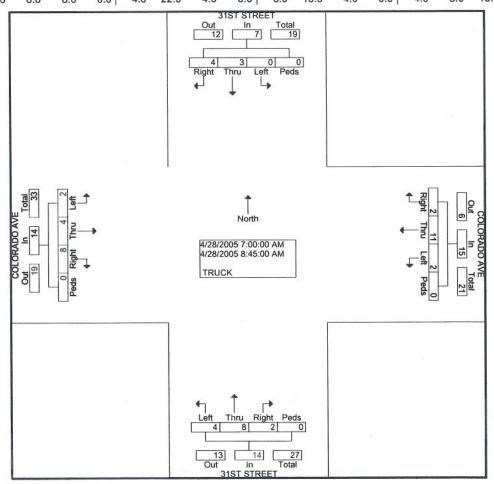
Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 31ST&COLORADOAM

Site Code : 00000000 Start Date : 4/28/2005

Page No : 1

Groups Printed- TRUCK

	-3	31ST S South	TREET bound		C	OLORA West	DO AV	E		31ST S Northb			С	OLORA Eastb	DO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
07:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	1	1	1	0	7
** BREAK ***																	
07:45 AM	0	3	0	0	0	2	0	0	0	2	0	0	0	0	0	0	7
Total	0	3	2	0	0	5	0	0	0	4	0	0	1	1	1	0	17
08:00 AM	0	0	0	0	0	3	1	0	0	2	1	0	0	0	3	0	10
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	4
08:45 AM	0	0	1	0	2	2	1	0	3	1	1	0	1	3	3	0	18
Total	0	0	2	0	2	6	2	0	4	4	2	0	1	3	7	0	33
Grand Total	0	3	4	0	2	11	2	0	4	8	2	0	2	4	8	0	50
Apprch %	0.0	42.9	57.1	0.0	13.3	73.3	13.3	0.0	28.6	57.1	14.3	0.0	14.3	28.6	57.1	0.0	
Total %	0.0	6.0	8.0	0.0	4.0	22.0	4.0	0.0	8.0	16.0	4.0	0.0	4.0	8.0	16.0	0.0	



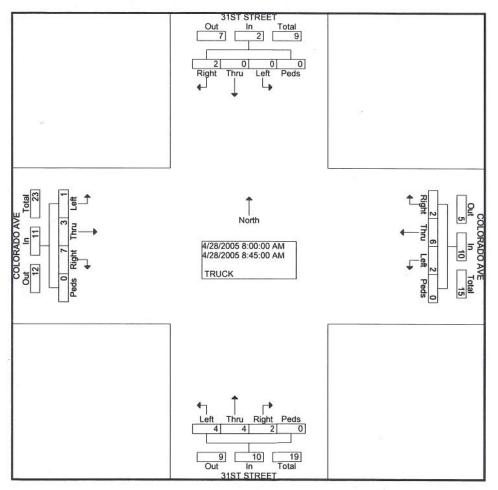
9660 W 44th Ave Wheat Ridge, CO 80033

www.alltrafficdata.net

File Name: 31ST&COLORADOAM

Site Code : 00000000 Start Date : 4/28/2005

			T STF				COLC	ORAD(estbou					T STF					RAD	O AVE		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int Tota
eak Hour F	rom 0	7:00 /	AM to	08:45	AM - P	eak 1	of 1	-													
Intersecti on	08:00	AM (2 3.000 A 1 = 0.0															
Volume	0	0	2	0	2	2	6	2	0	10	4	4	2	0	10	1	3	7	0	11	3
Percent	0.0	0.0	100	0.0		20. 0	60. 0	20.	0.0		40. 0	40. 0	20. 0	0.0	30 8090	9.1	27. 3	63. 6	0.0		
08:45 Volume Peak	0	0	1	0	1	2	2	1	0	5	3	1	1	0	5	1	3	3	0	7	1 0.
Factor High Int.	08:15	LAN.				08:45	NAA.				08:45	AAA				08:45					
Volume	00.10	O O	1	0	1	2	2	1	0	5	3	1	1	0	5	100.40	3	3	0	7	
Peak	U	U		U	0.50		2	a 8	U	0.50	3			U	0.50	,	3	3	U	0.39	
Factor					0					0					0					3	



Wheat Ridge, CO 80033 www.alltrafficdata.net

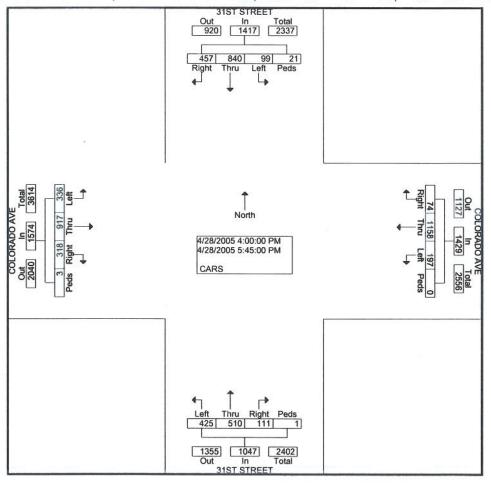
File Name: 31ST&COLORADOPM

Site Code : 00000000 Start Date : 4/28/2005

Page No : 1

Groups Printed- CARS

	= 1	DO AVI	NORA	C	T	TREET	31ST S		s Printed	DO AVI	OLORA	C		TREET	31ST S		
	-		Eastb	O.			North		-		West	Ŭ	-		South		
Ir Tot	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Start Time
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Factor
63	0	31	108	48	1	19	68	46	0	4	123	29	1	42	92	18	04:00 PM
67	1	29	117	39	0	5	66	48	0	7	143	31	2	69	110	7	04:15 PM
70	0	50	119	52	0	29	48	53	0	9	139	24	1	56	114	12	04:30 PM
76	0	47	108	47	0	17	69	65	0	6	184	25	2	57	118	18	04:45 PM
277	1	157	452	186	1	70	251	212	0	26	589	109	6	224	434	55	Total
70	0	46	133	33	0	14	61	54	0	6	151	19	6	56	110	11	05:00 PM
72	0	30	121	39	0	11	66	61	0	20	167	26	0	49	123	12	05:15 PM
65	1	45	102	40	0	11	63	50	0	8	141	23	7	65	85	11	05:30 PM
61	1	40	109	38	0	5	69	48	0	14	110	20	2	63	88	10	05:45 PM
269	2	161	465	150	0	41	259	213	0	48	569	88	15	233	406	44	Total
546	3	318	917	336	1	111	510	425	0	74	1158	197	21	457	840	99	Grand Total
	0.2	20.2	58.3	21.3	0.1	10.6	48.7	40.6	0.0	5.2	81.0	13.8	1.5	32.3	59.3	7.0	Apprch %
	0.1	5.8	16.8	6.1	0.0	2.0	9.3	7.8	0.0	1.4	21.2	3.6	0.4	8.4	15.4	1.8	Total %



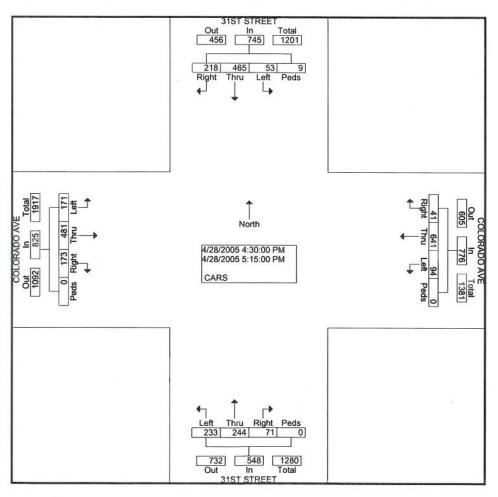
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 31ST&COLORADOPM

Site Code : 00000000

Start Date: 4/28/2005

		31ST STREET Southbound Thr Rig Ped App.						ORAD estbo	O AVE			10,000	T STF								
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom (4:00 I	PM to	05:45	PM - P	eak 1	of 1									e:		-			
Intersecti on	04:30	PM																			
Volume	53	465	218	9	745	94	641	41	0	776	233	244	71	0	548	171	481	173	0	825	2894
Percent	7.1	62. 4	29. 3	1.2		12. 1	82. 6	5.3	0.0		42. 5	44. 5	13. 0	0.0		20. 7	58. 3	21.	0.0		
04:45 Volume Peak Factor	18	118	57	2	195	25	184	6	0	215	65	69	17	0	151	47	108	47	0	202	763 0.9
High Int.	04:45	5 PM				04:45	5 PM				04:45	5 PM				04:30	PM				=
Volume Peak Factor	18	118	57	2	195 0.95 5	25	184	6	0	215 0.90 2	65	69	17	0	151 0.90 7	52	119	50	0	221 0.93 3	



Wheat Ridge, CO 80033 www.alltrafficdata.net

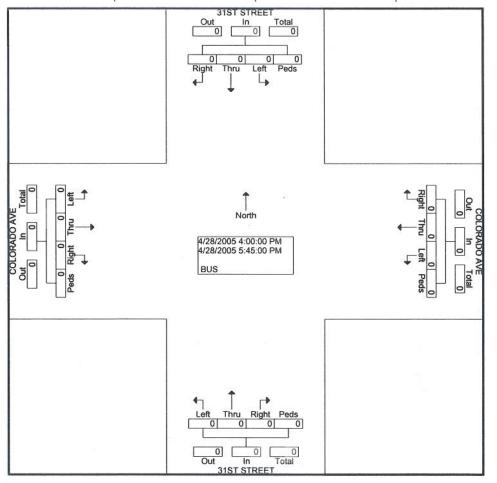
File Name: 31ST&COLORADOPM

fficdata.net Site Code: 00000000

Start Date : 4/28/2005

C	Printed-	DITE
Grouns	Printen-	D(1)

			TREET bound		С		NDO AV	E			TREET oound		С		ADO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor * BREAK ***	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Grand Total Apprch % Total %	0.0	0 0.0	0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0



Wheat Ridge, CO 80033

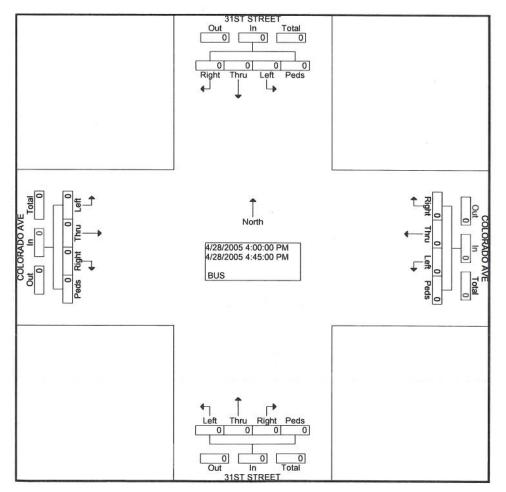
File Name: 31ST&COLORADOPM

www.alltrafficdata.net

Site Code : 00000000

Start Date : 4/28/2005

			T STF uthbo					ORAD	O AVE				T STF					ORAD	O AVE		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
ak Hour F	From 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1											-			
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	1,100	
04:45 Volume Peak Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
High Int. Volume Peak Factor	3:45:	00 PM	I			3:45:	00 PM	Г			3:45:	00 PM	ľ.			3:45:	00 PM	ı			



Wheat Ridge, CO 80033 www.alltrafficdata.net

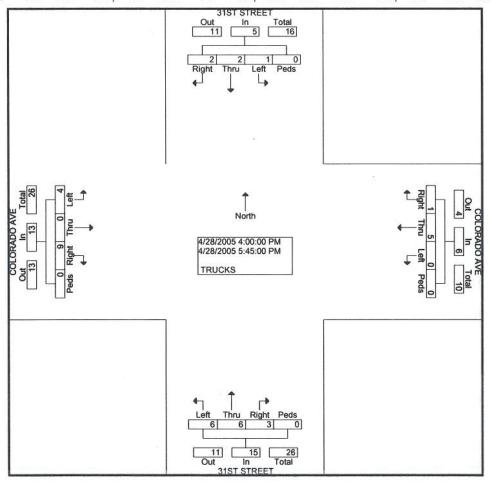
File Name: 31ST&COLORADOPM

Site Code : 00000000 Start Date : 4/28/2005

Page No : 1

Groups Printed- TRUCKS

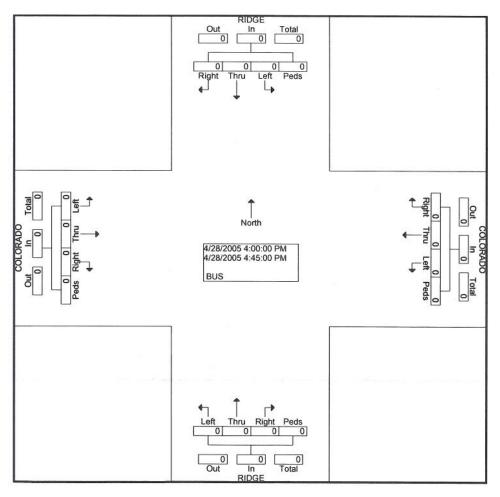
		31ST S South	TREET bound		С	OLORA West	ADO AV pound	E	7.		TREET bound		С		DO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	0	1	0	1	2	1	0	0	0	1	0	(
04:15 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	2	0	
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	1	0	0	1	2	2	0	0	0	4	0	10
Total	0	1	0	0	0	2	1	0	4	5	3	0	0	0	7	0	23
05:00 PM	0	0	0	0	0	1	. 0	0	0	0	0	0	2	0	0	0	
05:15 PM	1	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	
05:30 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	33
05:45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	
Total	1	1	2	0	0	3	0	0	2	1	0	0	4	0	2	0	1
Grand Total	1	2	2	0	0	5	1	0	6	6	3	0	4	0	9	0	3
Apprch %	20.0	40.0	40.0	0.0	0.0	83.3	16.7	0.0	40.0	40.0	20.0	0.0	30.8	0.0	69.2	0.0	
Total %	2.6	5.1	5.1	0.0	0.0	12.8	2.6	0.0	15.4	15.4	7.7	0.0	10.3	0.0	23.1	0.0	



Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOPM www.alltrafficdata.net Site Code: 00000000

Start Date : 4/28/2005

			RIDG uthbo	757				LORA					RIDG	20 33 acres				LORA	-		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
eak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1														
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100	0.0	0.0	0.0	0.0	1000	950
04:45 Volume Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Factor																					0.00
High Int. Volume Peak Factor	3:45:	00 PM	Í			3:45:	00 PM				3:45:	00 PM	ı			3:45:	00 PM	ı			



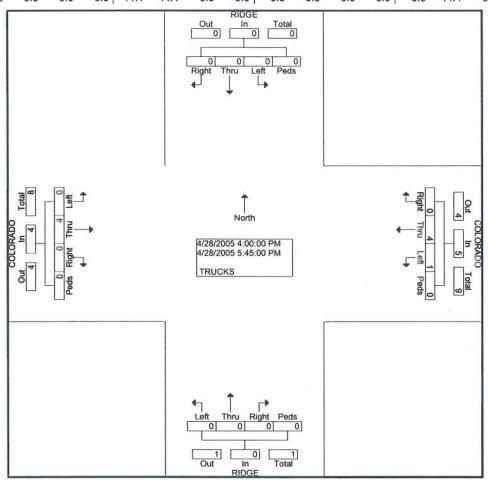
Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOPM

www.alltrafficdata.net Site Code: 00000000

Start Date : 4/28/2005

Grouns	Printed-	TRUCKS
CIUUDS	I IIIIICCU-	HOUNG

		RID South					RADO				GE bound				RADO		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
04:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	3	0	0	7
05:00 PM *** BREAK ***	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Grand Total	0	0	0	0	1	4	0	0	0	0	0	0	0	4	0	0	9
Apprch %	0.0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	

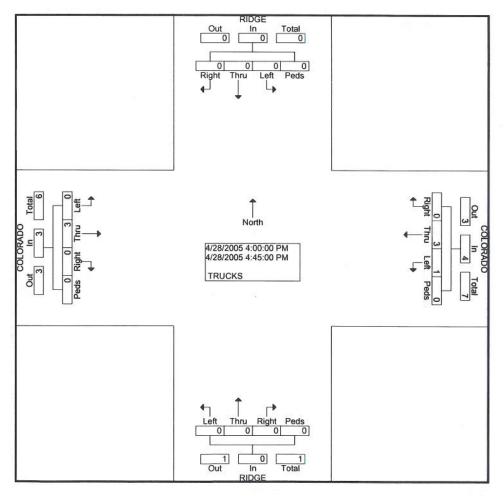


Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOPM

www.alltrafficdata.net Site Code: 00000000

Start Date : 4/28/2005

			RIDGI uthbo					LOR/ estbo					RIDG					LOR/			
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1					-									
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	7
Percent	0.0	0.0	0.0	0.0		25. 0	75. 0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100	0.0	0.0	71	
04:15 Volume Peak Factor	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0.8
High Int.	3:45:	00 PM				04:15	PM				3:45:	00 PN	ĺ			04:00	PM			14 1	
Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	
Peak										0.50										0.75	
Factor										0										0	100



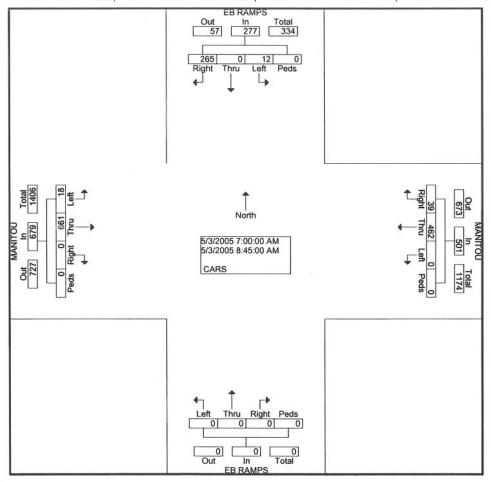
Wheat Ridge, CO 80033File Name: EBRAMPS&MANITOUAM

www.alltrafficdata.net Site Code : 00000000 Start Date : 5/3/2005

Page No : 1

Groups Printed- CARS

		EB RA	AMPS			MAN	ITOU			EB RA	AMPS			MAN	ITOU		
		South	bound			West	oound			North	oound			Eastb	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	22	0	0	32	6	0	0	0	0	0	0	56	0	0	116
07:15 AM	1	0	47	0	0	75	4	0	0	0	0	0	0	83	0	0	210
07:30 AM	2	0	32	0	0	62	7	0	0	0	0	0	2	123	0	0	228
07:45 AM	2	0	53	0	0	85	3	0	0	0	0	0	5	100	0	0	248
Total	5	0	154	0	0	254	20	0	0	0	0	0	7	362	0	0	802
08:00 AM	0	0	46	0	0	71	4	0	0	0	0	0	6	75	0	0	202
08:15 AM	2	0	23	0	0	43	5	0	0	0	0	0	3	75	0	0	151
08:30 AM	2	0	20	0	0	40	4	0	0	0	0	0	0	85	0	0	151
08:45 AM	3	0	22	0	0	54	6	0	0	0	0	0	2	64	0	0	151
Total	7	0	111	0	0	208	19	0	0	0	0	0	11	299	0	0	655
Grand Total	12	0	265	0	0	462	39	0	0	0	0	0	18	661	0	0	1457
Apprch %	4.3	0.0	95.7	0.0	0.0	92.2	7.8	0.0	0.0	0.0	0.0	0.0	2.7	97.3	0.0	0.0	
Total %	0.8	0.0	18.2	0.0	0.0	31.7	2.7	0.0	0.0	0.0	0.0	0.0	1.2	45.4	0.0	0.0	

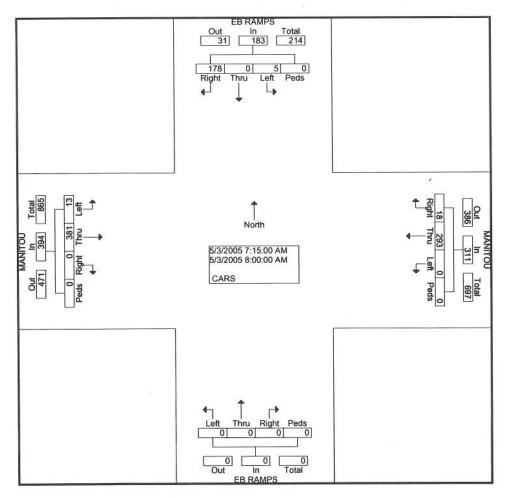


Wheat Ridge, CO 8003 File Name: EBRAMPS&MANITOUAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

			RAM outhbo					ANIT(RAM orthbo	und				ANITO	ınd		
Start Time	Left	Thr	Rig ht	s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00 /	AM to	08:45	AM - P	eak 1	of 1														
Intersecti on	07:15	AM														15550				5,980,002	
Volume	5	0	178	0	183	0	293	18	0	311	0	0	0	0	0	13	381	0	0	394	888
Percent	2.7	0.0	97. 3	0.0		0.0	94. 2	5.8	0.0		0.0	0.0	0.0	0.0		3.3	96. 7	0.0	0.0		
07:45 Volume Peak Factor	2	0	53	0	55	0	85	3	0	88	0	0	0	0	0	5	100	0	0	105	248 0.89
High Int.	07:45	AM				07:4	5 AM				6:45:	00 AN	1			07:30	MA C				
Volume Peak Factor	2	0	53	0	55 0.83 2	0	85	3	0	88 0.88 4	0	0	0	0	0	2	123	0	0	125 0.78 8	



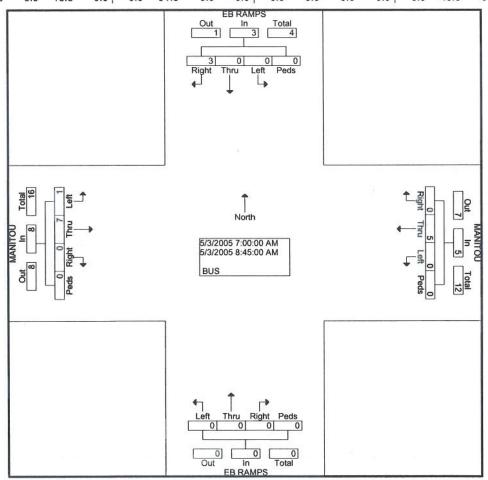
Wheat Ridge, CO 8003 File Name: EBRAMPS & MANITOUAM www.alltrafficdata.net Site Code: 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed-BUS

	11/2/201							ps rillite	u- bus								
		EB R/ South					ITOU bound			EB R/	AMPS bound				ITOU cound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM ** BREAK ***	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	3	0	0	6
Total	0	0	0	0	0	4	0	0	0	0	0	0	1	5	0	0	10
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
08:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	0	0	1	0	0	0	0	0	0	0	2	0	0	6
Grand Total	0	0	3	0	0	5	0	0	0	0	0	0	1	7	0	0	16
Apprch %	0.0	0.0	100.	0.0	0.0	100. 0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	87.5	0.0	0.0	
Total %	0.0	0.0	18.8	0.0	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3	43.8	0.0	0.0	

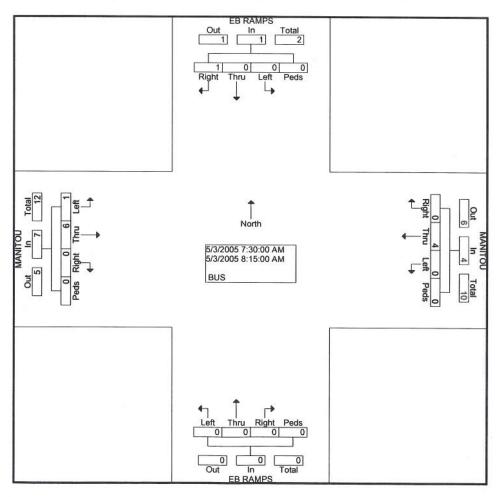


Wheat Ridge, CO 8003 File Name: EBRAMPS & MANITOUAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

			B RAM outhbo					ANITO					RAN					ANITO			
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr			App. Total	Left	Thr		Ped	App. Total	Int. Total
Peak Hour I	From 0	7:00	AM to	08:45	AM - P	eak 1	of 1						- 111					- '		rotar	Total
Intersecti on	07:30	MA C																		100	
Volume	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	12
Percent	0.0	0.0	100	0.0		0.0	100	0.0	0.0		0.0	0.0	0.0	0.0		14. 3	85. 7	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	6
Peak Factor																					0.50
High Int.	08:15	5 AM				07:45	AM.				6:45:	00 AM	Í			07:45	5 AM				
Volume	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	
Peak					0.25					0.50										0.43	
Factor					0					0										8	



Wheat Ridge, CO 8003 File Name: EBRAMPS & MANITOUAM

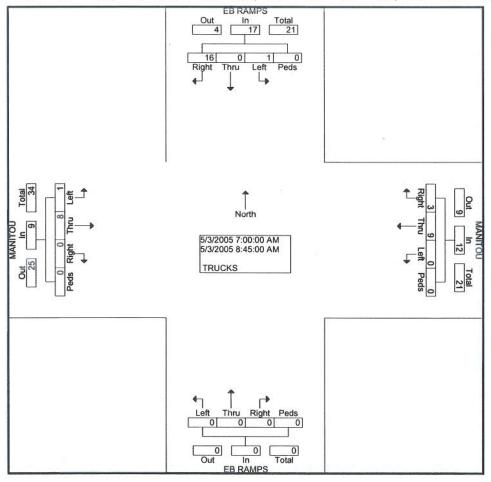
www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed-TRUCKS

		EB RA					ITOU cound			EB RA				MAN Eastb	ITOU oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	In: Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(4
07:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	
07:30 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	0	1	0	0	3	1	0	0	0	0	0	1	0	0	0	
Total	1	0	9	0	0	5	1	0	0	0	0	0	1	2	0	0	1
08:00 AM	0	0	3	0	0	2	1	0	0	0	0	0	0	4	0	0	1
08:15 AM	0	0	2	0	0	1	1	0	0	0	0	0	0	1	0	0	
08:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	
Total	0	0	7	0	0	4	2	0	0	0	0	0	0	6	0	0	1
Grand Total	1	0	16	0	0	9	3	0	0	0	0	0	1	8	0	0	3
Apprch %	5.9	0.0	94.1	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	11.1	88.9	0.0	0.0	
Total %	2.6	0.0	42.1	0.0	0.0	23.7	7.9	0.0	0.0	0.0	0.0	0.0	2.6	21.1	0.0	0.0	

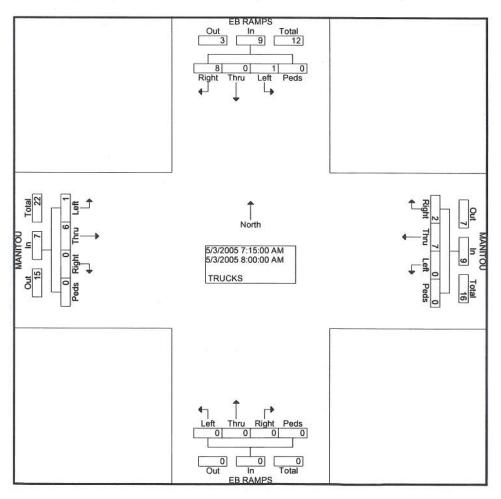


Wheat Ridge, CO 8003 File Name: EBRAMPS & MANITOUAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

			RAN uthbo					ANITO	7000				RAN					ANITO			
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped	App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1				4										
Intersecti on	07:15	AM																			
Volume	1	0	8	0	9	0	7	2	0	9	0	0	0	0	0	1	6	0	0	7	25
Percent	11. 1	0.0	88. 9	0.0		0.0	77. 8	22.	0.0		0.0	0.0	0.0	0.0		14. 3	85. 7	0.0	0.0		
08:00 Volume Peak	0	0	3	0	3	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	0.6
Factor																					
High Int.	07:30	MA				07:45	AM				6:45:	00 AM	ĺ			08:00	MA C				
Volume	1	0	2	0	3	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	
Peak Factor					0.75 0					0.56										0.43	



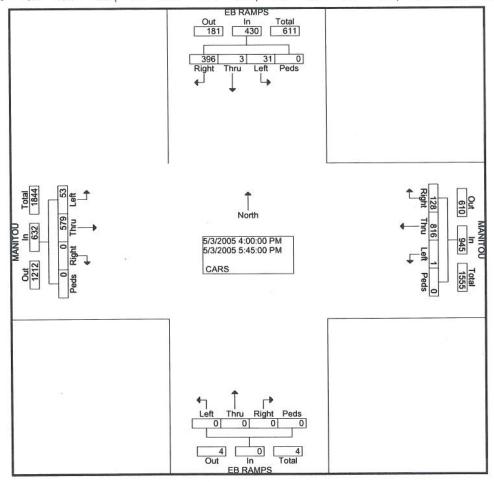
Wheat Ridge, CO 8003 File Name: EBRAMPS & MANITOUPM

www.alltrafficdata.net Site Code : 00000000 Start Date : 5/3/2005

Page No : 1

Groups Printed- CARS

		EB RA				MAN West				EB RA				MAN Eastb	ITOU ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	3	0	42	0	0	107	12	0	0	0	0	0	4	79	0	0	247
04:15 PM	6	0	54	0	0	97	12	0	0	0	0	0	9	77	0	0	255
04:30 PM	5	0	54	0	0	99	13	0	0	0	0	0	11	86	0	0	268
04:45 PM	2	0	51	0	0	103	12	0	0	0	0	0	6	74	0	0	248
Total	16	0	201	0	0	406	49	0	0	0	0	0	30	316	0	0	1018
05:00 PM	7	0	46	0	1	109	24	0	0	0	0	0	3	82	0	0	272
05:15 PM	4	0	54	0	0	114	22	0	0	0	0	0	4	71	0	0	269
05:30 PM	2	3	59	0	0	131	18	0	0	0	0	0	3	61	0	0	277
05:45 PM	2	0	36	0	0	56	15	0	0	0	0	0	13	49	0	0	171
Total	15	3	195	0	1	410	79	0	0	0	0	0	23	263	0	0	989
Grand Total	31	3	396	0	1	816	128	0	0	0	0	0	53	579	0	0	200
Apprch %	7.2	0.7	92.1	0.0	0.1	86.3	13.5	0.0	0.0	0.0	0.0	0.0	8.4	91.6	0.0	0.0	
Total %	1.5	0.1	19.7	0.0	0.0	40.7	6.4	0.0	0.0	0.0	0.0	0.0	2.6	28.8	0.0	0.0	

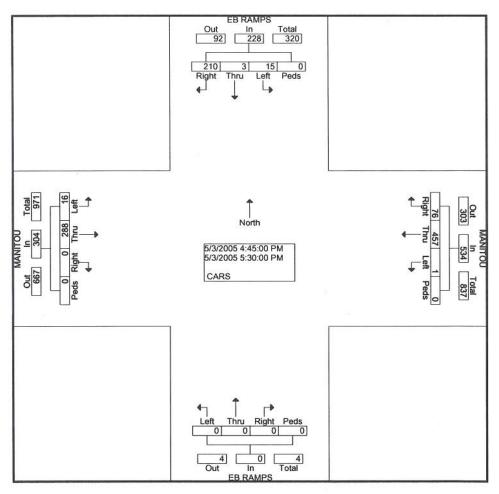


Wheat Ridge, CO 8003 File Name: EBRAMPS&MANITOUPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

			RAM					ANIT					RAM					ANITO			
Later commercial		So	uthbo	und			W	estbo	ınd			No	rthboi	und			E	astbou	ınd		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1									50	-				
Intersecti on	04:45	PM									100									20.00	00000007+0
Volume	15	3	210	0	228	1	457	76	0	534	0	0	0	0	0	16	288	0	0	304	1066
Percent	6.6	1.3	92. 1	0.0		0.2	85. 6	14. 2	0.0		0.0	0.0	0.0	0.0		5.3	94. 7	0.0	0.0		
05:30 Volume Peak	2	3	59	0	64	0	131	18	0	149	0	0	0	0	0	3	61	0	0	64	277 0.962
Factor High Int.	05:30	PM				05:30	PM				3:45:	00 PM				05:00) PM				
Volume Peak Factor	2	3	59	0	64 0.89 1	0	131	18	0	149 0.89 6	0	0	0	0	0	3	82	0	0	85 0.89 4	



Wheat Ridge, CO 8003 File Name: EBRAMPS & MANITOUPM

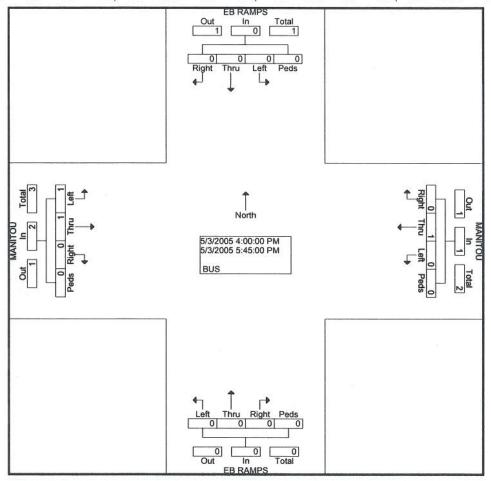
www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

Page No : 1

Groups Printed- BUS

							Grou	ps Finte	d- DO)							
			AMPS bound		!		ITOU bound				AMPS bound				ITOU oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
*** BREAK ***							•										
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
*** BREAK ***												2,5					
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	3
Apprch %	0.0	0.0	0.0	0.0	0.0	100.	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	

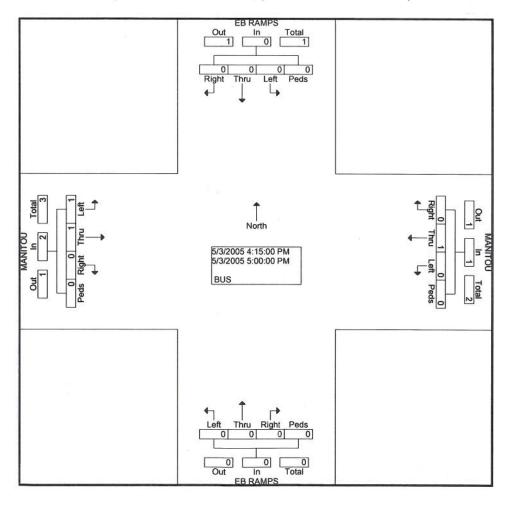


Wheat Ridge, CO 8003 File Name: EBRAMPS & MANITOUPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

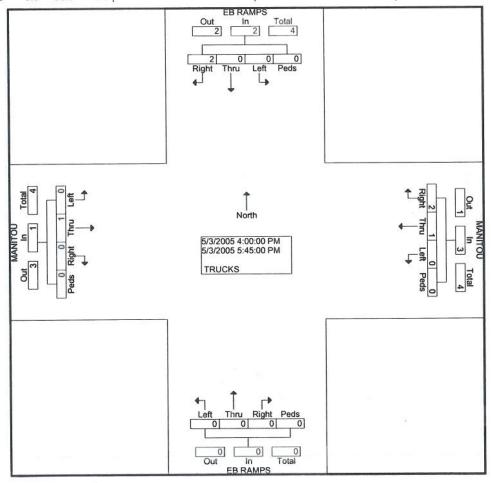
			RAN outhbo					ANIT(RAN					ANITO			
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	From 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1														
Intersecti on	04:15	5 PM																			
Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
Percent	0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		0.0	0.0	0.0	0.0		50. 0	50. 0	0.0	0.0		
05:00 Volume Peak Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1 0.75
High Int.	3:45:	00 PM	1			04:45	5 PM				3:45:	00 PM	1			04:15	5 PM				
Volume Peak Factor	0	0	0	0	0	0	1	0	0	0.25 0	0	0	0	0	0	1	0	0	0	1 0.50 0	



Wheat Ridge, CO 8003 File Name: EBRAMPS&MANITOUPM www.alltrafficdata.net Site Code: 00000000 Start Date: 5/3/2005

0	Daiman	TRUCKS	

		EB RA	AMPS			MAN West	11				AMPS bound		(L		ITOU oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
*** BREAK *** 04:30 PM *** BREAK ***	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	3
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM *** BREAK ***	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1_
Total	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	2	0	0	1	2	0	0	0	0	0	0	1	0	0	6
Apprch %	0.0	0.0	100. 0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	100. 0	0.0	0.0	
Total %	0.0	0.0	33.3	0.0	0.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	

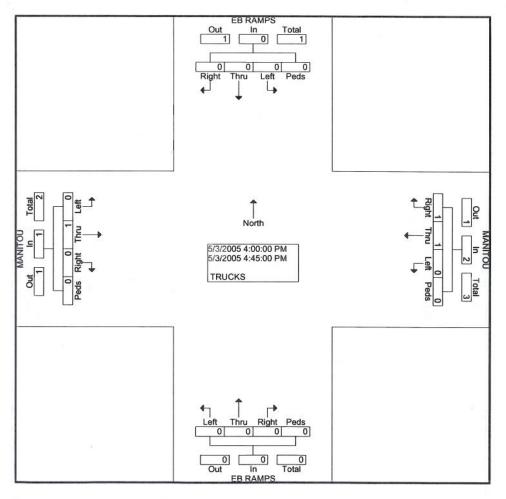


Wheat Ridge, CO 8003 File Name: EBRAMPS & MANITOUPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 5/3/2005

			RAN uthbo					ANIT(1000000				RAN					ANITO			
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1														
Intersecti on	04:00) PM																			
Volume	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
Percent	0.0	0.0	0.0	0.0		0.0	50. 0	50. 0	0.0		0.0	0.0	0.0	0.0	100	0.0	100	0.0	0.0		100
04:00 Volume Peak Factor	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0.3
High Int.	3:45:	00 PM	ı			04:00	PM				3:45:	00 PM				04:00	PM				
Volume Peak Factor	0	0	0	0	0	0	1	0	0	0.50 0	0	0	0	0	0	0	1	0	0	0.25 0	'n



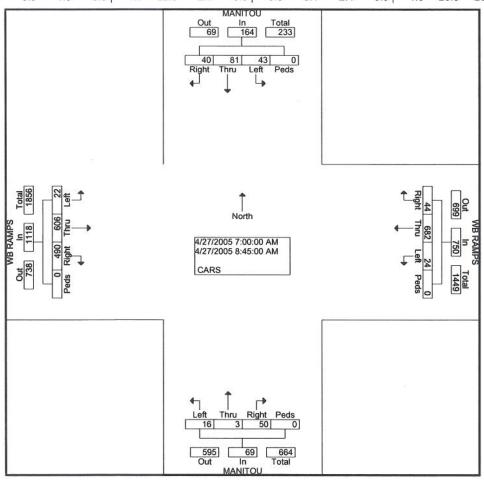
Wheat Ridge, CO 8003Bile Name: MANITOU&WBRAMPSAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005 Page No : 1

Groups Printed- CARS

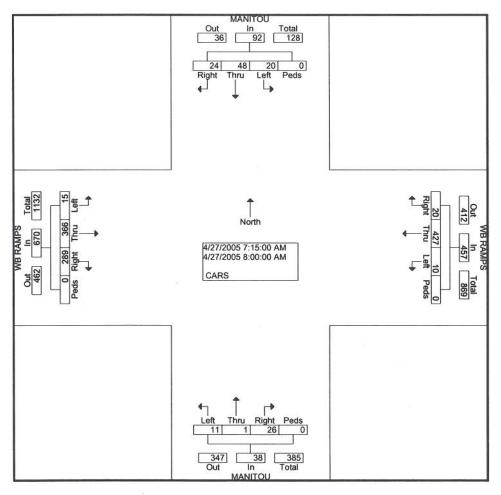
								S FIIIILE	u- CAN								
		MAN	ITOU			WB R	AMPS			MAN	ITOU			WB R	AMPS		
		South	bound			West	oound			North	oound			Eastb	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	5	9	8	0	5	70	4	0	2	1	6	0	2	47	60	0	219
07:15 AM	5	9	14	0	2	130	3	0	4	0	10	0	4	98	58	0	337
07:30 AM	6	14	2	0	2	85	6	0	5	0	6	0	3	110	73	0	312
07:45 AM	5	10	5	0	4	133	5	0	1	1	9	0	4	81	83	0	341
Total	21	42	29	0	13	418	18	0	12	2	31	0	13	336	274	0	1209
08:00 AM	4	15	3	0	2	79	6	0	1	0	1	0	4	77	75	0	267
08:15 AM	4	10	5	0	4	62	4	0	0	0	8	0	3	79	57	0	236
08:30 AM	9	11	1	0	3	62	7	0	3	1	3	0	1	65	47	0	213
08:45 AM	5	3	2	0	2	61	9	0	0	0	7	0	1	49	37	0	176
Total	22	39	11	0	11	264	26	0	4	1	19	0	9	270	216	0	892
Grand Total	43	81	40	0	24	682	44	0	16	3	50	0	22	606	490	0	2101
Apprch %	26.2	49.4	24.4	0.0	3.2	90.9	5.9	0.0	23.2	4.3	72.5	0.0	2.0	54.2	43.8	0.0	
Total %	2.0	3.9	1.9	0.0	1.1	32.5	2.1	0.0	0.8	0.1	2.4	0.0	1.0	28.8	23.3	0.0	



Wheat Ridge, CO 8003 File Name: MANITOU&WBRAMPSAM

- www.alltrafficdata.net Site Code : 00000000 Start Date : 4/27/2005

			ANITO					B RAN estbo	750000E				ANIT					B RAN astbou			
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00 /	AM to	08:45	AM - P	eak 1	of 1														
Intersecti on	07:15	5 AM																			
Volume	20	48	24	0	92	10	427	20	0	457	11	1	26	0	38	15	366	289	0	670	1257
Percent	21. 7	52. 2	26. 1	0.0		2.2	93. 4	4.4	0.0		28. 9	2.6	68. 4	0.0		2.2	54. 6	43. 1	0.0		
07:45 Volume Peak	5	10	5	0	20	4	133	5	0	142	1	1	9	0	11	4	81	83	0	168	341 0.9
Factor High Int.	07:15	5 AM				07:45	5 AM				07:15	AM				07:30	MA C				
Volume Peak	5	9	14	0	28 0.82	4	133	5	0	142 0.80	4	0	10	0	14 0.67	3	110	73	0	186 0.90	
Factor					1					5					9					1	



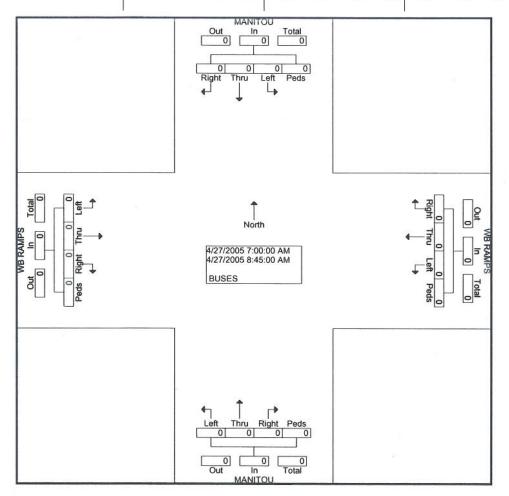
Wheat Ridge, CO 8003File Name: MANITOU&WBRAMPSAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

C	Datas	BUSES
Carolins	Printeg-	BUSES

							Cioup	3 1 1111100	DOOL	-0	de analogo de la composição de la compos						
			ITOU bound				AMPS bound				ITOU bound				AMPS ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
* BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

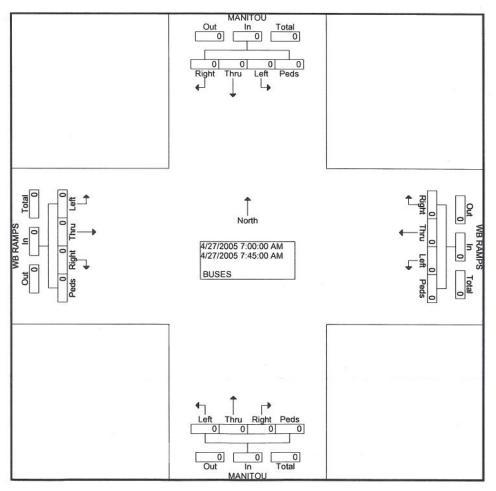


Wheat Ridge, CO 8003Bile Name: MANITOU&WBRAMPSAM

www.alltrafficdata.netSite Code : 00000000

Start Date : 4/27/2005

			ANIT(und				3 RAN estbo					ANIT(B RAN			
Start Time	Left	Thr u	ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
eak Hour F	rom 0	7:00 A	AM to	08:45	AM - P	eak 1	of 1										200				
Intersecti on	07:00	AM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	925	0.0	0.0	0.0	0.0	9.70	
07:45 Volume Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Factor High Int. Volume Peak Factor	6:45:	00 AM	ľ			6:45:	00 AM	Ì			6:45:	00 AM				6:45:	00 AM	Ĺ		65	



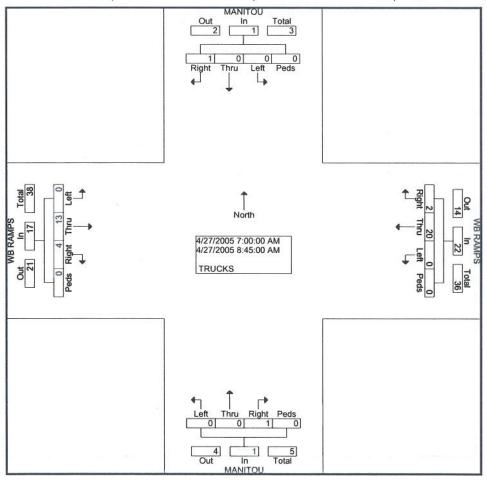
Wheat Ridge, CO 8003 File Name: MANITOU & WBRAMPSAM

www.alltrafficdata.net Site Code : 00000000 Start Date : 4/27/2005

Page No : 1

Groups Printed- TRUCKS

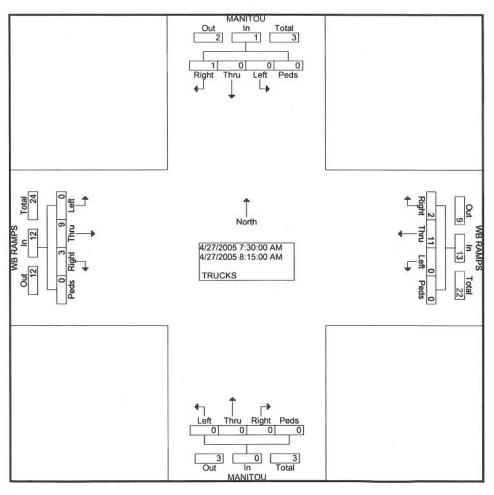
		MAN! South!					AMPS bound			MAN Northi					AMPS oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
07:30 AM	0	0	0	0	0	4	1	0	0	. 0	0	0	0	0	0	0	5
07:45 AM	0	0	1	0	0	4	0	0	0	0	0	0	0	5	1	0	11
Total	0	0	1	0	0	12	1	0	0	0	0	0	0	7	1	0	22
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
08:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	1	0	5
08:30 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	1	1	0	5
08:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
Total	0	0	0	0	0	8	1	0	0	0	1	0	0	6	3	0	19
Grand Total	0	0	1	0	0	20	2	0	0	0	1	0	0	13	4	0	41
Apprch %	0.0	0.0	100. 0	0.0	0.0	90.9	9.1	0.0	0.0	0.0	100. 0	0.0	0.0	76.5	23.5	0.0	
Total %	0.0	0.0	2.4	0.0	0.0	48.8	4.9	0.0	0.0	0.0	2.4	0.0	0.0	31.7	9.8	0.0	



Wheat Ridge, CO 8003Bile Name: MANITOU&WBRAMPSAM www.alltrafficdata.net Site Code: 00000000

Start Date : 4/27/2005

			ANITO	und				B RAN estbo	und				ANIT(orthbo	und				3 RAM astbou			
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00 A	AM to	08:45	AM - P	eak 1	of 1	8													
Intersecti on	07:30	MA (
Volume	0	0	1	0	1	0	11	2	0	13	0	0	0	0	0	0	9	3	0	12	26
Percent	0.0	0.0	100	0.0		0.0	84. 6	15. 4	0.0		0.0	0.0	0.0	0.0		0.0	75. 0	25. 0	0.0	850,780	
07:45 Volume Peak	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	11 0.5
Factor High Int.	07:45	5 AM				07:30) AM				6:45:	00 AM	I			07:45	5 AM				
Volume Peak Factor	0	0	1	0	0.25 0	0	4	1	0	5 0.65 0	0	0	0	0	0	0	5	1	0	6 0.50 0	



Wheat Ridge, CO 80033 www.alltrafficdata.net

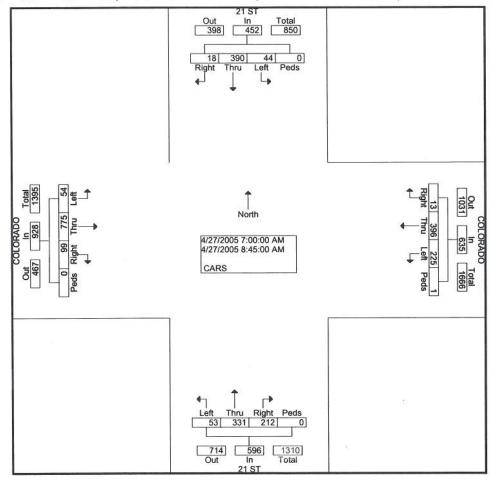
File Name: 21ST&COLORADOAM

Site Code : 00000000 Start Date : 4/27/2005

Page No : 1

Groups Printed- CARS

	_	21	CT			COLO	RADO	SPIIILE	J- OAIX	21	СТ			COLO	RADO		
			bound				bound	1		North					oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	3	31	1	0	20	34	0	0	4	22	22	0	1	72	13	0	223
07:15 AM	6	36	2	0	18	30	1	0	2	45	19	0	5	96	10	0	270
07:30 AM	5	50	4	0	28	40	0	0	6	40	30	0	5	105	11	0	324
07:45 AM	3	84	0	0	34	46	1	0	6	55	33	0	8	144	9	0	423
Total	17	201	7	0	100	150	2	0	18	162	104	0	19	417	43	0	1240
08:00 AM	10	56	1	0	37	54	4	0	7	65	30	0	9	101	9	0	383
08:15 AM	7	46	3	0	29	68	1	0	9	36	35	0	5	93	13	0	345
08:30 AM	7	40	3	0	32	68	3	0	8	35	20	0	16	92	9	0	333
08:45 AM	3	47	4	0	27	56	3	1	11	33	23	0	5	72	25	0	310
Total	27	189	11	0	125	246	11	1	35	169	108	0	35	358	56	0	1371
Grand Total	44	390	18	0	225	396	13	1	53	331	212	0	54	775	99	0	2611
Apprch %	9.7	86.3	4.0	0.0	35.4	62.4	2.0	0.2	8.9	55.5	35.6	0.0	5.8	83.5	10.7	0.0	
Total %	1.7	14.9	0.7	0.0	8.6	15.2	0.5	0.0	2.0	12.7	8.1	0.0	2.1	29.7	3.8	0.0	

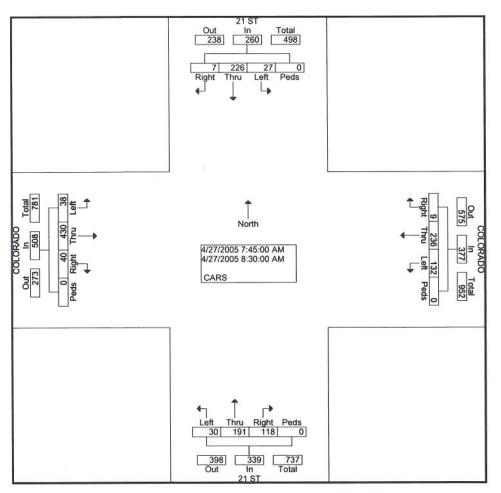


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 21ST&COLORADOAM

Site Code : 00000000 Start Date : 4/27/2005

		So	21 S7 uthbo					LORA				No	21 ST orthbo					LORA			
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1												•		31
Intersecti on	07:45	5 AM																			
Volume	27	226	7	0	260	132	236	9	0	377	30	191	118	0	339	38	430	40	0	508	1484
Percent	10. 4	86. 9	2.7	0.0		35. 0	62. 6	2.4	0.0		8.8	56. 3	34. 8	0.0		7.5	84. 6	7.9	0.0		
07:45 Volume Peak Factor	3	84	0	0	87	34	46	1	0	81	6	55	33	0	94	8	144	9	0	161	423 0.8
High Int.	07:45	5 AM				08:30	MA (08:00	MA (07:45	5 AM			Face Property Co.	
Volume Peak	3	84	0	0	87 0.74	32	68	3	0	103 0.91	7	65	30	0	102 0.83	8	144	9	0	161 0.78	
Factor					7					5					1					9	

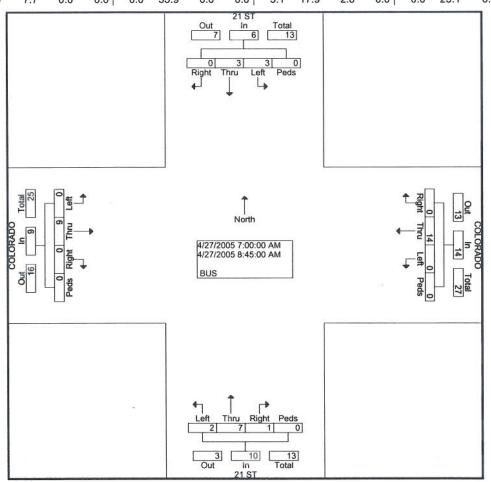


Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 21ST&COLORADOAM

Site Code : 00000000 Start Date : 4/27/2005

Groups	Printed-	BUS
Oloups	I IIIILGU	

		21 South				200000000000000000000000000000000000000	RADO		Ju 200	21	ST bound				RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
** BREAK ***																	
07:15 AM	0	1	0	0	0	2	0	0	1	2	0	0	0	2	0	0	8
07:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	0	5
07:45 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4
Total	0	1	0	0	0	4	0	0	2	5	0	0	0	5	0	0	17
08:00 AM	1	2	0	0	0	1	0	0	0	1	1	0	0	1	0	0	7
08:15 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4
08:30 AM	0	0	0	0	0	4	0	0	0	1	0	0	0	1	0	0	6
08:45 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	5
Total	3	2	0	0	0	10	0	0	0	2	1	0	0	4	0	0	22
Grand Total	3	3	0	0	0	14	0	0	2	7	1	0	0	9	0	0	39
Apprch %	50.0	50.0	0.0	0.0	0.0	100.	0.0	0.0	20.0	70.0	10.0	0.0	0.0	100. 0	0.0	0.0	
Total %	7.7	7.7	0.0	0.0	0.0	35.9	0.0	0.0	5.1	17.9	2.6	0.0	0.0	23.1	0.0	0.0	



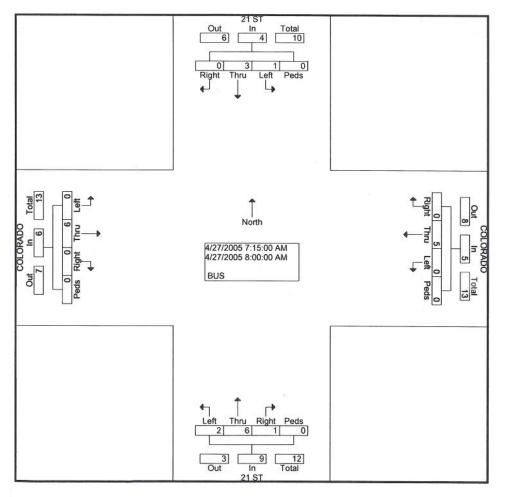
Wheat Ridge, CO 80033

File Name: 21ST&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/27/2005

		_	21 S					LORA				2000	21 S1					LORA			
		Sc	uthbo				W	estbo	und			No	rthbo	und			E	astbou	und		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00 /	AM to	08:45	AM - P	eak 1	of 1											/			
Intersecti on	07:15	5 AM																			
Volume	1	3	0	0	4	0	5	0	0	5	2	6	1	0	9	0	6	0	0	6	24
Percent	25. 0	75. 0	0.0	0.0		0.0	100	0.0	0.0		22.	66. 7	11. 1	0.0		0.0	100	0.0	0.0		677ab
07:15 Volume Peak Factor	0	1	0	0	1	0	2	0	0	2	1	2	0	0	3	0	2	0	0	2	0.7
High Int.	08:00	MA (07:15	5 AM				07:15	AM				07:15	5 AM				1.10
Volume	1	2	0	0	3	0	2	0	0	2	1	2	0	0	3	0	2	0	0	2	
Peak					0.33					0.62					0.75					0.75	
Factor					3	100				5					0					0	



Wheat Ridge, CO 80033 www.alltrafficdata.net

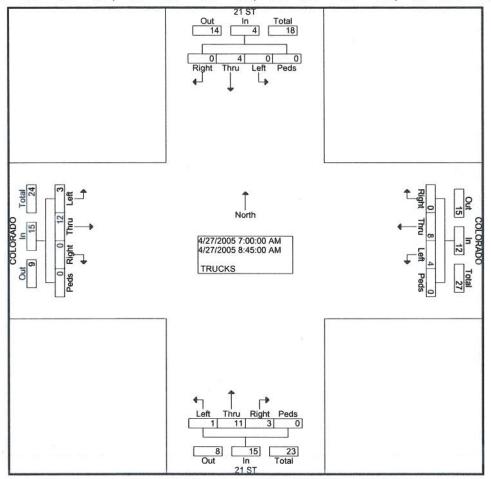
File Name: 21ST&COLORADOAM

Site Code : 00000000 Start Date : 4/27/2005

Page No : 1

Groups Printed- TRUCKS

								Printed-	IRUC								
		21				COLO				21					RADO		
		South	bound			vvesti	oound			North	ouna			Easil	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	3	0	0	6
07:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	3
07:45 AM	0	0	0	0	1	3	0	0	0	4	0	0	1	2	0	0	11
Total	0	0	0	0	2	5	0	0	1	6	2	0	1	, 7	0	0	24
08:00 AM	0	1	0	0	2	1	0	0	0	1	1	0	0	1	0	0	7
08:15 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	5
08:30 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0	5
08:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	1	0	0	5
Total	0	4	0	0	2	3	0	0	0	5	1	0	2	5	0	0	22
Grand Total	0	4	0	0	4	8	0	0	1	11	3	0	3	12	0	0	46
Apprch %	0.0	100. 0	0.0	0.0	33.3	66.7	0.0	0.0	6.7	73.3	20.0	0.0	20.0	80.0	0.0	0.0	
Total %	0.0	8.7	0.0	0.0	8.7	17.4	0.0	0.0	2.2	23.9	6.5	0.0	6.5	26.1	0.0	0.0	

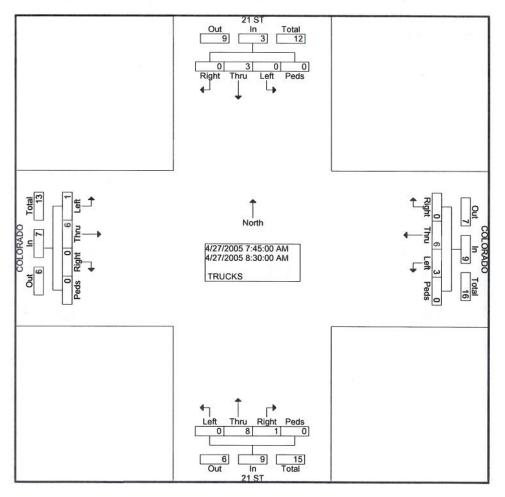


Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 21ST&COLORADOAM

ww.alltrafficdata.net Site Code: 00000000

Start Date : 4/27/2005

		So	21 ST uthbo					LORA				No	21 ST					LOR/			
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1						Cristian Co				2000				
Intersecti on	07:45	5 AM																			
Volume	0	3	0	0	3	3	6	0	0	9	0	8	1	0	9	1	6	0	0	7	28
Percent	0.0	100	0.0	0.0		33. 3	66. 7	0.0	0.0		0.0	88. 9	11. 1	0.0		14. 3	85. 7	0.0	0.0		
07:45 Volume Peak Factor	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	1	2	0	0	3	11 0.6
High Int.	08:00	AM (07:45	AM				07:45	AM				07:45	5 AM				
Volume	0	1	0	0	1	1	3	0	0	4	0	4	0	0	4	1	2	0	0	3	
Peak					0.75					0.56					0.56					0.58	
Factor					0					3					3					3	



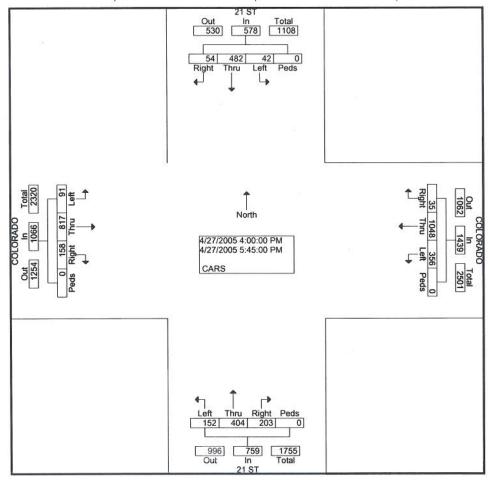
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 21ST&COLORADOPM

Site Code : 00000000 Start Date : 4/27/2005

Groups	Daimtod	CADC
Groups	rinieo.	CARO

		21 South	ST bound			COLO	RADO			21 North							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	8	56	8	0	35	108	4	0	14	48	22	0	8	95	11	0	417
04:15 PM	3	70	6	0	51	137	5	0	26	50	28	0	13	100	20	0	509
04:30 PM	5	48	2	0	35	129	4	0	16	48	24	0	10	116	15	0	452
04:45 PM	5	46	5	0	44	113	3	0	21	64	21	0	3	115	20	0	460
Total	21	220	21	0	165	487	16	0	77	210	95	0	34	426	66	0	1838
05:00 PM	8	64	8	0	40	149	5	0	14	56	25	0	19	108	20	0	516
05:15 PM	3	71	13	0	59	153	7	0	19	58	19	0	19	99	30	0	550
05:30 PM	5	76	7	0	45	135	6	0	19	53	38	0	10	100	26	0	520
05:45 PM	5	51	5	0	47	124	1	0	23	27	26	0	9	84	16	0	418
Total	21	262	33	0	191	561	19	0	75	194	108	0	57	391	92	0	2004
Grand Total	42	482	54	0	356	1048	35	0	152	404	203	0	91	817	158	0	3842
Apprch %	7.3	83.4	9.3	0.0	24.7	72.8	2.4	0.0	20.0	53.2	26.7	0.0	8.5	76.6	14.8	0.0	
Total %	1.1	12.5	1.4	0.0	9.3	27.3	0.9	0.0	4.0	10.5	5.3	0.0	2.4	21.3	4.1	0.0	

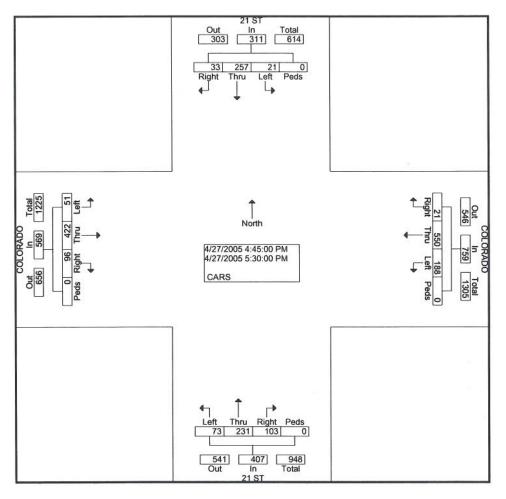


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 21ST&COLORADOPM

Site Code : 00000000 Start Date : 4/27/2005

			21 ST			COLORADO Westbound						21 ST Northbound					COLORADO Eastbound					
			uthbo																			
Start Time	Left	Thr u	ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total	
Peak Hour F	From 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1															
Intersecti on	04:45	PM																				
Volume	21	257	33	0	311	188	550	21	0	759	73	231	103	0	407	51	422	96	0	569	2046	
Percent	6.8	82. 6	10. 6	0.0		24.	72. 5	2.8	0.0		17. 9	56. 8	25. 3	0.0		9.0	74. 2	16. 9	0.0			
05:15 Volume Peak Factor	3	71	13	0	87	59	153	7	0	219	19	58	19	0	96	19	99	30	0	148	550 0.9	
High Int.	05:30	PM				05:15	5 PM				05:30	PM				05:15	5 PM					
Volume	5	76	7	0	88	59	153	7	0	219	19	53	38	0	110	19	99	30	0	148		
Peak	5 7 30				0.88					0.86	53.50				0.92	A100000				0.96		
Factor					4					6					5					1		



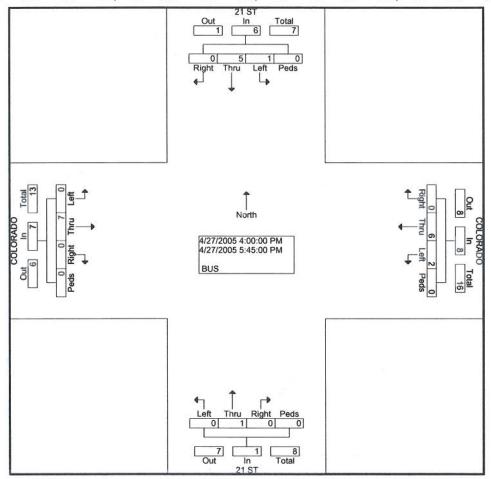
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 21ST&COLORADOPM

Site Code : 00000000 Start Date : 4/27/2005

Groups	Printed-	RIIS
GIUUDS	rilliteu-	000

		21 South	ST bound			COLO	RADO oound				ST bound						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
04:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
Total	0	5	0	0	1	3	0	0	0	1	0	0	0	4	0	0	14
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	3
05:15 PM *** BREAK ***	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	1	0	0	0	1	3	0	0	0	0	0	0	0	3	0	0	8
Grand Total	1	5	0	0	2	6	0	0	0	1	0	0	0	7	0	0	22
Apprch %	16.7	83.3	0.0	0.0	25.0	75.0	0.0	0.0	0.0	100.	0.0	0.0	0.0	100. 0	0.0	0.0	
Total %	4.5	22.7	0.0	0.0	9.1	27.3	0.0	0.0	0.0	4.5	0.0	0.0	0.0	31.8	0.0	0.0	

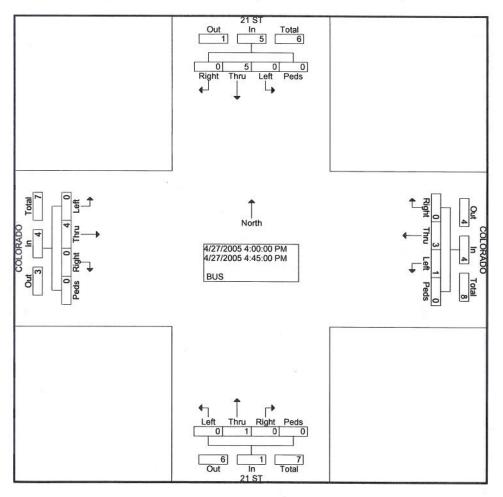


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 21ST&COLORADOPM

Site Code : 00000000 Start Date : 4/27/2005

			21 S7 outhbo	und		COLORADO Westbound						No			Int						
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1						4.00								
Intersecti on	04:00	PM																			-
Volume	0	5	0	0	5	1	3	0	0	4	0	1	0	0	1	0	4	0	0	4	14
Percent	0.0	100	0.0	0.0		25. 0	75. 0	0.0	0.0		0.0	100	0.0	0.0		0.0	100	0.0	0.0	164	
04:00 Volume Peak	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	6 0.58
Factor High Int.	04:00	PM				04:00	PM				04:15	5 PM				04:00) PM				
Volume	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	
Peak					0.62					0.33					0.25	*			Ĭ	1.00	
Factor					5					3					0					0	



Wheat Ridge, CO 80033

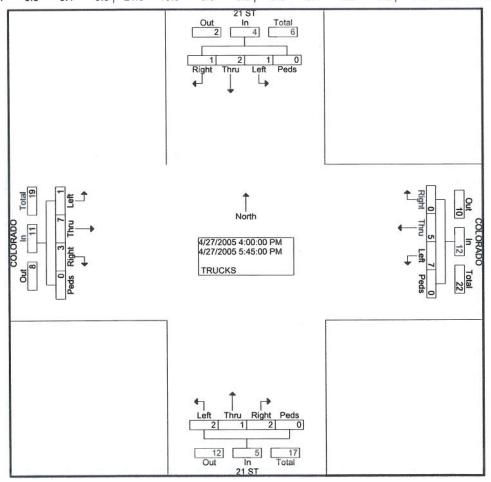
File Name: 21ST&COLORADOPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Groups P	rinted-	TRUCKS
----------	---------	--------

		21 Southi				COLO	RADO			21 North					RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	1	0	0	4	1	0	0	0	0	2	0	1	1	0	0	10
04:15 PM	0	1	0	0	0	0	0	0	2	0	0	0	0	2	2	0	7
04:30 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	2	1	0	7
04:45 PM	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4
Total	1	2	0	0	6	4	0	0	2	1	2	0	1	6	3	0	28
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	4
Grand Total	1	2	1	0	7	5	0	0	2	1	2	0	1	7	3	0	32
Apprch %	25.0	50.0	25.0	0.0	58.3	41.7	0.0	0.0	40.0	20.0	40.0	0.0	9.1	63.6	27.3	0.0	
Total %	3.1	6.3	3.1	0.0	21.9	15.6	0.0	0.0	6.3	3.1	6.3	0.0	3.1	21.9	9.4	0.0	

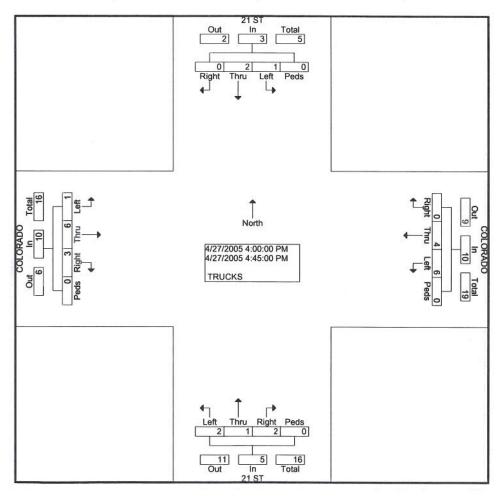


Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 21ST&COLORADOPM

ww.alltrafficdata.net Site Code: 00000000

Start Date : 4/27/2005

	*	Sc	21 ST outhbo			COLORADO Westbound						21 ST Northbound						COLORADO Eastbound					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	-	Ped s	App. Total	Left	Thr			App. Total	Int. Total		
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1		0-0											-			
Intersecti on	04:00	PM																		9			
Volume	1	2	0	0	3	6	4	0	0	10	2	1	2	0	5	1	6	3	0	10	28		
Percent	33. 3	66. 7	0.0	0.0		60. 0	40. 0	0.0	0.0		40. 0	20.	40. 0	0.0	2252	10. 0	60. 0	30. 0	0.0				
04:00 Volume Peak Factor	0	1	0	0	1	4	1	0	0	5	0	0	2	0	2	1	1	0	0	2	10 0.70		
High Int.	04:00	PM (04:00) PM				04:00	PM				04:15	5 PM						
Volume	0	1	0	0	1	4	1	0	0	5	0	0	2	0	2	0	2	2	0	4			
Peak					0.75					0.50				-	0.62	8.	70		- 7	0.62			
Factor					0					0					5					5			



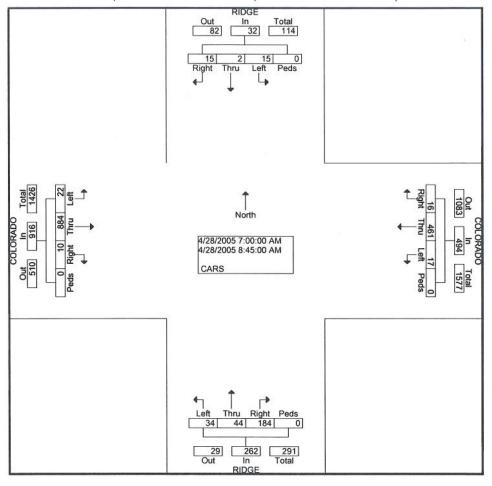
Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOAM

www.alltrafficdata.net Site Code: 00000000

Start Date : 4/28/2005

Groups	Printed-	CARS
--------	----------	------

		RID South					RADO			RID Northi	GE bound				RADO oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	0	1	0	1	50	1	0	3	4	21	0	5	88	0	0	175
07:15 AM	2	0	4	0	2	57	1	0	6	6	30	0	0	93	1	0	202
07:30 AM	3	0	2	0	2	62	3	0	4	8	43	0	3	167	0	0	297
07:45 AM	1	0	2	0	4	70	2	0	4	9	30	0	5	142	1	0	270
Total	7	0	9	0	9	239	7	0	17	27	124	0	13	490	2	0	944
08:00 AM	0	0	3	0	0	67	3	0	8	7	29	0	3	116	3	0	239
08:15 AM	1	1	1	0	3	53	1	0	1	5	7	0	2	116	0	0	191
08:30 AM	4	0	2	0	2	47	2	0	4	3	13	0	2	81	2	0	162
08:45 AM	3	1	0	0	3	55	3	0	4	2	11	0	2	81	3	0	168
Total	8	2	6	0	8	222	9	0	17	17	60	0	9	394	8	0	760
Grand Total	15	2	15	0	17	461	16	0	34	44	184	0	22	884	10	0	1704
Apprch %	46.9	6.3	46.9	0.0	3.4	93.3	3.2	0.0	13.0	16.8	70.2	0.0	2.4	96.5	1.1	0.0	
Total %	0.9	0.1	0.9	0.0	1.0	27.1	0.9	0.0	2.0	2.6	10.8	0.0	1.3	51.9	0.6	0.0	

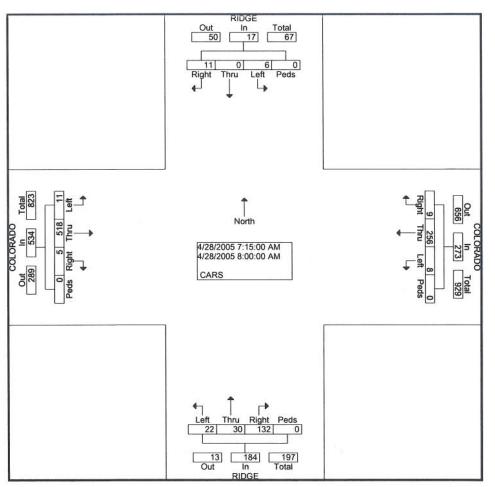


Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOAM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

			RIDGI					LORA					RIDG					LORA			
3		So	uthbo	und			W	estbo	und			No	rthbo	und	1		E	astbou	ınd		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1														
Intersecti on	07:15	5 AM																			
Volume	6	0	11	0	17	8	256	9	0	273	22	30	132	0	184	11	518	5	0	534	1008
Percent	35. 3	0.0	64. 7	0.0		2.9	93. 8	3.3	0.0		12. 0	16. 3	71. 7	0.0		2.1	97. 0	0.9	0.0		
07:30 Volume Peak	3	0	2	0	5	2	62	3	0	67	4	8	43	0	55	3	167	0	0	170	297 0.84
Factor High Int.	07:15	5 AM				07:45	5 AM				07:30) AM				07:30	MA C				
Volume Peak Factor	2	0	4	0	6 0.70 8	4	70	2	0	76 0.89 8	4	8	43	0	55 0.83 6	3	167	0	0	170 0.78 5	



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOAM www.alltrafficdata.net Site Code: 00000000 Start Date: 4/28/2005

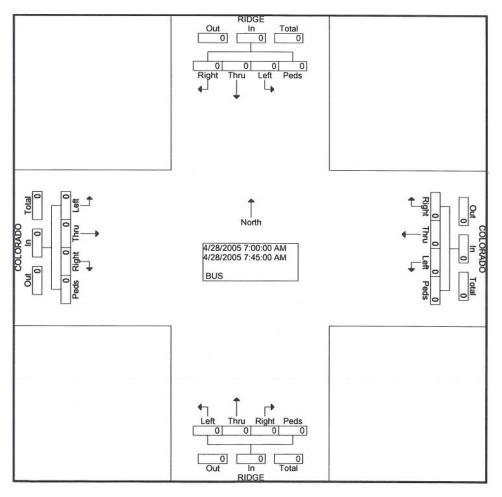
											Pag	e No	: 1				
		Dic	VOE			COLO	Grou	ps Print	ed- BUS	BIL	GE			COLO	RADO		
			GE bound			West	bound			North	bound				ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Total
*** BREAK ***					-												
Grand Total Apprch % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
							Out	RIDGE In	Tota	I 0							
								0	0	0							
							Right	Thru L	eft Peo	is	5						
		<u>_</u>	ی 0	+				•					↑ 20	7 -			
		Total 0	Let	_				North	E				Right		ğ		
		COLORADO In 0 In	_ _\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\				4/28/	2005 7:00	-00 AM	1			← ∄		COLORADO		
		0100	Right	7			4/28/	2005 8:45	:00 AM				₽		ADO		
		Out Co	Peds				BUS]			Peds		Total		
													٥, اد	9 -			
							47	1	 								
							Left	Thru F	Right Pe	ds							

Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOAM

www.alltrafficdata.net Site Code: 00000000

Start Date : 4/28/2005

			RIDG				0.000	LORA	A 10 15 VILLED	8			RIDG					LORA			
Start Time	Left	Thr u	ht	Ped s	Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	From 0	7:00	AM to	08:45	AM - P	eak 1	of 1						/				V V			10-10-10-10-10-10-10-10-10-10-10-10-10-1	
Intersecti on	07:00	MA (
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	8	1 1000
07:45 Volume Peak Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
High Int. Volume Peak Factor	6:45:	00 AN	1			6:45:	00 AM	ľ			6:45:	00 AM	I			6:45:	00 AM				

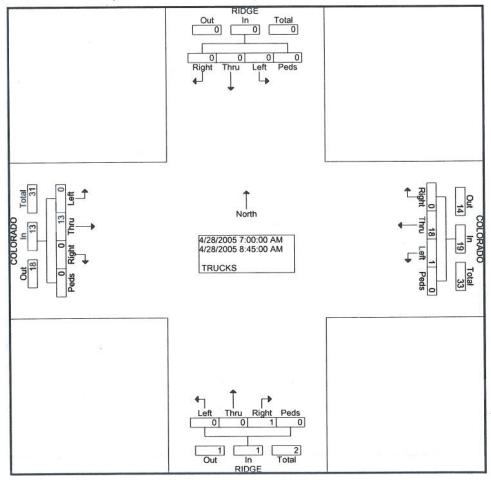


Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOAM

www.alltrafficdata.net Site Code : 00000000 Start Date : 4/28/2005

Groune	Drintad.	TRUCKS
GIUUUS	Filliteu-	IIIOOIO

		RID	GE bound				RADO bound			RID					RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
07:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
Total	0	0	0	0	1	7	0	0	0	0	0	0	0	5	0	0	13
MA 00:80	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
08:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
08:45 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	2	0	0	6
Total	0	0	0	0	0	11	0	0	0	0	1	0	0	8	0	0	20
Grand Total	0	0	0	0	1	18	0	0	0	0	1	0	0	13	0	0	33
Apprch %	0.0	0.0	0.0	0.0	5.3	94.7	0.0	0.0	0.0	0.0	100. 0	0.0	0.0	100. 0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	3.0	54.5	0.0	0.0	0.0	0.0	3.0	0.0	0.0	39.4	0.0	0.0	



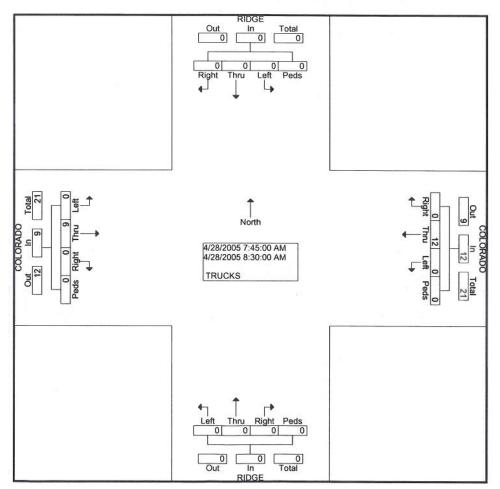
Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOAM

www.alltrafficdata.net Site Code: 00000000

Start Date : 4/28/2005

Page No	:	2
---------	---	---

			RIDG					LORA					RIDG					LORA			
		So	uthbo				W	estbo	und			No	rthbo	und	1.1		E	astbou	ınd		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
eak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1									2 - 191-30					
Intersecti on	07:45	5 AM																			
Volume	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	21
Percent	0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		
07:45 Volume Peak Factor	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0.7
High Int.	6:45:	00 AN	1			07:45	5 AM				6:45:	00 AM	I			07:45	5 AM				11 (24)
Volume Peak	0	0	0	0	0	0	4	0	0	0.75	0	0	0	0	0	0	3	0	0	3 0.75	
Factor										0										0	

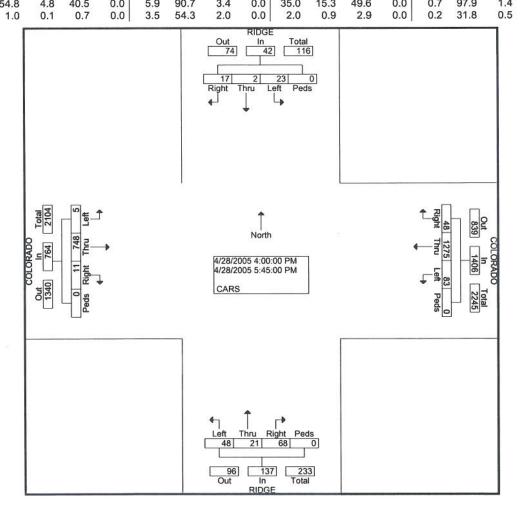


Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOPM

www.alltrafficdata.net Site Code: 00000000

Start Date : 4/28/2005

							Group	s Printe	d- CAR	S							
			GE bound				RADO bound				GE bound				RADO oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	2	0	1	0	9	172	2	0	4	4	15	0	1	100	2	0	312
04:15 PM	0	0	1	0	14	139	5	0	5	3	10	0	0	85	0	0	262
04:30 PM	1	0	0	0	8	147	5	0	7	2	5	0	2	90	0	0	267
04:45 PM	5	1	3	0	9	170	8	0	6	4	8	0	0	105	0	0	319
Total	8	1	5	0	40	628	20	0	22	13	38	0	3	380	2	0	1160
05:00 PM	5	0	3	0	7	140	8	0	5	1	7	0	0	103	3	0	282
05:15 PM	5	0	3	0	13	173	10	0	3	2	7	0	0	92	1	0	309
05:30 PM	2	0	4	0	14	184	5	0	9	2	8	0	1	92	3	0	324
05:45 PM	3	1	2	0	9	150	5	0	9	3	8	0	1	81	2	0	274
Total	15	1	12	0	43	647	28	0	26	8	30	0	2	368	9	0	1189
Grand Total	23	2	17	0	83	1275	48	0	48	21	68	0	5	748	11	0	2349
Apprch %	54.8	4.8	40.5	0.0	5.9	90.7	3.4	0.0	35.0	15.3	49.6	0.0	0.7	97.9	1.4	0.0	
Total %	1.0	0.1	0.7	0.0	3.5	54.3	2.0	0.0	2.0	0.9	2.9	0.0	0.2	31.8	0.5	0.0	

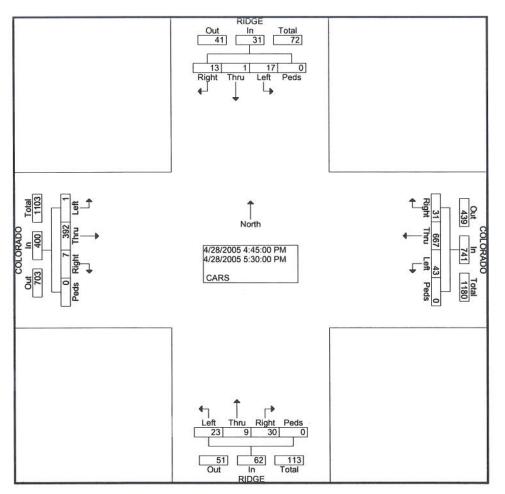


Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/28/2005

			RIDGI					LOR/ estbo					RIDG				1277.000	LORA			
Start	Left	Thr		Ped	App.	Left	Thr	Rig		App.	Left	Thr			App.	Left	Thr	Rig	Ped	App.	Int.
Time	1000000	u	ht	S	Total	2000	u	ht	S	Total		u	ht	S	Total		u	ht	S	Total	Total
Peak Hour F	From 0	14:00 F	PM to	05:45	PM - P	eak 1	of 1									c:				0	
Intersecti on	04:45	5 PM																			
Volume	17	1	13	0	31	43	667	31	0	741	23	9	30	0	62	1	392	7	0	400	1234
Percent	54. 8	3.2	41. 9	0.0		5.8	90.	4.2	0.0		37. 1	14. 5	48. 4	0.0		0.3	98. 0	1.8	0.0		
05:30 Volume Peak	2	0	4	0	6	14	184	5	0	203	9	2	8	0	19	1	92	3	0	96	324 0.95
Factor High Int.	04:45	5 PM				05:30	PM				05:30	PM				05:00	PM				
Volume	5	1	3	0	9	14	184	5	0	203	9	2	8	0	19	0	103	3	0	106	
Peak					0.86	000 (21)				0.91	*****				0.81					0.94	
Factor					1					3					6					3	



Wheat Ridge, CO 80033 File Name: RIDGE&COLORADOPM

www.alltrafficdata.net Site Code : 00000000 Start Date : 4/28/2005

											Stai	LDate	. 4/	20120	,03		
											Pag	e No	: 1				
							Grou	ps Printe	ed- BUS	3	3						
		RID	GE			COLO	RADO		0-17-1-	RID	GE			COLO	RADO		
		South	bound			Westl	oound			North	bound			Eastb	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1				_			RIDGE									
							Out	In	Tota								
							0			0							
						1		-52 -18560									
							0 Right	O L	eft Ped	0							
							AJ	i i	L.	13							
								+									
															- 1		
															- 1		
															- 1		
															_		
			_										_	_	- 1		
		Total 0	- eff	†									1 공	L П	_		
		유	ا اع										Ħ,		ğ		
			0 2					North					. =		2		
		COLORADO In 0	를	-						_		188	← ₹		COLORADO		
		6 −	0 =				4/28/	2005 4:00 2005 5:45	:00 PM				-	-	⋾청		
		Ö _	Right	J			(10000000000000000000000000000000000000		.00 FW				₽		Ö		
		OFF CO					BUS	6					-	- 1 1 1			
			Peds										Peds		<u> </u>		
		660-250											٥, اد	2 -			
					D411-11 2-	17.				1			-/	S			
															- 1		

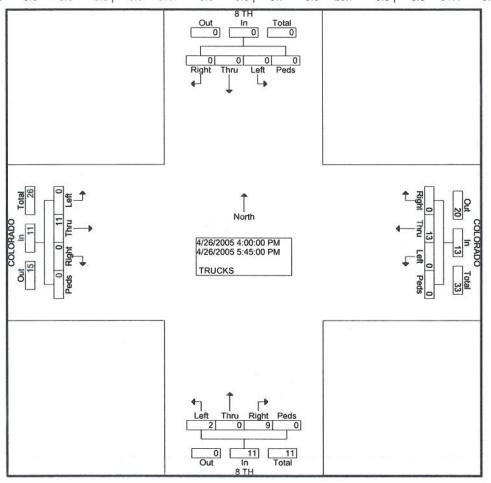
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 8TH&COLORADOPM

Site Code : 00000000 Start Date : 4/26/2005

Groups	Printed-	TRUCKS
CIUUDS	I IIIILEG	IIIOOIIO

		8 South					RADO			8 7 Northi				COLO	RADO		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	2	0	0	6
04:15 PM	0	0	0	0	0	4	0	0	0	0	1	0	0	4	0	0	9
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	3
04:45 PM	0	0	0	0	0	3	0	0	0	0	3	0	0	3	0	0	9
Total	0	0	0	0	0	10	0	0	1	0	6	0	0	10	0	0	27
05:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	0	1	0	3	0	0	1	0	0	8
Grand Total	0	0	0	0	0	13	0	0	2	0	9	0	0	11	0	0	35
Apprch %	0.0	0.0	0.0	0.0	0.0	100. 0	0.0	0.0	18.2	0.0	81.8	0.0	0.0	100. 0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0	5.7	0.0	25.7	0.0	0.0	31.4	0.0	0.0	

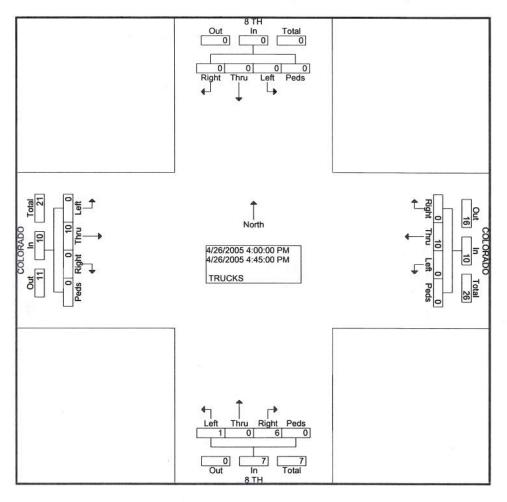


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 8TH&COLORADOPM

Site Code : 00000000 Start Date : 4/26/2005

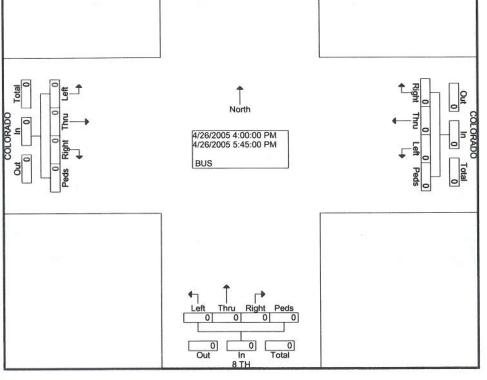
		So	8 TH uthbo					LOR/ estbo				No	8 TH orthboo					LORA			
Start Time	Left	Thr u	Rig ht	s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	From 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1										3611				
Intersecti on	04:00) PM									1									-	
Volume	0	0	0	0	0	0	10	0	0	10	1	0	6	0	7	0	10	0	0	10	27
Percent	0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		14.	0.0	85. 7	0.0	183	0.0	100	0.0	0.0		
04:45 Volume Peak	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	0	3	0	0	3	9 0.75
Factor High Int.	3:45:	00 PM	ĺ			04:1	5 PM				04:45	5 PM				04:15	5 PM				
Volume Peak Factor	0	0	0	0	0	0	4	0	0	4 0.62 5	0	0	3	0	3 0.58 3	0	4	0	0	4 0.62 5	



Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 8TH&COLORADOPM

Site Code : 00000000 Start Date : 4/26/2005

												age N		1			
							Grou	ps Printe	d- BUS	6		•					
		8 T South				COLO				8 -	TH bound				RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
** BREAK ***			/														
Grand Total Apprch % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(
							Out	8TH In	Tota								
										0							
							Right	1	0 eft Ped	o] is							
							•	↓	→								
														-			
		-0	0	•									↑ 20	1 0			
		Total	_وا ا	_				North					€_Right o		<u>e</u>		

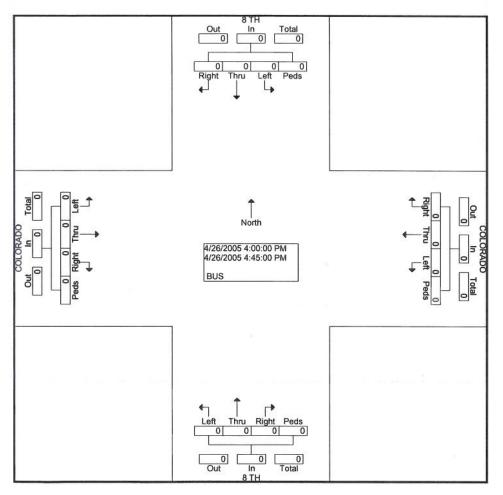


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 8TH&COLORADOPM

Site Code : 00000000 Start Date : 4/26/2005

		-	8 TH					LORA					8 TH					LORA	100.73		
			uthbo	-			VV	estbo				No	rthbo				Ea	astbou	ind	1-1-1-1	
Start Time	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig ht	186.65	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	Rig	Ped	App.	Int.
		u					u	III	S	TOtal		u	HL	S	Total		u	ht	S	Total	Total
Peak Hour F	rom 0	4:00 F	M to	05:45	PM - P	eak 1 d	of 1				20										
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	87733	0.0	0.0	0.0	0.0		
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.00
High Int.	3:45:	00 PM				3:45:	00 PM				3:45:	00 PM	ĺ			3:45:	00 PM	ı			
Peak Factor																					



Wheat Ridge, CO 80033

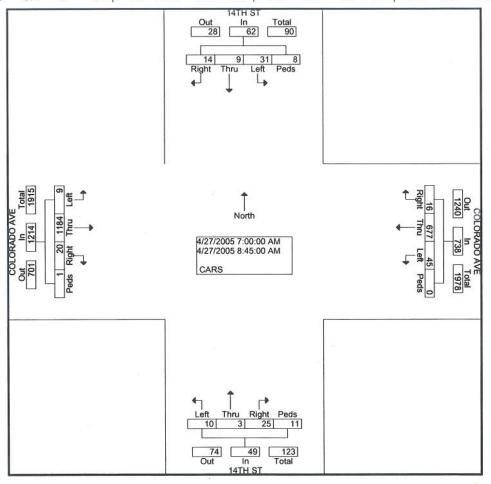
File Name: 14TH&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/27/2005

Groups	Printed-	CARS

		14Th South	5 (2)		С		DO AV	E		14Th Northi			С		ADO AV cound	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	0	2	4	3	45	1	0	0	0	1	1	0	106	1	0	168
07:15 AM	3	2	1	2	5	59	2	0	1	1	2	3	0	133	2	1	217
07:30 AM	4	2	2	0	6	72	0	0	0	0	2	1	1	152	2	0	244
07:45 AM	7	1	3	0	9	102	1	0	3	0	1	1	2	204	5	0	339
Total	18	5	8	6	23	278	4	0	4	1	6	6	3	595	10	1	968
08:00 AM	4	1	3	0	6	103	2	0	1	0	3	1	1	163	4	0	292
08:15 AM	2	0	1	0	7	116	5	0	4	1	10	2	3	152	2	0	305
08:30 AM	5	. 2	1	1	2	92	1	0	1	0	3	2	2	145	4	0	261
08:45 AM	2	1	1	1	7	88	4	0	0	1	3	0	0	129	0	0	237
Total	13	4	6	2	22	399	12	0	6	2	19	5	6	589	10	0	1095
Grand Total	31	9	14	8	45	677	16	0	10	3	25	11	9	1184	20	1	2063
Apprch %	50.0	14.5	22.6	12.9	6.1	91.7	2.2	0.0	20.4	6.1	51.0	22.4	0.7	97.5	1.6	0.1	
Total %	1.5	0.4	0.7	0.4	2.2	32.8	0.8	0.0	0.5	0.1	1.2	0.5	0.4	57.4	1.0	0.0	



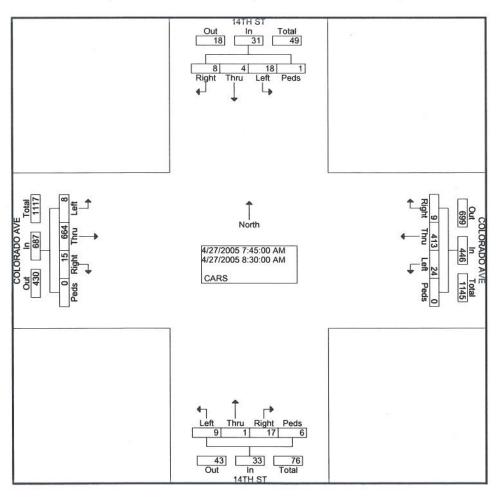
Wheat Ridge, CO 80033

File Name: 14TH&COLORADOAM

www.alltrafficdata.net Site Code: 00000000

Start Date : 4/27/2005

			4TH S				177777	ORAD	O AVE				4TH S					ORAD	O AVE		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr		Ped s	App. Total	Left	Thr		Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1														
Intersecti on	07:45	5 AM																		2000000	7
Volume	18	4	8	1	31	24	413	9	0	446	9	1	17	6	33	8	664	15	0	687	1197
Percent	58. 1	12. 9	25. 8	3.2		5.4	92. 6	2.0	0.0		27. 3	3.0	51. 5	18. 2		1.2	96. 7	2.2	0.0		
07:45 Volume Peak	7	1	3	0	11	9	102	1	0	112	3	0	1	1	5	2	204	5	0	211	339 0.88
Factor High Int.	07:45	5 AM				08:1	5 AM				08:15	AM				07:45	5 AM				
Volume Peak Factor	7	1	3	0	11 0.70 5	7	116	5	0	128 0.87 1	4	1	10	2	17 0.48 5	2		5	0	211 0.81 4	



Wheat Ridge, CO 80033

Groups Printed-TRUCKS

File Name: 14TH&COLORADOAM

30

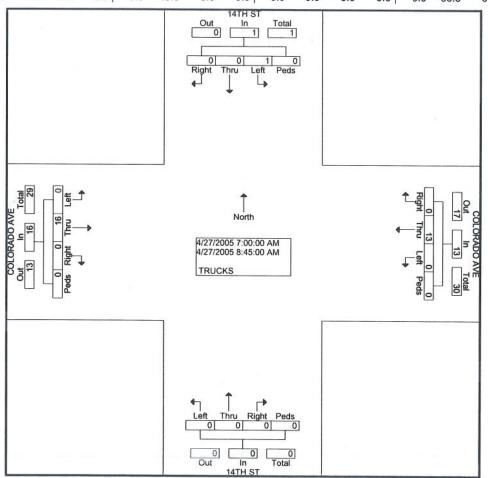
www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/27/2005

Page No : 1

				H ST bound		С		ADO AV bound	Έ			H ST bound		С		ADO AV	E	
	Start Time	Left	Thru	Right		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
	Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
	07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
	07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
-	07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
	Total	1	0	0	0	0	4	0	0	0	0	0	0	0	7	0	0	12
	08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
	08:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
	08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
1000	08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
	Total	0	0	0	0	0	9	0	0	0	0	0	0	0	9	0	0	18

Grand Total 1 0 0 0 0 13 0 0 0 0 0 0 0 16 0 0 | 100. 100. 100. Apprch % 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 0 0 Total % 3.3 0.0 0.0 0.0 0.0 43.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 53.3 0.0 0.0



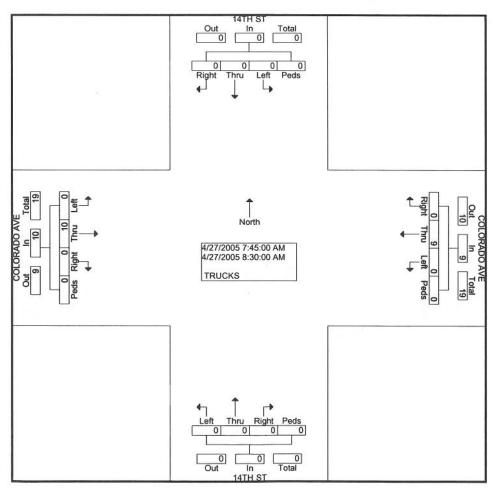
Wheat Ridge, CO 80033

File Name: 14TH&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/27/2005

			4TH S		727			ORAD	O AVE	•			4TH S					ORADo			
Start Time	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Int.
Peak Hour f	From (U 07:00 (ht M to	08:45	Total	aak 1	of 1	ht	S	Total		u	ht	S	Total		u	ht	S	Total	Total
Intersecti	07:4		NIVI LO	00.45	AWI-1	Cak I	01 1														
Volume	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	19
Percent	0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		
08:15 Volume Peak Factor	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6 0.7
High Int.	6:45:	00 AM	1			08:15	5 AM				6:45:	00 AN	1			07:45	5 AM				
Volume Peak Factor	0	0	0	0	0	0	3	0	0	3 0.75 0	0	0	0	0	0	0	3	0	0	3 0.83 3	



All Traffic Data Services, Inc.

9660 W 44th Ave

Wheat Ridge, CO 80033

File Name: 14TH&COLORADOAM

www.alltrafficdata.net

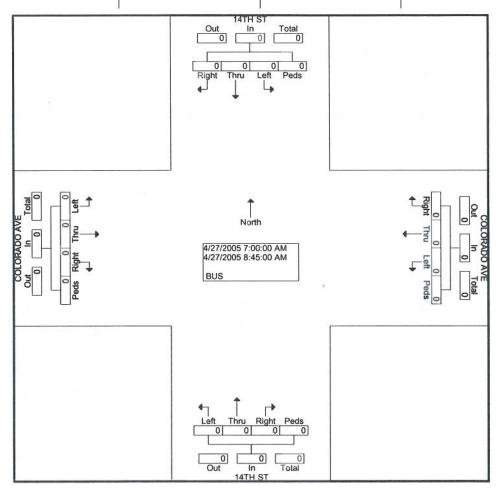
Site Code : 00000000 Start Date : 4/27/2005

Page No : 1

Groups Printed- BUS

		14Th South	H ST bound		С	OLORA Westl	DO AV	E		14Th Northi	H ST bound		С		ADO AV bound	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Ir Tot
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	

0 0 0 0 0 0 0 0 0 0 0 0 0 0 **Grand Total** 0 0 0 Apprch % Total % 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0



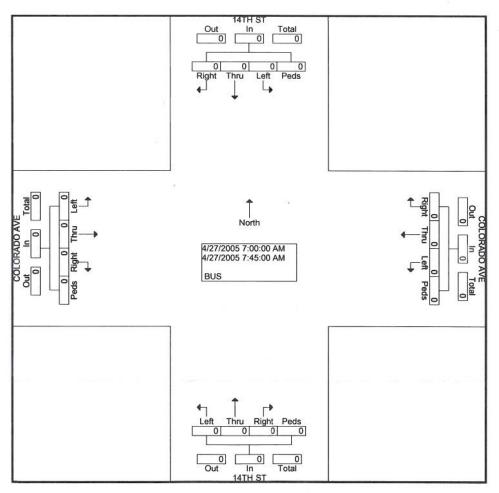
Wheat Ridge, CO 80033

File Name: 14TH&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/27/2005

			4TH S	und			COLC	ORAD estbo					4TH S					PRAD	O AVE		
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00 A	AM to	08:45	AM - P	eak 1	of 1					75-1									
Intersecti on	07:00	MA																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	500	0.0	0.0	0.0	0.0	11 (20)	
07:45 Volume Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Factor																					0.00
High Int. Volume Peak Factor	6:45:	00 AN	1			6:45:	00 AM				6:45:	00 AM	l			6:45:	00 AM				



Wheat Ridge, CO 80033

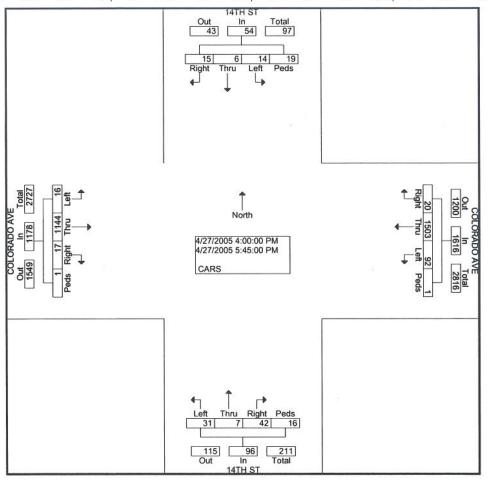
File Name: 14TH&COLORADOPM

www.alltrafficdata.net Site Code: 00000000

Start Date : 4/27/2005

Groups	Printed-	CARS
Gioups	FIIIILEU-	CAINO

		14Th South	0.00		С		ADO AV	E		14Th Northi	200		С		NDO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	1	1	1	3	2	154	1	1	4	2	4	4	1	148	3	0	330
04:15 PM	3	1	0	3	11	218	1	0	4	1	8	1	0	129	3	1	384
04:30 PM	1	0	1	1	14	167	1	0	3	0	6	1	2	165	1	0	363
04:45 PM	3	1	3	2	10	175	4	0	7	2	2	2	3	142	1	0	357
Total	8	3	5	9	37	714	7	1	18	5	20	8	6	584	8	1	1434
05:00 PM	1	0	4	7	11	218	3	0	0	1	4	3	2	165	7	0	426
05:15 PM	2	0	2	2	22	219	3	0	3	0	7	4	0	127	0	0	391
05:30 PM	1	1	3	0	9	185	4	0	4	1	5	0	4	157	2	0	376
05:45 PM	2	2	1	1	13	167	3	0	6	0	. 6	1	4	111	0	0	317
Total	6	3	10	10	55	789	13	0	13	2	22	8	10	560	9	0	1510
Grand Total	14	6	15	19	92	1503	20	1	31	7	42	16	16	1144	17	1	2944
Apprch %	25.9	11.1	27.8	35.2	5.7	93.0	1.2	0.1	32.3	7.3	43.8	16.7	1.4	97.1	1.4	0.1	
Total %	0.5	0.2	0.5	0.6	3.1	51.1	0.7	0.0	1.1	0.2	1.4	0.5	0.5	38.9	0.6	0.0	

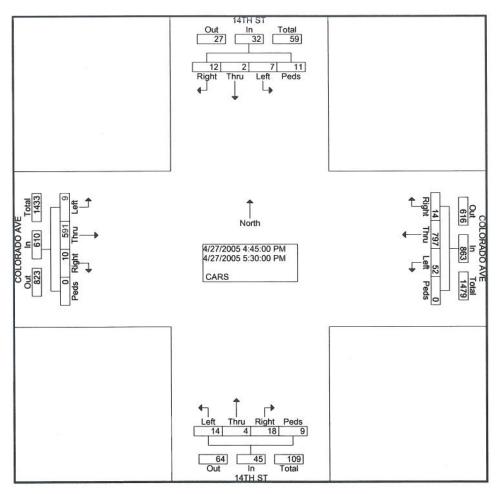


Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 14TH&COLORADOPM

Site Code : 00000000

Start Date : 4/27/2005

			4TH S				COLORADO AVE Westbound						4TH S						O AVE		
		So	uthbo	und			W	estbo	und				rthbo			907.000	E	astbou	ind		
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	M to	05:45	PM - P	eak 1	of 1				0									102	
Intersecti on	04:45	5 PM																		500000	
Volume	7	2	12	11	32	52	797	14	0	863	14	4	18	9	45	9	591	10	0	610	1550
Percent	21. 9	6.3	37. 5	34. 4		6.0	92. 4	1.6	0.0		31. 1	8.9	40. 0	20. 0		1.5	96. 9	1.6	0.0		
05:00 Volume Peak Factor	1	0	4	7	12	11	218	3	0	232	0	1	4	3	8	2	165	7	0	174	426 0.91
High Int.	05:00) PM				05:1	5 PM				05:15	PM				05:00	D PM				
Volume	1	0	4	7	12 0.66	22	219	3	0	244 0.88	3	0	7	4	14 0.80	2		7	0	174 0.87	
Factor					7					4					4					6	



Wheat Ridge, CO 80033 www.alltrafficdata.net

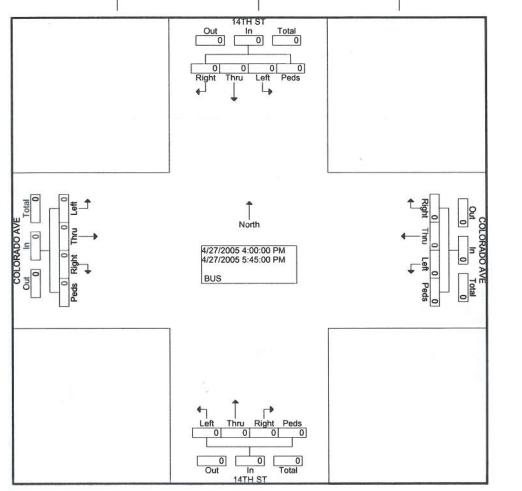
File Name: 14TH&COLORADOPM

afficdata.net Site Code: 00000000

Start Date : 4/27/2005

Printed-BUS	

							Giou	Do Lilling	u- DU	2							
			H ST bound		С		ADO AV	E		14Th North	(a)		С	OLORA Eastb	DO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	



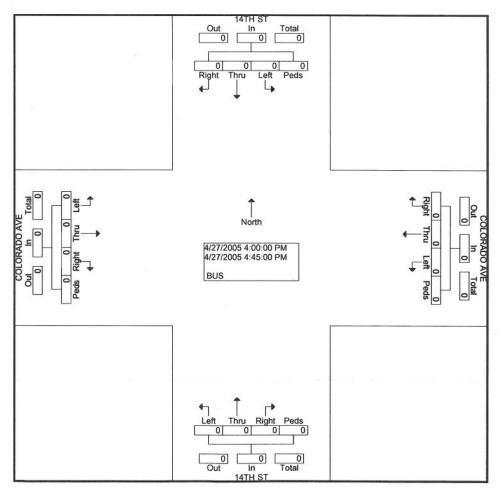
Wheat Ridge, CO 80033

File Name: 14TH&COLORADOPM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/27/2005

			4TH S				COLC						4TH S				COLC				
		50	uthbo	und			VV	estbo	und			No	rthbo	und			Ea	astbou	und		
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1						The state of							(A 1	
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	11 (50)	0.0	0.0	0.0	0.0		
04:45 Volume Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Factor																					
High Int. Volume Peak Factor	3:45:	00 PM	Í			3:45:	00 PM	Î			3:45:	00 PN	ľ			3:45:	00 PM				



Wheat Ridge, CO 80033 www.alltrafficdata.net

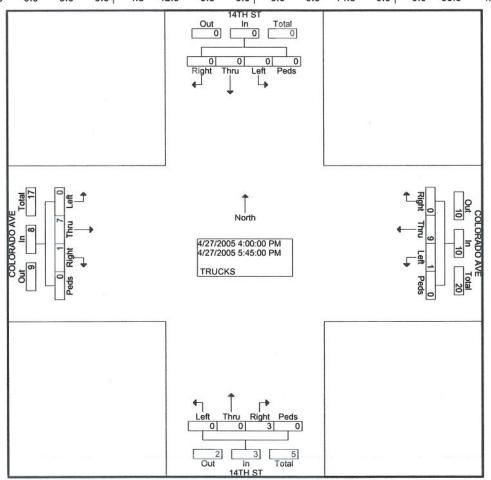
File Name: 14TH&COLORADOPM

Site Code : 00000000 Start Date : 4/27/2005

Page No : 1

Groups Printed-TRUCKS

		14Th South			С		ADO AV cound	E		14Th Northi			С		DO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
04:30 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	4	0	0	0	0	2	0	0	6	0	0	12
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1	0	
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	5	0	0	0	0	1	0	0	1	1	0	9
Grand Total	0	0	0	0	1	9	0	0	0	0	3	0	0	7	1	0	21
Apprch %	0.0	0.0	0.0	0.0	10.0	90.0	0.0	0.0	0.0	0.0	100. 0	0.0	0.0	87.5	12.5	0.0	
Total %	0.0	0.0	0.0	0.0	4.8	42.9	0.0	0.0	0.0	0.0	14.3	0.0	0.0	33.3	4.8	0.0	



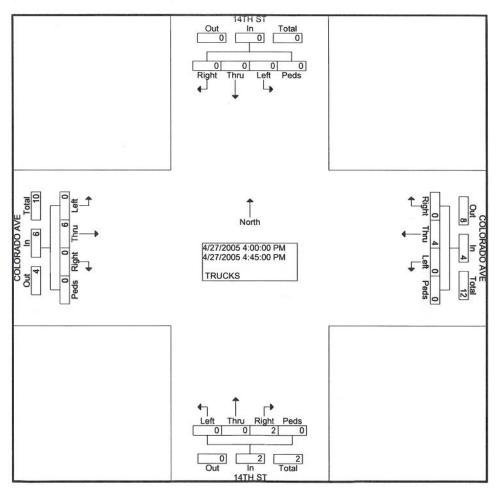
Wheat Ridge, CO 80033

File Name: 14TH&COLORADOPM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/27/2005

/			4TH S				COLORADO AVE Westbound						4TH S					DRADO			
the second second		50	uthbo	und			W		und			No	rthbo	und			E	astbou	nd		
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped	App. Total	Int. Total
Peak Hour I	From C	4:00 F	M to	05:45	PM - P	eak 1	of 1														
Intersecti on	04:00						rener.														
Volume	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	6	0	0	6	12
Percent	0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		0.0	0.0	100	0.0	Ī	0.0	100	0.0	0.0		
04:30 Volume Peak Factor	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	5 0.600
High Int.	3:45:	00 PM				04:30	PM				04:15	PM				04:00	D PM				
Volume	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	
Peak										0.33					0.50	3000				0.75	
Factor										3					0					0	

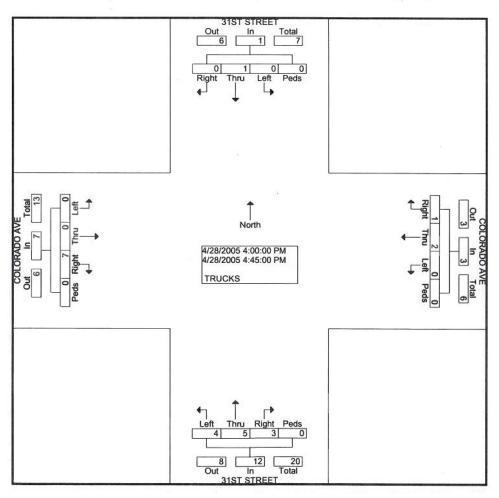


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 31ST&COLORADOPM Site Code : 00000000

Start Date : 4/28/2005

			T STF						O AVE				TSTF				COL	DRAD	O AVE		
		Sc	uthbo	und			W	estbo	und			No	rthbo	und			E	astbou	ınd		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int Tota
Peak Hour I	rom (4:00 F	PM to	05:45	PM - P	eak 1	of 1														
Intersecti on	04:00	PM																			
Volume	0	1	0	0	1	0	2	1	0	3	4	5	3	0	12	0	0	7	0	7	23
Percent	0.0	100	0.0	0.0		0.0	66. 7	33. 3	0.0		33. 3	41. 7	25. 0	0.0		0.0	0.0	100	0.0		
04:45 Volume Peak	0	0	0	0	0	0	1	0	0	1	1	2	2	0	5	0	0	4	0	4	0.5
Factor High Int.	04:18	5 PM				04:00) DM				04:45	: DM				04:45	: DM				0.0
Volume	04.10	1	0	0	1	04.00	0	1	0	1	1	2	2	0	5	04.45	O PIVI	4	0	4	
Peak	Ü		Ü	J	0.25	"	U		U	0.75	•	2	2	U	0.60	0	U	4	U	0.43	
Factor					0					0					0					8	



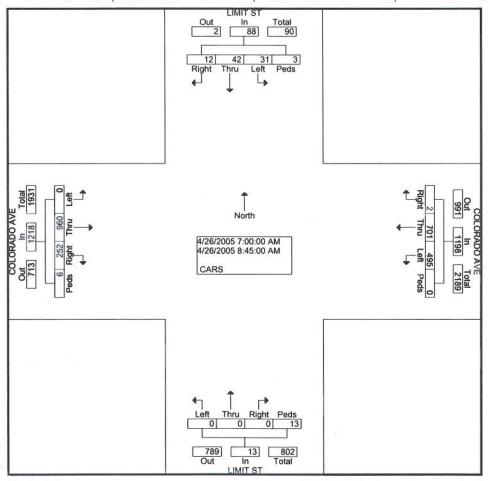
Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOAM www.alltrafficdata.net Site Code: 00000000

Start Date : 4/26/2005

Page No : 1

Groups Printed- CARS

		LIMI' South	T ST bound		С		ADO AV	E			T ST bound		С		NDO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	2	1	0	29	51	0	0	0	0	0	0	0	99	23	0	205
07:15 AM	1	7	0	0	57	65	0	0	0	0	0	5	0	95	32	4	266
07:30 AM	6	6	4	0	58	73	0	0	0	0	0	1	0	155	32	0	335
07:45 AM	16	12	4	0	78	106	2	0	0	0	0	1	0	169	39	2	429
Total	23	27	9	0	222	295	2	0	0	0	0	7	0	518	126	6	1235
08:00 AM	5	10	0	0	74	97	0	0	0	0	0	2	0	122	35	0	345
08:15 AM	3	3	2	1	65	112	0	0	0	0	0	1	0	107	33	0	32
08:30 AM	0	0	0	1	56	108	0	0	0	0	0	3	0	118	29	0	315
08:45 AM	0	2	1	1	78	89	0	0	0	0	0	0	0	95	29	0	295
Total	8	15	3	3	273	406	0	0	0	0	0	6	0	442	126	0	1282
Grand Total	31	42	12	3	495	701	2	0	0	0	0	13	0	960	252	6	2517
Apprch %	35.2	47.7	13.6	3.4	41.3	58.5	0.2	0.0	0.0	0.0	0.0	100.	0.0	78.8	20.7	0.5	
Total %	1.2	1.7	0.5	0.1	19.7	27.9	0.1	0.0	0.0	0.0	0.0	0.5	0.0	38.1	10.0	0.2	



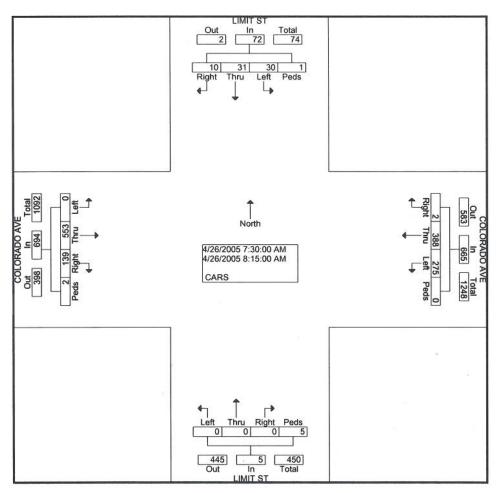
Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000

Start Date : 4/26/2005

			IMIT S		l.		COLORADO AVE Westbound Thr Rig Ped App.						IMIT S					ORAD astbou	O AVE		
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1														
Intersecti on	07:30) AM																			
Volume	30	31	10	1	72	275	388	2	0	665	0	0	0	5	5	0	553	139	2	694	1436
Percent	41. 7	43. 1	13. 9	1.4		41.	58. 3	0.3	0.0		0.0	0.0	0.0	100		0.0	79. 7	20. 0	0.3		
07:45 Volume Peak Factor	16	12	4	0	32	78	106	2	0	186	0	0	0	1	1	0	169	39	2	210	429 0.83
High Int.	07:45	5 AM				07:45	AM				08:00	AM (07:45	5 AM				
Volume Peak Factor	16	12	4	0	32 0.56 3	78	106	2	0	186 0.89 4	0	0	0	2	2 0.62 5	0	169	39	2	210 0.82 6	



Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000

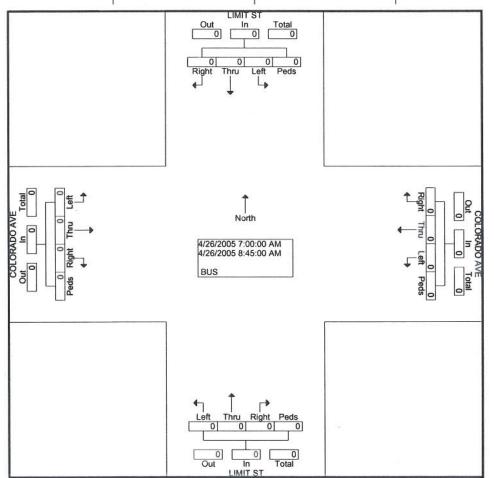
Start Date: 4/26/2005

Page No : 1

Groups Printe	9a- BUS		
ORADO AVE Vestbound	LIMIT ST Northbound	COLORADO AVE Eastbound	
			Int

COLC LIMIT ST Southbound W Thru Right Peds Thru Right Peds Left Start Time Left Thru Right Peds Left Thru Right Peds Left Total 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 Factor BREAK ***

0 0 0 0 0 0 0 0 0 0 0 0 0 0 **Grand Total** 0 0 0 Apprch % 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total %



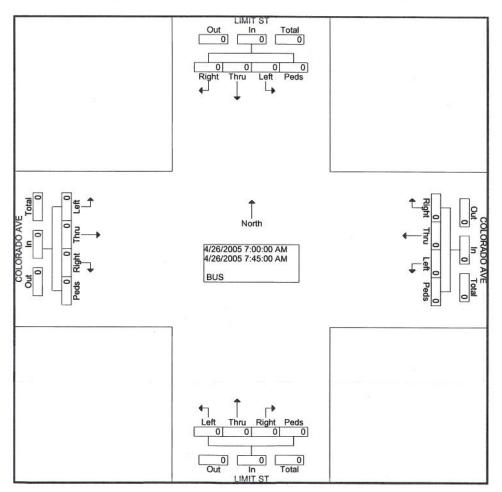
Wheat Ridge, CO 80033

File Name: LIMIT&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/26/2005

			IMIT S				COLC)RAD(IMIT S	0.00			COLC	DRAD		.	
Start	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig		App.	Int.
Time		u	ht	S	Total	Total Services	u	ht	S	Total		u	ht	S	Total	Lon	u	ht	S	Total	Total
Peak Hour F	-rom U	7:00 F	AIVI to	08:45	AM - P	eak 1 (of 1				e.										
Intersecti on	07:00	MA																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																					0.00
Factor																					
	6:45:	00 AM	l			6:45:	00 AM				6:45:	00 AM				6:45:	00 AM	Į.			
Volume																					
Peak																					
Factor						L															



All Traffic Data Services, Inc.

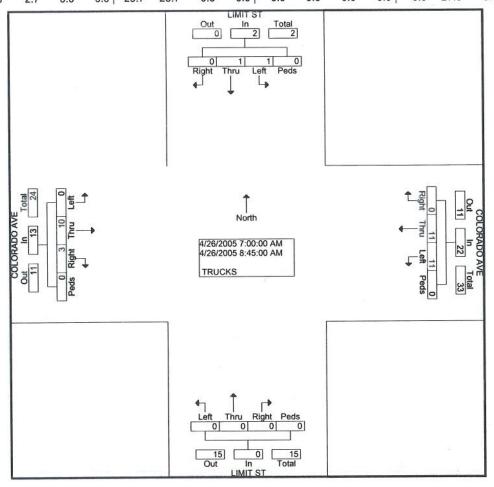
9660 W 44th Ave

Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOAM www.alltrafficdata.net Site Code: 00000000

Start Date : 4/26/2005

Groups	Printed-	TRUCKS
Gloubs	Filliteu-	INUCKS

		LIMI			С		ADO AV	E		LIMI	T ST bound		С		ADO AV bound	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
07:45 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	4	1_	0	9
Total	0	1	0	0	6	2	0	0	0	0	0	0	0	7	1	0	17
08:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	4
08:15 AM	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	2	1	0	8
Total	1	0	0	0	5	9	0	0	0	0	0	0	0	3	2	0	20
Grand Total	1	1	0	0	11	11	0	0	0	0	0	0	0	10	3	0	37
Apprch %	50.0	50.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.9	23.1	0.0	
Total %	2.7	2.7	0.0	0.0	29.7	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	8.1	0.0	

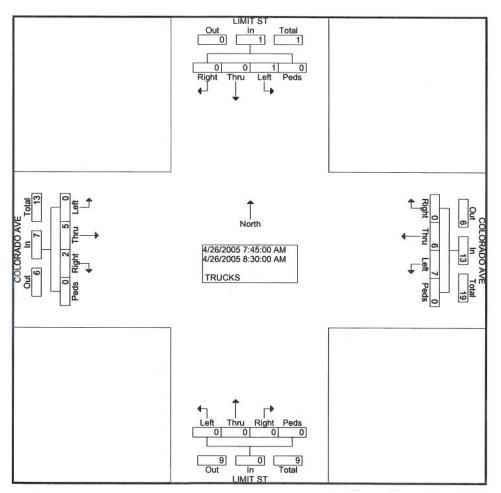


Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOAM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/26/2005

			IMIT Southbo	und			100000000000000000000000000000000000000	ORAD estbo					IMIT S			COLORADO AVE Eastbound					
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	7:00	AM to	08:45	AM - P	eak 1	of 1										8				
Intersecti on	07:45	AM.																			
Volume	1	0	0	0	1	7	6	0	0	13	0	0	0	0	0	0	5	2	0	7	21
Percent	100	0.0	0.0	0.0		53. 8	46. 2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	71. 4	28. 6	0.0		0.000
07:45 Volume Peak	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	4	1	0	5	9 0.58
Factor																					0.50
High Int.	08:30	MA (08:15	5 AM				6:45:	00 AM	ĺ			07:45	5 AM				
Volume	1	0	0	0	1	2	3	0	0	5	0	0	0	0	0	0	4	1	0	5	
Peak Factor					0.25					0.65										0.35	42



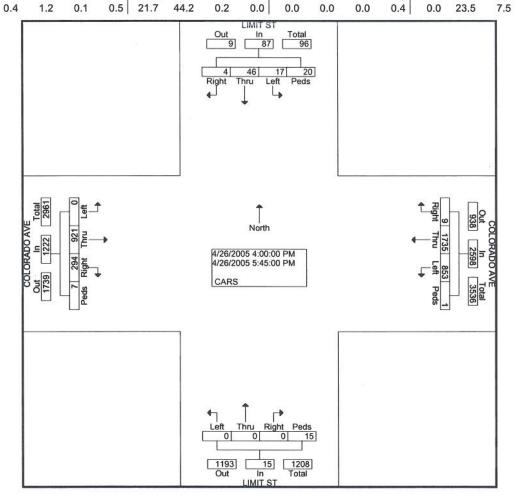
Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOPM

Site Code : 00000000

www.alltrafficdata.net

Start Date : 4/26/2005

							Group	s Printed	- CAR	S		0					
		LIMI			С		ADO AV	E		LIMI [*] Northi			С		ADO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	1	5	1	4	95	181	0	0	0	0	0	1	0	127	38	2	455
04:15 PM	0	6	2	3	104	204	9	1	0	0	0	4	0	116	27	2	478
04:30 PM	4	6	0	4	134	237	0	0	0	0	0	0	0	119	44	0	548
04:45 PM	4	3	0	2	104	200	0	0	0	0	0	0	0	126	36	1	476
Total	9	20	3	13	437	822	9	1	0	0	0	5	0	488	145	5	1957
05:00 PM	1	8	1	2	107	253	0	0	0	0	0	5	0	129	40	0	546
05:15 PM	1	5	0	2	120	259	0	0	0	0	0	1	0	100	30	0	518
05:30 PM	4	7	0	2	89	224	0	0	0	0	0	3	0	106	39	1	475
05:45 PM	2	6	0	1	100	177	0	0	0	0	0	1	0	98	40	1	426
Total	8	26	1	7	416	913	0	0	0	0	0	10	0	433	149	2	1965
Grand Total	17	46	4	20	853	1735	9	1	0	0	0	15	0	921	294	7	3922
Apprch %	19.5	52.9	4.6	23.0	32.8	66.8	0.3	0.0	0.0	0.0	0.0	100.	0.0	75.4	24.1	0.6	
Total %	0.4	1.2	0.1	0.5	21.7	44.2	0.2	0.0	0.0	0.0	0.0	0.4	0.0	23.5	7.5	0.2	

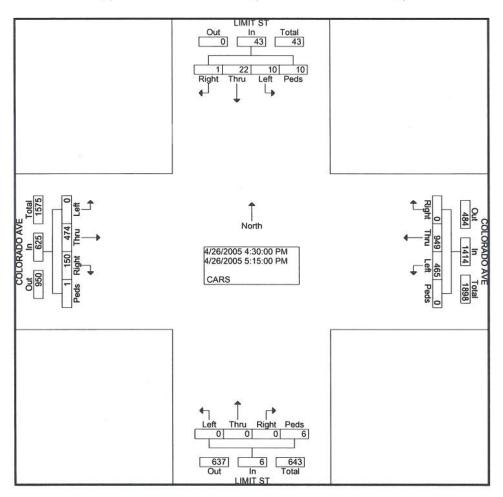


www.alltrafficdata.net

Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOPM

Site Code : 00000000 Start Date : 4/26/2005

			IMIT :						O AVE				IMIT S						O AVE		
		So	uthbo	und			W	estbo	und		_	No	rthbo	und			E	astbou	und		
Start	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Left	Thr	Rig	Ped	App.	Int.
Time	Leit	u	ht	S	Total	Leit	u	ht	s	Total	Leit	u	ht	s	Total	Leit	u	ht	S	Total	Total
Peak Hour f	From 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1														
Intersecti on	04:30	PM																			
Volume	10	22	1	10	43	465	949	0	0	1414	0	0	0	6	6	0	474	150	1	625	2088
Percent	23. 3	51. 2	2.3	23. 3		32. 9	67. 1	0.0	0.0		0.0	0.0	0.0	100		0.0	75. 8	24. 0	0.2		
04:30 Volume Peak	4	6	0	4	14	134	237	0	0	371	0	0	0	0	0	0	119	44	0	163	548 0.9
Factor High Int.	04:30	PM				05:15	5 PM				05:00	PM				05:00	PM				
Volume Peak Factor	4	6	0	4	14 0.76 8	120	259	0	0	379 0.93 3	0	0	0	5	5 0.30 0	0	129	40	0	169 0.92 5	



Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOPM

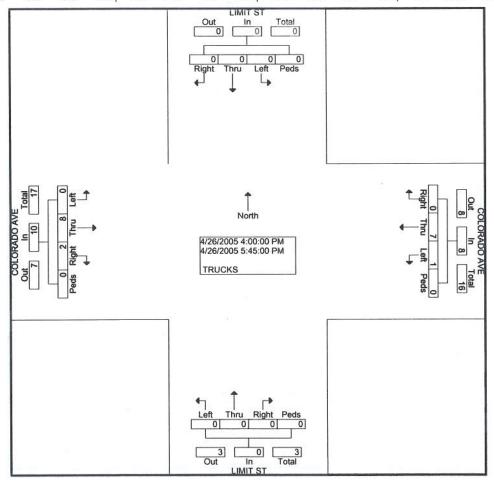
www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/26/2005

Page No : 1

Groups Printed- TRUCKS

	LIMIT ST Southbound					OLORA	ADO AV	E		LIMI	T ST bound		С		DO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
04:15 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	1	1	0	5
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	1	5	0	0	0	0	0	0	0	6	1	0	13
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM *** BREAK ***	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
Grand Total	0	0	0	0	1	7	0	0	0	0	0	0	0	8	2	0	18
Apprch %	0.0	0.0	0.0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	
Total %	0.0	0.0	0.0	0.0	5.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	11.1	0.0	

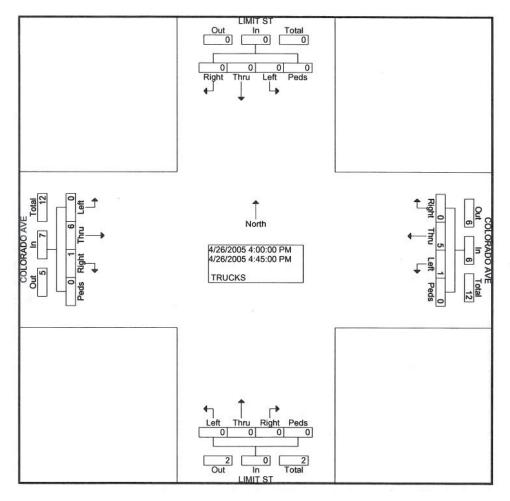


Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOPM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/26/2005

			IMIT (COLC	ORAD estbo					IMIT S					ORAD	O AVE		
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig . ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1							-					HIII-1-A	71-1-1-70	
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	6	1	0	7	13
Percent	0.0	0.0	0.0	0.0		16. 7	83. 3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	85. 7	14. 3	0.0		
04:15 Volume Peak Factor	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	5 0.68
High Int.	3:45:	00 PM	i			04:15	5 PM				3:45:	00 PM	1			04:00) PM				
Volume Peak Factor	0	0	0	0	0	1	2	0	0	0.50 0	0	0	0	0	0	0	2	0	0	2 0.87 5	



Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOPM

www.alltrafficdata.net

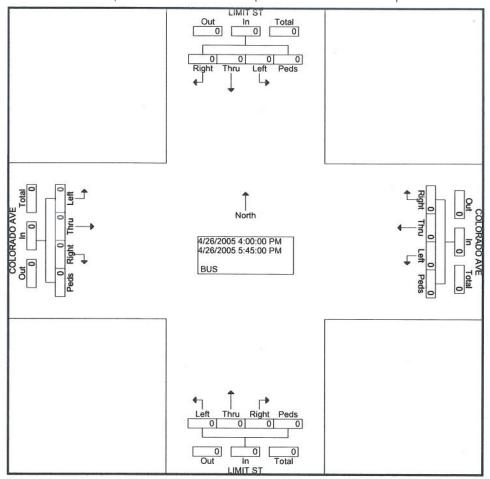
Site Code : 00000000

Start Date : 4/26/2005

Page No : 1

		LIMI	T ST bound		С		ADO AV	E		LIMI	T ST bound		С		ADO AV	E	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	In
Factor BREAK ***	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	

Grand Total 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 0 0 0.0 0 Apprch % Total % 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

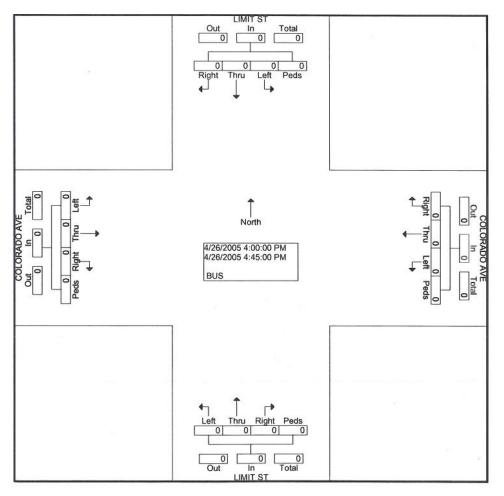


Wheat Ridge, CO 80033 File Name: LIMIT&COLORADOPM

www.alltrafficdata.net

Site Code : 00000000 Start Date : 4/26/2005

			IMIT S	T0050				ORAD estbo					IMIT S				COLC	PRAD			
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Int. Total
eak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1						ST = T							10	
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	900	
04:45 Volume Peak Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	3:45:	00 PM	ı			3:45:	00 PM	ľ			3:45:	00 PN	l			3:45:	00 PM				

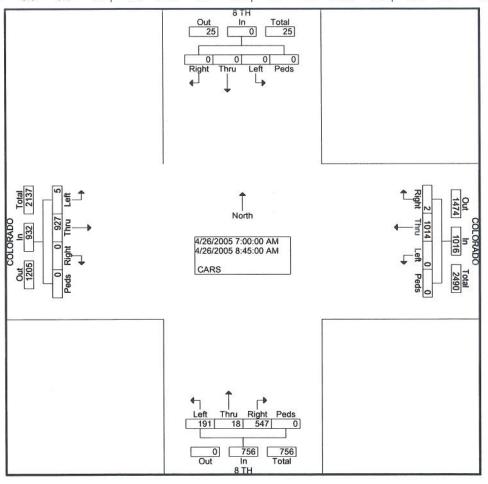


Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 8TH&COLORADOAM

Site Code : 00000000 Start Date : 4/26/2005

Groups	Printed-	CARS
--------	----------	------

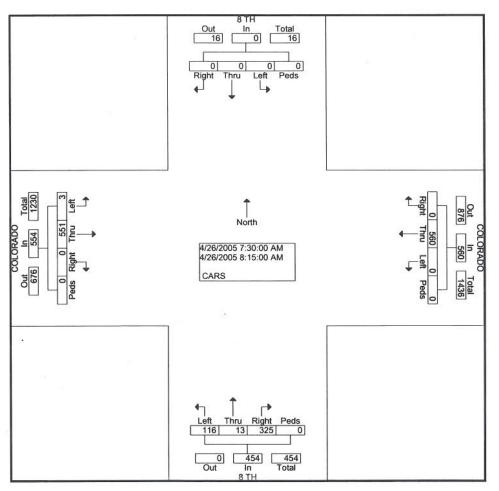
							Group	3 I IIIILO	u- UAIN								
		8 -	ТН			COLO	RADO			8 7	ГН			COLO	RADO		
		South	bound			West	bound			North	bound			Easth	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	01 100-
07:00 AM	0	0	0	0	0	77	0	0	11	0	55	0	0	91	0	0	234
07:15 AM	0	0	0	0	0	110	1	0	14	5	69	0	1	92	0	0	292
07:30 AM	0	0	0	0	0	112	0	0	20	4	80	0	1	141	0	0	358
07:45 AM	0	0	0	0	0	158	0	0	39	9	95	0	2	180	0	0	483
Total	0	0	0	0	0	457	1	0	84	18	299	0	4	504	0	0	1367
08:00 AM	0	0	0	0	0	136	0	0	29	0	74	0	0	130	0	0	369
08:15 AM	0	0	0	0	0	154	0	0	28	0	76	0	0	100	0	0	358
08:30 AM	0	0	0	0	0	125	1	0	28	0	45	0	1	111	0	0	311
08:45 AM	0	0	0	0	0	142	0	0	22	0	53	0	0	82	0	0	299
Total	0	0	0	0	0	557	1	0	107	0	248	0	1	423	0	0	1337
Grand Total	0	0	0	0	0	1014	2	0	191	18	547	0	5	927	0	0	2704
Apprch %	0.0	0.0	0.0	0.0	0.0	99.8	0.2	0.0	25.3	2.4	72.4	0.0	0.5	99.5	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	37.5	0.1	0.0	7.1	0.7	20.2	0.0	0.2	34.3	0.0	0.0	



Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 8TH&COLORADOAM

Site Code : 00000000 Start Date : 4/26/2005

		90	8 TH uthbo					LORA				No	8 TH					LORA			
Start Time	Left	Thr		***************************************	App. Total	Left	Thr		Ped	App. Total	Left	Thr	Rig	Ped	App. Total	Left	Thr	and the second second	Ped	App. Total	Int. Total
eak Hour F	rom 0					eak 1		110	- 3	Total		u	TIC		Total		<u> </u>			Total	Total
Intersecti	07:30	AM																			
Volume	0	0	0	0	0	0	560	0	0	560	116	13	325	0	454	3	551	0	0	554	1568
Percent	0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		25. 6	2.9	71. 6	0.0		0.5	99. 5	0.0	0.0		
07:45 Volume Peak Factor	0	0	0	0	0	0	158	0	0	158	39	9	95	0	143	2	180	0	0	182	48: 0.8
High Int.	6:45:	00 AM	ĺ			07:45	5 AM				07:45	AM				07:45	5 AM				
Volume Peak Factor	0	0	0	0	0	0	158	0	0	158 0.88 6	39	9	95	0	143 0.79 4	2	180	0	0	182 0.76 1	



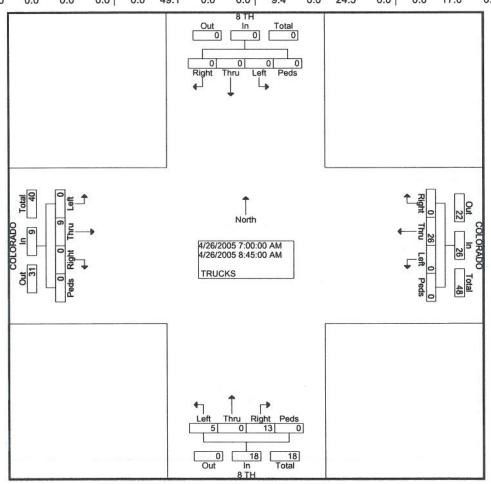
Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 8TH&COLORADOAM

Site Code : 00000000 Start Date : 4/26/2005

Grouns	Printed-	TRUCK	S
GIUUDS	Filliteu-	INDUN	•

		8 7 South					RADO oound			8 7 Northl	TH bound				RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	4
07:15 AM	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	4
07:45 AM	0	0	0	0	0	6	0	0	1	0	4	0	0	4	0	0	15
Total	0	0	0	0	0	11	0	0	4	0	6	0	0	6	0	0	27
08:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
08:15 AM	0	0	0	0	0	4	0	0	0	0	5	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	4	0	0	0	0	1	0	0	1	0	0	6
08:45 AM	0	0	0	0	0	4	0	0	1	0	1	0	0	1	0	0	7
Total	0	0	0	0	0	15	0	0	1	0	7	0	0	3	0	0	26
Grand Total	0	0	0	0	0	26	0	0	5	0	13	0	0	9	0	0	53
Apprch %	0.0	0.0	0.0	0.0	0.0	100. 0	0.0	0.0	27.8	0.0	72.2	0.0	0.0	100.	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	49.1	0.0	0.0	9.4	0.0	24.5	0.0	0.0	17.0	0.0	0.0	

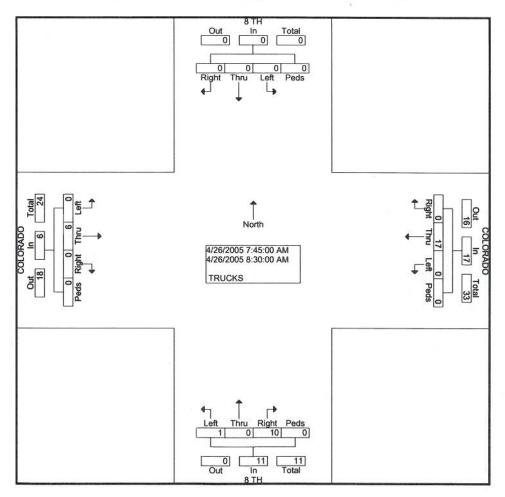


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 8TH&COLORADOAM

Site Code : 00000000 Start Date : 4/26/2005

		So	8 TH uthbo					LORA				No	8 TH					LORA			
Start Time	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr			App. Total	Int. Total
Peak Hour F	rom 0	7:00 A	AM to	08:45	AM - P	eak 1	of 1													1	
Intersecti on	07:45	5 AM														7.					
Volume	0	0	0	0	0	0	17	0	0	17	1	0	10	0	11	0	6	0	0	6	34
Percent	0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		9.1	0.0	90. 9	0.0		0.0	100	0.0	0.0	100	
07:45 Volume Peak Factor	0	0	0	0	0	0	6	0	0	6	1	0	4	0	5	0	4	0	0	4	15 0.5
High Int.	6:45:	00 AM	i			07:45	5 AM				07:45	AM				07:45	MA				
Volume Peak Factor	0	0	0	0	0	0	6	0	0	6 0.70 8	1	0	4	0	5 0.55 0	0	4	0	0	4 0.37 5	



Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 8TH&COLORADOAM

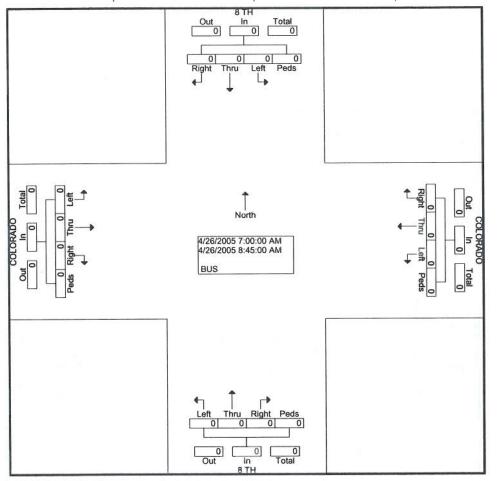
Site Code : 00000000 Start Date : 4/26/2005

Page No : 1

Groups Printed- BUS

		8 South	TH bound			COLO	RADO			8 7 North					RADO		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	

0 0 | 0 0 0 0 0 **Grand Total** 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Apprch % Total %

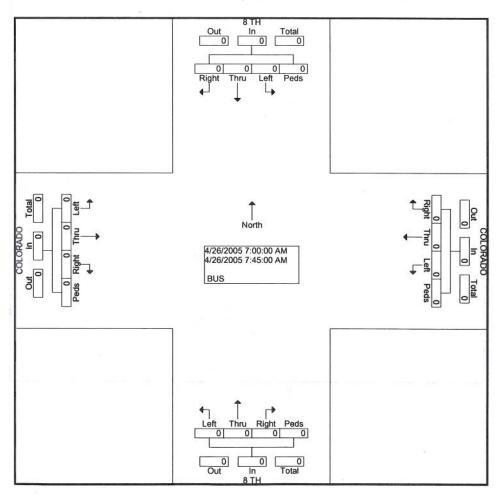


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 8TH&COLORADOAM

Site Code : 00000000 Start Date : 4/26/2005

	So	uthbo	und	0		2000	LORA estbo				No	8 TH					LORA			
Left	Thr			App. Total	Left	Thr		Ped	App. Total	Left	Thr	Rig ht	Ped	App. Total	Left	Thr	THE RESIDENCE PROPERTY.	Ped	App. Total	Int. Total
om 0	7:00 A	M to	08:45	AM - P	eak 1	of 1		N=												
07:00	AM																			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
6:45:0	00 AM				6:45:	00 AM	Ĺ			6:45:	00 AN	ı			6:45:	00 AM	ı			
0	om 0 07:00 0 0.0 0	_eπ	om 07:00 AM to 07:00 AM to 07:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OT:00 AM to 08:45 OT:00 AM O	u	New New	Pert	One of the length of the len	One of the color	U	Ceft	Cert	Cert	Cert	One of the content	One of the content	OF U Nt S Total Left U Nt S Total Left U Nt S Total Left U U Nt S Total Left U U Nt S Total Left U U Nt S Total Left U U Nt S Total Left U U Nt S Total Left U U Nt S Total Left U U Nt U Nt U U U U Nt U U U U U U U U U	-err u ht s Total u ht s Total -err u ht s Total u ht s Total	OF U	-ert u ht s Total Lert u ht s Total Cert u ht s

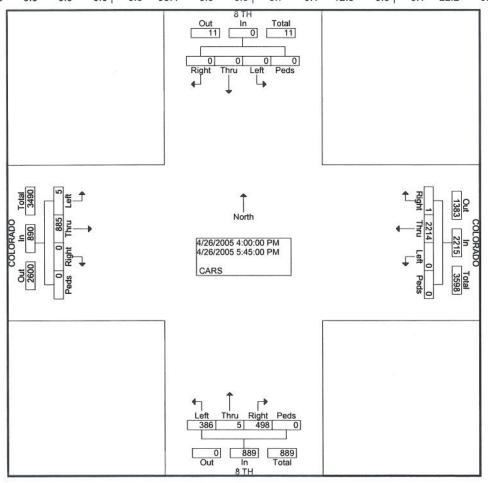


Wheat Ridge, CO 80033 www.alltrafficdata.net File Name: 8TH&COLORADOPM

Site Code : 00000000 Start Date : 4/26/2005

Crauma	Printed-	CADC
Groups	Printed-	CARS

		8 South					RADO			1975	TH bound				RADO ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	0	222	1	0	45	0	74	0	1	117	0	0	460
04:15 PM	0	0	0	0	0	269	0	0	53	2	59	0	1	109	0	0	493
04:30 PM	0	0	0	0	0	315	0	0	50	2	62	0	1	115	0	0	545
04:45 PM	0	0	0	0	0	251	0	0	59	0	53	0	1	121	0	0	485
Total	0	0	0	0	0	1057	1	0	207	4	248	0	4	462	0	0	1983
05:00 PM	0	0	0	0	0	310	0	0	41	1	80	0	0	133	0	0	565
05:15 PM	0	0	0	0	0	334	0	0	48	0	75	0	0	90	0	0	547
05:30 PM	0	0	0	0	0	276	0	0	42	0	51	0	0	105	0	0	474
05:45 PM	0	0	0	0	0	237	0	0	48	0	44	0	1	95	0	0	425
Total	0	0	0	0	0	1157	0	0	179	1	250	0	1	423	0	0	2011
Grand Total	0	0	0	0	0	2214	1	0	386	5	498	0	5	885	0	0	3994
Apprch %	0.0	0.0	0.0	0.0	0.0	100.	0.0	0.0	43.4	0.6	56.0	0.0	0.6	99.4	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	55.4	0.0	0.0	9.7	0.1	12.5	0.0	0.1	22.2	0.0	0.0	

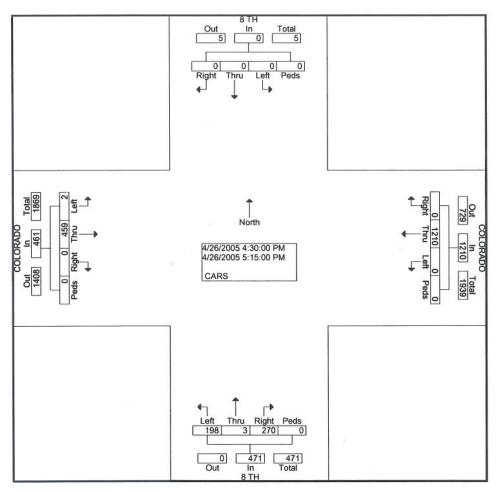


Wheat Ridge, CO 80033 www.alltrafficdata.net

File Name: 8TH&COLORADOPM

Site Code : 00000000 Start Date : 4/26/2005

			8 TH					LORA					8 TH					LORA			
		So	uthbo	und			W	estbou	ınd			No	orthbo	und			E	astbou	ınd		la and a second
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour I	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1	-	,												
Intersecti on	04:30																				
Volume	0	0	0	0	0	0	121 0	0	0	1210	198	3	270	0	471	2	459	0	0	461	2142
Percent	0.0	0.0	0.0	0.0		0.0	100	0.0	0.0		42. 0	0.6	57. 3	0.0		0.4	99. 6	0.0	0.0		
05:00 Volume Peak Factor	0	0	0	0	0	0	310	0	0	310	41	1	80	0	122	0	133	0	0	133	565 0.94
High Int.	3:45:	00 PM	ĺ			05:15	5 PM				05:15	PM				05:00	PM				
Volume Peak Factor	0	0	0	0	0	0	334	0	0	334 0.90 6	48	0	75	0	123 0.95 7	0	133	0	0	133 0.86 7	



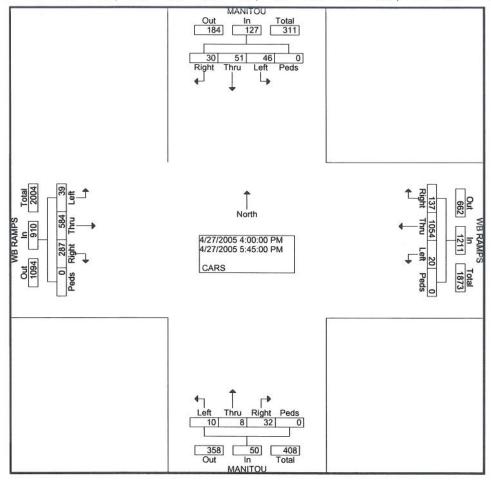
Wheat Ridge, CO 8003 File Name: MANITOU & WBRAMPSPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Groups	Printed-	- CARS
--------	----------	--------

		MAN South				WB R				MAN North	ITOU bound				AMPS ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	7	7	3	0	2	122	16	0	0	1	3	0	4	83	39	0	287
04:15 PM	5	6	4	0	4	112	15	0	1	1	4	0	8	74	50	0	284
04:30 PM	4	4	6	0	4	125	11	0	4	0	3	0	5	89	37	0	292
04:45 PM	5	8	3	0	2	130	13	0	0	0	4	0	5	75	30	0	275
Total	21	25	16	0	12	489	55	0	5	2	14	0	22	321	156	0	1138
05:00 PM	7	9	3	0	1	119	18	0	3	2	6	0	4	73	29	0	274
05:15 PM	7	3	4	0	3	133	26	0	1	3	7	0	5	76	33	0	301
05:30 PM	6	5	5	0	1	156	17	0	1	1	3	0	6	55	31	0	287
05:45 PM	5	9	2	0	3	157	21	0	0	0	2	0	2	59	38	0	298
Total	25	26	14	0	8	565	82	0	5	6	18	0	17	263	131	0	1160
Grand Total	46	51	30	0	20	1054	137	0	10	8	32	0	39	584	287	0	2298
Apprch %	36.2	40.2	23.6	0.0	1.7	87.0	11.3	0.0	20.0	16.0	64.0	0.0	4.3	64.2	31.5	0.0	
Total %	2.0	2.2	1.3	0.0	0.9	45.9	6.0	0.0	0.4	0.3	1.4	0.0	1.7	25.4	12.5	0.0	

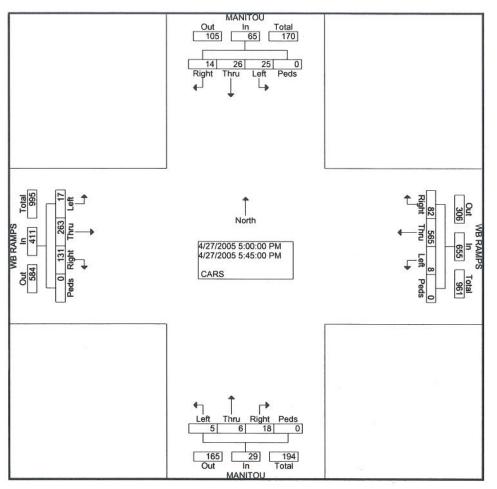


Wheat Ridge, CO 8003File Name: MANITOU&WBRAMPSPM

www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

		uthbo	und																	
Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1			0											
05:00	PM																			
25	26	14	0	65	8	565	82	0	655	5	6	18	0	29	17	263	131	0	411	1160
38. 5	40. 0	21. 5	0.0		1.2	86. 3	12. 5	0.0		17. 2	20. 7	62. 1	0.0	2.2.2.2.2	4.1	64. 0	31. 9	0.0		CONTROLOR
7	3	4	0	14	3	133	26	0	162	1	3	7	0	11	5	76	33	0	114	301 0.9
05:00	PM				05:45	5 PM				05:00) PM				05:15	5 PM				
7	9	3	0	19 0.85	3	157	21	0	181 0.90	3	2	6	0	11 0.65	5	76	33	0	114 0.90	
	7 rom 0	Schember 1 September 2 Septemb	Southbou Left	Term 04:00 PM to 05:45 05:00 PM 25 26 14 0 38. 40. 21. 5 0.0 7 3 4 0 05:00 PM	Southbound Sou	Southbound Left Thr Rig Ped App. Left	Southbound W Left Thr Rig Ped App. Left Thr U	Southbound Westbook Left Thr Rig Ped App. Left U ht S Total Left U ht Nt Nt Nt Nt Nt Nt Nt	Southbound Westbound Left Thr Rig Ped App. Left U ht s Total Left U ht s S Storm 04:00 PM to 05:45 PM - Peak 1 of 1	Southbound Westbound Control Control	Southbound Westbound Left Thr Rig Ped App. Left Thr Rig Reft Thr Thr Rig Reft Thr Thr Rig Reft Thr Thr	Southbound Westbound Note	Southbound Westbound Northbook Right Southbound Right Ri	Southbound Sou	Southbound Sou	Southbound Sou	Southbound Sou	Southbound Sou	Southbound Sou	Southbound Sou



Wheat Ridge, CO 8003Bile Name: MANITOU&WBRAMPSPM www.alltrafficdata.net Site Code: 00000000

Start Date : 4/27/2005

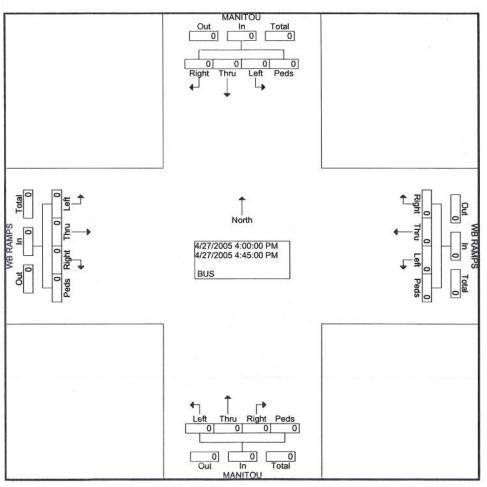
							0	Deiet	- I DUG		age l	No.	: 1				
		MAN South	TOU			WB R	AMPS	ps Printe	90- 808	MAN North					AMPS		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	In Tota
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	100
BREAK ***																	
Grand Total Apprch % Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
							Out 0 Right	0	Tota O eft Pec	0							
		WB KAMIPS Out In Total	0 0 0 0 0 Peds Right Thru Left	→				North 2005 4:00 2005 5:45	:00 PM				_ E∯		WB RAMPS		
							Left 0		tight Pe	ds 0							

Wheat Ridge, CO 8003 File Name: MANITOU & WBRAMPSPM

www.alltrafficdata.netSiteCode: 00000000

Start Date : 4/27/2005

			ANIT(B RAN estbo					ANITO					RAN astbou			
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1														
Intersecti on	04:00	PM																			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
04:45 Volume Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Factor High Int. Volume Peak Factor	3:45:	00 PM	I			3:45:	00 PM	Ŀ			3:45:	00 PM				3:45:	00 PN	I			



Wheat Ridge, CO 8003 File Name: MANITOU & WBRAMPSPM

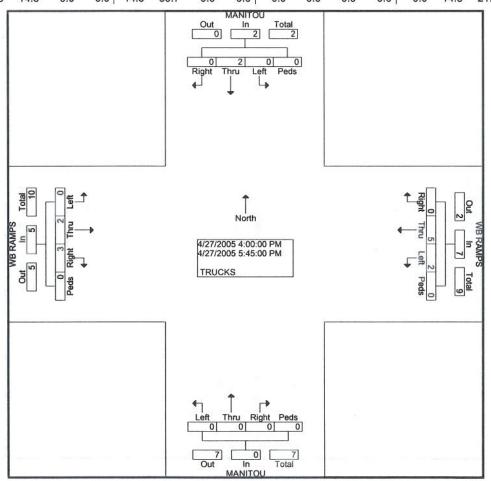
www.alltrafficdata.net Site Code : 00000000

Start Date : 4/27/2005

Page No : 1

Groups Printed- TRUCKS

		MAN South	ITOU bound				AMPS bound			MAN					AMPS bound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	1	0	0	2	3	0	0	0	0	0	0	0	2	2	0	10
*** BREAK ***																	
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
05:30 PM *** BREAK ***	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	4
Grand Total	0	2	0	0	2	5	0	0	0	0	0	0	0	2	3	0	14
Apprch %	0.0	100.	0.0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	60.0	0.0	
Total %	0.0	14.3	0.0	0.0	14.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	21.4	0.0	

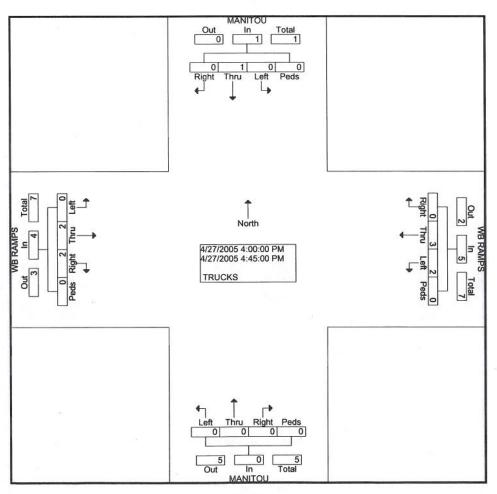


Wheat Ridge, CO 8003File Name: MANITOU&WBRAMPSPM

www.alltrafficdata.netSiteCode: 00000000

Start Date : 4/27/2005

			IANIT(3 RAN estbo					ANITO					RAN astbou			_
Start Time	Left	Thr u	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr	Rig ht	Ped s	App. Total	Left	Thr u	Rig ht	Ped s	App. Total	Int. Total
Peak Hour F	rom 0	4:00 F	PM to	05:45	PM - P	eak 1	of 1		-												
Intersecti on	04:00	PM																		0.00	
Volume	0	1	0	0	1	2	3	0	0	5	0	0	0	0	0	0	2	2	0	4	10
Percent	0.0	100	0.0	0.0		40. 0	60. 0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	50. 0	50. 0	0.0		
04:30 Volume Peak Factor	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0.62
High Int.	04:15	5 PM				04:30	PM				3:45:	00 PN	1			04:30) PM)
Volume Peak Factor	0	1	0	0	0.25 0	0	2	0	0	2 0.62 5	0	0	0	0	0	0	0	2	0	0.50 0	



Site Code: 4.5 Station ID: 4.5 US24 BETWEEN 8TH & I-25 SB RAMPS

Page 1

Start	22-Apr-05	
Time	Fri	WB
12:00 AM		*
01:00		
02:00		
03:00		T - 1/2
04:00		*
05:00		100
06:00		•
07:00		
08:00		•
09:00		
10:00		
11:00		
12:00 PM		1/2
01:00		1554
02:00		1990
03:00		2222
04:00		2294
05:00		2216
06:00		1690
07:00		1260
08:00		912
09:00		816
10:00		583
11:00		343
Total		15880
AM Peak		
Vol.		
PM Peak		16:00
Vol.		2294

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 4.5 Station ID: 4.5 US24 BETWEEN 8TH & I-25 SB RAMPS

Start 23-Apr-05		
Time Sat	WB	
12:00 AM	241 170	
01:00		
02:00	134	
03:00	108	
04:00	106	
05:00	252	
06:00	461	
07:00	859	
08:00	1315	
09:00	1482	
10:00	1699	
11:00	1853	
12:00 PM	1985	
01:00	1867	
02:00	1802	
03:00	1654	
04:00	1630	
05:00	1439	
06:00	1262	
07:00	1118	
08:00	893	
09:00	727	
10:00	568	
11:00	402	
Total	24027	
AM Peak	11:00	
Vol.	1853	
PM Peak	12:00	
Vol.	1985	

Page 3

Site Code: 4.5 Station ID: 4.5 US24 BETWEEN 8TH & I-25 SB RAMPS All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 4.5 Station ID: 4.5 US24 BETWEEN 8TH & I-25 SB RAMPS

Start Time	24-Apr-05 Sun	WB	
12:00 AM		340	
01:00		202	
02:00		140	
03:00		92	
04:00		89	
05:00		182	
06:00		246	
07:00		410	
08:00		684	
09:00		800	
10:00		1027	
11:00		1177	
12:00 PM		1286	
01:00		1225	
02:00		1250	
03:00		1396	
04:00		1441	
05:00		1392	
06:00		1061	
07:00		791	
08:00		574	
09:00		512	
10:00		366	
11:00		216	
Total		16899	
AM Peak		11:00	
Vol.		1177	
PM Peak		16:00	
Vol.		1441	

Start	25-Apr-05	5925	
Time	Mon	WB	
12:00 AM		5	
01:00		6	
02:00		2	
03:00		1	
04:00		7	
05:00		31	
06:00		84	
07:00		137	
08:00		0	
09:00		0	
10:00		1540	
11:00		1730	
12:00 PM		1852	
01:00		1635	
02:00		1816	
03:00		2028	
04:00		2094	
• 05:00		2023	
06:00		1543	
07:00		1150	
08:00		833	
09:00		745	
10:00		533	
11:00		314	
Total		20109	
AM Peak		11:00	
Vol.		1730	
PM Peak		16:00	
Vol.		2094	

Page 5

Site Code: 4.5 Station ID: 4.5 US24 BETWEEN 8TH & I-25 SB RAMPS

Start	26-Apr-05		
Time	Tue	WB	
12:00 AM		169	
01:00		190	
02:00		145	
03:00		109	
04:00		132	
05:00		266	
06:00		337	
07:00		662	
08:00		1072	
09:00		1301	
10:00		1610	
11:00		1810	
12:00 PM		1937	
01:00		1710	
02:00		1900	
03:00		2122	
04:00		2190	
05:00		2116	
06:00		1613	
07:00		1202	
08:00		871	
09:00		779	
10:00		557	
11:00		328	
Total		25128	
AM Peak		11:00	
Vol.		1810	
PM Peak		16:00	
Vol.		2190	
Total		102043	

ADT Not Calculated

Site Code: 4 Station ID: 4 US24 BETWEEN 8TH & I-25 SB RAMPS

Page 1

Start	22-Apr-05		
Time	Fri	EB	
12:00 AM			
01:00			
02:00			
03:00			
04:00			
05:00			
06:00			
07:00			
08:00		•	
09:00			
10:00			
11:00		•	
12:00 PM		•	
01:00		1804	
02:00		1908	
03:00		2010	
04:00		1953	
05:00		1810	
06:00		1506	
07:00		1015	
08:00		854	
09:00		720	
10:00		586	
11:00		362	
Total		14528	
AM Peak			
Vol.			
PM Peak		15:00	
Vol.		2010	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 4 Station ID: 4 US24 BETWEEN 8TH & I-25 SB RAMPS

Start	23-Apr-05	640701	
Time	Sat	EB	
12:00 AM		296	
01:00		218	
02:00		314	
03:00		150	
04:00		98	
05:00		194	
06:00		402	
07:00		738	
08:00		1094	
09:00		1326	
10:00		1414	
11:00		1590	
12:00 PM		1793	
01:00		1738	
02:00		1790	
03:00		1920	
04:00		1862	
05:00		1590	
06:00		1418	
07:00		1120	
08:00		988	
09:00		866	
10:00		736	
11:00		449	
Total		24104	
AM Peak		11:00	
Vol.		1590	
PM Peak		15:00	
Vol.		1920	

Page 3 Site Code: 4 Station ID: 4 US24 BETWEEN 8TH & I-25 SB RAMPS All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 4 Station ID: 4 US24 BETWEEN 8TH & I-25 SB RAMPS

Time	Mon	EB	
12:00 AM		136	
01:00		122	
02:00		94	
03:00		116	
04:00		140	
05:00		400	
06:00		1037	
07:00		1752	
08:00		1596	
09:00		1268	
10:00		1322	
11:00		1454	
12:00 PM		1610	
01:00		1526	
02:00		1505	
03:00		1764	
04:00		1568	
05:00		1428	
06:00		1180	

	25-Apr-05	TO STORY	
Time	Mon	EB	
12:00 AM		136	
01:00		122	
02:00		94	
03:00		116	
04:00		140	
05:00		400	
06:00		1037	
07:00		1752	
08:00		1596	
09:00		1268	
10:00		1322	
11:00		1454	
12:00 PM		1610	
01:00		1526	
02:00		1505	
03:00		1764	
04:00		1568	
05:00		1428	
06:00		1180	
07:00		799	
08:00		613	
09:00		512	
10:00		344	
11:00		217	
Total	- 12	22503	
AM Peak		07:00	
Vol.		1752	
PM Peak		15:00	
Vol.		1764	

tart	24-Apr-05		
ime	Sun	EB	
MA 00:		362	
01:00		264	
02:00		418	
03:00		140	
04:00		88	
05:00		124	
06:00		220	
07:00		384	
08:00		622	
09:00		793	
10:00		1085	
11:00		1238	
00 PM		1578	
01:00		1562	
02:00		1384	
03:00		1230	
04:00		1130	
05:00		1086	
06:00		834	
07:00		729	
08:00		522	
09:00		418	
10:00		321	
11:00		215	
Total		16747	
/ Peak		11:00	
Vol.		1238	
VI Peak		12:00	
Vol.		1578	

Page 5
Site Code: 4
Station ID: 4
US24 BETWEEN 8TH & I-25 SB RAMPS

ADT

Not Calculated

Start Time	26-Apr-05 Tue	EB	
12:00 AM	- i de	148	
01:00		100	
02:00		105	
03:00		98	
04:00		146	
05:00		456	
06:00		1210	
07:00		1986	
08:00		1728	
09:00		1395	
10:00		1495	
11:00		1634	
12:00 PM		1702	
01:00		1698	
02:00		1698	
03:00		1839	
04:00		1790	
05:00		1742	
06:00		1298	
07:00		930	
08:00		742	
09:00		596	
10:00		410	
11:00		233	
Total		25179	
AM Peak		07:00	
Vol.		1986	
PM Peak		15:00	
Vol.		1839	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 4 Station ID: 4 US24 BETWEEN 8TH & I-25 SB RAMPS

Start	27-Apr-05				
Time	Wed	EB		 	_
12:00 AM		176			
01:00		86			
02:00		152			
03:00		84			
04:00		146			
05:00		441			
06:00		1208			
07:00		1996			
08:00		1711			
09:00		200			
10:00					
11:00					
12:00 PM					
01:00					
02:00					
03:00					
04:00					
05:00		*			
06:00					
07:00					
08:00					
09:00					
10:00		•			
11:00					
Total		6200			
AM Peak	1100-10-11-1-10-1	07:00			
Vol.		1996			
PM Peak					
Vol.		C. Higosom II Dec			
Total		109261			

Page 1
Site Code: 3.5
Station ID: 3.5
US24 BETWEEN 21ST & 8TH

Start	22-Apr-05		
Time	Fri	WB	
12:00 AM		*	
01:00			
02:00			
03:00			
04:00		*	
05:00		*	
06:00		•	
07:00		*	
08:00		*	
09:00			
10:00		•	
11:00		GARLES AND	
12:00 PM		•	
01:00			
02:00		•	
03:00		1644	
04:00		1778	
05:00		1842	
06:00		1465	
07:00		1050	
08:00		839	
09:00		666	
10:00		478	
11:00		306	
Total		10068	
AM Peak			
Vol.			
PM Peak		17:00	
Vol.		1842	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 3.5 Station ID: 3.5 US24 BETWEEN 21ST & 8TH

Start	23-Apr-05	1000	
Time	Sat	WB	
12:00 AM		180	
01:00		158	
02:00		99	
03:00		78	
04:00		78	
05:00		187	
06:00		323	
07:00		602	
08:00		963	
09:00		1104	
10:00		1238	
11:00		1346	
12:00 PM		1520	
01:00		1422	
02:00		1394	
03:00		1296	
04:00		1238	
05:00		1156	
06:00		1013	
07:00		874	
08:00		742	
09:00		622	
10:00		443	
11:00		316	
Total		18392	
AM Peak		11:00	
Vol.		1346	
PM Peak		12:00	
Vol.		1520	

Page 3
Site Code: 3.5
Station ID: 3.5
US24 BETWEEN 21ST & 8TH

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 3.5 Station ID: 3.5 US24 BETWEEN 21ST & 8TH

Start Time	24-Apr-05 Sun	WB	
12:00 AM		260	
01:00		156	
02:00		114	
03:00		59	
04:00		76	
05:00		133	
06:00		169	
07:00		332	
08:00		537	
09:00		652	
10:00		806	
11:00		906	
12:00 PM		970	
01:00		998	
02:00		952	
03:00		914	
04:00		820	
05:00		678	
06:00		607	
07:00		380	
08:00		286	
09:00		226	
10:00		100	
11:00		89	
Total		11220	
AM Peak		11:00	
Vol.		906	
PM Peak		13:00	
Vol.		998	

Start Time	25-Apr-05 Mon	WB	
12:00 AM	Mon	112	
01:00		125	
02:00		96	
03:00		72	
04:00		87	
05:00		176	
06:00		223	
07:00		438	
08:00		708	
09:00		860	
10:00		1064	
11:00		1196	
12:00 PM		1280	
01:00		1318	
02:00		1256	
03:00		1517	
04:00		1641	
05:00		1700	
06:00		1352	
07:00		969	
08:00		774	
09:00		615	
10:00		441	
11:00		282	
Total		18302	
AM Peak		11:00	
Vol.		1196	
PM Peak		17:00	
Vol.		1700	

Page 5

Site Code: 3.5 Station ID: 3.5 US24 BETWEEN 21ST & 8TH

Start	26-Apr-05		
Time	Tue	WB	
12:00 AM		126	
01:00		141	
02:00		108	
03:00		81	
04:00		98	
05:00		198	
06:00		251	
07:00		493	
08:00		797	
09:00		968	
10:00		1198	
11:00		1346	
12:00 PM		1441	
01:00		1484	
02:00		1413	
03:00		1549	
04:00		1676	
05:00		1736	
06:00		1381	
07:00		990	
08:00		790	
09:00		628	
10:00		450	
11:00	and the same	288	
Total		19631	
AM Peak		11:00	
Vol.		1346	
PM Peak		17:00	
Vol.		1736	
Total		77613	

ADT Not Calculated

Page 1
Site Code: 3
Station ID: 3
US24 BETWEEN 21ST & 8TH

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 3 Station ID: 3 US24 BETWEEN 21ST & 8TH

Start	22-Apr-05	(1995)	
Time	Fri	EB	
12:00 AM			
01:00			
02:00		•	
03:00			
04:00			
05:00		5 - 10	
06:00			
07:00		The American	
08:00		•	
09:00			
10:00			
11:00			
12:00 PM		•	
01:00			
02:00			
03:00			
04:00		1482	
05:00		1372	
06:00		1098	
07:00		673	
08:00		580	
09:00		530	
10:00		434	
11:00		295	
Total		6464	
AM Peak	_		
Vol.			
PM Peak		16:00	
Vol.		1482	

Start	23-Apr-05	(1)(2)()	
Time	Sat	EB	
12:00 AM		236	
01:00		178	
02:00		278	
03:00		118	
04:00		74	
05:00		168	
06:00		366	
07:00		673	
08:00		954	
09:00		1122	
10:00		1238	
11:00		1316	
12:00 PM		1410	
01:00		1434	
02:00		1371	
03:00		1537	
04:00		1431	
05:00		1271	
06:00		1128	
07:00		858	
08:00		744	
09:00		664	
10:00		542	
11:00	2001.20	365	
Total		19476	
AM Peak		11:00	
Vol.		1316	
PM Peak		15:00	
Vol.		1537	

Page 3

Site Code: 3 Station ID: 3 US24 BETWEEN 21ST & 8TH

Start	24-Apr-05	35000	
Time	Sun	EB	
12:00 AM		294	
01:00		224	
02:00		404	
03:00		109	
04:00		64	
05:00		94	
06:00		168	
07:00		344	
08:00		526	
09:00		724	
10:00		989	
11:00		1090	
12:00 PM		1410	
01:00		1385	
02:00		1108	
03:00		995	
04:00		897	
05:00		806	
06:00		655	
07:00		570	
08:00		402	
09:00		348	
10:00		214	
11:00		130	
Total		13950	
AM Peak		11:00	
Vol.		1090	
PM Peak		12:00	
Vol.		1410	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 3 Station ID: 3 US24 BETWEEN 21ST & 8TH

	25-Apr-05	EB	
Time	Mon	106	
2:00 AM		98	
01:00		72	
		91	
03:00			
04:00		114	
05:00		375	
06:00		966	
07:00	MATERIAL STREET	1528	
08:00		1299	
09:00		1024	
10:00		990	
11:00		1090	
2:00 PM		1150	
01:00		1022	
02:00		1103	
03:00		1242	
04:00		1100	
05:00		922	
06:00		706	
07:00		497	
08:00		400	
09:00		319	
10:00		214	
11:00		138	
Total		16566	
AM Peak		07:00	
Vol.		1528	
PM Peak		15:00	
Vol.		1242	

Site Code: Station ID: US24 BETWEEN 21ST & 8Th

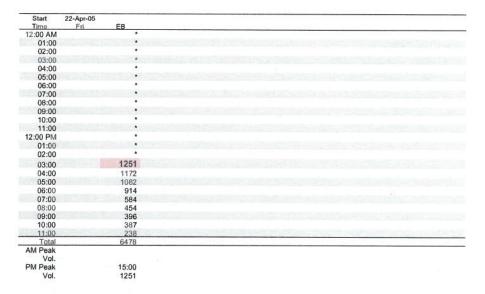
Start	26-Apr-05	722	
Time	Tue	EB	
12:00 AM		108	
01:00		76	
02:00		104	
03:00		78 118	
04:00		426	
05:00		1146	
06:00			
07:00	Series and the series	1764	
08:00		1417	
09:00		1099	
10:00		1185	
11:00		1041	
12:00 PM		1102	
01:00		1005	
02:00		1036	
03:00		1121	
04:00		1393	
05:00		1290	
06:00		1032	
07:00		633	
08:00		545	
09:00		498	
10:00		408	
11:00		277	
Total		18902	
AM Peak		07:00	
Vol.		1764	
PM Peak		16:00	
Vol.		1393	
Total		75358	

ADT Not Calculated

Page 5				
Code: 3 tion ID: 3 T & 8TH				
e le la				

Site Code: 2 Station ID: 2 US24 BETWEEN 26TH & 31ST

Page 1



All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 2 Station ID: 2 US24 BETWEEN 26TH & 31ST

Start	23-Apr-05	Alexander Comment	
Time	Sat	EB	
12:00 AM		190	
01:00		157	
02:00		281	
03:00		81	
04:00		54	
05:00		132	
06:00		295	
07:00		550	
08:00		874	
09:00		1020	
10:00		1130	
11:00		1203	
12:00 PM		1164	
01:00		1206	
02:00		1202	
03:00		1390	
04:00		1288	
05:00		1172	
06:00		1024	
07:00		798	
08:00		692	
09:00		596	
10:00		510	
11:00		314	
Total		17323	
AM Peak		11:00	
Vol.		1203	
PM Peak		15:00	9
Vol.		1390	

Page 3

Site Code: 2 Station ID: 2 US24 BETWEEN 26TH & 31ST All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Page 4

Site Code: 2 Station ID: 2 US24 BETWEEN 26TH & 31ST

Start	24-Apr-05		
Time	Sun	EB	
12:00 AM		226	
01:00		190	
02:00		400	
03:00		76	
04:00		48	
05:00		80	
06:00		134	
07:00		292	
08:00		473	
09:00		680	
10:00		926	
11:00		1034	
12:00 PM		1206	
01:00		1318	
02:00		1016	
03:00		903	
04:00		788	
05:00		722	
06:00		580	
07:00		511	
08:00		356	
09:00		279	
10:00		188	
11:00		124	
Total		12550	
AM Peak		11:00	
Vol.		1034	
PM Peak		13:00	
Vol.		1318	

Start Time	25-Apr-05 Mon	EB	
12:00 AM	WOII	92	
01:00		83	
02:00		63	
03:00		79	
04:00		94	
05:00		291	
06:00		885	
07:00		1398	
08:00		1105	
09:00		832	
10:00		796	
11:00		818	
12:00 PM		852	
01:00		728	
02:00		854	
03:00		926	
04:00		802	
05:00		734	
06:00		596	
07:00		392	
08:00		289	
09:00		232	
10:00		160	
11:00		110	
Total		13211	
AM Peak		07:00	
Vol.		1398	
PM Peak		15:00	
Vol.		926	

Page 1
Site Code: 2.5
Station ID: 2.5
US24 BETWEEN 26TH & 31ST

Start	22-Apr-05	**************************************	
Time	Fri	WB	
12:00 AM		•	
01:00			
02:00		*	
03:00		- 100	
04:00			
05:00			
06:00		•	
07:00			
08:00		•	
09:00		DOMESTIC OF THE	
10:00			
11:00			
12:00 PM		•	
01:00			
02:00		•	
03:00		1180	
04:00		1368	
05:00		1465	
06:00		1300	
07:00		870	
08:00		662	
09:00		560	
10:00		392	
11:00		238	
Total		8035	
AM Peak		V. 100 (100 to 100 to 1	
Vol.			
PM Peak		17:00	
Vol.		1465	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 2.5 Station ID: 2.5 US24 BETWEEN 26TH & 31ST

Start	23-Apr-05		
Time	Sat	WB	
12:00 AM		187	
01:00		133	
02:00		70	
03:00		55	
04:00		79	
05:00		148	
06:00		247	
07:00		434	
08:00		722	
09:00		902	
10:00		1135	
11:00		1314	
12:00 PM		1472	
01:00		1355	
02:00		1394	
03:00		1292	
04:00		1344	
05:00		1234	
06:00		1099	
07:00		930	
08:00		673	
09:00		602	
10:00		451	
11:00		347	
Total		17619	
AM Peak		11:00	
Vol.		1314	
PM Peak		12:00	
Vol.		1472	

Page 3

Site Code: 2.5 Station ID: 2.5 US24 BETWEEN 26TH & 31ST All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Page 4

Site Code: 2.5 Station ID: 2.5 US24 BETWEEN 26TH & 31ST

pr-05	
un WB	
293	
130	
89	
56	
70	
114	
182	
362	
562	
698	
742	
914	
1003	
749	
714	
665	The state of the s
496	
806	
719	
608	
440	
394	
295	
227	DEPLOY OF FA
11328	
11:00	
914	
12:00	
1003	

Start	25-Apr-05	
Time	Mon	WB
12:00 AM		95
01:00		106
02:00		81
03:00		62
04:00		74
05:00		150
06:00		189
07:00		372
08:00		602
09:00		731
10:00		904
11:00		1016
12:00 PM		1088
01:00		1120
02:00		1067
03:00		1289
04:00		1394
05:00		1444
06:00		1148
07:00		823
08:00		658
09:00		522
10:00		374
11:00		240
Total		15549
AM Peak	10 - 10 - 10	11:00
Vol.		1016
PM Peak		17:00
Vol.		1444

Page 5 Site Code: 2.5 Station ID: 2.5 US24 BETWEEN 26TH & 31ST

Start Time	26-Apr-05 Tue	WB	
12:00 AM	Tue	100	
01:00		113	
02:00		86	
03:00		64	
04:00		79	
05:00		158	
06:00		200	
07:00		393	
08:00		636	
09:00		772	
10:00		956	
11:00		1074	
12:00 PM	AND DESCRIPTION OF THE PERSON NAMED IN	1150	
01:00		1184	
02:00		1128	
03:00		1236	
04:00		1337	
05:00		1385	
06:00		1102	
07:00		790	
08:00		630	
09:00		501	
10:00		359	
11:00		230	
Total		15663	
AM Peak		11:00	
Vol.		1074	
PM Peak		17:00	
Vol.		1385	
Total		68194	
ADT	Not Ca	alculated	

Site Code: 2 Station ID: 2 US24 BETWEEN 26TH & 31ST

Page 5

ADT

Not Calculated

Start	26-Apr-05		
Time	Tue	EB	
12:00 AM		73	
01:00		66	
02:00		102	
03:00		60	
04:00		99	
05:00		378	
06:00		1062	
07:00		1653	
08:00		1250	
09:00		899	
10:00		934	
11:00		993	
12:00 PM		1010	
01:00		955	
02:00		954	
03:00		1058	
04:00		1010	
05:00		982	
06:00		689	
07:00		514	
08:00		407	
09:00		296	
10:00		218	
11:00		122	
Total		15784	
AM Peak		07:00	
Vol.		1653	
PM Peak		15:00	
Vol.		1058	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 2 Station ID: 2 US24 BETWEEN 26TH & 31ST

Start	27-Apr-05		
Time	Wed	EB	
12:00 AM		101	
01:00		64	
02:00		124	
03:00		56	
04:00		94	
05:00		387	
06:00		1028	
07:00		1669	
08:00		1246	
09:00		998	
10:00		540	
11:00			
12:00 PM			
01:00			
02:00		•	
03:00			
04:00			
05:00			
06:00			
07:00			
08:00			
09:00			
10:00			
11:00			
Total		6307	
AM Peak		07:00	
Vol.		1669	
PM Peak			
Vol.			
Total		71653	

Site Code: 1 Station ID: 1 US24 BETWEEN RIDGE & 31ST

Page 1

Start	22-Apr-05		
Time	Fri	EB	
12:00 AM			
01:00			
02:00		•	
03:00			
04:00		*	
05:00			
06:00			
07:00			
08:00			
09:00		ESTATE OF THE SECOND	
10:00			
11:00		*	
12:00 PM		•	
01:00			
02:00			
03:00		1119	
04:00		1048	
05:00		968	
06:00		818	
07:00		522	
08:00		406	
09:00		354	
10:00		346	
11:00	- Marine and the	213	
Total		5794	
AM Peak			
Vol.			
PM Peak		15:00	
Vol.		1119	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 1 Station ID: 1 US24 BETWEEN RIDGE & 31ST

Start	23-Apr-05		
Time	Sat	EB	
12:00 AM		180	
01:00		148	
02:00		265	
03:00		76	
04:00		51	
05:00		125	
06:00		279	
07:00		520	
08:00		826	
09:00		963	
10:00		1068	
11:00		1136	
12:00 PM		1100	
01:00		1140	
02:00		1135	
03:00		1313	
04:00		1217	
05:00		1107	
06:00		967	
07:00		754	
08:00		654	
09:00		563	
10:00		482	
11:00		297	
Total		16366	
AM Peak		11:00	
Vol.		1136	
PM Peak		15:00	
Vol.		1313	

Page 3

Site Code: 1 Station ID: 1 US24 BETWEEN RIDGE & 31ST

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Page 4

Site Code: 1 Station ID: 1 US24 BETWEEN RIDGE & 31ST

Start Time	24-Apr-05 Sun	EB	
12:00 AM	Sun	202	
01:00		170	
02:00		358	
03:00		68	
04:00		43	
05:00		72	
06:00		120	
07:00		261	
08:00		423	
09:00		608	
10:00		828	
11:00		925	
12:00 PM		1079	
		1179	
01:00			
02:00		909	
03:00		808	
04:00		705	
05:00		646	
06:00		519	
07:00		457	
08:00		318	
09:00		250	
10:00		168	
11:00	and the same of	111	
Total		11227	
AM Peak		11:00	
Vol.		925	
PM Peak		13:00	
Vol.		1179	

Start	25-Apr-05	7657455	
Time	Mon	EB	
12:00 AM		82	
01:00		74	
02:00		56	
03:00		71	
04:00		84	
05:00		260	
06:00		792	
07:00		1251	
08:00		988	
09:00		744	
10:00		712	
11:00		732	
12:00 PM		762	
01:00		651	
02:00		764	
03:00		828	
04:00		717	
05:00		657	
06:00		533	
07:00		351	
08:00		259	
09:00		208	
10:00		143	
11:00		98	
Total		11817	
AM Peak		07:00	
Vol.		1251	
PM Peak		15:00	
Vol.		828	

Page 5

ADT

Not Calculated

Site Code: 1 Station ID: 1 US24 BETWEEN RIDGE & 31ST

Start	26-Apr-05		
Time	Tue	EB	
12:00 AM		67	
01:00		61	
02:00		94	
03:00		56	
04:00		92	
05:00		349	
06:00		981	
07:00		1527	
08:00		1154	
09:00		830	
10:00		862	
11:00		917	
12:00 PM		932	
01:00		882	
02:00		881	
03:00		977	
04:00		932	
05:00		907	
06:00		636	
07:00		475	
08:00		376	
09:00		274	
10:00		201	
11:00		113	
Total		14576	
AM Peak		07:00	
Vol.		1527	
PM Peak		15:00	
Vol.		977	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 1 Station ID: 1 US24 BETWEEN RIDGE & 31ST

Start	27-Apr-05 Wed	EB
Time 12:00 AM	vved	90
01:00		57
02:00		111
03:00		50
04:00		84
05:00		346
06:00		920
07:00		1493
08:00		1115
09:00		893
10:00		483
11:00		403
12:00 PM		
01:00		
02:00		
03:00		
04:00		
05:00		
06:00		
07:00		
08:00		
09:00		
10:00		
11:00		*
Total		5642
AM Peak	lesso and and a second	07:00
Vol.		1493
PM Peak		
Vol.		
Total		65422

Site Code: 1.5 Station ID: 1.5 US24 BETWEEN RIDGE & 31ST

Page 1

Start	22-Apr-05		
Time	Fri	WB	
12:00 AM		•	
01:00			
02:00			
03:00			
04:00			
05:00			
06:00			
07:00			
08:00		•	
09:00			
10:00			
11:00			
12:00 PM		*	1
01:00			
02:00			
03:00		1438	
04:00		1720	
05:00		1840	
06:00		1413	
07:00		954	
08:00		748	
09:00		632	
10:00		442	
11:00		254	
Total		9441	
AM Peak			
Vol.			
PM Peak		17:00	
Vol.		1840	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 1.5 Station ID: 1.5 US24 BETWEEN RIDGE & 31ST

Start	23-Apr-05	
Time	Sat	WB
12:00 AM		157
01:00		115
02:00		67
03:00		43
04:00		72
05:00		171
06:00		300
07:00		550
08:00		918
09:00		952
10:00		1086
11:00		1196
12:00 PM		1223
01:00		1204
02:00		1215
03:00		1175
04:00		1222
05:00		1110
06:00		967
07:00		842
08:00		621
09:00		539
10:00		436
11:00		306
Total		16487
AM Peak		11:00
Vol.		1196
PM Peak		12:00
Vol.		1223

Page 3

Site Code: 1.5 Station ID: 1.5 US24 BETWEEN RIDGE & 31ST All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Page 4

Site Code: 1.5 Station ID: 1.5 US24 BETWEEN RIDGE & 31ST

Start Time	24-Apr-05 Sun	WB	
12:00 AM	Cuit	240	
01:00		113	
02:00		74	
03:00		48	
04:00		63	
05:00		92	
06:00		178	
07:00		378	
08:00		510	
09:00		647	
10:00		686	
11:00		809	
12:00 PM		902	
01:00		838	
02:00		870	
03:00		824	
04:00		720	
05:00		645	
06:00		584	
07:00		446	
08:00		380	
09:00		322	
10:00		168	
11:00		116	
Total		10653	
AM Peak		11:00	
Vol.		809	
PM Peak		12:00	
Vol.		902	

Start Time	25-Apr-05 Mon	14
12:00 AM	MOH	WB 62
01:00		32
02:00		23
03:00		40
04:00		42
05:00		111
06:00		262
07:00		480
08:00		476
09:00		528
10:00		456
11:00		582
12:00 PM		647
01:00		626
02:00		772
03:00		1058
04:00		1337
05:00		1636
06:00		968
07:00		669
08:00		494
09:00		389
10:00		240
11:00		165
Total		12095
AM Peak		11:00
Vol.		582
PM Peak		17:00
Vol.		1636

Page 5

Site Code: 1.5 Station ID: 1.5 US24 BETWEEN RIDGE & 31ST

Start Time	26-Apr-05 Tue	WB	
12:00 AM	100	85	
01:00		50	
02:00		24	
03:00		35	
04:00		52	
05:00		126	
06:00		335	
07:00		674	
08:00		688	
09:00		712	
10:00		684	
11:00		748	
12:00 PM		836	
01:00		760	
02:00		972	
03:00		1224	
04:00		1589	
05:00		1782	
06:00		1191	
07:00		810	
08:00		659	
09:00		490	
10:00		290	
11:00		185	
Total		15001	
AM Peak	122-72-12-12	11:00	
Vol.		748	
PM Peak		17:00	
Vol.		1782	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 1.5 Station ID: 1.5 US24 BETWEEN RIDGE & 31ST

Page 6

Start	27-Apr-05		
Time	Wed	WB	
12:00 AM		113	
01:00		72	
02:00		38	
03:00		16	
04:00		78	
05:00		134	
06:00		336	
07:00		593	
08:00		734	
09:00		692	
10:00		298	
11:00			
12:00 PM			
01:00			
02:00			
03:00			
04:00			
05:00			
06:00			
07:00			
08:00			
09:00		**************************************	
10:00			
11:00			
Total		3104	
AM Peak		08:00	
Vol.		734	
PM Peak			
Vol.			
Total		66781	

Page 1
Site Code: 7
Station ID: 7
COLORADO E/O 8TH

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 7 Station ID: 7 COLORADO E/O 8TH

Start	22-Apr-05		
Time	Fri	EB	
12:00 AM			
01:00		A STATE OF THE STA	
02:00			
03:00			
04:00			
05:00			
06:00		*	
07:00			
08:00			
09:00			
10:00			
11:00			
12:00 PM			
01:00			
02:00		542	
03:00		560	
04:00		550	
05:00		455	
06:00		340	
07:00		266	
08:00		234	
09:00		202	
10:00		204	
11:00		90	
Total		3443	
AM Peak			
Vol.			
PM Peak		15:00	
Vol.		560	

Start	23-Apr-05		
Time	Sat	EB	
12:00 AM		63	
01:00		50	
02:00		40	
03:00		23	
04:00		12	
05:00		40	
06:00		70	
07:00		146	
08:00		269	
09:00		352	
10:00		409	
11:00		468	
12:00 PM		521	
01:00		500	
02:00		554	
03:00		500	
04:00		520	
05:00		436	
06:00		334	
07:00		284	
08:00		256	
09:00		197	
10:00		194	
11:00		111	
Total		6349	
AM Peak		11:00	
Vol.		468	
PM Peak		14:00	
Vol.		554	

Page 3

Site Code: 7 Station ID: 7 COLORADO E/O 8TH All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 7 Station ID: 7 COLORADO E/O 8TH

Start	24-Apr-05		
Time	Sun	EB	
12:00 AM		71	
01:00		42	
02:00		34	
03:00		19	
04:00		19	
05:00		19	
06:00		53	
07:00		90	
08:00		152	
09:00		196	
10:00		251	
11:00		300	
12:00 PM		372	
01:00		410	
02:00		388	
03:00		277	
04:00		280	
05:00		230	
06:00		191	
07:00		128	
08:00		138	
09:00		94	
10:00		52	
11:00	Company of the same	38	
Total		3844	
AM Peak		11:00	
Vol.		300	
PM Peak		13:00	
Vol.		410	

Start	25-Apr-05		
Time	Mon	EB	
12:00 AM		30	
01:00		22	
02:00		14	
03:00		11	
04:00		18	
05:00		70	
06:00		224	
07:00		491	
08:00		494	
09:00		382	
10:00		414	
11:00		447	
12:00 PM		524	
01:00		485	
02:00		461	
03:00		526	
04:00		484	
05:00		378	
06:00		272	
07:00		146	
08:00		154	
09:00		124	
10:00		63	
11:00		34	
Total		6268	
AM Peak		08:00	
Vol.		494	
PM Peak		15:00	
Vol.		526	

Page 5
Site Code: 7
Station ID: 7
COLORADO E/O 8TH

Start	26-Apr-05	500000	
Time	Tue	EB	
12:00 AM		21	
01:00		22	
02:00		22	
03:00		14	
04:00		24	
05:00		69	
06:00		250	
07:00		538	
08:00		454	
09:00		386	
10:00		430	
11:00		472	
12:00 PM		511	
01:00		561	
02:00		497	
03:00		502	
04:00		502	
05:00		446	
06:00		322	
07:00		230	
08:00		172	
09:00		138	
10:00		101	
11:00		46	
Total		6730	
AM Peak		07:00	
Vol.		538	
PM Peak		13:00	
Vol.		561	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 7 Station ID: 7 COLORADO E/O 8TH

Page 6

Start Time	27-Apr-05 Wed	EB	
12:00 AM	VVCQ	34	
01:00		25	
02:00		11	
03:00		13	
04:00		19	
05:00		63	
06:00		250	
		522	
07:00			
08:00		522 138	
09:00		138	
10:00			
11:00		The same of the same of	
12:00 PM			
01:00		The second	
02:00			
03:00			
04:00			
05:00			
06:00			
07:00			
08:00		•	
09:00			
10:00		•	
11:00			
Total		1597	
AM Peak		07:00	
Vol.		522	
PM Peak			
Vol.			
Total		28231	

Not Calculated

ADT

Page 1

Site Code: 7.5 Station ID: 7.5 COLORADO E/O 8TH

Start Time	22-Apr-05 Fri	WB	
12:00 AM		*	
01:00			
02:00			
03:00			
04:00			
05:00			
06:00			
07:00			
08:00			
09:00			
10:00		*	
11:00			
12:00 PM		•	
01:00		*	
02:00		1078	
03:00		1224	
04:00		1296	
05:00		1294	
06:00		906	
07:00		650	
08:00		469	
09:00		419	
10:00		270	
11:00	and the same	192	
Total		7798	
AM Peak			
Vol.			
PM Peak		16:00	
Vol.		1296	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 7.5 Station ID: 7.5 COLORADO E/O 8TH

Start	23-Apr-05	SWEET I
Time	Sat	WB
12:00 AM		132
01:00		98
02:00		60
03:00		52
04:00		32
05:00		64
06:00		141
07:00		277
08:00		498
09:00		648
10:00		832
11:00		946
12:00 PM		1016
01:00		1003
02:00		948
03:00		950
04:00		892
05:00		755
06:00		620
07:00		535
08:00		414
09:00		392
10:00		291
11:00		206
Total		11802
AM Peak		11:00
Vol.		946
PM Peak		12:00
Vol.		1016

Page 3

Site Code: 7.5 Station ID: 7.5 COLORADO E/O 8TH

Start Time	24-Apr-05 Sun	WB	
12:00 AM	Juli	165	
01:00		100	
02:00		100	
03:00		40	
04:00		30	
05:00		54	
06:00		84	
07:00		155	
08:00		310	
09:00		413	
10:00		558	
11:00		597	
12:00 PM		758	
01:00		92	
02:00		0	
03:00		0	
04:00		0	
05:00		0	
06:00		0	
07:00		0	
08:00		0	
09:00		0	
10:00		0	
11:00		0	
Total		3456	
AM Peak		11:00	
Vol.		597	
PM Peak		12:00	
Vol.		758	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 7.5 Station ID: 7.5 COLORADO E/O 8TH

Start	25-Apr-05		
Time	Mon	WB	
12:00 AM		73	
01:00		61	
02:00		33	
03:00		20	
04:00		48	
05:00		88	
06:00		278	
07:00		521	
08:00		706	
09:00		757	
10:00		686	
11:00		813	
12:00 PM		898	
01:00		821	
02:00		841	
03:00		989	
04:00		1110	
05:00		1171	
06:00		715	
07:00		482	
08:00		357	
09:00		327	
10:00		178	
11:00		124	
Total		12097	
AM Peak		11:00	
Vol.		813	
PM Peak		17:00	
Vol.		1171	

Page 5
Site Code: 7.5
Station ID: 7.5
COLORADO E/O 8TH

Start Time	26-Apr-05 Tue	WB	
12:00 AM	lue	81	
01:00		68	
02:00		37	
03:00		22	
04:00		53	
05:00		98	
06:00		310	
07:00		581	
08:00		787	
09:00		844	
10:00		765	
11:00		907	
12:00 PM		1002	
01:00		916	
02:00		938	
03:00		1103	
04:00		1238	
05:00		1306	
06:00		798	
07:00		538	
08:00		398	
09:00		365	
10:00		199	
11:00		138	
Total		13492	
AM Peak		11:00	
Vol.		907	
PM Peak		17:00	
Vol.		1306	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 7.5 Station ID: 7.5 COLORADO E/O 8TH

Page 6

Start	27-Apr-05	ACCOUNT TO	
Time	Wed	WB	
12:00 AM		74	
01:00		62	
02:00		34	
03:00		20	
04:00		48	
05:00		89	
06:00		282	
07:00		528	
08:00		715	
09:00		290	
10:00			
11:00			
12:00 PM			
01:00			
02:00			
03:00			
04:00			
05:00			
06:00			
07:00			
08:00			
09:00			
10:00			
11:00			
Total		2142	
AM Peak		08:00	
Vol.		715	
PM Peak			
Vol.			
Total		50787	

Page 1 Site Code: 8

Site Code: 8 Station ID: 8 COLORADO W/O 8TH

Start	22-Apr-05	A-190000	
Time	Fri	EB	
12:00 AM			
01:00			
02:00		•	
03:00		MANAGEMENT AND ADDRESS OF THE PARTY AND ADDRES	
04:00		•	
05:00			
06:00			
07:00		STICK THE	
08:00		*	
09:00			
10:00			
11:00		*	
12:00 PM		•	
01:00		*	
02:00		683	
03:00		726	
04:00		716	
05:00		616	
06:00		484	
07:00		356	
08:00		292	
09:00		273	
10:00		229	
11:00		110	
Total		4485	
AM Peak		Archibertol	
Vol.			
PM Peak		15:00	
Vol.		726	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 8 Station ID: 8 COLORADO W/O 8TH

Start	23-Apr-05		
Time	Sat	EB	
12:00 AM		70	
01:00		59	
02:00		39	
03:00		26	
04:00		18	
05:00		52	
06:00		98	
07:00		196	
08:00		338	
09:00		476	
10:00		526	
11:00		622	
12:00 PM		672	
01:00		647	
02:00		707	
03:00		648	
04:00		680	
05:00		574	
06:00		432	
07:00		365	
08:00		328	
09:00		260	
10:00		226	
11:00	All the State of t	135	
Total		8194	
AM Peak		11:00	
Vol.		622	
PM Peak		14:00	
Vol.		707	

Page 3

Site Code: 8 Station ID: 8 COLORADO W/O 8TH All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 8 Station ID: 8 COLORADO W/O 8TH

Start Time	24-Apr-05 Sun	EB	
12:00 AM	Oun	88	
01:00		53	
02:00		41	
03:00		25	
04:00		21	
05:00		27	
06:00		77	
07:00		114	
08:00		210	
09:00		261	
10:00		361	
11:00		440	
12:00 PM		535	
01:00		552	
02:00		504	
03:00		390	
04:00		390	
05:00		320	
06:00		266	
07:00		210	
08:00		183	
09:00		122	
10:00		64	
11:00		52	
Total		5306	
AM Peak		11:00	
Vol.		440	
PM Peak		13:00	
Vol.		552	

Start	25-Apr-05	EB	
Time	Mon	36	
12:00 AM		22	
01:00		16	
02:00		13	
03:00		24	
04:00		94	
05:00 06:00		296	
		566	
07:00			
08:00		616	
09:00		454	
10:00		512	
11:00		448	
12:00 PM		522	
01:00		604	
02:00		637	
03:00		677	
04:00		667	
05:00		574	
06:00		451	
07:00		332	
08:00		272	
09:00		254	
10:00		213	
11:00		103	
Total		8403	
AM Peak		08:00	
Vol.		616	
PM Peak		15:00	
Vol.		677	

Page 5 Site Code: 8 Station ID: 8 COLORADO W/O 8TH

Start	26-Apr-05		
Time	Tue	EB	
12:00 AM		79	
01:00		24	
02:00		18	
03:00		14	
04:00		26	
05:00		104	
06:00		311	
07:00		595	
08:00		647	
09:00		477	
10:00		538	
11:00		471	
12:00 PM		548	
01:00		635	
02:00		669	
03:00		746	
04:00		735	
05:00		633	
06:00		497	
07:00		366	
08:00		300	
09:00		280	
10:00		235	
11:00		114	
Total		9062	
AM Peak		08:00	
Vol.		647	
PM Peak		15:00	
Vol.		746	
Total		35450	
ADT	NI-1 C	Calculated	

Page 1
Site Code: 8.5
Station ID: 8.5
COLORADO W/O 8TH

Start	22-Apr-05		
Time	Fri	WB	
12:00 AM			
01:00		*	
02:00		•	
03:00			
04:00		•	
05:00			
06:00			
07:00			
08:00		•	
09:00			
10:00		*	
11:00			
12:00 PM		•	
01:00			
02:00		838	
03:00		906	
04:00		934	
05:00		901	
06:00		586	
07:00		437	
08:00		321	
09:00		284	
10:00		178	
11:00		132	
Total		5517	
AM Peak			
Vol.			
PM Peak		16:00	
Vol.		934	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 8.5 Station ID: 8.5 COLORADO W/O 8TH

Start	23-Apr-05		
Time	Sat	WB	
12:00 AM		90	
01:00		58	
02:00		39	
03:00		30	
04:00		19	
05:00		38	
06:00		79	
07:00		148	
08:00		319	
09:00		442	
10:00		566	
11:00		650	
12:00 PM		730	
01:00		526	
02:00		0	
03:00		530	
04:00		646	
05:00		532	
06:00		428	
07:00		380	
08:00		292	
09:00		272	
10:00		198	
11:00		141	
Total		7153	
AM Peak		11:00	
Vol.		650	
PM Peak		12:00	
Vol.		730	

Page 3
Site Code: 8.5
Station ID: 8.5
COLORADO W/O 8TH

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 8.5 Station ID: 8.5 COLORADO W/O 8TH

Start	24-Apr-05	V0000000	
Time	Sun	WB	
12:00 AM		105	
01:00		65	
02:00		71	
03:00		27	
04:00		22	
05:00		28	
06:00		49	
07:00		77	
08:00		162	
09:00		261	
10:00		362	
11:00		426	
12:00 PM		504	
01:00		470	
02:00		382	
03:00		412	
04:00		392	
05:00		372	
06:00		286	
07:00		208	
08:00		196	
09:00		133	
10:00		90	
11:00		34	
Total		5134	
AM Peak		11:00	
Vol.		426	
PM Peak		12:00	
Vol.		504	

Start	25-Apr-05	16320	
Time	Mon	WB	
12:00 AM		44	
01:00		36	
02:00		16	
03:00		14	
04:00		14	
05:00		52	
06:00		147	
07:00		294	
08:00		372	
09:00		426	
10:00		520	
11:00		601	
12:00 PM		648	
01:00		634	
02:00		660	
03:00		708	
04:00		752	
05:00		748	
06:00		484	
07:00		398	
08:00		263	
09:00		194	
10:00		120	
11:00		70	
Total		8215	
AM Peak		11:00	
Vol.		601	
PM Peak		16:00	
Vol.		752	

Page Site Code: 8.

Site Code: 8.5 Station ID: 8.5 COLORADO W/O 8TH

Start Time	26-Apr-05 Tue	WB.	
12:00 AM	Tue	42	
01:00		38	
02:00		32	
03:00		19	
04:00		22	
05:00		51	
06:00		142	
07:00		310	
08:00		410	
09:00		475	
10:00		577	
11:00		678	
12:00 PM		630	
01:00		658	
02:00		699	
03:00		798	
04:00		836	
05:00		896	
06:00		538	
07:00		348	
08:00		286	
09:00		250	
10:00		128	
11:00		83	
Total		8946	
AM Peak		11:00	74m
Vol.		678	
PM Peak		17:00	
Vol.		896	
Total		34965	

5			
.5 .5 H			
_			
_			
_			

Page 1
Site Code: 5
Station ID: 5
COLORADO E/O 21ST

Start Time	22-Apr-05 Fri	EB	
12:00 AM			
01:00			
02:00			
03:00			
04:00			
05:00		*	
06:00			
07:00		7.	
08:00			
09:00			
10:00			
11:00			
12:00 PM			
01:00		***	
02:00		614	
03:00		640	
04:00		622	
05:00		450	
06:00		324	
07:00		287	
08:00		256	
09:00		247	
10:00		222	
11:00		96	
Total		3758	
AM Peak			
Vol.		ADD DO	
PM Peak		15:00	
Vol		640	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 5 Station ID: 5 COLORADO E/O 21ST

Start	23-Apr-05	1001011	
Time	Sat	EB	
12:00 AM		78	
01:00		54	
02:00		37	
03:00		20	
04:00		17	
05:00		29	
06:00		75	
07:00		160	
08:00		286	
09:00		414	
10:00		453	
11:00		550	
12:00 PM		594	
01:00		607	
02:00		645	
03:00		607	
04:00		622	
05:00		538	
06:00		418	
07:00		342	
08:00		299	
09:00		228	
10:00		230	
11:00		92	
Total		7395	
AM Peak		11:00	
Vol.		550	
PM Peak		14:00	
Vol.		645	

Page 3

Site Code: 5 Station ID: 5 COLORADO E/O 21ST

Start Time	24-Apr-05 Sun	EB	
12:00 AM	Sun	74	
01:00		58	
02:00		39	
03:00		22	
04:00		27	
05:00		25	
06:00		42	
07:00		98	
08:00		173	
09:00		242	
10:00		314	
11:00		390	
12:00 PM		465	
01:00		496	
02:00		470	
03:00		355	
04:00		350	
05:00		298	
06:00		255	
07:00		178	
08:00		176	
09:00		107	
10:00		62	
11:00		36	
Total		4752	
AM Peak		11:00	
Vol.		390	
PM Peak		13:00	
Vol.		496	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 5 Station ID: 5 COLORADO E/O 21ST

Start	25-Apr-05	7/25/25	
Time	Mon	EB	
12:00 AM		32	
01:00		30	
02:00		13	
03:00		10	
04:00		15	
05:00		62	
06:00		159	
07:00		360	
08:00		418	
09:00		561	
10:00		452	
11:00		412	
12:00 PM		513	
01:00		524	
02:00		614	
03:00		640	
04:00		622	
05:00		450	
06:00		324	
07:00		287	
08:00		256	
09:00		247	
10:00		222	
11:00		96	
Total		7319	
AM Peak		09:00	
Vol.		561	
PM Peak		15:00	
Vol.		640	

Page 5
Site Code: 5
Station ID: 5
COLORADO E/O 21ST

Start	26-Apr-05		
Time	Tue	EB	
12:00 AM		34	
01:00		32	
02:00		13	
03:00		11	
04:00		15	
05:00		65	
06:00		168	
07:00		378	
08:00		440	
09:00		590	
10:00		475	
11:00		433	
12:00 PM		539	
01:00		551	
02:00		646	
03:00		673	
04:00		653	
05:00		473	
06:00		341	
07:00		302	
08:00		269	
09:00		260	
10:00		234	
11:00		101	
Total		7696	
AM Peak		09:00	
Vol.		590	
PM Peak		15:00	
Vol.		673	
Total		30920	

Page 1
Site Code: 5.5
Station ID: 5.5
COLORADO E/O 21ST

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 5.5 Station ID: 5.5 COLORADO E/O 21ST

	22-Apr-05		
Time	Fri	WB	
12:00 AM			
01:00		*	
02:00			
03:00			
04:00			
05:00			
06:00			
07:00			
08:00			
09:00			
10:00			
11:00			
12:00 PM			
01:00			
02:00		732	
03:00		740	
04:00		790	
05:00		790	
06:00		576	
07:00		415	
08:00		302	
09:00		246	
10:00		153	
11:00		109	
Total		4853	
AM Peak			
Vol.			
PM Peak		16:00	
Vol.		790	

Start	23-Apr-05	17/2	
Time	Sat	WB	
12:00 AM		73	
01:00		46	
02:00		27	
03:00		26	
04:00		14	
05:00		28	
06:00		62	
07:00		139	
08:00		286	
09:00		406	
10:00		524	
11:00		577	
12:00 PM		708	
01:00		639	
02:00		672	
03:00		660	
04:00		662	
05:00		492	
06:00		438	
07:00		352	
08:00		264	
09:00		236	
10:00		172	
11:00		110	
Total		7613	
AM Peak		11:00	
Vol.		577	
PM Peak		12:00	
Vol.		708	

Page 3
Site Code: 5.5
Station ID: 5.5
COLORADO E/O 21ST

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 5.5 Station ID: 5.5 COLORADO E/O 21ST

Start Time	24-Apr-05 Sun	WB	
12:00 AM	Sull	95	
01:00		48	
02:00		54	
03:00		18	
04:00		19	
05:00		28	
06:00		36	
07:00		98	
08:00		200	
09:00		244	
10:00		390	
11:00		454	
12:00 PM		567	
01:00		502	
02:00		405	
03:00		362	
04:00		344	
05:00		303	
06:00		270	
07:00		198	
08:00		160	
09:00		104	
10:00		69	
11:00		37	
Total		5005	
AM Peak		11:00	
Vol.		454	
PM Peak		12:00	
Vol.		567	

Start Time	25-Apr-05 Mon	WB	
12:00 AM		28	48
01:00		24	
02:00		12	
03:00		8	
04:00		13	
05:00		35	
06:00		152	
07:00		260	
08:00		322	
09:00		396	
10:00		470	
11:00		581	
12:00 PM		598	
01:00		528	
02:00		614	
03:00		638	
04:00		702	
05:00		675	
06:00		456	
07:00		348	
08:00		228	
09:00		163	
10:00		84	
11:00		52	
Total		7387	
AM Peak		11:00	
Vol.		581	
PM Peak		16:00	
Vol.		702	

Page 5

Site Code: 5.5 Station ID: 5.5 COLORADO E/O 21ST

Start Time	26-Apr-05 Tue	WB	
12:00 AM	Luc	32	
01:00		22	
02:00		22	
03:00		20	
04:00		14	
05:00		44	
06:00		148	
07:00		295	
08:00		394	
09:00		413	
10:00		510	
11:00		592	
12:00 PM		586	
01:00		572	
02:00		588	
03:00		684	
04:00		682	
05:00		810	
06:00		495	
07:00		324	
08:00		226	
09:00		210	
10:00		106	
11:00		68	
Total		7857	
AM Peak		11:00	
Vol.		592	
PM Peak		17:00	
Vol.		810	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 5.5 Station ID: 5.5 COLORADO E/O 21ST

Page 6

Start	27-Apr-05		
Time	Wed	WB	
12:00 AM	100000	41	
01:00		33	
02:00		16	
03:00		10	
04:00		22	
05:00		44	
06:00		158	
07:00		289	
08:00		430	
09:00		356	
10:00		300	
11:00			
12:00 PM			
01:00			
02:00			
03:00		***	
04:00			
05:00			
06:00			
07:00			
08:00			
09:00			
10:00			
11:00			
Total		1399	
AM Peak		08:00	
Vol.		430	
PM Peak		400	
Vol.			
Total		34114	
iotai		34114	

Page 1 Site Code: 6.5

Site Code: 6.5 Station ID: 6.5 COLORADO W/O 21ST

Start	22-Apr-05		
Time	Fri	WB	
12:00 AM			
01:00			
02:00		•	
03:00			
04:00		•	
05:00			
06:00			
07:00			
08:00			
09:00			
10:00		*	
11:00		Marin Land Committee	
12:00 PM			
01:00			
02:00			
03:00		674	
04:00		720	
05:00		751	
06:00		632	
07:00		423	
08:00		326	
09:00		251	
10:00		184	
11:00		102	
Total		4063	
AM Peak			
Vol.			
PM Peak		17:00	
Vol.		751	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 6.5 Station ID: 6.5 COLORADO W/O 21ST

	23-Apr-05	Start
WB	Sat	Time
81		2:00 AM
52		01:00
24		02:00
26		03:00
28		04:00
32		05:00
110		06:00
334		07:00
318		08:00
436		09:00
564		10:00
584		11:00
690		12:00 PM
670		01:00
696		02:00
638		03:00
608		04:00
478		05:00
394		06:00
333		07:00
252		08:00
230		09:00
169		10:00
107	The latest	11:00
7854		Total
11:00		AM Peak
584		Vol.
14:00		PM Peak
696		Vol.

Page 3
Site Code: 6.5
Station ID: 6.5
COLORADO W/O 21ST

Start	24-Apr-05	1405	
Time 12:00 AM	Sun	WB 78	
01:00		52	
02:00		44	
03:00		13	
04:00		19	
05:00		26	
06:00		40	
07:00		82	
08:00		184	
09:00		212	
10:00		346	
11:00		440	
12:00 PM		546	
01:00		518	
02:00		412	
03:00		358	
04:00		354	
05:00		303	
06:00		261	
07:00		196	
08:00		154	
09:00		92	
10:00		64	
11:00		33	
Total		4827	
AM Peak		11:00	
Vol.		440	
PM Peak		12:00	
Vol.		546	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

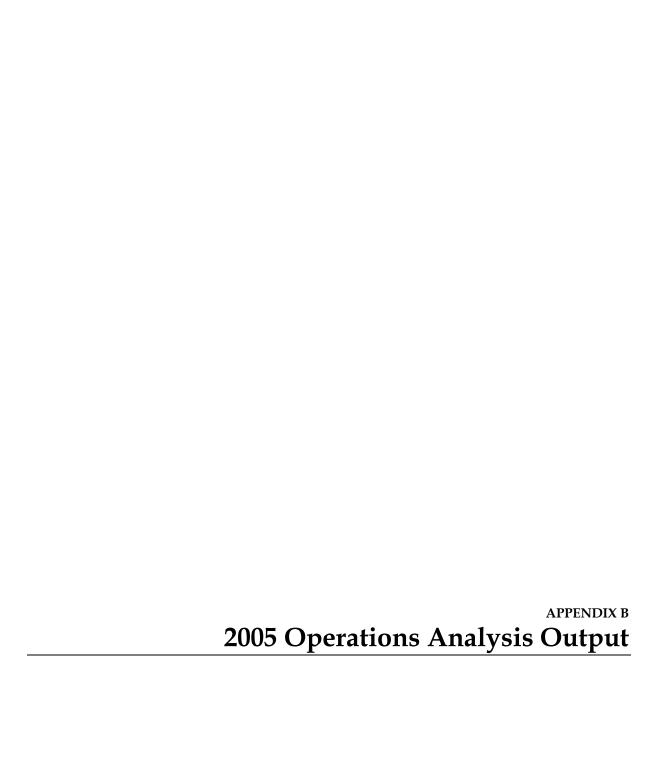
Site Code: 6.5 Station ID: 6.5 COLORADO W/O 21ST

Start	25-Apr-05		
Time	Mon	WB	
12:00 AM		28	
01:00		22	
02:00		16	
03:00		7	
04:00		12	
05:00		35	
06:00		127	
07:00		225	
08:00		332	
09:00		345	
10:00		531	
11:00		618	
12:00 PM		772	
01:00		684	
02:00		552	
03:00		492	
04:00		468	
05:00		413	
06:00		368	
07:00		270	
08:00		218	
09:00		142	
10:00		94	
11:00		51	
Total		6822	
AM Peak		11:00	
Vol.		618	
PM Peak		12:00	
Vol.		772	

Page 5 Site Code: 6.5 Station ID: 6.5 COLORADO W/O 21ST

Start Time	26-Apr-05 Tue	WB	
12:00 AM	133	31	
01:00		27	
02:00		13	
03:00		12	
04:00		15	
05:00		21	
06:00		170	
07:00		291	
08:00		361	
09:00		444	
10:00		527	
11:00		651	
12:00 PM		670	
01:00		592	
02:00		688	
03:00		715	
04:00		787	
05:00		757	
06:00		511	
07:00		390	
08:00		256	
09:00		183	
10:00		94	
11:00		58	
Total		8264	
AM Peak		11:00	
Vol.		651	
PM Peak		16:00	
Vol.		787	
Total		31830	

		*15			*	
ge 5						
6.5 6.5 1ST						
- All						
_						



Baseline								42. A1	4 E	(1571	NG	ппръ
	•	-	7	1	4	*	1	1	1	1	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	-SBL-	SBT	SBR
Lane Configurations	ሻሻ	**	and the second	Anagament with early	*	7	ሻ	4		HENNEAN WALLEY		
Ideal Flow (vphpl)	1000110000000000000000	1900	1900	. 1900	AND THE SERVICE SHEETS	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util. Factor	4.0 0.97	4.0 0.95		Keren aleman	4.0 0.95	4.0	4.0 0.95	4.0 0.95				SERFIGIÓN
Frt	1.00	1.00			1.00	0.85	1.00	0.94				
Fit Protected	0.95	1.00			1.00	1.00	0.95	0.97				
Satd. Flow (prot)	3367	3505	enden seren st		3252	1346	1649	1589	enacoldana:	Kirlingonias (446		Market 1775
Flt Permitted	0.95	1.00	Maria de la		1.00	1.00	0.95	0.97		adipleta (126 H 64	
Satd. Flow (perm)	3367	3505	AND EVENT OF STREET	WOOD BUT SHIP SHIP	3252	1346	1649	1589	CETHIERSHIPSHIPSHIPSE	SCLAPNICTS OF BETWEEN	LULDE CONTRACTOR CONTRACTOR	Lancresense
Volume (vph)	474	891	0	0	320	99	511	- 0	125-	0	- 0	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)	515	968	0	0	348	108	555	0	136	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	73	0	18	0	0	0	0
Lane Group Flow (vph)	± 515	968	0	0	348	35	355	318	20/ 20/	0	(0) ₊	0
Heavy Vehicles (%)	4%	3%	2%	2%	11%	20%	4%	2%	3%	2%	2%	2%
Turni Type Protected Phases	Prot 5	2			6	Perm	Perm	4				
Permitted Phases						6	1	4 (3) (3) (4)	dienikakio			######################################
Actuated Green, G (s)	44.0	94.0			44.0	44.0	34.0	34.0				
Effective Green, g (s)	46.0	96.0		117 (116)	46.0	46.0	36.0	36.0				ERIMINE.
Actuated g/C Ratio	0.33	0.69			0.33	0.33	0.26	0.26	2000 Mengkonsi	CENTRE CONTRACTO	Subernesk (2004)	COMMITTED OF
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0				
Lane Grp Cap (vph)	1106	2403			1069	442	424	409				
v/s Ratio Prot	c0.15	c0.28			0.11							
v/s Ratio Perm		an supplieration of the	7w/35004/0240-0841-0441-0	**************************************	***************	0.03	c0.22	0.20	N. Trentino Application from Princip	AND THE STATE OF T	and half the state of the state	edulates duration a
v/c Ratio	0.47	0.40			0.33	80.0	0.84	0.78				
Uniform Delay, d1	37.3	9.6	Original Company (Company)		35.3	32.4	49.2	48.3			Data and Carl	automatico o
Progression Factor	1.84	0.25 0.5			1,00	1.00	1.00 17.6	1.00 13.6				
Incremental Delay, d2 Delay (s)	1.3 70.0	2.9	KARING NEWS		36.1	32.8	66.8	61.9				
Level of Service	ио.о Е	2.5 A			D		E	E				
Approach Delay (s)		26.2			35.3			64.4			0.0	
Approach LOS	E SERVICIO E CONTRACTOR DE CONTRACTOR DE CONTRACTOR DE CONTRACTOR DE CONTRACTOR DE CONTRACTOR DE CONTRACTOR D La contractor de C	С	(24.60.00.00.56	lodt.oolilet.⊋e*ni	D	ed dilbidis		E		Holy Jayler 1. g.)	A	998E860111108
Intersection Summary			E : ₩	李 李俊。				tr T		e de la companya de		
HCM Average Control D	elay		37.8	F	ICM Lev	vel of S	ervice		D			
HCM Volume to Capacit			0.54					Jacobs				120
Actuated Cycle Length (140.0			ost time			8.0	The days and land of the	Charleson of partitions	e Mangalandan a
Intersection Capacity Ut	ilization		50.3%	si giril0	CU Leve	el of Sei	rvice	dikudik	: A			
Analysis Period (min)	suchristicount (2016)	1.1816/21037-017046197	15	en economica de la compania de la co	NOTES AND THE SECOND	9:130+49:590+1401441	2004500000000000	THE LINE SHAPE SHAPE	alebra ta inghatia	erts attacktioner	sydelin prosent conser-	DESTRIBUTE
c - Critical Lane Group										a manah		

	\rightarrow	*	1	-	1	-				
Viovement	EBT	EBR	WBL	WBT	NBL	NBR -	in the second	i kan dan		
Lane Configurations	ተተተ			ተተ	NY					
Ideal Flow (vphpl)		1900	1900	PMSASSASSASSASSASS		1900			i gara	
Total Lost time (s)	4.0		code na constante de la constante	4.0	4.0				and arresent scan contr	Garage Company
Lane Util: Factor	0.91			0.95	0.97					
Frt	1.00			1.00	0.94	Uri kahasi katara ang em			garagasara	Chekulopy Listent
Fit Protected Satd. Flow (prot)	5036	MATERIAL PROPERTY.		3406	3156					
Fit Permitted	1:00			1.00						
Satd. Flow (perm)	5036			3406	3156					
Volume (vph)	1160	0	0	893	242	158			ha alkhair.	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		Paratiete et est		NO.25 (MERTHINS)
Adi. Flow (yph)	1261	0	₩ 0	971		172				
RTOR Reduction (vph)	0	0	0	0	62	0	HTWINISHTHAD TOURS	CONTRACTOR AND CONTRACTOR OF THE	(Ps/etito: Petidebruil 14.4)	or the . Norther space the spot
Lane Group Flow (vph)	1261	0	0	971	373	0				
Heavy Vehicles (%)	3%	2%	11%	6%	9%	3%				
Turn Type			1000							
Protected Phases	2	Servicus obbi-Matestr	#1001-849-38854-00854	6	4	proetors and photograph designation that are	Principle de de de de de de de de de	naniosiaseessasiasia	Realth deciding to the Country	District residence of the Charles
Permitted Phases										
Actuated Green, G (s)	90.5	SERVICE ELICANIA	955000567059	90.5 92.5	37.0 39.5		aternoment de	one esteriore	Name and the second	ine and the second
Effective Green, g (s) Actuated g/C Ratio	92.5 0.66			0.66	0.28					
Glearance Time (s)	-6.0			6.0.	6.5		H2505106	A CHARLES		LINE BERTHARD
Lane Grp Cap (vph)	3327			2250	890			de servicines.)		n Namen (elle Berker) (elle 23
v/s Ratio Prot	0.25			c0.29						
v/s Ratio Perm	Aminetano de Al	ofoit, Habilianis		i dominio de la selació de la companya de la compan				erotanesiidde	High Chal	EDISHORIST AND SERVER
v/c Ratio	0.38			0:43	0.42					
Uniform Delay, d1	10.8	Control Control	u	11.3	40.9	N.J. 25 76 75 24 4 75 10 4 10 4 10 4 10 10 10 10 10 10 10 10 10 10 10 10 10	CONTRACTOR	aldereti i i kaladida eta eta eta eta eta eta eta eta eta et	real property of the little	CONTRACTOR DE L'ARTICLE AND CONTRACTOR DE L'ARTICLE DE L'
Progression Factor	0.24			0.44	1.00					
Incremental Delay, d2	0.0		en de administration de l'adminis	0.5	1.5				EMORNOR CHIROCOCCUS CONTROL CONTROL	
Delay (s)	2.6			5.5	42,4					
Level of Service	A 2.6	Davidski Californi	Egicoposa esta	A 445,50	D 42.4			respondence and	2000 258 AUG 1970	r engleskingspacker
Approach Delay (s) Approach LOS	Z.0			э.э. А	#2.4 D					
				A	D					
Intersection Summary	Artiful Control		4		15.	a a arang				
HCM Average Control D		tros Harlatang tao	10.1	Н	ICM Lev	el of Service	nosiesi inteligentu zisati	В	MAD 90000 (9 to 47 7 7 7 8 7 5 7 5	01904 2500 40900 1, 560 0 49801
			DATE OF THE PROPERTY OF		m of 1	oot time (a)		0.0		
				THE STREET STREET, STR	MANAGEMENT AND THE PROPERTY OF	AND THE PERSON OF THE PERSON O		THE RESERVE OF THE PARTY OF THE	NAME OF THE OWNER.	
	mzauori		MERCHANISM NAMED IN THE PARTY OF THE PARTY O		O LEVE	or octation				
		MUNICIPAL								
HCM Volume to Capacit Actuated Cycle Length (Intersection Capacity Ut Analysis Period (min) c. Critical Lane Group	y ratio s)		0.43 140.0 78.6% 15	S	um of lo	ost time (s)		8.0 D		

	_#	→	7	*	+	*	1	لر	1	7	×	<i>></i>
Movement	EBL	EBT	EBR	WBL	WBT \	WBR2	SBL	SBR	SBR2	NEL2	NET.	NER
Lane Configurations	ሻ	ተተ	7	ሻሻ	ተተ	7	ሻ	77	7*	7575	ተ ተ	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.88	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	3505	1553	3367	3406	1538	1656	2787	1429	3367	3471	1568
Flt Permitted	0.37	= 1.00	1.00	0.95	1.00	1.00 a	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	690	3505	1553	3367	3406	1538	1656	2787	1429	3367	3471	1568
Volume (vph)	175	1422	192	348	691	79	- 26	244	94	139	205	397
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)	190	1546	209	378	751	86	28	265	102	151	223	432
RTOR Reduction (vph)	0	0	73	0	0	45	0	0	81	0	0	330
Lane Group Flow (vph)	190	1546	136	378	751.	41	28	265	21	151	223	102
Heavy Vehicles (%)	1%	3%	4%	4%	6%	5%	9%	2%	13%	4%	4%	3%
Turn Type	pm+pt		Perm	Prot		Perm	i i i c	ustomic	ustomo	custom	C	ustom
Protected Phases	5	2		1	6		3	8	*****	7		
Permitted Phases	2		- 2			6	8		8	4	4	4
Actuated Green, G (s)	50.0	40.0	40.0	35.0	65.0	65.0	39.0	27.0	27.0	47.0	31.0	31.0
Effective Green, g (s)	53.0	42.0	42:0	36.0	67.0	67.0	42.0	29.0	29.0	50.0	33.0	33.0
Actuated g/C Ratio	0.38	0.30	0.30	0.26	0.48	0.48	0.30	0.21	0.21	0.36	0.24	0.24
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lane Grp Cap (vph)	347	1052	466	866	1630	736	497	577	296	1203	818	370
v/s Ratio Prot	c0.04	c0.44		0.11	c0.22		TAX BELLEVILLE	c0.10		c0.02	第四个时间的由内的第三人称单位	
v/s Ratio Perm	0.16		0.09			0.03	0.01	-	0.01	0.03	0.06	0.06
v/c Ratio	0.55	1.47	0.29	0.44	0.46	0.06	0.06	0.46	0.07	0.13	0.27	0.28
Uniform Delay, d1	30.2	49.0	37.6	43.5	24.4	19.6	34.9	48.6	44.7	30.3	43.7	43.7
Progression Factor	0.90	0.97	1.23	0.94	0.93	1.49	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	211.8	0.1	1.5	0.9	0.1	0.2	2.6	0.5	0.2	0.8	1.8
Delay (s)		259.2	46.3	42.6	23.5	29.3	35.1	-51:3	45.1	30:5	44.5	45.6
Level of Service	С	F	D	D	C	С	D	D	D	С	D	D
Approach Delay (s)		213.8			29.9	BELLE	48.5				42.5	ethanik (Arabi)
Approach LOS		F			С		D				D	
Intersection Summary				63. 4	14.5				,		1,1,1,2	
HCM Average Control D		castistanaum	115.9	H	ICM Lev	el of Se	ervice	mant kappanagan	F	SHILLING TO BE SHILLING THE SHI	THE RESERVE AND THE	ragui de lapto intre
HCM Volume to Capacit		2	0.78									
Actuated Cycle Length (140.0		Sum of l			HERITOR PURENCE	20.0	SVEEDER BEREITER SERVE		PER ESCHERATION
Intersection Capacity Ut	Ilization	gyjsarábarább 84	75.1%](CU Leve	el of Ser	vice.		$\mathbb{F}_{\mathbb{P}_{p}} = \mathbb{D}_{\mathbb{P}_{p}}$			
Analysis Period (min)		napolicznowowane w	15	MJESE EVERINASAN	enter de la company	DE NOTES AND	dacidibrametuani	West Harden		BESSELVES TO BESSELVE	Managar Perseasa	BEST RESIDENT
 c Critical Lane Group 				34,000								

Dasellile			ti ya									
	*	-	*	1	—	•	1	1	1	1	†	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7"	ሻ	^	۴	Ť	†	7	ሻ	44	7"
Ideal Flow (vphpl)	1900	THE PART WELL BETTER THE PART OF THE	CONTROLLING STATES	1900	1900	1900		1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor	1.00	0.95	1.00	1.00	0.95	1:00	1.00	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00	i=1.00 s	0.95	1.00	1.00
Satd. Flow (prot)	1736	3539	1599	1703	3343	1524	1805	1881	1553	1556	3574	1615
Fit Permitted	0.46	CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	1.00		1.00	1.00	0.47	1,00	_1.00	0.38	1,00	1.00
Satd. Flow (perm)	835	3539	1599	125	3343	1524	902	1881	1553	618	3574	1615
Volume (vph)	89	1553	173	293	484	116	124	222	242	62	264	□ ↓34
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)	97	1688	188	318	526	126	135	241	263	67	. 287	37
RTOR Reduction (vph)	0	0	53	0	0	67	0	0	201	0	0	28
Lane Group Flow (vph)	97	1688	135,	318	526	59	135	241	62	67	⊯287∍	9
Heavy Vehicles (%)	4%	2%	1%	6%	8%	6%	0%	1%	4%	16%	1%	0%
	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	i i6⊩		6	4		4-	8 44		8
Actuated Green, G (s)	61.0	51.0	51.0	78.0	63.0	63.0	44.5	31.0	31.0	44.5	31.0	31.0
Effective Green, g (s)	64.5	53.5	53.5	80.5	65.5	65:5	47.5	33.0	33.0	47.5	33.0	33.0
Actuated g/C Ratio	0.46	0.38	0.38	0.58	0.47	0.47	0.34	0.24	0.24	0.34	0.24	0.24
Clearance Time (s)	5.0	6.5	STATE OF THE PARTY	##5.0°	⊫ ⊪6,5	6.5	5.0	6.0	6.0	- 5.0	6.0	6.0
Lane Grp Cap (vph)	455	1352	611	331	1564	713	400	443	366	307	842	381
v/s Ratio Prot	0.02	c0.48		c0.16	0.16		c0.03	c0.13		0.02	0.08	
v/s Ratio Perm	0.08		0.08	0.40		0.04	0.08		0.04	0.05		0.01
v/c Ratio	0.21	1.25	0.22	0.96	0.34	0.08	0.34	0.54	0.17	0.22	0.34	0.02
Uniform Delay, d1	21.6	43.2	29.2	60.1	23.5	20.6	33.2	46.9	42.6	32.5	44.5	41.1
Progression Factor	0.34	0.76	0.71	0.71	1.34	4.51	1.00	} 1.00∞	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	114.6	0.4	39.1	0.6	0.2	2.3	4.7	1.0	1.6	1.1	0.1
Delay (s)	7.7	147.4	21.1	82.0	32.2	93.2	35.4	51.6	43.6	34.2	45.6	41.2
Level of Service	A.	F	С	F	С	F	D	D	D	С	D	D
Approach Delay (s)		128.5			56.4			44.9	HETER		43.2	
Approach LOS		F			E			D			D	
Intersection Summary								福车	o da			
HCM Average Control D		enternalisment-order	89.1	+	ICM Lev	el of Se	ervice	sangerginasi-see	F	escondition on the con-	Edit uddd Creniscoo n xe	et-gyastaması
HCM Volume to Capacit			0.90				Marie de la compansión de					
Actuated Cycle Length (alconation consistent is a	140.0		ium of k			SECTION TRANSPORTED	16.0	and the second s	riowanio propinsio	cz wermuja nec i
Intersection Capacity Ut	llization		87.6%	10	CU Leve	el of Ser	vice		₩ WE			
Analysis Period (min)	contractive and	dringostanjino nazaviri	15	and a substantial states	onto and to produce the se	zano o roce an else el la	DRAS NECRE MALLUMAN	STATE OF THE PROPERTY OF THE	TOTAL PROGRAM	OLASSON BUKANTURA	magreenative ve	a transfer
c Critical Lane Group												

	4	×	2	*	×	*	7	×	~	4	K	*
Movement	SEL	SET	SER	NWL	scientification and authorization of	NWR	. MEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	^	7	ሻ	ተተ	7	ሻ	↑	7	ሻ	ß	
Ideal Flow (vphpl)	1900	1900	1900-	1900	1900	1900	1900	1900	1900	-1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util, Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	Performance and the
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1656	3574	1524	1597	3471	1568	1770	1727	1482	1770	1731	XXXIII 20 E E E E E E E E E E E E E E E E E E
Fit Permitted	0.41	1.00	1:00	0.05	1.00	1.00	0.72	1.00	1.00	0.71	1.00	
Satd. Flow (perm)	723	3574	1524	90	3471	1568	1335	1727	1482	1330	1731	
Volume (vph)	111	1684	39	53	474	39	40	61	45	42	41	16
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)	12	1830	42	58	515	. 42	43	66	49	46	45	. 17
RTOR Reduction (vph)	0	0	13	0	0	20	0	0	32	0	10	0
Lane Group Flow (vph)	AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	1830	29.	58	515	22	43	66	17:	46	52	0
Heavy Vehicles (%)	9%	1%	6%	13%	4%	3%	2%	10%	9%	2%	5%	6%
Security and the security of t	pm+pt	accommission of the contract o	ustom∜	EDING BUILDING VALUE OF	Contract of the state of the state of	ustom	Perm-		Perm	Perm		
Protected Phases	5	2	canapanahakingan	1	6	District address (Address Address Addr	endintstatue vito	4	otherspiecher (next	z siosenskotarinisti	8	Lineagae antigal s
Permitted Phases	- 2		-⊹⊪6	6		2	4		4	8		
Actuated Green, G (s)	75.0	72.0	72.0	75.0	72.0	72.0	47.5	47.5	47.5	47.5	47.5	BBPS/GFR-FILES
Effective Green, g (s)	78.5	74.5	74.5	78.5	74.5	74.5	49.5	49.5	49.5	49.5	49.5	
Actuated g/C Ratio	0.56	0.53	0.53	0.56	0.53	0.53	0.35	0.35	0.35	0.35	0.35	politicalization
Clearance Time (s)	5.0	6.5	6.5	5.0	THE CANADAMAN INCLUDES	6.5	6.01	6.0	6:0	6.0	6.0	
Lane Grp Cap (vph)	432	1902	811	94	1847	834	472	611	524	470	612	town patients or not
v/s Ratio Prot	CALL SHOW AND ADDRESS OF THE PARTY.	c0.51		c0.02	0.15			c0.04			0.03	
v/s Ratio Perm	0.01	aneronikovosta	0.02	0.33	manarantenarantenara	0.01	0.03	usingesticustrii	0.01	0.03	(Manus extre Arean)	MATERIAL STATE OF THE
v/c Ratio	0.03	0.96	0.04	0.62	0:28	0.03	0.09	0.11	0.03	0.10	0.09	
Uniform Delay, d1	13.8	31.4	15.6	32.7	18.0	15.5	30.2	30.4	29.6	30.3	30.2	SUSCESSORS OF THE
Progression Factor	1.58	1.11	2.04	0.69	0.94	1.67	1.00	Sense of the sense	1.00	1.00	1.00	
Incremental Delay, d2	0.1	9.1	0.0	25.8	0.4	0.1	0.4	0.4	0.1	0.4	0.3	barodiá syčte.
Delay (s)	21.9	43.9 D	31.9 C	48.5	17.2	26.0	30.6	30.8	29.7	30.7	30.4	
Level of Service	C	43.5		D	B 20.8	С	C	C 30.4	C	C	C 30.6	para de la compara de la c
Approach Delay (s)	Sulmilli	40.0 D			20.6 C			DISTANCEMENT OF A SECURIOR			C	
Approach LOS		U			C			С			C	
Intersection Summary	A DESCRIPTION OF REPORT AND ADDRESS OF THE PERSON OF THE P	脚道。			a talah				Na William			
HCM Average Control D		mariyan bolokurungan	37.2	+	ICM Lev	el of Se	ervice	MAIA JUAN AMERIKA	D	le seed to week to be were	nanakanana akkanana.	ELECTRIC SCHOOL SCHOOL SCHOOL
HCM Volume to Capacit			0.62									gingan
Actuated Cycle Length (140.0	DESCRIPTION OF PROPERTY.	Sum of lo	promove and a writing promoved assess	DOLLAR STREET,		12.0	derese generales	ratikogorovansko or	31 3255
Intersection Capacity Uti	lization		63.2%		CU Leve	el of Ser	vice		B.			
Analysis Period (min)	10194811281110915415	CHEST THE PARTY OF	15		turner i sunerazione	P00200410041EAP00	2211-15-14(0000400000	SMRC 9014-10004000	REPRESENTATION OF	ENGLISHMENTS	etanan senerasar	Market Market
c - Critical Lane Group	enias sti											

	ሻ	†	P	<u>L</u>	ļ	wJ	4	×	+	*	×	1
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL.	NWT	NWR
Lane Configurations	ኻ	^	7	ሻሻ	^	7	ሻ	ተተ	7	ACRESONO NOS VACIONES	^	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	-1.00	1.00	0.97	1.00	1.00	1.00.	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1504	1900	1324	3467	1900	1583	1787	3610	1615	1805	3374	1583
Fit Permitted	0.73	1.00	1.00	0.95	1.00	1.00	0.33	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	1154	1900	1324	3467	1900	1583	618	3610	1615	185	3374	1583
Volume (vph)	5	13	9	253	40	133	452	1472	7	13	413	161
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)	5	14	10	275	43	145	premium production and the contract of the con	1600	8	14	449	- 175
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	4	0	0	124
Lane Group Flow (vph)	5	14	10	275	43	145				14	449	51
Heavy Vehicles (%)	20%	0%	22%	1%	0%	2%	1%	0%	0%	0%	7%	2%
ENTEROR RESOLUTION AND ADMINISTRATION OF THE PROPERTY OF THE P	pm+pt=		Free	Prot		Free	pm+pt	Control or Salida State	ustom	THE PROPERTY OF THE PARTY OF TH		Perm
Protected Phases	3 8	8		7 ************************************	4		5	2		1	6	d Laurin de La
Permitted Phases:	AC TANKED TO SERVICE OF	04.0	Free	00.5	20.0	Free	2		30.0	GE-FORTE FINGSOFFER		6
Actuated Green, G (s)	32.5	21.0	140.0	23.5	33.0	140.0	78.5	69.5	33.0 34.5	42.5 46.0	38.5 41.0	38.5
Effective Green, g (s)	35.0 0.25	22.5	140.0 1.00	24.5	34.5	140.0	81.0 0.58	72.0 0.51	CONTRACTOR DESCRIPTION	E-LUMBER BUREAU	LA LOUIS BERT CONTRACTOR	41.0 0.29
Actuated g/C Ratio	5.0	0.16		0.18 5.0	0.25 5.5	1.00	5.0	6.5	0.25 5.5	0.33	0.29 6.5	6.5
Clearance Time (s)	COLUMN TO SERVICE STREET	23.76.00000000000000000000000000000000000	4004	minutes of the contract of the	NUMBER OF STREET	4500	BRIDSON BRIDSON CO.	SACCOMEND/Medium	Science of the Control of the Control	WALL STREET, S	MINISTER MANAGEMENT	TOTAL PROPERTY OF THE PARTY OF
Lane Grp Cap (vph)	320	305	1324	607	468	1583	658	1857	398	119	988	464
v/s Ratio Prot	0.00	0.01	0.01	c0.08	0.02	-0.00	c0.19 0.24	c0.44	0.00	0.00	0.13	0.02
v/s Ratio Perm	0.00	0.05	0.01	OVE	0.09	c0.09	0.24	0.86	0.00	0.03	0.45	0.03
v/c Ratio Uniform Delay, d1	39.5	0.05 49.7	0.0	0.45 51.7	40.7	0.09	18.8	29.7	39.9	34.1	40.4	36.2
Progression Factor	1.00	1.00	1.00	1/00	1.00	1.00	1.00	1.00	1.00	0.54	0.53	0.23
Incremental Delay, d2	0.1	0.3	0.0	2.4	0.4	0.1	7.5	5.5	0.0	2.0	1.5	0.23
Delay (s)	39.6	50.0±	0.0	54.2	41-1	0.1	26.4	35.2	39.9	20.3	22.7	8.9
Level of Service	D	D	A	D	D	A	C	D	D.D	C	C	Α
Approach Delay (s)		30.9			36.0			33.2			18.9	
Approach LOS		C		aceumaeu	D			C		enementat	В	
						anse n		IN SUBSEDIALS	A 11 - 2 - 2 - 2 - 2	Sur Sir Sir		SAZE SETT
HCM Average Control D			30.7	AMERICAN L	ICM Lo	vel of Se	onvico	illus il esti	C	1000		
HCM Volume to Capacit			0.63		TOW LE		SI VICE					
Actuated Cycle Length (140.0		Sum of I	ost time	(s)		12.0		KN JULIU	######################################
Intersection Capacity Ut			67.9%		ON THE RESERVE THE PARTY OF THE	el of Ser			12.0			
Analysis Period (min)	mzauon.		15		OU LOV		VICC					Marian, Al
C Critical Lane Group	an il suole la											(NECTOR)
G. Ontioar Earle Group			entekkii?ir							manda.		

	ሻ	†	P	Į,	1	w	•	×	7	•	X	1
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	Ĵ∌		75	^	7	ሻ	† }		ሻ	ተ ጮ	
Ideal Flow (vphpl)		1900	1900	CONTRACTOR OF THE SE	1900	1900	1900	1900	1900		1900	1900
Total Lost time (s)	4.0	4.0	XIII SAN	4.0	4.0	4.0	4.0	4.0	NO STREET, STATE STREET,	4.0	4.0	icocatationints
Lane Util: Factor	1.00	1.00		1,00	0.95	-1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.97	oradin esceturant de	1.00	0.99	MARGAR, 1591511
Fit Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1817		1805	3574	1583	1805	3493	sanouponing gază	1805	3474	COLUMN CO
Fit Permitted	0.54	1:00		0.13	1.00	1.00	0.59	1,00%	dedicti	0.26	1.00	
Satd. Flow (perm)	1032	1817	400	241	3574	1583	1118	3493		490	3474	Section 1 Table
Volume (vph)	90	401	130	58	256	129	254		119	88	198	16
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)	98	436	141	63	278	140	276		129	96	215	17
RTOR Reduction (vph)	0	12	0	0	0	96	0	23	0	0	6	0
Lane Group Flow (vph)	98	565.	0	63	278	44	276	614	0	96	226	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	0%	0%	1%	0%	3%	0%
	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4	SIGNAMO DE CANADA C	3	8	undana ar	5	2	9200 S 1800 S 200 S	1	6	obstance of
Permitted Phases	4			8		8	2			6	00.0	
Actuated Green, G (s)	41.5	30.0	500510101001	41.5	30.0	30.0	37.5	30.0	GISUOMISTONI	37.5	30.0	SEPTEMBER
Effective Green, g (s)	44.0	31.5		44.0	31.5	31.5	HERE WHEN SOME STREET	31.5		40.0	31.5	
Actuated g/C Ratio	0.44	0.32	OKOSODELENDENSKIER	0.44	0.32	0.32	0.40	0.32		0.40	0.32	i dididina sarabih
Clearance Time (s)	5,0	5.5		5.0	5.5		5.0	5.5		5.0	5.5	HILLIE
Lane Grp Cap (vph)	551	572		302	1126	499	506	1100		308	1094	
v/s Ratio Prot	0.02	c0.31		c0.03	0.08		c0.05	c0.18		0.03	0.07	
v/s Ratio Perm	0.06	0.00		0.07	0.05	0.03	0.17	0.50		0.10	0.04	Acceptance of factor
v/c Ratio	0.18	0.99		0.21	0.25	0.09	0.55	0.56		0.31	0.21	
Uniform Delay, d1	16.6	34.1		20.4	25.4	24.1	21.5	28.5		19.8 0.72	25.1	ANNE SAFETTE LA
Progression Factor	1.00	1.00 34.9		1.00	1.00	1.00	92 pm (136 miles (645 256)	1.00		TOTAL DESCRIPTION OF THE PARTY	0.74	
Incremental Delay, d2	0.7 17.3	69.0	igheidelgauf	1.6 21.9	0.5 26.0	0.3 24.5	4.2 25.7	2.0 30.5	no partito de la	2.6 16.9	19:1	Magazatan
Delay (s)	।73⊪ B	69.0- E		21.9± C	∠o,∪ C	24.3 C		ou.o C		В	В	
Level of Service Approach Delay (s)	D Carrier	61,5			25.0			#29.1			18.4	ACCEPANA O
Approach LOS		—оп.э. Е			C			29.1			B	
					U						Ь	
Intersection Summary	1967			1 Jan					¥ - 8			tords.
HCM Average Control D		00004080000000	35.9		ICM Le	vel of Se	ervice	190.091.01488554-80780	D	anannessi se odiera	NA MANAGARAN SALA	esemes asportan
HCM Volume to Capaci			0.67									
Actuated Cycle Length (NA SESSE ELEMENTS	100.0		Sum of l	employment of the Company of the Com	www.arrow.anrow.or.	Sacrata Ranggara and Pro-	16.0		CORRECTION OF THE STREET	DESCRIPTION SHOWS
Intersection Capacity Ut	ilization		80.6% 15	(CU Leve	e of Ser	vice		D	1 (1) 1 (1)		
Analysis Period (min)		et de sales	15	a landarás folyada								at 526ani
c Critical Lane Group												经间期

	١	→	*	1	+	4	4	†	1	1		1
Movement	EBL	EBT	EBR	WBL	WBIT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u>ች</u>	^	*	ች ensemblesse	*	ja Bulchtsukscontroedh	NOV COSTONERS NO	4	entra hometroon to	eleparatika j	4	oksene august
Sign Control Grade		Free 0%			Free 0%			Stop 0%			Stop 0%	
Volume (veh/h)	165	1737	1	17	520	115	100	2	23	3	2	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow-rate (vph) Pedestrians	∃179 -	1888	1.5	18	565	16	1	2	- 25	3	2	10,
Lane Width (ft)												
Walking Speed (ft/s)		anaeyeyayay	entelantorename	NEW CHICKNESS CO.	socialisment recin	ERSONELSHARE	10.0055001001001001001001001001001001001001	AND THE PARTY OF	HANDA REPMES		Maria Caracteria de la companiona de la co	Liter nya sikataka
Percent Blockage Right turn flare (veh)						land a villa		Musii				
Median type								None			None	
Median storage veh)					MINISTER MERCAT			Hethi Hellinti keti	rzertiannoaffināti:	(engagodinakidagan	derkeis adstructur	1135451.0704565
Upstream signal (ft) pX, platoon unblocked												
vC, conflicting volume	582			1889			2577	2865	944	1931	2850	283
vC1, stage 1 conf vol		iganistratinasidanis			MINISTER PARTIES AND	NEAR STREET					uomana	SHEWERE C
vC2, stage 2 conf vol vCu, unblocked vol	582			1889			2577	2865	944	1931	2850	283
tC, single (s)	4.1			4.1			7.5	6.5	7.0	17:5	6.5	7.1
tC, 2 stage (s)	2.2	NEW YORK	MACONE PUNEA	2.2	uestranica	Hara III Coloniana	3.5	4.0	3.3	3.5	4.0	3.4
tF (s) p0 queue free %	82 82		2240 (124	94			88	83	90	88	84	99
cM capacity (veh/h)	1003			321			9	13	259	27	13	688
Direction, Lane #	EB1	EB 2	EB 3	EB 4	WB1	WB2	WB3	WB4	NB1	SB4		
Volume Total	179	944	944	1	18	283	283	16	28	15		
Volume Left Volume Right	179 0	0 [[] 0]	0	0	18 0	0 1210	0	0 16,	1 25	3 10		SITE ACTION (ASS.)
cSH	1003	1700	1700	1700	321	1700	1700	1700	75	51		trekter i
Volume to Capacity	0.18	0.56	0.56	0.00	0.06	0.17	0.17	Sandan Sangaran	0.38	0.30		
Queue Length 95th (ft) Control Delay (s)	16 9.4	0.0	0.0	0.0	5 16.9	0.0	0.0	0.0	36 79.9	26 103.2	l Baristii el	
Lane LOS	Α			0.0	C	, O.O.			F	F		
Approach Delay (s)	0.8				0.5				79.9	103.2		
Approach LOS									F	F		
Intersection Summary			0.4					3323	建			
Average Delay Intersection Capacity Ut	ilization		2.1 64.7%	10	CU Leve	el of Ser	vice					
Analysis Period (min)			15							entri is sepulti-	ser Granden 700	aronees i.

	۶	-	*	1	—	*	1	†	~	1	↓	1
Movement	IEBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	- SBL	SBT	SBR
Lane Configurations	gerseanuariusasi	€Î∌	turkenn pposets s	Jangarana yu maya	ተቡ	7	minima (Marine)	4	bankaba kewanowa c	gategeoglas eilas ve ta	4	Michigan (Nebb)
Sign Control Grade		Free 0%			Free 0%			Stop = 0%			Stop 0%	
Volume (veh/h)	13	495	112	10	246	7	17	27	124	7.	0 /0	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	-14	538	2	11	267	8	18	29	135	8	0	10
Pedestrians		enacintenanication		a Buranda ayılmasın	PUNEUTEN YELLEN		CONTROL VIEW OR CONTROL VIEW OF	THE VEHICLE OF THE PROPERTY OF THE	NAMES AND ASSESSED OF THE PARTY	entern verda	SEMPONIES TO SE	DESCRIPTION OF THE PROPERTY OF
Lane Width (ft)												
Walking Speed (ft/s) Percent Blockage								taran ba	CARLES SUR			自然間でお
Right turn flare (veh)	NESSES FISCAL			CALC REEDING						eni iliid 665 kasu	18949480496215	
Median type								None			None	
Median storage veh)		A LOTTO OFFICE AND A COLOR	and office of the control of	NACE CONTRACTOR OF THE PARTY OF		200.00.00.00.00.000.00	Subanenos de municipal	MARIL REPORTED AND AND AND AND AND AND AND AND AND AN	Atores to the con-	SANTESCOP N. CHORAGO	MANUFLAND, Litera	protesta and a real
Upstream signal (ft)												
pX, platoon unblocked vC, conflicting volume	275	one e e		540			733	864	270	736	858	134
vC1, stage 1 conf vol	21,0			Ото		eta German	,,,,,,					
vC2; stage 2 conf vol												
vCu, unblocked vol	275	ONE OF THE PARTY O	rus armenda wawaran r	540		V toni to Name of the Control of the	733	864	270	736	858	134
tC, single (s)	4.1		i Parali	4.3			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s) tE(s)	2.2	e antesad		2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99		all selections	99			94	90	82	97	100	99
cM capacity (veh/h)	1300			971			304	288	734	230	290	897
Direction, Lane#	EB1	EB 2	WB1	WB2	WB3	NB 1	SB 1					
Volume Total	283	271	100	178	8	183	17					711/2H
Volume Left	14	0	11	0	0	18	8	CALIBRE HARE A CREATE	Approprietation	ON LEADING SERVICES	31444444	SN 1808/18/18/18
Volume Right	0	2	0	0.0	8	135	10					
cSH Volume to Capacity	1300 0.01	1700 0.16	971 0.01	1700 0.10	1700 0.00	527 0.35	396 0.04			onika:		Sideran de la compa
Queue Length 95th (ft)	1	0,0	1	0	0.00	38	3					
Control Delay (s)	0.5	0.0		0.0	0.30	15.4	14.5					
Lane LOS	Α		Α	CONTRACTOR OF SERVICE AND ADDRESS OF THE PERSON NAMED AND ADDR	SECURE RESIDENCES	С	В	***************************************	DOCUMENT OF STREET	COOLING THE COOLING	PERCENTER CHARLES	147.004000014 (207.000
Approach Delay (s)	0.2		0.4			15.4	14.5	Mas De				
Approach LOS						С	В			STREET WARRANCE COMMISSION OF THE STREET		
Intersection Summary		Array (Arra						4.0			1. 15.19	
Average Delay	yndryktere	esta de la composición della c	3.2		OTHER STATE	1 6			ACATHON CANADATANA		DESCRIPTION	PERSONAL ASSESSED
Intersection Capacity Util	ization	1	40.0%	1	CU Leve	or Ser	vice		r A ∈	173		
Analysis Period (min)			15									

	4	×	1	~	×	₹	7	×	~	Ĺ	×	10
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		ቆ		v Consultation to below the	4	***	ሻ	∱ }	emelasticacionemiks in circina	ሻ	ተተ	7
ldeal Flow (vphpl)	1900	1900	1900	1900	A THE TEST WAS A DESCRIPTION OF	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	unsengenyasopenges	4.0	DESCRIPTION OF THE PROPERTY OF	manus relativos.	4.0	EMPEROLOGICA SHESTORS	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	1.00
Frt	CLASS SPECIAL NEW PARKET	0.96	ZAMANIAN SAKALATKA MAKKA	AANA SCOREGISTANIA	0.91	to make did no bare an	1.00	0.93	ARREST AND SOCIETY OF SALE	1.00	1.00	0.85
Fit-Protected		0:99			0.99		0.95	1.00	Printer (1915)	0.95	1.00	1.00
Satd. Flow (prot)		1779		en na marantana	1699	No. accompany and the	1805	3332	HERMAN SCHOOL	1805	3505	1599
Fit Permitted		0.95			0.94		0.47	1.00		0.36	1.00	1.00
Satd. Flow (perm)		1701			1614		902	3332		678	3505	1599
Volume (vph)	21	42	30	12	11112	31	13	343	275	13	430	18
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)	23	46	- 33	13	2	34	14	373	299	14.	467	20
RTOR Reduction (vph)	0	21	0	0	22	0	0	145	0	0	0	10
Lane Group Flow (vph)	4 (0)	81	0	0:	27	0	14	527		14	467	10
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	2%	0%	0%	3%	1%
Turn Type	Perm			Perm:			Perm		all de la	Perm		Perm
Protected Phases		4	# 10 F4 04 45 1-70 1-10 1-10 1-10 1-10 1-10 1-10 1-10	at a recommenda laborativo	8	*************	de a lank little an dank de an	2	January and an annual and a	11to Canto do toro an incident	6	
Permitted Phases	4			8			- 2			6		6
Actuated Green, G (s)	n villan makasatini asab	20.0	PROFES AND	as Management (1978)	20.0	No recognition of	29.0	29.0	MONTHUM (CONC.)	29.0	29.0	29.0
Effective Green, g (s)		21.0			21.0		31.0	31.0		31.0	31.0	31.0
Actuated g/C Ratio	populari esta esta esta esta esta esta esta esta	0.35	nickani, inandrator	elassid ribonistiiti koreen note	0.35	harat seminament hi	0.52	0.52	inglikasi katawa katawa	0.52	0.52	0.52
Clearance Time (s)		.iiii5.0.ii	Ele pise el		5.0		6.0	6.0		6.0	6.0°	6.0
Lane Grp Cap (vph)		595			565		466	1722		350	1811	826
v/s Ratio Prot						in alle		c0.16			0.13	
v/s Ratio Perm		c0.05			0.02		0.02			0.02		0.01
v/c Ratio		0.14			0.05		0.03	0.31		0.04	0.26	0.01
Uniform Delay, d1		13.3			12.9		7.1	8.3		7.2	8.1	7.1
Progression Factor		1.00			1.00		1.00	1.00		1.32	1.40	1.75
Incremental Delay, d2	entra yena u damendi	0.5	20 000000 1400000000	NEWSCON DOUBLE	0.2		0.1	0.5	LECTORNE SOCIETION	0.2	0.3	0.0
Delay (s)		13.8			13.0		7.2	8.8		9.6	11.7	12.4
Level of Service		В			В		Α	Α		Α	В	В
Approach Delay (s)		13.8			13.0			8.8			11.6	
Approach LOS		В			В			Α			В	
Intersection Summary					2000年末	197 188	4434				<u> </u>	
HCM Average Control D			10.4	<u> </u>	ICM Lev	el of Se	ervice	STORADISSISTURANS	В)15500000000000000000000000000000000000	SONGSETS JUST	CONTRACTOR
HCM Volume to Capacit			0.24									
Actuated Cycle Length (s	S)	ua ekanere yezhoù	60.0		Sum of lo			PENNSYANG (PARC	8.0	I BENEFIT PER LANGUAGE	exp. caches at a sig	INSTRUCTION OF THE
Intersection Capacity Uti	lization		47.5%	gwerell(CU Leve	of Ser	vice		- II. A			
Analysis Period (min)	pogravaja i stalazno	Jacques at passents	15	онитуровије исталис	mikotalisautsaabken	enenagearna etam	engatuniartasian	рафорине общесно од	Lappmentotersona	I ITHOPE SERVICE CONTROL	ectes present 19	eg a Classicon
c Critical Lane Group												

	۶	→	—	4	1	4				
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations	ኻ	ተተ	^	7	*5	71				
Ideal Flow (vphpl)	1900	1900		1900	1900	1900				
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	econocitament mento	THE RESTRICTION OF THE STREET	Security and part to the request of all	perceives over
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00				
Frt	1.00	1.00	1.00	0.85	1.00	0.85	3141434141333333333		was a second sec	
FIt Protected	0.95	1.00	-1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1480	3539	3505	1538	1543	1524	NATIONAL PROPERTY OF THE PARTY	CERTIFIC SERVICES SECTION 1 1-1-1	. We great a distribute a constitute of the said of the	ver entry in this
Fit Permitted	0.58	1.00		1.00	0.95	1:00				
Satd. Flow (perm)	898	3539	3505	1538	1543	1524				
Volume (vph)	9	369	263	21	6	163				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	delication (Majori majori Acti	LT COMPANIES CONTRACTOR CONTRACTO	and the second of the second o	ALTO E MANUAL PORTAGO
Adj.:Flow (vph)	10	401	286	- 23	7	177				
RTOR Reduction (vph)	0	0	0	11	0	115				
Lane Group Flow (vph)	10	401	286	12	7	62				
Heavy Vehicles (%)	22%	2%	3%	5%	17%	6%				
Turn Type	Perm			Perm	C	ustom				
Protected Phases		2	6		4	4				
Permitted Phases	2			∰#i6:	4	4				
Actuated Green, G (s)	29.0	29.0	29.0	29.0	20.0	20.0				
Effective Green, g (s)	31.0	31.0	31.0	31.0	21.0	-21.0				
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.35	0.35				
Clearance Time (s)	6.0	6.0	6.0-	6:0	5.0	5.0	de topace d			
Lane Grp Cap (vph)	464	1828	1811	795	540	533				
v/s Ratio Prot		c0.11	80.0		0.00	c0.04				
v/s Ratio Perm	0.01			0.01						
v/c Ratio	0.02	LO STOCKED SHOW AND A		0.01	0.01	0.12				
Uniform Delay, d1	7.1	7.9	7.6	7.1	12.7	13.2				
Progression Factor	1.38	1.40	1.00	1.00	1.00	1.00 %				
Incremental Delay, d2	0.1	0.3	0.2	0.0	0.0	0.4				Westerno Livera e Monde
Delay (s)	9.8	11,4	7.8	7.1	12.8	13.7				
Level of Service	Α	В	Α	. А	В	В	NAMES AND ASSESSED TO SECURE OF SECURE			
Approach Delay (s)		11.3	TENNEN TO STREET, SOUTH		13.6					
Approach LOS	*	В	Α		В					
Intersection Summary	411				ida	Artin T	- 10 AGE	nasta Rosella		100
HCM Average Control D			10.6	F	ICM Le	vel of Service		В		
HCM Volume to Capacit			0.18							
Actuated Cycle Length (s)		60.0		V-1	ost time (s)		8.0		
Intersection Capacity Ut	ilization		40.0%	1 1	CU Leve	el of Service -		A		
Analysis Period (min)	Jacobson & France - 1	a managana kaleara wa	15	SCHOOL DATE OF THE LOCAL CO.	di unicentra con con	or a subsection to the subsection of the subsect	ners denotes en antario	nancamenta municipal est	LLLS HELLSANDAN ANNALSTS FOR	TOTAL SERVICE STATE OF
c Critical Lane Group										

	۶	\rightarrow	*	1	—	4	1	1	-	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	-NBR	SBL	SBT	SBR
Lane Configurations	الوالو	† †			*	į*	ሻ	4				
Ideal Flow (vphpl)	1900	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
Lane Util, Factor	0.97	0.95		1,540	0.95	1.00		0.95				
Frt	1.00	1.00			1.00	0.85	1.00	0.98				
Fit Protected	0.95	1.00	4	35.475	1.00	1.00	0.95	0.96	¥	F 199	# 2	
Satd. Flow (prot)	3433	3539			3574	1599	1681	1667	A11.80 00-540.			
Flt Permitted	0.95	1.00	學 法		1.00	1.00	0.95	0.96	18	2 ⁴ 24		
Satd. Flow (perm)	3433	3539		electronic contentions	3574	1599	1681	1667		111.50		
Volume (vph)	523	682	0	. 0	842	279	779	0	42	0	0	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)	568	741	0	0	915	303	847	0	46	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	178	0	3	0	0	0	0
Lane Group Flow (vph)	568	741	0	0	915	125	469	421	0.	0	0	0
Heavy Vehicles (%)	2%	2%	0%	0%	1%	1%	2%	0%	2%	0%	0%	0%
Turn Type	Prot		1980		ALCO D	Perm	Perm	44.0		11/41	1	
Protected Phases	5	2			6	4.844	129349	4				
Permitted Phases			2 1 4			6	4		9 1	- 25		
Actuated Green, G (s)	33.0	94.0			55.0	55.0	34.0	34.0				
Effective Green, g (s)	35.0	96.0	44		57.0	57.0	36.0	36.0				
Actuated g/C Ratio	0.25	0.69			0.41	0.41	0.26	0.26		30.7		
Clearance Time (s)	6.0	6.0	1	1.0	6.0	6.0	6.0	6.0				ž. ,
Lane Grp Cap (vph)	858	2427			1455	651	432	429				
v/s Ratio Prot	c0.17	0.21		a gija	c0.26	Secretary 1	6.1		- L	.5. 1. 1. 1. 1.		
v/s Ratio Perm						0.08	c0.28	0.25				
v/c Ratio	0.66	0.31			0.63	0.19	1.09	0.98	i, n			
Uniform Delay, d1	47.2	8.7			33.1	26.7	52.0	51.7				
Progression Factor	0.42	0.37	1. 1. 1.		1.00	1.00	1.00	1.00	Fig. 4	w.	4	
incremental Delay, d2	3.9	0.3			2.1	0.7	68.3	39.1				
Delay (s)	23.4	3.6			35.1	27.3	120.3	90.7	is wat	åt. A		
Level of Service	C	Α			D	С	F	F		1777 (80.30)		
Approach Delay (s)	Ø.	12.2			33.2	:. # #[]	ik AC -	106.3	pi sahai	16.7	0.0	
Approach LOS		В		U 01 14	С			F		505 E	Α	
Intersection Summary					V 34 (6) 1				1.1		4.4	
HCM Average Control D			44.2	H	ICM Le	vel of S	ervice		D	1020227 8000		
HCM Volume to Capacit	y ratio		0.77	L. August							9 ¥	
Actuated Cycle Length (s)		140.0			ost time			12.0			
Intersection Capacity Ut	ilization		71.1%	i K	CU Lev	el of Se	rvice		C	1	13	
Analysis Period (min) c. Critical Lane Group		for pic	15	Talka 118		the tree			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		72	

	\rightarrow	1	1	-	1	1				
Movement		EBR	WBL	WBT	NBL:	NBR		1.00		基
Lane Configurations	ተተተ			ተተ	AAA	1-1-1-1-1-1				-
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	4.10		N. S.	
Total Lost time (s)	4.0		37.08	4.0	4.0	CORP OF THE				
Lane Util. Factor	0.91	(5.53)		0.95	0.97	1 1	per the later of the	1,4		
Frt	1.00			1.00	0.98		55 44 480 C			
FIt Protected	1.00		September 1	1.00	0.96	Special Control of the				
Satd. Flow (prot)	5085			3539	3335		and the second second			
Flt Permitted	1.00	ti oʻdit		1.00	0.96	A Planty M	情: 题 :Och	Se .	12.	
Satd. Flow (perm)	5085			3539	3335		199.0			
Volume (vph)	1053	0	0	1703	370	73		7 - 11	· A wat a	1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	will folia was notes of			
Adj. Flow (vph)	1145	0	0	1851	402	79	- 1 1 This.,	1	\$ -\$*	
RTOR Reduction (vph)	0	0	0	0	12	0				
Lane Group Flow (vph)	1145	0	0	1851	469	0	1. 1. 15	. ·		
Heavy Vehicles (%)	2%	0%	0%	2%	2%	11%				
Turn Type	- 19	2.6			4. 可用品品	ta sta				
Protected Phases	2			6	4	A STATE OF THE STA				
Permitted Phases	ANTHONY A			7	0.75	11. 100				
Actuated Green, G (s)	91.5			91.5	36.0		The Maria Carlo Ca			
Effective Green, g (s)	93.5			93.5	38.5). 関一:	. At 5 4 9	Ex.		3,0
Actuated g/C Ratio	0.67			0.67	0.28	(32)				
Clearance Time (s)	6.0	. 1882		6.0	6.5	No. 1 1825 22	M. Seb. Co.			
Lane Grp Cap (vph)	3396			2364	917					
v/s Ratio Prot	0.23	4 20		c0.52	c0.14	legga if i		50 2		
v/s Ratio Perm	A. 102.4814.204.02									
v/c Ratio	0.34			0.78	0.51	1000	- W 125 - 125-			
Uniform Delay, d1	10.0			16.2	42.8					501
Progression Factor	2.33		18 T	1.27	1.00				y" aya, a	
Incremental Delay, d2	0.1			1.6	2.0	or at the same				
Delay (s)	23.3	1/25		22.1	44.8		y der mile in		2.5	
Level of Service	C			C	D	3386 J. 286	1.40		0.00	
Approach Delay (s)	23.3	2.64 · · · ·		22.1	44.8	A Bay SAV	· 数:发:"一。	4.4	地路,	
Approach LOS	C			С	D	4670 7674	H1 - 8 19 19 19 19			
Intersection Summary	7.1	14 - 10 to	0.48, 50		2 (1)	71. F. (1865)			in the same a state	Fill
HCM Average Control D)elav		25.7	L.	ICM Le	vel of Serv	vice	С		
HCM Volume to Capaci			0.70		CON LE	VOI OI OEIV	11 - 1-20 - 12m - 1 - 20			
Actuated Cycle Length (⊕ 10(0)	140.0		Sum of I	ost time (s	7 90 80 30 de 1 406 1	8.0	1. (1)	
Intersection Capacity Ut			99.0%			el of Servi		6.0 F		
Analysis Period (min)	.iiiZauUII		15		OU LEV	er or servi	ocasa per	The state of	4.1	
c Critical Lane Group	015 - 71 -		13	d	t diam		IP III WK at .	1.2		
C Chilical Falle Group				5.	41.4	Sec of Process	-67# - 1074 T	S.E.	- T	

	_#	→	7	*	4-	2	1	لير	1	7	×	1
Movement		TEBT		WBL	A Challenger Charles	WBR2	SBL	SBR	SBR2	NEL2	NET	NER
Lane Configurations	J.	ተተ	7	ليوليو	个个	7	ሻ	77.77	7	لولو	ተተ	7*
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	0.97	0.95	1.00	1.00	0.88	1.00	0.97		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	11.0	1.00	A Comment	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1599	3467	3539	1568	1805	2842	1615	3467	3610	1599
Fit Permitted	0.13		1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	243	3574	1599	3467	3539	1568	1805	2842	1615	3467	3610	1599
Volume (vph)	62	1048	103	486	1207	68	130	418	69	493	360	635
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)	67	1139	112	528	1312	74	141	454	75	536	391	690
RTOR Reduction (vph)	0	0	53	0	0	23	0	0	59	0	0	374
Lane Group Flow (vph)	67	1139	59	528	1312	51	141	454	16	536	391	316
Heavy Vehicles (%)	0%	1%	1%	1%	2%	3%	0%	0%	0%	1%	0%	1%
Turn Type	pm+pt		Perm	Prot		Perm	, ¢	ustomo	ustom	custom	.(custom
Protected Phases	5	2		1	6	1,	3	8	, AALIHOT SES	7	4 =	
Permitted Phases	2	18.2	2			6	8	157.14	8	4	4	4
Actuated Green, G (s)	50.0	40.0	40.0	35.0	65.0	65.0	39.0	27.0	27.0	47.0	31.0	31.0
Effective Green, g (s)	53.0	42.0	42.0	36.0	67.0	67.0	42.0	29.0	29.0	50.0	33.0	33.0
Actuated g/C Ratio	0.38	0.30	0.30	0.26	0.48	0.48	0.30	0.21	0.21	0.36	0.24	0.24
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Lane Grp Cap (vph)	215	1072	480	892	1694	750	542	589	335	1238	851	377
v/s Ratio Prot	0.02	c0.32	e get la	c0.15	c0.37		0.02	0.16	eri esti	c0.05		
v/s Ratio Perm	0.09		0.04		70 19	0.03	0.05	211-220	0.01	0.10	0.11	c0.20
v/c Ratio	0.31	1.06	0.12	0.59	0.77	0.07	0.26	0.77	0.05	0.43	0.46	0.84
Uniform Delay, d1	29.2	49.0	35.6	45.6	30.2	19.7	37.2	52.4	44.4	34.2	45.9	51.0
Progression Factor	1.65	1.45	2.44	0.95	0.83	0.78	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.2	43.7	0.4	2.1	2.6	0.1	1.2	9.4	0.3	1.1	1.8	19.6
Delay (s)	51.5	114.5	87.3	45.3	27.8	15.5	38.4	61.8	44.7	35.3	47.6	70.5
Level of Service	D	F	F	D	С	В	D	Ė	Ď	D	D	Е
Approach Delay (s)		109.0	1	7	32.2	. 111	54.9	U 18.3		75,	53,3	
Approach LOS		F			C		D	71.	THE ART OF THE PARTY.		D	
Intersection Summary									* 1			
HCM Average Control D	elay		59.5	H	ICM Lev	el of Se	ervice		Ε			
HCM Volume to Capacit			0.84		9.		THE E		2.45. E	. 12 7 .		
Actuated Cycle Length (s			140.0	5	Sum of lo	st time	(s)	The last Care Top and	16.0			
Intersection Capacity Uti		0 7 3	84.9%		CU Leve	Contract with a second color	Control of the Contro	·	MATE AND S			
	Lauon	The state of the s	07.070	- 11	OO LEVE	I OI OCI	VICE		1000 4000 4000	NP (1155.00)	•	
Analysis Period (min)	izadon		15		CO Leve	or Ser	VICE	177-76			ā	

	•	\rightarrow	*	1	—	1	4	†	-	1	1	1
Movement		EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	个个	7	ሻ	44	7	ሻ	↑	7	ሻ	ተተ	71
Ideal Flow (vphpl)	1900	4	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3539	1583	1787	3574	1599	1805	1900	1615	1787	3574	1615
Flt Permitted	0.07	1.00	1.00	0.20	1.00	1.00	0.42	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	142	3539	1583	376	3574	1599	798	1900	1615	573	3574	1615
Volume (vph)	52				1430	95	200	259	341	127	311	91
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)	57	776	145	390	1554	103	217	282	371	138	338	99
RTOR Reduction (vph)	0	0	88	0	0	30	0	0	260	0	0	76
Lane Group Flow (vph)	57	776	57	390	1554	73	217	282	111	138	338	23
Heavy Vehicles (%)	0%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	pm+pt	PT A	Perm	pm+pt		Perm	pm+pt	1	Perm	pm+pt		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Actuated Green, G (s)	61.0	51.0	51.0	78.0	63.0	63.0	44.5	31.0	31.0	44.5	31.0	31.0
Effective Green, g (s)	64.5	53.5	53.5	80.5	65.5	65.5	47.5	33.0	33.0	47.5	33.0	33.0
Actuated g/C Ratio	0.46	0.38	0.38	0.58	0.47	0.47	0.34	0.24	0.24	0.34	0.24	0.24
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	6.0	6.0	5.0	6.0	6.0
Lane Grp Cap (vph)	196	1352	605	448	1672	748	375	448	381	320	842	381
v/s Ratio Prot	0.02	0.22	i vita	c0.14	c0.43		c0.06	c0.15	e.	0.04	0.09	
v/s Ratio Perm	0.11		0.04	0.36		0.05	0.14		0.07	0.10		0.01
v/c Ratio	0.29	0.57	0.09	0.87	0.93	0.10	0.58	0.63	0.29	0.43	0.40	0.06
Uniform Delay, d1	29.0	34.2	27.7	22.8	35.1	20.8	35.0	48.0	43.9	34.1	45.2	41.5
Progression Factor	0.90	0.76	2.38	1.58	0.81	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	1.7	0.3	16.8	8.9	0.2	6.4	6.6	1.9	4.2	1.4	0.3
Delay (s)	29.8	27.8	66.3	52.8	37.5	16.0	41.4	54.6	45.8	38.3	46.6	41.8
Level of Service	C	С	E	D	D	В	D	D	D	D	D	D
Approach Delay (s)		33.7		-5/30	39.3			47.6			43.8	
Approach LOS		C			D			D			D	
Intersection Summary			19		1 掌						2 34.24 b	1.13
HCM Average Control [·	40.3		ICM Le	vel of S	ervice		D			
HCM Volume to Capaci			0.79					3K 9.76	Han I			
Actuated Cycle Length	(s)		140.0	5	Sum of I	ost time	(s)		12.0			
Intersection Capacity U	tilization		76.9%	4	CU Lev	el of Se	rvice 🕆		D	有规律 式		
Analysis Period (min)			15				**************************************					
c Critical Lane Group			的技術		7 J. A.			1672	, 13 m.	11.	11	

	4	×	7	1	K	7	7	A	1	6	K	K
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	个个	7	N.	个个	7	^{ji} j	†	7	ሻ	B	•
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3539	1615	1703	3574	1615	1805	1863	1583	1805	1803	
Fit Permitted	0.07	1.00	1:00	0.29	1.00	1.00	0.65	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	129	3539	1615	520	3574	1615	1228	1863	1583	1327	1803	
Volume (vph)	24	762	50	51	1541	69	73	66	97	47	59	30
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)	26	828	54	55	1675	75	79	72	105	51	64	33
RTOR Reduction (vph)	0	0	20	0	0	26	0	0	81	0	13	0
Lane Group Flow (vph)	26	828	34	55	1675	49	79	72	24	51	84	0
Heavy Vehicles (%)	0%	2%	0%	6%	1%	0%	0%	2%	2%	0%	0%	0%
Turn Type	pm+pt	700	Perm	pm+pt		Perm	Perm	mile at	Perm	Perm		-
Protected Phases	5	2	A	1	6	2.79.7188		4	1.50 80 8	(3.3)(00.1)(100.1)	8	
Permitted Phases	2	4 4 9	. 2	6	Mi A	6	4	601	4	8	100	
Actuated Green, G (s)	93.0	85.0	85.0	93.0	85.0	85.0	29.5	29.5	29.5	29.5	29.5	
Effective Green, g (s)	96.5	87.5	87.5	96.5	87.5	87.5	31.5	31.5	31.5	31.5	31.5	
Actuated g/C Ratio	0.69	0.62	0.62	0.69	0.62	0.62	0.22	0.22	0.22	0.22	0.22	
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	6.0	6.0	6.0	6.0	6.0	
Lane Grp Cap (vph)	197	2212	1009	434	2234	1009	276	419	356	299	406	
v/s Ratio Prot	c0.01	0.23		0.01	c0.47	r at the	4	0.04		4 6	0.05	
v/s Ratio Perm	0.08		0.02	0.08		0.03	c0.06	-	0.01	0.04		
v/c Ratio	0.13	0.37	0.03	0.13	0.75	0.05	0.29	0.17	0.07	0.17	0.21	
Uniform Delay, d1	15.3	12.9	10.1	7.6	18.5	10.2	44.9	43.7	42.7	43.7	44.1	
Progression Factor	1.36	0.77	0.59	0.16	0.74	0.37	1.00	1,00	1.00	1.00	1.00	
incremental Delay, d2	1.3	0.4	0.1	0.3	1.2	0.0	2.6	0.9	0.4	1.2	1.1	
Delay (s)	22.1	10.4	6.0	1.5	14.8	3.8	47.5	44.6	43.0	45.0	45.2	
Level of Service	C	В	Α	Α	В	Α	D	D	D	D	D	
Approach Delay (s)		10.5		4. K	14.0		A CONTRACTOR	44.9			45.1	
Approach LOS		В			В			D			D	
Intersection Summary	71			3 2,								
HCM Average Control i			17.0	H	ICM Le	vel of S	ervice		В		to Claude Bellines	
HCM Volume to Capac		· 21. \$	0.59	ect.						M		
Actuated Cycle Length	(s)		140.0			ost time			12.0			
Intersection Capacity U	tilization	1 52.00	60.0%	Jan Sect	CU Lev	el of Se	rvice	Pariti	, B			
Analysis Period (min)			15	S11.32 - 251				brown.	necessaria			
c - Critical Lane Group		2.19	K 1/4						\$1. A	- L	(0+)	

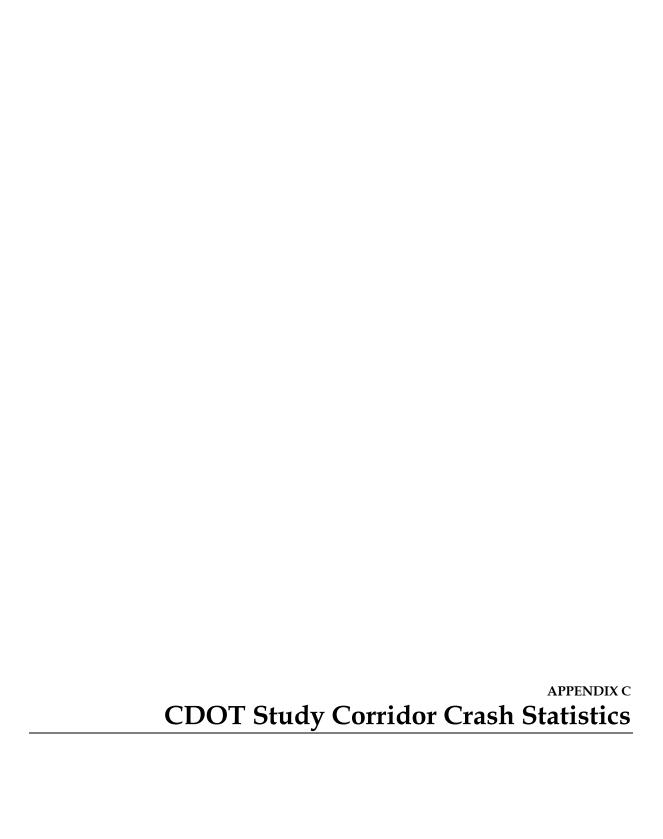
	ሻ	†	P	Į,	1	W	•	×	1	•	K	1
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	B		ሻ	4		ሻ	44	7	ሻ	44	7"
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00	1 11	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1761		1698	1548		1805	3471	1442	1805	3574	1599
Fit Permitted	0.95	1.00		0.95	1.00		0.07	1.00	1.00	0.39	1.00	1.00
Satd. Flow (perm)	1805	1761		1698	1548		126	3471	1442	737	3574	1599
Volume (vph)	19	49	11	220	32	485	212	575	8	3	1277	360
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	53	12	239	35	527	230	625	9	3	1388	391
RTOR Reduction (vph)	0	6	0	0	307	0	0	0	7	0	0	233
Lane Group Flow (vph)	21	59	0	239	255	0	230	625	2	3	1388	158
Heavy Vehicles (%)	0%	4%	9%	1%	3%	0%	0%	4%	12%	0%	1%	1%
Turn Type	Split			Split			pm+pt		custom	pm+pt	4	Perm
Protected Phases	8	8		4	4		5	2	CONTRACTOR CALLS	1	6	
Permitted Phases							2	17.	4	6	* *	6
Actuated Green, G (s)	20.5	20.5		25.5	25.5		76.5	63.0	25.5	62.5	54.0	54.0
Effective Green, g (s)	22.0	22.0	- 1	27.0	27.0	4 35	79.0	65.5	27.0	66.0	56.5	56.5
Actuated g/C Ratio	0.16	0.16		0.19	0.19		0.56	0.47	0.19	0.47	0.40	0.40
Clearance Time (s)	5,5	5.5		5.5	5.5	ğ. 1944.	5.0	6.5	5.5	5.0	6.5	6.5
Lane Grp Cap (vph)	284	277		327	299		293	1624	278	420	1442	645
v/s Ratio Prot	0.01	c0.03	8 - 12 -	0.14	c0.16	- 301	c0.10	0.18		0.00	c0.39	
v/s Ratio Perm							0.34		0.00	0.00		0.10
v/c Ratio	0.07	0.21		0.73	0.85	1	0.78	0.38	0.01	0.01	0.96	0.24
Uniform Delay, d1	50.3	51.5		53.1	54.6		42.0	24.2	45.7	19.6	40.7	27.6
Progression Factor	1.00	1.00	in byl	1.00	1.00		1.00	1.00	1.00	0.94	0.52	0.71
incremental Delay, d2	0.5	1.8		13.5	25.4		18.8	0.7	0.0	0.0	12.5	0.6
Delay (s)	50.8	53.2		66.5	80.0	1	60.8	24.9	45.7	18.5	33.7	20.3
Level of Service	D	D		Ε	Ε		E	C	D	В	С	C
Approach Delay (s)		52.6			76.0	12/11/2		34.6		ije od 6.	30.7	
Approach LOS		D			Ε			C			С	
Intersection Summary	-						177					張麗 獨
HCM Average Control D			42.5	h Tagasana na	ICM Le	vel of S	ervice	A	D			
HCM Volume to Capacit		1. 清晰理	0.78		5 10	M Chillian	60P-10			1004	- 6	
Actuated Cycle Length (140.0		Sum of I			Show the state of	16.0			
Intersection Capacity Ut	ilization	APP SILL	85.6%		CU Lev	el of Se	rvice	A Pi	19/ E	计算机		
Analysis Period (min)			15									
c Critical Lane Group		ð, þýfa		- 55			S. Ward			The state of		

	7	†	14	l _k	1	M	•	×	7	•	K	1
Movement	NBL	NBT	NER	SBL.	SBT	SBR		SET	SER	(NWL	NWT	NWR
Lane Configurations	34	B		N.	个个	ř	ሻ	ተቡ	- 10	ř	† \$	
Ideal Flow (vphpl)	1900	No. 200 115.00	1900	1.0	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	
Lane Util. Factor	1.00	1.00		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.96		1.00	0.99	
Fit Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	4,
Satd. Flow (prot)	1787	1861		1770	3610	1599	1752	3460		1805	3536	
Flt Permitted	0.40	1.00	(#3)	0.36	1.00	1.00	0.23	1.00		0.23	1.00	
Satd. Flow (perm)	750	1861		673	3610	1599	433	3460		436	3536	
Volume (vph)	215	260	41	45	407	235	154	465	163	88	572	48
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)	234	283	45	49	442	255	167	505	177	96	622	52
RTOR Reduction (vph)	Ó	5	0	0	0	175	0	35	0	0	6	0
Lane Group Flow (vph)	234	323	0	49	442	80	167	647	0	96	668	0
Heavy Vehicles (%)	1%	0%	0%	2%	0%	1%	3%	0%	1%	0%	1%	0%
Turn Type	pm+pt		A 10 1	pm+pt	125	Perm	pm+pt	171.4		pm+pt	3 1/4	
Protected Phases	7	4		3	8	40 Peter 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	41.5	30.0		41.5	30.0	30.0	37.5	30.0		38.5	30.0	
Effective Green, g (s)	44.0	31.5		44.0	31.5	31.5	40.0	31.5	1 15	40.0	31.5	
Actuated g/C Ratio	0.44	0.32		0.44	0.32	0.32	0.40	0.32		0.40	0.32	
Clearance Time (s)	5.0	5.5	9204.250	5.0	5.5	5.5	5.0	5.5		4.0	5.5	¥.
Lane Grp Cap (vph)	460	586		433	1137	504	285	1090		291	1114	
v/s Ratio Prot	c0.06	c0.17		0.01	0.12		c0.05	0.19	130	0.03	c0.19	
v/s Ratio Perm	0.16			0.04		0.05	0.18			0.10		
v/c Ratio	0.51	0.55		0.11	0.39	0.16	0.59	0.59	di le	0.33	0.60	
Uniform Delay, d1	18.3	28.4		16.8	26.7	24.7	21.0	28.9		20.0	28.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		0.57	0.74	
Incremental Delay, d2	4.0	3.7		0.5	1.0	0.7	8.5	2.4		2.8	2.2	
Delay (s)	22.3	32.1		17.3	27.7	25.4	29.5		Et. a i	14.3	23.5	
Level of Service	C	C		В	С	С	С	C		В	С	
Approach Delay (s)	1 100	28.0	ta de cal		26.2		Arra C	30.9		147.15	22.4	1
Approach LOS	507.25	C			С	130000 1000		С			С	
Intersection Summary					<i>E</i>) 3							
HCM Average Control [26.9	H	ICM Le	vel of S	ervice		C			
HCM Volume to Capac		4 300	0.57					71				
Actuated Cycle Length			100.0			ost time			16.0			
Intersection Capacity U Analysis Period (min)	tilization		65.9% 15	10	CU Lev	el of Se	rvice		C	# H.		
c Critical Lane Group			. · · · · · · · · · · · · · · · · · · ·	5-10 <u>(</u>	Sibje Pili	Side in the	XIX.03.25	ALC: SE	SATIMATE	1-126-5		

		*	W		-	1	1		-	*	4
EBL		EBR	WBL	MBI	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7	^	77	ূৰ্	ተተ	7		4			4	
为6岁			A			6.4					
			20				0%	2000		77.00	
27					44						46
		0.92				0.92	0.92	0.92	0.92	0.92	0.92
29	855	7	36	1942	48	2	4	. 11	5	2	50
Y.						- 15		at a sin			
			221	phi r	(P0)		12	\$ 19k	i di Ti		
					er ja		None			None	
1 75	412.3				***	Aga si		物類	Migra 1		
1990			862		i igh	2008	2976	428	2514	2935	971
			- 17.4		1 4			4.1			
1990			862			2008	2976	428	2514	2935	971
4.1			4.2	\$ ¹				6.9			6.9
2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
90			95			90	65	98	42	83	80
293	M		770			22	12	581	9	13	256
EB 1	EB2	EB 3	EB 4	WB 1	WB2	WB 3	WB4	NB 1	SB 1		
29	428	428	7	36	971	971	48	17	58	74.14	
	0	0	0	36	0	0	0	2	5		
0	0	0	. 7	0	0	0	48	11	50		
293	1700	1700	1700	770	1700	1700	1700	37	61		
0.10	0.25	0.25	0.00	0.05	0.57	0.57	0.03	0.47	0.94		
8	0	0	0	4	0	0	0	40	111		
18.6	0.0	0.0	0.0	9.9	0.0	0.0	0.0	169.3	209.5	K	
С	30			1000	***	*********	1 11	F	F		
0.6							do, inc	169.3	209.5	100	
						.500000	64-1 T 779	F	F		
		2.0									
em some				Lestings Davids To-		140		and the second	de		
ization			10	CU Leve	el of Se	rvice	Parky	В			8.
		15						and the second second			
	27 0.92 29 1990 1990 4.1 2.2 90 293 29 0 293 0.10 8 18.6	Free 0% 27 787 0.92 0.92 29 855 1990 1990 4.1 2.2 90 293 EB EB 2 29 428 29 0 0 0 293 1700 0.10 0.25 8 0 18.6 0.0 C 0.6	Free 0% 27 787 6 0.92 0.92 0.92 29 855 7 1990 1990 4.1 2.2 90 293 EB 1 EB 2 EB 3 29 428 428 29 0 0 0 0 0 293 1700 1700 0.10 0.25 0.25 8 0 0 18.6 0.0 0.0 C 0.6 5.3 ization 5.3	Free 0% 27 787 6 33 0.92 0.92 0.92 0.92 29 855 7 36 1990 862 1990 862 4.1 4.2 2.2 2.2 90 95 293 770 EB 1 EB 2 EB 3 EB 4 29 428 428 7 29 0 0 0 0 0 7 293 1700 1700 1700 0.10 0.25 0.25 0.00 8 0 0 0 18.6 0.0 0.0 0.0 C 0.6	Free 0% 0% 0% 0% 0% 092 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Free 0% 0% 0% 0% 0% 092 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Free 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Free 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Free 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Free 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Free 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%

	4	×	7		K	1	7	×	~	6	K	×
Movement	SEL	SET	SER	NWL	NWT	NWR	# NEL	NEU	NER	SWL	SWT	SWR
Lane Configurations	and Same	4	and the second		4		ሻ	†		7	个个	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	3		1.00		1.00	0,95	1.55	1.00	0.95	1.00
Frt		0.97			0.92		1.00	0.95		1.00	1.00	0.85
Fit Protected		0.98			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1782			1726		1805	3418		1805	3610	1615
Fit Permitted	88	0.91	P.		0.97		0.39	1.00		0.50	1.00	1.00
Satd. Flow (perm)		1659			1691		734	3418		949	3610	1615
Volume (vph)	25	27	14	5	6	18	17	263	132	8	567	82
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)	27	29	15	5	7	20	18	286	143	9	616	89
RTOR Reduction (vph)	0	10	0	0	13	0	0	69	0	0	0	43
Lane Group Flow (vph)	0	61	0	0	19	0	18	360	0	9	616	46
Heavy Vehicles (%)	0%	4%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
Turn Type	Perm			Perm	7.34W		Perm		. 题 . 和 .	Perm		Perm
Protected Phases	30 Mr 300	4			8			2		TO STATE OF STATE	6	54
Permitted Phases	4			8			2		J.	6		6
Actuated Green, G (s)		20.0			20.0		29.0	29.0		29.0	29.0	29.0
Effective Green, g (s)		21.0		F . F	21.0		31.0	31.0	Not of	31.0	31.0	31.0
Actuated g/C Ratio		0.35			0.35		0.52	0.52	11.527	0.52	0.52	0.52
Clearance Time (s)		5.0		a mailtead	5.0	fil Ala	6.0	6.0		6.0	6.0	6.0
Lane Grp Cap (vph)		581			592		379	1766		490	1865	834
v/s Ratio Prot		7- 海部		We W	4. (11)	10 /1		0.11			c0.17	
v/s Ratio Perm		c0.04			0.01		0.02			0.01		0.03
v/c Ratio		0.11	4-14		0.03	100	0.05	0.20	¥,- 14 13	0.02	0.33	0.06
Uniform Delay, d1		13.2			12.8		7.2	7.8		7.1	8.5	7.2
Progression Factor		1.00			1.00		1.00	1.00		0.76	0.67	0.46
Incremental Delay, d2		0.4			0.1		0.2	0.3		0.1	0.5	0.1
Delay (s)		13.5		12 %	12.9	6 1500	7.4	8.1		5.4	6.2	3.4
Level of Service		В			В		Α	Α		Α	Α	Α
Approach Delay (s)		13.5	- [4]	1887 AND	12.9	inter a fi	Appendix Att	8.1	7.14		5.8	
Approach LOS		В			В		VA =(X.41)	Α			Α	
Intersection Summary						712(V)/911		44				100 mg
HCM Average Control D			7.2		ICM Le	vel of S	ervice		Α	o see to		
HCM Volume to Capaci			0.24					1 - 100				
Actuated Cycle Length (menose on	60.0			ost time		areas and	8.0	es a ce		
Intersection Capacity Ut	ilization	en ged	47.5%	100	CU Lev	el of Se	rvice	5, 4	A	(street)	* 1	
Analysis Period (min)			15		0.0000000000000000000000000000000000000	4200		content in the content of	Č.			
c Critical Lane Group		Not talk			water.					1	, 19.0 ₀	

		\rightarrow	4	1	1	1						
Movement	EBL		WBT	WBR	SBL	SBR					建	
ane Configurations	ሻ	ተተ	ተተ	7"	7	7						
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900		25.01				
otal Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0						
ane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		A12.4				
rt	1.00	1.00	1.00	0.85	1.00	0.85						
It Protected	0.95	1.00	1.00	1.00	0.95	1.00	Distance of					
Satd. Flow (prot)	1805	3610	3610	1599	1805	1599						
It Permitted	0.49	1.00	1.00	1.00	0.95	1.00	, is		1			
Satd. Flow (perm)	928	3610	3610	1599	1805	1599						
/olume (vph)	23	263	410	80	15	197		1 35 THE	7.			V.
eak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92						
dj. Flow (vph)	25		446	87	16	214	i secili	1 1147	ger Heri			
RTOR Reduction (vph)	0	0	0	42	0	139	** * * * * * * * * * * * * * * * * * * *		# 17 19 9	100		
ane Group Flow (vph)	25	286	446	45	16	75	in galaksan		late a sir	4		
leavy Vehicles (%)	0%	0%	0%	1%	0%	1%		17.30				
urn Type	Perm	W 10		Perm		custom		78 78s.	ar :	rija v		
rotected Phases		2	6	20123 V		4						
ermitted Phases	2			6	4	4	t carre	241	ŭ.			
ctuated Green, G (s)	29.0	29.0	29.0	29.0	20.0	20.0						
Effective Green, g (s)	31.0	31.0	31.0	31.0	21.0	21.0	7.31					
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.35	0.35		Carporet .	1.76			
Clearance Time (s)	6.0	6.0	6.0	6.0	5.0	5.0		13/44	- 2	4. 4.24		
ane Grp Cap (vph)	479	1865	1865	826	632	560						
/s Ratio Prot		0.08	c0.12	5.4	10	c0.05		. APPLIES				
/s Ratio Perm	0.03			0.03	0.01							
/c Ratio	0.05	0.15	0.24	0.05	0.03	0.13		1.076		**		
Iniform Delay, d1	7.2	7.6	8.0	7.2	12.8	13.3						
Progression Factor	0.76	0.76	1.00	1.00	1.00	1.00	177 - 1					
ncremental Delay, d2	0.2	0.2	0.3	0.1	0.1	0.5			50 ar 100,000			
Delay (s)	5.7	6.0	8.3	7.3	12.9	13.8	11.		14			
evel of Service	Α	Α	Α	A	В	В		IN THE THE PARTY OF THE				
Approach Delay (s)		5.9	8.1		13.7	o the A			À	× 1	*	
Approach LOS		Α	A		В	08 00 0	900 E 12					
ntersection Summary	5.00						y (1)	110		at a		
ICM Average Control De	elav		8.7	H	ICM Le	vel of S	ervice	and at a second	Α		2 2 867 75	7
ICM Volume to Capacity			0.20		W 1		The section is		: 415a	÷.		
Actuated Cycle Length (s			60.0		Sum of I	ost time	(s)	SERVICE MERCHANIST	8.0	1000 Tel	(A)	
ntersection Capacity Util			40.0%			el of Se		W W.	A			
nalysis Period (min)			15		v	J. J. JO	,	70 J. T. X.	5000			
Critical Lane Group		ia -af 8		acent s	d the		S	EBAR. A				





01/04/2005

Job #: 20050104091625

Highway: 24A	Begin: 290.00 End: 303.82 From: 01/01/1999 To: 12/31/	2003
_ Severity	Multi-Vehicle Location	
PDO: 945 INJ: 407 595 :Injured FAT: 5 5 :Killed Total: 1357	One Vehicle: 447 Two Vehicles: 784 Three or More: 118 Unknown: 8 Total: 1357 On Road: 1027 Off in Median: Off Road Left: 142 Unknown: 183 Off Road at Tee: 0 Total:	2 3 1357
Accident Type		
Overturning: 57 Other Non Collision: 24 School Age Peds: 0 Other Pedestrians: 2	Domestic Animal: 0 Tree: Wild Animal: 114 Large Boulder: Light/Utility Pole: 5 Rocks in Roadway: Traffic Signal Pole: 0 Barricade:	9 17 5 1
Broadside: 73 Head On: 9 Rear End: 559 Sideswipe (Same): 114	Sign: 16 Wall/Building: Bridge Rail: 3 Crash Cushion: Guard Rail: 60 Mailbox: Median Barrier: 36 Other Fixed Object:	4 1 1
Sideswipe (Opposite): 3 Approach Turn: 100 Overtaking Turn: 4 Parked Motor Vehicle: 4	Bridge Abutment: 0 Involving Other Object: Column/Pier: 0 Road Maintenance Equipment: Culvert/Headwall: 5 Unknown: Embankment: 53	8 0 1 1357
Railway Vehicle: 0 Bicycle: 5 Motorized Bicycle: 0	Curb: 42 Delineator Post: 20 Fence: 1 Total Fixed Objects: Total Other Objects:	275 13
Lighting Conditions	Weather Conditions	
Dark - Lighted: 13 Dark - Unlighted: 18	Rain: 71 Wind: Snow/Sleet/Hail: 77 Unknown:	0 6 12 1357
Total: 135	Road Conditions Mainline/Ramps/Fronta	
Road Description — At Intersection: 47	Dry: 1101 Mainline: Wet: 99 Crossroad (Ramp A): Muddy: 1 Frontage Rd:	1354 0 0
Intersection Related: 14 Non Intersection Urban: 24 In Alley:	Snowy: 30 B: 0 H: 12 C: 1 I: 52 Slushy: 11 D: 0 J: 50 Foreign Material: 7	0 0 0
Unknown:	With Road Treatment: 0 Dry w/lcy Road Treatment: 17 Wet w/lcy Road Treatment: 3 F: 0 T: G: 0	0
	Snowy w/lcy Road Treatment: 4 Intsx Frontage/Ramps— Icy w/lcy Road Treatment: 11	0
Total: 13	icy wicy Road freatment.	0
Accident Rates	Slushy w/lcy Road Treatment: 6 M: 0 N: 0: 0 P:	0
	Slushy w/lcy Road Treatment: 6 M: 0 N: 0: 0 P:	0



01/04/2005

Job #: 20050104091625

Highway: 24A Begin: 290.00 End: 303.82 From: 01/01/1999 To: 12/31/2003

Vehicle Type	Veh 1	Veh 2	Veh 3 -
Passenger Car/Van:	883	655	84
Passenger Car/Van w/Trl:	6	8	0
Pickup Truck/Utility Van:	305	182	29
Pickup Truck/Utility Van w/Trl:	20	5	1
Truck 10k lbs or Less:	7	2	0
Trucks > 10k lbs/Bus > 15 People:	28	21	2
School Bus < 15 People:	0	1	0
Non School Bus < 15 People:	0	0	0
Motorhome:	7	0	0
Motorcycle:	42	17	0
Bicycle:	4	2	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	1	0
Hit and Run - Unknown:	32	1	0
Other:	4	1	0
Unknown:	19	14	10
Total:	1357	910	126

Vehicle Movement	Veh 1	Veh 2	Veh 3 -
Going Straight:	862	336	35
Slowing:	86	94	13
Stopped in Traffic:	7	350	60
Making Right Turn:	61	24	1
Making Left Turn:	132	37	2
Making U-Turn:	7	1	0
Passing:	11	4	0
Backing:	9	0	0
Enter/Leave Parked Position:	2 34	2 14	0
Starting in Traffic:			1
Parked:	2	6	0
Changing Lanes:	71	7 15	0
Avoiding Object in Road:	14		4
Weaving:	7	0	0
Other:	29	7	0
Unknown:	23	13	10
Total:	1357	910	126

Contributing Factor—	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	991	875	114
Asleep at the Wheel:	28	0	0
Illness:	11	0	0
Distracted by Passenger:	11	0	0
Driver Inexperience:	68	5	0
Driver Fatigue:	9	0	C
Driver Preoccupied:	143	6 2 3	0 1 0 0
Driver Unfamilar with Area:	44		
Driver Emotionally Upset:	8		
Evading Law Enforcement Officier:	6	0	
Physical Disability:	5	0	
Unknown:	33	19	11
Total:	1357	910	126

Direction	Veh 1	Veh 2	Veh 3 -
North:	97	90	7
Northeast:	9	9	0
East:	645	451	66
Southeast:	1	1	0
South:	72	47	6
Southwest:	2	0	0
West:	518	303	24
Northwest:	0	0	0
Unknown:	13	9	23
Total:	1357	910	126

No Impairment Suspected: Alcohol Involved:	1164 62	877 5	113
RX Drugs or Medication Involved:	8	1	0
Illegal Drugs Involved:	7	0	0
Alcohol and Drugs Involved:	5	9	0 2
Driver/Pedestrian not Observed:	76		
Unknown:	35	18	11
Total:	1357	910	126

ADT: 27279

WHI: -2.59

Length: 13.32

Coris File: tcoris2004.dbf



10/21/2004

Job #: 20041021103518

Highway: 24A			Beg	in:295.0	0 En	d:303.82 I	From:01/0	1/2000 T	o:12/31	/2000
Severity		Multi-Vehi	icle ——		_ Loc	ation				
PDO: 126		One V	ehicle:	52		On Road	: 159	Off in Me	edian:	C
	103 :Injured	Two Ve	hicles:	124	(Off Road Left		Unkr	nown:	(
FAT: 1	1 :Killed	Three or	More:	19	Of	f Road Right	: 17	P-1-00000000		
Total: 400		Unk	nown:	1	Off	Road at Tee	: 0	1	Γotal:	196
Total: 196		ll r	Total:	196						
] [TOLAI.	190						
Accident Type										
Overturning:	6	Dom	estic Anim	al:	0				Tree:	(
Other Non Collision:	3		Wild Anim	al:	10			Large Box		1
School Age Peds:	0	Ligh	t/Utility Po	le:	2		Roc	ks in Road	dway:	(
Other Pedestrians:	2	Traffic	Signal Po	le:	0			Barri	cade:	(
Broadside:	11		Sig	gn:	0			Wall/Buil	lding:	1
Head On:	0		Bridge Ra		2			Crash Cus	shion:	(
Rear End:	94		Guard Ra	ail:	5				ilbox:	(
Sideswipe (Same):	13	Me	dian Barri	er:	7			er Fixed O		(
Sideswipe (Opposite):	0	V-	je Abutme		0			g Other O		1
Approach Turn:	20		Column/Pi		0	Road	Maintenar	nce Equipr	ment:	(
Overtaking Turn:	0		ert/Headwa		1			Unkr	nown:	(
Parked Motor Vehicle:	0	E	mbankme		5				Total:	196
Railway Vehicle:	0		Cui		8					
Bicycle:	1	Del	ineator Po		3			Fixed Ob	•	35
Motorized Bicycle:	0		Fend	e:	0		Total	Other Ob	jects:	1
Lighting Conditions —					'	Weather Cor	nditions			
1	Daylight: 1	58				No	ne: 17	7	Dust:	0
	or Dusk:	3				R	ain: 1	0 \	Wind:	1
Dark -	Lighted:	14			;	Snow/Sleet/H	lail:	6 Unkr	nown:	1
Dark - U						F	og:	1 —		
	nlighted:	21			1				Total:	196
	nlighted: nknown:	21 0			L					
	nknown:	0 Poad	Conditio	ns	<u></u>		Mainlin	ie/Ramps		ge Rd
U	nknown:	0	Conditio	ns	Dry	: 167		ie/Ramps Mai	/Fronta	
U - Road Description ——	nknown: Total: 1	0 96 Road	Conditio	ns	Dry Wet:			ne/Ramps Mai road (Ram	/Frontanline:	195
U Road Description —— At Intel	nknown: Total: 1 rsection:	0 96 Road	Conditio		225 20 22 70	: 14	Cross	ne/Ramps Mai road (Ram Frontage	/Frontanline:	195
U Road Description At Intel At Driveway	nknown: Total: 1 rsection: Access:	96 3	Conditio	N	Wet	: 14	Cross	ne/Ramps Mai road (Ram Frontag	/Fronta nline: np A): e Rd:	195 0
Road Description ————————————————————————————————————	nknown: Total: 1 rsection: Access: Related:	96 3 28	Condition	N	Wet: Muddy	: 14 : 0 : 2	Cross	ne/Ramps Mai road (Ram Frontag	/Fronta nline: np A): e Rd: H:	195 0 0
- Road Description ————————————————————————————————————	nknown: Total: 1 rsection: Access: Related: n Urban:	96 3 28 44		N S	Wet: Muddy Snowy Icy: Slushy:	14 : 0 : 2 : 5 : 0	Cross	ne/Ramps. Mai road (Ram Frontage	/Frontanline: hp A): e Rd: H:	195
- Road Description ————————————————————————————————————	rsection: Access: Related: n Urban: In Alley:	96 3 28 44 0		N S	Wet: Muddy Snowy Icy: Slushy:	14 : 0 : 2 : 5 : 0	Cross	me/Ramps Mai road (Ram Frontage 0 1	/Frontaniline: hp A): e Rd: H: I: J:	195 0 0
- Road Description ————————————————————————————————————	rsection: Access: Related: n Urban: In Alley: on Rural:	96 3 28 44 0 22	Fo	N S	Wet: Muddy Snowy Icy Slushy: aterial:	14 0 2 5 0 1	Crossi Ramps B: C: D:	me/Ramps Mai road (Ram Frontage 0 1 0	/Frontanine: np A): e Rd: H: I: J: K:	195 0 0 0 0 0
Road Description At Inter At Driveway Intersection Non Intersection Highway Inter	rsection: Access: Related: n Urban: In Alley: on Rural: rchange:	96 3 28 44 0 22 3	Fo With Ro ry w/Icy Ro	Soreign Ma Dad Trea Dad Trea	Wet: Muddy Snowy Icy: Slushy: aterial: tment:	14 0 2 5 0 1 0 1 0 3	Cross	Mai road (Ram Frontage 0 1 0 0	/Frontaniline: hp A): e Rd: H: I: J:	195
- Road Description At Inter At Driveway Intersection Non Intersection Non Intersection Highway Inter	rsection: Access: Related: n Urban: In Alley: on Rural:	96 3 28 44 0 22 3 D W	Fo With Ro ry w/Icy Ro et w/Icy Ro	oreign Ma bad Trea bad Trea bad Trea	Wet: Muddy Snowy Icy Slushy: aterial: tment: tment:	14 0 2 2 5 0 1 0 0 3 1 1	Crossi Ramps B: C: D:	Mai road (Ram Frontage 0 1 0 0 0	/Frontanine: np A): e Rd: H: I: J: K:	195 0 0 0 0 0
- Road Description At Inter At Driveway Intersection Non Intersection Non Intersection Highway Inter	rsection: Access: Related: n Urban: In Alley: on Rural: rchange: nknown:	96 Road 96 3 28 44 0 22 3 D W 96 Snow	Fo With Ro ry w/Icy Ro et w/Icy Ro vy w/Icy Ro	oreign Ma oad Trea oad Trea oad Trea oad Trea	Wet: Muddy Snowy Icy: Slushy: aterial: tment: tment: tment:	14 0 2 5 0 1 0 0 3 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 1	Crossi Ramps B: C: D: E: F: G:	me/Ramps Mai road (Ram Frontage 0 1 0 0 0	/Frontanine: Inp A): Re Rd: H: I: J: K: T:	195
- Road Description ————————————————————————————————————	rsection: Access: Related: n Urban: In Alley: on Rural: rchange: nknown:	96 3 28 44 0 22 3 0 W Snov	Fo With Ro Iry w/Icy Ro et w/Icy Ro vy w/Icy Ro cy w/Icy Ro	oreign Ma oad Trea oad Trea oad Trea oad Trea oad Trea	Wet: Muddy Snowy Icy: Slushy: aterial: tment: tment: tment: tment:	14 0 0 2 5 5 0 1 0 3 1 0 2 2 1 1 0 2 2 1 1 1 1 1 1 1 1 1 1 1	Cross Ramps B: C: D: E: G: Intsx Fi	Mai road (Ram Frontage 0 1 0 0 0 0	/Frontannine: Inp A): Re Rd: H: I: J: K: T:	195 0 0 0 0 0 0 0 0
- Road Description At Inter At Driveway Intersection Non Intersection Non Intersection Highway Inter	rsection: Access: Related: n Urban: In Alley: on Rural: rchange: nknown:	96 3 28 44 0 22 3 0 W Snov	Fo With Ro ry w/Icy Ro et w/Icy Ro vy w/Icy Ro	oreign Ma oad Trea oad Trea oad Trea oad Trea oad Trea oad Trea	Wet: Muddy Snowy Icy: Slushy: aterial: tment: tment: tment: tment: tment:	14 0 2 5 5 0 1 0 3 1 0 2 0 0	Cross Ramps B: C: D: E: F: G: M:	road (Ramps) Frontage 0 0 0 0 0 rontage/R	/Frontannline: Inp A): Re Rd: H: I: J: K: T: Amps- N:	195 0 0 0 0 0 0 0 0
Road Description At Inter At Driveway Intersection Non Intersection Highway Inter U Accident Rates PDO: 1.26 MVMT To	rsection: Access: Related: n Urban: In Alley: on Rural: rchange: nknown: Total: 1	96 96 3 28 44 0 22 3 0 W Snow	Fo With Ro Iry w/Icy Ro et w/Icy Ro vy w/Icy Ro cy w/Icy Ro	oreign Ma oad Trea oad Trea oad Trea oad Trea oad Trea oad Trea	Wet: Muddy Snowy Icy: Slushy: aterial: tment: tment: tment: tment:	14 0 2 5 5 0 1 0 3 1 0 2 0 0	Cross Ramps B: C: D: E: G: Intsx Fi	me/Ramps Mai road (Ram Frontage 0 1 0 0 0 0 rontage/R	/Frontanline: Inp A):	195 0 0 0 0 0 0 0 0
- Road Description At Inter At Driveway Intersection Non Intersection Highway Inter U - Accident Rates	rsection: Access: Related: n Urban: In Alley: on Rural: rchange: nknown: Total: 1	96 96 3 28 44 0 22 3 0 W Snow	Fo With Ro Iry w/Icy Ro et w/Icy Ro vy w/Icy Ro cy w/Icy Ro	oreign Ma oad Trea oad Trea oad Trea oad Trea oad Trea oad Trea	Wet: Muddy Snowy Icy: Slushy: aterial: tment: tment: tment: tment: tment:	14 0 2 5 0 1 0 3 1 0 2 0 1	Cross Ramps B: C: D: E: F: G: M:	road (Ramps Frontage) 0 0 0 0 rontage/R 0 0 HOV La	/Frontanline: Inp A):	195 0 0 0 0 0 0 0 0



10/21/2004

Job #: 20041021103518

Highway: 24A **Begin:**295.00 **End:**303.82 **From:**01/01/2000 **To:**12/31/2000

_ Vehicle Type	Veh 1	Veh 2 —	_ Veh 3 _
Passenger Car/Van:	123	101	14
Passenger Car/Van w/Trl:	0	2	0
Pickup Truck/Utility Van:	47	32	5
Pickup Truck/Utility Van w/Trl:	2	1	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	2	4	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	0	0
Motorcycle:	6	1	0
Bicycle:	1	1	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	1	0
Hit and Run - Unknown:	9	0	0
Other:	2	0	0
Unknown:	4	1	1
Total:	196	144	20

Vehicle Movement	Veh 1	Veh 2	Veh 3 —
Going Straight:	104	42	7
Slowing:	14	19	1
Stopped in Traffic:	1	61	10
Making Right Turn:	18	5	0
Making Left Turn:	21	5	0
Making U-Turn:	0	1	0
Passing:	2	0	0
Backing:	0	0	0
Enter/Leave Parked Position:	0	0	0
Starting in Traffic:	11	4	0
Parked:	0	0	0
Changing Lanes:	11	2	0
Avoiding Object in Road:	2	2	1
Weaving:	0	0	0
Other:	6	2	0
Unknown:	6	1	1
Total:	196	144	20

— Contributing Factor——— \	Veh 1	Veh 2	Veh 3 -
No Apparent Contributing Factor:	129	139	17
Asleep at the Wheel:	4	0	0
Illness:	1	0	0
Distracted by Passenger:	3	0	0
Driver Inexperience:	17	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	26	3	0
Driver Unfamilar with Area:	4	0 1 0 0	1 0 0 0
Driver Emotionally Upset:	3 0 1		
Evading Law Enforcement Officier:			
Physical Disability:			
Unknown:	8	1	2
Total:	196	144	20

Direction	- Veh 1	Veh 2	Veh 3 -
North:	13	7	1
Northeast:	4	4	0
East:	97	69	8
Southeast:	0	1	0
South:	13	11	2
Southwest:	0	0	0
West:	65	51	8
Northwest:	0	0	0
Unknown:	4	1	1
Total:	196	144	20

Condition of Driver	Veh 1	_ Veh 2	_ Veh 3 _
No Impairment Suspected:	172	143	18
Alcohol Involved:	7	0	0
RX Drugs or Medication Involved:	0	0	0
Illegal Drugs Involved:	2	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Pedestrian not Observed:	9		0
Unknown:	4	1	2
Total:	196	144	20

ADT: 33630 WHI: -1.75 Length: 8.12 Coris File: tcoris2001.dbf



10/21/2004

Job #: 20041021103801

Highway: 24A		Begin: 295.	00 End	:303.82 Fr	om:01/01/2	2001 To: 12/3	31/2001
Severity		Multi-Vehicle	_ Loca	tion			
PDO: 147 INJ: 63 FAT: 0 Total: 210	87 :Injured 0 :Killed	One Vehicle: 58 Two Vehicles: 129 Three or More: 23 Unknown: 0 Total: 210	Off	On Road: f Road Left: Road Right: oad at Tee:	167 C 19 23 0	Off in Median: Unknown: Total:	0
Accident Type			J L				
Overturning: Other Non Collision: School Age Peds: Other Pedestrians: Broadside: Head On: Rear End: Sideswipe (Same): Sideswipe (Opposite): Approach Turn: Overtaking Turn: Parked Motor Vehicle: Railway Vehicle:	8 1 0 0 14 1 91 17 0 19 1 0	Domestic Animal: Wild Animal: Light/Utility Pole: Traffic Signal Pole: Sign: Bridge Rail: Guard Rail: Median Barrier: Bridge Abutment: Column/Pier: Culvert/Headwall: Embankment: Curb:	0 18 0 0 2 0 10 5 0 0	Road M	Rocks V Cri Other I	Tree: arge Boulder: in Roadway: Barricade: Wall/Building: ash Cushion: Mailbox: Fixed Object: Other Object: e Equipment: Unknown:	2 0 0 0 0 0 0 0 3 0 0
Bicycle:	4	Delineator Post:	0			ixed Objects:	33
Motorized Bicycle:	0	Fence:	0			ther Objects:	3
Lighting Conditions —			w	eather Cond	litions		
Dawn o Dark - Dark - Ur	Lighted: 3	3 1	Sr	None Raii now/Sleet/Ha Foe	n: 16 il: 7	Dust: Wind: Unknown: Total:	1 0
	Total: 21	Road Conditions			_ Mainline/	Ramps/Fron	tage Rds
At Driveway Intersection I Non Intersection	section: 8 Access: 2 Related: 26 Urban: 5 In Alley: 0 n Rural: 3	Foreign N	atment:	172 22 0 2 7 0 3 0		Mainline: ad (Ramp A): Frontage Rd: 0 H: 0 I: 0 J: 1 K: 0 T:	0 0 0 0 0
Highway Inter Ur [change: nknown: Total: 210	Wet w/lcy Road Tre	atment: atment:	1 0 1 2	G:	0 1. 0 ntage/Ramps	
Accident Rates		Slushy w/lcy Road Tre		0	M:	0 N:	0
PDO: 1.66 MVMT Tot Injury: 0.71 MVMT Fatal: 0.00 100 MVMT			Total:	210	O: Uknwn:	0 P: HOV Lanes: 0 Total:	0 0 210



10/21/2004

Job #: 20041021103801

Highway: 24A Begin:295.00 End:303.82 From:01/01/2001 To:12/31/2001

Vehicle Type	Veh 1	Veh 2	- Veh 3 -
Passenger Car/Van:	136	106	15
Passenger Car/Van w/Trl:	1	2	0
Pickup Truck/Utility Van:	40	32	8
Pickup Truck/Utility Van w/Trl:	1	0	0
Truck 10k lbs or Less:	2	0	0
Trucks > 10k lbs/Bus > 15 People:	8	5	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	2	0	0
Motorcycle:	8	6	0
Bicycle:	3	1	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	8	0	0
Other:	0	0	0
Unknown:	1	0	0
Total:	210	152	23

Vehicle Movement	/eh 1	Veh 2 — \	/eh 3
Going Straight:	139	61	4
Slowing:	13	14	5
Stopped in Traffic:	1	60	13
Making Right Turn:	6	3	1
Making Left Turn:	25	6	0
Making U-Turn:	0	0	0
Passing:	2	0	0
Backing:	2	0	0
Enter/Leave Parked Position:	0	0	0
Starting in Traffic:	3	1	0
Parked:	0	1	0
Changing Lanes:	7	2	0
Avoiding Object in Road:	2	2	0
Weaving:	4	0	0
Other:	4	1	0
Unknown:	2	1	0
Total:	210	152	23

Contributing Factor	Veh 1	Veh 2	Veh 3 -
No Apparent Contributing Factor:	160	147	23
Asleep at the Wheel:	3	0	0
Illness:	2	0	0
Distracted by Passenger:	3	0	0
Driver Inexperience:	4	1	0
Driver Fatigue:	2	0	0
Driver Preoccupied:	21	1	0
Driver Unfamilar with Area:	7	1	0
Driver Emotionally Upset:	2	0	0
Evading Law Enforcement Officier:	1	0	0
Physical Disability:	1	0	0
Unknown:	4	2	0
Total:	210	152	23

Direction	Veh 1	Veh 2	Veh 3 -
North:	15	14	1
Northeast:	1	1	0
East:	101	69	15
Southeast:	0	0	0
South:	8	8	2
Southwest:	1	0	0
West:	83	60	5
Northwest:	0	0	0
Unknown:	1	0	0
Total:	210	152	23

Condition of Driver	Veh 1	_ Veh 2	_ Veh 3 _
No Impairment Suspected:	175	145	23
Alcohol Involved:	13	2	0
RX Drugs or Medication Involved:	1	0	0
Illegal Drugs Involved:	1	0	0
Alcohol and Drugs Involved:	1	0	0
Driver/Pedestrian not Observed:	14	2	0
Unknown:	5	3	0
Total:	210	152	23

ADT: 29861 WHI: -1.67 Length: 8.12 Coris File: tcoris2002.dbf



10/21/2004

Job #: 20041021130051

Highway: 24A		Begin: 295	.00 End	:303.82 Fi	rom:01/01/	2002 To: 12/3	31/2002
Severity		_ Multi-Vehicle	_ Loca	tion			
PDO: 209		One Vehicle: 89		On Road:	221	Off in Median:	
INJ: 75 11	0 :Injured	Two Vehicles: 173	Of	f Road Left:	36	Unknown:	
FAT: 2	2 :Killed	Three or More: 20	Off	Road Right:	27		
T. 4-1. 000		Unknown: 4		load at Tee:	0	Total:	28
Total: 286		Total: 200				<u> </u>	
		Total: 286					
Accident Type							
Overturning:	5	Domestic Animal:	0			Tree:	
Other Non Collision:	4	Wild Animal:	23		L	arge Boulder:	
School Age Peds:	0	Light/Utility Pole:	2		Rocks	s in Roadway:	
Other Pedestrians:	0	Traffic Signal Pole:	0			Barricade:	
Broadside:	14	Sign:	0		1	Wall/Building:	
Head On:	2	Bridge Rail:	0		C	rash Cushion:	
Rear End:	117	Guard Rail:	11			Mailbox:	
Sideswipe (Same):	33	Median Barrier:	12		Other	Fixed Object:	
Sideswipe (Opposite):	2	Bridge Abutment:	0		Involving	Other Object:	
Approach Turn:	19	Column/Pier:	0	Road N	Maintenand	e Equipment:	
Overtaking Turn:	2	Culvert/Headwall:	1			Unknown:	
Parked Motor Vehicle:	1	Embankment:	16			Total	20
Railway Vehicle:	0	Curb:	12			Total:	28
Bicycle:	0	Delineator Post:	3			ixed Objects:	6
Motorized Bicycle:	0	Fence:	1		Total C	Other Objects:	
Lighting Conditions —		7	W	eather Cond	ditions		
Da	ylight: 20	. 1		Non	ie: 254	Dust:	
Dawn or		1		Rai	in: 12	Wind:	
Dark - Li	ghted: 3	1	Sr	now/Sleet/Ha	ail: 13	Unknown:	
Dark - Unli	ghted: 3	i.		Fo	g: 0		
	nown:	5				Total:	28
	Total: 28	Road Conditions			_ Mainline	/Ramps/Front	tage R
Road Description ———		-	Dry:	245	20	Mainline:	28
33 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9			Wet:	17		ad (Ramp A):	
At Interse		1 1	Muddy:	0	_ Ramps_	Frontage Rd:	
At Driveway A		1.1	Snowy:	5 [— каптрэ— В:	0 H:	
Intersection Re			lcy:	2	C:	0 n. 0 l:	
Non Intersection L			Slushy:	2	D:	0 I. 0 J:	
	Alley:	Toleign	Material:	1	E:	0 J.	
Non Intersection		VVIIII ROdd II		0	F:	0 K.	
Highway Interch		Dry writy reduct in		4	г. G:	0 1.	
Unk	nown:	Wet wiley Road II		0 [G.	U	
	Total: 28	Snowy w/Icy Road Tr		1	- Intsx Fro	ntage/Ramps	
		lcy w/lcy Road Ti		0	M:	0 N:	
Accident Rates		Slushy w/lcy Road Tr	eatment:	2	O:	0 N:	
Accident Nates		4 + L	Jnknown:	7	U.	U P.	
	: 3.14 MVI	11	7111011111	-			
	: 3.14 MVI	"	Total:	286		HOV Lanes:	(



10/21/2004

Job #: 20041021130051

 Highway:
 24A
 Begin: 295.00
 End: 303.82
 From: 01/01/2002
 To:12/31/2002

Vehicle Type	Veh 1	Veh 2	- Veh 3 -
Passenger Car/Van:	185	133	14
Passenger Car/Van w/Trl:	2	0	0
Pickup Truck/Utility Van:	66	47	4
Pickup Truck/Utility Van w/Trl:	5	1	1
Truck 10k lbs or Less:	1	1	0
Trucks > 10k lbs/Bus > 15 People:	8	4	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	3	0	0
Motorcycle:	7	4	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	1	0	0
Other:	1	0	0
Unknown:	7	7	5
Total:	286	197	24

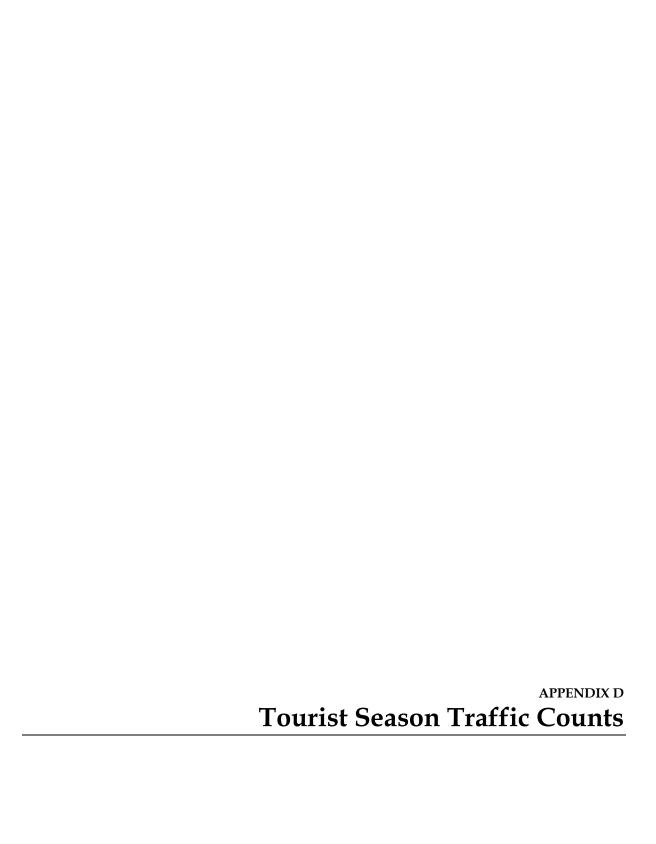
Vehicle Movement	Veh 1 —	Veh 2 \	/eh 3
Going Straight:	168	79	6
Slowing:	16	12	1
Stopped in Traffic:	2	68	11
Making Right Turn:	14	9	0
Making Left Turn:	36	7	0
Making U-Turn:	3	0	0
Passing:	2	2	0
Backing:	3	0	0
Enter/Leave Parked Position:	0	1	0
Starting in Traffic:	5	2	0
Parked:	2	2	0
Changing Lanes:	20	2	0
Avoiding Object in Road:	4	6	1
Weaving:	1	0	0
Other:	1	0	0
Unknown:	9	7	5
Total:	286	197	24

— Contributing Factor——— \	/eh 1	Veh 2	Veh 3 -
No Apparent Contributing Factor:	209	184	19
Asleep at the Wheel:	1	0	0
Illness:	3	0	0
Distracted by Passenger:	2	0	0
Driver Inexperience:	13	1	0
Driver Fatigue:	3	0	0
Driver Preoccupied:	36	0	0
Driver Unfamilar with Area:	6	1	0
Driver Emotionally Upset:	2	2	0
Evading Law Enforcement Officier:	0	0	0
Physical Disability:	2	0	0
Unknown:	9	9	5
Total:	286	197	24

Direction	Veh 1	Veh 2	Veh 3 –
North:	21	27	1
Northeast:	1	1	0
East:	121	98	4
Southeast:	1	0	0
South:	22	9	0
Southwest:	1	0	0
West:	116	58	1
Northwest:	0	0	0
Unknown:	3	4	18
Total:	286	197	24

Condition of Driver	Veh 1	_ Veh 2	_ Veh 3 _
No Impairment Suspected:	236	185	19
Alcohol Involved:	13	1	0
RX Drugs or Medication Involved:	1	0	0
Illegal Drugs Involved:	2	0	0
Alcohol and Drugs Involved:	1	0	0
Driver/Pedestrian not Observed:	20	3	0
Unknown:	13	8	5
Total:	286	197	24

ADT: 30751 WHI: -0.29 Length: 8.12 Coris File: tcoris2003.dbf







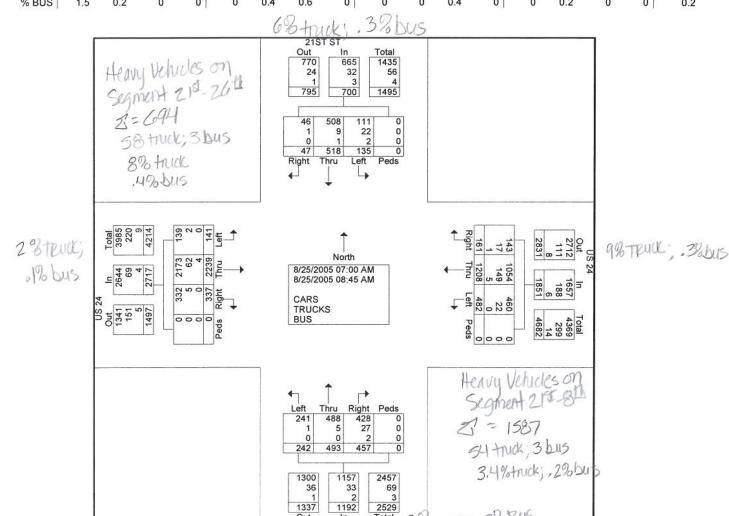
File Name: 21ST&US24AM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 1

Groups Printed- CARS	- TRUCKS - BUS
10.01	ALOT OT

	2	IST ST			ı	JS 24			2	1ST ST			- 1	JS 24			
		South	-			West				North	T			Eastr	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	10	33	0	0	64	123	19	0	12	41	51	0	9	277	38	0	677
07:15 AM	12	66	9	0	61	134	16	0	36	61	66	0	14	312	44	0	831
07:30 AM	21	65	6	0	68	144	12	0	41	73	74	0	17	355	54	0	930
07:45 AM	16	84	8	0	70	145	26	0	36	48	56	0	31	337	56	0	913
Total	59	248	23	0	263	546	73	0	125	223	247	0	71	1281	192	0	3351
08:00 AM	12	73	5	0	66	170	24	0	36	85	61	0	22	229	33	0	816
08:15 AM	20	54	6	0	44	156	24	0	16	76	50	0	19	251	34	0	750
08:30 AM	25	69	6	0	52	160	19	0	35	64	48	0	19	252	40	0	789
08:45 AM	19	74	7	0	57	176	21	0	30	45	51	0	10	226	38	0	754
Total	76	270	24	0	219	662	88	0	117	270	210	0	70	958	145	0	3109
Grand Total	135	518	47	0	482	1208	161	0	242	493	457	0	141	2239	337	0	6460
Apprch %	19.3	74	6.7	0	26	65.3	8.7	0	20.3	41.4	38.3	0	5.2	82.4	12.4	0	202223
Total %	2.1	8	0.7	0	7.5	18.7	2.5	0	3.7	7.6	7.1	0	2.2	34.7	5.2	0	
CARS	111	508	46	0	460	1054	143	0	241	488	428	0	139	2173	332	0	6123
% CARS	82.2	98.1	97.9	0	95.4	87.3	88.8	0	99.6	99	93.7	0	98.6	97.1	98.5	0	94.8
TRUCKS	22	9	1	0	22	149	17	0	1	5	27	0	2	62	5	0	322
% TRUCKS	16.3	1.7	2.1	0	4.6	12.3	10.6	0	0.4	1	5.9	0	1.4	2.8	1.5	0	5
BUS	2	1	0	0	0	5	1	0	0	0	2	0	0	4	0	0	15
% BUS	1.5	0.2	0	0	0	0.4	0.6	0	0	0	0.4	0	0	0.2	0	0	0.2



38 TEUCK, 28 BUS

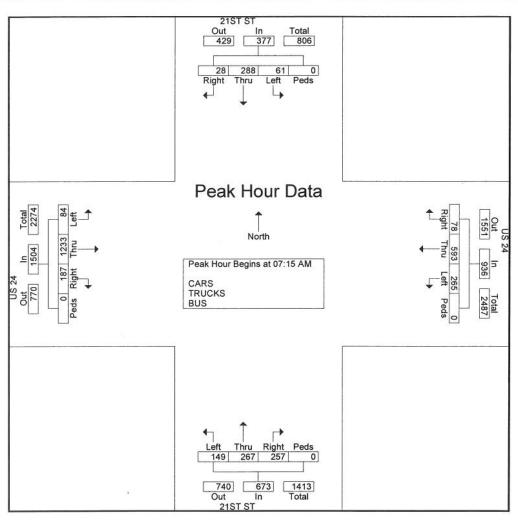


File Name: 21ST&US24AM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 2

		21ST	ST				US 2					21ST	SSSIII				US 2	100			
		S	outhbo	und			V	/estbo	und			N	orthbo	und			E	astbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ai	nalysis	From	07:00	AM to C	8:45 AN	1 - Pea	k 1 of	1		190000117-00-00									Vicini I Vicini		
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:1	5 AM															
07:15 AM	12	66	9	0	87	61	134	16	0	211	36	61	66	0	163	14	312	44	0	370	831
07:30 AM	21	65	6	0	92	68	144	12	0	224	41	73	74	0	188	17	355	54	0	426	930
07:45 AM	16	84	8	0	108	70	145	26	0	241	36	48	56	0	140	31	337	56	0	424	913
08:00 AM	12	73	5	0	90	66	170	24	0	260	36	85	61	0	182	22	229	33	0	284	816
Total Volume	61	288	28	0	377	265	593	78	0	936	149	267	257	0	673	84	1233	187	0	1504	3490
% App. Total	16.2	76.4	7.4	0	520000	28.3	63.4	8.3	0		22.1	39.7	38.2	0		5.6	82	12.4	0		8103983964
PHF	.726	.857	.778	.000	.873	.946	.872	.750	.000	.900	.909	.785	.868	.000	.895	.677	.868	.835	.000	.883	.938



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24AM.ppd Start Date: 8/25/2005 Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tab

			Peds	0	0	0	0	0	0	0	0
	4	pun	Right	38	44	54	56	31	33	39	37
	US 24	Eastbound	Thru	273	304	348	329	226	239	242	212
CONTRACTOR DESCRIPTION OF STREET			Left	8	14	17	30	22	19	19	10
THE PROPERTY SERVICES AND ADDRESS OF THE PERSON OF THE PER			Peds	0	0	0	0	0	0	0	0
	ST	puno	Right	49	29	69	55	29	45	45	47
	21ST ST	Northbound	Thru	41	09	72	48	85	92	63	43
			Left	12	36	41	36	36	16	34	30
- House the state of the state			Peds	0	0	0	0	0	0	0	0
	24	puno	Right	19	15	10	22	22	17	19	19
	US 24	Westbound	Thru	113	122	130	121	148	124	144	152
2			Left	62	58	99	65	62	43	51	53
200			Peds	0	0	0	0	0	0	0	0
10000	.ST	punoc	Right	0	80	9	80	2	9	9	7
	21ST ST	Southbound	Thru	31	64	65	82	70	54	68	74
COLUMNICION 4: THICH CHICA COLUMNICION 1 CE			Left	9	10	18	10	1	17	21	18
5			Start Time	07:00 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	08:30 AM	08:45 AM

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24AM.ppd Start Date: 8\25/2005 Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tab

		Peds	0	0	0	0	0	0	0	0
	4 und	Right	0	0	0	0	2	-	-	-
	US 24 Eastbound	Thru	4	8	9	80	2	1	6	14
		Left	-	0	200	-	0	0	0	0
		Peds	0	0	0	0	0	0	0	0
	ST	Right	2	7	4	-	2	4	က	4
	21ST ST Northbound	Thru	0	-	-	0	0	0	-	2
		Left	0	0	0	0	0	0	-	0
. !		Peds	0	0	0	0	0	0	0	0
	4 und	Right	0	~	2	4	2	9	0	2
	US 24 Westbound	Thru	10	111	2	22	21	32	15	24
0		Left	2	က	2	2	4	-	-	4
ments a		Peds	0	0	0	0	0	0	0	0
the Com	ST	Right	0	-	0	0	0	0	0	0
hen Click	21ST ST Southbound	Thru	2	2	0	2	2	0	-	0
Comment 4: Then Click the Comments Tab		Left	4	2	5 1 3	1	-	က	က	-
E S		Start Time	07:00 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	08:30 AM	08:45 AM

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24AM.ppd

Start Date: 8/25/2005

Start Time: 7:00:00 AM
Site Code: 00000000
Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

	Peds	0	0	0	0	0	0	0	0
pu t	Right	0	0	0	0	0	0	0	0
US 24 Eastbound	E H	0	0	-	0	-	-	-	0
	Left	0	0	0	0	0	0	0	0
	Peds	0	0	0	0	0	0	0	0
TS	Right	0	0	-	0	0	-	0	0
21ST ST Northbound		0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0
	Peds	0	0	0	0	0	0	0	0
4 und	Right	0	0	0	0	0	-	0	0
US 24 Westbound	5.H	0	-	0	2	-	0	-	0
	Left	0	ho	0	0	0	0	0	0
	Peds	0	0	0	0	0	0	0	0
.ST	Right	0	0	0	0	0	0	0	0
21ST ST Southbound	Thru	0	0	0	0	-	0	0	0
	Leff	0	0 /	0 /	-	0	0	-	0
	Start Time	07:00 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	08:30 AM	08:45 AM



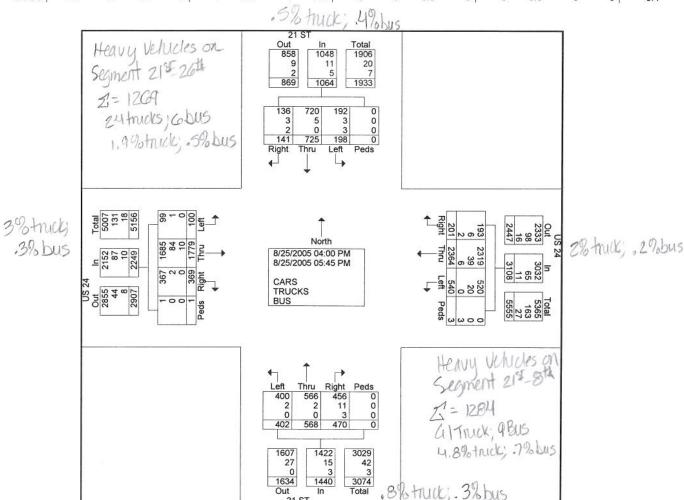
File Name: 21ST&US24PM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 1

Groups Printed- CARS - TRUCKS - BUS

	2	1 ST South	oound		l	JS 24 Westb	ound		2	1 ST Northb	ound		l	JS 24 Eastb	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Tota
04:00 PM	29	96	11	0	63	218	17	0	48	60	80	0	14	246	41	0	923
04:15 PM	24	90	16	0	59	255	30	0	51	63	56	0	7	245	34	0	930
04:30 PM	25	98	12	0	91	267	23	1	41	59	35	0	10	246	41	0	949
04:45 PM	29	98	16	0	66	283	17	0	51	81	65	0	15	204	50	1	976
Total	107	382	55	0	279	1023	87	1	191	263	236	0	46	941	166	1	3778
05:00 PM	27	83	25	0	67	340	32	2	41	69	72	0	20	236	59	0	1073
05:15 PM	26	81	22	0	53	343	23	0	58	76	63	0	11	198	46	0	1000
05:30 PM	22	87	26	0	67	379	34	0	52	64	59	0	13	229	42	0	1074
05:45 PM	16	92	13	0	74	279	25	0	60	96	40	0	10	175	56	0	936
Total	91	343	86	0	261	1341	114	2	211	305	234	0	54	838	203	0	4083
Grand Total	198	725	141	0	540	2364	201	3	402	568	470	0	100	1779	369	1	7861
Apprch %	18.6	68.1	13.3	0	17.4	76.1	6.5	0.1	27.9	39.4	32.6	0	4.4	79.1	16.4	0	
Total %	2.5	9.2	1.8	0	6.9	30.1	2.6	0	5.1	7.2	6	0	1.3	22.6	4.7	0	
CARS	192	720	136	0	520	2319	193	0	400	566	456	0	99	1685	367	1	7654
% CARS	97	99.3	96.5	0	96.3	98.1	96	0	99.5	99.6	97	0	99	94.7	99.5	100	97.4
TRUCKS	3	5	3	0	20	39	6	0	2	2	11	0	1	84	2	0	178
% TRUCKS	1.5	0.7	2.1	0	3.7	1.6	3	0	0.5	0.4	2.3	0	1	4.7	0.5	0	2.3
BUS	3	0	2	0	0	6	2	3	0	0	3	0	0	10	0	0	29
% BUS	1.5	0	1.4	0	0	0.3	1	100	0	0	0.6	0	0	0.6	0	0	0.4



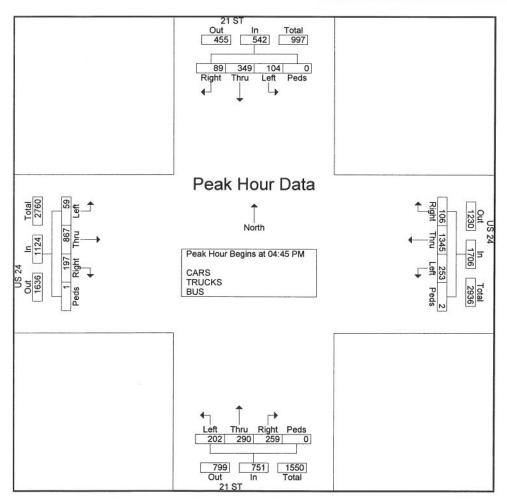


File Name: 21ST&US24PM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 2

		21 S	T	und			US 2	4 /estbo	und			21 S	T orthbo	und			US 2	24 astbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	04:00	PM to (05:45 PN	1 - Pea	k 1 of	1										***************************************			
Peak Hour fo	r Entire	Inters	section	Begin:	s at 04:4	5 PM															
04:45 PM	29	98	16	0	143	66	283	17	0	366	51	81	65	0	197	15	204	50	1	270	976
05:00 PM	27	83	25	0	135	67	340	32	2	441	41	69	72	0	182	20	236	59	0	315	1073
05:15 PM	26	81	22	0	129	53	343	23	0	419	58	76	63	0	197	11	198	46	0	255	1000
05:30 PM	22	87	26	0	135	67	379	34	0	480	52	64	59	0	175	13	229	42	0	284	1074
Total Volume	104	349	89	0	542	253	1345	106	2	1706	202	290	259	0	751	59	867	197	1	1124	4123
% App. Total	19.2	64.4	16.4	0	Addition (I)	14.8	78.8	6.2	0.1		26.9	38.6	34.5	0		5.2	77.1	17.5	0.1	00000000	SHOUSTON CO.
PHF	.897	.890	.856	.000	.948	.944	.887	.779	.250	.889	.871	.895	.899	.000	.953	.738	.918	.835	.250	.892	.960



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24PM.ppd

Start Date: 8/25/2005 Start Time: 4:00:00 PM Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

	Peds	0	0	0	_	0	0	0	0
24 und	Right	41	33	41	20	29	45	42	99
US 24 Eastbound	Thru	228	233	227	193	226	192	218	168
	Left	14	7	10	14	20	11	13	10
	Peds	0	0	0	0	0	0	0	0
T	Right	77	55	35	62	70	9	22	40
21 ST Northbound	Thru	09	61	29	81	69	92	64	96
	Left	48	51	41	20	41	22	52	09
	Peds	0	0	0	0	0	0	0	0
4 und	Right	15	28	23	17	31	22	33	24
US 24 Westbound	Thru	213	248	259	278	334	339	37.1	277
	Left	09	25	98	64	63	53	99	71
	Peds	0	0	0	0	0	0	0	0
pun	Right	=	13	12	15	24	22	56	13
21 ST Southbound	Thru	96	88	86	96	85	81	87	92
21 ST Southbound	Left	28	24	24	28	25	26	21	16
	Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24PM.ppd

Start Date: 8/25/2005

Start Time: 4:00:00 PM Site Code: 000000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tab

		Peds	0	0	0	0	0	0	0	0
	7	Right -	0	-	0	0	0	-	0	0
	US 24	Thru Rig	17	10	17	6	6	2	1	9
		Left	0	0	0	-	0	0 64	0	0
		Peds	0	0	0	0	0	0	0	0
	T:	Right	3	τ-	0	2	-	က	-	0
	21 ST	Thru Rig	0	2	0	0	0	0	0	0
		Left	0	0	0	-	0	-	0	0
		Peds	0	0	0	0	0	0	0	0
	4 :	Right	2	2	0	0	-	-	0	0
	US 24	Thru	4	7	9	4	2	4	7	2
2		Left	8	2	2	2	4	080	1	က
מומומו		Peds	0	0	0	0	0	0	0	0
		Right	0	2	0	0	-	0	0	0
	21 ST	Thru Rig	0	2	0	2	-	0	0	0
Comment 4. Their Olich tile Comments I ab		Left	-	0	-	0	-	de de	0	0
		Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\21ST&US24PM.ppd Start Date: 8/25/2005

Start Time: 4:00:00 PM Site Code: 00000000 Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tab

	Peds	0	0	0	0	0	0	0	0
pu	Right	0	0	0	0	0	0	0	0
US 24 Eastbound	Drift	-	2	2	2	-	~	0	-
	Left	0	0	0	0	0	N	0	0
	Peds	0	0	0	0	0	0	0	0
pun	Right	0	0	0	~	-	0	-	0
21 ST Northbound	Thru	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0
	Peds	0	0	~	0	2	0	0	0
4 und	Right	0	0	0	0	0	0	-	~
US 24 Westbound	Thru	-	0	2	-	-	0	-	0
	Left	0	0	0	0	0	0	0	0
	Sped	0	0	0	0	0	0	0	0
	Right	0	-	0	-	0	0	0	0
21 ST Southbound	Thru	0	0	0	0	0	0	0	0
	Left	0	0	0		-	0	-	0
	Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM



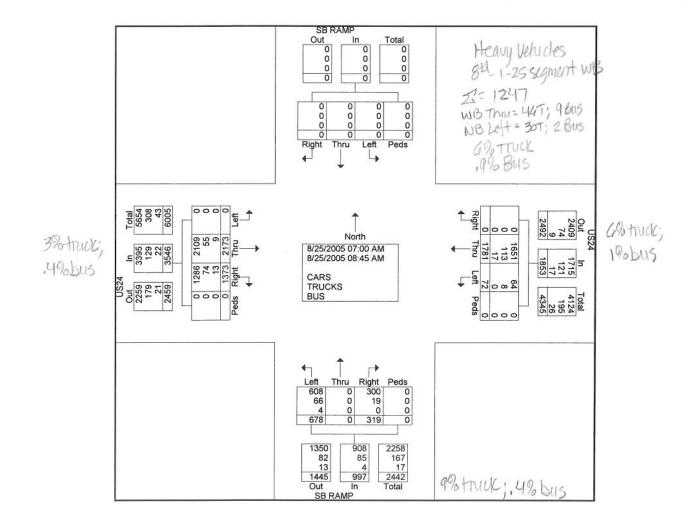
File Name: SBRAMPS&US24AM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 1

Groups Printed- CARS - TRUCKS - RUS

	SE	RAMP South			ı	JS24 Westb	ound		SE	RAMP Northb	ound		·	JS24 Eastb	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	0	0	0	6	159	0	0	73	0	32	0	0	192	182	0	644
07:15 AM	0	0	0	0	17	215	0	0	56	0	30	0	0	305	204	0	827
07:30 AM	0	0	0	0	4	241	0	0	81	0	40	0	0	293	191	0	850
07:45 AM	0	0	0	0	6	241	0	0	89	0	55	0	0	326	213	0	930
Total	0	0	0	0	33	856	0	0	299	0	157	0	0	1116	790	0	3251
08:00 AM	0	0	0	0	9	278	0	0	93	0	51	0	0	259	151	0	841
08:15 AM	0	0	0	0	9	210	0	0	87	0	41	0	0	291	143	0	781
08:30 AM	0	0	0	0	14	209	0	0	88	0	32	0	0	262	168	0	773
08:45 AM	0	0	0	0	7	228	0	0	111	0	38	0	0	245	121	0	750
Total	0	0	0	0	39	925	0	0	379	0	162	0	0	1057	583	0	3145
Grand Total	0	0	0	0	72	1781	0	0	678	0	319	0	0	2173	1373	0	6396
Apprch %	0	0	0	0	3.9	96.1	0	0	68	0	32	0	0	61.3	38.7	0	
Total %	0	0	0	0	1.1	27.8	0	0	10.6	0	5	0	0	34	21.5	0	
CARS	0	0	0	0	64	1651	0	0	608	0	300	0	0	2109	1286	0	6018
% CARS	0	0	0	0	88.9	92.7	0	0	89.7	0	94	0	0	97.1	93.7	0	94.1
TRUCKS	0	0	0	0	8	113	0	0	66	0	19	0	0	55	74	0	335
% TRUCKS	0	0	0	0	11.1	6.3	0	0	9.7	0	6	0	0	2.5	5.4	0	5.2
BUS	0	0	0	0	0	17	0	0	4	0	0	0	0	9	13	0	43
% BUS	0	0	0	0	0	1	0	0	0.6	0	0	0	0	0.4	0.9	0	0.7



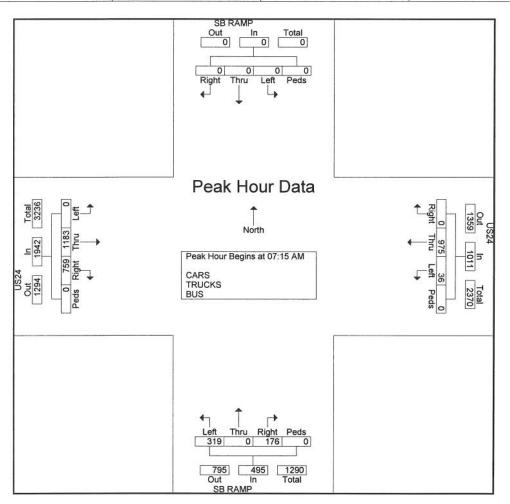


File Name: SBRAMPS&US24AM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 2

		SB RA	AMP outhbo	und			US2	4 /estbo	und			SB RA	AMP orthbo	und			US2	4 astboι	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	07:00	AM to 0	08:45 AN	1 - Pea	k 1 of	1			į.	VI		10							
Peak Hour fo	r Entire	Inters	section	Begins	s at 07:1	5 AM															
07:15 AM	0	0	0	0	0	17	215	0	0	232	56	0	30	0	86	0	305	204	0	509	827
07:30 AM	0	0	0	0	0	4	241	0	0	245	81	0	40	0	121	0	293	191	0	484	850
07:45 AM	0	0	0	0	0	6	241	0	0	247	89	0	55	0	144	0	326	213	0	539	930
08:00 AM	0	0	0	0	0	9	278	0	0	287	93	0	51	0	144	0	259	151	0	410	841
Total Volume	0	0	0	0	0	36	975	0	0	1011	319	0	176	0	495	0	1183	759	0	1942	3448
% App. Total	0	0	0	0		3.6	96.4	0	0		64.4	0	35.6	0		0	60.9	39.1	0		
PHF	.000	.000	.000	.000	.000	.529	.877	.000	.000	.881	.858	.000	.800	.000	.859	.000	.907	.891	.000	.901	.927



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24AM.ppd Start Date: 8/25/2005

Start Time: 7:00:00 AM

Site Code: 00000000 Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree

Comment 4: Then Click the Comments Tab

	Peds	0	0	0	0	0	0	0	0
24 Jund	Right	176	190	182	204	143	126	152	113
US24 Eastbound	Thru	184	300	287	315	252	283	256	232
	Left	0	0	0	0	0	0	0	0
	Peds	0	0	0	0	0	0	0	0
SB RAMP Northbound	Right	29	28	39	51	48	39	30	36
SB R North	Thru	0	0	0	0	0	0	0	0
	Left	29	51	72	77	86	76	78	101
	Peds	0	0	0	0	0	0	0	0
US24 Westbound	Right	0	0	0	0	0	0	0	0
US West	Thru	153	200	219	229	257	190		205
	Left	5	12	4	9	8	6	13	7
	Speds	0	0	0	0	0	0	0	0
SB RAMP Southbound	Right	0	0	0	0	0	0	0	0
South South	Thru	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0
	Start Time	07:00 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	08:30 AM	08:45 AM

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24AM.ppd Start Date: 8/25/2005 Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree

Comment 4:				l)						Start Time Left	07:00 AM 0	07:15 AM 0	07:30 AM 0	07:45 AM 0	08:00 AM 0	08:15 AM 0	08:30 AM 0	08:45 AM 0	
e Comments Tab	SB RAMP	Southbound								Thru	0	0	0	0	0	0	0	0	
	MP	punc								Right	0	0	0	0	0	0	0	0	
	US24									Peds	0	0	0	0	0	0	0	0	
										Left	-	5	0 70	0	-	0	-	0	
		Westbound								Thru	9	13	16	7	19	17	0	22	
		pui								Right	0	0	0	0	0	0	0	0	
										Peds	0	0	0	0	0	0	0	0	
-										Left	5	2	8 010	12	9	=	10	6	
	SB RAMP	Northbound								Thru	0	0	0	0	0	0	0	0	•
	MP	pund								Right	3	2	•	4	က	2	2	2	1
										Peds	0	0	0	0	0	0	0	0	•
					はなりまませんの					Left	0	0	0	0	0	0	0	0	•
	US24	Eastbound		Y						Thr.	80	4	9	10	2	7	4	-	
		pur								Right	4	13	o	7	9	14	13	00	,
										Peds	0	0	0	0	0	0	0	C	•

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24AM.ppd Start Date: 8/25/2005

Start Time: 7:00:00 AM Site Code: 00000000 Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tah

		Start Time	07:00 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	08:30 AM	08:45 AM
		Left	0	0	0	0	0	0	0	0
South		Thru	0	0	0	0	0	0	0	0
SB RAMP Southbound		Right	0	0	0	0	0	0	0	0
		Peds	0	0	0	0	0	0	0	0
		Left		(5	-		_	J	•
We		Thru	0	0	0	C	0	0	0	_
US24 Westbound		Right	0	2	9	_	2	3	2	
		Peds	0	0	0	0	0	0	0	c
		s Left	0	0	0	0	0	0	0	c
			1	0	-	0	-	0	0	,
SB RAMP Northbound		Thru	0	0	0	0	0	0	0	C
- Pur		Right	0	0	0	0	0	0	0	C
		Peds	0	0	0	0	0	0	0	c
		Left	0	0	0	0	0	0	0	•
Eas		Thru			_					
US24 Eastbound		Right			-			_		,
		Peds	2		_			~	ന	



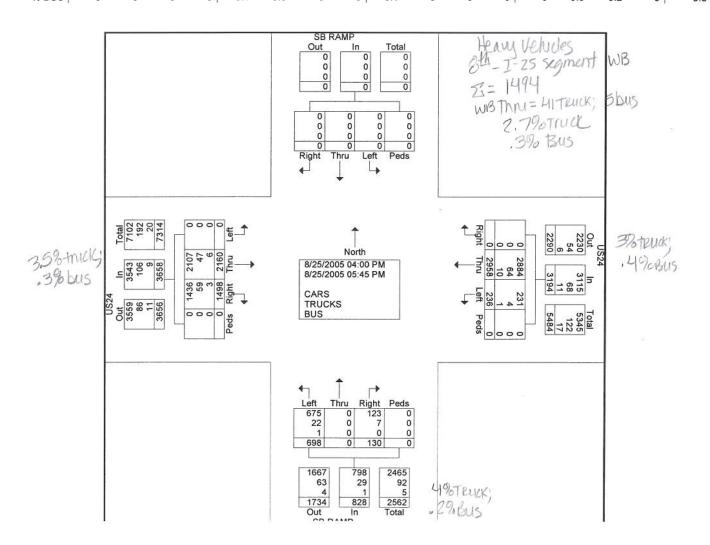
File Name: SBRAMPS&US24PM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 1

Groups Printed- CARS - TRUCKS - BUS

	SE	RAMP South		/	·	JS24 Westb	ound		SE	RAMP Northb	oound		ı	JS24 Easth	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	0	0	0	0	30	376	0	0	80	0	17	0	0	285	208	0	996
04:15 PM	0	0	0	0	22	385	0	0	88	0	26	0	0	266	178	0	965
04:30 PM	0	0	0	0	24	346	0	0	83	0	14	0	0	284	202	0	953
04:45 PM	0	0	0	0	35	387	0	0	89	0	15	0	0	288	205	0	1019
Total	0	0	0	0	111	1494	0	0	340	0	72	0	0	1123	793	0	3933
05:00 PM	0	0	0	0	33	410	0	0	65	0	13	0	0	287	203	0	1011
05:15 PM	0	0	0	0	36	412	0	0	88	0	11	0	0	274	170	0	991
05:30 PM	0	0	0	0	29	315	0	0	104	0	21	0	0	232	167	0	868
05:45 PM	0	0	0	0	27	327	0	0	101	0	13	0	0	244	165	0	877
Total	0	0	0	0	125	1464	0	0	358	0	58	0	0	1037	705	0	3747
Grand Total	0	0	0	0	236	2958	0	0	698	0	130	0	0	2160	1498	0	7680
Apprch %	0	0	0	0	7.4	92.6	0	0	84.3	0	15.7	0	0	59	41	0	
Total %	0	0	0	0	3.1	38.5	0	0	9.1	0	1.7	0	0	28.1	19.5	0	
CARS	0	0	0	0	231	2884	0	0	675	0	123	0	0	2107	1436	0	7456
% CARS	0	0	0	0	97.9	97.5	0	0	96.7	0	94.6	0	0	97.5	95.9	0	97.1
TRUCKS	0	0	0	0	4	64	0	0	22	0	7	0	0	47	59	0	203
% TRUCKS	0	0	0	0	1.7	2.2	0	0	3.2	0	5.4	0	0	2.2	3.9	0	2.6
BUS	0	0	0	0	1	10	0	0	1	0	0	0	0	6	3	0	21
% BUS	0	0	0	0	0.4	0.3	0	0	0.1	0	0	0	0	0.3	0.2	0	0.3



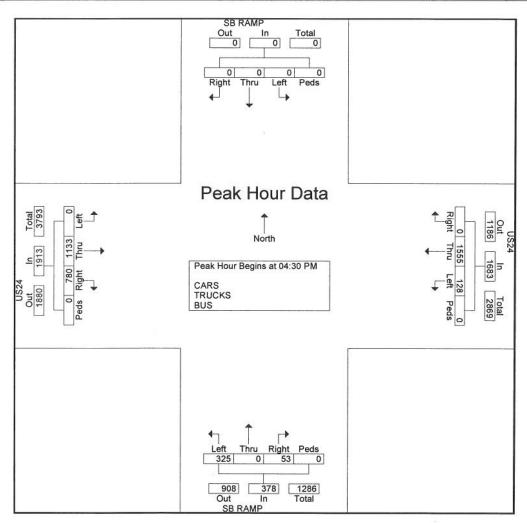


File Name: SBRAMPS&US24PM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 2

		SB RA	AMP				US2	4				SB RA	AMP				US2	4			
		S	outhbo	und			V	/estbo	und			N	orthbo	und			Е	astbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	04:00	PM to (05:45 PN	1 - Pea	k 1 of	1							Nill -					0.000	
Peak Hour for	Entire	Inters	ection	Begins	s at 04:3	0 PM															
04:30 PM	0	0	0	0	0	24	346	0	0	370	83	0	14	0	97	0	284	202	0	486	953
04:45 PM	0	0	0	0	0	35	387	0	0	422	89	0	15	0	104	0	288	205	0	493	1019
05:00 PM	0	0	0	0	0	33	410	0	0	443	65	0	13	0	78	0	287	203	0	490	1011
05:15 PM	0	0	0	0	0	36	412	0	0	448	88	0	11	0	99	0	274	170	0	444	991
Total Volume	0	0	0	0	0	128	1555	0	0	1683	325	0	53	0	378	0	1133	780	0	1913	3974
% App. Total	0	0	0	0	01=60	7.6	92.4	0	0		86	0	14	0	99,700,000	0	59.2	40.8	0		
PHF	.000	.000	.000	.000	.000	.889	.944	.000	.000	.939	.913	.000	.883	.000	.909	.000	.984	.951	.000	.970	.975



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24PM.ppd Start Date: 8/25/2005

Start Time: 4:00:00 PM

Site Code: 00000000 Comment 1: Default Comments Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tab

	Peds		O	٥	0		O	O	0
24 ound	Right	202	164	186	198	201	166	161	158
US24 Eastbound	Thru	277	257	278	281	282	268	224	240
	Left	0	0	0	0	0	0	0	0
	Peds	0	0	0	0	0	0	0	0
MP	Right	15	24	14	15	13	10	20	12
SB RAMP Northbound	Thru	0	0	0	0	0	0	0	0
	Left	73	84	81	88	64	82	103	100
	Peds	0	0	0	0	0	0	0	0
4 ound	Right	0	0	0	0	0	0	0	0
US24 Westbound	Thru	368	373	338	369	338	407	310	320
	Left	30	21	22	34	33	36	28	27
	Peds	0	0	0	0	0	0	0	0
(MP ound	Right	0	0	0	0	0	0	0	0
SB RAMP Southbound	Thru	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0
	Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM

00000000

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24PM.ppd Start Date: 8/25/2005

Start Time: 4:00:00 PM Site Code: 00000000 Comment 1: Default Comments

Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree Comment 4: Then Clink the Comments Tah

		Peds	0	0	0	0	0	0	0	0
	24 ound	Right	9	13	16	9	2	4	9	9
	US24 Eastbound	Thru	8	80	2	9	4	9	7	က
		Left	0	000	0	0	0	0	0	0
		Peds	0	0	0	0	0	0	0	0
	VMP	Right	2	2	0	0	0	-	-	-
	SB RAMP Northbound	Thru	0	0	0	0	0	0	0	0
		Left	7	1 4	-	-	-	9	~	-
		Peds	0	0	0	0	0	0	0	0
	4 ound	Right	0	0	0	0	0	0	0	0
	US24 Westbound	Thru	ω	0	7	17	80	5	2	2
Ω		Left	0	- 111	7	0	0	0	-	0
ments la		Peds	0	0	0	0	0	0	0	0
The Com	MP	Right	0	0	0	0	0	0	0	0
nen Click	SB RAMP Southbound	Thru	0	0	0	0	0	0	0	0
Comment 4: Then Click the Comments Tab		Left	0	0	0	0	0	0	0	0
ESS S		Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\SBRAMPS&US24PM.ppd Start Date: 8/25/2005 Start Time: 4:00:00 PM

Site Code: 00000000 Comment 1: Default Comments Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree

		Dod	0	0 0	0	C	0	0	0	0
	24 ound	± 5.00 m	O	-	0	-	0	0	0	-
	US24 Fasthound	Thai	C	τ-	τ-	-	-	0		-
		######################################	0	0	0	0	0	0	0	0
		Pedds	0	0	0	0	0	0	0	0
	AMP	Richt	0	0	0	0	0	0	0	0
	SB RAMP Northbound	The	0	0	0	0	0	0	0	0
\		le le	0	0	_	0	0	0	0	0
7		Peds	0	0	0	0	0	0	0	0
	24 Ound	Right	0	0	0	0	0	0	0	0
	US24 Westhound	P 2	0	8	-	-	3	0	0	2
qı		Left	0	0	0	-	0	0	0	0
ments Ta		Peds	0	0	0	0	0	0	0	0
the Corr	VIMP	Right	0	0	0	0	0	0	0	0
Then Click	Southbound	E S	0	0	0	0	0	0	0	0
Comment 4: Then Click the Comments Tab		Left	0	0	0	0	0	0	0	0
Con		Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM



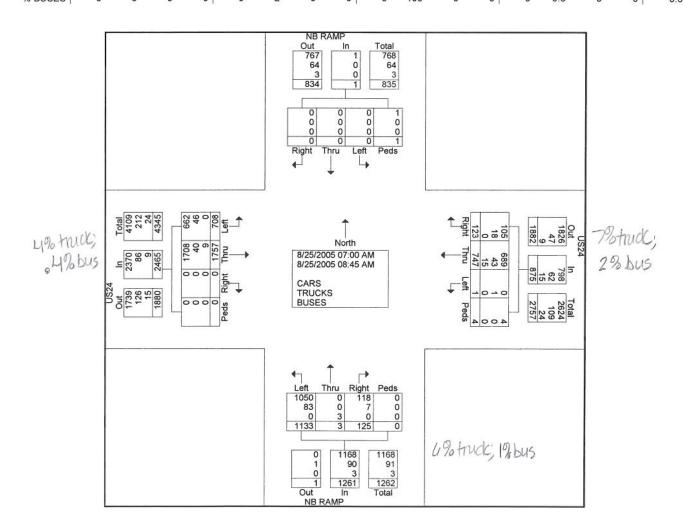
File Name: NBRAMPS&US24AM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 1

Groups F	Printed-	CARS -	TRUCKS -	BUSES
----------	----------	--------	----------	-------

	NE	RAMP South			l	JS24 Westk	oound		NE	RAMP Northb			ı	JS24 Eastb	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	0	0	1	0	65	14	0	92	0	15	0	80	158	0	0	425
07:15 AM	0	0	0	0	0	70	17	0	158	0	7	0	111	226	0	0	589
07:30 AM	0	0	0	0	0	103	14	0	172	0	20	0	96	275	0	0	680
07:45 AM	0	0	0	0	0	133	13	0	188	1	27	0	103	286	0	0	751
Total	0	0	0	1	0	371	58	0	610	1	69	0	390	945	0	0	2445
08:00 AM	0	0	0	0	0	118	17	0	173	1	17	0	83	242	0	0	651
08:15 AM	0	0	0	0	0	86	18	3	108	0	13	0	80	232	0	0	540
08:30 AM	0	0	0	0	1	82	11	0	123	1	10	0	90	187	0	0	505
08:45 AM	0	0	0	0	0	90	19	1	119	0	16	0	65	151	0	0	461
Total	0	0	0	0	1	376	65	4	523	2	56	0	318	812	0	0	2157
Grand Total	0	0	0	1	1	747	123	4	1133	3	125	0	708	1757	0	0	4602
Apprch %	0	0	0	100	0.1	85.4	14.1	0.5	89.8	0.2	9.9	0	28.7	71.3	0	0	
Total %	0	0	0	0	0	16.2	2.7	0.1	24.6	0.1	2.7	0	15.4	38.2	0	0	
CARS	0	0	0	1	0	689	105	4	1050	0	118	0	662	1708	0	0	4337
% CARS	0	0	0	100	0	92.2	85.4	100	92.7	0	94.4	0	93.5	97.2	0	0	94.2
TRUCKS	0	0	0	0	1	43	18	0	83	0	7	0	46	40	0	0	238
% TRUCKS	0	0	0	0	100	5.8	14.6	0	7.3	0	5.6	0	6.5	2.3	0	0	5.2
BUSES	0	0	0	0	0	15	0	0	0	3	0	0	0	9	0	0	27
% BUSES	0	0	0	0	0	2	0	0	0	100	0	0	0	0.5	0	0	0.6



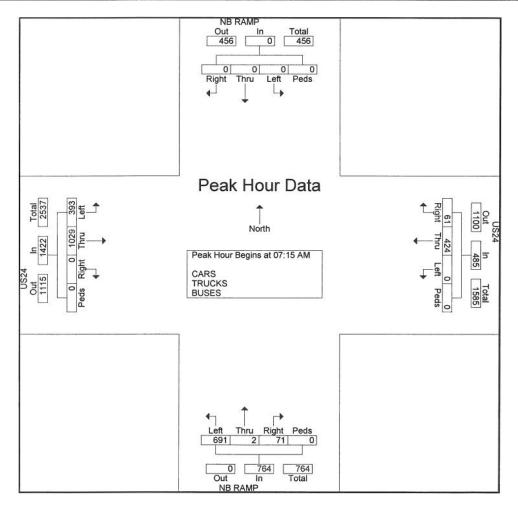


File Name: NBRAMPS&US24AM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 2

		NB RA	AMP outhbo	und			US2	4 Vestbo	und			NB RA	AMP orthbo	und			US2	4 astbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	07:00	AM to 0	08:45 AN	1 - Pea	k 1 of	1													
Peak Hour fo	r Entire	Inters	section	Begins	s at 07:1	5 AM															
07:15 AM	0	0	0	0	0	0	70	17	0	87	158	0	7	0	165	111	226	0	0	337	589
07:30 AM	0	0	0	0	0	0	103	14	0	117	172	0	20	0	192	96	275	0	0	371	680
07:45 AM	0	0	0	0	0	0	133	13	0	146	188	1	27	0	216	103	286	0	0	389	751
08:00 AM	0	0	0	0	0	0	118	17	0	135	173	1	17	0	191	83	242	0	0	325	651
Total Volume	0	0	0	0	0	0	424	61	0	485	691	2	71	0	764	393	1029	0	0	1422	2671
% App. Total	0	0	0	0	8	0	87.4	12.6	0		90.4	0.3	9.3	0	W575	27.6	72.4	0	0		(CO-1200)
PHF	.000	.000	.000	.000	.000	.000	.797	.897	.000	.830	.919	.500	.657	.000	.884	.885	.899	.000	.000	.914	.889



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NBRAMPS&US24AM.ppd Start Date: 8/25/2005 Start Time: 7:00:00 AM

Site Code: 00000000

Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

Start Time Left Thru Right Peds Left <t< th=""><th></th><th></th><th>Peds</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th><th>0</th></t<>			Peds	0	0	0	0	0	0	0	0
Northbound		t pur	Right	0	0	0	0	0	0	0	0
Nestbound		US2, Eastbo	Drift.	152	221	271	269	236	230	184	145
Nestbound			Leff	64	106	92	46	80	74	98	63
NB RAMP			Peds	0	0	0	0	0	0	0	0
NB RAMP Southbound Southbound Southbound Southbound Southbound Mestbound M		MP	Right	14	7	19	27	15	13	80	15
NB RAMP Nestbound Nestbo		NB RAI Northbo	Thru	0	0	0	0	0	0	0	0
NB RAMP Nestbound Nestbo			Left	89	150	157	177	161	95	115	106
NB RAMP Southbound Southbound Southbound Nestbound Nes			Peds	0	0	0	0	0	က	0	_
NB RAMP Southbound Left Thru Right Peds Left Tr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		4 und	Right	14	12	14	80	12	17	11	17
NB RAMP Southbound Southb		US2 Westbo	Thru	29	29	86	126	109	79	75	84
Start Time Left Thru Right Peds 07:30 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_		Left	0	0	0	0	0	0	0	0
Start Time Left Thru Right 07:30 AM 0 0 0 07:35 AM 0 0 0 07:45 AM 0 0 0 0 08:45 AM 0 0 0 0 08:45 AM 0 0 0 0 0 08:45 AM 0 0 0 0 0 0 08:45 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	nents lat		Sped	-	0	0	0	0	0	0	0
Start Time Left Thru 0 0 0 07:30 AM 0 0 0 08:30 AM 0 0 08:30 AM 0 0 0 08:45 AM 0 0 0 08:45 AM 0 0 0 0 08:45 AM 0 0 0 0 0 08:45 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	the Com	MP	Right	0	0	0	0	0	0	0	0
Start Time Comment 4: 1 Time O7:00 AM 0 0 07:30 AM 0 0 07:45 AM 0 0 08:30 AM 0 0 08:30 AM 0 0 08:30 AM 0 0 0 0 0 08:30 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	nen Click	NB RA Southbo	Thru	0	0	0	0	0	0	0	0
Start Time 07:00 AM 07:15 AM 07:30 AM 07:45 AM 08:00 AM 08:30 AM	ment 4: I		Left	0	0	0	0	0	0	0	0
	E O O		Start Time	07:00 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	08:30 AM	08:45 AM

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NBRAMPS&US24AM.ppd

Start Date: 8/25/2005

Start Time: 7:00:00 AM Site Code: 000000000

Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree

	AP ind	Right	-	0	.	0	2	0	2	-
	NB RAMP Northbound	Thru	0	0	0	0	0	0	0	0
		Leff	က	8	5 15		12	13	80	13
		Peds	0	0	0	0	0	0	0	0
<u></u>	pur	Right	0	2	0	2	2	-	0	2
	US24 Westbound	Thru	4	0	4	က	7	2	9	2
		Left	0	0 0	0	0	0	0	-	0
Comment 4: Then Click the Comments Tab		Peds	0	0	0	0	0	0	0	0
the Comr	AP und	Right	0	0	0	0	0	0	0	0
nen Click	NB RAMP Southbound	Thru	0	0	0	0	0	0	0	0
nent 4: T		Left	0	0	0	0	0	0	0	0
Comr		Start Time	07:00 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	08:30 AM	08:45 AM

0000000

00000000

n 4 ω π 4 и и и

0 4 9 8 9 4 7

00000000

Peds

Right

Thru

Left

Peds

Eastbound **US24**

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NBRAMPS&US24AM.ppd Start Date: 8/25/2005

Start Time: 7:00:00 AM Site Code: 000000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tab

		Peds	0	0	0	0	0	0	0	0
4	, pun	Right	0	0	0	0	0	0	0	0
11524	Eastbound	Thru	-	-	-	2	2	0	-	-
		Left	0	0	0	0	0	0	0	0
		Peds	0	0	0	0	0	0	0	0
MP	pun	Right	0	0	0	0	0	0	0	0
NB RAMP	Northbound	Thru	0	0	0	-	-	0	-	0
		Left	0	0	0	0	0	0	0	0
		Peds	0	0	0	0	0	0	0	0
)	pun	Right	0	0	0	0	0	0	0	0
US24	Westbound	Thru	2	2	~	4	2	2	-	-
		Left	0	0	0	0	0	0	0	0
nents lat		Peds	0	0	0	0	0	0	0	0
me Com	pun	Right	0	0	0	0	0	0	0	0
nen Cilck the NB RAMP	Southbound	Thru	0	0	0	0	0	0	0	0
NB RAMP		Left	0	0	0	0	0	0	0	0
		Start Time	07:00 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	08:30 AM	08:45 AM



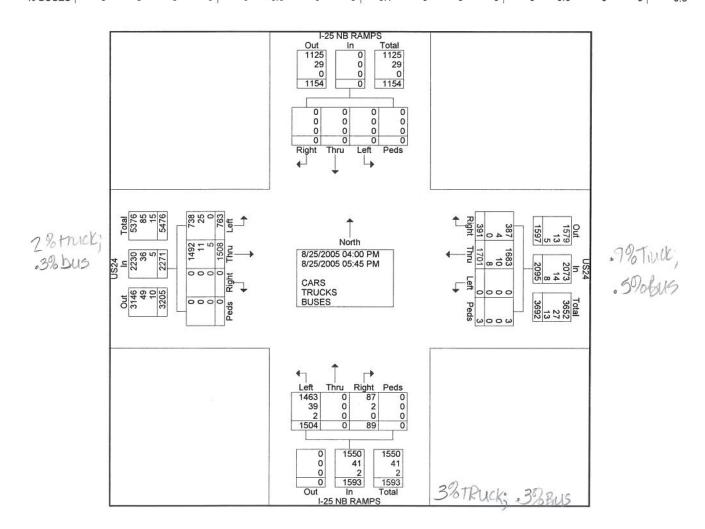
File Name: NBRAMPS&US24PM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

	ı	-25 NB Southb	RAMPS bound			US Westb				-25 NB I Northb					324 Sound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	0	0	0	0	0	200	37	1	187	0	3	0	94	211	0	0	733
04:15 PM	0	0	0	0	0	211	34	0	204	0	11	0	89	203	0	0	752
04:30 PM	0	0	0	0	0	255	33	0	190	0	7	0	93	226	0	0	804
04:45 PM	0	0	0	0	0	245	59	0	180	0	15	0	91	190	0	0	780
Total	0	0	0	0	0	911	163	1	761	0	36	0	367	830	0	0	3069
05:00 PM	0	0	0	0	0	227	85	0	203	0	11	0	109	205	0	0	840
05:15 PM	0	0	0	0	0	260	52	0	190	0	17	0	104	175	0	0	798
05:30 PM	0	0	0	0	0	160	53	2	174	0	11	0	81	158	0	0	639
05:45 PM	0	0	0	0	0	143	38	0	176	0	14	0	102	140	0	0	613
Total	0	0	0	0	0	790	228	2	743	0	53	0	396	678	0	0	2890
Grand Total	0	0	0	0	0	1701	391	3	1504	0	89	0	763	1508	0	0	5959
Apprch %	0	0	0	0	0	81.2	18.7	0.1	94.4	0	5.6	0	33.6	66.4	0	0	
Total %	0	0	0	0	0	28.5	6.6	0.1	25.2	0	1.5	0	12.8	25.3	0	0	
CARS	0	0	0	0	0	1683	387	3	1463	0	87	0	738	1492	0	0	5853
% CARS	0	0	0	0	0	98.9	99	100	97.3	0	97.8	0	96.7	98.9	0	0	98.2
TRUCKS	0	0	0	0	0	10	4	0	39	0	2	0	25	11	0	0	91
% TRUCKS	0	0	0	0	0	0.6	1	0	2.6	0	2.2	0	3.3	0.7	0	0	1.5
BUSES	0	0	0	0	0	8	0	0	2	0	0	0	0	5	0	0	15
% BUSES	0	0	0	0	0	0.5	0	0	0.1	0	0	0	0	0.3	0	0	0.3



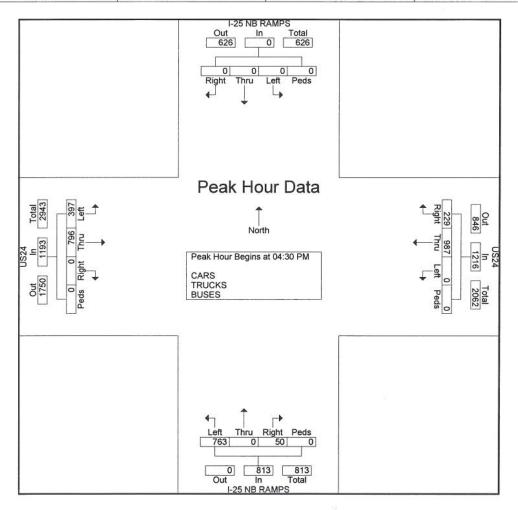


File Name: NBRAMPS&US24PM

Site Code : 00000000 Start Date : 8/25/2005

Page No : 2

		7000	NB RA				v	US24 estbo	3.8				NB RA				E	US24			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From	04:00	PM to 0	05:45 PM	1 - Pea	k 1 of	1										***************************************			
Peak Hour fo	r Entire	Inters	section	Begins	s at 04:3	0 PM															
04:30 PM	0	0	0	0	0	0	255	33	0	288	190	0	7	0	197	93	226	0	0	319	804
04:45 PM	0	0	0	0	0	0	245	59	0	304	180	0	15	0	195	91	190	0	0	281	780
05:00 PM	0	0	0	0	0	0	227	85	0	312	203	0	11	0	214	109	205	0	0	314	840
05:15 PM	0	0	0	0	0	0	260	52	0	312	190	0	17	0	207	104	175	0	0	279	798
Total Volume	0	0	0	0	0	0	987	229	0	1216	763	0	50	0	813	397	796	0	0	1193	3222
% App. Total	0	0	0	0	99101	0	81.2	18.8	0		93.8	0	6.2	0	8769850	33.3	66.7	0	0		
PHF	.000	.000	.000	.000	.000	.000	.949	.674	.000	.974	.940	.000	.735	.000	.950	.911	.881	.000	.000	.935	.959



File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NBRAMPS&US24PM.ppd Start Date: 8/25/2005 Start Time: 4:00:00 PM

Site Code: 00000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tab

	Peds								
pui 1	Right	0	0	0	0	0	0	0	0
US24 Eastbound	Thru	208	201	223	189	203	175	154	139
	Left	06	86	89	88	106	66	79	100
	Peds	0	0	0	0	0	0	0	0
AMPS	Right	3	11	7	14	17	17	7	13
I-25 NB RAMPS Northbound	Thru	0	0	0	0	0	0	0	0
	Left	183	197	187	168	200	185	171	172
	Peds	-	0	0	0	0	0	2	0
pur	Right	37	34	33	26	84	25	53	38
US24 Westbound	Thru	198	208	251	242	225	259	157	143
	Left	0	0	0	0	0	0	0	0
	Peds	0	0	0	0	0	0	0	0
AMPS und	Right	0	0	0	0	0	0	0	0
1-25 NB RAMPS Southbound	Thru	0	0	0	0	0	0	0	0
I-25 NB RAMPS Southbound	Left	0	0	0	0	0	0	0	0
	0	04:00 PM	04:15 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM

00000000

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NBRAMPS&US24PM.ppd Start Date: 8/25/2005

Start Time: 4:00:00 PM

Site Code: 00000000

Comment 1: Default Comments Comment 2: Change These in The Preferences Window

Comment 3: Select File/Preference in the Main Scree Comment 4: Then Clink the Comments Tah

		Peds	0	0	0	0	0	0	0	0
	pu	Į.	0	0	0	0	0	0	0	0
	US24 Eastbound	Thru	က	2	τ-	0	-	0	က	-
		Left	4	8	4	Ó	က	2	2	2
		Peds	0	0	0	0	0	0	0	0
	/PS	Right	0	0	0	~	0	0	0	-
	I-25 NB RAMPS Northbound	Thru R	0	0	0	0	0	0	0	0
		Left	4	9	က	7	က	2	က	4
		Peds L	0	0	0	0	0	0	0	0
	-	Right P	0	0	0	က	-	0	0	0
	US24 Westbound	Thru	1	-	က	7	-	0	2	0
		Left	0	0	0	0	0	0	0	0
nts lab		Peds	0	0	0	0	0	0	0	0
e Comme	PS 1	Right P.	0	0	0	0	0	0	0	0
n Click th	I-25 NB RAMPS Southbound	Thru Ri	0	0	0	0	0	0	0	0
Comment 4: Then Click the Comments Tab	<u>"</u>		0	0	0	0	0	0	0	0
Comme		Start Time Left	PM	PM M	- M	PM	PM	PM	PM	PM
		Start	04:00 PM	04:15	04:30 PM	04:45	05:00 PM	05:15 PM	05:30 PM	05:45 PM

00000000

File Name: E:\Program Files\JAMAR\PetraPro\Data Files\CH2MHILL\US24\NBRAMPS&US24PM.ppd

Start Date: 8/25/2005

Start Time: 4:00:00 PM Site Code: 000000000

Comment 1: Default Comments

Comment 2: Change These in The Preferences Window Comment 3: Select File/Preference in the Main Scree Comment 4: Then Click the Comments Tab

	Peds	0	0	0	0	0	0	0	0
pur	Right .	0	0	0	0	0	0	0	0
US24 Eastbound	D.H.	0	0	2	Ψ.	-	0	Ψ-	0
	Left	0	0	0	0	0	0	0	0
	Peds	0	0	0	0	0	0	0	0
RAMPS	Right	0	0	0	0	0	0	0	0
I-25 NB RAMPS Northbound	Thru	0	0	0	0	0	0	0	0
	Left	0	1	0	-	0	0	0	0
	Peds	0	0	0	0	0	0	0	0
4 ound	Right	0	0	0	0	0	0	0	0
US24 Westbound	Thru	-	2	-	~	-	~	-	0
	Left	0	0	°	0	0	0	0	0
VB RAMPS uthbound	Peds	0	0	0	0	0	0	0	0
AMPS	Right	0	0	0	0	0	0	0	0
I-25 NB RAMPS Southbound	Thru	0	0	0	0	0	0	0	0
	Left	0	0	°	0	0	0	0	0
	Start Time	04:00 PM	04:15 PM	04:30 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM

Page 1 US 24 BET 8TH & SB I-25 RAMPS Site Code: 5

Station ID: 5

Start Time	26-Aug-0 Fri	EB	
12:00 AM		124	
01:00		93	
02:00		133	
03:00		76	
04:00		114	
05:00		295	
06:00		767	
07:00		1273	
08:00		1119	
09:00		1008	
10:00		1055	
11:00		1205	
12:00 PM		1284	
01:00		1997	
02:00		1887	
03:00		1890	
04:00		1708	
05:00		1701	
06:00		1453	
07:00		1100	
08:00		996	
09:00		898	
10:00		629	
11:00		416	
Total		23221	
AM Peak		07:00	
Vol.		1273	
PM Peak		13:00	
Vol.		1997	

Page 2 US 24 BET 8TH & SB I-25 RAMPS

Site Code: 5 Station ID: 5

Start	27-Aug-0		
Time	Sat	EB	
12:00 AM		278	
01:00		219	
02:00		312	
03:00		120	
04:00		115 171	
05:00 06:00		362	
07:00		687	
08:00		1004	
09:00		1163	
10:00		1517	
11:00		1689	
12:00 PM		1935	
01:00		2031	
02:00		2054	
03:00		1991	
04:00		1809	
05:00		1436	
06:00		1419	
07:00 08:00		1121 1054	
09:00		1019	
10:00		814	
11:00		508	
Total		24828	
AM Peak		11:00	
Vol.		1689	
PM Peak		14:00	
Vol.		2054	

Page 3 US 24 BET 8TH & SB I-25 RAMPS Site Code: 5 S

		_		-	-	_
Stat	ioi	1	11)		5

Start	28-Aug-0		
Time	Sun	EB	
12:00 AM		313	
01:00		216	
02:00		318	
03:00		140	
04:00		80	
05:00		150	
06:00		227	
07:00		381	
08:00		675	
09:00		969	
10:00		1111	
11:00		1348	
12:00 PM		1512	
01:00		1589	
02:00		1790	
03:00		1822	
04:00		1544	
05:00		1511	
06:00		1282	
07:00		1060	
08:00		842	
09:00		630	
10:00		448	
11:00		302	
Total		20260	
AM Peak		11:00	
Vol.		1348	
PM Peak		15:00	
Vol.		1822	

Page 4 US 24 BET 8TH & SB I-25 RAMPS Site Code: 5

Station ID: 5

Start	29-Aug-0		
Time	Mon	EB	
12:00 AM		187	
01:00		123	
02:00		195	
03:00		91	
04:00		144	
05:00		443	
06:00		1149	
07:00		1807	
08:00		1617	
09:00		1509	
10:00		1067	
11:00		1011	
12:00 PM		1109	
01:00		1140	
02:00		1165	
03:00		1173	
04:00		1163	
05:00		1125	
06:00		871	
07:00		632	
08:00		491	
09:00		347	
10:00		223	
11:00		152	
Total		18934	
AM Peak		07:00	
Vol.		1807	
PM Peak		15:00	
Vol.		1173	
Grand		87243	
Total			
ADT	Not 0	Calculated	

Site Code: 5.5 Station ID: 5.5

Start	26-Aug-0		
Time	Fri	WB	
12:00 AM		158	
01:00		98	
02:00		70	
03:00		80	
04:00		108	
05:00		326	
06:00		715	
07:00		1226	
08:00		1324	
09:00		1417	
10:00		1486	
11:00		1670	
12:00 PM		1568	
01:00		1548	
02:00		1612	
03:00		1841	
04:00		1868	
05:00		1980	
06:00		1618	
07:00		1204	
08:00		922	
09:00		690	
10:00		526	
11:00		376	
Total		24431	
AM Peak		11:00	
Vol.		1670	
PM Peak		17:00	
Vol.		1980	

Page 2

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 5.5 Station ID: 5.5

Start	27-Aug-0		
Time	Sat	WB	
12:00 AM		225	
01:00		148	
02:00		108	
03:00		108	
04:00		140	
05:00		312	
06:00		550	
07:00		898	
08:00		1325	
09:00		1569	
10:00		1614	
11:00		1668	
12:00 PM		1638	
01:00		1544	
02:00		1566	
03:00		1337	
04:00		1324	
05:00		1258	
06:00		1044	
07:00		863	
08:00		744	
09:00		694	
10:00		481	
11:00		308	
Total		21466	
AM Peak		11:00	
Vol.		1668	
PM Peak		12:00	
Vol.		1638	

Page 3

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 5.5 Station ID: 5.5

Start	28-Aug-0		
Time	Sun	WB	
12:00 AM		248	
01:00		130	
02:00		110	
03:00		90	
04:00		96	
05:00		156	
06:00		274	
07:00		411	
08:00		630	
09:00		967	
10:00		1118	
11:00		1286	
12:00 PM		1271	
01:00		1394	
02:00		1196	
03:00		1125	
04:00		1042	
05:00		974	
06:00		943	
07:00		730 568	
08:00 09:00		403	
10:00		271	
11:00		222	
Total	1 - 104	15655	
AM Peak		11:00	
Vol.		1286	
PM Peak		13:00	
Vol.		1394	

Site Code: 5.5 Station ID: 5.5

Start	29-Aug-0		
Time	Mon	WB	
12:00 AM		142	
01:00		62	
02:00		78	
03:00		72	
04:00		105	
05:00		241	
06:00		651	
07:00		1164	
08:00		1229	
09:00		1204	
10:00		1320	
11:00		1394	
12:00 PM		1392	
01:00		1391	
02:00		1498	
03:00		1588	
04:00		1761	
05:00		1778	
06:00		1112	
07:00		788	
08:00		661	
09:00		522	
10:00		300	
11:00 Total		220 20673	
AM Peak		11:00	
Vol.		1394	
PM Peak		17:00	
Vol.		17.00	
Grand			
Total		82225	
iotai			
ADT	Not (Calculated	

Page 1 US 24 BET 21ST & 8TH Site Code: 4 Station ID: 4

Start	26-Aug-05	ED.	MD	+
Time	Fri	EB	WB	Total
12:00 AM		118	144	262
01:00		88	90	178
02:00		125	72	197
03:00		73	50	123
04:00		109	81	190
05:00		279	314	593
06:00		725	632	1357
07:00		1204	1090	2294
08:00		1059	1115	2174
09:00		954	1240	2194
10:00		998	1326	2324
11:00		1140	1442	2582
12:00 PM		1215	1400	2615
01:00		1890	1432	3322
02:00		1786	1483	3269
03:00		1788	1760	3548
04:00		1616	1876	3492
05:00		1610	2010	3620
06:00		1375	1694	3069
07:00		1040	1188	2228
08:00		943	884	1827
09:00		849	672	1521
10:00		595	513	1108
11:00		393	393	786
Total		21972	22901	44873
Percent		49.0%	51.0%	
AM Peak		07:00	11:00	11:00
Vol.		1204	1442	2582
PM Peak		13:00	17:00	17:00
Vol.		1890	2010	3620

Page 2 US 24 BET 21ST & 8TH Site Code: 4 Station ID: 4

Start Time	27-Aug-05 Sat	EB	WB	Total
12:00 AM		263	214	477
01:00		208	130	338
02:00		296	92	388
03:00		113	81	194
04:00		109	148	257
05:00		162	265	427
06:00		342	445	787
07:00		650	783	1433
08:00		950	1198	2148
09:00		1100	1464	2564
10:00		1435	1544	2979
11:00		1598	1566	3164
12:00 PM		1830	1540	3370
01:00		1922	1478	3400
02:00		1944	1456	3400
03:00		1884	1247	3131
04:00		1712	1216	2928
05:00		1359	1214	2573
06:00		1343	996	2339
07:00		1060	861	1921
08:00		998	752	1750
09:00		964	632	1596
10:00		770	473	1243
11:00		481	276	757
Total		23493	20071	43564
Percent	1111	53.9%	46.1%	
AM Peak		11:00	11:00	11:00
Vol.		1598	1566	3164
PM Peak		14:00	12:00	13:00
Vol.		1944	1540	3400

Page 3 US 24 BET 21ST & 8TH Site Code: 4 Station ID: 4

Start	28-Aug-05			
Time	Sun	EB	WB	Total
12:00 AM		296	206	502
01:00		205	130	335
02:00		301	97	398
03:00		133	74	207
04:00		76	87	163
05:00		141	142	283
06:00		215	234	449
07:00		361	396	757
08:00		639	646	1285
09:00		917	950	1867
10:00		1052	1132	2184
11:00		1276	1264	2540
12:00 PM		1431	1287	2718
01:00		1504	1320	2824
02:00		1694	1187	2881
03:00		1724	1098	2822
04:00		1461	1054	2515
05:00		1430	972	2402
06:00		1213	854	2067
07:00		1003	762	1765
08:00		796	571	1367
09:00		596	406	1002
10:00		423	268	691
11:00		285	196	481
Total		19172	15333	34505
Percent		55.6%	44.4%	***************************************
AM Peak		11:00	11:00	11:00
Vol.		1276	1264	2540
PM Peak		15:00	13:00	14:00
Vol.		1724	1320	2881

Page 4 US 24 BET 21ST & 8TH Site Code: 4 Station ID: 4

Start	29-Aug-05			
Time	Mon	EB	WB	Total
12:00 AM		177	128	30
01:00		117	74	19
02:00		185	64	24
03:00		86	46	13
04:00		136	92	22
05:00		419	211	63
06:00		1087	624	171
07:00		1710	1063	277
08:00		1530	1073	260
09:00		1427	1130	255
10:00		1009	1200	220
11:00		957	1212	216
12:00 PM		1049	1180	222
01:00		1079	1254	233
02:00		1102	1370	247
03:00		1110	1536	264
04:00		1101	1734	283
05:00		1065	1830	289
06:00		825	1225	205
07:00		598	840	143
08:00		464	741	120
09:00		329	534	86
10:00		211	294	50
11:00		144	194	33
Total		17917	19649	3756
Percent		47.7%	52.3%	
AM Peak	3.50	07:00	11:00	07:0
Vol.		1710	1212	277
PM Peak		15:00	17:00	17:0
Vol.		1110	1830	289
Grand				
Total		82554	77954	16050
Percent		51.4%	48.6%	
ADT	Not C	Calculated		

Start	26-Aug-0			
Time	Fri	EB		
12:00 AM		138		
01:00		88		
02:00		178		
03:00		70		
04:00		123		
05:00		358 991		
06:00		1 598		
07:00				
08:00		1301 1080		
09:00		1119		
11:00		1242		
12:00 PM		1228		
01:00		1242		
02:00		1302		
03:00		1299		
04:00		1210		
05:00		1238		
06:00		1060		
07:00		768		
08:00		734		
09:00		716		
10:00		458		
11:00		324		
Total		19865		
AM Peak		07:00 1598		
Vol. PM Peak		14:00		
Vol.		1302		
VOI.		1302		

Start	27-Aug-0		
Time	Sat	EB	
12:00 AM		224	
01:00		162	
02:00		302	
03:00		86	
04:00		89	
05:00		147	
06:00		292	
07:00		568	
08:00		832	
09:00		986	
10:00		1214	
11:00		1272	
12:00 PM		1392	
01:00		1465	
02:00		1510	
03:00		1494	
04:00		1459	
05:00		1138	
06:00		1221	
07:00		894	
08:00		774	
09:00		686	
10:00		467	
11:00	Latin to the	340	
Total		19014	
AM Peak		11:00	
Vol.		1272	
PM Peak		14:00	
Vol.		1510	

Start	28-Aug-0		and the second s	
Time	Sun	EB	A THEO STOOM OF BUILDING WAS COMEDIATED	
12:00 AM		244		
01:00		184		
02:00		317		
03:00		90		
04:00		66		
05:00		115		
06:00		188		
07:00		320		
08:00		568		
09:00		802		
10:00		1074		
11:00		1246		
12:00 PM		1316		
01:00		1390		
02:00		1542		
03:00		1569		
04:00		1430		
05:00		1372		
06:00		1186		
07:00		874		
08:00		748		
09:00		562		
10:00		384		
11:00		248	A.F. Carrier	
Total		17835		
AM Peak		11:00		
Vol.		1246		
PM Peak		15:00		
Vol.		1569		

Start	29-Aug-0	Research and Control of	
Time	Mon	EB	
12:00 AM		160	
01:00		116	
02:00		191	
03:00		70	
04:00		103	
05:00		397	
06:00		1058	
07:00		1638	
08:00		1390	
09:00		1112	
10:00		1095	
11:00		1080	
12:00 PM		1064	
01:00		1152	
02:00		1088	
03:00		1153	
04:00		1156	
05:00		1049	
06:00		824	
07:00		648	
08:00		458	
09:00		310	
10:00		202	
11:00		142	
Total		17656	
AM Peak		07:00 1638	
Vol.			
PM Peak Vol.		16:00 1156	
		1150	
Grand Total		74370	
ADT	Not C	Calculated	

Page 1

Site Code: 3.5 Station ID: 3.5

US 24 BET 26TH & 21ST

Start	26-Aug-0	***************************************	(5)	
Time	Fri	WB		
12:00 AM		128		
01:00		72		
02:00		48		
03:00		36		
04:00		70		
05:00		294		
06:00		527		
07:00		877		
08:00		968		
09:00		1059		
10:00		1129		
11:00		1222		
12:00 PM		1221		
01:00		1276		
02:00		1364		
03:00		1602		
04:00		1811		
05:00		1966		
06:00		1696		
07:00		1176		
08:00		835		
09:00		626		
10:00		441		
11:00		372		
Total		20816		
AM Peak		11:00		
Vol.		1222		
PM Peak		17:00		
Vol.		1966		

Start	27-Aug-0		
Time	Sat	WB	
12:00 AM		193	
01:00		111	
02:00		82	
03:00		79	
04:00		142	
05:00		243	
06:00		395	
07:00		752	
08:00		1112	
09:00		1373	
10:00		1396	
11:00		1456	
12:00 PM		1446	
01:00		1369	
02:00		1390	
03:00		1244	
04:00		1173	
05:00		1181	
06:00		990	
07:00		798	
08:00		678	
09:00		598	
10:00		436	
11:00		238	A CONTRACT OF THE PARTY OF THE
Total		18875	
AM Peak		11:00	
Vol.		1456	
PM Peak		12:00	
Vol.		1446	

Page 3

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	28-Aug-0		
Time	Sun	WB	
12:00 AM		180	
01:00		100	
02:00		78	
03:00		62	
04:00		78	
05:00		136	
06:00		232	
07:00		404	
08:00		644	
09:00		961	
10:00		1092	
11:00		1242	
12:00 PM		1229	
01:00		1246	
02:00		1175	
03:00		1065	
04:00		990	
05:00		933	
06:00		880	
07:00		670	
08:00		519	
09:00		363	
10:00		222	
11:00		166	
Total	William I	14667	
AM Peak		11:00	
Vol.		1242	
PM Peak		13:00	
Vol.		1246	

Start	29-Aug-0		
Time	Mon	WB	00000
12:00 AM		110	
01:00		60	
02:00		55	
03:00		37	
04:00		79	
05:00		200	
06:00		468	
07:00		791	
08:00		834	
09:00		931	
10:00		964	
11:00		1042	
12:00 PM		997	
01:00		1068	
02:00		1188	
03:00		1360	
04:00		1609	
05:00		1712	
06:00		1100	
07:00		761	
08:00		638	
09:00		455	
10:00 11:00		258 170	
Total		16887	
AM Peak	27700111	11:00	
Vol.		1042	
PM Peak		17:00	
Vol.		1712	
Grand			
Total		71245	
ADT	Not 0	Calculated	

Start	26-Aug-0		
Time	Fri	EB	
12:00 AM		128	
01:00		88	
02:00		180	
03:00		68	
04:00		108	
05:00		350	
06:00		976	
07:00		1558	
08:00		1235	
09:00		1046	
10:00		1070	
11:00		1208	
12:00 PM		1202	
01:00		1352	
02:00		1498	
03:00		1638	
04:00		1546	
05:00		1590	
06:00		1332	
07:00		996	
08:00		922	
09:00		933	
10:00		550	
11:00		390	
Total		21964	
AM Peak		07:00	
Vol.		1558	
PM Peak		15:00	
Vol.		1638	

Start	27-Aug-0		
Time	Sat	EB	
12:00 AM		276	
01:00		192	
02:00		383	
03:00		86	
04:00		95	
05:00		169	
06:00		347	
07:00		682	
08:00		1007	
09:00		1286	
10:00		1537	
11:00		1654	
12:00 PM		1808	
01:00		2034	
02:00		2007	
03:00		2118	
04:00		2008	
05:00		1578	
06:00		1681	
07:00		1165	
08:00		1022	
09:00		934	
10:00		622	
11:00		444	
Total		25135	
AM Peak		11:00	
Vol.		1654	
PM Peak		15:00	
Vol.		2118	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	28-Aug-0		
Time	Sun	EB	
12:00 AM		306	
01:00		220	
02:00		414	
03:00		92	
04:00		88	
05:00		128	
06:00		213	
07:00		422	
08:00		750	
09:00		1088	
10:00		1488	
11:00		1655	
12:00 PM		1722	
01:00		1828	
02:00		2078	
03:00		2108	
04:00		1960	
05:00		1866	
06:00		1590	
07:00		1156	
08:00		978	
09:00		663	
10:00		505	
11:00		308	
Total		23626	
AM Peak		11:00	
Vol.		1655	
PM Peak		15:00	
Vol.		2108	

Start	29-Aug-0		
Time	Mon	EB	
12:00 AM		178	
01:00		142	
02:00		235	
03:00		74	
04:00		120	
05:00		492	
06:00		1420	
07:00		2199	
08:00		1791	
09:00		1418	
10:00		1392	
11:00		1280	
12:00 PM		1286	
01:00		1401	
02:00		1376	
03:00		1441	
04:00		1416	
05:00		1340	
06:00		1030	
07:00		859	
08:00		597	
09:00		375	
10:00		250	
11:00		168	
Total		22280 07:00	
AM Peak Vol.		2199	
PM Peak		15:00	
Vol.		1441	
Grand			
Total		93005	
ADT	Not 0	Calculated	

Start	26-Aug-0		
Time	Fri	WB	
12:00 AM		118	
01:00		66	
02:00		50	
03:00		36	
04:00		64	
05:00		286	
06:00		470	
07:00		824	
08:00		942	
09:00		1031	
10:00		1072	
11:00		1157	
12:00 PM		1195	
01:00		1188	
02:00		1344	
03:00		1540	
04:00		1768	
05:00		1972	
06:00		1637	
07:00		1108	
08:00		784	
09:00		605	
10:00		428	
11:00		359	
Total		20044	
AM Peak		11:00	
Vol.		1157	
PM Peak		17:00	
Vol.		1972	

Start	27-Aug-0						
Time	Sat	WB					-025-21
12:00 AM		180					
01:00		104					
02:00		75					
03:00		74					
04:00		132					
05:00		230					
06:00		403					
07:00		716					
08:00		1086					
09:00		1326					
10:00		1385					
11:00		1412					
12:00 PM		1434					
01:00		1339					
02:00		1344					
03:00		1163					
04:00		1180					
05:00		1130					
06:00		954					
07:00		766					
08:00		624					
09:00		544					
10:00		412					
11:00		220				-	
Total		18233					
AM Peak Vol.		11:00 1412					
PM Peak		12:00					
Vol.		1434					

Start	28-Aug-0		
Time	Sun	WB	
12:00 AM		165	
01:00		100	
02:00		70	
03:00		60	
04:00		76	
05:00		134	
06:00		230	
07:00		407	
08:00		654	
09:00		960	
10:00		1076	
11:00		1212	
12:00 PM		1218	
01:00		1217	
02:00		1137	
03:00		1012	
04:00		973	
05:00		942	
06:00		828	
07:00		644	
08:00		497	
09:00		343	
10:00		218	
11:00	Grefi	156	
Total		14329	
AM Peak		11:00	
Vol.		1212	
PM Peak		12:00	
Vol.		1218	

Start	29-Aug-0		
Time	Mon	WB	
12:00 AM		102	
01:00		57	
02:00		54	
03:00		32	
04:00		78	
05:00		187 397	
06:00 07:00		732	
08:00		810	
09:00		848	
10:00		881	
11:00		967	
12:00 PM		962	
01:00		976	
02:00		1099	
03:00		1244	
04:00		1532	
05:00		1707	
06:00		1058	
07:00		744	
08:00		629	
09:00		438	
10:00		252	
11:00		162	2/27/31/2018
Total		15948	
AM Peak Vol.		11:00 967	
PM Peak		17:00	
Vol.		17.00	
Grand			
Total		68554	
ADT	Not 0	Calculated	

Page 1

Site Code: 1 Station ID: 1

US 24 BET 31ST HIGH RIDGE

Start	26-Aug-0			
Time	Fri	EB	WB	Total
12:00 AM		129	118	247
01:00		98	78	176
02:00		203	60	263
03:00		66	36	102
04:00		116	80	196
05:00		422	281	703
06:00		1154	468	1622
07:00		1780	786	2566
08:00		1270	950	2220
09:00		1048	1048	2096
10:00		1072	1065	2137
11:00		1130	1056	2186
12:00 PM		1110	1186	2296
01:00		1120	1238	2358
02:00		1208	1378	2586
03:00		1190	1627	2817
04:00		1176	1946	3122
05:00		1122	2236	3358
06:00		935	1764	2699
07:00		718	1166	1884
08:00		669	788	1457
09:00		652	631	1283
10:00		433	448	881
11:00	8.5	304	360	664
Total		19125	20794	39919
Percent		47.9%	52.1%	
AM Peak		07:00	10:00	07:00
Vol.		1780	1065	2566
PM Peak		14:00	17:00	17:00
Vol.		1208	2236	3358

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 1 Station ID: 1 US 24 BET 31ST HIGH RIDGE

Start Time	27-Aug-0 Sat	EB	WB	Total
12:00 AM		220	177	397
01:00		176	114	290
02:00		366	71	437
03:00		78	82	160
04:00		85	146	231
05:00		150	254	404
06:00		320	443	763
07:00		604	827	1431
08:00		795	1139	1934
09:00		972	1446	2418
10:00		1111	1458	2569
11:00		1188	1468	2656
12:00 PM		1328	1441	2769
01:00		1525	1338	2863
02:00		1468	1384	2852
03:00		1496	1172	2668
04:00		1441	1163	2604
05:00		1149	1132	2281
06:00		1262	977	2239
07:00		847	794	1641
08:00		760	662	1422
09:00		660	580	1240
10:00		483	450	933
11:00		356	258	614
Total		18840	18976	37816
Percent		49.8%	50.2%	
AM Peak		11:00	11:00	11:00
Vol.		1188	1468	2656
PM Peak		13:00	12:00	13:00
Vol.		1525	1441	2863

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Site Code: 1 Station ID: 1 US 24 BET 31ST HIGH RIDGE

Start	28-Aug-0			
Time	Sun	EB	WB	Total
12:00 AM		251	180	431
01:00		198	92	290
02:00		402	76	478
03:00		55	47	102
04:00		67	95	162
05:00		106	142	248
06:00		190	271	461
07:00		335	470	805
08:00		598	704	1302
09:00		822	1019	1841
10:00		1122	1120	2242
11:00		1268	1258	2526
12:00 PM		1420	1223	2643
01:00		1462	1242	2704
02:00		1636	1187	2823
03:00		1680	1000	2680
04:00		1654	966	2620
05:00		1500	900	2400
06:00		1265	787	2052
07:00		974	581	1555
08:00		763	512	1275
09:00		557	374	931
10:00		414	232	646
11:00		258	146	404
Total		18997	14624	33621
Percent		56.5%	43.5%	
AM Peak		11:00	11:00	11:00
Vol.		1268	1258	2526
PM Peak		15:00	13:00	14:00
Vol.		1680	1242	2823

Page 4

Site Code: 1 Station ID: 1 US 24 BET 31ST HIGH RIDGE

Start	29-Aug-0			
Time	Mon	EB	WB	Total
12:00 AM		173	94	267
01:00		132	62	194
02:00		231	52	283
03:00		64	25	89
04:00		118	74	192
05:00		484	179	663
06:00		1259	423	1682
07:00		1864	694	2558
08:00		1388	802	2190
09:00		1096	872	1968
10:00		1036	862	1898
11:00		956	880	1836
12:00 PM		1009	915	1924
01:00		975	941	1916
02:00		1030	1076	2106
03:00		1114	1284	2398
04:00		1014	1616	2630
05:00		1010	1830	2840
06:00		787	1181	1968
07:00		570	800	1370
08:00		428	635	1063
09:00		270	466	736
10:00		194	248	442
11:00		123	146	269
Total		17325	16157	33482
Percent		51.7%	48.3%	
AM Peak		07:00	11:00	07:00
Vol.		1864	880	2558
PM Peak		15:00	17:00	17:00
Vol.		1114	1830	2840
Grand Total		74287	70551	144838
Percent		51.3%	48.7%	
ADT	Not 0	Calculated		

Site Code: 8 Station ID: 8

COLORADO E/O LIMIT ST

Page 1

Start	26-Aug-0		
Time	Fri	EB	
12:00 AM		42	
01:00		24	
02:00		24	
03:00		19	
04:00		28	
05:00		90	
06:00		224	
07:00		530	
08:00		494	
09:00		404	
10:00		436	
11:00		490	
12:00 PM		549 519	
01:00 02:00		578	
03:00		594	
04:00		507	
05:00		480	
06:00		376	
07:00		276	
08:00		285	
09:00		238	
10:00		182	
11:00		109	
Total		7498	
AM Peak		07:00	
Vol.		530	
PM Peak		15:00	
Vol.		594	

Start	27-Aug-0			
Time	Sat	EB		
12:00 AM		70		
01:00		42		
02:00		31		
03:00		10		
04:00		18		
05:00		54		
06:00		93		
07:00		180		
08:00		302		
09:00		386		
10:00		466		
11:00		566		
12:00 PM		579		
01:00		535		
02:00		525		
03:00		492		
04:00		432		
05:00		362		
06:00		330		
07:00		290		
08:00		256		
09:00		256		
10:00		176		
11:00		108		
Total		6559		
AM Peak		11:00		
Vol.		566		
PM Peak		12:00		
Vol.		579		

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	28-Aug-0			
Time	Sun	EB		
12:00 AM		93		
01:00		50		
02:00		37		
03:00		31		
04:00		21		
05:00		21		
06:00		65		
07:00		105		
08:00		178		
09:00		218		
10:00		280		
11:00		346		
12:00 PM		388		
01:00		401		
02:00		430		
03:00		402		
04:00		406		
05:00		395		
06:00		296		
07:00		260		
08:00		216		
09:00		138		
10:00		68		
11:00		41		
Total		4886		
AM Peak		11:00		
Vol.		346		
PM Peak		14:00		
Vol.		430		

Start	29-Aug-0			
Time	Mon	EB		
12:00 AM		26		
01:00		16		
02:00		18		
03:00		18		
04:00		22		
05:00		63		
06:00		251		
07:00		524		
08:00		478		
09:00		415		
10:00		418		
11:00		477		
12:00 PM		556		
01:00		494		
02:00		516		
03:00		496		
04:00		452 437		
05:00 06:00		296		
07:00		228		
08:00		181		
09:00		140		
10:00		84		
11:00		41		
Total		6647		
AM Peak		07:00		
Vol.		524		
PM Peak		12:00		
Vol.		556		
Grand		25590		
Total		20090	8	
ADT	Not 0	Calculated		

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	26-Aug-0		
Time	Fri	WB	
12:00 AM		96	
01:00		58	
02:00		52	
03:00		34	
04:00		50	
05:00		120	
06:00		309	
07:00		564	
08:00		700	
09:00		798 814	
10:00			
11:00		950	
12:00 PM		1002	
01:00		949	
02:00		1004	
03:00 04:00		1186 1194	
		1232	
05:00			
06:00		885 664	
07:00 08:00		536	
09:00		434	
10:00		322	
11:00		219	
Total		14172	
AM Peak		11:00	
Vol.		950	
PM Peak		17:00	
Vol.		1232	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	27-Aug-0		
Time	Sat	WB	
12:00 AM		184	
01:00		100	
02:00		74	
03:00		62	
04:00		52	
05:00		81	
06:00		190	
07:00		364	
08:00		616	
09:00		766	
10:00		902	
11:00		992	
12:00 PM		982	
01:00		896	
02:00		858	
03:00		792	
04:00		774	
05:00		639	
06:00		650	
07:00		546	
08:00		398	
09:00		362	
10:00		281	
11:00		226	
Total	2	11787	
AM Peak		11:00 992	
Vol.		12:00	
PM Peak			
Vol.		982	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	28-Aug-0		
Time	Sun	WB	
12:00 AM		120	
01:00		104	
02:00		80	
03:00		46	
04:00		42	
05:00		64	
06:00		88	
07:00		196	
08:00		312	
09:00		431	
10:00		606	
11:00		680	
12:00 PM		802	
01:00		776	
02:00		655	
03:00		682	
04:00		578	
05:00		544	
06:00		480	
07:00		426	
08:00		337	
09:00		241	
10:00		154	
11:00		94	
Total	17.17.17.17	8538	
AM Peak		11:00 680	
Vol.		12:00	
PM Peak		802	
Vol.		002	

Start	29-Aug-0		
Time	Mon	WB	
12:00 AM		66	
01:00		44	
02:00		42	
03:00		29	
04:00		45	
05:00		85	
06:00		232	
07:00 08:00		516 659	
09:00		689	
10:00		775	
11:00		898	
12:00 PM		910	
01:00		896	
02:00		873	
03:00		966	
04:00		1104	
05:00		1151	
06:00		706	
07:00		564	
08:00		406	
09:00		326	
10:00		200	
11:00		123	Carl is the marry trained the
Total		12305	
AM Peak		11:00	
Vol.		898	
PM Peak		17:00	
Vol.		1151	
Grand Total		46802	
ADT	Not Ca	alculated	

Site Code: 9.5 Station ID: 9.5

Start	26-Aug-0		
Time	Fri	WB	
12:00 AM		92	
01:00		58	
02:00		50	
03:00		36	
04:00		52	
05:00		124	
06:00		312	
07:00		607	
08:00		762	
09:00		840	
10:00		889	
11:00		1039	
12:00 PM		1138	
01:00		1082	
02:00		1154	
03:00		1295	
04:00		1330	
05:00		1362	
06:00		946	
07:00		701	
08:00		560	
09:00		442	
10:00		322	
11:00		212	
Total		15405	
AM Peak		11:00	
Vol.		1039	
PM Peak		17:00	
Vol.		1362	

Start	27-Aug-0		
Time	Sat	WB	
12:00 AM		184	
01:00		96	
02:00		75	
03:00		62	
04:00		54	
05:00		80	
06:00		196	
07:00		384	
08:00		635	
09:00		824	
10:00		990	
11:00		1112	
12:00 PM		1078	
01:00		1005	
02:00		953	
03:00		856	
04:00		838	
05:00		682	
06:00		676	
07:00		568	
08:00		404	
09:00		372	
10:00		282	
11:00		228	
Total		12634	
AM Peak		11:00	
Vol.		1112	
PM Peak		12:00	
Vol.		1078	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	28-Aug-0		
Time	Sun	WB	
12:00 AM		122	
01:00		104	
02:00		78	
03:00		47	
04:00		38	
05:00		64	
06:00		94	
07:00 08:00		202 322	
09:00		460	
10:00		633	
11:00		734	
		860	
12:00 PM 01:00		830	
02:00		707	
03:00		730	
04:00		624	
05:00		582	
06:00		508	
07:00		454	
08:00		348	
09:00		240	
10:00		154	
11:00		96	
Total		9031	
AM Peak		11:00	
Vol.		734	
PM Peak		12:00	
Vol.		860	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	29-Aug-0	14/5	
Time	Mon	WB	
12:00 AM		68	
01:00		44	
02:00		43	
03:00		27	
04:00		44	
05:00		85	
06:00		240	
07:00		575	
08:00		702	
09:00		734	
10:00		832	
11:00		994	
12:00 PM		1009	
01:00		987	
02:00		1004	
03:00		1121	
04:00		1232	
05:00		1305	
06:00		758	
07:00		580	
08:00		416	
09:00		330	
10:00		201	
11:00		120	
Total		13451	
AM Peak		11:00	
Vol.		994	
PM Peak		17:00	
Vol.		1305	P. C.
Grand Total		50521	
ADT	Not C	alculated	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	26-Aug-0		
Time	Fri	EB	
12:00 AM		26	
01:00		22	
02:00		19	
03:00		24	
04:00		73	
05:00		212	
06:00		490	
07:00		524	
08:00		422	
09:00		436	
10:00		497	
11:00		538	
12:00 PM		543	
01:00		581	
02:00		608	
03:00		521	
04:00		488	
05:00		379	The second of th
06:00 07:00		280 296	
08:00		240	
09:00		194	
10:00		116	
11:00		76	
Total		7605	
AM Peak		11:00	
Vol.		538	
PM Peak		14:00	
Vol.		608	

Start	27-Aug-0		
Time	Sat	EB	
12:00 AM	331,317	45	
01:00		34	
02:00		13	
03:00		16	
04:00		48	
05:00		84	
06:00		182	
07:00		290	
08:00		388	
09:00		474	
10:00		560	
11:00		612	
12:00 PM		546	
01:00		566	
02:00		481	
03:00		458	
04:00		364	
05:00		350	
06:00		306	
07:00		258	
08:00		258	
09:00		202	
10:00		112	
11:00		99	
Total		6746	
AM Peak		11:00	
Vol.		612	
PM Peak		13:00	
Vol.		566	

Start	28-Aug-0	N. (18. PER)	
Time	Sun	EB	
12:00 AM		55	
01:00		37	
02:00		29	
03:00		23	
04:00		20	
05:00		60	
06:00		98	
07:00		160	
08:00		223	
09:00		283	
10:00		334	
11:00		394	
12:00 PM		402	
01:00		420	
02:00		428	
03:00		385	
04:00		425	
05:00		304	
06:00		270	
07:00		236	
08:00		158	
09:00		75	
10:00		40	
11:00		28	
Total		4887	
AM Peak		11:00	
Vol.		394	
PM Peak		14:00	
Vol.		428	

Start Time	29-Aug-0 Mon	EB	
12:00 AM	IVIOII	19	
01:00		17	
02:00		18	
03:00		22	
04:00		56	
05:00		219	
06:00		490	
07:00		510	
08:00		428	
09:00		425	
10:00		470	
11:00		532	
12:00 PM		534	
01:00		506	
02:00		516	
03:00		452	
04:00		469	
05:00		306	
06:00		242	
07:00		202	
08:00		154	
09:00		84	
10:00		42	
11:00		28	
Total	CALL THE RESERVE CON	6741	
AM Peak		11:00	
Vol.		532	
PM Peak		12:00 534	
Vol.			
Grand Total		25979	
ADT	Not C	alculated	

Page 1 COLORADO E/O 21ST ST Site Code: 7 Station ID: 7

Start	26-Aug-0		
Time	Fri	EB	
12:00 AM		46	
01:00		28	
02:00		21	
03:00		18	
04:00		22	
05:00		68	
06:00		232	
07:00		534	
08:00		496	
09:00		467	
10:00		512	
11:00		534	
12:00 PM		604	
01:00		632	
02:00		682	
03:00		700	
04:00		557	
05:00		568	
06:00		463	
07:00		341	
08:00		354	
09:00		292	
10:00		218	
11:00		122	
Total		8511	
AM Peak		07:00	
Vol.		534	
PM Peak		15:00	
Vol.		700	

Page 2 COLORADO E/O 21ST ST Site Code: 7 Station ID: 7

Start	27-Aug-0		
Time	Sat	EB	
12:00 AM		72	
01:00		62	
02:00		33	
03:00		14	
04:00		18	
05:00		44	
06:00		104	
07:00		207	
08:00		344	
09:00		488	
10:00		567	
11:00		659	
12:00 PM		679	
01:00		666	
02:00		650	
03:00		598	
04:00		510	
05:00		472	
06:00		404	
07:00		398	
08:00		312	
09:00		280 195	
10:00 11:00		128	
Total		7904	
AM Peak		11:00	
Vol.		659	
PM Peak		12:00	
Vol.		679	

Page 3 COLORADO E/O 21ST ST Site Code: 7 Station ID: 7

Start	28-Aug-0		
Time	Sun	EB	
12:00 AM		84	
01:00		60	
02:00		39	
03:00		34	
04:00		19	
05:00		26	
06:00		65	
07:00		159	
08:00		265	
09:00		376	
10:00		437	
11:00		507	
12:00 PM		523	
01:00		513	
02:00		500	
03:00		460	
04:00		393	
05:00		363	
06:00		311	
07:00		306	
08:00		240	
09:00		216	
10:00		150	
11:00		99	
Total		6145	
AM Peak		11:00	
Vol.		507	
PM Peak		12:00	
Vol.		523	

Page 4 COLORADO E/O 21ST ST Site Code: 7 Station ID: 7

Start	29-Aug-0		
Time	Mon	EB	
12:00 AM		48	
01:00		29	
02:00		22	
03:00		19	
04:00		23	
05:00		71	
06:00		244	
07:00		561	
08:00		521 491	
09:00 10:00		480	
11:00		495	
12:00 PM		558	
01:00		610	
02:00		598	
03:00		536	
04:00		576	
05:00		500	
06:00		419	
07:00		358	
08:00		286	
09:00		181	
10:00		140	
11:00		65	
Total		7831	
AM Peak Vol.		07:00 561	
PM Peak		13:00	
Vol.		610	
Grand			
Total		30391	
ADT	Not C	Calculated	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start Time	26-Aug-0 Fri	WB	
12:00 AM		38	
01:00		26	
02:00		24	
03:00		19	
04:00		24	
05:00		76	
06:00		160	
07:00		298	
08:00		418	
09:00		472	
10:00		498	
11:00		603	
12:00 PM		678	
01:00		638	
02:00		710	
03:00		766	
04:00		792	
05:00		808	
06:00		582	
07:00		463	
08:00		382	
09:00		203	
10:00		214	
11:00		122	
Total		9014	
AM Peak		11:00	
Vol. PM Peak		603 17:00	
Vol.		808	

Start	27-Aug-0		
Time	Sat	WB	
12:00 AM		92	11 11
01:00		55	
02:00		36	
03:00		30	
04:00		26	
05:00		48	
06:00		89	
07:00		212	
08:00		388	
09:00		569	
10:00		644	
11:00		696	
12:00 PM		740	
01:00		602	
02:00		567	
03:00		566	
04:00		538	
05:00		436	
06:00		460	
07:00		332	
08:00		276	
09:00		238	
10:00		166	
11:00		110	The second secon
Total	- Proposition	7916	
AM Peak		11:00	
Vol.		696	
PM Peak		12:00	
Vol.		740	

Start	28-Aug-0		
Time	Sun	WB	
12:00 AM		72	
01:00		53	
02:00		47	
03:00		24	
04:00		24	
05:00		34	
06:00		52	
07:00		115	
08:00		215	
09:00		276	
10:00		440	
11:00		498	
12:00 PM		598	
01:00		594	
02:00		453	
03:00		502	
04:00		408	
05:00		358	
06:00		324	
07:00		282	
08:00		221	
09:00		142	
10:00		75	
11:00		44	
Total		5851	
AM Peak		11:00	
Vol.		498	
PM Peak		12:00	
Vol.		598	

Start	29-Aug-0		
Time	Mon	WB	
12:00 AM		29	
01:00		17	
02:00		16	
03:00		13	
04:00		26	
05:00		42	
06:00		144	
07:00		290	
08:00		383	
09:00		407	
10:00		451	
11:00		595	
12:00 PM		606	
01:00		560	
02:00		576	
03:00		590	
04:00		687	
05:00		780	
06:00		434	
07:00		400	
08:00		244	
09:00		174	
10:00		119	
11:00	La construction	67	
Total		7650	
AM Peak		11:00	
Vol.		595	
PM Peak		17:00	
Vol.		780	
Grand		30431	
Total		30431	
ADT	Not (Calculated	

Page 1 COLORADO W/O 21ST ST Site Code: 6 Station ID: 6

Start	26-Aug-0		
Time	Fri	EB	
12:00 AM		48	
01:00		36	
02:00		21	
03:00		23	
04:00		22	
05:00		70	
06:00		212	
07:00		458	
08:00		464	
09:00		423	
10:00		484	
11:00		532	
12:00 PM		614	
01:00		652	
02:00		684	
03:00		673	
04:00		586	
05:00		605	
06:00		482	
07:00		362	
08:00		374	
09:00		332 220	
10:00 11:00		131	
Total		8508	
AM Peak		11:00	
Vol.		532	
PM Peak		14:00	
Vol.		684	

All Traffic Data Services, Inc. 9660 W 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Page 2 COLORADO W/O 21ST ST Site Code: 6 Station ID: 6

Start	27-Aug-0		
Time	Sat	EB	
12:00 AM		76	
01:00		67	
02:00		39	
03:00		14	
04:00		17	
05:00		42	
06:00		102	
07:00		198	
08:00		350	
09:00		492	
10:00		572	
11:00		685	
12:00 PM		714	
01:00		678	
02:00		688	
03:00		613	
04:00		580	
05:00		460	
06:00		434	
07:00		430	
08:00		354	
09:00		294	
10:00		214	
11:00		128	
Total		8241	
AM Peak		11:00	
Vol.		685	
PM Peak		12:00	
Vol.		714	

All Traffic Data Services, Inc. 9660 W 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Page 3 COLORADO W/O 21ST ST Site Code: 6 Station ID: 6

		28-Aug-0	Start
	EB	Sun	Time
	82		12:00 AM
	56		01:00
	38		02:00
	31		03:00
	18		04:00
	22 58		05:00
	58		06:00
	122		07:00
	190		08:00
	294		09:00
	373		10:00
	439		11:00
	510		12:00 PM
	568		01:00
	578		02:00
	554		03:00
	539		04:00
	496		05:00
	401 354		06:00 07:00
	274		08:00
	186		09:00
	94		10:00
	58		11:00
	6335		Total
 - A 19 Million - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11:00	-1101-2412-241-221-2	AM Peak
	439		Vol.
	14:00		PM Peak
	578		Vol.

All Traffic Data Services, Inc. 9660 W 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Page 4 COLORADO W/O 21ST ST Site Code: 6 Station ID: 6

Start	29-Aug-0		
Time	Mon	EB	
12:00 AM		30	
01:00		19	
02:00		14	
03:00		15	
04:00		18	
05:00		60	
06:00		218	
07:00		476	
08:00		428	
09:00		406	
10:00		463	
11:00		528	
12:00 PM		594	
01:00		555	
02:00		604	
03:00		588	
04:00		516	
05:00		498	
06:00		414	
07:00		340	
08:00		263	
09:00		174	
10:00		110	
11:00		52	
Total		7383	
AM Peak		11:00	
Vol.		528	
PM Peak		14:00	
Vol.		604	
Grand		30467	
Total		30407	
ADT	Not C	alculated	

Page 1

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	26-Aug-0		
Time	Fri	WB	
12:00 AM		37	
01:00		26 22	
02:00		22	
03:00		18	
04:00		21	
05:00		58	
06:00		118	
07:00		230	
08:00		354	
09:00		385	
10:00		495	
11:00		580	
2:00 PM		692	
01:00		610	
02:00		660	
03:00		718	
04:00		740	
05:00		770	
06:00		558	
07:00		422	
08:00		382	
09:00		208	
10:00		196	
11:00		118	
Total		8418	
AM Peak		11:00	
Vol.		580	
PM Peak		17:00	
Vol.		770	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	27-Aug-0		
Time	Sat	WB	
12:00 AM		96	
01:00		52	
02:00		30	
03:00		21	
04:00		22	
05:00		48	
06:00		94	
07:00		218	
08:00		395	
09:00		567	
10:00		692	
11:00		719	
12:00 PM		744	
01:00		624	
02:00		588	
03:00		582	
04:00		537	
05:00		447	
06:00		451	
07:00		358	
08:00		284	
09:00		247	
10:00		168	
11:00		104	
Total		8088	
AM Peak		11:00	
Vol.		719	
PM Peak		12:00	
Vol.		744	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	28-Aug-0		
Time	Sun	WB	
12:00 AM		62	
01:00		46	
02:00		40	
03:00		24	
04:00		22	
05:00		33	
06:00		51	
07:00		102	
08:00		196	
09:00		266	
10:00		408	
11:00		509	
12:00 PM		622	
01:00		606	
02:00		478	
03:00		498	
04:00		430	
05:00		349	
06:00		330	
07:00		304	
08:00		240	
09:00		139	
10:00		79	
11:00		45	
Total		5879	
AM Peak		11:00	
Vol.		509	
PM Peak		12:00	
Vol.		622	

All Traffic Data Services, Inc. 9660 West 44th Ave Wheat Ridge, CO 80033 www.alltrafficdata.net

Start	29-Aug-0		
Time	Mon	WB	
12:00 AM		25	
01:00		22	
02:00		13	
03:00		8	
04:00		18	
05:00		31	
06:00		113	
07:00		240	
08:00		334	
09:00		376	
10:00		434	
11:00		568	
12:00 PM		599	
01:00		552	
02:00		540	
03:00		526	
04:00		634	
05:00		704	
06:00		422	
07:00		399	
08:00		250	
09:00		152	
10:00		117	
11:00	Barren and Barren	62	
Total		7139	
AM Peak		11:00	
Vol.		568	
PM Peak		17:00	
Vol.		704	
Grand		29524	
Total		2002	
ADT	Not (Calculated	

APPENDIX E **PPACG Concurrence Letter**



Mr. Dave Watt, P.E.
Resident Engineer
Colorado Department of Transportation
Region Two – North Program Engineering
1480 Quail Lake Loop, Suite A
Colorado Springs, Colorado 80906

March 25, 2008

Dear Mr. Watt,

As the Metropolitan Planning Organization for the Pikes Peak Region, PPACG encourages inter-agency coordination on transportation planning measures. Therefore, our staff was pleased to review the updated (2035) long-range traffic forecasts for US 24 between I-25 and Manitou Avenue that were developed to support the US 24 West Environmental Assessment.

It is our understanding that the 2035 forecasts were updated using the methodologies outlined in your letter dated February 7, 2008, and as presented in greater detail to PPACG staff on January 21, 2008. Your letter appears as Attachment 1 to this letter. It is also our understanding that the adjusted traffic forecasts presented therein are based upon adopted PPACG demographic and socioeconomic projections.

Based upon our review, it appears that the methodology and assumptions that were applied to the PPACG travel demand model volumes to arrive at adjusted traffic volumes are consistent with both industry standards for application of regional travel model results to project-specific analysis and our January 21 discussion. They are therefore suitable for determining future facility needs on US 24. Please be aware that traffic projections are not specifically endorsed or adopted by the PPACG Board of Directors.

We look forward to continuing close coordination with you as the US 24 Corridor Study continues.

Sincerely

Craig T. Casper

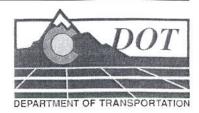
Pikes Peak Area Council of Governments

Transportation Director

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION Region Two – North Program Engineering Cheyenne Mountain Complex 1480 Quail Lake Loop, Suite A Colorado Springs, Colorado 80906 (719) 634-2323 / Fax (719) 227-3298

February 7, 2008



Craig Casper
Director of Transportation
Pikes Peak Area Council of Governments
15 South 7th Street
Colorado Springs, CO 80906

Dear Mr. Casper:

We have recently updated our 2030 forecasts for the US 24 West Environmental Assessment project to the year 2035 to reflect the horizon year for your current model. The purpose of this letter is to document and to request your concurrence on the model process, assumptions, and results.

Model Process

The PPACG 2035 model was used to forecast expected future traffic conditions. Both a No Action and a Build scenario were modeled for 2035. The 2035 No Action scenario does not add capacity to US 24 and includes committed improvements to 8th and 21st Streets. The 2035 Build scenario (a graphic is included with this letter) includes the committed improvements at 8th and 21st Streets and increases capacity on US 24 by adding one lane per direction between 21st Street and a point just west of 31st Street, converting the existing atgrade intersection at Ridge Road to an overpass, and grade separates 21st and 8th Streets. The grade separation at 8th Street is designed to work in conjunction with the grade separation at I-25. The Eastbound US 24 direction has a free flow loop ramp for direct access onto Northbound I-25. The alternative also includes an overpass at 15th Street that connects to a proposed local road south of US 24. Ramps parallel to US 24 provide access from 8th Street to this overpass.

Network/Centroid Changes

Minor changes to the model network were made in order to better represent existing and planned development access. The following changes to centroid connector locations were discussed and agreed upon with PPACG transportation staff:

- Moved centroid connector for Zone 145 from the 8th Street/ US 24 intersection to connect directly onto 8th Street
- Continued connection from 14th Street past Colorado Avenue to US 24 with only right turns allowed
- Added a centroid connector from Zone 114 to connect with 21st Street

Removed the centroid connectors from Zones 65 and 66 at the 26th Street/ US 24 intersection and reconnected directly onto 26th Street.

Daily Volume Forecasts

Daily volumes were determined by using the output of future model volumes and applying the ratio, difference, or average methods presented in the NCHRP 255 procedures. While in conformance with these national procedures, this adjustment process is also consistent with local practices along the Front Range. Both the 2035 No Action and the 2035 Build volumes were adjusted based on the relative difference of link volumes between the 2005 model and the 2005 counts collected. Subsequently the adjusted volumes were examined to check the reasonableness of the assumptions. The daily volumes were adjusted further in the Action scenario to assume a significant percentage of the cut-through traffic along 31st Street and Fillmore would be rerouted along US 24 due to the additional capacity and the free flow movements between 31st Street and I-25 North. Therefore, a portion of the daily volume on 31st was rerouted to US 24. The adjusted daily volumes show the expected trends along US 24 with volume decreasing moving west from I-25. The following table shows a summary of the modeled and forecasted daily traffic volumes for the corridor.

US 24 Draft Daily Model Volume Comparison

				No A	ction	Act	Change	
Segment	2005 Count	2005 Modeled	2030 Forecast*	2035 Modeled	2035 Forecast*	2035 Modeled	2035 Forecast*	No Action to 2035 Forecast
Manitou Ave. to Ridge Road	29,600	46,900	44,100	72,300	50,300	73,200	49,500	- 800
Ridge Road to 31st Street	29,600	48,500	46,100	74,900	50,900	73,200	49,500	- 1,400
31st Street to 26th Street	31,500	37,000	43,100	50,000	43,500	50,500	51,400	+ 7,900
26th Street to 21st Street	31,900	36,700	45,000	51,400	45,600	51,600	53,200	+ 7,600
21st Street to 8th Street	38,500	37,600	54,700	49,600	50,600	50,000	58,400	+ 7,800
8th Street to I-25	50,300	44,900	87,000	64,700	71,300	69,400	83,700	+ 12,400

Peak Hour Forecasts

The evening peak hour turn movement volumes were extracted from the model for each study area intersection. The turning movement counts collected in 2005 at these

intersections and the 2005 base year model were used in the adjustment process as described for the daily volumes. In some cases where the NCHRP 255 adjustment procedures did not present a reasonable volume, the adjustment was based on growing the existing volume based on a parallel growth rate for US 24 or applying knowledge of anticipated local travel patterns and adjacent land uses. The adjusted peak hour turn movement volumes generally represented 8-11% of the adjusted Average Daily Traffic volumes. Once the turn movement volumes were adjusted, they were then balanced between adjacent access points. At locations where counter-intuitive traffic volumes were observed, this set of turn movement volumes was then adjusted to address these issues and arrive at the final set of evening peak hour turn movement volumes used in the operations analysis. This process was performed for both the Build and No Action scenarios.

Assumptions

- No modifications to any PPACG model procedures
- Network and TAZ refinements highlighted above
- No changes to PPACG Socio-economic data

Results

The refined model was used to forecast expected 2035 traffic conditions for the Build scenario and resulted in approximately 49,500 daily traffic on US 24 west of 31st Street and and about 83,700 west of I-25. Model turning movements were used to determine a reasonable set of future turning movements at study area intersections.

If you agree with the information provided above, please indicate concurrence with the modeling process, assumptions, and results by signing below.

Sincerely,

Dave Watt

Resident Engineer

Colorado Department of Transportation

Bob Mora

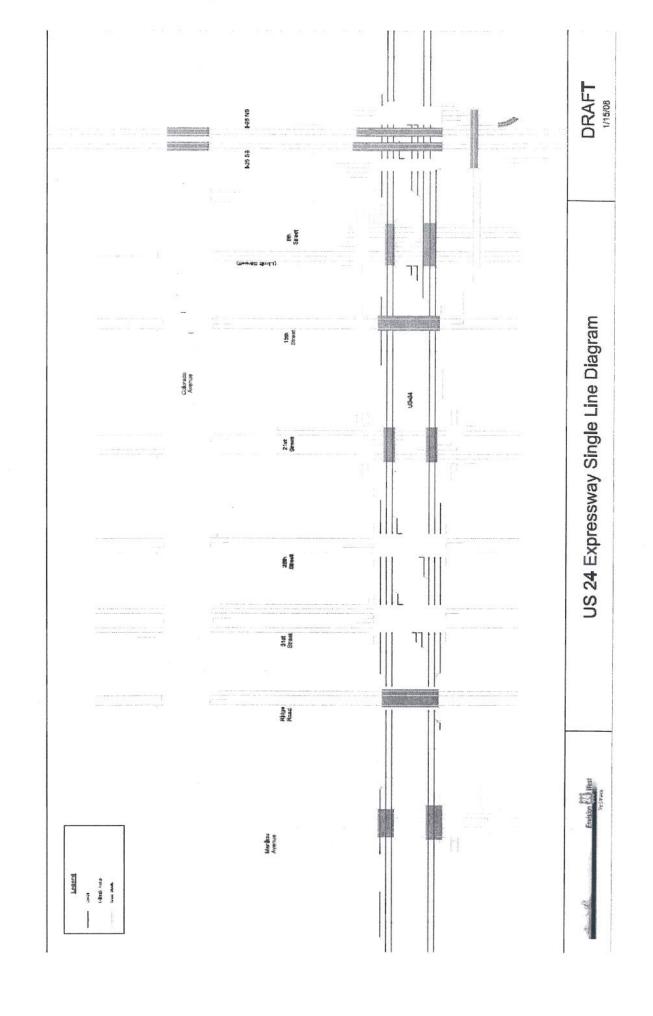
Project Manager

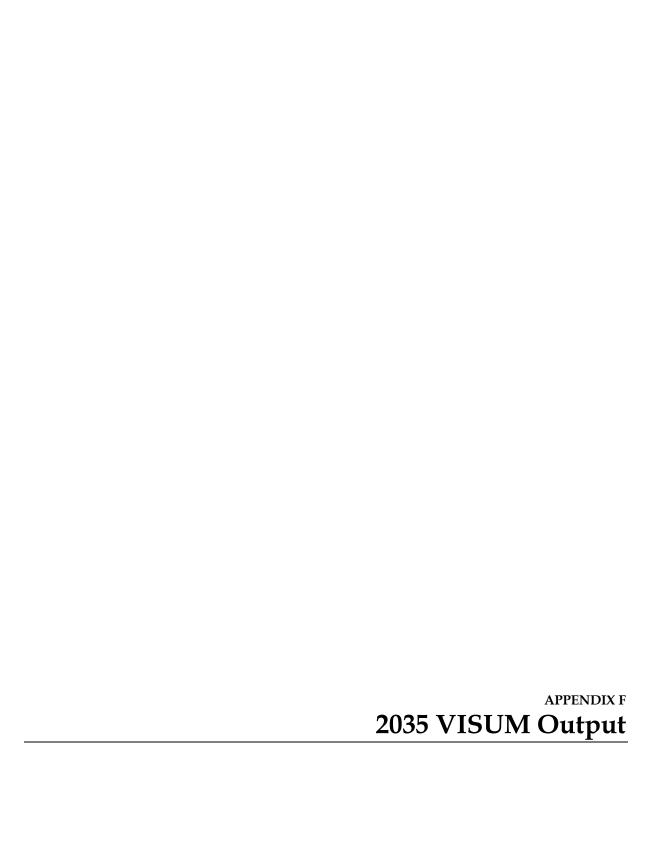
Colorado Department of Transportation

PPACG has reviewed the information provided in the above and concurs with the modeling process, assumptions, and results.

Craig Casper

Pikes Peak Area Council of Goverments

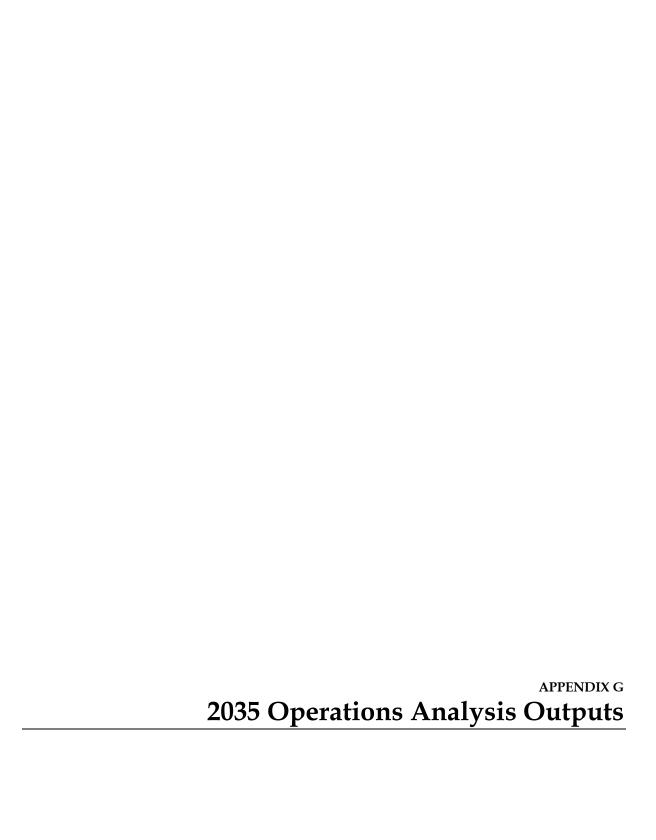












	٥	→	7	1	←	*	4	Ť	1	1	‡	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ተተ			ተተ	7	19	4				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900.	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
Lane Util. Factor	0.97	0.95	Bliki.	Side of	0.95	1.00	0.95	0.95		ngart.		
Frt	1.00	1.00	NOONY SERVICE CONTRIBUTE AT	Librariosentino (iliano	1.00	0.85	1.00	0.99	**************************************	416 (1816) (1817) (1817) (1817) (1817) (1817)	AUDITHUS STOLEN	Material Security Co. et al.
Fit Protected	0.95	1.00			1.00	1.00	0.95	0.96				
Satd. Flow (prot)	3433	3539	KARUNKE DER REGIONAL		3574	1599	1681	1673	OCHEROGERICA PER		DESIGNATION OF THE PARTY OF THE	ENERGENESCHISCHEN
Flt Permitted	0.95	1.00			1.00	\$146,000 EMEL - CEMBERS # \$7.00	0.95	0.96				
Satd. Flow (perm)	3433	3539			3574	1599	1681	1673				ERTE US INC.
Volume (vph)	710	815	0.1	0	1105	360	1310	- - 0	45	100	0.	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 45	1.00	1.00	1.00
Adj. Flow (vph)	710	815	0	0-	1105	360	≟1 310¦	NO WILLIAM CONTRACTORS	September 11 Properties 2 X	0	} <u> 0 </u>	0 - 1
RTOR Reduction (vph)	0 710	0 815	0	0	0 1105	175 185	0 714	2 639	0 0	0	0 20 0	0
Lane Group Flow (vph) Heavy Vehicles (%)	2%	2%	0%	0%	1%	1%	2%	0%	2%	0%	0%	0%
Turn Type	Prot	2 /0		0 /0	1 70	Perm		U /6	Z /0	0 70	0 /8	0 76
Protected Phases	5	2			6	Fellill	Fellill	4	e e e			
Permitted Phases						MINUS.	4	4				romateri:
Actuated Green, G (s)	31.0	76.0			39.0	39.0	52.0	52.0				
Effective Green, g (s)	33.0	78.0			41.0	41.0	54.0	54.0				
Actuated g/C Ratio	0.24	0.56		kiditeniniki	0.29	0.29	0.39	0.39			inacemus assess	
Clearance Time (s)	6.0	6.0			6.0			6.0				
Lane Grp Cap (vph)	809	1972	on a few months and a few months a few months and a few months and a few months and a few months a few months and a few months and a few months and a few month		1047	468	648	645	TO A STATE OF THE		ar actional acceptance	
v/s Ratio Prot	c0.21				c0.31							
v/s Ratio Perm		CELEBORIE NO MONTH PERSONNE		90/MEASTALDA N. S. COMO.	TOUR DESIGNATION OF THE PARTY O	0.12	c0.42	0.38	V.1200001112011201201201	THE THE PARTY OF T	WANTED THE COLUMN	A REALIZED MATERIAL
v/c Ratio	0.88	0.41			1.06	0.40	1.10	0.99				
Uniform Delay, d1	51.6	17.8			49.5	39.6	43.0	42.8				
Progression Factor	1.04	1.02			1.00	Hall Street Street Control Street Street	1.00		Hall He			
Incremental Delay, d2	11.9	0.6		*******	43.6	2.5	66.5	33.3	COLUMN PAR PROPERTY IN		PUT MOR STAGENS TO A Decision	***************************************
Delay (s)	65.6	18.8		Habb	93.1	42.1	109.5					
Level of Service	E	В		COMMODISTICS OF THE	F	D	F	E	CTOO PATERNASSES	Name de l'action de la comme		STREET, STORY
Approach Delay (s)		40.6			80.6			93.7			0.0	
Approach LOS		D			F			F			А	
Intersection Summary		i.Dr. 1		(5 (C.77)6(S	A Contract							
HCM Average Control D			70.6	Н	CM Lev	el of Se	ervice		Е			
HCM Volume to Capacit			1.03									Felip.
Actuated Cycle Length (140.0		um of lo				12.0		TRACE CONT. N. P.	Segregowing
Intersection Capacity Uti	lization	9	98.5%	10	CU Leve	of Ser	vice		F.			
Analysis Period (min)	MERCHICARING	rgsminesamini	15		EL PLANTE BLANCO PORT	MINORIUS (ALCONOMICA)			eaghigaiteachtus	HERIOLOGICA	reprogramment se	STREET PROPERTY
c Critical Lane Group								h (katasa)				

	\rightarrow	*	1	—	1	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR ·			niske in	i a f	
Lane Configurations	ተተተ			ተተ	44						
Ideal Flow (vphpl)		1900	1900	1900	1900	1900		前海水			
Total Lost time (s)	4.0			4.0	4.0						ACCOUNTY (1,132)
Lane Utill Factor	0.91			0.95	0.97						
Frt	1.00		SASSESSES SELECTION	1.00	0.98	NAMES OF A LOT WANTED A SE	olinear Million average	95 001040to 496 030 c	maticasti interprismo	HANGADAD DATAS GALLATA	A STREET STREET AND A STREET
Fit Protected	1.00			1.00	0.96						
Satd. Flow (prot)	5085 1.00		entra de la composição de	3539 1.00	3350 0.96						FERTSEREN
Fit Permitted Satd. Flow (perm)	5085			3539	3350						
Volume (vph)	1415	0	0	2415	670	110		(4. Tagasa 14	WHEN THE		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		SCHASE	MACKET HERD		id Philad
Adj. Flow (vph)	1415	0		2415	670	110					
RTOR Reduction (vph)	0	0	0	0	10	0					
Lane Group Flow (vph)		0	0	2415	770	4 · 0					
Heavy Vehicles (%)	2%	0%	0%	2%	2%	11%	oconcommunication and	E 1000 KRATOROSOK SA	LENGTH CLT WILLIAM	ZEKERI KINEK KUNEK	ED PROCESSION IN CO.
Turn Type						Mandul III	KANA				
Protected Phases	2			6	4	THE STATE OF THE PROPERTY OF T					
Permitted Phases			a de la companya de								
Actuated Green, G (s)	89.0	BESINTOSPE LOVOS	DUDGE DOSTOLIYUK	89.0	38.5			X-1-4 × 180 M	ED NIBO DE COMO DE		SINODATINOSIAN
Effective Green, g (s)	91.0	自品品		91.0	41.0						
Actuated g/C Ratio	0.65		Hadis Tardon (Statuto) (S	0.65	0.29	eregennensensensken rette			Markersteiner	Nasakana tere	reministra gratica a
Clearance Time (s)	6.0			6.0	6.5						
Lane Grp Cap (vph)	3305	Maria de M Maria de Maria de Ma	hara ya Ukusia	2300 c0:68	981			4000000000	15 15 18 18 18 18 18 18 18 18 18 18 18 18 18		BARTIN STATE
v/s Ratio Prot v/s Ratio Perm	U.Zo			. GU, OO -	.GU.ZO						
v/s Ratio	0.43			1.05	0.79						
Uniform Delay, d1	11.9			24.5	45.5		eti ikusetis			Personal Pe	
Progression Factor	0.68	3.11.11.00		0.80	1.00						
Incremental Delay, d2	0.0	retreproset, estem.	ONECCE SPECTOR	23.9	6.3		RFLEENWICKS	CONTRACTOR OF THE	BARRAIN SETTEMBRICH	######################################	STREET PROBERTY
Delay (s)	8.1			AND DESCRIPTION OF THE PARTY OF	51.7						
Level of Service	Α			D	D						
Approach Delay (s)	∦ 8.1⊮			43.4	Philippienippieniphi						
Approach LOS	Α			D	D						
Intersection Summary -	Astronomic (green 186		rost (e) is		T.M.		1 - 1900			4
HCM Average Control D			34.0	Н	CM Lev	el of Service)	(
HCM Volume to Capacit			0.97								
Actuated Cycle Length (140.0			st time (s)		8.0		STEELS OF THE STEEL STEELS	PER COORDINATE COORT
Intersection Capacity Uti	lization	18	88.4%	i i i i i i	U Leve	of Service	Moresta		1		
Analysis Period (min)			15					102725112070		59250 00 5576	upatara
с списагдане спопр	A SAMULE		Hally, Char								

	_#	\rightarrow	7	*	•	€.	-	لر	1	7	×	/
Movement 4	EBL	EBT	EBR	WBL	WBT \	WBR2	SBL	SBR	SBR2	NEL2	NET	NER
Lane Configurations	ሻ	ተተ	ř	1,4	ተተ	*آ	Ť	ች ቸቸ	7	ሻሻ	ተተተ	7
Ideal Flow (vphpl)	1900	1900	DESCRIPTION OF THE PARTY	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	2022/12/2012/2012/19/2	1.00	1.00	*0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1599	3467	3539	1568	1805	4409	1615	3467	5187	1599
Fit Permitted	0.07	1.00	1.00	0.95	1.00	1.00 1568	0.95 1805	1.00	-1:00 1615	0.95	1.00 5187	1.00
Satd. Flow (perm)	136	3574	1599	3467	3539			4409		3467		1599
Volume (vph)	135	1.00 1.00	160	885 1.00	1905 1.00	1.00 1.00	1.00	470 1.00	1.00	505 1.00	510	890
Peak-hour factor, PHF	1.00	1.00	1.00 160			1.00	275	470	1.00	1.00 1.05	1.00 510	1.00 890
RTOR Reduction (vph)	0	0	55	0	0	23	0	0	64	0	0	12
Lane Group Flow (vph)	. 135	1550	105	885	=1905±	82	275	470	66	505	510.	878
Heavy Vehicles (%)	0%	1%	1%	1%	2%	3%	0%	0%	0%	1%	0%	1%
	pm+pt		Perm	Prot		Perm				custom		ustom
Protected Phases	5	2		1	6		3	8		7	HERT I STATE OF THE	
Permitted Phases	2		1 2			6	8		8	4	4	4 1
Actuated Green, G (s)	59.0	54.0	54.0	29.0	78.0	78.0	32.0	28.0	28.0	38.0	31.0	66.0
Effective Green, g (s)	62.0	56.0	56.0	30.0	80.0	0.08	35.0	30.0	30.0	41.0	33:0	67.0
Actuated g/C Ratio	0.44	0.40	0.40	0.21	0.57	0.57	0.25	0.21	0.21	0.29	0.24	0.48
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	
Lane Grp Cap (vph)	132	1430	640	743	2022	896	451	945	346	1015	1223	765
v/s Ratio Prot	0.04	c0.43		c0.26	0.54		0.02	0.11		c0.03		
v/s Ratio Perm	0.41		0.07			0.05	0.13		0.04	0.12	0.10	c0.55
v/c.Ratio	1.02		0.16	1.19	0.94	0.09	0.61	The same and the same of the same	0.19	0.50	0.42	1.15
Uniform Delay, d1	33.7	42.0	27.0	55.0	27.9	13.6	46.5	48.4	45.0	41.0	45.3	36.5
Progression Factor	1.11	0.57		0.95	1.07	1.33	1.00	1,00	1.00	1.00	1.00	1.00
Incremental Delay, d2	63.0	45.0	0.3	89.5 142.0	3.1 32.8	0.0 18.0	6.0 52.5	1.9 50.2	1.2 46.3	1.7 42.7	1.0	81.4
Delay (s) Level of Service	100:3 F	⊫68.8∄ E	7.9 A	=142.0⊪ F	32.6 C	B	⊪ອ∠.ວ D	D	46.3 D	42.7 D	#6.41 D	117.9 F
Approach Delay (s)	r Caranowa	65.9			65.6	D Maria Maria					78.8	
Approach LOS		E			E		D		eniludi	all process	F.	
		_			_	S. C.				1000000	_	
Intersection Summary HCM Average Control D	olav.		67.3	08888800 L	CM Lev	el of Se	rvice		E	188		
HCM Volume to Capacit		enerali	1.11				VICE				avariantin	
Actuated Cycle Length (140.0	S	um of lo	st time	(s)	duning salah sa	12.0	esterior de la		
Intersection Capacity Uti		1	11.1%	MANAGEMENT OF THE PROPERTY OF	DU Leve	DEFENDANCE THE PROPERTY AND ADDRESS OF THE	12000000000000000000000000000000000000		H			
Analysis Period (min)	and the second second		15			succession and the second		endelsentereite				
c. Critical Lane Group										100		
The probability of the superior of contract of the latest and sold in	h-Approprietoración	HUMBHIND EG ES ANN HIR	identifektiki bidilik	and the contribution of the	Shidminina colonidad	andough salanada.	144000000000000444	10 CHEST CHEST SEEDS	Novabable (00 of 1990)	Secrettiza e se du cultura de la constanta de	anam bahlabaran	MINAMESTA

	*	→	*	•	4-	4	4	Ť	1	1	†	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተ ተ	7	ሻ	^	7	ሻ	^	7	ሻ	ተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util: Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt Fit Protected	1.00 0.95	1.00 1.00	0.85 1.00	1.00 0.95	1.00	0.85 1.00	1.00 0.95	1.00 1.00	0.85 1.00	1.00 0.95	1.00 1.00	0.85 1.00
Satd. Flow (prot)	1805	3539	1583	1787	3574	1599	1805	3610	1615	1787	3574	1615
Fit Permitted	0.07	1.00	1.00	≝0.07 ₀	2374 21.00∜	1.00	0.26	1.00	1.00	0.34	1.00	1.00
Satd. Flow (perm)	138	3539	1583	128	3574	1599	497	3610	1615	637	3574	1615
Volume (vph)	165	1215	280	430	1940	170	275	460	455	175	395	210
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	165	1215	280	430	1940	170	275	460	455	175	395	210
RTOR Reduction (vph)	0	0	108	0	0	39	0	0	256	0	0	140
Lane Group Flow (vph)	165	1215	172	430	1940	131	275	460	199	175	395	70
Heavy Vehicles (%)	0%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt	and And C	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	- 8		8
Actuated Green, G (s)	64.5	52.5	52.5	85.5	68.5	68.5	42.0	29.0	29.0	32.0	24.0	24.0
Effective Green, g (s)	68.0	55.0	55.0	88.0	71.0	71.0	44.0	31.0	31.0	35.0	26,0	26.0
Actuated g/C Ratio	0.49	0.39	0.39	0.63	0.51	0.51	0.31	0.22	0.22	0.25	0.19	0.19
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	5.0	CONTRACTOR DUTCH STREET	6.0	5.0	6.0	6.0
Lane Grp Cap (vph)	222	1390	622	424	1813	811	287	799	358	233	664	300
v/s Ratio Prot	0.07	0.34	0.44	c0.21 0.43	c0.54	0.00	c0.10	0.13	0.40	0.05	0.11	
v/s Ratio Perm	0.29	0.87	0.11		1.07	0.08 0.16	c0.21	0.58	0.12 0.56	0.14 0.75	0.59	0.04
v/c Ratio Uniform Delay, d1	63.4	39.3	28.9	46.3	34.5	18.5	42.8	48.6	48.4	45.7	52.2	0,23 48.5
Progression Factor	03.4	1.22	20.9	0.96	1.12	1.55	1.00	1:00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.4	6.0	0.8	37.1	38.8	0.3	43.4	3.0	6.1	19.8	3.9	1.8
Delay (s)	64.7	54.1	63.5	81.4	77.4	29.0	86.3	51.6	<u>54.5</u>	65.5	56.1	50.3
Level of Service	E	D	E	F	E	С	F	D	D	E	E	D
Approach Delay (s)		56.7			74.8			60.7			56.6	North at
Approach LOS	ER T SANDERWALL CONTRACTOR	Ε	to the contract was the Still W		E	NAME OF TAXABLE PARTY.	* NO CANADA PROPERTIES	Ε	ation transmission.	MANAGE PROTECTION AND ASSESSMENT	E	employees remot
Intersection Summary	nier 4						d double de	100 m		100		7 V.
HCM Average Control D	elay		64.9	Н	ICM Lev	el of Se	ervice		E			
HCM Volume to Capacit			1.00									
Actuated Cycle Length (140.0		um of lo				8.0	Tone Data Millians		
Intersection Capacity Ut	ilization.		02.3%	in all IC	CU Leve	of Ser	vice 🖐		G			
Analysis Period (min)	PERMITTE SERVICES	ning (Addinese brown	15	NEISEN GERNEUW	MODINES SCHOOLS NAME OF	erendenskussen	AND CONTRACTOR OF THE PARTY OF	MARGER PROPERTY.	WEIGHT BUTTER	97EHR 32-17089-120-1-1-1	cetocuesovocan	Transparation of
c :: Critical Lane Group												

	4	×	1	1	×	₹	7	×	1	4	K	*
Movement 4	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	ተተ	7	1	^	7	ሻ	†	7	ሻ	Þ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	o attractive exces
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1:00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92	(fey intohnosis)
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1:00	1.00	0.95	1.00	
Satd. Flow (prot)	1805 0.05	3539 1.00	1615 1.00	1703 0.08	3574 1.00	1615 1.00	1805 0.52	1863 1.00	1583 1.00	1805 0.70	1753 1.00	NAMES AND DESCRIPTIONS
Fit Permitted	100	3539	1615	137	3574	1615	986	1863	1583	1331	1753	dišesti
Satd. Flow (perm)	35	1450	80		2240	1015	140	70	1303	- 80°	75	
Volume (vph)	აರ 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	80 1.00
Peak-hour factor, PHF Adi. Flow (vph)	35	1450	80	80	2240	1.00	1.00	1.00 1.70	1.00	80	75	80
RTOR Reduction (vph)	0	0	31	0	0	27	0	0	102	0	28	0
Lane Group Flow (vph)	35+	∥1450∥	49.	80	2240	7.8	140	70	28	4 80 80 ×	128	0
Heavy Vehicles (%)	0%	2%	0%	6%	1%	0%	0%	2%	2%	0%	0%	0%
	om+pt	_,	Perm				pm#pt		Perm			
Protected Phases	5	2		1	6	Y. W.	7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8 4 10		
Actuated Green, G (s)	80.0	77.5	77.5	83.5	83.5	83.5	32.0	28.0	28.0	32.0	28.0	569/W. 157834
Effective Green, g (s)	80.0	80.0	80.0	86.0	86.0	86.0	34.0	30.0	30.0	34.0	30.0	
Actuated g/C Ratio	0.57	0.57	0.57	0.61	0.61	0.61	0.24	0.21	0.21	0.24	0.21	INSTITUTE OF THE PROPERTY OF T
Clearance Time (s)	4.0	6.5	(6.5	5.0	6.5	6.5	4.0	6.0	6.0	4.0	6.0	
Lane Grp Cap (vph)	106	2022	923	196	2195	992	263	399	339	337	376	
v/s Ratio Prot	.0.01	c0.41		0.03	c0.63		c0.02	0.04		0.01	0.07	
v/s Ratio Perm	0.18		0.03	0.22		0.05	c0.11		0.02	0.05		
v/c Ratio	0.33	0.72	0.05	0.41	CONTRACTOR OF THE PARTY OF THE	0.08	0.53	0.18	0.08	0.24	0.34	
Uniform Delay, d1	63.4	21.8	13.3	20.1	27.0	10.9	47.2	44.9	44.0	42.1	46.6	
Progression Factor	0.67	0.60	0.36	1.42	0.38	0.05	1.00	1.00	1.00	CONTRACTOR AND AND ADDRESS OF THE PERSON AND	1.00	
Incremental Delay, d2	5.7	1.5	0.1	0.6	12.0	0.0	7.5	1.0	0.5	1.7	2.4	NACESTA PARTICIPATION
Delay (s)	48,4	14.6	4,9	29.1	22.3	0.6	54.7	SANGARIA SANGARIA	44.5	43.7	49.0	umiliari
Level of Service	D	B 14.8	A	С	C 21.5	A	D	D 49.0	D	D	D 47.2	
Approach Delay (s)		н 4.0 В			C			49.U D			D 47.2	
	****	D	in providence		PROFESSION CO.	DALLO HER SERVICE STATE OF THE SERVICE STATE	arrantement (Consultations					THE STATE OF THE S
Intersection Summary		製品製料		e de la				A. I.	in Alter			
HCM Average Control Do			22.6	H Delegasis is	ICM Lev	el of Se	ervice	POPUS US ALGORIZADO	C		STREET, STEELEN	HANDEDERINAN
HCM Volume to Capacity			0.86						400			
Actuated Cycle Length (s		Dan Heavy	140.0 93.1%	A Address of the state of the s	um of lo			NACH RESIDE	12.0	PINGENSY.		DANGHERA
Intersection Capacity Util Analysis Period (min)	ızauon		93.1% 15		JU Leve	ı uı ser	vice.					
c Critical Lane Group			10			STANDARI	DESTRICTION OF THE PARTY OF THE		886498319E			
e entreal cane enoup.	Making H					as Estre SEL	ene a USBANISI		arna pikki iki	sia inastiti.		

	ኘ	†	P	<u>L</u>	ļ	wJ.	•	×	>	•	×	*
Movement	NBL	NBT+	NBR	SBL	SBT	SBR	# SEL	SET	SER	NWL	Description Control	NWR
Lane Configurations	ጘ	ß	utacidar secretariana.	ሻሻ	†	7	ኻ	ተ ተ	7	ሻ	*	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	-1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	DOSEBULNESSCHZÜGE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1,00	0.95	1.00	1.00 1.00	0.95 1.00	1.00
Frt Fit Protected	1.00 0.95	0.93		1.00 0.95	1.00	0.85	1.00	1.00	0.85 1.00	0.95	1.00	0.85 1.00
Satd. Flow (prot)	1805	1650	an e evil	3467	1845	1615	1805	3471	1442	1805	3574	1599
Fit Permitted	0.72	1.00		0.95	1.00	1013	0.07.	1:00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	1376	1650		3467	1845	1615	136	3471	1442	224	3574	1599
Volume (vph)	50	50	50	130	50	1050	815	1385	50	150	2000	410
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	50	50	50	130	50	1050	815	1385	50	50	2000	410
RTOR Reduction (vph)	0	26	0	0	0	21	0	0	29	0	0	175
Lane Group Flow (vph)	50	74	0.1	130	₩.50°	1029	815	1385	21	50	2000	235
Heavy Vehicles (%)	0%	4%	9%	1%	3%	0%	0%	4%	12%	0%	1%	1%
	pm+pt			Prot		om#ov		COLUMN TO STREET, LANS	ustom	pm+pt		om+ov
Protected Phases	3	8		7	4	5	5	2	404000000000000000000000000000000000000	1	6	7
Permitted Phases	8					4	2		4	6		6
Actuated Green, G (s)	24.0	21.0	OLUBERA RETARESSOR	22.0	40.5	65.5	79.5	70.5	40.5	53.5	49.5	71.5
Effective Green, g (s)	■26.5	22.5		23.5	42.0	68.0	82.0	SELECTION OF SELEC	42.0	57.0	52.0	75.5
Actuated g/C Ratio	0.19	0.16	eurologia ispectita	0.17 5.5	0.30 5.5	0.49 5.0	0.59 5.0	0.52 6.5	0.30 5.5	0.41 5.0	0.37	0.54 5.5
Clearance Time (s)	5.0	5.5		Section 19 contract of the section 19 contract of 19 contract of the section 19 contract of 19 cont		831	390	1810	433	148	1327	908
Lane Grp Cap (vph) v/s Ratio Prot	273 - 0.01	265 0.04	2000000000000	582 0.04	554 0.03		c0.39	0.40	433		0.56	c0.04
v/s Ratio Perm	0.03	U.04		0:04	0.00	0.41	c0.84	- U-4U	0.01	0.13	# U.JU	0.10
v/s Ratio	0.03	0.28	MILES FEE	0.22	0.09	1.24	2.09	0.77	0.05		1.51	0.10
Uniform Delay, d1	47.3	51.6		50.4	35.3	36.0	59.2	26.7	34.8	27.1	44.0	17.3
Progression Factor	1.00	1.00	atalogi si	1.00	1.00	1.00	1.00	1.00	1.00	1.23	1.31	4.94
Incremental Delay, d2	1.5	2.6	er kommenser antitotische	0.9	0.3	117.4	499.1	3.1	0.2	1.7	229.3	0.2
Delay (s)	48.8	54.2		51.2	35.6	153.4	558.3	29.8	35.0	34.9	287.1	85.5
Level of Service	D	D		D	D	F	F	С	D	С	F	F
Approach Delay (s)		52.4			137.9			221.4			248.4	
Approach LOS		D			F			F			F	
Intersection Summary		First Micros						2.00				
HCM Average Control D			211.3	Н	CM Lev	el of Se	ervice		F			
HCM Volume to Capacity			1.70									
Actuated Cycle Length (s		enipripripripri	140.0		um of lo			2000 C C C C C C C C C C C C C C C C C C	8.0	e-proposition of the second	NEED COMPONENT DOOR	energy and seen
Intersection Capacity Uti	lization	13	33.6%	- IC	U Leve	of Ser	vice		Н			
Analysis Period (min)			15						NI PROSIDE AL	ERRECCEPTURATE		Kd822,5003-224
c Critical Lane Group												

	×	→	*	1	-	*	1	†	~	1		1
Movement	EBL/	EBT.	EBR	WBL	WBT	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	S S S S S S S S S S S S S S S S S S S	**	7	NED-COMPLEX MANAGEMENT	* *	7		ф	With the second section of the section of	INI.ACINIALIYAYAYAYAY	Ф	MALLON BARRETT PA
Sign Control		Free			Free			Stop				
Grade Volume (veh/h)	35	0% 2150	50	50	0% 2885	165	50	0% 50	50	- 50	0% 50	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	35	2150	50	50	2885	165	50	50	50	50	50	50
Pedestrians	e-massidania an	oatnaduses, quaeque	онина миляселем	need to see the seed of the se	1900 MANUAL PROPERTY NAMED IN COLUMN 1975	-Robbidson Berning	emesternessimine	Alda dayina sa	SPECKER AND ASSESSMENT OF A	enternital de la consola	waters belond from the	-145/05/KB4542
Lane Width (ft)												
Walking Speed (ft/s)	Managara a Tangara an	HIN SHAN CEOCULA IN A	K SERBINATUR TRUE M THE	Sperius en et music	elugiono Santo Atvillo		*****************	MOTURATOR NOVEUR		7860HAB054J79F1	NATIONAL LIANS MADES	Session that los-
Percent Blockage Right turn flare (veh)												
Median type								None	udanan se	2020 HE ST	None	
Median storage veh)		Charle Market	DEK ENKOR		etasia eta			, volic	ii Statean			
Upstream signal (ft)												
pX, platoon unblocked	NORTH THE RESERVED TO THE	KIND OF THE COLUMN TO THE COLU	INNOVERSAL THE SELECTION OF SELECTION	MICHORISMO TERMINIS	пински или-мини	AND PULL AND INVESTIGATION	n extrassement minoriti	record through through	ONL STATE WELL PROPERTY.	maning because or meters on	MPRALIT DAVAIDEMEN	940484495204594F
vC, conflicting volume	3050			2200			3838	5370	1075	4205	5255	1442
vC1, stage 1 conf vol	4008 2540 (325-2) 54240		álam esperanto de la	fretak utotak ku	en de maria en	constantinates.	seektownologicalists	hpûsezabrzênciens	BED BURNES AS		7 (S06) 60 N (1/1/1720)	EFREMINIS
vC2, stage 2 confivel with vCu, unblocked vol	3050			2200			3838	5370	1075	4205	5255	1442
tC, single (s)	4.1			4.2				6.5		7.5	6.5	6.9
tC, 2 stage (s)	THE BINGS OF THE STREET	HEREHHEADERS						erinakansi	ESEMBLA ACTUAL		ikany: ya	BORNAL SE
tF(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	69	TOTAL DESCRIPTION OF	and a state of the same of the same of	79	undower########		0	0	77	0	0	60
cM capacity (veh/h)	112			233			0	0.	219	0.	0	124
Direction, Laine #	EB1	EB 2	EB 3	EB 4	WB1	WB 2	WB3	WB4	NB1	SB 1		
Volume Total	35	1075	1075	50	50	1442	1442	165	150	150		
Volume Left	35	0	0	O	50	0	0	0	50	50	1000EEEEENV16214V0	entinggaptonia
Volume Right	0 112	0 i 1700	0 1700	50 1700	0 233	0 1700	4700	165 1 700	50 0	50 0		
cSH Volume to Capacity	0.31	0.63			±0.21	0.85	1700 0.85	0.10	Err			
Queue Length 95th (ft)	30	0	0.00	0	20	0.00	0.00	0.10	Err	Err	ongset appealing	MERCOPER (CENTES) REACH FERN HOLLS
Control Delay (s)	51.2	0.0	0.0	0.0	24.7	0.0	0.0	0.0	Err	Err		
Lane LOS	F		ED ON TO THE EDUCATION OF THE EDUCATION	390009000000000000000000000000000000000	С	100000000000000000000000000000000000000	uktorogtvanten 20002	Arrichald and Property and	F	F	Maring and American	ADDROUGH STRUMEN
Approach Delay (s)	0.8				0.4				Err	Em		
Approach LOS									F	F		
Intersection Summary												
Average Delay	on the strategy of the strateg	THE THE THE THE THE THE THE THE THE	Err	Primitive and the second	PRODUCTION DECORATION OF THE PROPERTY OF THE	PRODUCED INCOME OF A	MARIE TO THE STORY THAT PROPERTY CONTRACTOR	water country and receive		PART OF THE PART O		The second
Intersection Capacity Uti	lization		97.5%	IC	U Leve	l of Ser	vice		F			
Analysis Period (min)		naniesanie	15		12010101010101					CALORING ALLEGATION		9909E9484441
								athacid		mark 1945		

	1	-	•	*	1	1			
Movement	EBL	EBT	WBT	WBR	SBL	SBR		10000	
Lane Configurations	*	ተተ	ት ቶ	7	ኣ	7			
Ideal Flow (vphpl)	1900	1900	1900		1900	1900			Gijaji di di
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	BELOWERDOUS PORTON TO A TOTAL POPERATION OF	Heliandon Herricon Con A consci	#120830210100010101144C
Lane Util. Factor	1.00	0.95	0.95	1:00	1.00	1.00			
Frt	1.00	1.00	1.00	0.85	1.00	0.85	STEEN STATE OF STREET	WARREST THE THE PARTY OF T	manhhistation.
Fit Protected	0.95	_1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1805	3610	3610	1599	1805	1599		Section and the second and the second	THE STATE OF THE S
Flt Permitted	0.42	1,00	1.00	1.00	0.95	= 1.00	alias a financia		
Satd. Flow (perm)	803	3610	3610	1599	1805	1599			
Volume (vph)	50	470	520	55 .	50	335			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		W. P. A. S. W. S. P. S.	AF 100001150000000
Adj. Flow (vph)	50	470	520	55	50	335			
RTOR Reduction (vph)	0	0	0	31	0	129		OCCUPATION OF THE OCCUPATION O	TO SERVICE OF THE PARTY OF THE
Lane Group Flow (vph)	50	470	520	24	50	206			
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%			
Turn Type	Perm			Perm	Par III c	ustom			
Protected Phases	NACOTO PROGRAMMENTO POR CONTRACTOR P	2	6	015.UMAREU.3.31.140	AND ALL SHADE	4	nessensen og menselse se bekenselsen er	and the second and the second second second second	interessorate as second to
Permitted Phases	2			6	4	4			
Actuated Green, G (s)	24.0	24.0	24.0	24.0	25.0	25.0			The month of the state of the
Effective Green, g (s)	26.0 ·	26.0	26.0	26.0	26.0	26:0			
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.43		degenopeer na accustánce s	discuscase susarasso
Clearance Time (s)	6.0	6.0	de transcribit de la constitución de la constitució	6.0	11777 TO 1177	5.0			
Lane Grp Cap (vph)	348	1564	1564	693	782	693		PERSONAL PROPERTY OF THE PERSONAL PROPERTY OF	(Copylonium op/Aram physiciae announce
v/s Ratio Prot		0.13	c0.14			c0.13			
v/s Ratio Perm	0.06			0.01	0.03		MANUFACTURE SPECIAL STREET	ma sejakszturojskiejsji	THAN IN SURE TO SHARE TO
v/c.Ratio		0.30	0.33	dana ka salaa ka	0.06				
Uniform Delay, d1	10.3	11.1	11.3	9.8	9.9	11.1		residentes de company	A SA CORCLASTOR CHIE
Progression Factor	0.76	0.77	1.00	1:00	SEEDING ATMATERIES	1.00			
Incremental Delay, d2	0.8	0.5 1. 9.0	0.6	0.1	0.2 10.1	1.1 12.1			
Delay (s)	DESCRIPTION OF THE PROPERTY OF	quigiculos numbraiss,	NUMBER OF STREET		CONTRACTOR SECURIOR SEC	CONTRACTOR SAFETY OF THE PROPERTY OF THE PARTY OF THE PAR			
Level of Service Approach Delay (s)	A Kadenta aliaba	A 8.9	B 111.6	A	B 11.9	В	Summary Company		
		о.9 А	B		В				HITTORESIA
Approach LOS		A	D		Ь				
Intersection Summary	alah af	RESERVE		b i i i i i i	tropico (ji	9640			
HCM Average Control D			10.8	H	CM Lev	el of Service		В	
HCM Volume to Capacit	THE PROPERTY OF A PARTY AND		0.31						
Actuated Cycle Length (60.0			ost time (s)		8.0	
Intersection Capacity Uti	lization		47.5%	10	SU Leve	of Service.		A_{1}	
Analysis Period (min)	DATE WAS DEATHER AND A SECOND	-5761947AFALIMOTO	15	e metalika kanana menen	I-UED-DES-OUNTARTON	ALIEPAN DE ROLATANTA LISTANIANA A.O.	Opticiacing and analysis analysis and analysis and analysis and analysis and analysis and analysis and analysis analysis and analysis and analysis and analysis analysis analysis and analysis	BERSHARI KARSATARAN APILLA	FER FER THE SERVICE AND ADDRESS.
 Critical Lane Group 									

	4	×	1	1	×	₹	7	×	a	4	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET:	NER	SWL	SWIT	SWR
Lane Configurations		4			€₽		ሻ	ተ ቕ	A Labour Wales and American	ሻ	ተተ	7
Ideal Flow (vphpl)	1900	Service and the service of the servi	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0 -1.00		3543656565666	4.0 1.00	STEURING SOIL	4.0 1.00	4.0 0.95	eyeranina is	4.0	4.0 0.95	4.0 1.00
Lane Util. Factor Frt		0.96			0.93		1.00	0.95		1.00	1.00	0.85
FIt Protected	Commission	0.99			0.99	a dan	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1775			1747		1805	3380	SINGKINATUR	1805	3610	1615
Flt Permitted		0.92			0.93		0.31	1.00		0.29	1.00	1.00
Satd. Flow (perm)	CONTRACTOR	1656	NES A THE RESERVE OF THE PERSON NAMED	MINISTER AND SPECIAL	1644	BEHANDERUZINGEN	593	3380	KEESTSSELLNEN KLASS	548	3610	1615
Volume (vph)	35	50	30	20	15	35	30	450	300	50	705	100
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	35	50	30	20	15	SENSON DESIGNATION OF THE PROPERTY OF THE PROP	⊫ 30×	450	300	50	705	100
RTOR Reduction (vph)	0	17 - 98	0 0 0	0	20 50	0	0 30	170 580	0	0 50	0 1705 :	57
Lane Group Flow (vph) Heavy Vehicles (%)	0%	4%	0%	0%	0%	0%	0%	0%	1%	0%	0%	43 0%
Turn Type	Perm	4 /0	0 70	Perm	10 /6 14 (11 (11 (11 (11 (11 (11 (11 (11 (11 (14014	Perm	0 76		Perm	0 76	Perm
Protected Phases	i Cili	4		J.Cint	8		II. CHU	2			6	Citi
Permitted Phases	- 4			8			2			6		6
Actuated Green, G (s)		25.0	+41419654524616	HERBELT DE NOVE CENTRE	25.0	HOUSE ELECTRIC (\$450)	24.0	24.0	Amenious Robi	24.0	24.0	24.0
Effective Green, g (s)		26.0			26.0		26.0	26.0		26.0	26.0	26.0
Actuated g/C Ratio	MATERIA DE VIDA EN MEDITO.	0.43	and an area of the same of the	CARLONS AND CARLONS	0.43	MELONISEL (MELONIS	0.43	0.43	A442A4000A140PN0	0.43	0.43	0.43
Clearance Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	6.0
Lane Grp Cap (vph)	STONE STREET STREET	718	enconnections		712	TO CONSTRUCT ON THE	257	1465	artennitterst lister	237	1564	700
v/s Ratio Prot		-0.00						-0.17			c0:20	
v/s Ratio Perm v/c Ratio		c0.06 0.14			0.03 0.07	HERE MAY 2011	0.05	0.40		0.09	⊪0.45×	0.03 0.06
Uniform Delay, d1		10.2			9.9		10.1	11.6		10.6	12.0	9.9
Progression Factor		1.00			_1.00		1.00	1.00		0.64	0.60	0.38
Incremental Delay, d2		0.4	MODINASIMATINA	2004 TO FINANCIA CONT.	0.2	RAPES PLUSTER	0.9	0.8	MELENEAU (C) (C)	1.9	0.9	0.2
Delay (s)		10.6	45.		10.1		11.1	12.4		8.7	8.1	3.9
Level of Service		В		A Principal of the Control of the Co	В		В	В	and and an analysis of the same of the sam	Α	Α	Α
Approach Delay (s)		10.6			10.1			12.4			7.6	
Approach LOS		В			В			В			Α	
Intersection Summary	14		Same Sheet St.			i fig			ughul (A	A A		
HCM Average Control De		Dago Maria Sas	10.0	H	CM Lev	el of Se	rvice	55000000000	A		erateman.	SOLITAN WEIST
HCM Volume to Capacity Actuated Cycle Length (s			0.29 60.0		um of lo	of time			8.0			
Intersection Capacity Util			66.9%		U Level				0.0 R			
Analysis Period (min)			15			J. OUI					26595KS56	age land the
c Critical Lane Group				National States								
POLICE METEROLOGICA DE L'ESTREMENTA DE L'ESTRE	entitic (contration cost, secilo)	THE PERSON NAMED IN COLUMN	THE PROPERTY OF THE PARTY OF TH	manuscript (Section 1988)	mandring and second	ATAM SOCIETY CONTRACTOR	THE PERSONNEL PROPERTY OF THE PERSON NAMED IN COLUMN 1	THE REAL PROPERTY AND ADDRESS OF THE PARTY O	A ALLES DOTTO DE ENCIA DE ENCIA	THE PERSON NAMED IN COLUMN	ATTO DESCRIPTION	erentilitätukti

	۶	→	*	1	-	*	1	†	1	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		J _E	† 1>		7	† \$	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	HAV OF COMPUTATIONAL DIRECTOR	4.0	Characteria Maryani	et monte successive and description	4.0	race the distribute water of	4.0	4.0		4.0	4.0	PT (TURNSHALL IN)
Lane Util. Factor		1.00			1.00		1.00	0:95		1.00	0.95	
Frt		0.98	ernekstelskir disert	e source owner policy	0.93	I DANSEN STATISTICS	1.00	1.00	osponante sane:	1.00	0.96	SEMESTER PARTIES
Fit Protected		0.96			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1751 0.75	olomiteros da		1716 0.93		1770 0.11	3533 1.00		1770 0.21	3397 1,00	(Jernagosa)
Fit Permitted Satd. Flow (perm)		1365			1617		204	3533		395	3397	
Volume (vph)	295	5	6 in 55	5	5.	10	55	885	10	5.5	805	295
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	295	5	55	1.00 5	5	1.00	55	885	1.00	1.00	805	295
RTOR Reduction (vph)	0	7	0	0	6	0	0	1	0	0	37	0
Lane Group Flow (vph)	0.11			0				894		J 5	1063	0
Turn Type	Perm	en boek e viennos i entr	MARKET HERE	Perm	- Service of the Party of the P	- Control of the Cont	om+pt	The second of th		pm+pt	Philippy and the second of the second	SOURCESTOR
Protected Phases		4			8		5	2		111111	6	
Permitted Phases	4	2325 (00.25) (00.25)	CLE C. CORCERNOCER	8	SEAST STATE OF THE SEAST SEAST	TO SERVICE STATE OF THE	2	LOUIS CONSIDERATIONS	CINILA DARKINA DARKA	6	Homes Bauline Baute 101.	20.000000000000000000000000000000000000
Actuated Green, G (s)		38.6			38.6		46.8	42.4	ille in i	44:5	40.5	
Effective Green, g (s)		40.1			40.1		49.8	43.9		46.0	42.0	
Actuated g/C Ratio		0.40			0.40		0.50	0.44		0.46	0.42	
Clearance Time (s)		5.5			5.5		5.5	5.5	WINNE DOWN TO THE	4.0	5.5	
Lane Grp Cap (vph)		547			648		194	1551		237	CONTRACTOR STATE OF THE PARTY.	
v/s Ratio Prot						State of the state of the	c0.02	0.25	nesanousantonakos	0.00	c0.31	Medatatatata
v/s Ratio Perm		c0:26			0.01		0.12		Reell	0.01	CONTRACTOR OF STREET	
v/c Ratio	1877 S. 1977 PS	0.64 24.1	eascartin and		0.02 18.1		0.28 16.6	0.58 21.1		0.02 -15.6	0.74 24.5	
Uniform Delay, d1 Progression Factor		1.00	Mades		1.00	didalesa	1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.6			0.1		3.6	1.00		0.2	3.6	SHOW SHIP
Delay (s)		29.7	hiumanaw		18.2	HANN ANTERSELE	20.3	22.6		15.8	28.0	
Level of Service		C.		es de la les	B.			C	garage :	В		
Approach Delay (s)		29.7	CHICH DESCRIPE	MHUMBASISE	18.2		energa e	22.5			28.0	Aguitate Lines
Approach LOS		C.		tra (file	В			C			C C	
Intersection Summary			NET DES				288					
HCM Average Control D	olov.	. N. alikari	26.0	edinerican	CM Lav	el of Se	evice III			en Salara Marianta		161
HCM Volume to Capacit			0.70	n l	CIVILE V	er ur se	I VIGE		· · ·	niyaana ku		SPERIOR ST
Actuated Cycle Length (100.0	S	im of lo	st time	(e)	arts III	16.0			585,78254
Intersection Capacity Uti			71.6%			l of Ser			C		uning die	talestic/
Analysis Period (min)			15									
c Critical Lane Group	sie isina di Asili					on-24.00XIII 1990		munisiwi kamazalina				Service and Servic

	ሻ	PA	×	1	•	×	
Movement:	NBL	NBR	SET	SER	NWE	NWT	
Lane Configurations	ሻሻ	7	朴			^	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900		
Total Lost time (s)	4.0	4.0	4.0	, , , , , , , , , , , , , , , , , , ,	THE STATE OF THE S	4.0	Wight property and provided by a sound many time transfer and the second
Lane Util. Factor	_0.97	1.00	0.95	Huara		0.95	
Frt	1.00	0.85	1.00	orcina consenso a Sensora	Charleso Sandico	1.00	
Fit Protected	0.95	1.00	1.00		hindh	1.00	
Satd. Flow (prot)	3467	1599	3610		as heigenheisens	3610	
Flt Permitted	0.95 3467	1.00 1599	1.00 3610			1,00 1 3610	
Satd. Flow (perm)	280	470	560	0	0	1220	
Volume (vph) Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	280	470	560	0	1.00	1220	
RTOR Reduction (vph)	0	147	0	0	0	0	
Lane Group Flow (vph)	280	323	560	0	0	1220	
Heavy Vehicles (%)	1%	1%	0%	0%	0%	0%	
Turn Type	este la r	Perm					
Protected Phases	4	CHRONISH KERI	2	na na katao da katao ka	ann an Natural Lauri	6	
Permitted Phases		1314					
Actuated Green, G (s)	40.0	40.0	48.5			48.5	
Effective Green, g (s)	42.0	42.0	50.0			∞50.0	
Actuated g/C Ratio	0.42	0.42	0.50	si-taguari-sonderanans	dut-chatarina bandalah	0.50	NAZZERILVOÁRIZTÉGO PRÁSKOROGERPÜZÍGGZERKONÁNNÁNÁNÁNÁNÁNÁNÁNÁNÁNÁNÁNÁNÁNÁNÁNÁNÁN
Clearance Time (s)	6.0	6.0	5.5			5.5	
Lane Grp Cap (vph)	1456	672	1805		~~~	1805	
v/s Ratio Prot	0.08		0.16			c0.34	
v/s Ratio Perm	040	c0.20	woley.	GASSIPETED I	antamentalis		
v/c Ratio Uniform Delay, d1	0.19 18.3	0.48 21.1	0.31 14.8			0.68 18.9	
Progression Factor	1.00	1.00				1.00	
Incremental Delay, d2	0.3	2.4	0.3		PI ANDERSE	2.1	
Delay (s)	18.6	23.5	19.3			20.9	
Level of Service	В	С	В	1201.4Mane.21211	HERIOTEKISTORIA.	C	destroit de Ona (a leca troit de la terreta de la constant de la c
Approach Delay (s)	21.7		19.3			20.9	
Approach LOS	С	ACCRECATE AND	В	The Annual Control of the Property of the Prop	e ex hotel traus classociato	С	Security (in the security of t
Intersection Summary	148682		1.00				
HCM Average Control D	elay		20.8	Н	CM Lev	el of Servi	ice C
HCM Volume to Capacit			0.59				
Actuated Cycle Length (s			100.0			ost time (s	
Intersection Capacity Uti	lization	han da	63.7% 🗵	IC	U Leve	of Servic	e Bullion Bullion
Analysis Period (min)			15				
c Critical Lane Group							

	ሽ	†	P	J _k		»J	•	×	7	•	×	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations				nnucata veatra nuut	₩	n Music - Ive average	militario Michigano (1886	† }	HORSELEND GOODS	ሻ	ተተ	D. UNDER DES PROPERTOR DE LA CONTROL DE LA C
Ideal Flow (vphpl)	1900	1900	1900	1900	1900 4.0	1900	1900	1900 4.0	11900	1900 4.0	1900 4.0	1900
Total Lost time (s) Lane Util. Factor					4.0			4.0 0.95		1.00	4.0 0.95	911110
Frt					0.95	SHEET STATES		0.96		1.00	1.00	anti-seusta
Flt Protected					0.98			1.00		0.95	1.00	
Satd. Flow (prot)		METHODICOS		waankii inankanii kunin	1785		LOSSESSIVEN NOT DECEMBE	3462		1805	3610	
Fit Rermitted Satd. Flow (perm)				disale	0.98 1785			1.00 3462		0,14 257	1.00 3610	
Volume (vph)	0 10 1	0.1	0	25	25	25	0.1		185	520	980	- 0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	4 10 00 10 10 10 10 10 10 10 10 10 10 10	W 25	25	25	ii ii 0	535	185	520	980	0
RTOR Reduction (vph)	0	0	0	0	18	0	0	35	0	0	0	0
Lane Group Flow (vph)	0	0:	0	0	57	0	0	685 0%	40/	520 0%	980	0
Heavy Vehicles (%) Turn Type	0%	0%	0%	0% Permiii	0%	0%	0%	U%	1%	pm±pt	0%	0%
Protected Phases				Cultur	8	Marie (produc		2		1	6	
Permitted Phases				8						6		
Actuated Green, G (s)	ESBUSHS COPPENS			III IANZASAIN DRIGA	28.0	eveno renerios de deservo		25.0	ota Kilonana no alina	61.0	61.0	SCHOOL BELLEVIE
Effective Green, g (s)					29.5 0.29			26.5 0.26		62.5 0.62	62.5 0.62	
Actuated g/C Ratio Glearance Time (s)					5.5	Resilientesik		5.5	CHARLEST	5.0	5.5	NESKEDIJA)
Lane Grp Cap (vph)	Methodological States		enensessense •		527		Z STANIA (SSE)	917	II KRAKE E I LANGU	656	2256	HEREGERA
v/s Ratio Prot								0.20		c0.25	0.27	
v/s Ratio Perm	del to the Constant			WV.YEX.NOW.W14-10-6-1	0.03	THE RESIDENCE OF THE PARTY OF T			PERSONAL PROPERTY OF A COLUMN	c0.24		NAME OF TAXABLE PARTY.
v/c Ratio					0.11			0.75 33.7		THE RESIDENCE	0.43	
Uniform Delay, d1 Progression Factor					25.7 1.00			33.7 110,65		22.3 0.53	9.7 0.62	
Incremental Delay, d2				n Markostasma.	0.4			5.3	NOBERE DELICE LEGIS	7.9	0.5	HADANINI I
Delay (s)					26.1			27.1		19.6	6.5	
Level of Service			ct greenship and ma	1977 et 8 35 in 10 75 80	С			С		В	Α	militaris Visiologica
Approach Delay (s) Approach LOS		∷ 0.0⊫ A			26.1 C			27.1 C			∜11.0 B	
	CONTROL TO STREET, STR	^	The street of th		C	and the state of t		C			D	O-Describerations a
Intersection Summary		in Africa.	40.0	- 11	ONAL	-1 -f O		W. A.	// D		: Model	
HCM Volume to Capacity			16.6 0.56	H	CM Lev	ei ot Se	rvice		В			
Actuated Cycle Length (s			100.0	S	um of lo	st time	(s)		8.0			
Intersection Capacity Util			63.7%		U Leve				В	inii - i		
Analysis Period (min)	041430M0 bit 12040	cuon in paneau para	15	Bodyson Evensor	157591500100000000	ingo pingsystem same	koli di projekta i di kalenda kan	HADDINGTON OUTSING	Type op work as	010844109 01935A1 #	oogg two as consultance	TINGLESS CONTRACT
c Critical Lane Group		i Bell										

	ሻ	†	P	<u>L</u>	↓	W	•	×	7	•	×	*
Movement	- NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	ĵ»		ሻ	1>	and the state of t	mai zmysowy m silkie am Kor	€TÞ		Carried State Section	414	of college decises 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	Darbusa esses	921 CENTRAL	4.0		(GRAGENER IN	4.0	\$125643E133E23
Lane Util. Factor	1.00 1.00	1.00 0.90		1.00 1.00	1.00 0.93			0.95 1.00			0.95 1.00	
FIt Protected	0.95	1.00		0.95	1.00			1.00		Talink Militi	1.00	
Satd. Flow (prot)	1805	1654		1805	1758			3589		Gallerstal	3552	
Fit Permitted	0.74	1.00		0.72	1.00			0.92			0.85	
Satd. Flow (perm)	1401	1654	CHROMINE HAVING THE	1376	1758	AMARINARIH SEKOLA	STATE CHARTES	3320	RESERVED PROPERTY		3031	##219####219LE
Volume (vph)	25:	15	35	15	15	15	15	700	15	65	990	20
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	25	15	35	15	15	15	15	7.00	15	65	990	20
RTOR Reduction (vph)	0	24	0	0	10	0	0	2	0	0	1	0
Lane Group Flow (vph)	0%	26	400	15	20	0	0	728	0.4	2%	1074	0 :
Heavy Vehicles (%)	Perm	0%	4%	0% Perm	0%	0%	9% Perm	0%	0%	Perm	1%	0%
Turn Type Protected Phases	тенн	2		гепп	6		Femil	4	Ozdania sa	Femi	8	ecidie
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	30.0	30.0	recuit de la	30.0	30.0	EUI-BRABA		60.0			60.0	SANESHI LEJ
Effective Green, g (s)	31.0	31.0		31.0	31.0			61.0			61.0	
Actuated g/C Ratio	0.31	0.31		0.31	0.31			0.61			0.61	
Clearance Time (s)	5.0	5.0	didu.	5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	434	513	softwaren son alleren	427	545		Name to the state of the state	2025	Majagart Section 5	200000000000000000000000000000000000000	1849	er/Yarus/stanch-yolus
v/s Ratio Prot		0.02			0.01							
v/s Ratio Perm v/c Ratio	c0.02	0.05		0.01	0.04			0.22		izum olimen	c0.35	adian Albings
Uniform Delay, d1	24.2	24.2		24.1	24.1			9.7			11.8	
Progression Factor	1.00	1.00 m	5200000	24.1 ⊪1!00 ₪	1.00		10010000	1.01	1,421		0.23	
Incremental Delay, d2	0.3	0.2	afetta eta esa.	0.2	0.1	MREADERSTEEN	DENDRED DE	0.5		MENSKINDEN KANTI	1.3	
Delay (s)	24.5	24.4		24.2	24.2			10.3		Alexandra de la composición dela composición de la composición dela composición de la composición de l	3.9	
Level of Service	С	С		С	С			В			Α	The second second
Approach Delay (s)	Two years	24.4			24.2		in its	10.3	#154 (S) T		3.9	
Approach LOS		С			С			В			Α	
Intersection Summary						Maria M	1994-00	12.893		# #		
HCM Average Control D			7.6	Н	CM Lev	el of Se	rvice		Α			
HCM Volume to Capacit			0.40									
Actuated Cycle Length (100.0		um of lo				8.0	TECHNOLOGY		T PRESENTATION
Intersection Capacity Ut	lization	512 H. C	8.2%		U Leve	of Sen	vice.		C			
Analysis Period (min) c Critical Lane Group			15					(3 PA (4 (2 d)				10hil. h 12sp
S SINGALANC CHUUD						madiesk						建設主交影

	ኘ	†	PA	<u>L</u>	1	w	•	×	7	₩`	×	*
Movement.	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	1}→		Ť	1€		7	↑ \$		ሻ	ት ጐ	
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	0.95		1.00	0.95	
Frt	1.00	0.97	pare sandest, escension de Aparto	1.00	0.98	enconstantion de	1.00	0.97	munasanansa ata	1.00	0.99	GANGETO SANITRE
Fit Protected	CONTRACTOR AND THE PROPERTY OF THE PARTY OF	1.00		0.95	ACCRECATE DESCRIPTION		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1836	o de la compania de	1719	1860		1805	3476		1787	3556	HOSE DELETER OF
Elt Permitted	0.12	1.00 1836		0.13 241	1.00 1860		0.19 368	1.00 3476		0.35 666	1.00 3556	
Satd. Flow (perm)	227 140	450	420	241	445	60	95	430	405	265	780	
Volume (vph) Peak-hour factor, PHF	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	∠65 1.00	1.00	1.00
Adj. Flow (vph)	1.00	450	1.00	25	445	60	95	430	1.00	265	780	30
RTOR Reduction (vph)	0	11	0	0	5	0	0	21	0	0	3	0
Lane Group Flow (vph)	140	569	5 1 0 O	25	500	0	95	514		265	807	. 1 = 0
Heavy Vehicles (%)	0%	0%	0%	5%	0%	3%	0%	1%	0%	1%	1%	0%
	om±pt			pm+pt			om#pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	44.0	32.0		37.0	28.5		38.5	34.5	action in a state of the state	38.5	34.5	TAXING TO A TOWN 2 CA
Effective Green, g (s)	46.5	33.5	X 1	39.5	30.0		41.0	36.0		41.0	36.0	
Actuated g/C Ratio	0.46	0.34	A LOSE A LA ACCOUNTANT	0.40	0.30	Denikoa Lepaz Augusta (0.41	0.36	AATROOPTE AARROOTES	0.41	0.36	
Clearance Time (s)	5.0	5.5		5.0	5.5		5.0	5.5		5.0	5.5	
Lane Grp Cap (vph)	311	615	Accessor Communication of Management and Management	236	558	THE STATE OF THE S	223	1251		329	1280	and the second second
v/s Ratio Prot	c0.06	c0.31		distribution in the second	0.27		STREET,	0.15	Maria en	c0.04	0.23	
v/s Ratio Perm	0.15	0.00		0.03	0.00		0.15	1100 TO 1100	ng again na sa	c0.29		en erenander
v/c Ratio	SCHOOL STREET	0.93		0.11	0.90 33.5	ia la	0.43	0.41 24.0		0.81	THE RELEASE THE	独国 组
Uniform Delay, d1	19.6 -1.00	32.1 1.00		21.5 1.00	1.00	AVSHAJI I I I I I	19.8 0.91	0.89		25.6 0.50	26.5 0.45	Nastanas
Progression Factor Incremental Delay, d2	4.7	22.0		0.9	19.6		5.8	1.0		16.3	2.0	
Delay (s)	24.3	54.1		22.4	53:1		23.9	22.5			14.0	
Level of Service	C	D	<u> 2. iseeska bel</u>	C	D		C	C		C	В	
Approach Delay (s)		48.3			51.7			22.7			17.7	
Approach LOS	NECTED BY BY CONTRACTOR	D	ACHINI SERVIZIONE	NEWS TO SERVED THE	D	ATT A STATE OF THE PARTY OF	entilishinteken.e	C		HERMONIAN CONTRACTOR	В	THE IS TOUBLESTED
Intersection Summary	C144 C146		Sitting		660 I 10		gil:		ko s		# 5 ±	
HCM Average Control De	elav	3.4	32.3	H	CM Lev	el of Se	rvice		С	a company		* * * * * * * * * * * * * * * * * * *
HCM Volume to Capacity			0.82				I VICC	a II nau				
Actuated Cycle Length (s			100.0	S	um of lo	st time	(s)		16.0			andiditias
Intersection Capacity Util			96:3%		U Leve				(all Fig			
Analysis Period (min)	nacetov sociativi (d		15	No. OF BUSINESSES	security in the control of the contr	ALGUSZTERNÍ ŠTAŽIŘ	CANADAM PERSONAL	androne (CARANA)	ou seus est est est est est est est est est es	STATE OF THE PARTY	en andre Carrier	wereness fire
c Critical Lane Group	1											
The second section of the second seco				The second second second second	- John Commiscella		www.co.co.co				Control of the Contro	

	4	×	1	~	×	₹	7	*	4	Ĺ	×	×
Movement	SEL	SET	SER	NWL	NWT	NWR-	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	↑ ↑		199	↑ ↑		ħ	ĵ»			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	
Lane Util, Factor	1.00	0.95		1.00	0.95		1.00	1.00.			1.00%	
Frt	1.00	0.90	TOTAL SANSWIPSE	1.00	1.00	NEW PROPERTY AND ADDRESS.	1.00	0.88	Andrew Cereston	BOSE SELLMENT S	0.95	and the second
Fit Protected	0.95	1.00		0.95			0.95	1.00			0.98	
Satd. Flow (prot)	1770	3172		1770	3531		1770	1639	3518528685797257.3		1750	USAUTBACKSTON
Flt Permitted	0.39	1.00		0.23	1.00		0.74	1.00			0.97	
Satd. Flow (perm)	725	3172	MARK	430	3531	40	1374	1639			1732	
Volume (vph)	10	180	405	175	650	10	10	10	40	101	10	10
Peak-hour factor, PHF	1.00 10	1.00 180	1.00 405	1.00	1.00	1.00	1.00	1.00	1.00 40	1.00 1.00	1.00	1.00
Adj. Flow (vph) RTOR Reduction (vph)	0	292	405 0	175 0	650 1	10 0	10 0	30	40	0 0	7	
Lane Group Flow (vph)		293		175	659	0	10	20		0		0
Turn Type	the hardware about the section 20.	A LOO		om+pt	000	trobliscense vance	Howard Name and Control	20	la recombigation trainer		24	an U
Protected Phases	pm+pt	6		5/11+pt	2		om+pt	a la		om+pt	8	nii Kananina
Permitted Phases	6		ufine see	2	4 1,		4			8		
Actuated Green, G (s)	38.0	27.0		52.0	37.0		34.0	23.0			34.0	
Effective Green, g (s)	39.0	28.0	HIII HARRING	53.0	38.0		35.0	24.0			35.0	
Actuated g/C Ratio	0.39	0.28			0.38	٠, ,	0.35		Singlifi i		0.35	
Clearance Time (s)	4.0	5.0	DETERMINE.	4.0	5.0	O POLICE IN POLICE IN	4.0	5.0	nessassieres is	the courses	5.0	
Lane Grp Cap (vph)	398	888	in section	509	1342	41 /40 E	524	393			608	
v/s Ratio Prot	0.00	0.09	HARALUZKAN KASUN	c0.07	c0.19	nnerozwane	0.00	c0.01			c0.00	
v/s Ratio Perm	0.01			0!11		172	0.00				0.01	
v/c Ratio	0.03	0.33	unyomakunana arake.	0.34	0.49	AND STATE OF THE PARTY OF THE P	0.02	0.05	MINISTER OF THE PARTY OF THE PARTY OF	a machini ya cari	0.04	SECONOLINA .
Uniform Delay, d1	18.7	28.6		13.7	23.6		21.2	29.2	Pida		21.4	
Progression Factor	0.78	1.22		1.28	0.45		1.00	1.00			1.00	or more agreement (LCCC)
Incremental Delay, d2	0.1	0.9		1.4	200542509902505000		0.1	0.2			0.1	
Delay (s)	14.7	35.7		18.9	11.6		21.3	29.5	Party 278 6 - 198 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		21.5	To all the same a
Level of Service	B	D		Β	В		C	С			C.	JET III
Approach Delay (s)		35.4	Den sommermen	ia da la controla	13.1		AND DESCRIPTIONS OF THE PERSON NAMED IN	28.1	ara Butarana Pakasa		21.5	Same commen
Approach LOS		D ₁			В			$\mathbf{C}_{\mathbb{L}}$			C	
Intersection Summary	un de la		e e				15 000	La Su				
HCM Average Control I	Delay		22.6	Ь	ICM Lev	el of Se	rvice	1914	LLC!			
HCM Volume to Capaci		AAANKA ATEMA	0.29	namento con la constitución de l	NAMES OF TAXABLE PARTY.		Militeriassinkos	ons husens on the skill	NAME OF TAXABLE PARTY.		AMERICAN DELINESSES	Section Section 1
Actuated Cycle Length	(s)		100.0		um of lo				16.0			
Intersection Capacity U	tilization	7	6.1%	10	CU Level	of Serv	/ice		Α			The second second
Analysis Period (min)			- 15 <u>-</u>									

	4	×	×	1	6	*				
Movement	SEL	SET	NWT	NWR	SWL	SWR		4		
Lane Configurations	ካ	ተተ	↑ Դ		k#					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Total Lost time (s)	4.0	4.0	4.0	editioning process	4.0	AND THE PROPERTY OF THE PROPER	THE STATE OF THE CONTRACT OF THE STATE OF TH	and the second second	TOTAL APPLIANCE OF LANGE SMIT	COMPANIE CONTRA
Lane Util. Factor	1.00	0.95	0.95		1.00					
Frt	1.00	1.00	0.97	DATES ALCOHOLOGICA	0.89	SAMENOS ELECTRICAS ELE	urus sangul issus sella sanga	A BOOM BONNE SHOWN	NATIONAL PROGRAMMENT AND	608F01-X-14-068
Flt Protected	0.95	1.00	1.00		0.99					
Satd. Flow (prot)	1770	3610 1.00	3487 1.00		1669	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)			dia eCara-rec	5502/35H43
Fit Permitted Satd. Flow (perm)	0.16 298	3610	3487		0.99 1669					
Volume (vph)	750	400	630	185	155	785	- GSI04207415-0155		All control of the con-	BE SESSI
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	750	400	630	1.00 185	1.00	785				
RTOR Reduction (vph)	0	0	28	0	182	0			ktoranianosomie	ENGLISSED !
Lane Group Flow (vph)		400	787	0	758	0 +121				
Heavy Vehicles (%)	2%	0%	0%	0%	1%	0%	CONTRACTOR A CONTRACTOR OF THE SECOND OF THE SECOND	CADHIA LAD MONTO LA LAND	WOOD THE RESIDENCE OF THE PROPERTY OF THE PROP	CONTRACTOR DAY
Turn Type	pm+pt			el i i i						
Protected Phases	5	2	6							
Permitted Phases	2				8					
Actuated Green, G (s)	52.5	52.5	19.5	VIII - 2	36.5	Managaran di managaran da sama			BEATERING AND AND A	SECURISE DE
Effective Green, g (s)	54.0	54.0	21.0		38.0					
Actuated g/C Ratio	0.54 5.0	0.54 5.5	0.21 5.5		0.38					\$2000.00.00P
Clearance Time (s)	588	1949	732		634					相似和利
Lane Grp Cap (vph)		0.11	0.23		034		The same of the same of the same	Mase 255 CHM	a de sante a la company	Side Cara
v/s Ratio Perm	c0.32	Oz III	0.20		c0.45					
v/c Ratio	1.28	0.21	1.08		1.20					
Uniform Delay, d1	27.8	11.9	39.5		31.0					PRODUCE PROPERTY.
Progression Factor	0.80	1.04	0.43		1.00					
Incremental Delay, d2	125.2	0.0	54.5	***************************************	102.7	THE RESIDENCE OF THE PROPERTY				- ARMENIA - ARMA
Delay (s)	147.5	THE RESIDENCE OF THE PARTY OF T	71.4		133.7		的制度原理者的			
Level of Service	F	В	Е	mora caretras	F	CONTRACT OF THE WORLDOOM STORE OF		Personal States of Control		and security a
Approach Delay (s)		100.5	71.4		133.7					
Approach LOS		F	E		F					
Intersection Summary			4 0.1		建设的		All terms of			40
HCM Average Control D			103.1	Н	CM Lev	el of Service	AND THE PROPERTY OF THE PROPERTY AND THE PROPERTY OF THE PROPE	F	Proxitation Williams Co.	SERVICE STATE STAT
HCM Volume to Capacit			1.23			kalingia.				
Actuated Cycle Length (100.0			st time (s)	8	.0	g Managagas, passas	re is an expression
Intersection Capacity Ut	ilization	1	31.9%		.∪.Leve	of Service		Inlanta in		
Analysis Period (min) c Critical Lane Group	enderbyen	9290123502001T	15			and the subtraction of				(3.0016)
G GILLON CARLE GIOUP		atastalis								

	ሻ	Ť	الم	<u>L</u>	†	wJ	4	×	+	•	×	1
Movement	NBL.	NBT	NBR	SBL	SBT	SBR.	SEL	SET	SER	NWL	.NWT	NWR
Lane Configurations	ሻ	ß		ሻ	*	7	ሻ	† \$	Marinar ter son	ሻ	^ }	MANAGEMAN AND A CO.
Ideal Flow (vphpl)	1900	1900	1900	KPSS60000114000951W	-1900	1900	1900	を できる 日本	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	STREET, STATE STATE OF STATE O	4.0	4.0	4.0	4.0	4.0	Control and I sep	4.0	4.0	index (Cressora
Lane Util. Factor	1.00 1.00	1.00 0.93		1.00	0.95 1.00	1,00 0.85	1.00	0.95 0.96		- 1.00; 1.00	0.95 1.00	
Fit Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	REMINISTERS.
Satd. Flow (prot)	1787	1758		1770	3610	1599	1752	3471		1805	3559	
Fit Permitted	0.14	1.00	and the		1.00	1.00	0.20	1100		0.17	1.00	ESTALLEM I
Satd. Flow (perm)	259	1758	enter en en	298	3610	1599	369	3471	EN ADIOESTA	317	3559	
Volume (vph)	220	530	525	75	±850	240	250	520	165	505	820	25
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	220	530	525	75	850	240	250	#E520	165 ⁻ -	505	820	25
RTOR Reduction (vph)	0	35	0	0	0	116	0	30	0	0	2	0
Lane Group Flow (vph)	OF CHARGO COMMITTEE TO SEE	1020	0	75	850	124	250	655	0		= 843 ·	0 :: ::
Heavy Vehicles (%)	1%	0%	0%	2%	0%	1%	3%	0%	1%	0%	1%	0%
The state of the s	om+pt			pm+pt		Perm	SHEDELINE LIGHTE			pm+pt		
Protected Phases	7	4	disensi di sensi di s	3	8	933963466	5	2	esaturas eras eras eras	1	6	SIGNATURA DE SE
Permitted Phases Actuated Green, G (s)	4 4	27.5	Michille.	8	02.5	8	24.5	10 F		6	20.5	
Effective Green, g (s)	45.5 47.0	37.5 39.0		26.5 29.0	23.5 25.0	23.5 25.0	34.5 37.0	18.5 20.0	Same and	43.5 45.0	22.5 24.0	RAFRICO (2)
Actuated g/C Ratio	0.47	0.39		0.29	0.25	0.25	0.37	0.20	o elatifotas	0.45	0.24	
Clearance Time (s)	5.0	5.5	nara	5.0	5.5	5.5		5.5	abinoisi	4.0		
Lane Grp Cap (vph)	397	686		145	903	400	372	694		455	854	SHARKER SHEET
v/s Ratio Prot		c0.58		0.02	0.24			0.19		c0.23	0.24	
v/s Ratio Perm	0.16	Edwin bidelles (1994)	SHIPPERING SANCE OF	0.13	KORTOS TORSENDO PROJECTO FALC	0.08	0.13	Escaphication (CT)	LZ UNBERGROWING DES	c0.27	UH SREH MIG SKIE HERDE	Erabbida Europea (
v/c Ratio	0.55	1.49		0.52	0.94	0.31	0.67	0.94		1.11	0.99	e di se-
Uniform Delay, d1	19.5	30.5		48.1	36.8	30.5	24.7	39.4		28.2	37.8	
Progression Factor	CONTRACTOR CONTRACTOR	1.00		1.00	1.00	1.00	1.00	1.00		0.74	0.78	
Incremental Delay, d2	5.5	226.6	DESTRUMENTATION	12.6	18.7	2.0	9.3	22.8		52.8	6.7	Special designation of the second
Delay (s)		257.1		STERNIO CONTRACTOR SELECTION SELECTI	55.5⊪ ⊏	32.5	34.1	62.2		73.8	36.1	
Level of Service Approach Delay (s)	С	F 217.0		E	E	C	C	54.7	en e	E	D ⊯50.2∥	ana ang a
Approach LOS		Z 17 :0			D			D D		46444205	. อบ.2 D	Ministra
\$20.00 PM	THE STATE WATER SAME	1	SHAPPER AND THE PERSON NO.	HEROTOPO BALBONICA DE MONTO		and result of the San San					ט	
Intersection Summary		A to sell to						die l		2.5		104
HCM Average Control Do		HISOMETINESHIN	96.3	Н	ICM Lev	el of Se	rvice	MENOR DE REGIONAL PINOS	F	MENTAL MANAGEMENT AND TOP	Hobeltonian mobiles an	(Selbharin to no seine
HCM Volume to Capacity	ARCAEL MISCONES		1.25		-61				100			
Actuated Cycle Length (s Intersection Capacity Util			100.0 26.3%		um of lo				12.0	LECENTIAL PROPERTY		
Analysis Period (min)	nzation.	14	15		o reve	non ser	VICE		ger H			
c Critical Lane Group						Sign of page 2						
	MANUS IN			nichili							SINGERS OF STREET	

	\rightarrow	*	1	4	1	1					
Movement	- IBBT	ÆBR.	WBL	WBT:	: NBL	NBR	411			ф	1 12
Lane Configurations Sign Control	↑↑ Free		ጎ	↑↑ Free	Yield						
Grade Volume (veh/h)	0% 1415	Ó	100	0%	0% :0						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		en webser			
Hourly flow rate (vph)	1415	0	190	2895	0	0					THE STATE OF
Lane Width (ft)											
Walking Speed (ft/s) Percent Blockage	1.19										
Right turn flare (veh) Median type					None						
Median storage veh)											
Upstream signal (ft) pX, platoon unblocked				210	0.35						
ver conflicting volume. vC1, stage 1 conf vol			1415		3242	708					
vC2, stage 2 conf vol											
vCu, unblocked vol tC, single (s)			1415 4.2		5518 	708 6.9					
tC, 2 stage (s)			ര			words and the ellectrical				AT HEAT WALLES CO.	
tF (s) p0 queue free %			2.2 60		3.5 100	3.3 100					
cM capacity (veh/h)			472		0	382					
Direction, Lane#	EB 1 708	EB 2	WB 1	WB 2	WB 3	ta etakana		dan ke aka			en are
Volume Left	0	0	190	0	0						ETELOGIAN
Volume Right	1700	1700	472	1700	1700					inni Kinut	
Volume to Capacity Queue Length 95th (ft)	0.42	0,42 0	0.40 48	0.85 0	⊭0.85 0						
Control Delay (s)	0.0	0.0	17.6	0.0							
Lane LOS Approach Delay (s)	0.0	10794	C 1.1								
Approach LOS	oznaka ovetralena (judovila a	Zoonada Saecu Int. Colony au	NACO STA SCIENCE SPACE	SAND AND DESCRIPTION OF THE SAND SERVICE OF TH	Standard Standard Communication (Communication Communication Communicati			a to Hosel and Constitution of the			LASSESSED COCK OF
Intersection Summary* Average Delay	1004/2016	Market Service	0.7				40		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		
Intersection Capacity Uti	lization	13	88.4% :	IC	U Leve	of Servi	ce +		1		
Analysis Period (min)			15								

	۶	→	7	1	—	*	1	†	1	1	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	48.FUNITS-16-2481824	414	is restant an estimate	MERIDIAN PROFESSION FOR	44	F	(Cotion seetowhen)	4	ENERGY CONTRACTOR	Missan and the etc.	ф	alterantik auszyrkos
Sign Control Grade		Free 0%			Free 0%			Stop			Stop 0%	
Volume (veh/h)	10	630	15	75	670	-55	55	0% 50#	50	40	1 50 s	20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	630	15	75	670	55	55	50	iii 50	40	50	20
Pedestrians											-10 -00-1-40-1-00-1-00-1	
Lane Width (ft)												
Walking Speed (ft/s) Percent Blockage	9/1/22/18/08			780 2278 1146					ani na serie da serie	CASTANASAG		ilmionalia
Right turn flare (veh)	HOLEL FED SEEDS											
Median type								None			None :	E STATE OF
Median storage veh)	HINDS INDUSTRICATION	ausaments accura	SELECTION SELECTION	ONICA SELECTION IN CONTROL OF CONT	BARCETCAL TRIBE	APOCINE HERESTELMS	AD CORDUNATION CONTRACT	AMAKAN PANDONALIS	HEROTATURA COLUMN	SACILLA SALA SALA	energia de la composição	BARRAS AND STOR
Upstream signal (ft)											ihaa:	
pX, platoon unblocked	- FAE	7 (S. 200 (S. 2		OATS.			4400	4 5 9 9	#000	4.000	- 4 × 0 E	Oor
vC, conflicting volume vC1, stage 1 conf vol	725			645			11188	1532	<u> </u>	1230	1485	335
vC2, stage 2 conf vol								4594		#15 (A. 1859)		5.4.5.4
vCu, unblocked vol	725			645			1188	1532	322	1230	1485	335
tC; single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)	INDICATE OF THE PARTY OF THE PA	eroneoaruseit est.	Tennesiasidadese			n centrebiceSperic				unnzez en	dent syncants	Market and a
tF (s) p0 queue free %	2.2 99			- 2.2⊪ 92			3.5 37	4.0 53	3.3 93	3.5 47	4.0 56	3.3 97
cM capacity (veh/h)	887			950			88	107	679	41 1175	115	⊌667 ■667
ESTRECT CONTROL OF THE PARTY AND ADMINISTRATION OF THE PARTY OF T												
Direction; Lane#	BB 1 325	BB 2, 330	WB 1 298	WB 2 447	WB 3 55	NB 1 155	SB 1	Marian Salaharan	a katalan saka P	129-127-120		17:14:K2:0
Volume Total Volume Left	10	್ರಾತಿತ⊍ 0	- 296 75	44 <i>7</i> 0	0	100 55	40					
Volume Right	0	15	0	0	55	50≟	20					Tille I
cSH	887	1700	950	1700	1700	133	110	SURING SECTION	r gant dans er ed e e bi		rich dans dis	Million Str. 1
Volume to Capacity	0.01	0.19	0.08	0.26	0.03	1.17	1.00					
Queue Length 95th (ft)	1	0	6	0	0	229	161	ondekensentrorenius	ensetekintkaan kunt	ration de la constant	t na tracida (un començo	orden orden som
Control Delay (s)	0.4 A	0.0	2.9 A	0.0	⊞:0.0 ⊪	195.3 F	159.1 F					
Approach Delay (s)	0.2		111				159.1				Altri i i i	
Approach LOS				salaskisisiss		F	F		cataos En Salos			HEREE SHE
Intersection Summary		- X 25		Section Confe			al adapta	243				
Average Delay		T &	28.4			AND S		955	e santa S			
Intersection Capacity Util	ization	(20.4 60.2%	i IC	U Leve	of Ser	vice		- B			
Analysis Period (min)		742 PURITURE PER SERVICE	15	ZOWERNACH SERVICES (SEE)	personal de la Participa de la		entropolitico Sir		2.2501466612111.00			rastrocutatio

	*	→	*	1	—	*	1	†	-	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR-	SBL	SBT	- SBR
Lane Configurations	ሻ	ተተ	7*	آثر	^	7		4			4	
Sign Control		Free			Free			Stop			Stop	
Grade	NO EN	0%		and the contract of the contra	0%	e vace	- En	0%	ana a	e e e	0%	
Volume (veh/h) Peak Hour Factor	35 1.00	2150 1.00	50 1.00	50 1.00	2885 1.00	1.00	1.00	1.00	1.00	1.00	1.00	50 1.00
Hourly flow rate (vph)		2150		50	2885	1.00	50	50	AND A STATE OF THE	50	50	1.00
Pedestrians				AND CONTRACTOR OF STATE OF STA	na serverio seto adaptidad					RESIDENCE OF STATE		
Lane Width (ft)												
Walking Speed (ft/s)		annest in contract in the cont	***************************************	SCAR CHALLISACON MEDICANCE	THE RESERVOIR	ammine included and	COMPANDA DE LA COMPANDA DEL COMPANDA DE LA COMPANDA DEL COMPANDA DE LA COMPANDA D	A DANGE HER HER STORESON	p-HIKAESHKDBULSH SAA	ALL THE CHARLES AND ADDRESS OF THE COLUMN ASSESSMENT AND ADDRESS OF THE COLUMN ASSESSMENT ASSESSMEN		NAMESCALIS
Percent Blockage												
Right turn flare (veh)		specifical magnitude	Morage Science	that the section of	on a colonia de la colonia	STATE OF THE PARTY		Nipological	SPARENCY SIGNA	o kan shiringa saya	ar Kristons and	907784000000001
Median type Median storage veh)								None			None.	
Upstream signal (ft)												ensitati
pX, platoon unblocked				Andrew British (198	ARKSTASTASTASTASTASTASTASTASTASTASTASTASTAS		UBOTALIN PRINCIPALIS		Mar automorphism	HERBING GERRAL		Springer (2)
vC, conflicting volume	3050			2200			3838	5370	1075	4205	5255	1442
vC1, stage 1 conf vol	DOMESTIC STREET		Self-reference contraction	force a seabolar health or							La decembra de construcción de construcción de construcción de construcción de construcción de construcción de	enconstitution of
vC2, stage 2 conf-vol												
vCu, unblocked vol tC, single (s)	3050 4.1			2200 4.2			3838 7.5	5370 6.5	1075 6.9	4205 7.5	5255 6.5	1442 6.9
tC, 2 stage (s)						Ale le fale	1.0	0:0	0.9	1.0	0.5	0.9
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	69			79			0	0	77	0	0	60
cM capacity (veh/h)	112			233			0	0.	219	0.	0	124
Direction, Lane #	EB 1	EB 2	EB3	EB 4	WB1	WB 2	WB 3	WB 4	NB1	SB 1		
Volume Total	35	1075	1075	50	50	1442	1442		150	150		
Volume Left	35	0	0	0	50	0	0	0	50	50	SECRETARIA SE	0200106511
Volume Right	0	(III) 0	0.	# 50 ·	0	0		165	50	50	Manal	
cSH	112	1700	1700	1700	233	1700	1700	1700	0	0	TAIS SEEDIN	BSSETREDS/LUBAR
Volume to Capacity Queue Length 95th (ft)	0,31 30	0.63 0	0.63 0	0.03 0	0.21	0.85 0	0.85 0	0:10	Err	∥ Err Err		
Control Delay (s)	51.2	0.0	0.0	0.0	24.7		## 0!0		Err	EII EII		
Lane LOS	F			0.0	C		0.0		F	F	940.241705/E	
Approach Delay (s)	0.8				0.4				Ern	Err		
Approach LOS			Panesalepatiguoken	HOTE STREET, ENGLISHED		STATE OF THE PARTY OF THE	78050,000,701,00 FTB10.00	CONTRACTOR CONTRACT	F	F	PROPERTY OF THE PROPERTY OF TH	N.A.METIPAGOTRONILE
Intersection Summary					41-							*
Average Delay			Err									
Intersection Capacity Uti	lization		97.5%	l IC	U Leve	l of Ser	vice		III F			
Analysis Period (min)	NATIONAL PROPERTY.	ookidangaastaatuna	15	GEOGRACIO INSCRIBITIVA	58956757546153840	-	reent Augustant Austra	ote tessourabilities	Sample Department of the	F5Joe)d Burnanger	SP SOMEONE BLAD OF	SUID-REDIGINARIA
CHADIBA MESANA												

	_#	-	*	←	1	1	
Movement	EBL	EBT	WBL	WBT	NBL	# SBL	
Lane Configurations	ሻሻ	**	ሻ	ተተተ	444	*	accession to the control of the cont
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	ender som interestation in the second contract of the contract
Lane Util: Factor	0.97	0.95	1.00	0.91	0.94	1.00	
Frt	1.00	1.00	1.00	1.00	1.00	1.00	
FIt Protected	0.95	1.00	0.95	1.00	0.95	0.95	
Satd. Flow (prot)	3433	3539	1752	5085	4990	1770	
FIt Permitted	0.95	1.00	0.95	1.00	0.95	0.95	
Satd. Flow (perm)	3433 630	3539 440	1752	5085 965	4990	1770 470	
Volume (vph) Peak-hour factor, PHF	1.00	1.00	190 1.00	1.00	1575 1.00	1.00	
Adj. Flow (vph)	630	440	1.00		1575	470	
RTOR Reduction (vph)	0.00	0	0	0	0	0	
Lane Group Flow (vph)	630	440	190	965	1575	470	
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	
Turn Type	Prot		Prot		customic		
Protected Phases	5		1				
Permitted Phases		2		6	4	- 8	
Actuated Green, G (s)	21.0	24.0	14.0	17.0	24.0	24.0	namananan mengalangkan mengang perunakan pengangan mengangan pengapat dan dalah pengalah pengalah pengalah pen
	23.0	26.0	16.0	19.0	26.0	26.0	
Actuated g/C Ratio	0.29	0.32	0.20	0.24	0.32	0.32	
Clearance Time (s)	⊕ 6.0	6.0	6.0	6.0	6.0	6.0	A STATE OF THE PARTY.
Lane Grp Cap (vph)	987	1150	350	1208	1622	575	
v/s Ratio Prot	c0.18		0.11				
v/s Ratio Perm		c0.12		c0.19	c0.32	0.27	
v/c Ratio	and the second second	0.38		0.80	0.97	0.82	
Uniform Delay, d1	24.9 0.13	20.8 0.06	28.7 1.00	28.7 31.00	26.6 1.00	24.8	
Progression Factor Incremental Delay, d2	2.8	0.8	5.9	5.6	16.4	1.00 12.2	
Delay (s)	5.9	2.0		34.3	43.1	37.0	
Level of Service	A	Α	С	C	D	D D	
Approach Delay (s)		4.3		34.3			
Approach LOS	APRICAL CONTRACTOR OF THE PROPERTY OF THE PROP	A	esse tuttenettersen	С	STANDARD STANDARD		and the state of the second state of the second
Intersection Summary				100			
HCM Average Control D		STEP STEELS OF THE STEELS	30.3	H	ICM Lev	el of Sei	vice C
HCM Volume to Capacit			0.85				
Actuated Cycle Length (s		ACOUNTACTOR OF THE	80.0			st time (s) 16.0
Intersection Capacity Util			76.6%		WHEN THE PARTY IN THE PARTY AND ADDRESS OF THE	l of Serv	
Analysis Period (min)			15				THE RESIDENCE OF THE PROPERTY
c Critical Lane Group							

Movement EBL EBR EBR2 WBL WBR WBR2 NEL NET NER2 SWL SWT SWR2 Lane Configurations		_#	74	3	*	•	€_	Ť	×	1	Ĺ	×	t
	Movement	EBL	EBR	EBR2	WBL	WBR	WBR2	NEL	NET	NER2	SWL	SWT	SWR2
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190													
		PNP HANGE MERCHANIS	HINTS SHIPS SHIPS SHOULD BE SHOULD SHIP SHIP SHIP SHIP SHIP SHIP SHIP SHIP	Phot Principal Charles No.	Control of the Contro	erminensen vilkaler	RESPONSE HAVE BEEN AND THE	THE STREET	Chief Contact Control of the Control	OR KARRAM CONTRACTOR	HARLING CATALOG S	SOURCE: NAME OF THE OWNER	ATTERNATION OF THE PARTY OF THE
Total Lost time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0													7.5
			CONTROL OF PERCENTAGE AND PARTY OF THE PERCENTAGE AND PART		CON1144-Deep 2016 PR	STATE OF THE PARTY OF THE PARTY OF THE	The state of the s	Control of the second of the s	THE RESERVE AND ADDRESS OF THE PARTY OF THE	Committee of the same of the s	PROPERTY OF THE PARTY OF THE PARTY OF	PTP17FEPPRE2D-201494	1:00
													0.85 1.00
						spicel in approximation	many and the residence is not a server of	and the same of th	Springer Commission of the last		Andrews and the second section		1583
Fit Permitted 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00													
Satd. Flow (perm) 3433 5085 1583 4990 3539 1583 3433 5085 1583 3433 5085 1583			5085		College State Co	CONTRACTOR OF THE PARTY OF THE	A STATE OF THE PARTY OF THE PARTY.	THE RESERVE OF THE PARTY OF THE	CONTRACTOR OF THE PARTY NAMED IN	\$2,000 SEE \$2,000 BUSTON	ALL CAPTURED AND A SHAPE OF		
		280	555	140	1030	545	170	450	860+	800	150	800	300
Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													1.00
Adj. Flow (vph) 280 555 140 1030 545 170 450 860 800 150 800 300		Transport of the property of the	HE RESIDENCE COOPERATED	CONTRACTOR OF THE PROPERTY.	SAME AND DESCRIPTIONS OF THE PARTY OF THE PA	PARTITION OF THE PARTY OF THE P	PERSONAL PROPERTY AND ADDRESS OF THE PARTY O	PRODUCTOR STREET	Redothich fact stat. Nad	indo kalanthiri birili kw	MALE PROJECT MATERIAL	Secretary Contraction	Sales of Control of the Control of t
RTOR Reduction (vph) 0 0 2 0 0 85 0 0 0 0 173													
Lane Group Flow (vph) 280 555 138 1030 545 85 450 860 800 150 800 128		STREET CHARLESTON	ASSESSED THE STREET FOR THE	manda animanda an	And an Experimental Section 1	MANAGEMENT STORY	THE COURT OF THE POST OF	BLUESTING THE PROPERTY.	C.P.L. S. SHOWS HEATON SOLET	AND DESCRIPTIONS	A STATE OF THE PARTY OF THE PAR	The second secon	Commission Commission
Turn Type Prot custom custom Prot custom Prot custom Prot custom		COMPANIES TO SHE WAS A SHE OF		ustom	CONTRACTOR OF THE PROPERTY OF THE PARTY OF T		ustom			ustom			
Protected Phases 7 4 3 8 5 2 1 6 Permitted Phases 4 4.5 8 8.1 2.3 6.3.1		'	THE RESERVE AND ADDRESS OF THE PARTY.	A F	್ಷ ತ	Commendate State	0.4	5	2			6	
Permitted Phases 4 4 5 8 8 1 2 3 6 3 1 Actuated Green, G (s) 16.0 16.0 26.0 16.0 16.0 20.0 10.0 20.0 42.0 4.0 14.0 30.0		16.0			160	10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -		10.0	20 0		1/10	1400	
Effective Green, g (s) 18.0 18.0 30.0 18.0 18.0 24.0 12.0 22.0 44.0 6.0 16.0 34.0						especial contraction of the day			PERSONAL PROPERTY.	Carlo	ELITERATION CENT		Limit Figure (Bittle
Actuated g/C Ratio 0.22 0.22 0.38 0.22 0.30 0.15 0.28 0.55 0.08 0.20 0.42													
Clearance Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0			of the second second second second			Zacing to the state of the stat		MICHARLES TO THE PROPERTY.	NAMES OF THE OWNERS OF THE OWNER, THE			Carl Control of the C	
Lane Grp Cap (vph) 772 1144 594 1123 796 475 515 1398 871 257 1017 673		772	1144	594	1123	796	475	515	1398	871	257		673
v/s Ratio Prot 0.08 c0.11 0.21 0.15 0.13 0.17 0.04 c0.16							andarename keen			A STATE OF THE STA		- CANADA CONTRACTOR OF THE CON	
v/s Ratio Perm 0.09 0.05 c0.51 c0.51 0.08	v/s Ratio Perm			0.09	in jik		0.05	1000		c0.51			0.08
v/c Ratio 0.36 0.49 0.23 0.92 0.68 0.18 0.87 0.62 0.92 0.58 0.79 0.19													
Uniform Delay, d1 26.2 27.0 17.1 30.3 28.4 20.7 33.3 25.3 16.4 35.8 30.4 14.4		A CONTRACTOR OF THE PARTY OF TH	THE PARTY OF THE P	Eging S.P. of Shirt Life Street,	The state of the s	The property of the second		THE COLUMN TWO IS NOT THE OWNER.			MARKET STATE OF THE PARTY OF TH	Service Control of the Control	Company of the Compan
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Incremental Delay, d2 1.3 1.5 0.9 13.1 4.8 0.8 18.3 2.0 16.2 9.4 6.1 0.6 Delay (s) 27.5 28.4 18.0 43.4 33.2 21.5 51.6 27.3 32.5 45.1 36.5 15.0		######################################	PERSONAL CONTRACTOR OF THE PERSON NAMED IN CONTRACTOR OF THE PERSON NAMED	anteriores process.	CONTRACTOR AND ADDRESS OF THE PARTY.	COSTROLATION INCOME	STATISTICS OF STREET	THE PARTY OF THE PARTY OF THE PARTY.	negotti vacanalasko	THE PERSON NAMED IN COLUMN TWO	EXCEPTED SAMPORT	SAME TO WALL A LANGE AT LAND	CYTHREST CONT.
Delay (s) 27.5 28.4 18.0 43.4 33.2 21.5 51.6 27.3 32.5 45.1 36.5 15.0 Level of Service C C B D C C D C D B B			A STATE OF THE STA	and the company of th			CONTRACT DESIGNATION OF THE PARTY OF THE PAR						Cartella Concentration .
Approach Delay (s) 34.5 32.4									CONTRACTOR			action and a second	Р
Approach LOS												William Wenterward	
EAST COMMAND AND ADMINISTRATION OF THE PROPERTY OF THE PROPERT	EXPERIM EQUIPMENT OF THE PROPERTY OF THE PROPE												
Intersection Summary HCM Average Control Delay 33.8 HCM Level of Service C	The state of the s	olow.	ia Na artista	90.0	er en e	CMAT			15 15 130 130			1000	
HCM Average Control Delay 33.8 HCM Level of Service C HCM Volume to Capacity ratio 0.78						CIVI Lev	enonse	rvice		· · · · ·			
Actuated Cycle Length (s) 80.0 Sum of lost time (s) 8.0					2 = E	um of lo	et time	/e\-		8.0			\$11419CFF 1424
Intersection Capacity Utilization 76.8% ICU Level of Service D			1000000							BIRELEMPROPARIE	enezansii.		
Analysis Period (min) was the second of the control								Livelage					
c Critical Lane Group		ACCEPTAGE OF THE PARTY OF THE P	moved deposit and the least the	NAMES OF THE OWNER, OF THE OWNER, OF THE OWNER,	ALLEGO STREET, BOY	ness and rescue to the little	CALIFORNIA (SANCE)		to and a market through	NINGSHAM CHARLES	Accomplished the State of the S		walling the second

	1	1	ሻ	†	Į,	↓	
Movement :	EBL	WBL	NBL	NBT	SBL	SBT	
Lane Configurations	14.14	ሻሻ	14.64	ተተ	ኻኻ	ተ ተ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util Factor	0.97	0.97	0.97	0.95	0.97	0.95	
Frt	1.00	1.00	1.00	1.00	1.00	1.00	
Fit Protected	0.95 3433	0:95 3433	0.95 3433	1.00 3539	3433	1.00 3539	
Satd. Flow (prot) Fit Permitted	0.95	0.95		1.00	0.95 ₌		
Satd. Flow (perm)	3433	3433	3433	3539	3433	3539	
Volume (vph)	105	645	280	510	245	400	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	105	645	280	510	245	400	
RTOR Reduction (vph)	and the second s	0	0	0	0	0	
Lane Group Flow (vph)		645	280	510	245	400	
	custom c	ustom	Prot		Prot	e e e e e e e e e e e e e e e e e e e	
Protected Phases			5	1/2	1	- 6	
Permitted Phases	4	8					
Actuated Green, G (s)-	KWALLEYSHIRKPRINCT AL	26.0	15.0	22.0	14.0	21.0	
Effective Green, g (s)	28.0	28.0	17.0	24.0	16.0	23.0	
Actuated g/C Ratio	0.35	0.35	0.21		0.20	0.29	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	INTERPOLENCE OF THE PARTY OF TH
Lane Grp Cap (vph)	1202	1202	730	1062	687	1017	
v/s Ratio Prot		-0.40	c0.08	c0.14	0.07	0.11	
v/s Ratio Perm v/c Ratio	0.03	c0.19 0.54	0.38	0.48	0.36	0.39	
Uniform Delay, d1	17.4	20.8	27.0	22.9	27.6	22.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.7	1.5	₩1.6°		1.00	
Delay (s)	17.6	22.5	28.5	24.5	29.0	24.0	
Level of Service	В	C	C	. E.C.		C	
Approach Delay (s)			Orender au su seu en pres	25.9		25.9	
Approach LOS				C		C	
Intersection Summary				1976			
HCM Average Control I	Delay		24.5	iii H	CMIev	el of Serv	vice
HCM Volume to Capaci			0.46		iorement acceptate		
Actuated Cycle Length			80.0	s	um of lo	st time (s	
Intersection Capacity U		**************************************	49.5%			l of Servi	
Analysis Period (min)			15				
c Critical Lane Group							

	4	×	1	*	×	7	7	×	74	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	Ť	ተ ተተ	7	7	ተተተ	7	*5	†	7	1	Þ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	manufacture and a
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	±1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	#0.95 ₁₁	1.00	
Satd. Flow (prot)	1805	5085	1615	1703	5136	1615	1805	1863	1583	1805	1796	Oleman moves made
Fit Permitted	0.07	1.00	1.00	0.06	1.00	1.00		1.00	1:00	0.71	1.00	
Satd. Flow (perm)	125	5085	1615	110	5136	1615	1223	1863	1583	1346	1796	040
Volume (vph)	35	2000	90	75	2745	100	105	75	130	125	70	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	35	2000	90	75	2745	100	105	75	130	125		40
RTOR Reduction (vph)	0	0	43	0	0	36	0	0	65	0	17	0
Lane Group Flow (vph)	351	2000	47	THE RESIDENCE OF PARTIES.	2745	64	1,05	75	66	125	93	0
Heavy Vehicles (%)	0%	2%	0%	6%	1%	0%	0%	2%	2%	0%	0%	0%
	pm+pt		Perm	pm+pt	make a service of the service of the	Perm.	CONTRACTOR OF THE PARTY OF THE		Perm-	pm+pt		
Protected Phases	5	2 ************************************	2010200000000000	1	6	District Control Contr	7	4	00 HD 150 HD 2191	3	8	4de-latetototo
Permitted Phases	2		. 2	6			4		4	() 8.		
Actuated Green, G (s)	61.5	58.5	58.5	71.5	63.5	63.5	32.0	28.0	28.0	32.0	28.0	STREET, STATE OF THE STATE OF T
Effective Green, g (s)	- 65.0	61.0	61:0	74.0	66.0	66.01	34.0	30.0	30.0	34.0	30.0	
Actuated g/C Ratio	0.54	0.51	0.51	0.62	0.55	0.55	0.28	0.25	0.25	0.28	0.25	inisettioonii (s
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5	6.5	CHARLES THE PROPERTY OF THE PR	6.0	6.0	4.0		
Lane Grp Cap (vph)	124	2585	821	187	2825	888	366	466	396	397	449	
v/s Ratio Prot	0.01	0.39	0.00	c0.03	c0.53		0.01	0.04		c0.01	0.05	
v/s Ratio Perm	0.14 0.28	0.77	0.03	0.22	0.07	0.04	0.07		0.04	c0.08	0.04	
v/c Ratio	27.6	0.77 23.9	14.9	18.4	0.97 26.1	12.7	0.29 35.0	0:16 35.2	0.17 35.2	0.31	0,21	推起。 当
Progression Factor	1.00	23.9 1.00		1.00	20.1 1.00	12.7	35.0 1.00	35.2 1.00	35.Z 1.00	34.0 1.00	35.6 1.00	1986/15 (1985)
Incremental Delay, d2	5.6	2.3	0.1	6.3	11.5	0.2	2.0	0.7	0.9	2.1	1.0	规道设计
ALCOHOLOGICAL CALIFORNIA DE SATERO CONTROL DE SATERO DE CALORO DE SATERO DE	#33!2	26.2	15.1	24.7	37.6	12.8	36.9	35.9	36.1	36.0	36.6	A PRINCIPAL OF
Delay (s) Level of Service	C	C	B	24.7 C	D	B	D	D	D	D		
Approach Delay (s)		25.9			36.4			36.3			36.3	KEROWER.
Approach LOS		C			D			D			D D	
	100000000000000000000000000000000000000		ednii Skini mi	COSC - 2005		A MARKET PROPERTY OF THE PARTY	Santa de la companya					
Intersection Summary	<u> Partil</u>	100				1 (0		(1) B. B.				
HCM Average Control D			32.4		ICM Lev	el of Se	rvice	eg mentet teet	С	asessina marke		entales (Santanos
HCM Volume to Capacit			120.0	The control of the London Co.								
Actuated Cycle Length (s			120.0 30.0%		um of lo			wayanyaan	16.0		per establish	GWW.ccca
Intersection Capacity Uti Analysis Period (min)	uzauon		WATER STREET, THE RESERVE AND PARTY	10	>⊎ ∟eve	nor ser	vice		שש			
c Critical Lane Group		a vanda eli	15								Laterce constan	
C CHILGAL LANG GLOUP.									POPULATION			

	ሻ	†	P	J _k	ļ	w	•	×	7	•	K	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWE	NWT	NWR
Lane Configurations	ሻ	₽	A-2-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-	ሻሻ	^	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	HarajakousasiAsta	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00 0.93		0.97	1.00	1.00	0.97	0.91	100	1.00	0:91	1.00
Frt Flt Protected	1.00 0.95	0.93 1.00	i de la	1.00 0.95	1.00 1.00	0.85 1.00	1.00 0.95	1.00 1.00	0.85 1.00	1.00 0.95	1.00 1.00	0.85
Satd. Flow (prot)	1805	1650		3467	1845	1615	3502	4988	1442	1805	5136	1.00 1599
Fit Permitted	0.72	1.00		0!54	1.00	1.00	0.95	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	1376	1650	de assistante	1980	1845	1615	3502	4988	1442	193	5136	1599
Volume (vph)	50	50	50	280	50	695	450	1795	50	50	2435	405
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adi. Flow (vph)	50	50	50	280	50	695	450	1795	50.	50	2435	405
RTOR Reduction (vph)	0	30	0	0	0	0	0	0	20	0	0	0
Lane Group Flow (vph)	50	70	0	¥280	50-	695	450	1795	30	50	2435	405
Heavy Vehicles (%)	0%	4%	9%	1%	3%	0%	0%	4%	12%	0%	1%	1%
Turn Type	Perm			pm+pt		Free	Prot		Perm	pm+pt		pt+ov
Protected Phases	ANGOSOASSINAS	8	NGCNEGOGE BREGOS	7	4	D-DWY-Pandantions	5	2	Indicate and memoration is about	1	6	67
Permitted Phases	8			4		Free			2	- ∯⊪ 6⊩		
Actuated Green, G (s)	21.5	21.5		30.5	30.5	120.0	20.0	69.0	69.0	57.0	53.0	63.5
Effective Green, g (s)	22.5	22.5		31.5	31.5	120.0	21.0	71.5	71.5	Carried Street	55.5	64.5
Actuated g/C Ratio Glearance Time (s)	0.19 5.0	0.19 5.0		0.26 5.0	0.26 5.0	1.00	0.18 5.0	0.60 6.5	0.60	0.50 5.0	0.46 6.5	0.54
Lane Grp Cap (vph)	258	309		582	484	1615	613	2972	859	164	2375	050
v/s Ratio Prot	200	0.04	Marine Salah	0.02	0.03		c0.13	0.36	009	0.01		859 0.25
v/s Ratio Perm	0.04	0.04		c0.11	0.03	c0.43	CO. IO	0.30	0.02	0.14	CU.47	U.ZJ
vic Ratio	0.19	0.23	1000	0.48	0.10	0.43	0.73	0.60	0.02		1.03	0.47
Uniform Delay, d1	41.1	41.4	ovazione ferrore	37.5	33.5	0.0	46.9	15.3	10.0	15.5	32.2	17.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1:00	1.00	1.00	1.00
Incremental Delay, d2	1.7	1.7	2012/02/04/05/05/05	2.8	0.4	0.8	7.6	0.9	0.1	4.7	25.2	1.9
Delay (s)	42.8	43.1		40.3	34.0	8.0	54.5	16.2	10.1	20.2	57.5	19.0
Level of Service	D	D		D	С	Α	D	В	В	С	E	В
Approach Delay (s)		43.0			13.2			23.6			51.4	
Approach LOS		D			В			С			D	
Intersection Summary		8.476						1				
HCM Average Control D			35.0	Н	CM Lev	el of Se	ervice		D			
HCM Volume to Capacit	THE PROPERTY OF THE PROPERTY OF THE PARTY OF		0.79									
Actuated Cycle Length (120.0			ost time			8.0			anneason-t
Intersection Capacity Uti	lization	8	34.5%	= IC	CU Leve	of Ser	vice		Ε			
Analysis Period (min)			15					nanggatern (gopusos	1/21/21/21/21/21/20/21/4020	SEMMENTER OF T	Managa panganon	105:510000004
c Critical Lane Group												

Movement		*	→	*	1	—	*	1	†	1	-	↓	1
Incompany Continue	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR
Total Lost time (s)						ተተተ							
Lane Util. Factor	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Fit Protected 0.95 1.00 1.00 0.85 1.00 1.00 0.85 1.00 0.93 1.00 0.93 1.00 0.93 1.00 0.93 1.00 0.93 1.00 0.93 1.00 0.93 1.00 0.93 1.00 0.93 1.00 0.95 1.00 0.				cut entre plui bid in Tille co									
Fit Protected	Lane Util. Factor	SEASON HARLING AND	The state of the s	ASSESSMENT OF STREET	The state of the s	HOSE CHILDREN	THE RESERVE OF THE PARTY OF THE	CONTROL DESCRIPTION OF THE	CANDING TO SECURE AND A SECURE			CONTRACTOR OF THE PARTY OF THE	
Satd. Flow (prot)	4.74 Fe 7. 30 B 3.30 M B 3.00									LIBERAKSA MITANELI			
Fil Permitted		CONTRACTOR OF PROPERTY		PRODUCTION OF THE PARTY OF THE	SHARIT AND LOCK BOOK AND ADDRESS OF THE PARTY OF THE PART		continue provident land (dot) fixture in the	Design for the participation of the same			SHOW THE BOOK STREET	COMMUNICATIVA HARANGA	
Satd. Flow (perm) 1805 5085 1615 1752 5187 1615 1758 5105 50 50 50 50 50 50										NEW TOTAL STREET			au estateanes
Volume (vph) 35 2195 50 50 3025 105 50 50 50 50 50 50				KKARON DINOSISIAN	GENNYMENTAL EXCENT	THE COURSE, OR SEEDING	LEADER OF STREET	THE PROPERTY OF THE PARTY OF TH	CONTRACTOR OF THE PROPERTY OF THE PARTY OF T			LINKERSON AND	
Peak-hour factor, PHF										MORALE PERE STR			Michael Submission
Adj. Flow (vph)		THE SHEET STREET	SHOOL BUILDING CO	100000000000000000000000000000000000000			The State of Land Street Street Street	KIND OF BUILDING	25.500552224664.0035	THE RESERVE OF THE PARTY OF THE	The second second	124 22 24	A COMPANY OF THE PARKS
RTOR Reduction (vph)													
Lane Group Flow (vph) 35 2195 31 50 3025 67 50 70 0 50 70 0 0 Heavy Vehicles (%) 0% 2% 0% 3% 0% 0% 0% 0% 0% 0		woodatorapionale		the state of the state of the state of	han belief the property of	65-55 to 65 MILE TO COM 54-515	CONTRACTOR OF SEC.	DESCRIPTION OF THE PROPERTY OF	CONTRACTOR NAMED IN THE RESERVE OF THE PERSON NAMED IN THE PERSON	可是在2014年中10日日日本市政 公司	4种种类型 多种产	significant and the state of th	A MERMETANGER
Heavy Vehicles (%)													
Protected Phases					CHARLEST STORY WITH SERVICE	COPPLY Table relies 1979	CONTRACTOR CONTRACT	MEST BANGS BANGS BANG	SOUTH BUT TO THE RESIDENCE OF THE	SHIP ME BUILDING SHIP SHIP SHIP		2513 TE 0.0 E 0.0 E 10.3 E 1 E 5 E 5 E	
Protected Phases 7 4 5 3 8 1 5 2 1 6 Permitted Phases 4 8 2 Actuated Green, G (s) 11.0 71.0 75.0 12.0 72.0 76.0 21.0 17.0 21.0 17.0 Effective Green, g (s) 11.0 71.0 75.0 12.0 72.0 76.0 21.0 17.0 21.0 17.0 Actuated g/C Ratio 0.09 0.59 0.62 0.10 0.60 0.63 0.18 0.14 0.18 0.14 Clearance Time (s) 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4									0%			0%	0%
Permitted Phases		AND STREET, SALES	SHORE SHIP STANDARD SHOWS SHOW THE SHOP SHOW THE SHOW THE SHOP SHOW THE SHOW TH	CONTRACTOR DESIGNATION AND ADDRESS OF THE		The second second	A CONTRACTOR OF THE PARTY OF TH				CONTRACTOR OF STREET		
Actuated Green, G (s) 11.0 71.0 75.0 12.0 72.0 76.0 21.0 17.0 21.0 17.0 Effective Green, g (s) 11.0 71.0 75.0 12.0 72.0 76.0 21.0 17.0 21.0 17.0 21.0 17.0 Actuated g/C Ratio 0.09 0.59 0.62 0.10 0.60 0.63 0.18 0.14 0.18 0.14 Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0			4 2004-00	O Like sala	3	8						b Annotation	RESIDENT TO LEASE
Effective Green, g (s) 11.0 71.0 75.0 12.0 72.0 76.0 21.0 17.0 21.0 17.0 Actuated g/C Ratio 0.09 0.59 0.62 0.10 0.60 0.63 0.18 0.14 0.18 0.14 Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	FERENCE CONTRACTOR OF THE PROPERTY OF THE PROP	11 0	71 0	75 O	120	72.0	CHARLES CONTROL	AND THE RESERVE AND THE PARTY OF	17.0			170	
Actuated g/C Ratio					V 200 (190 (190 (190 (190 (190 (190 (190 (1					ifulelekitiyir)			109537639
Clearance Time (s) 4.0			LABOUT BEING BOOK SALE.				The state of the s	A STATE OF THE PARTY OF THE PAR			Control of the Contro	THE PERSON NAMED IN COLUMN	
Lane Grp Cap (vph) 165 3009 1063 175 3112 1077 224 249 224 249 Vis Ratio Prot. 0.02 0.43 0.00 c0.03 c0.58 0.00 c0.01 c0.04 0.01 0.04 vis Ratio Perm 0.02 0.04 0.03 0.03 Vic Ratio Derm 0.02 0.04 0.03 0.03 Vic Ratio Derm 0.02 0.04 0.03 0.03 Vic Ratio 0.021 0.73 0.03 0.29 0.97 0.06 0.22 0.28 0.22 0.28 Uniform Delay, d1 50.5 17.6 8.6 50.0 23.0 8.4 42.0 46.0 42.0 46.0 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			nana kana maka salaman							SEPERIUS.			erease un
V/s Ratio Prot 0.02 0.43 0.00 c0.03 c0.58 0.00 c0.01 c0.04 0.01 0.02 v/s Ratio Perm 0.02 0.03 0.03 0.03 0.03 0.03 v/c Ratio 0.21 0.73 0.03 0.29 0.97 0.06 0.22 0.28 0.22 0.28 Uniform Delay, d1 50.5 17.6 8.6 50.0 23.0 8.4 42.0 46.0 42.0 46.0 Progression Factor 1.00 1	CONSTRUCTION OF THE PROPERTY O	220001200000000000000000000000000000000	elicontribution in the colorest	PRINTED TO STATE OF THE PRINTE	THE RESERVE OF THE PROPERTY.		A CONTRACTOR OF THE PARTY OF TH	and the second s	COLUMB TO SERVICE STREET		and the state of t	A TOTAL STREET, THE PARTY OF THE	SEATHOFFISH.
V/s Ratio Perm 0.02 0.04 0.03 0.03 V/c Ratio 0.21 0.73 0.03 0.29 0.97 0.06 0.22 0.28 0.22 0.28 Uniform Delay, d1 50.5 17.6 8.6 50.0 23.0 8.4 42.0 46.0 42.0 46.0 Progression Factor 1.00											11 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		MATERIAL SECTION OF THE SECTION OF T
V/c Ratio 0.21 0.73 0.03 0.29 0.97 0.06 0.22 0.28 0.22 0.28 Uniform Delay, d1 50.5 17.6 8.6 50.0 23.0 8.4 42.0 46.0 42.0 46.0 Progression Factor 1.00 <	ESECTION AND ADDRESS OF THE PROPERTY OF THE PR	W.02		MALE AND ASSESSED AND ASSESSED.	00.00			Brantlin: No Endubacing St.	COCOT				HEART
Uniform Delay, d1 50.5 17.6 8.6 50.0 23.0 8.4 42.0 46.0 42.0 46.0 Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		0.21	0.73		0.29	0.97			0 28	Gusta A		ิก วล	5 3 5701007314
Progression Factor		CONTRACTOR AND ADDRESS OF THE PARTY OF THE P	Charles on a translation of the	CONTRACTOR AND	THE RESERVE OF THE PERSON NAMED IN	HER REPORTS AND ADDRESS OF THE		SERVICE STATES OF A SECURITION OF	EHBURDSHIPPING 39/39/36/EBI		Section and the Control of the Contr	MERCHANICAL COMP	584164000
Incremental Delay, d2											CONTRACTOR OF THE PROPERTY OF THE		
Delay (s) 53.4 19.2 8.6 54.1 33.8 8.5 44.3 48.8 44.3 48.8 Level of Service D B A D C A D				A STATE OF THE PARTY OF THE PAR	STATE OF THE PARTY		ATTENDED STREET, SECTION OF	TORREST CONTRACTOR		BURGSTEINEN STE	MANERAL TO ASSURE		FERNANCE
Level of Service D B A D C A D D D D Approach Delay (s) 19.5 33.3 47.3 47.3 47.3 Approach LOS B C D D Intersection Summary B C D D HCM Average Control Delay 28.6 HCM Level of Service C HGM Volume to Capacity ratio 0.73 C 12.0 Actuated Cycle Length (s) 120.0 Sum of lost time (s) 12.0 Intersection Gapacity Utilization 74.6% ICU Level of Service D			Comment of the Commen										
Approach LOS B C D D Intersection Summary HCM Average Control Delay 28.6 HCM Level of Service C HGM Volume to Capacity ratio 0.73 Actuated Cycle Length (s) 120.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 74.6% ICU Level of Service D	International Property of the Control of the Contro	D	В	Α	D	C	A	D		propagaeta and and and and and and and and and an	D	ECCOMPAND AND	
HCM Average Control Delay 28.6 HCM Level of Service C HCM Volume to Capacity ratio 0.73 Actuated Cycle Length (s) 120.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 74.6% ICU Level of Service D	Approach Delay (s)		19.5			33.3			47.3			47.3	
HCM Average Control Delay 28.6 HCM Level of Service C HCM Volume to Capacity ratio 0.73 Actuated Cycle Length (s) 120.0 Sum of lost time (s) Intersection Capacity Utilization 74.6% ICU Level of Service	Approach LOS	A RANGE WHEN YOU COME.	В	CANCERVIENAMMACINAM	EX SWALES STORY STORY	С	0010020078400044400000440000	NAME OF THE PARTY OF THE	D	augustra alla carren	AND CANADAM SECTION	D	reconstructs.
HCM Average Control Delay 28.6 HCM Level of Service C HCM Volume to Capacity ratio 0.73 Actuated Cycle Length (s) 120.0 Sum of lost time (s) Intersection Capacity Utilization 74.6% ICU Level of Service	Intersection Summary	16.8						i desta es		16			1.0
HCM Volume to Capacity ratio 0.73 Actuated Cycle Length (s) 120.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 74.6% ICU Level of Service D		elav	1002410000000000	28.6	Н	CM Lev	el of Se	rvice	COCINED INCOMES	C		2000	10000003000000
Actuated Cycle Length (s) 120.0 Sum of lost time (s) 12.0 Intersection Capacity Utilization 74.6% ICU Level of Service 1.1 D. 12.0													
Intersection Capacity Utilization 74.6% ICU Level of Service Declaration Declaration				Contained and the Control	S	um of lo	st time	(s)		12.0	aneta Lairida	and the factors and the	
					CONTRACTOR	CONTRACTOR OF THE PARTY OF THE	THE PERSON NAMED IN COLUMN 2 I	The same of the sa		D.			
Analysis Period (min) 15	Analysis Period (min)	quasicounicus (42)	AMERICAN AND ADDRESS OF THE PARTY OF T	OR ACTIVITY OF SECURE AND SECURE	nemecoacoe arministica	ENAMESTER STATES		en weigene beginnen	MATERIAL PROPERTY OF THE PROPE	IN CONTRACTOR	MONERAL PROCESSOR	onecta@www.chilli	mirragati 1903
c Critical Lane Group	c - Critical Lane Group												

	4	×	1	*	×	1	5	×	A	٤	×	*
Movement +	SEL	SET	SER	NWL	NWT	NWR	INEL	NET	NER	SWL	SWT	SWR
Lane Configurations	DANGE TANTON SERVICE	A. LA F T. B TRATE CO. B. 1 2 2	7	ሻ	atem.70 and 12 cars	7	Contract contracts	ት ት	7	ሻ	十十	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	ALCO MARCHARIAN COLOR	1900	1900	1900	1900	1900	1900
Total Lost time (s)		er observenes	4.0 - 1.00	4.0 1.00	12 St. 12 St. 12 St.	4.0 1.00	SSI/6500,886,097,612	4.0	4.0	4.0	4.0	4.0
Lane Util Factor Frt			0.86	1.00	illiakii	0.85		0.95 1.00	1.00 0.85	1.00 1.00	0.95 1.00	1.00 0.85
FIt Protected			1.00	0.95		1.00		1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	HELDERGE	odosal harris	1644	1805		1615		3610	1599	1805	3610	1615
Flt Permitted			1.00	0.95		1.00		1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	America en activa de la companya de	U-A MINELI (MINESANDE)	1644	1805	AUSTRALIA COMPANSA	1615	SANCE EN CONTRANTALES	3610	1599	984	3610	1615
Volume (vph)	.0	4 0	85	50	0	53, 80 mile 22 February 12 to 2 to	. 0	385	- 290-	110	665	160
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	85	50	0	30	0.	385	290	110	665	160
RTOR Reduction (vph)	0 10	0	48	0	0	17	0	0	164	0	0	91
Lane Group Flow (vph) Heavy Vehicles (%)	0%	0 4%	37 0%	50 0%	0% 0%	- 13 0%	0 0%	0%	126 1%	110 0%	665 0%	69
Turn Type	0 /6		ustom (ustom	076			Perm	did. Abdum.	0%
Protected Phases			ustonit	Justorii	ی است	ustom		2	геш	e E E I I I I	6	Perm
Permitted Phases			4	8		8 1			2	6		. 6
Actuated Green, G (s)		dirested/orașe	26.0	25.0	I SEGULINA SEGUI	25.0	ionaliaenan	24.0	24.0	24.0	24.0	24.0
Effective Green, g (s)			26.0	26.0		26.0		26.0	26.0	26.0	26.0	26.0
Actuated g/C Ratio	5500.05144440.000		0.43	0.43		0.43		0.43	0.43	0.43	0.43	0.43
Clearance Time (s)			4.0	5.0		5.0		ALTERNATION AND ADDRESS OF THE ADDRE	6,0	6.0	6.0	6.0
Lane Grp Cap (vph)			712	782	e eros wedonoù es solen	700	Tel. to the rest teles pursued	1564	693	426	1564	700
v/s Ratio Prot								# 0.11 1			c0.18	
v/s Ratio Perm v/c Ratio			0.02	c0.03	Figures Control	0.01	(22.22.00.000.00.00	0.25	0.08 0.18	0.11	0.43	0.04
Uniform Delay, d1	492	科拉巴拉斯 斯	9.9	9.9		9.7		⊍.∠ວ 10.8	10.5	10.8	11.8	0.10 10.1
Progression Factor	neal and		1.00	1.00		1.00		1.00	10.3	0.78	40.76	0.60
Incremental Delay, d2		erda estesa	0.1	0.2		0.0	SCHOOL FEET	0.4	0.6	1.4	0.8	0.3
Delay (s)			10.0	10.1		-9.8		11.2	11.0	9.9	9.7	6.3
Level of Service		Strate on transfer decision and	Α	В	AND THE CONTRACTOR OF THE CONT	Α	AUSTRALIA LIAN COURT	В	В	Α	Α	Ā
Approach Delay (s)		-10.0			10.0			11.1			9.2	
Approach LOS		Α			· A			В			Α	
Intersection Summary	624	K. Sel					400		4 8	0.0		
HCM Average Control De HCM Volume to Capacity			10.0	Н	CM Lev	el of Se	rvice		Α			TRUMES SA
Actuated Cycle Length (s)			60.0	Sı	ım of lo	st time	(s)		8.0			RATESIN
Intersection Capacity Utiliz			46.7%			l of Serv			Α			
Analysis Period (min)	CHICAGO TO CHICAGO	Delintoriorenetales	15	OMERICAN PROPERTY OF THE PROPE	HILLSON STATES	ANDIANTARINGS	SAN DEL SUN SERVICIONES	erro di Seri	SECRETARIST CONTRACTOR	WARREST THE PROPERTY OF THE PARTY OF THE PAR	ADDRESS STATES	ALDESTRUCTED .
c Critical Lane Group		END SHOWING					MACHINE PROPERTY OF	排放器器以 其		THE STATE OF THE S	22520000000000000000000000000000000000	SERVICE CONTRACTOR

	À	-	4	*	1	1	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	ሻ	ተተ	ተተ	7	ች	7*	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	A. C. S. STATE CO. C. STATE STREET, ST	
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	nonember and the contract of t
Lane Util. Factor	1.00	0.95	0.95	1.00	CONTRACTOR INCOMES PROCESSORS TO	. 1,00	
Frt	1.00	1.00	1.00	0.85	1.00	0.85	
Fit Protected	0.95	55336 Block by Eller Line	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3610	3610	1599	1805	1599	
FIt Permitted	0.50 942	1:00	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	942	3610	3610	1599 210	1805	1599 440	
Volume (vph) Peak-hour factor, PHF	1.00	1.00	410 1.00	1.00	1.00	1.00	
Adj. Flow (vph)	50	330	410	210	50	440	
RTOR Reduction (vph)	0	0	4, O	123	0	167	
Lane Group Flow (vph)	50	330	410	88	50	273	
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	
Turn Type	Perm			Perm		custom	
Protected Phases		2	6	iskobani kar	lender Handbladen	Gardon March (1982) (1982) (1982)	
Permitted Phases	2			6	4	4.	
Actuated Green, G (s)	23.0	23.0	23.0	23.0	26.0	26.0	
Effective Green, g (s)	25.0	25.0	25.0	25.0	27.0	27.0	
Actuated g/C Ratio	0.42	0.42	0.42	0.42	0.45	0.45	
Clearance Time (s)	6.0	INTERNATION AND ADDRESS OF THE PARTY OF THE	6.0	6.0	5.0	5.0	
Lane Grp Cap (vph)	393	1504	1504	666	812	720	
v/s Ratio Prot		0.09	c0.11				
v/s Ratio Perm	0.05			0.05	0.03	c0.17	THE REPORT OF THE PROPERTY OF
v/c.Ratio	0.13	0:22	0.27	0:13		0.38	
Uniform Delay, d1	10.8	11.2	11.5	10.8	9.3	10.9	
Progression Factor	0.55 0.7	0.554 0.3	1.00 0.4	1.00	COMMUNICATION OF THE PARTY AND IN	1.00 1.5	11/2017年19月1日 11/15月1日 12/15日日 11/15日日
Incremental Delay, d2 Delay (s)	6.6	6.5	2000	0.4 11.2	0.1 9.5	1.5	
Level of Service	Α	Α	B	В	A	B	
Approach Delay (s)		6.5	11.7		12.2		
Approach LOS	labera a de la later	A	В		B		
Intersection Summary		1907-00					
HCM Average Control D	olov	3484739	10.5		CMLO	vel of Service	B
HCM Volume to Capacit		1976855	0.33			ver or Service	B
Actuated Cycle Length (CONCRETE SUPER TREES SEE		60.0	Sı	um of lo	ost time (s)	8.0
Intersection Capacity Uti		1	50.6%			of Service	
Analysis Period (min)			15				
c Critical Lane Group			10 5 1 m (5 <u>5</u>				
CONTRACTOR OF THE PROPERTY OF	CHARLEST CONTROL	to ay Alexandra (minese)	II - CANADA II AND	Section of the sectio	accentistic market in 1880 de	AND THE PROPERTY OF THE PROPER	AND ADDRESS OF THE PROPERTY OF

→ → ↑ ↑ ↑ ↓ ↓ ~ ~ ~	*
Movement EBL EBR: NBL NBT: NBR SBL SBT SBR NWL2 NWL	NWR*
Lane Configurations	7
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	1900
Total Lost time (s) 4.0 4.0 4.0 4.0	4.0
Lane Util: Factor 1.00 0.95 0.95 1.00 1.00	1.00
Frt 1.00 1.00 1.00 0.85 1.00	0.85
Fit Protected 1.00 1.00 0.95	1.00
Satd. Flow (prot) 1770 3539 3539 1583 1770	1583
Fit Permitted 0.42 1.00 1.00 0.95	1.00
Satd. Flow (perm) 775 3539 3539 1583 1770	1583
Volume (Vph) 0 0 50 625 0 0 430 735 50 0	
Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00
	560
	143 417
TO COME OF THE PROPERTY OF THE	The state of the s
	ustom
Protected Phases 5 2 6 8	8
Actuated Green, G (s) 52.0 52.0 42.5 42.5 38.0	38.0
Effective Green, g (s) 53.0 53.0 43.5 43.5 39.0	39.0
Actuated g/C Ratio 0.53 0.53 0.44 0.44 0.39	0.39
Clearance Time (s) 5.0 5.0 5.0 5.0	5.0
Lane Grp Cap (vph) 465 1876 1539 1689 690	617
v/s Ratio Prot 0.01 c0.18 0.12	
	c0.26
v/c Ratio 0.11 0.33 0.28 0.46 0.07	0.68
Uniform Delay, d1 11.7, 13.4 18.2 20.0 19.1	25.3
Progression Factor 0.84 0.82 0.53 2.65 1.00	1.00
Incremental Delay, d2 0.4 0.5 0.2 1.1 0.2	5.9
Delay (s) 10.3 11.5 9.8 54.1 19.3	31.1
Level of Service 1 B B B A A A D B	A C
Approach Delay (s) 0.0 11.4 37.8 30.2	
Approach LOS A A A CONTRACT BEAUTY OF THE DESCRIPTION OF THE CONTRACT OF THE C	
Intersection Summary	
HCM Average Control Delay 28.6 HCM Level of Service C	
HCM Volume to Capacity ratio 0.56	HEADER HONORHICANOMICS PROGRAM
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 12.0	
Intersection Capacity Utilization 58.6% ICU Level of Service B	THE RESIDENCE OF THE PROPERTY
Analysis Period (min): 15	
c Critical Lane Group	7.22

Movement
Ideal Flow (vphpl)
Ideal Flow (vphpl)
Lane Util Factor 1 00 1 00 0.95 1 00 0.97 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) 1770 1583 3539 1583 3433 1863 Fit Permitted 0.95 1 00 1 00 1 00 0.95 1 00 Satd. Flow (perm) 1770 1583 3539 1583 3433 1863 Volume (vph) 50 575 100 50 380 100 Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 Adj. Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases Free 2 Actuated Gr
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) 1770 1583 3539 1583 3433 1863 Flt Permitted 0.95 1.00 1.00 1.00 1.00 1.00 Satd. Flow (perm) 1770 1583 3539 1583 3433 1863 Volume (vph) 50 575 100 50 380 100 Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 Adj. Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases Free 2 Actuated Green, G (s) 28.5
Fit Protected 0.95 1.00 1.00 0.95 1.00 Satd. Flow (prot) 1770 1583 3539 1583 3433 1863 Flt Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1770 1583 3539 1583 3433 1863 Volume (vph) 50 575 100 50 380 100 Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 Adj Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5
Satd. Flow (prot) 1770 1583 3539 1583 3433 1863 Flt Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1770 1583 3539 1583 3433 1863 Volume (vph) 50 575 100 50 380 100 Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 Adj. Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.5 29.0 62.5
Fit Permitted 0.95 1.00 1.00 0.95 1.00 Satd. Flow (perm) 1770 1583 3539 1583 3433 1863 Volume (vph) 50 575 100 50 380 100 Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 Adj. Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.5 29.0 62.5
Satd. Flow (perm) 1770 1583 3539 1583 3433 1863 Volume (vph) 50 575 100 50 380 100 Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 Adj. Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 2 1 6 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.5 29.0 62.5
Volume (vph) 50 575 100 50 1380 100 Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 Adj Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.0 62.5
Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 Adj. Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.0 62.5
Adj Flow (vph) 50 575 100 50 380 100 RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.0 62.5
RTOR Reduction (vph) 0 0 0 35 0 0 Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.0 62.5
Lane Group Flow (vph) 50 575 100 15 380 100 Turn Type Free Perm Prot Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.0 62.5
Protected Phases 8 2 1 6 Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.5 29.0 62.5
Permitted Phases Free 2 Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.5 29.0 62.5
Actuated Green, G (s) 28.5 100.0 28.5 28.5 28.0 61.5 Effective Green, g (s) 29.5 100.0 29.5 29.5 29.0 62.5
Effective Green, g (s) 29.5 100.0 29.5 29.0 62.5
Clearance Time (s) 5.0 5.0 5.0 5.0 5.0
Lane Grp Cap (Vph) 522 1583 1044 467 996 1164
v/s Ratio Prot 0.03 0.03 0.11 0.05
V/s Ratio Perm - 0.036 0.017 0.017
v/c Ratio 0.10 0.36 0.10 0.03 0.38 0.09
Uniform Delay, d1 25.6 0.0 25.6 25.1 28.3 7.4
Progression Factor 1.00 1.00 1.00 0.55 0.10
Incremental Delay, d2 0.4 0.6 0.2 0.1 1.1 0.1
Delay (s) 25.9 0.6 25.8 25.2 16.8 0.9
Level of Service C A C C B A A A A A A A A A A A A A A A
Approach LOS A G B B B
551 10 10 10 10 10 10 10 10 10 10 10 10 10
Intersection Summary
HCM Average Control Delay 9.5 HCM Level of Service A HCM Volume to Capacity ratio 0.36
HCM Volume to Capacity ratio Actuated Gycle Length (s) 100.0 Sum of lost time (s) 0.36
Intersection Capacity Utilization 27.5% ICU Level of Service A
Analysis Period (min)
c Critical Lane Group

	*	1	ሻ	†	Į,	Į.	
Movement	EBL	WBL	NBL	NBT	SBL	SBT	
Lane Configurations	ሻሻ	ሻሻ	ሻሻ	ተተ	ሻሻ	* *	Subsection (Control of Control of
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	н жөөт 1900-ж 20 болда дамын кононик онын жолын толууч Миле Реториятын жөө онын 190-жий, чэг один 19
Lane Util. Factor	0.97	0:97	0.97	0.95	0.97	0.95	
Frt	1.00	1.00	1.00	1.00	1.00	1.00	TOTAL CONTINUES
Fit Protected	0.95	0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3433	3433	3539	3433	3539	
Fit Permitted	0.95	0.95	.0.95	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3433	3433	3539	3433	3539	
Volume (vph)	105	555	385	440	305	400	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	105		385	440	305	400	
RTOR Reduction (vph)	0	0	0	0	0	0	
Lane Group Flow (vph)		555	385	440	Metal and the rest of the second	400	
	custom c	ustom	Prot	IN AD IMPROVING THE STORY	Prot	CONTRACTOR OF THE PROPERTY OF	A DOTA NAMED TO A STATE OF THE PARTY OF THE
Protected Phases			5	2	1-	6	
Permitted Phases	4	8	takan enemperatuk	panter annihi por de do	erance and	AND THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLU	Linki z Longo Uzioni dodo i krosini i politik e poposini i dodo in Abro del Abro Zanove z Abro Linki a do a se
Actuated Green, G (s)	31.0	31.0	27.0	29.0	24.0	26.0	
Effective Green, g (s)	33.0	33.0	27.0	31.0	24.0	28.0	
Actuated g/C Ratio	0.33	0.33	0.27	0.31	0.24	0.28	
Clearance Time (s)	6.0	6.0	4.0	6.0	4.0	6.0	
Lane Grp Cap (vph)	1133	1133	927	1097	824	991	
v/s Ratio Prot			c0.11	c0.12	0.09	0.11	
v/s Ratio Perm		c0.16					
v/c Ratio	0.09	0.49	0.42	0.40	0.37	0.40	
Uniform Delay, d1	23.2	26.8	30.0	27.2	31.7	29.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	1.5	1.4	1.1	SERVICE SERVICE SERVICES	1.2	
Delay (s)	23.3 C	28.3 C	31.4 C	28.3 C	33.0	30.4 ©	
Level of Service Approach Delay (s)		Ψ	U.	29.7		31.5	
Approach LOS				29.1 		0.5	
				9.1	HESSE IN HERBELINGE		
Intersection Summary	0.6342		erbon.		2006	Maria la	the state of the s
HCM Average Control E			29,6	Начан	ICM Lev	el of Servi	ice dan trong Camba dan tang tang
HCM Volume to Capacit		NAMES AND ADDRESS OF THE PARTY	0.45	numara, managaa ee		NO DESCRIPTION OF THE PROPERTY	
Actuated Cycle Length (100.0			ost time (s)	
Intersection Capacity Ut	ilization	MCGCMCSHMUJTHU	47.9%	IC	CU Leve	el of Servic	e A
Analysis Period (min)			15				

Movement NBL SBL SBR2 SEL SET NWL NWT	, J.
Lane Configurations ካካካ ካ ተሶ ካ ተተ	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900	
Total Lost time (s) 4.0 4.0 4.0 4.0 4.0 4.0	SKLESS MISS
Lane Util Factor 0.94 1.00 0.88 0.97 0.95 1.00 0.91	
Frt 1.00 1.00 0.85 1.00 1.00 1.00	
Fit Protected 0.95 0.95 1.00 0.95 1.00 0.95 1.00	
Satd. Flow (prot) 4990 1770 2787 3433 3539 1770 5085	*
Fit Permitted 0.95 0.95 1.00 0.95 1.00 0.43 1.00	
Satd. Flow (perm) 4990 1770 2787 3433 3539 804 5085	A Calarina wa
Volume (vph) 1575 470 775 630 585 190 965	
Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00	nanga salah s
Adj. Flow (vph) 1575 470 775 630 585 190 965	
RTOR Reduction (vph) 0 0 2 0 0 0 0	PROPERTY
Lane Group Flow (vph) 1575 470 773 630 585 190 965	
Turn Type Prot Prot custom Prot pm+pt	NEWSPIECE T
Protected Phases 3 7 5 2 1 6	
Permitted Phases 5 6 Actuated Green, G (s) 34.0 34.0 32.0 32.0 42.0 34.0 22.0	History
Effective Green, g (s) 34.0 34.0 32.0 32.0 42.0 34.0 22.0	
Actuated g/C Ratio 0.34 0.34 0.32 0.32 0.42 0.34 0.22	
Clearance Time (s) 4.0 4.0 4.0 4.0 4.0 4.0	
Lane Grp Cap (vph) 1/697 602 892 1093 1486 389 1119	
v/s Ratio Prot c0.32 0.27 0.18 0.17 0.06 c0.19	
v/s Ratio Perm	
v/c Ratio 0.93 0.78 0.87 0.57 0.39 0.49 0.86	SCHOOL SECTION
Uniform Delay, d1 31.8 29.7 32.0 28.3 20.2 24.4 37.5	風烟
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00	HE CHANGE
Incremental Delay, d2 10.4 9.7 11.1 2.2 0.8 4.3 8.8 4.3	
Delay (s) 42.2 39.3 43.1 30.5 20.9 28.7 46.4	SARLY SING
Level of Service D D D C C C D	
Approach Delay (s) 25.9 43.5	
Approach LOS	
Intersection Summary	
HCM Average Control Delay 38.5 HCM Level of Service D	
HCM Volume to Capacity ratio 0.89	
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 12.0	
Intersection Capacity Utilization Err% ICU Level of Service H	145444618
Analysis Period (min)	

	#	-	74	*	♣-	*	*	×	/	4	K	1
Movement	EBL	EBT	EBR	WBL	WBT.	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	77	ተ ቀተ	7	444	† †	7	ሻሻ	ተተተ	7	44	ተተተ	7"
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	-0.91	*0.91	0.94	0.95	*0.95	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	- 0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1695	4990	3539	1770	3433	5085	1583	3433	5085	1583
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1695	4990	3539	1770	3433	5085	1583	3433	5085	1583
Volume (vph)	280	875	140	765	810	170	450	580	800 %	180	620	85
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	280	875	140	765	810	170	450	580	800	180	620	85

	_#	7	*	*	*	×	4	×	
Movement	EBL	EBR2	WBL	WBR2	NEL.	NET	SWL	SWT	
Lane Configurations	44	7*	ሻሻ	7	ايراير	^	لولو	ተተ	
Ideal Flow (vphpl)	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	0.97	1.00	0.97	1.00	0:97	0.95	0.97	0.95	
Frt	1.00	0.85	1.00	0.85	1.00	1.00	1.00	1.00	Brand the product and another the transfer of the state o
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	3433	1583	3433	1583	3433	3539	3433	3539	
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	3433	1583	3433	1583	3433	3539	3433	3539	New York Control of the Control of t
Volume (vph)	105	260	480	190	280	440	180	and the second second second second second	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	105	260	480	190	280	440	180	400	
RTOR Reduction (vph)	0	57 203	0 480	118 72	0 280	0 440	0 	0 400	
Lane Group Flow (vph)	105	Control Control Control	Albert Posterior III socialistication and	stretch with the construction	ALTERNATION DE PROPERTIE DE L'ANNO DE L	440	Annual Language by Leading Tolland	400	
Turn Type	CONTRACTOR	ustom	Prote	ustom	Prot 5	2	Prot	6	
Protected Phases Permitted Phases	7	7 5	3	3 1) D	Z		6	
Actuated Green, G (s)	18.0	33.0	23.0	34.0	15.0	24.0	= 11.0=	20.0	THE STATE OF RESIDENCE OF THE STATE OF
Effective Green, g (s)	20.0	37.0	25.0	38.0	17.0	26.0	13.0	22.0	
Actuated g/C Ratio	0.20	0.37	0.25	0:38	0.17	0.26	0.13	0.22	
Clearance Time (s)	6.0	U.U.	6.0		6.0	6.0	6.0	6.0	
Lane Grp Cap (vph)	687	- 586	858	602	584	920	446	779	
v/s Ratio Prot	0.03		c0.14	002	0.08	c0.12	0.05	c0.11	
v/s Ratio Perm	0.00	c0.13		0.05		00.12			
v/c Ratio	0.15	0.35	0.56	0.12	0.48	0.48	0.40	0.51	
Uniform Delay, d1	33.0	22.8	32.7	20.1	37.5	31.3	39.9	34.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	ACTION ROSE SOURCES SENSE DE LO REPORTE DE LA COMPANION DE LA
Incremental Delay, d2	0.5	1.6	2.6	0.4	2.8	1.8	2.7		
Delay (s)	33.5	24.4	35.3	20.5	40.3	33.0	42.6	36.7	THE RESIDENCE OF THE PROPERTY OF A PARTY OF THE PROPERTY OF T
Level of Service	C	C	D.	C	⊞ D I	C	D	D	
Approach Delay (s)	LOCAL COLLEGE MODELLA COLLEGE	ullur action and a distriction	and the second second second second	nada gari Sayara ad ay iya ista	AMELIONIA POPULATIONAL	35.9		38.5	
Approach LOS						, , , D.:		H. H.D.H	
Intersection Summary							kga Saw	¥	
HCM Average Control D	alew -	101031484	33.8	<u>1</u>		el of Se	naviles -		
HCM Volume to Capacit			0.47		OW LEC	OF OF OF	A MICC		
Actuated Cycle Length (100.0	2	um of lo	ost time	(s)	5000 A8698	12.0
Intersection Capacity Uti			50.8%		CHARLEST PARTY AND CARLES	of Ser	TO SERVICE AND ASSESSMENT OF THE PARTY.	sometti tik	A
Analysis Period (min)			15						

c Critical Lane Group

	4	×	1	~	×	₹	7	*	4	Ĺ	×	*
Movement	SEL	SET	SER	NWL.	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	ተተተ	7	Ť	ተተተ	7	ሻ	∱	7	ħ	£	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	41.00	0.91%	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	andamica.
Fit Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	CONTRACTOR AND INCOME.	recommendation commendation	1.00	
Satd. Flow (prot)	1805	5085	1615	1703	5136	1615	1805	1863	1583	1805	1796	deposit consona
FIt Permitted	0.07	1.00	1.00	0.06		1.00	0.64	1.00	1/00	0.71	1.00	
Satd. Flow (perm)	125	5085	1615	110	5136	1615	1223	1863	1583	1346	1796	Zerosi in tradical
Volume (vph)	35	2000	90	4 75	2745	100	105	75	130	125	70	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	35	2000	90	75	2745	100	105	75	130	125	70	40
RTOR Reduction (vph)	0	0	44	0 75	0 2745	45 55	0 105	0 75	76 54	0 125	17 93	0
Lane Group Flow (vph)	35	2000 2%	46	6%	1%	0%	0%	2%	2%	0%	0%	0
Heavy Vehicles (%)	0%	27 0	0%		170	- 1-					U76	0%
Turn Type	pm+pt		Perm		6	Perm	pm+pt∜	4	Permi	pm+pt		
Protected Phases Permitted Phases	5 2	2	2	1 6	6	6	7 4"	4	4	3 8	8	skelijustikas
Actuated Green, G (s)	62.5	58.5	58.5	71.5	63.5	63.5	32.0	28.0	28.0	32.0	28.0	
Effective Green, g (s)	65.0	61.0	61.0	74.0	66.0	66.0	34.0	30.0	30.0	34.0		Marie Sale
Actuated g/C Ratio	0.54	0.51	0.51	0.62	0.55	0.55	0.28	0.25	0.25	0.28	0.25	Educati
Clearance Time (s)	4.0	6.5	6.5	5.0	100000000000000000000000000000000000000	6.5	4.0	# 6.0		500 300 500 500 500	6.0	4.0004.003
Lane Grp Cap (vph)	124	2585	821	187	2825	888	366	466	396	397	449	etiku ir tetai
v/s Ratio Prot		0.39	021	c0.03				0.04		c0:01	0.05	
v/s Ratio Perm	0.14	Hilletin bid action times	0.03	0.22	ind tide all	0.03	0.07		0.03	c0.08		MARCHILL PRODUCT
v/c Ratio	0.28	0.77			0.97	0.06	0.29	0.16	0.14		0.21	
Uniform Delay, d1	27.6	23.9	14.9	18.4	26.1	12.6	33.1	35.2	34.9	33.2	35.6	MANACESTANIS
Progression Factor	1,05	1.39	3.30	1.00		1.00	1.00		1.00	1.00	1,00	
Incremental Delay, d2	4.4	1.8	0.1	6.3	11.5	0.1	2.0	0.7	0.7	2.1	1.0	samman mengrad
Delay(s)	33.4	35.1	49.4	24.7	37.6	12.7	35.1	35(9	35.7	35.3	36.6	
Level of Service	С	D	D	С	D	В	D	D	D	D	D	Control of the Contro
Approach Delay (s)		35.7			36.4			35:5⊮	i relativ		35.9	
Approach LOS		D			D			D			D	,
Intersection Summary				100	4.6			1230	4			读
HCM Average Control D		and the process of the con-	36.1	Н	CM Lev	el of Se	rvice		D			- Comment of
HCM Volume to Capacit			0.74									
Actuated Cycle Length (120.0	S	um of lo	st time	(s)	STREET,	16.0	NAME OF THE PARTY	KO 1946 DYKASSES STOJEK	epitaris.ethi i
Intersection Capacity Ut			30.0%			l of Ser						
Analysis Period (min)		and the second s	15	entransmikidus libi	mudatimalisti #200	umomerostatoetsi kii	nandatus variotes de la Cale	THE STREET STREET, STR		- THE PARTY OF THE	STATE OF THE PROPERTY OF THE PARTY OF THE PA	essentation of the
c Critical Lane Group					178							

	ኘ	†	P	Ļ	ļ	wJ	•	×	7	•	×	*
Movement	NBL.	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ካ	₽		ሻሻ	†	7	ካ ካ	ተተተ	*	*	ተተተ	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s) Lane Util: Factor	4.0	4.0 1.00		4.0 0.97	4.0 - 1.00	4.0 1.00	4.0 - 0.97	4.0 0.91	4.0 - 1.00	4.0 1.00	4.0 0.91	4.0
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00		1.00	1.00
Satd. Flow (prot)	1805	1650	PAGE SECOND	3467	1845	1615	3502	4988	1442	1805	5136	1599
Fit Permitted	0.72	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.11=	1.00	1.00
Satd. Flow (perm)	1376	1650		3467	1845	1615	3502	4988	1442	208	5136	1599
Volume (vph)	50	50	50	380	50	695	450	1695	50	- 50	2280	560
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	50	50	50	380	50	695	450	,1695	50	Maria Banasa	2280	560
RTOR Reduction (vph)	0	30	0	0	0	0	0	0	23	0	0	0
Lane Group Flow (vph)	50	70	0:	380	50	695	450	1695	28 12%	50	2280	560
Heavy Vehicles (%)	0%	4%	9%	1%	3%	0%	0%	4%		0%	1%	1%
Turn Type Protected Phases	Perm	8		∷Prot⊍ 7	4	Free	Prot 5	2	Perm	pm+pt= 1	6	Free
Permitted Phases	8				4	Free			9.	6		Free
Actuated Green, G (s)	12.5	12.5		18.0	35.5	120.0	20.0	63.5	63.5	51.5	47.5	120.0
Effective Green, g (s)	14.0	14.0		19.0	37.0	120.0	21.0	66.0	66.0	55.0		120.0
Actuated g/C Ratio	0.12	0.12	MARIE STREET	0.16	0.31	1.00	0.18	0.55	0.55	0.46	0.42	1.00
Clearance Time (s)	5.5	5.5		5.0	5.5			6.5	6.5	5.0	6.5	
Lane Grp Cap (vph)	161	193	Magazine Magazine Herinagonia	549	569	1615	613	2743	793	162	2140	1599
v/s Ratio Prot		0.04		c0.11	0.03		c0.13	0.34	i (iliza ilaz	0.01	c0.44	
v/s Ratio Perm	0.04	F. LOWERTH AND LONG MANAGE	STATES AND ASSESSMENT OF THE PARTY OF THE PA	MINNOS 2200 11 (130)	# Procedure of the color	c0.43			0.02	0.13		0.35
v/c Ratio	0.31	0:36		0.69	0.09	0.43	0.73	0.62	ZXIIIIII XXIIIX		1.07	0.35
Uniform Delay, d1	48.6	48.9	90.7 STRUTESTORTS	47.7	29.5	0.0	46.9	18.4	12.4	18.5	35.0	0.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.36	1.00
Incremental Delay, d2	5.0	5.2 54.1	(685) (885) (885)	7.0	0.3 29.8	0.8 0.8	7.6	1.1 19.5	0.1 12.5	1.7 16.6	33.6 46.3	0.2
Delay (s) Level of Service	53.5 D	#94.⊩ D		54.8 D	29.8 C	υ,δ Α	54.5 D	9.5 B	⊫l∠.ວ B	ш.ю.о В	40.3 D	0,2 A
Approach Delay (s)		53.9	36 2 M 1 M		20.3			26.5		D	36.9	
Approach LOS		D	istilaukkisi.		C	en karanesen		C			D	
• •	r adam		oniverse area	n Vogeston ne oe			100 (20) (S.C. 25) (I		576 GENERAL SERVICE			
Intersection Summary		47.005			ONA I	1 - 6 0	, Alegan			#h i j		10
HCM Average Control D		DILLOHING STATES	30.8	H	CIVI Le	el of Se	ervice		C			REPRESENT
HCM Volume to Capacit Actuated Cycle Length (120.0		um of k	ost time	(e)		12.0			
Intersection Capacity Uti			34.4%			ost time of Ser			12.0			Marian
Analysis Period (min)	1.201011	an outlines.	15									
c Critical Lane Group												N. WARE
Levis III startes sentas esenses ministras Denomisias (DES)	nederlari bili beli		erata nevidalente.	mentaline in the	HER MANIONETH	acarthraction duty	ALBERTARIA MANAGEMENTO	nasirani di Kabili	numbre Nesson Pilini	enessee of the line	MENNESS (1965)	TEMPERITARIO

	*	\rightarrow	4	*	1	1		
Movement	EBL:	EBT	WBT	- WBR	'SBL	SBR		第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十
Lane Configurations	ች	ተተ	ተተ	7	¥	7		
Ideal Flow (vphpl)	1900	1900			1900	1900		
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	SCHINGS FOR BURNING AND SERVICE AND SERVICE OF SERVICE AND SERVICE	ENDOCUMENTO CONTRACTOR OF THE CO
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00		
Frt	1.00	1.00	1.00	0.85	1.00	0.85	CHANGE, CHANGE LEEL, PRINCES AND	BANKING DIKTIAN DALIMATAN
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1805	3610	3610	1599	1805	1599		
FIt Permitted	0.41	1.00	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	775	3610	3610	1599	1805	1599		
Volume (vph)	50	415	470	310	50	440		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Adj. Flow (vph)	50	415	470	HUMAN BARRATAN	50	TO SEE STATE OF THE PARTY OF TH		
RTOR Reduction (vph)	0	0	0	0	0	100		
Lane Group Flow (vph)		415	470	310	50	340		
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%		
Turn Type	Perm		and the same of th	ustom	illi illi c	ustom	有可能。因为"秘护 "	
Protected Phases	LILBOXI ROLL MANSHOR	2	6	ca seculos stante	desposable accountable	4	Managamining communications of the standing	bulge 60 february and the bulge of the second of the secon
Permitted Phases				6.4	4	4		
Actuated Green, G (s)	36.0	36.0	36.0	100.0	53.0	53.0		
Effective Green; g (s)	38.0	38.0	STORY STREET, SALES AND STREET, CO.	100.0	54.0	54.0		
Actuated g/C Ratio	0.38	0.38	0.38	1.00	0.54	0.54		STOCKHOLD STOCK CONTRACTOR OF THE SEC
Clearance Time (s)	6.0	6.0	6.0		5.0	THE RESERVE OF THE PARTY OF THE		
Lane Grp Cap (vph)	295	1372	1372	1599	975	863		
V/s Ratio Prot		0.11	c0.13			cu.21		
v/s Ratio Perm	0.06	0.00	004	0.19	0.03			Metallica estado Competinida que area esta
v.c Ratio	Committee of the Commit	0.30	0.34	0.19		0.39		
Uniform Delay, d1	20.5	21.7	22.1 0.80	0.0	10.9	13.4 1.00		D DINAGRAMICA CON NUCATIONIS COM
Progression Factor	1.00	STRUCKS OF THE STRUCKS	WINTOWN PURCH.	DETUCA NEW FEBRUARIES	WASTER TO THE TAXABLE PROPERTY.			
Incremental Delay, d2 Delay (s)	1.2 21.8	0.6	0.6 18.2	0.2	0.1 11.0	1.4 14.8		### Kanga gulundung Hinggara
Level of Service	21.0 C	22.3 C	B	0.2 A	В	В		
Approach Delay (s)			11.1	an taga a sangaran a Pilipinana	14.4			
Approach LOS	W CYNER DE T	C	В		В			
			econtropoposaren	CHICKEN AND DESCRIPTION				STANCE SATISFACE CONTRACTOR OF THE STANCE OF
Intersection Summary			or at 180	100	1,000	1 18 164		化 制 苗
HCM Average Control D			15.0	Н	CM Lev	el of Service	B	00000110000000000000000000000000000000
HCM Volume to Capacit			0.37	4 4 1 6 1				
Actuated Cycle Length (EEKINGI KESIKSI	100.0			ost time (s)	8.0	
Intersection Capacity Uti	lization		50.6%	- IC	U Leve د	of Service	A	
Analysis Period (min)	endert Kreinberg bei		15	ngovogativojele	Carry which the	250,885200000000000000000000000000000000		STANDARD STANDARD STANDARD OF THE STANDARD STAND
c Critical Lane Group				100 K				

	1	₹	×	~	1	K	
Movement	NWL	NWR:	NET	NER	SWL	SWT	
Lane Configurations	* j	7	∱ Љ		ነኝ	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	4.0	nes and a temperature	4.0	4.0	种种原则的种种类似的现在分词,但是是一种企业的企业的企业的企业的企业的企业的企业的企业的企业企业企业企业企业企业企业企
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.85	0.94		1.00	1.00	
FIt Protected	0.95	1.00	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1615	3363		1805	3610	
FIt Permitted	0.95	1.00	1.00		Company of the state of the	1.00	。
Satd. Flow (perm)	1805	1615	3363		455	3610	
Volume (vph)	35	80	385	290	110	665	
Peak-hour factor, PHF	1.00	1.00	1.00 385	1.00	1.00	1.00	
Adj. Flow (vph) RTOR Reduction (vph)	35 0	80 54	136	290	= 110 0	665 0	
Lane Group Flow (vph)	40.7	26	539	0	110	665	
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	
Turn Type		ustom			om+pt		
Protected Phases	eli dalla a C	ustoni	2		1	6	
Permitted Phases	8	8			, 6		
Actuated Green, G (s)	31.0	31.0	34.0		58.0	58.0	
Effective Green, g (s)	32.0	32.0	36.0		60.0	60.0	
Actuated g/C Ratio	0.32	0.32	0.36		0.60	0.60	
Clearance Time (s)	5.0	5.0	6.0		4.0	6.0	
Lane Grp Cap (vph)	578	517	1211		543	2166	
v/s Ratio Prot			c0.16			c0.18	
v/s Ratio Perm	c0.02	0.02			0.08		
v/c Ratio	0.06	0.05	0.45		0.20	0,31	
Uniform Delay, d1	23.6	23.5	24.4	Constant Services	10.0	9.8	
Progression Factor	1.00	STATES AND STREET	1.00		SEPTEMBER OF THE SEPTEMBER	1.00	
Incremental Delay, d2	0.2	0.2	1.2	dosfesia (censulo	8.0	0.4	
Delay (s)	23.8 C	23.7 C	25.6 C		=10 <i>1</i> 8	10.2 B	
Approach Delay (s)	23.7	And the state of t	25.6		D	10.3	
Approach LOS	C		C			В	12.115.115.115.115.115.115.115.115.115.1
			ESTERO PORTUGUIS CONTRACTOR DE LA CONTRA		udaja menerala		
Intersection Summary		REMARK!	47.0			1.10	
HCM Average Control D			17.9	H	CM Lev	el of Servi	ice B
HCM Volume to Gapacit Actuated Cycle Length (0.28	c.	um of la	ost time (s)	12.0
Intersection Capacity Ut			100.0 40.2%			ost time (s) I of Servic	
Analysis Period (min)	mzation		15		O LEVE		
c Critical Lane Group					i de la compania		
				araszaris (800)		HOLE 1075 (19413H127)	

	4	×	1	~	×	1	7	*	a	6	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4		ħ	^		ሻ	† 1>	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	COLUMN PROPERTY CANAL	4.0	an provincement woman to the con-	STANCE HAND TO LAND THE	4.0	S PLOPARTICAL SERVICES	4.0	4.0		4.0	4.0	AMAN CONTROL MICHAELS
Lane Util. Factor		1.00			1.00		1:00	0.95	etali:	1.00	0.95	
Frt		0.97			0.93		1.00	1.00		1.00	0.96	
FIt Protected		0.96	andria.		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1744			1716		1770	3533	November (1980)	1770	3408	
Flt Permitted		0.76			0.92		0.22	1.00		0.22	1.00	
Satd. Flow (perm)		1374			1600		414	3533		414	3408	
Volume (vph)	280	. ⊪ 5⊹	70	5	- 5	10	70	850	10	5	855	280
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	280	5.	70	5.	5	10	70	850	10,	5	855	280
RTOR Reduction (vph)	0	18	0	0	7	0	0	2	0	0	63	0
Lane Group Flow (vph)		337	0	0	13	+ 0	I SECOND HAS SOME HAS SOME	858		5	1072	150 50
Turn Type	Perm			Perm			pm+pt			pm+pt	Marine State Committee of the Committee	
Protected Phases		4			8		5	2		125 1	6	
Permitted Phases	4		- New York Control of the Control of	8			2	ALLON APPENDANCE CONT.	***************************************	6	Control and the Control	in all and a second
Actuated Green, G (s)		16.0			16.0		22.0	18.0		22.0	18.0	
Effective Green, g (s)		16.0	Management in province of the pro-	vicentarior with the pri	16.0	Personal and Control of the Control	22.0	18.0	VINETER PROPERTY BUILDING	22.0	18.0	tarana and a second
Actuated g/C Ratio	1.3	0.32			0.32		0.44	0.36		0.44	0,36	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)		440			512		291	1272	Will be	291	1227	
v/s Ratio Prot							c0.02	0.24		0.00	c0.31	
v/s Ratio Perm	je de la la	c0.25			0.01		0.09			0.01		
v/c Ratio		0.77			0.03		0.24	0.67	************	0.02	0.87	
Uniform Delay, d1		15.3			11.7		9.7	13.5		JACTURAUS CONTRACT	14.9	
Progression Factor		1.00	Section and Assessment	T-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	1.00		1.00	1.00		1.00	1.00	and the state of t
Incremental Delay, d2		12.1			0.1		P14.00000 N/60/150/09/09	2.9		0.1		
Delay (s)	nessante e e e e e e e e e e e e e e e e e e	27.4	SECULIA SECULIA DE SESTI	TOTAL OF THE PARTY	11.7	CONTRACTOR SAME	11.6	16.4	DESCRIPTION OF THE PARTY OF THE	8.4	23.7	CR-O-REPGISEETS
Level of Service					B		В	⊮ ∥Bi		A	H C	
Approach Delay (s)		27.4	Octobra Nacional		11.7	KO ESTRACIONES		16.0	BETTE OFFIC VERY HOLD		23.6	HEISE GEROOGEN
Approach LOS		C I			В.			В			C_1	
Intersection Summary										100		
HCM Average Control D	elay		21.2	H	CM Lev	el of Se	rvice		C			
HCM Volume to Capacit	y ratio	and the backed marks	0.76	SHURSAGIRHIUI SKILLATILA	nnaesta commentari	WAS INDUSTRIAN AGAIN	CALLETTIC SEASON SHIP	ADMINISTRATION OF THE PARTY.	ANIONELA LA LA MANAGO	avay, Jahutan 22b	A STATE OF THE STATE OF T	Newson Section 12
Actuated Cycle Length (s) =		50.0	Sı	um of lo	st time	(s)		12.0			
Intersection Capacity Ut		The state of the s	73.2%	IC	U Leve	of Ser	vice		D			
Analysis Period (min)		13. 41.492	15									

	ሻ	P	×	7	*	X	
Movement 8	NBL	NBR	SET	SER	NWL	NWT	
Lane Configurations	***		ተተ			**	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	THEORY WE SEND ON	4.0	ACUTOMOCI X SUMMERSON	COULD PARKING WITHOUT	4.0	AND AND THE STATE OF THE STATE
Lane Util. Factor	0.97		0.95			0.95	
Frt	0.91	Santacion de la Constitución	1.00	n at the section has received before		1.00	
FIt Protected	0.98		1.00			1.00	
Satd. Flow (prot)	3214		3539	enday waxaa aa aa aa		3539	
Fit Permitted	0.98		1.00			1.00	
Satd. Flow (perm)	3214		3539	1000 E 100	52002830110227510	3539	niczon niczonaczna kontrodzycji, tanincznowa potobi Z ^e wier bon cznicznyczna graszychnicz o procest.
Volume (vph)	335	565	620	0	0.0	1180	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	335	565	620	(E) O	0	1180=	
RTOR Reduction (vph)	119 781	0	0 620	0	0	1100	
Lane Group Flow (vph)	/ O.L	T O	020	U	U	HI OU	
Turn Type Protected Phases	8		6				
Permitted Phases	0 -		U.				
Actuated Green, G (s)	43.0		49.0			49.0	
Effective Green, g (s)	43.0		49.0			49.0	andara maaninasuusin merkeenisen on bashandi taa'i ka
Actuated g/C Ratio	0.43		0.49			0.49	and new configuration and the configuration of the configuration and the configuration a
Clearance Time (s)	4.0		4.0			4.0	anter timo de la completa de la comp
Lane Grp Cap (vph)	1382	area fairt	1734	e a Carrette		1734	
v/s Ratio Prot	c0.24		0.18		d a (eg 20 a galhata) (b	c0.33	BELLEVICE CONTROL CONTROL WE SEE SEE SEE SEE SEE SEE SEE SEE SEE
v/s Ratio Perm							
v/c Ratio	0.57	SOLICIMENCUR SONS A	0.36		NATURAL KANDANI KAND	0.68	THE RESIDENCE OF THE PROPERTY
Uniform Delay, d1	21.5		15.8			19.5	
Progression Factor	1.00		0.32			1.00	
Incremental Delay, d2	1.7		0.4			1 2.2	
Delay (s)	23.1	WITACONIC STORE & NO. of Property	5.4	North action becomes		21.7	
Level of Service	IIII C		- A				
Approach Delay (s)	23.1	ne e crede	5.4		ETERAS DE LE CONTROL DE LA CONTROL DE L L'ALCONTROL DE LA CONTROL	21.7	
Approach LOS	i ii C		A A			6	
Intersection Summary	46.			a Bra-	a wa	7 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m	
HCM Average Control D	elay		18.4	" HO	DM Lev	el of Sei	wice B
HCM Volume to Capacit			0.63		- ATTACAMENT		AAAMATATA WAXAA AAAAAAAAAAAAAAAAAAAAAAAAAAAA
Actuated Cycle Length (100.0	Children bearing to the particular	Martin Company of the	st time (THE AND INCOME THE PROPERTY OF THE PARTY OF THE PROPERTY OF TH
Intersection Capacity Ut	ilization	(66.7%	IC	U Level	of Serv	rice C
Analysis Period (min)			15				

Movement NBL NBT NBR SBL SBT SBR SEL SER NML NWT NWR Lane Configurations		ሻ	†	P	Į,	1	W	•	×	7	•	×	1
Total Lost time (s)	Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	-NWT	NWR
Total Lost time (s)													
Lane Util. Factor		1900	1900	1900	1900		1900	1900	the author to the contract of	1900	AND DESCRIPTIONS OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERS		1900
Frit Protected 0.95 0.96 1.00 1.00 Fit Protected 0.98 1.00 0.95 1.00 Satd. Flow (prot) 1773 3460 1770 3610 Fit Permitted 0.98 1.00 0.14 1.00 Satd. Flow (perm) 1773 3460 256 3610 Wolume (vpn) 0 0 0 25 25 25 25 0 570 185 450 1065 0 Peak-hour factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		very contribute to constitute	Sentra official equipment of a regular	iones authorises apphilise	(Siverente de Elleren		stagesteraphory; vo	romana se don addresse		PS SCHOOL SERVICE			dial billioners diallers mark.
Fit Protected 100	The first of the control of the cont					SCHOOL SCHOOL SCHOOL SCHOOL							
Satd. Flow (prot) 1773 3460 1770 3610 Fit Permitted 0.98 1.00 0.14 1.00 Satd. Flow (perm) 1773 3460 258 3610 Volume (vph) 0 0 25 25 125 0 570 185 450 1065 0 Peak-hour factor, PHF 1.00			SECTION OF HIS	16.25 12.75 16.75 16.72	Special Country		ni miring sangkasaka	GERALDPROFILE GRANDS		and new except from			Particular 1955s
Fit Permitted						NAME OF TAXABLE PARTY.			The Part of the Part of		See Spoker solves on	\$2.00 and the first property of	
Satd. Flow (perm) 1773 3460 256 3610 Volume (vph) 0 0 25 25 25 0 570 185 450 1065 0 Peak-hour factor, PHF 1.00		i nata postalenta (1915		edicage as in our				1000194001E01581115		MINISTER IN			HEREINSEREN FR
Volume (vph) 0 0 0 25 25 25 0 570 185 450 1065 0 Peak-hour factor, PHF 1.00 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Peak-hour factor, PHF		A	6		M. MOE		9 OF 1			10E			- To
Adj. Flow (vph) 0 0 0 25 25 25 0 570 185 450 1065 0 RTOR Reduction (vph) 0 0 0 0 18 0 0 31 0 0 0 0 Lane Group Flow (vph) 0 0 0 57 0 0 724 0 450 1065 0 Heavy Vehicles (%) 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% Furnitied Phases 4 2 1 6 5 6 2 5 6 2 5 6 2 5 6 2			A LOCAL DESCRIPTION OF THE PERSON OF THE PER	CONSTRUCTOR OF THE	PERSONAL PROPERTY AND PROPERTY	THE RESERVE AND ADDRESS OF THE PARTY OF THE	COLUMN TO THE PROPERTY OF THE PARTY OF THE P	CAN DESCRIPTION OF THE PARTY OF		CONTRACTOR OF PERSONS AND COLUMN CO.	ESCHERIC SCHOOL SCHOOL		SELTE AND LINES
RTOR Reduction (vph) 0 0 0 0 18 0 0 31 0 0 0 0 Lane Group Flow (vph) 0 0 0 0 57 0 0 724 0 450 1065 0 Heavy Vehicles (%) 2% 2% 2% 0% 0% 0% 0% 2% 2% 0% 0% Heavy Vehicles (%) 2% 2% 0% 2% 0% 0% 0% 2% 2% 0% 0% Protected Phases 4 2 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 1.0 6 6 1.0 6 1.0 6 1.0 6 2.5 62.5 62.5 62.5 62.5 62.5 62.5 62.5 62.5 62.5 62.5 62.5 62.5		AND DESCRIPTION OF THE PERSON NAMED IN COLUMN											
Lane Group Flow (vph) 0 0 0 57 0 0 724 0 450 1065 0 Heavy Vehicles (%) 2% 2% 0% 0% 0% 0% 2% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			CONTRACTOR CONTRACTOR		credental and the early		RESPONSE OF THE PROPERTY OF TH	A secolate decompositions	ACCRECATION STREET		4000-000-000-000-000-000-000-000-000-00	adaminares del Se	PERSONAL PROPERTY AND MARKS
Heavy Vehicles (%) 2% 2% 0% 0% 0% 2% 2% 0% 0% Furni Type Protected Phases 4 2 1 6 Permitted Phases 8 4 2 1 6 Actuated Green, G (s) 29.5 27.0 61.0 61.0 Effective Green, g (s) 29.5 28.5 62.5 62.5 Actuated g/C Ratio 0.29 0.28 0.62 0.62 Glearance Tlime (s) 4.0 5.5 4.0 5.5 Lane Grp Cap (vph) 523 986 614 2256 V/s Ratio Prot 0.21 0.22 0.30 0.24 V/s Ratio Perm 0.03 0.04 0.73 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5											_		
Turn Type custom pm+pt Protected Phases 4 2 1 6 Permitted Phases 8 6 6 Actuated Green, G (s) 29.5 27.0 61.0 61.0 Effective Green, g (s) 29.5 28.5 62.5 62.5 Actuated g/C Ratio 0.29 0.28 0.62 0.62 Glearance Time (s) 4.0 5.5 4.0 5.5 Lane Grp Cap (vph) 523 986 614 2256 V/s Ratio Prot 0.21 c0.22 0.30 v/s Ratio Perm 0.03 c0.24 V/c Ratio 0.11 0.73 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay(s) 26.1 19.9 45.3 8.8 Level of Service C B <		The section of the section of	Control of Parties of the Control of	Charles of the Control of the Con-	Carried Street, Street, or Street,		CONTRACTOR DESIGNATION	在1920年1月1日日日日 日日日日		Property Section 1925		C+4-700.0000000000000000000000000000000000	A CONTRACTOR OF THE PARTY OF TH
Protected Phases 4 2 1 6 Permitted Phases 8 6 6 Actuated Green, G (s) 29.5 27.0 61.0 61.0 Effective Green, g (s) 29.5 28.5 62.5 62.5 62.5 Actuated g/C Ratio 0.29 0.28 0.62 0.62 62.5 62.													CONTRACTOR OF THE
Permitted Phases		e e de la composition	001000000000000000000000000000000000000			4	utotalionenolog		2		continuous alaterator da dat	6	EMBLESCH
Actuated Green, G (s) 29.5 27.0 61.0 61.0 Effective Green, g (s) 29.5 28.5 62.5 62.5 Actuated g/C Ratio 0.29 0.28 0.62 0.62 Glearance Time (s) 4.0 5.5 4.0 5.5 Lane Grp Cap (vph) 523 986 614 2256 V/s Ratio Prot 0.21 60.22 0.30 v/s Ratio Perm 0.03 c0.24 V/c Ratio 0.11 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6					-ii 8						6		
Actuated g/C Ratio 0.29 0.28 0.62 0.62 Clearance Time (s) 4.0 5.5 4.0 5.5 Lane Grp Cap (vph) 523 986 614 2256 V/s Ratio Prot 0.21 c0.22 0:30 v/s Ratio Perm 0.03 c0.24 V/c Ratio 0.11 0.73 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6		PERCENDING PRES	SP NOT COMPANY SOUTH	MARCHURCH CARRIES	Egypti suguels sus	29.5	one one current seath	DE DESELLARISED ESPERANTE	27.0	rt. 186 meret Pice Cit	61.0	61.0	Recipie Dielera
Clearance Time (s) 4.0 5.5 4.0 5.5 Lane Grp Cap (vph) 523 986 614 2256 V/s Ratio Perm 0.21 c0.22 0.30 v/s Ratio Perm 0.03 c0.24 V/c Ratio 0.11 0.73 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6	Effective Green, g (s)					29.5			28.5		62.5	62.5	
Lane Grp Cap (vph) 523 986 614 2256 V/s Ratio Prot 0.21 c0.22 0.30 v/s Ratio Perm 0.03 c0.24 v/c Ratio 0.11 0.73 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 11.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6	Actuated g/C Ratio		Calabaration on properties recognists to					multiple in terminology about the control of the co		M 11-10-000-1-4 -000-0-1-1-10-1			ACCUSTOMENT OF THE PARTY OF THE
V/s Ratio Prot 0.21 c0.22 0.30 v/s Ratio Perm 0.03 c0.24 v/c Ratio 0.11 0.73 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6	Clearance Time (s)		Landa			4.0			5.5		4.0	5.5	
V/s Ratio Perm 0.03 c0.24 V/c Ratio 0.11 0.73 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6	Lane Grp Cap (vph)					523							
V/c Ratio 0.11 0.73 0.73 0.47 Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6								Hall H	-0.21			0:30	
Uniform Delay, d1 25.7 32.3 20.9 10.0 Progression Factor 1.00 0.47 1.89 0.83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6													
Progression Factor 1:00 0:47 1:89 0:83 Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19:9 45:3 8:8 Level of Service C B D A Approach Delay (s) 0.0 26:1 19:9 19:6						and a substitute of the substi			CONTRACTOR STATE		the ballion for about highly being a reliable	AND DESCRIPTION OF THE PARTY.	
Incremental Delay, d2 0.4 4.6 5.7 0.5 Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6					Company of the Parks		Percentagn of the Control of the Control	THE CONCURRENCE SHIP					THE PERSON NAMED IN COLUMN
Delay (s) 26.1 19.9 45.3 8.8 Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.6						Process Process (Section 2017)						STATE OF THE PARTY OF THE PARTY.	
Level of Service C B D A Approach Delay (s) 0.0 26.1 19.9 19.9 19.6 19.6													ene ande
Approach Delay (s)											September 1997	with the response of the state of the state of the	
			0.0				a di Paring						SCHOOL SER
Approach LOS A C: B B	Approach LOS		A			C			В			В	ESTOTION.
	202		Λ	Marin Assessment									THE STREET STREET
Intersection Summary			(漢) (4)						6444	And the second second	100000	Jan Jan	
HCM Average Control Delay 19.9 HCM Level of Service B					H	CM Lev	el of Se	rvice	tacentia conscione	В		Crystal Contain by e	Highling president
HCM-Volume to Capacity ratio 0.52						im of l-				0.0		STREETS HEAT OF ST	
Actuated Cycle Length (s) 100.0 Sum of lost time (s) 8.0 Intersection Capacity Utilization 66.7% ICU Level of Service C										Delication and being a section as off a room	25 (Ch. 1657 and 16		
Intersection Capacity Utilization 66:7% ICU Level of Service C Analysis Period (min) 15		Lau0H	The state of	SERVICE PROPERTY OF THE PROPER	16	o Leve	i on serv	/ICE	tari Fulliy				
c. Critical Lane Group				10									制度制度

	ሻ	†	P	Ļ	ļ	W	•	×	7	*	×	*
Movement	NBL.	INBT	NBR	SBL	SBT 4	-SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	f)		ሻ	∱>	AND STREET	ሻ	ተ ጉ		ሻ	ት թ	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	THE SALE NOT LESS	1900	1900	Part of the State of the State of the State of S	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	nguriyaan ürlünin oosala	4.0	4.0	verteinileV-stress (d	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93	(DISTRIBUTED	1.00	0.90	nisenegatedou	1.00	1.00	HE COMPANY	1.00	0.99	(Konstiller)
Fit Protected	0.95	1.00 1735		0.95	1.00 1710		0.95	1.00		0.95	1.00	do la dell
Satd. Flow (prot) Fit Permitted	1805 0.73	1.00		1805 0.71	1.00	SH2564 (*) 43	1656 0.15	3597 1.00		1770 0.32	3555 1.00	SIGNATURE
Satd. Flow (perm)	1383	1735		1346	1710		263	3597		595	3555	
Volume (vph)	20	40	35	1540	1710	30	35	630	15	60	975	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	20	40	35	1.00	1.00	30	35	630	1.00	60	975	40
RTOR Reduction (vph)	0	27	0	0	23	0	0	2	0	O	3	0
Lane Group Flow (vph)	20⊤	48	0	15	22	0=	35	643	0	60	1012	- 0
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	9%	0%	0%	2%	1%	0%
Turn Type	pm+pt			pm+pt			om+pt			pm+pt		3167 T. 1
Protected Phases	5	2		1	6	embrieden nietz zysta.	7	4		3	8	
Permitted Phases	2			iii 6		Haffi Heri	4		4.4	- 8		
Actuated Green, G (s)	30.0	21.0		30.0	21.0		52.0	42.0		52.0	42.0	
Effective Green, g (s)	31.0	22.0		31.0	22.0		53.0	43.0		⊪53.0⊭	43.0	
Actuated g/C Ratio	0.31	0.22	COCCENS PLANS PROVI	0.31	0.22	namen in a second	0.53	0.43	Nascopport Application	0.53	0.43	in Statedaneur
Clearance Time (s)	Malayana Pay to Liberator Inco	5.0		4.0	5.0	Jan 161	4:0	5.0 .		4.0	5.0	
Lane Grp Cap (vph)	467	382	P. 110. 110. 110. 110. 110. 110. 110. 11	459	376		279	1547	March 18 September 19	433	1529	
v/s Ratio Prot	c0.00	c0.03		0.00	0.01			_0.18_		c0.01	c0.28	
v/s Ratio Perm	0.01	0.12	DELINERS STATES	0.01 +0.03	0.06		0.05	0.42	Kesana en la la	0.06		жамети
v/c Ratio		31.3		24.0	30.8		0.13	19.8		0.14	Bush Libert Co	
Uniform Delay, d1 Progression Factor	24.1 1.00	31.3 41.00		100	1.00	STATISTICS	13.4	0.74		11.9 0.12	22.7 0.36	
Incremental Delay, d2	0.2	0.7		0.1	0.3		0.32	0.3		0.6	2.0	
Delay (s)	24.2	32.0	See See See Se	24.1	31.1		4.7			2.1	10.2	GRUNSI
Level of Service	C	C		C	С	- C0185 KG-01	A	В		A	B	
Approach Delay (s)		30.3			29.4			14.5 L			9.8	
Approach LOS	######################################	C	maguvezara vabels		C	6911110651191129012991	zapudizni iseejus	В	dalominion (1953)	AMERICAN LINEAU PART.	Α	HOMOLOGICAL STREET
Intersection Summary			1 200 Mey 120	是							8.5	
HCM Average Control D	elay	O DE PROCESO DE LA COMPANSION DE LA COMP	13.1	Н	CM Lev	el of Se	rvice	the said	В			SERVICE SECURE
HCM Volume to Capacit			0.39									
Actuated Cycle Length (s			100.0	S	um of lo	st time	(s)	divine Catholog Sen Armenda	16.0	A 184 MARKET OF STREET STREET	-5,012,000,000,000,000,000	(POD RESEARCE)
Intersection Capacity Uti	lization	1	19.3%		CU Leve	l of Sen	/ice		A'		Marine.	
Analysis Period (min)			15							AMERICAN CO.		
c + Critical Lane Group												

	4	×	1	~	×	*	7	×	a	4	K	×
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	ሻ	↑ ↑		ሻ	ተ ቡ		J.	₽		ሻ	ĵ»	
Ideal Flow (vphpl)	1900	1900	1900	1900	NATIONAL PROPERTY.	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	proproprio de caración de mesta	4.0	4.0	erayme danomista	4.0	4.0	Open courtes and form	4.0	4.0	ggt-strange, er toen vol
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1,00	1.00	
Frt	1.00	0.99	Ma School Hotel Bare	1.00	0.99	HOSSI (A. L. MARRIER BARRIER	1.00	0.97	Hendanika dalam	1.00	0.98	Machine Marine (Sect.
Elt Protected	0.95	1.00		0.95	1.00		CONTRACTOR OF STREET	1.00		0.95	1.00	
Satd. Flow (prot) Fit Permitted	1805 0.28	3526 1.00		1787 - 0.11	3556 1.00		1805 0.20	1841 1.00		1719 0.13	1856 1.00	OBSINSE)
Satd. Flow (perm)	532	3526		203	3556		382	1841		233	1856	
Volume (vph)	80	975	105	195	780	30	90	440	115	30	375	55
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	80	975	105	195	780	30	90	440	1115	30	375	55
RTOR Reduction (vph)	0	8	0	0	3	0	0	9	0	0	6	0
Lane Group Flow (vph)	80	1072	0	195	807	0	90.	546	0.	30	424	-0
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	0%	0%	0%	5%	0%	3%
Turn Type	pm+pt			pm+pt			om+pt			pm+pt	la in in	Dignani.
Protected Phases	5	2	ACRES CONTRACTOR	1	6	SANCE STREET,	7	4	EAST DISSESSED THE RESIDENCE	3	8	SOLUTION CHILD
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	35.5	31.5		48.5	39.5		38.0	32.5		32.0	29.5	
Effective Green, g (s)	38.0	33.0		50.0			41.0	34.0		35.0	⊪31.0.	
Actuated g/C Ratio	0.38	0.33	N-152-0300000000000000000000000000000000000	0.50	0.41	N-TOATHORDS TWO-PLAN	0.41	0.34	SALSH-66-08-MT-08-V09-5	0.35	0.31	T014660550000
Clearance Time (s)	5.0	5.5		5.0	5.5		5.5	5.5		5.5	5.5	
Lane Grp Cap (vph)	266	1164	GT PT PT STATE OF STA	307	1458	STOCKNESS CONTRACTOR	256	626	TERRESONAL PROPERTY.	141	575	- Mariana and the second
v/s Ratio Prot	-0.02	c0.30	相關的	OR CHILD LEGGER DESCRIPTION OF THE PARTY OF	∞0.23∥		c0.02	c0/30=		0.01	0.23	
v/s Ratio Perm	0.10 0.30	0.92		0.23	0.55	ar salma saan	0.12	0.87		0.07	0.74	LOW ASSET
v/c Ratio Uniform Delay, d1	20.3	32.2		19.7	22.5		20.7	31.0		24.1	30.9	
Progression Factor	0.93	0.93		0 68	0.55		1.00	1.00		1.00	manufacture of colors of the last	DEFECTAL S
Incremental Delay, d2	2.9	13.1		7.5	1.2		3.8	15.4		3.4	8.3	
Delay (s)	21.8	43.0		20.9	13.5		124.4	46:4		27.5	39:1	
Level of Service	C	D		С	В	CONTERCE AT C.T. INC	C	D		C	D	Datamonakhes
Approach Delay (s)		41.6			15.0			43.3			38:4	
Approach LOS		D	******	AND THE PARTY OF T	В	***************************************	*******	D	***************************************	MORE BRANCE A A COMMO COLA ANA	D	CONCERT COMPANY (CA
intersection Summary	r V		44	12	i i			15.15.35				4+ 0
HCM Average Control D	elay		33.3	Н	ICM Lev	el of Se	rvice		С			
HCM Volume to Capacit			0.84									
Actuated Cycle Length (100.0		um of lo				16.0		was kura madana	**************************************
Intersection Capacity Uti	lization		37.9%	IC	CU Leve	l of Serv	/ice		∌l. E∷			
Analysis Period (min)	SATE OFFICE VARIOUS PROPERTY.	erum spoensageane	15	tera Gran menorskim na	internativous gradua	CONDUMNICATION OF THE PARTY OF	THE PERSON PROPERTY.	DIN DER RECORDE DATE DE LA COMP	UNDER GRADALITA COL	da malamanalan era	delication of Market	POA-NUMEL to a
c Critical Lane Group												

	4	×	1	1	×	*	7	×	4	Ĺ	K	*
Movement :	SEL	SET	SER	NWL	NWT	NWR:	NEL	NET	*NER	SWL	SWT	SWR
Lane Configurations	7	† }		Ť	↑ ↑		75	Þ			€}>	
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	The second second
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frt	1.00	0.90		1.00	1.00		1.00	0.88			0.95	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1770	3202	Name (promitting or a service of all professions)	1770	3531		1770	1639		NORTH CONTROL OF THE PARTY OF T	1750	
Flt Permitted	CONTRACTOR OF THE PARTY OF THE	1.00		0.27	1.00		0.74	1.00			0.94	
Satd. Flow (perm)	687	3202		510	3531		1374	1639			1667	
Volume (vph)	10	215	375	170		10	10	10	40	##10	10	<u> </u>
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	215	375	170	665	10	10	10	40	10	10	10
RTOR Reduction (vph)		248	0	0	1	0	0	28	0	0	7	0
Lane Group Flow (vph)	HERETTER STORY	343	(CD C) CO	170	674	iiii (0,i	10	22	0//	Lixisahbasanse stder	⊭ 23 ·	JH (2, 0
Turn Type	pm+pt	1011440711M017M1017111141004		pm+pt			Perm	MATHEM IN A CONTROLLER MATERIA	Torona and a Colonia delication of the Colon	Perm	The state of the s	
Protected Phases	1	- 6		5	2-			4			8,111	
Permitted Phases	6	SWOOD TX AND DEFENDING	[A8740Uhwijimedee	2	enderfallelderfallersteben.	romantostanciji. Ref	4	nnkos karruphi kingah	****************	8	4940775745M76514	odanienosta
Actuated Green, G (s)	49.0	33.0		62.0	41.0		28.0	28.0			28.0	
Effective Green, g (s)	51.0	34.0	Overseled History Stricture	63.0	42.0	ra controlles allocations	29.0	29.0		COLUMN TIMES COLUMN	29.0	NAME OF THE PARTY
Actuated g/C Ratio	0.51	0.34	galasia	0.63	0.42		0.29	0.29			0.29	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	***	r Process and and service and	5.0	
Lane Grp Cap (vph)	534	1089		636	1483		398	475			483	
v/s Ratio Prot	0.00	0.11		c0.07	c0.19	According to the property of		0.01			****	Separate Control of the Control of t
v/s Ratio Perm	0.01			-0.10			0.01				c0.01	
v/c Ratio	0.02	0.31	UKOUS VANTS OLA SOTO	0.27	0.45	- Krown strong contra	0.03	0.05		e) pate esta accioner	0.05	CELIBERGERES
Uniform Delay, d1	12.1	24.4		8.8	Same of the party of the party of the party of the		25.4	25.5			25.6	
Progression Factor	0.62	0.88		1.22	0.23		1.00	1.00			1.00	IX WAS AND AND
Incremental Delay, d2	the state of the second state of the	0.7		- 0.9	0.9		iii-0.1 -	0.2			0:2	
Delay (s)	7.5	22.2	DOSTORATIONS	11.6	5.7	OPERATE AND A PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN COLUMN TO PERSON NAMED IN CO	25.5	25.7	410044200000000000000000000000000000000	NAME OF THE PERSON OF	25.7	SOMETHIC PROPERTY.
Level of Service	A	C	Home i	B≌			С	C C			0 C	
Approach Delay (s)	THE RESERVE THE SECOND	21.9		ienski kari	6.9			25.7	SNATE CLEAR		25.7	TELEPHONE!
Approach LOS					A.							
Intersection Summary	W. (4)	911022									15,000	100
HCM Average Control I	Delay	2401	13.9	H	CM Lev	el of Se	rvice		В			
HCM Volume to Capaci		III X 49 ARRESENSI IN SEEDA	0.29	amon og viggagginner fig at med 19 oktob	AND THE PROPERTY OF THE PROPER	ENGRAPHE FORESTER	NATIONAL PROPERTY OF	neuro di ancio control (1908)	accopute the Control of the Control	ORNAL PROPERTY AND ADDRESS OF THE PARTY AND AD	CONTRACTOR NATIONAL	STIN SECTIONS
Actuated Cycle Length			100.0	III S	um of lo	st time	(s)	Horas	12.0			
Intersection Capacity U	tilization		45.8%	IC	CU Leve	of Ser	vice		Α	- American Street and Book	PERFECT STREET	result CARVESTAS
Analysis Period (min)			15					add in the	3561.0			

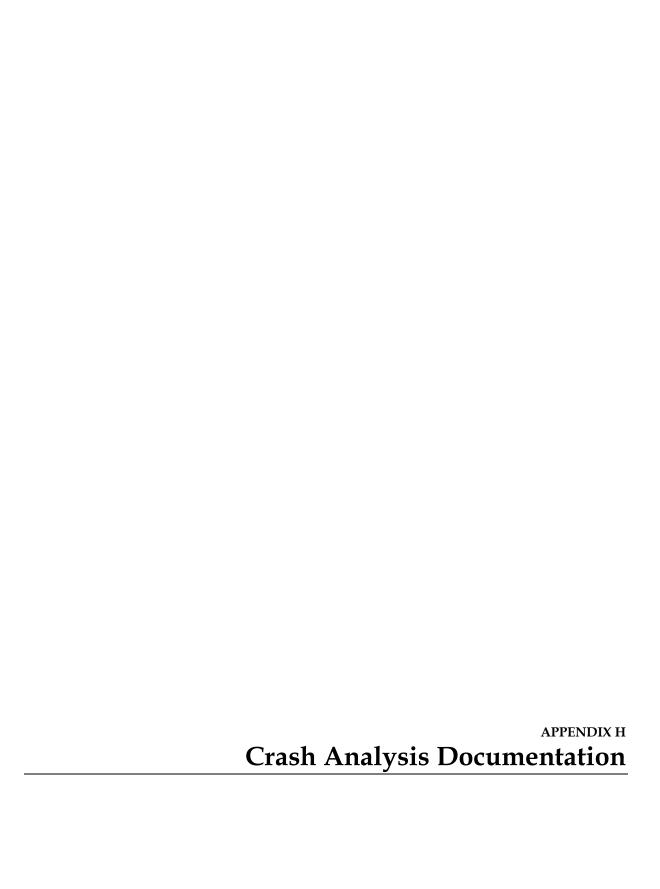
	4	×	×	*	6	*	
Movement	SEL	SET	NWT	NWR.	SWL	SWR	
Lane Configurations	ሻ	ተተ	ተ ኈ		N/V		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900 -	1900	
Total Lost time (s)	4.0	4.0	4.0	the state of the state of	4.0		
Lane Util. Factor	1.00	0.95	0.95		1.00		
Frt	1.00	1.00	0.97	Chella Sturbert Calaba	0.89	in a laborement of engineering below	and a motor delegate programs considerate and allocate and a programme and allocated and allocate and an anti-
Fit Protected	0.95	1.00	1.00		0.99		
Satd. Flow (prot)	1770	3610	3498	COLUMN SALES COLUMN	1677		
Fit Permitted	0.14	1.00	1.00.		0.99		
Satd. Flow (perm)	266	3610	3498	20E	1677	- F00	
Volume (vph)	485	460	635	165	160%	580	
Peak-hour factor, PHF	1.00 485	1.00 460	1.00 635	1.00 165	1.00	1.00 580	
Adj. Flow (vph) RTOR Reduction (vph)	GESPORISSER OF WATER		= 635 24	MICHAEL PROPERTY OF	160 131	NATIONAL PROPERTY AND AND ASSOCIATED BY AND ASSOCIATED BY	
Lane Group Flow (vph)	0 485	0 460	- 776	0 	609	0 	
Heavy Vehicles (%)	2%	0%	0%	0%	1%	0%	
	pm+pt	0 76	0 70	123a Mali	1 70		
Protected Phases	5 pinis pt	2	6				
Permitted Phases	2				8		
Actuated Green, G (s)	51.5	51.5	22.5		37.5		
Effective Green, g (s)	53:0	53.0	24.0		39.0		
Actuated g/C Ratio	0.53	0.53	0.24		0.39	Berendieres abbeiser	
Clearance Time (s)	5.0	5.5			5.5		
Lane Grp Cap (vph)	517	1913	840	Annual Control of the Control of the	654		
v/s Ratio Prot	c0.23	0.13	0.22				
v/s Ratio Perm	c0.26	CHICLERIBERIEFELAGURA	AND ALMAN METAL AND FAIR	MILENIZZEROLSEZENIA	c0.36	HE WAS ALL OF THE PARTY OF THE	
v/c Ratio	0.94	0.24	0.92		0.93		
Uniform Delay, d1	27.3	12.7	37.1		29.2		
Progression Factor	0.51	0.47	0:33		1.00		
Incremental Delay, d2	21.2	0.2	16.6	anna Navadeck Press na	21.9		
Delay (si)	35.2	6:1	28.8		51.2		
Level of Service	D	A	С	200901-22172190014	D	parameter de verebase de l'Especi	
Approach Delay (s)		1111/12/01/14/21 21:21 PM	28.8		51.2		
Approach LOS		С	С		D		
Intersection Summary			17.0014	April 1			
HCM Average Control D			32.5	Н	CM Lev	el of Service	С
HCM Volume to Capacit			0.92				
Actuated Cycle Length (100.0			st time (s)	8.0
Intersection Capacity Ut	lization	1	04.3%	-10	U Leve	of Service	G_{i} , G_{i} , G_{i}
Analysis Period (min)	NUSCHISTORISMOND	gagesarinoppessa	15	PATRICIPACION DE LA PRESENTA DEL PRESENTA DEL PRESENTA DE LA PRESE	NATIONAL PROPERTY.	Fig. 1	
c Critical Lane Group							

	ሻ	1	P	Ļ	ļ	»J	•	×	7	•	×	*
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻሻ	ተተ	7	ሻ	ተተ	7	ሻ	ተ ጮ	Administration function	ሻ	ተ ኈ	conservation of the
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	SERVER TO THE SERVER OF THE SE	4.0	4.0	CICPARGUERRY
Lane Util. Factor	0.97	0.95	1-00	1:00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	saudensen zige	1.00 0.95	0.99 1.00	SSAGARETESSAGA
Fit Protected	0.95 3467	1.00 3610	1615	0.95 1770	1.00 3610	1.00 1599	1752	1i.00 3379		1805	3550	
Satd. Flow (prot) Fit Permitted	0.95	1.00	1.00	0.49	1.00	1.00	0.38	1.00		0.14	1.00	Minksone;
Satd. Flow (perm)	3467	3610	1615	908	3610	1599	694	3379		258	3550	
Volume (vph)	350	460	350	70:	350	220	175	530	355	420	690	35
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	350	460		70	350	220	175	530	355	420	690	35
RTOR Reduction (vph)	0	0	236	0	0	173	0	115	0	0	4	0
Lane Group Flow (vph)	350	460	1114	70	350	47	175	770	.01	420	721	; :: O
Heavy Vehicles (%)	1%	0%	0%	2%	0%	1%	3%	0%	1%	0%	1%	0%
Turn Type	Prot		Perm.	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	Turbus di Organiz
Permitted Phases		No.	4	8		8	1 2			6		
Actuated Green, G (s)	14.0	32.5	32.5	24.5	21.5	21.5	33.5	25.5	ace de uniterativo de la	52.5	40.5	PROBLEM COLUMN
Effective Green, g (s)	14.0	32.5	32.5	24.5	21.5	21.5⊦	33.5	25.5		52.5		
Actuated g/C Ratio	0.14	0.32	0.32	0.24	0.22	0.22	0.34	0.26	terdenius essenti	0.52	0.40	to routed some i
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4:0	4.0	4.0		municopmotes MA a AA-	4.0	Market 1
Lane Grp Cap (vph)	485	1173	525	248	776	344	317	862		491	1438	Stabilitation (
v/s Ratio Prot	c0.10	0.13	0.07		c0.10	0.03	0.04	0,23		c0.20 c0.25	0.20	
v/s Ratio Perm	0.72	0.39	0.07	0.06	0.45	0.03		0.89		0.86	0.50	(EGREET)
v/c Ratio Uniform Delay, d1	41.1	26.1	24.5	29.7	34.1	31.7	24.6	35.9		26.0	22.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00%	0.73	0.74		0.73	0.66	
Incremental Delay, d2	9.0	1.0	0.9	2.8	1.9	0.8	6.7	13.5		6.9	0.4	Miratania
Delay (s)	50.1		25.5			32.6	24.6	40.2		25.7	15.0	
Level of Service	D	С	C	С	D	С	С	D	HIGH LITTLE SECTION	С	В	Pacifications,
Approach Delay (s)		33.5			34:4			37.6			19.0	
Approach LOS	Catilla a reducine administra	С		LLL STATE OF	С	COLD IN CLOSE AND A		D		CONTRACTOR CONTRACTOR CONTRACTOR	В	ON A STREET WAS A STREET
Intersection Summary				ā - Al	1000			uğ.				35.00
HCM Average Control D	elav	a context desired	30.6	Н	ICM Lev	el of Se	rvice		С			
HCM Volume to Capacit			0.72									
Actuated Cycle Length (100.0	S	um of lo	st time	(s)		12.0	and the second of the second o	- Louis at our misses	**************************************
Intersection Capacity Ut	ilization		82.3%	1 10	DU Leve	l of Ser	vice		III E			
Analysis Period (min)			15	non-thermography with the		at-1040 - 1040 - 1040 -	***************************************		***************************************	M 4074000 T.T. T. T	SALE LONG TO THE REAL PROPERTY OF THE PARTY	
c. Critical Lane Group.								in said to				

	۶	-	*	1	+-	*	4	†	~	1	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	T	*		7	↑ ↑		7	↑	7		सी	ř
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	- The second	4.0	4.0	naviado etrado ofest tuero	4.0	4.0	4.0	11 1 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1:00		1.00	1.00
Frt	1.00	0.98	entropi agranda	1.00	0.98	LECTIFICATE O MANAGES	1.00	1.00	0.85	anhohandapisi 1755 se	1.00	0.85
Fit Protected	0.95	1.00%	and the second	0.95	1.00			1.00	1.00		0.96	1.00
Satd. Flow (prot)	1805 0.26	3533 1.00	EAST OF THE SAME	1805 -0.43	3525 1.00		1805 0.61	1900 1 00	1615 1.00	01505CSC050000	1817 - 0.74	1615
Fit Permitted Satd. Flow (perm)	486	3533	haana	816	3525		1157	1900	1615		1412	1.00 1615
	25	420	70	125	695	130	190	1900	75	165	1412	
Volume (vph) Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	25	420	7.00	1.00	695	1.00	1.00	1.00	75	1.00	1.00	1.00
RTOR Reduction (vph)	0	13	0	0	15	0	0	0	43	0	0	9
Lane Group Flow (vph)	25	477	0	125	810	0	190	5	32	0	180	6
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm-	Idania.		Perm			Perm			Perm		Perm
Protected Phases	alem ot kingden	4		deske Geletal i vest	8			2			6	PROPERTY
Permitted Phases	4			8			2		2	### 6		6
Actuated Green, G (s)	48.0	48.0	ACHORAGO (SINCE CO	48.0	48.0	ERFORM LANCES CERRE	42.0	42.0	42.0	STATE OF THE STATE	42.0	42.0
Effective Green, g (s)	49.0	49.0		49.0	49.0		43.0	43.0	43.0		43.0	43.0
Actuated g/C Ratio	0.49	0.49		0.49	0.49		0.43	0.43	0.43		0.43	0.43
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			[5.0⊬	5.0
Lane Grp Cap (vph)	238	1731		400	1727		498	817	694		607	694
v/s Ratio Prot		0.13			c0.23			0.00				
v/s Ratio Perm	0.05	NOTE THE PROPERTY OF THE PARTY	reconstruction (secondary) (1	0.15		***************************************	c0.16		0.02	ere te ezeren kene	0.13	0.00
v/c Ratio	0.11	0,28		The second second second	0.47		0.38		-0.05		0.30	a 0.01
Uniform Delay, d1	13.7	15.0	Chargodian.	15.4	16.9		19.4	16.3	16.6		18.6	16.3
Progression Factor	0.17	0.13		0.96 1.7	0.93		1.00 2.2	1.00 0.0	1.00 0.1		1.00	1.00
Incremental Delay, d2 Delay (s)	0.9	0.4	onga va aktou Na	1.7	0.8 16.5		21.6	16.3	16.7	SEPREMENT	1.2 - 19.9	0.0 16.3
Level of Service	A	A		В	B		C	B	В		В	. јо.з В
Approach Delay (s)		2.5			16.5	undstall		20.2			19.6	
Approach LOS	SMILESCHER	A	ing om seeks did vi	ennascosti	В			C			В	enemetel.
	1849 C (18		16. Nga 125			Maria 1985	8 500.58					
Intersection Summary HCM Average Control Do		7 740	13.6	500 M	CM Lev	ol of Co	n dee		В	THE TOTAL		
HCM Volume to Capacity			0.43		CIVI LEV	ei 0i 3e	IVICE		D Mark Mark			
Actuated Cycle Length (s			100.0	9	um of lo	et time	(e)		8.0			
Intersection Capacity Util			3.9%		U Leve							
Analysis Period (min)		e e e e e e e e e e e e e e e e e e e	15	enter Bertela	atta Similari							MANAGE AND
c Critical Lane Group												
Forms Collection State Section 19 (1994)	MICHAEL MINISTER	retostodosahidasahida	endhilliannel extects	enskippulaktion (d. 1881)	na estambel de la Pl	assurous de la comunicación	tan Passaria Salah Salah	entrogani seriski.	euskaatelijiist	eastfeler is BESS.)	osobile Exitti	SERVICE SECTION

	1	*	†	1	-	↓	
Movement - View -	WBL	WBR -	NBT	NBR -	SBL	SBT	
Lane Configurations	ሻ	7	^	Street and recipions, see	Manual and a second section of the section of the second section of the second section of the second section of the section of th	*	AND THE PROPERTY OF THE PROPER
Sign Control	Stop -		Free 0%			Free 0%	
Volume (veh/h)	265	170	70	0 3	0	165	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	265	170	70	0	V CO	165	
Pedestrians Lane Width (ft)	olieses many contr	4030030100E			er angelika	massification and	
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None						
Median storage veh) Upstream signal (ft)		of engrals				981	
pX, platoon unblocked				SASTITUTE (1991)	Sessori Plateria		
vC, conflicting volume	235	70			7.0		
vC1, stage 1 conf vol					elecconi area let	Karanan in	
vC2, stage 2 conf vol vCu, unblocked vol	235	70			70		
tC, single (s)	6.4	6.2	11:35-415		4.1		
tC, 2 stage (s)				State of the state			
tF (s) p0 queue free %	3.5 65	3.3 83			2.2 100		
cM capacity (veh/h)	753 H	993 9			1531		
CONTRACTOR SECURISION			NID 4	66 4			
Direction, Lane # Volume Total	WB 1 - \	ΛΒ 2 170	NB.1 70	SB 1.⊩ ⊒165 ⊨			
Volume Left	265	0	0	0			
Volume Right	0	170	04	0			
cSH	753	993	1700	1700			
Volume to Capacity Queue Length 95th (ft)	0.35 40	0.17 - 15	0.04	0.10 III 0			
Control Delay (s)	12.4		0.0	0.0			
Lane LOS	В	Α	crossidestles:0000	en municipalenalis.	UBN LATE OF BRIDGE		and the second s
Approach Delay (s)	11.2		- 0.0	- 0.0			
Approach LOS	В						
Intersection Summary	Malus al						
Average Delay Intersection Capacity Uti	lization		7.3	i le	HIOVA	of Service	
Analysis Period (min)	mzauon	0	15	19	OFFERE	OL GELVIC	

	1	*	†	1	1	Į.		
Movement	WBL	WBR	NBT	NBR	SBL	SBT	生活 建铁床 一种经济等于	下流 花
Lane Configurations	THE MARKET PROGRAMMENT AND ADDRESS OF		î.	P3 14 F3 V4 A A 4 F A 4 V	ሻ	4	and the state of t	
Sign Control	Stop		Free			Free		erini in
Grade Volume (veh/h)	0% 0	n.	0% 70	255	65	0% 365		General Peris
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly flow rate (vph)	0.		70		65	365		
Pedestrians	Spiral billing all a little a little	recording the country and	anniacea historicas	MINE HOSPINGTOWN	LEONCO DE TOMO DE PROPERENTO DE LA CONTRACTOR DE CONTRACTO	p i de de la manuel de la manue	CHARLES SHIP HERRE AND ON CONTROL OF MARKETING MALE SHIP LINES AND AND AND THE LINES AND THE CHARLES AND THE C	HERBORY ALEXES ARTH
Lane Width (ft)								
Walking Speed (ft/s)			BRETTERRETE ELECTRICAL	KON LED PRINCIPA	kaskon ining para	Substances statement of the		(Skilasto Mabilemore
Percent Blockage Right turn flare (veh)								
Median type	None							
Median storage veh)			laustrest-dresident	missorists erazion	int indebilis sebino li	ion wartstekstekken sa	nachrokas subbas busan nach model zeres engre zeres substantia	
Upstream signal (ft)						1273	2011年10月12月1日日日1日1日日日1日日日1日1日日日1日1日日1日1日日日1日日日日1日日日日	
pX, platoon unblocked	muneses		Estera Direct Address	merinontronea		2015B682257837936878		ENDER WARRESTON
vC. conflicting volume vC1, stage 1 conf vol	692	198			325			
vC1, stage 2 conf vol					HARRING HOLD			
vCu, unblocked vol	692	198			325			
tC, single (s)	6.4	6.2			4.1			
tC, 2 stage (s)								RAMINER CONTINUES CONTINUES
tF(s)	3.5	3.3			2.2			
p0 queue free % cM capacity (veh/h)	100 388	100 844		MATORI BALLARI	95 1235			
\$62 Saro Territorial California Manthematica (A.T.) (1978) biological California (A.C.)					1233	WER OF STREET		
Direction, Lane#	NB1	SB 1	SB 2		en en en en en en en en en	a Kara u Tanza a Militaroa		
Volume Total Volume Left	325	65 65	365					
Volume Leit Volume Right	0 255	05	0					
cSH	1700	1235	1700					
Volume to Capacity	0.19		0.21					
Queue Length 95th (ft)	0	4	0		************			tomas and toward to
Control Delay (s)	0.0		0:0					
Lane LOS Approach Delay (s)		A 1.2			enterni a tata d	BUTTON TO CE		ne and warren a
Approach LOS		1.2						32 53 850 554
			and the same of the same		no personal	10 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	TOTAL STREET
Intersection Summary		. 1-40-4	0.7			i i ilaik	· · · · · · · · · · · · · · · · · · ·	
Average Delay Intersection Capacity Ut	ilization		0.7 52.8%	i. ic	l I I evel	of Service	A	
Analysis Period (min)	Zattori	THE EXAMPLE	15		ST-SYS!	O OCIVIC		



US 24 Corridor Crash Analysis

PREPARED FOR:

Jacqueline Dowds-Bennett/CH2M HILL

PREPARED BY:

John El Khoury/CH2M HILL

DATE:

July 7, 2008

PROJECT NUMBER:

187824

The purpose of this memo is to summarize the forecasted crashes within the US-24 analysis corridor associated with the proposed alternatives. The analysis corridor includes the segment of US 24 from west of the northbound I-25 ramps intersection (milepost 303.8) to east of the Manitou Avenue Interchange (milepost 299.01).

Methodology

The analysis is based on a linear regression equation to forecast/estimate the number of crashes within the analyzed corridor for the year 2035. The general equation is of the form: C = a(bX); where "C" is the number of crashes, "b" is the crash rate per the selected independent variable "X" which is mainly based on traffic, and "a" is an adjustment factor to account for the congestion levels based on the Level of Service (LOS). In the analysis, "a" is assumed to be equal to 1 for the base year. Then, it is computed based on the increase/decrease in LOS levels corresponding to the selected alternative.

Accident data for each intersection and segment within the analysis corridor were compiled, except for the intersection of US-24 and 14th street. The data were categorized as intersection crashes or segement crashes. Since crash data and traffic volumes were not available for the same analysis year, the analysis assumed that the variation in crash rates between 2003 and 2005 is negligible. The latest crash data, based on the 2003 crash data provided by Colorado Department of Transportation (2004-2005), are used with the latest traffic volumes, provided by CH2M HILL team.

Intersection Crash Analysis

The peak hour volumes (PHV) at the intersections, which are based on the 2005 counts, were transformed into million entering vehicles (MEV) at each intersection. The crash rates per MEV at each intersection were computed for the year 2005, as shown in the fifth column of Table 1. This rate is based on the conflicting vehicle movements within the intersection. The rate is assumed to be site specific and is adjusted based on the LOS level (congestion) to predict the number of crashes at the intersections within the analysis corridor for the 2035 design year and relative to each alternative.

TABLE 1
Intersection Data and Accident Summary

	2005 PHV		MEV/year	2003 Crashes	Crashes
Intersection	(veh/hour)	2005 LOS	(million veh/year)	(Acc/year)	per MEV
I-25	7050	D	25.7	37	1.44
8th	5220	E	19.1	35	1.84
21st	4055	D	14.8	19	1.28
26th	2920	В	10.7	13	1.22
31st	3330	D	12.2	11	0.91
Ridge	2750	F	10.0	5	0.50
Manitou Ave	2755	Α	10.1	6	0.60
			Total =	126	

MEV: million entering vehicles

The existing intersection crash rates were computed and then used to project the 2035 crashes on the US-24 intersections withing the project limits, using the 2035 PHV and assuming no improvements to the corridor (No-Build Alternative). The crash rates were adjusted relative to the future congestion levels at the intersections. Logically, crash rates are assumed to increase inversely proportional to the decrease in the LOS (higher congestion) as shown in Table 2. The adjusted crash rates, the PHV, and the MEV relative to each alternative are shown in Table 2 for the No-Build alternative. Table 3 and 4 summarize the crash projections for the Expressway and Freeway alternatives, respectively. As shown in Table 4, there are no intersections at 26th and High Ridge with US-24 for the Freeway alternative; so the MEV values are zero. The tabulized results are plotted in Figure 1.

TABLE 22035 Crash Projections on US-24 Intersections for the No-Build Alternative

	2035 PHV		Adjusted Crash	MEV/year	2035 Crashes
Intersection	(veh/hour)	2035 LOS	Rate/MEV	(million veh/year)	(Acc/year)
I-25	9875	Е	2.30	36.0	83
8th	7520	E	1.84	27.4	50
21st	6100	E	2.05	22.3	46
26 th	4565	С	1.83	16.7	30
31 st	5460	F	1.81	19.9	36
Ridge	5635	F	0.50	20.6	10
Manitou	3300	В	1.19	12.0	14
				Total =	270

MEV: million entering vehicles

TABLE 3
2035 Crash Projections on US-24 Intersections for the Expressway Alternative

	2035 PHV		Adjusted Crash	MEV/year	2035 Crashes
Intersection	(veh/hour)	2035 LOS	Rate/MEV	(million veh/year)	(Acc/year)
I-25	10825	D	1.44	39.5	57
8th	11145	D	1.15	40.7	47
21st	7585	С	0.77	27.7	21
26th	5590	С	1.83	20.4	37
31st	6360	D	0.91	23.2	21
Ridge	5760	С	0.15	21.0	3
Manitou	3250	В	1.19	11.9	14
				Total =	200

MEV: million entering vehicles

TABLE 4
2035 Crash Projections on US-24 Intersections for the Freeway Alternative

	2035 PHV		Adjusted Crash	MEV/year	2035 Crashes
Intersection	(veh/hour)	2035 LOS	Rate/MEV	(million veh/year)	(Acc/year)
I-25	9640	D	1.44	35.2	51
8th	8000	D	1.15	29.2	34
21st	4850	С	0.77	17.7	14
26th				0==0	
31st	6360	С	0.54	23.2	13
Ridge			1000 1000	-	
Manitou	3555	В	1.19	13.0	15
				Total =	126

MEV: million entering vehicles

Intersection Crash Analysis 90 - 2005 Actual Crashes 80 ---- 2035 No-Build * 2035 Expressway 70 2035 Freeway 60 Crashes / Year 20 10 1-25 21st 26th 31st Ridge Manitou Intersections with US-24

Figure 1 - 2035 Crash Projections on US-24 Intersections

Segment Crash Analysis

The traffic characteristics of the segments between the intersections and the number of crashes that occurred during 2003 are summarized in Table 5. For the segement analysis, the annual million vehicle miles traveled (MVMT) is used as the independent variable to compute the crash rates for the analyzed segments, as shown in the last column of Table 5. The rates are kept constant to compute the expected number of crashes during the 2035 design year.

TABLE 5
Segment Data and Accident Summary

Segment	Length (miles)	2005 AADT (veh/day)	Annual MVMT (MVMT/year)	Total Crashes (Acc/year)	Crash Rate/MEV
I-25 to 8th	0.37	50,310	6.8	20	2.94
8th to 21st	1.35	38,530	19.0	26	1.37
21st to 26th	0.73	36,590	9.7	3	0.31
26th to 31st	0.88	31,440	10.1	8	0.79
31st to Ridge	0.62	29,580	6.7	3	0.45
Ridge to Manitou	0.80	29,600	8.6	2	0.23

MVMT: million vehicle miles traveled

Similar analysis is conducted to estimate the crashes along the segments within the US-24 study corridor. The 2035 crash projections are based on the 2035 PHV and assuming no improvements to the corridor (No-Build alternative). Crashes increase proportional to the increase in MVMT along each segment as shown in Table 6.

TBALE 6
2035 Crash Projections on US-24 Segments for the No-Build Alternative

Segment	Crash Rate/MEV	Length (miles)	2035 AADT (veh/day)	Annual MVMT (MVMT/year)	Crashes (Acc/year)
I-25 to 8th	2.94	0.37	71,300	9.6	28
8th to 21st	1.37	1.35	50,600	24.9	34
21st to 26th	0.31	0.73	45,600	12.2	4
26th to 31st	0.79	0.88	43,500	14.0	11
31st to Ridge	0.45	0.62	50,900	11.5	5
Ridge to Manitou	0.23	0.80	50,300	14.7	3
				Total =	86

MVMT: million vehicle miles traveled

The crash projections for the Expressway and Freeway alternatives are summarized in Tables 7 and 8, respectively. The PHV and the MVMT were adjusted in the analysis relative to each alternative. In this part of the analysis, the percentages of crashes which are "intersection related" were identified along each section. These percentages were used to reduce the 2035 crash projections along the corresponding segments based on whether the intersections were part of the alternative or not.

TABLE 72035 Crash Projections on US-24 Segments for the Expressway Alternative

Segment	Crash Rate/MEV	2035 AADT (veh/day)	Annual MVMT (MVMT/year)	Crashes (Acc/year)	Crash Reduction	Crashes (Acc/year)
I-25 to 8th	2.94	83,700	11.3	33.3	0.0	33
8th to 21st	1.37	58,400	28.8	39.4	4.5	35
21st to 26th	0.31	53,200	14.2	4.4	1.5	3
26th to 31st	0.79	51,400	16.5	13.1	0.0	13
31st to Ridge	0.45	49,500	11.2	5.0	0.0	5
Ridge to Manitou	0.23	49,500	14.5	3.3	0.0	3
					Total =	92

MVMT: million vehicle miles traveled

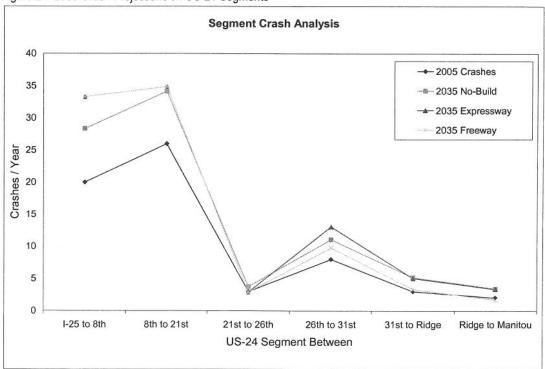
TABLE 8
2035 Crash Projections on US-24 Segments for the Freeway Alternative

Segment	Crash Rate/MEV	2035 AADT (veh/day)	Annual MVMT (MVMT/year)	Crashes (Acc/year)	Crash Reductions	Crashes (Acc/year)
I-25 to 8th	2.94	83,700	11.3	33.3	0.0	33
8th to 21st	1.37	58,400	28.8	39.4	4.5	35
21st to 26th	0.31	53,200	14.2	4.4	1.5	3
26th to 31st	0.79	51,400	16.5	13.1	3.3	10
31st to Ridge	0.45	49,500	11.2	5.0	1.7	3
Ridge to Manitou	0.23	49,500	14.5	3.3	1.7	2
					Total =	86

MVMT: million vehicle miles traveled

The tabulated results are plotted in Figure 2.

Figure 2 - 2035 Crash Projections on US-24 Segments



Corridor Analysis

Finally, the results of the segment crash analysis and the intersection crash analysis were combined to produce the overall corridor crash projections. The results are presented in Table 9 and plotted in Figure 3. The percentage of crashes reduced by adopting each alternative is identified in Table 9. The Freeway alternative is projected to be the safest alternative with the least number of estimated crashes. This is logical since much of the conflicting traffic at the intersections would be eliminated. Approximately, 41 percent of the total corridor crashes are avoided by adopting the Freeway alternative as opposed to 18 percent if the Expressway Alternative were to be adopted compared to the No-Build Alternative. The Freeway Alternative is projected to reduce crashes by 28 percent compared to the Expressway Alternative.

TABLE 9 US-24 Corridor Crash Analysis

	Crashes (Accidents/year)			
	Intersections	Segments	Total	
2005 Conditions	126	62	188	
2030 No-Build Alternative	270	86	356	
2030 Expressway Alternative	200	92	292	
(Percent Reduction from No-Build)	26%	-8%	18%	
2030 Freeway Alternative	126	86	212	
(Percent Reduction from No-Build)	53%	0%	41%	
(Percent Reduction from Expressway)	37%	7%	28%	

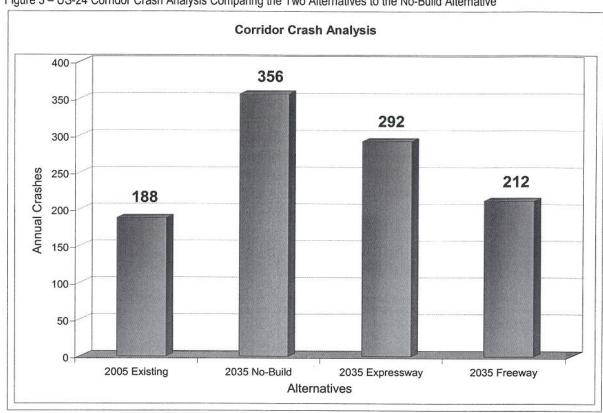


Figure 3 – US-24 Corridor Crash Analysis Comparing the Two Alternatives to the No-Build Alternative