VILLAGE OF DOWNERS GROVE REPORT FOR THE VILLAGE COUNCIL MEETING JANUARY 10, 2012 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
	Resolution ✓ Ordinance	
Prince Street closure -	Motion	Tom Dabareiner, AICP
Right-of-Way Vacation	Discussion Only	Community Development Director

SYNOPSIS

An ordinance has been prepared vacating the 66-foot wide by 600-foot long portion of the Prince Street right-of-way located between Grant Street on the south, Sherman Street on the north and immediately adjacent to and west of the Downers Grove North High School properties. Approval of the vacation requires five affirmative votes.

STRATEGIC PLAN ALIGNMENT

The goals for 2011 to 2018 include Exceptional Municipal Services.

FISCAL IMPACT

Per the Village Council policy, the Village Council determines the amount and type of compensation, if any, that is required. Staff recommends the Village Council waive the \$147,722 fair market value for the right-of-way.

The fair market value is based on the latest assessment of land adjacent to the right-of-way. The portion of the right-of-way which would be encumbered by an easement would be discounted while the portion of the right-of-way that is not encumbered would be fully valued. The table below summarizes the estimated value:

Portion of right-of-way encumbered by a public drainage, utility and utility access easement

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Adjacent	Square Foot	SF of ROW to be	Estimated	Encumbered
Property Address	Land Value	vacated	Value	Value
4434 Prince Street	\$ 7.44	29,470	\$ 219,256.80	\$ 72,355

Portion of right-of-way not encumbered with an easement

Adjacent	Square Foot	SF of ROW to be vacated	Estimated
Property Address	Land Value	SI OI KOW to be vacated	Value
4434 Prince Street	\$ 7.44	10,130	\$ 75,367

	Total value of street to be vacated	\$	147,722
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UPDATE & RECOMMENDATION

This item was discussed at the January 3, 2012 Village Council meeting. Based on Council discussion on the parking lot operations, staff requested that District 99 officials provide additional information on bus operations on the proposed parking lot on the west side of Main Street. The District's response is attached.

Additionally, in response to Council discussion on design and impacts of proposed future parking improvements on the east side of Main Street, staff has prepared the attached list of items that will be reviewed prior to the issuance of permits.

Staff recommends approval on the January 10, 2012 Active Agenda. Approval of the vacation requires five affirmative votes.

BACKGROUND

Community High School District 99 (CHSD99) is requesting that the Village vacate a 66-foot wide by 600-foot long portion of the Prince Street right-of-way located between Grant Street on the south and Sherman Street on the north. The vacation would result in the closure of this portion of Prince Street. The street is immediately adjacent to the west side of the Downers Grove North High School property. The right-of-way is improved with a 28-foot wide street, a sidewalk on the east side and street trees on both sides. The petitioner owns all six parcels that abut the right-of-way proposed to be vacated.

The proposed street closure and vacation would enable CHSD99 to undertake a comprehensive redevelopment of the area. The request would allow CHSD99 to construct a new parking lot, a plaza with a bathroom building and canopy and a walkway running north and south from Grant Street to Sherman Street.

Based on the Village's Right-of-Way Vacation Policy (Resolution #2003-58), staff contacted the utility companies and outside public agencies (including the Police, Fire and Public Works Departments, School Districts, Sanitary District and Downers Grove Park District) to determine if any rights to the public right-of-way should be retained. The right-of-way contains gas, sanitary sewer, storm sewer and water mains. Primary cable and electric service lines are located within the Grant and Sherman Street rights-of-way and are not affected by the proposed vacation.

Staff recommends retaining a public drainage, utility and utility access easement over a 48-foot wide by 600-foot long portion of the right-of-way being vacated. Additionally, the easements will cover portions of the sanitary sewer, storm sewer and water mains that run to the east and connect to mains within the Main Street right-of-way. The easement provisions will provide adequate space for any future utility maintenance and needs. Except for a driveway, walkway, landscaping and fencing, future construction within the easement will be prohibited. The petitioners have been informed of this requirement and are not objecting.

A traffic impact study was completed due to the proposed closure of Prince Street. The study found that the proposed street closure would not result in significant impacts to the adjacent road network. Currently, the street is almost exclusively used for school related traffic. The study found non-school related traffic destined

for Ogden Avenue typically uses Saratoga Avenue due to the presence of a traffic light at that intersection. Staff reviewed the traffic impact study and concurred with its findings.

Staff believes the proposed street closure is consistent with the Comprehensive Plan. The Comprehensive Plan recommends that the Village 'promote the continued operation and improvement of both public and private school facilities, ensure they do not impact residential neighborhoods, and cooperate with the various organizations to maintain high quality school sites and facilities.' The proposed street closure meets this recommendation by providing the School District an opportunity to improve their facilities in a high quality manner while eliminating on-street bus stacking and not negatively impacting the adjacent road system in the neighborhood.

The Plan Commission considered the petition at their November 7, 2011 meeting. A number of residents spoke with concerns regarding traffic operations and the thoroughness of the original study. These concerns included:

- 1. Congestion at the intersections of Grant and Prince Streets and Grant Street and Saratoga Avenue;
- 2. Parking on Prince Street south of Grant Street; and
- 3. Overflow bus and vehicle parking on Saratoga Avenue.

The petitioner completed an additional traffic study on November 29, 2011 to examine resident concerns. The study found:

- 1. The highest intersection traffic volumes (Grant Street and Saratoga Avenue, Grant and Prince Streets, Sherman Street and Saratoga Avenue and Sherman and Prince Streets) occur during the morning peak hour (7:30-8:30 am), the evening peak hour (5:30-6:30 pm) had the second highest intersection volumes while the afternoon peak hour (3:00-4:00 pm) had the lowest intersection traffic volumes. The study found the morning peak hour experienced 1,117 vehicles within the four intersections, which is 169 more vehicles than the evening peak hour and 219 more vehicles than the afternoon peak hour. The study found all intersections operate with minimal delay during these peak hours.
- 2. The study also observed parents circling the block and parking in no parking/standing zones while dropping-off or picking up students. While this activity did not result in traffic delays, it did result in confusing and irregular movements, including U-turns within the intersection of Grant and Prince Streets. With the addition of a proposed parking lot immediately north of Grant Street, it is anticipated that student pick-up and drop-off will take place within the parking lot and eliminate much of the on-street confusion.
- 3. With the addition of the parking lot it is anticipated that the overflow parking that is observed on Saratoga Avenue during after-school events will be relocated to the parking lot.

Staff believes the additional traffic counts completed are consistent with the original study findings. Staff will monitor and review parking, access and intersection controls in response to resident concerns to determine if adjustments to the development are necessary.

The Plan Commission found the proposed closure of Prince Street and right-of-way vacation is consistent with the Village's Right-of-Way Vacation Policy (Resolution #2003-58), the Zoning Ordinance and Comprehensive Plan. Based on their analysis, the Plan Commission unanimously recommended approval of the right-of-way vacation. Staff concurs with the Plan Commission's recommendation.

ATTACHMENTS

Aerial Map
Ordinance
Plat of Vacation
Staff Report with attachments dated November 7, 2011
Minutes of the Plan Commission Hearing dated November 7, 2011
Neighborhood comments from October 27, 2011 CHSD99 neighborhood meeting
Revised easement sketch dated November 7, 2011
Memo - traffic impact study addendum dated November 30, 2011

VILLAGE OF DOWNERS GROVE COUNCIL ACTION SUMMARY

INIT	IATED:	Applicant	DATE:	January 10, 2012
		(Name)		•
REC	OMMENDA	ATION FROM:	Plan Commission (Board or Department)	FILE REF: PC-38-11
NAT	URE OF AC	CTION:	,	TO IMPLEMENT ACTION:
<u>X</u>	Ordinance			AN ORDINANCE VACATING A ON OF THE PRINCE STREET
	Resolution	ı	RIGHT-OF-WAY	LOCATED IMMEDIATELY DJACENT TO DOWNERS
	Motion		GROVE NORTH I	HIGH SCHOOL IN THE WNERS GROVE", as presented.
	Other			
Adop portion Street prope	on of the Print on the north	tached ordinance vace Street right-of	-way located between Gran y west of and adjacent to I	n of a 66-foot wide by 600-foot lor nt Street on the south and Sherma Downers Grove North High Schoo

ORDINANCE NO.	
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AN ORDINANCE VACATING A CERTAIN PORTION OF THE PRINCE STREET RIGHT-OF-WAY LOCATED IMMEDIATELY WEST OF AND ADJACENT TO DOWNERS GROVE NORTH HIGH SCHOOL IN THE VILLAGE OF DOWNERS GROVE

WHEREAS, it has been determined by the Council of the Village of Downers Grove in DuPage County, Illinois, that it is in the public interest to vacate a certain portion of a 66-foot wide by 600-foot long portion of the Prince Street right-of-way located between Grant Street on the south and Sherman Street on the north and immediately west of and adjacent to Downers Grove North High School property in Downers Grove, Illinois, in said Village hereinafter more particularly described; and

WHEREAS, there are certain public service facilities situated in said portion of said right-of-way, and the Village Council has determined that it is necessary and in the public interest to reserve such rights-of-way and easements as are in the judgment of the Council necessary or desirable for continuing public service by means of those facilities and for the maintenance, renewal and reconstruction thereof; and

WHEREAS, the required public notice has been given and a public hearing respecting said vacation has been conducted in accordance with applicable law; and

WHEREAS, the Village Council, after due investigation and consideration, has determined that the nature and extent of the public use and the public interest to be served is such as to warrant the vacation of said portion of said right-of-way.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. That the following described property, to wit:

A 66-foot wide by 600-foot long portion of the Prince Street right-of-way located between Grant Street on the south and Sherman Street on the north and immediately west of and adjacent to Downers Grove North High School

Described as:

That part of the southwest quarter of Section 5, Township 38 North, Range 11, East of the Third Principal Meridian, described as follows: that part of Prince Street as heretofore dedicated in E.H. Prince and Company's Addition to Downers Grove according to the plat thereof recorded September 30, 1891 as Document Number 43600 described as beginning at the northeast corner of Lot 1 in Block 30 in said E.H. Prince and Company's Addition; thence along the easterly extension of the north line of said Lot 1, a distance of 66 feet to the northwest corner of Lot 24 in Block 29 in said E.H. Prince and Company's Addition; thence south along the west line of said Block 29, a distance of 600 feet to the southwest corner of Lot 13 in said Block 29; thence along the westerly extension of the south line of said Lot 13, a distance of 66 feet to the southeast corner of Lot 12 in said Block 30; then north along the east line of said Block 30, a distance of 600 feet to the point of beginning, in DuPage County, Illinois.

(hereinafter referred to as the "Prince Street Vacated Right-of-Way"), is hereby vacated, and that it is hereby declared that the same is no longer required for public use and that the public interest will be served by such vacation.

SECTION 2. An easement is hereby reserved for and granted to the Village of Downers Grove, County of DuPage, and to utility companies operating under franchise from the said Village including, but not limited to AT&T, Commonwealth Edison Company, Comcast, the Downers Grove Sanitary District and their

respective successors and assigns jointly and severally, over all areas marked "public utilities easement reservation" on the plat of vacation of the vacated street right-of-way as described herein for the perpetual right, privilege and authority to construct, reconstruct, repair, inspect, maintain, and operate various utility transmission and distribution systems and community antenna television systems and all necessary appliances and other structures and appurtenances as may be deemed necessary by said Village and for any and all municipal purposes, over, upon, along, under and through said indicated easements, together with the right of access across the property to do any of the above work. The right is also granted to cut down, trim or remove any trees, shrubs, or other plants that interfere with the operation of the utilities. No permanent buildings or structures shall be placed on said easements, but same may be used for gardens, shrubs, landscaping, driveways, fences ("Improvements") and other purposes that do not then or later interfere with the aforesaid uses and rights. Any installations of Improvements placed in the easement shall be at the property owner's sole expense and the Village shall not be responsible for repairing, maintaining or replacing any Improvements. The property owners shall indemnify and hold harmless the Village, its agents, officers and employees against all injuries, deaths, losses, damages, claims, suits, judgments, costs and expenses which may arise directly or indirectly from the installation of any and Improvements in the easement area. The Village shall not be responsible or liable for any damage incurred to the Improvements during or as a result of any repair, maintenance, operation, use or installation of equipment or facilities within the easement area. All installations of Improvements shall be subject to the ordinances of the Village of Downers Grove. Easements are hereby reserved for and granted to the Village of Downers Grove and other governmental authorities having jurisdiction of the land over the entire easement area for ingress, egress and the performance of any and all municipal and other governmental services.

<u>SECTION 3</u>. This vacation shall be subject to the following conditions:

- 1. The vacation shall substantially conform to the staff report dated November 7, 2011.
- 2. Prior to Village Council consideration, a Mylar copy of the Final Plat of Vacation indicating the required easements per the revised attached easement sketch identifying a 46-foot wide easement shall be prepared and submitted to the Village.
- 3. A mountable curb shall be provided onto the plaza at the south end of the vacated right-of-way.
- 4. The 16-foot wide walkway shall be redesigned to provide a 20-foot width that can accommodate an 80,000 pound emergency vehicle.
- 5. The northern gate shall include a lockbox and be designed such that a single individual can operate the gate.
- <u>SECTION 4</u>. That the Mayor and Clerk of the Village of Downers Grove are hereby authorized to sign the plat of vacation of the Prince Street Vacated Right-of-Way described herein.
- <u>SECTION 5</u>. That a certified copy of this ordinance and an accurate Plat of the Prince Street Vacated Right-of-Way, which specifically includes the easement language contained in Section 2 of this ordinance, shall be filed for record by the Clerk of the Village of Downers Grove in the Office of the Recorder of Deeds, DuPage County, Illinois, at the Petitioner's expense.
- <u>SECTION 6</u>. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.
- <u>SECTION 7</u>. That this ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

	Mayor
Passed:	,
Published:	
Attest:	
Village Clerk	

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Administrative Service Center • 6301 Springside Avenue • Downers Grove, IL 60516-2488 • 630-795-7100 • Fax 630-795-7199 • www.csd99.org

January 5, 2012

Mayor Martin Tully & Village Council Village of Downers Grove 801 Burlington Avenue Downers Grove, IL 60516

Dear Mayor Tully and Village Council:

I would like to sincerely thank you for considering District 99's request to vacate Prince Street between Grant and Sherman to enable the school district to facilitate the development of the west side of the North High School campus.

North High Associate Principal Chuck Hiscock made a presentation about parking, bus loading and unloading, and parent drop off and pickup as part of the school district's presentation on January 3. I asked Mr. Hiscock to render his remarks to writing; I have attached a copy for your review. The memo also contains responses to several questions/areas for clarification as requested by Planning Manager Jeff O'Brien.

We respect and appreciate the careful manner in which the Mayor and Village Council have considered our request. We hope the attached information provides greater assurance that we planned this project and its outcomes carefully and with the needs of our students at the forefront.

Sincerely,

Dr. Mark McDonald Superintendent

cc: Marty Schack, Director of Physical Plant Board of Education

Community High School District #99

Downers Grove North High School Associate Principal

TO:

Dr. Mark McDonald

FROM:

Chuck Hiscock

DATE:

January 5, 2012

RE:

Operational Plan for Bus and Traffic Circulation at Downers Grove North

High School Related to Phase One Master Site Plan Improvements.

In the interest of clarifying our site plan for the Council members, I've been asked to provide a written summary of Tuesday night's presentation. Hopefully, the comments below will clarify how we plan to manage the site expansion.

As I mentioned Tuesday night, I've been the Associate Principal for Operations at North High School for the past 6 years, and have never been comfortable with the way we load our busses. In my mind, the current situation on Prince Street, which is realistically the only option we have for bus access, presents serious safety concerns for our students. The goal of our Master Site plan, in addition to improving and expanding our facilities, has always been to increase student safety.

During this process we've tried to be very sensitive to the needs of all who might be affected by these improvements. We've listened to students, staff, and community members and have tried to come up with the best plan possible, keeping in mind that our primary concern must be for the safety of our students and for the needs of our program. Some of the issues raised during the process have been:

- Student Safety during bus pick-ups in the afternoon.
- Students walking a long distance to get to busses that are parked a significant distance from the exit of the school, sometimes in the rain, snow, or cold.
- Busses idling on Prince Street for long periods of time
- Closing Prince Street during the afternoons to accommodate those busses.
- Large numbers of cars parking and picking up students after athletic practices, or dropping off students for clubs, rentals, and other activities.
- Busses parking on Prince Street during weekend athletic/activity events.

I will address each of these issues, as well as how we plan to address them moving forward.

Busses

Current Situation: Currently we have 19 busses that pick-up and drop off students on Prince Street. In the morning there is not a significant problem because the busses come at staggered times and they do not need to idle or block traffic. In the afternoon, the entire street is blocked between approximately 3:05-3:35.

All of our busses arrive on and park on Prince Street. In the afternoon, 16 of them park on the east side of the street facing north, while 3 park on the west side of the street facing south. This creates a situation where, in order to get to the student parking lot, busses, or their homes, many of our students walk on the street while busses try to navigate to their assigned spaces. Despite our having deans, the police counselor, full time student supervisor, and I outside to help direct busses and students, this remains a very unsafe situation.

When the busses are dismissed at approximately 3:35, all 19 of them proceed to Saratoga via Sherman or Grant streets. <u>All of our busses currently arrive on Prince Street and leave on Saratoga</u>.

Proposed Improvements: Our proposed plan eliminates busses stopping or idling on Prince Street. Busses will arrive going northbound on Prince and will enter our new parking lot using the entrance were the proposed vacation of the street begins. In the morning, the busses will arrive individually, drop students off at the newly created shelter, and leave immediately using the Saratoga exit. In the afternoon, busses will pull into clearly marked stalls and will wait until school is dismissed. Once school is out, students will be able to get to the busses without crossing a public street or weaving in and out of busses. When busses are released, they will exit the lot via Saratoga. This plan will have a number of benefits, including:

- Improving student safety
- Eliminating long walks for students to get to a bus
- Removing idling busses in front of homes on Prince street
- Re-opening Prince Street during the afternoons.

At an open house earlier this year neighbors expressed concern that bus traffic on Prince, Grant, and Saratoga Streets would increase. <u>This plan will add no additional bus traffic to either Prince Street or Saratoga</u> and will actually decrease the amount of bus traffic on Grant and Sherman Streets. Currently we have 19 busses arriving on Prince and leaving on Saratoga. Under the new plan we will still have 19 busses arriving and leaving on each street.

In the past we've struggled with busses from other schools parking on the street during tournaments and competitions. The new lot provides clearly marked bus stalls that can be used to keep the busses off of the street. During after-hours and weekend events, the Athletics/Activities offices will provide clear guidelines to participating schools indicating that busses will park in the West lot during events. In addition, supervision staff will be expected to help direct busses and cars to the proper parking areas.

Pick-ups:

Current Situation: During our open house earlier in the fall, neighbors expressed concern that numerous cars "circle" the neighborhood or park on Prince Street to pick up their children after athletic practices or events. Similarly, they pointed out that parents dropping off children for clubs and rentals after regular school hours can create a nuisance. This situation is exacerbated by our west parking lot being located too far away to be a practical place for student pick-up or drop-off.

Proposed Solution: We feel that our plan addresses after-hours concerns by creating a drop-off/pick up area that is easily accessible to kids. The pick-up area will be close to the gym, pool, and stadium, which is where most after-school activities take place, and will also provide shelter for students in case of rain or other inclement weather. The space is also large enough to accommodate parents that arrive early, giving them a place to park rather than idling on the street.

Communications with our parents and other constituents will begin in the summer, and will clearly outline our expectations for revised pick-up and drop-off procedures. In addition, our coaches and security staff will work with athletes and parents to insure that expectations are clear. For example, during mandatory meetings at the start of each athletic/activity season, pick-up and drop-off procedures will be reviewed and clear expectations would be established. Coaches will initially insure that students and parents are in compliance, with the assistance of our evening supervisor and our police liaison officer. It is our belief that the newly established pick-up area will be an attractive one for parents and students

The same rules that are in place for after-hours pick up and drop off would apply for weekend rentals, practices or events. Expectations will be communicated during the rental process.

Additional Considerations:

Some of the council expressed concern about the logistics of parent drop-off/pick-up in the west lot during times when busses are present. As I mentioned during the question/answer period on Tuesday night, this is an area that we have considered at length. As mentioned earlier, there is no real concern in the morning because busses arrive individually and leave immediately. Parents dropping off students would follow the same procedure. This would allow a smooth flow of traffic and, since students would never be exposed to traffic, would insure student safety. The afternoon period would be a bit more problematic because more busses/students would be present at once as opposed to arriving individually. It is difficult to predict how traffic in this area will behave as we have always closed Prince Street to vehicular traffic in the afternoon. However we feel there are a few options for addressing this issue:

Option 1: This option would maintain student pick-up/drop-off in the new west lot and control bus, student, and vehicular traffic using the 3 deans, police officer, and full time student supervisor. Separate bus and car lanes would need to be marked and signage provided. Since the proposed site plan includes creating a dedicated drop-off/pick-up area on the east side of Main Street, and pick-up/drop-off will still be available on Forest Street, we do not anticipate Prince Street, because of bus traffic, being a particularly attractive place for parents to pick up their students, making this a viable option.

Option 2: Currently, Prince Street is marked with signs indicating a "No Stopping, No Standing, No Parking" zone near the school. These signs could be removed and pick-ups could be allowed during the afternoon hours. Pick up on a public street (Forest) is currently allowed, so this would not be without precedent. Again, we do not anticipate a tremendous amount of activity in this area, so this might be a viable option. However, there is the possibility that this approach could create confusion for our parents, and we would again have to deal with cars stopped on Prince Street. For this reason, this would be our second option.

Option 3: A third option involves maintaining the "No Stopping, No Standing, No Parking" restrictions on Prince Street and forbid student pick-ups on the street in the afternoon. This is a viable option because we are adding an additional pick-up/drop-off area east of Main Street and are maintaining accessibility on Forest Street. Again, a down-side here might be confusion on the part of our parents.

Communication and Implementation: The scope of this project will include clear signage, lane markings, and other traffic control elements that make it clear to our community what proper traffic flow and parking protocols to follow. We will support the changes with frequent communications via letters home in our registration materials, e-mail notifications, posts on our website, and reminders during open houses and orientations, communications from our Athletics and Activities departments, and meetings with our student body. In addition, we will work closely with our police liaison, particularly at the start of the year, to insure a smooth transition. As with any major change, we will review frequently and address any unforeseen problems in a timely manner.

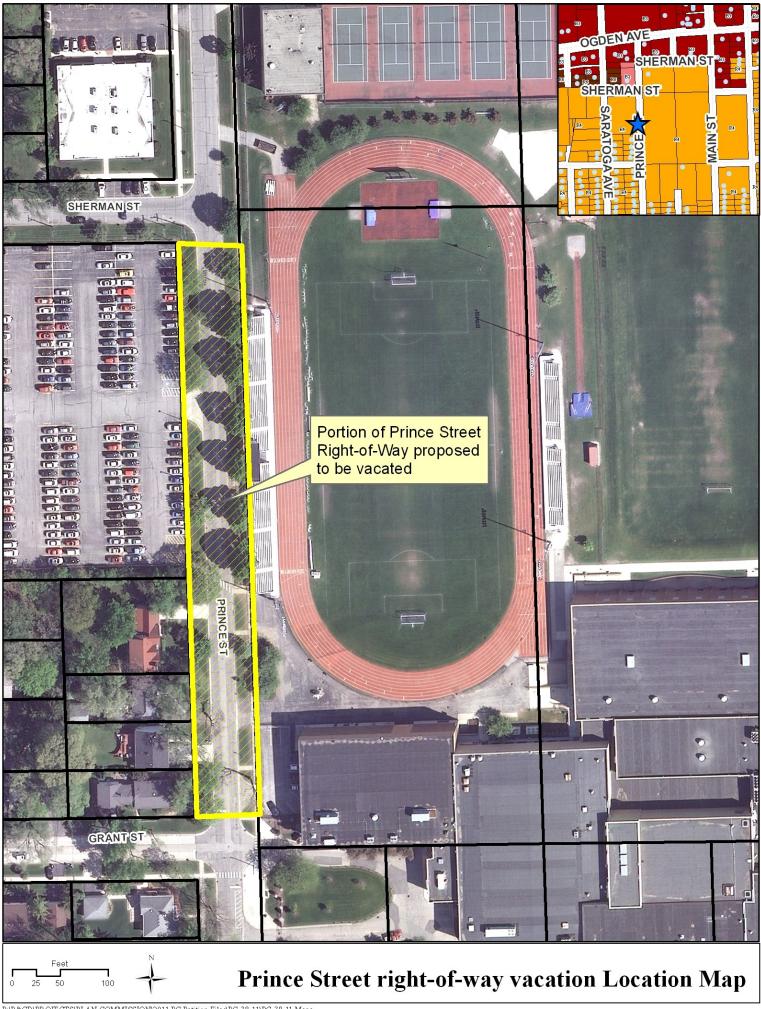
We believe that this plan addresses many of the concerns expressed by students, staff, parents, and neighbors. In fact, we're convinced the traffic situation around North High School will dramatically improve as a result of this process. As a result, we are confident that student safety will improve as well. I would be more than happy to address any questions you might have in more detail, so please feel free to contact me.

Chuck Hiscock Associate Principal Downers Grove North High School (630) 795-8404 chiscock@csd99.org

List of Items to be Reviewed Prior to Permit Issuance

In response to Council discussion on design and impacts of proposed future parking improvements on the east side of Main Street, staff has compiled a list of items that will be reviewed prior to the issuance of permits for improvements. Staff has not received the plans for this parking lot.

- Parking Lot access points (vehicular and pedestrian)
- Size of access points
- Pedestrian circulation (in and around parking lot)
- Vehicular circulation (in and around parking lot)
- Control of pedestrian crossings on Main Street Fencing (height, location, appearance and openings)
- Screening (Landscaping and fencing)
- Perimeter and internal landscaping
- Impacts of increased impervious area on surrounding neighbors with regard to stormwater detention
- Setbacks
- Number of parking spaces
- Dimensions of drive aisles, parking spaces, walk ways, etc.
- Utility connections
- Parking lot lighting
- Effects of headlights on homes on the east side of Highland
- Stormwater water run-off water quality
- Impacts of parking lot on adjacent business (funeral home) & institutional (Gloria Dei Church) operations, specifically identifying conflicts
- Impacts of parking lot on surrounding residential properties
- Neighborhood input sought and included in design
- Impact on parkway trees
- Impact to public streets, sidewalks, curb and gutter Impact of increased pedestrian crossings at Main and Grant (timing of the traffic signal)
- Opportunities for shared parking with surrounding uses (e.g., funeral home and church)
- Increased garbage generation from parking lot
- Displacement of/Allowance for bicycle parking
- Number of handicap parking spaces ADA Compliance
- Parking lot signage and striping
- Parking lot construction methods (e.g., base, surface, light pole foundations/attachments and wiring)





VILLAGE OF DOWNERS GROVE REPORT FOR THE PLAN COMMISSION NOVEMBER 7, 2011 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
PC-38-11		
Prince Street, between Grant Street and Sherman Street	Right-of-Way Vacation	Stan Popovich, AICP Planner

REQUEST

The petitioner is requesting the vacation of a 66-foot wide by 600-foot long portion of the Prince Street right-of-way located between Grant Street on the south, Sherman Street on the north and immediately adjacent to and west of the Downers Grove North High School properties.

NOTICE

The application has been filed in conformance with applicable procedural and public notice requirements.

GENERAL INFORMATION

OWNER: Village of Downers Grove

801 Burlington Road Downers Grove, IL 60515

APPLICANTS: Community High School District 99

6301 Springside Avenue Downers Grove, IL 60516

PROPERTY INFORMATION

EXISTING ZONING: R-4 Single Family Residence District (adjacent properties)

EXISTING LAND USE: Prince Street Right-of-Way

PROPERTY SIZE: 39,600 square feet n/a (right-of-way)

SURROUNDING ZONING AND LAND USES

ZONING FUTURE LAND USE PLAN

NORTH: R-4 Single Family Residence District Institutional

and B-2, General Retail Business

SOUTH: R-4 Single Family Residence District Single Family Residential

EAST: R-4 Single Family Residence District Institutional **WEST:** R-4 Single Family Residence District Institutional

ANALYSIS

SUBMITTALS

This report is based on the following documents, which are on file with the Department of Community Development:

- 1. Application/Petition for Public Hearing
- 2. Project Narrative
- 3. Legal description of the Prince Street right-of-way proposed to be vacated
- 4. Comprehensive redevelopment plans
- 5. Village alley vacation policy (Resolution #2003-58)

PROJECT DESCRIPTION

Community High School District 99 (CHSD99) is requesting the Village vacate the entire Prince Street right-of-way located between Grant Street on the south and Sherman Street on the north to CHSD99. The proposed right-of-way measures 66 feet wide by 600 feet long. The right-of-way is currently improved with a 28-foot wide street with a sidewalk on the east side of the right-of-way and parkway trees on both sides. The petitioner is requesting the Village consider a right-of-way vacation to enable the school district to address parking needs and create an additional athletic field for Downers Grove North High School (DGN).

Currently, there are six parcels that abut the right-of-way, all of which are owned by CHSD99. A single large parcel is located on the east side of the right-of-way while five parcels are located on the west side. The east parcel houses a DGN building and football field. The northernmost western parcel is currently a parking lot for DGN. Single family homes are located on the remaining four western parcels. As shown in the table below, the entire right-of-way would be vacated to CHSD99:

Address	Requested Width	Requested Length	Approximate Increase in Area
Prince Street ROW	66 feet	600 feet	39,600 square feet

The proposed right-of-way vacation would enable CHSD99 to undertake a comprehensive redevelopment of the entire block located between Sherman Street on the north, Prince Street on the east, Grant Street on the south and Saratoga Avenue on the west being redeveloped. Per the CHSD99 redevelopment proposal, a soccer field will be constructed on the northern two-thirds of the block while a parking lot for faculty parking and bus drop-off and pick-up will be located on the southern one-third of the block. The vacated right-of-way would be used partly as an entrance to the parking lot at the intersection of Prince Street and Grant Street. A portion of the right-of-way would be converted to a plaza adjacent to the proposed parking lot. The plaza would include a bathroom building and an open canopy. The canopy, located within the vacated right-of-way, would include columns and a roof but not be enclosed by walls. The canopy is intended to provide a place of cover from the weather for students waiting for transportation. Extending north from the plaza, a 16-foot wide walkway would run north to the Sherman Street right-of-way between the soccer and football fields. The remaining width would be converted to green space. At the intersection of Prince Street and Sherman Street, a mountable curb and gate are proposed for emergency vehicle access. The vacation of the Prince Street right-of-way is necessary to accommodate the redevelopment

Per the Village's Right-of-Way Vacation Policy (Resolution #2003-58), staff contacted the utility companies and outside public agencies (including the Police, Fire and Public Works Departments, School Districts, Sanitary District and Downers Grove Park District) to determine if any rights to the public right-

of-way should be retained. The Sanitary District has a sanitary sewer main running down the center of the Prince Street right-of-way. A sanitary main also runs east from the Prince Street main to connect to a sanitary sewer main at Main Street. A Village water main is located within the parkway adjacent to the western curb of Prince Street. A second water main running east-west immediately south of the track connects the Prince Street water main to a water main in the Main Street right-of-way to the east. Additionally, a Village storm sewer runs down the east side of Prince Street. Similar to the sanitary sewer and water mains, a storm sewer connects the Prince Street storm sewer to a Main Street storm sewer immediately south of the track. Comcast and AT&T do not have any utilities within the right-of-way. Overhead electric lines are located within the southern section of both the Grant Street and Sherman Street right-of-ways and would not be affected by the vacation. An existing overhead utility line runs across the right-of-way to provide service to the existing football field press box. It is anticipated that this service will be relocated during the proposed improvements. A gas line is located immediately east of the eastern curb of Prince Street. There are no other known utilities in the right-of-way.

The applicant is proposing to dedicate a 45-foot wide public drainage, utility and utility access easement within the right-of-way. It is the Village's opinion that the 45-foot wide easement is not sufficient to provide access to the existing utilities and to provide adequate space for any future utility needs. The Village requires a minimum of 10-feet adjacent to each utility. Therefore, the Village is recommending maintaining a 51-foot wide easement. The easement would extend 26 feet to the west of the centerline of Prince Street and 25 feet to the east of the centerline. This additional area would provide the Village with a minimum of 10-feet adjacent to each utility and ensure that there is sufficient access to the existing utilities and to provide adequate space for any future utility needs.

The southern 93 feet of the easement would be reduced to a 48-foot width to accommodate the proposed canopy structure. The Village believes the reduction of the easement in this area will not adversely affect the Village's ability to maintain the utilities in this portion of the right-of-way. To accommodate the sanitary sewer main that runs from Prince Street to Main Street, the existing easement located over the football field parcel will be extend to connect to the 51-foot wide easement over Prince Street. To accommodate the water and sewer mains that run from Prince Street to Main Street, a 35-foot wide public drainage, utility and utility access easement will be provided over those lines. As such, any construction within the easements will be restricted to walkways, driveways, landscaping and fencing. The petitioner has been informed of this requirement and restrictions and does not object to the easement.

The petitioner completed a traffic impact study to determine the impact of the street closure and to address other issues related to the proposed comprehensive redevelopment at DGN. The study found that the proposed vacation and closure of Prince Street between Grant Street and Sherman Street would not result in significant impacts to traffic flow within the area. The study noted existing traffic on this portion of the right-of-way are primarily related to school buses and existing school parking areas and that all non-school related traffic destined for Ogden Avenue most likely uses the intersection of Ogden Avenue and Saratoga Avenue due to the intersection being signalized. The study found that the adjacent roadway network will continue to function at a similar level of service as it does today.

The Village reviewed the traffic impact study and concurred with its findings related to the vacation of the Prince Street right-of-way. The existing right-of-way sees minimal non-school related traffic. Additionally, during the school year, Prince Street between Lincoln Street and Sherman Street and Grant Street between Prince Street and Saratoga Avenue are closed to traffic between 3 p.m. and 4 p.m. to accommodate school busses. Staff believes the adjacent street system is sufficient to accommodate the re-directed traffic associated with the vacation of Prince Street.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Community Facilities section of the Comprehensive Plan recommends that the Village 'promote the continued operation and improvement of both public and private school facilities, ensure they do not impact residential neighborhoods, and cooperate with the various organizations to maintain high quality school sites and facilities.' The proposed Prince Street right-of-way vacation meets this recommendation by providing the school district an opportunity to improve their athletic and parking facilities in a high quality manner. The proposed bus parking within a parking lot will eliminate on-street bus stacking adjacent to 15 residential properties along Prince Street south of DGN. Staff concurs with the traffic impact study which notes the proposed vacation will not negatively affect the adjacent road system in the neighborhood. Staff believes the proposed right-of-way vacation is consistent with the Comprehensive Plan.

COMPLIANCE WITH THE ZONING ORDINANCE

The surrounding properties are all zoned R-4 single family residence district. The right-of-way vacation will increase the DGN property by 39,600 square feet. If the right-of-way is vacated, the petitioner will be able to undertake a comprehensive redevelopment of this block. The proposed improvements will be required to meet all Zoning Ordinance requirements. Because an easement is being placed on a 51-foot wide portion of the vacated right-of-way, no new buildings or structures, other than a walkway, driveway, landscaping and fencing, could be constructed within the easement. Staff believes the proposed vacation is consistent with the Zoning Ordinance.

PUBLIC SAFETY REQUIREMENTS

The Fire Department and the Police Department have reviewed the plans for the proposed vacation. The Fire Department requires that the 16-foot wide walkway be modified so that it is 20-feet wide to accommodate emergency vehicles. If CHSD99 desires, the walkway could be a combination of hard pavement and a grass paver system, as long as the walkway can accommodate a total vehicle weight of 80,000 pounds. Additionally, the Fire Department requires a mountable curb on the plaza to accommodate emergency vehicles arriving from the south while the northern gate must include a lockbox and be operable by a single individual.

The Police Department reviewed the proposed vacation and found no concerns with the proposed right-of-way vacation. The department did have some operational questions regarding the parking lots as well and those have been forwarded to the petitioner.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the adjacent right-of-way properties in addition to posting the public hearing sign and publishing the legal notice. Staff has not received any written neighborhood comment regarding the proposal at this time.

The petitioner held a neighborhood meeting on October 27, 2011. The results of the neighborhood meeting will be available at the November 7 Plan Commission meeting.

FINDINGS OF FACT

Compliance with the Procedure to be followed in the Vacation of Streets, Alleys, and Public Rights-of-Way (Resolution #2003-58)

The Village's right-of-way vacation policy asks two key questions when it comes to determining if a right-of-way can be vacated. These questions and staff's findings are listed below:

- ➤ Is there written consent of at least two property owners who abut the proposed parcel to be vacated?
 - o The petitioner is the only property owner who abuts the proposed right-of-way to be vacated.

- Are there any known public interests served the parcel?
 - O As noted above, staff contacted the utility companies and outside public agencies to determine the extent of public interest. Based on their replies, staff has determined the public interests can be addressed by retaining a 51-foot wide public drainage, utility and utility access easement as depicted on the attached sketch. As such, the petitioners will not be able to construct any permanent structure, other than a walkway, driveway, landscaping or fence, within the dedicated easements. The petitioners have been informed of the easement requirements and do not object to them.
 - The traffic impact study found that the proposed vacation will not negatively impact the surrounding transportation system. The study found that current traffic using Prince Street can be accommodated on Saratoga Avenue without a decrease in the level of service currently being provided.

Based on these findings, staff believes the request complies with the Village policy outlined in Resolution #2003-58 and recommends vacating the entire 66-foot wide by 600-foot long Prince Street right-of-way to the petitioner with a 51-foot wide public drainage, utility and utility access easement placed over the right-of-way to be vacated.

Per the right-of-way vacation policy, staff has determined the fair market value of the vacated right-of-way based on the latest assessment of land adjacent to the right-of-way. When land will be encumbered with an easement, land is generally valued at one-third (1/3) of the value of the same property that does not have an easement. As such, the portion of the right-of-way that will be encumbered with an easement will be valued at one-third, while the remaining portion of the right-of-way will be valued at full value. Based on the required easements, 30,761 square feet of the 39,600 square foot right-of-way will be encumbered with a public drainage, utility and utility access easement. The remaining 8,839 square feet of vacated right-of-way will not be encumbered with an easement.

The table below summarizes the estimated value:

Portion of right-of-way encumbered by a public drainage, utility and utility access easement

Adjacent	Land	Lot Size	Square Foot	SF of ROW to	Estimated	Encumbered
Property Address	Value	(Square Feet)	Land Value	be vacated	Value	Value
4434 Prince Street	\$ 98,140	13,188	\$ 7.44	30,761	\$ 228,911.48	\$ 75,541

Portion of right-of-way not encumbered with an easement

Adjacent	Land	Lot Size	Square Foot	SF of ROW to	Estimated
Property Address	Value	(Square Feet)	Land Value	be vacated	Value
4434 Prince Street	\$ 98,140	13,188	\$ 7.44	8,839	\$ 65,776

Total value of Right-of-Way to be vacated \$ 141,317

Per the right-of-way vacation policy, the Village Council determines the amount and type of compensation, if any, that is required. CHSD99 has requested waiving the compensation fee. Staff recommends the Village waive the \$141,317 compensation fee.

RECOMMENDATIONS

Staff believes the proposed right-of-way vacation is consistent with the Village's Comprehensive Plan, right-of-way vacation policy (Resolution #2003-58) and surrounding zoning and land use classifications. Based on the findings listed above, staff recommends that the Plan Commission make a motion

recommending approval of the Prince Street right-of-way vacation associated with PC-38-11 to the Village Council subject to the conditions below:

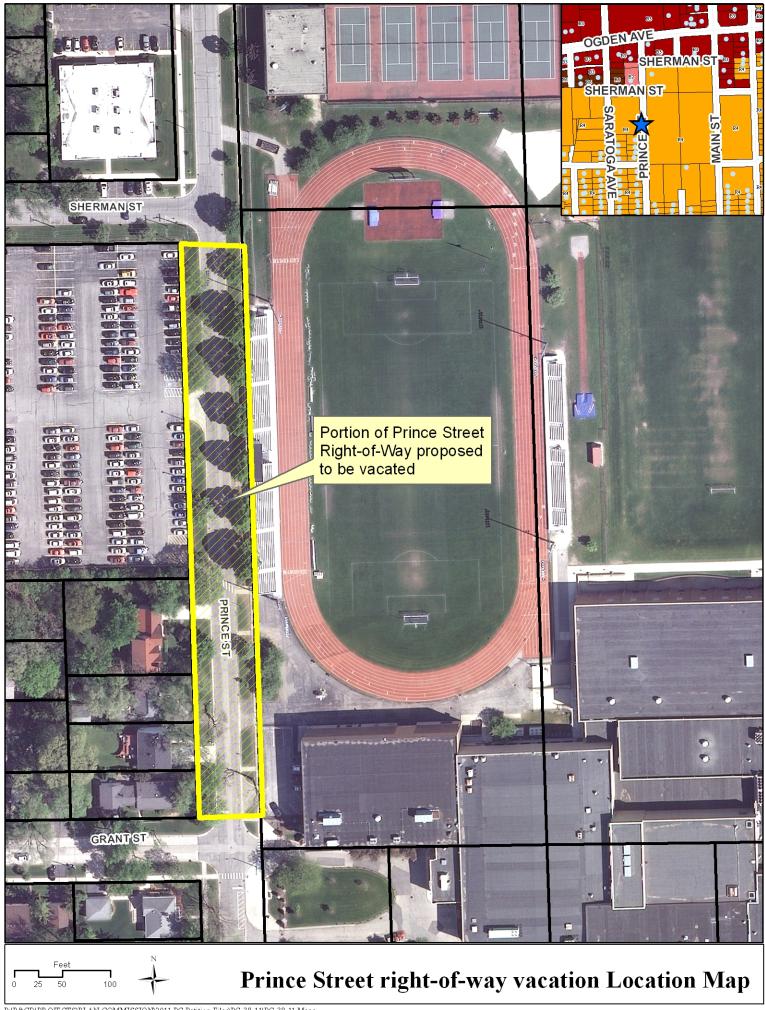
- 1. The vacation shall substantially conform to the staff report dated November 7, 2011.
- 2. Prior to final Village Council consideration, a Mylar copy of the Final Plat of Vacation indicating the required easements per the attached easement sketch shall be prepared and submitted to the Village.
- 3. The Village shall waive the \$141,317 compensation for the vacated right-of-way.
- 4. A mountable curb shall be provided onto the plaza at the south end of the vacated right-of-way.
- 5. The 16-foot wide walkway shall be redesigned to provide a 20-foot width that can accommodate an 80,000 pound emergency vehicle.
- 6. The northern gate shall include a lockbox and be designed such that a single individual can operate the gate.

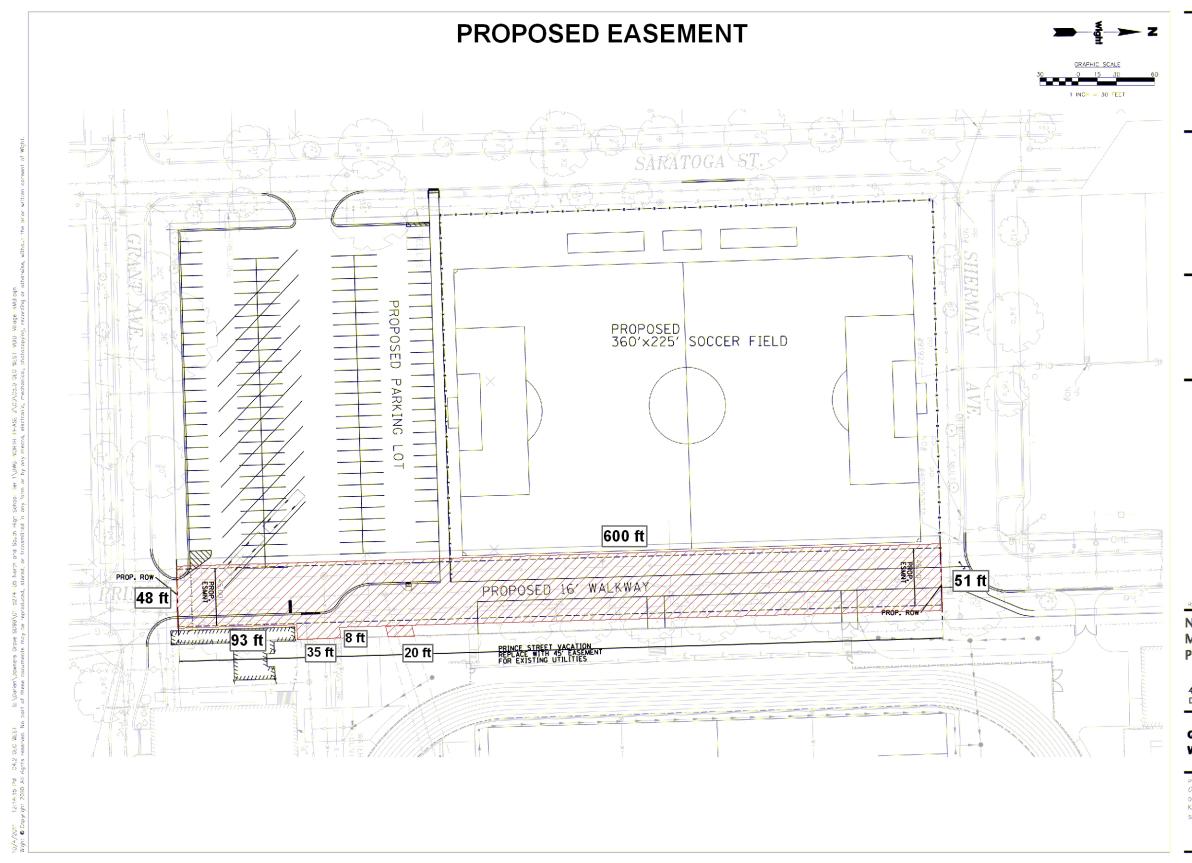
Staff Report Approved By:

Tom Dabareiner, AICP
Director of Community Development

TD:sp

P:\P&CD\PROJECTS\PLAN COMMISSION\2011 PC Petition Files\PC-38-11 DG North High School - ROW Vacation\Staff Report PC-38-11.doc









Wight & Company wightco.com 2500 North Frontage Road Darien, IL 60561 P 630.969.7000 F 630.969.7979

REV DESCRIPTION

NORTH HIGH SCHOOL MSP 2011 TIER 1 PHASE 2

4436 Main St. Downers Grove, IL

GEOMETRIC PLAN WEST

Project Number OI-5274-06 Drawn By: KMB Sheet:

C4.2



Village of Downers Grove

Official Village Policy Approved by Village Council

Description:	Procedure to be Followed in the Vacation of Streets, Alleys, and Public Rights-of-Way					
Res. or Ord. #:	Res. 2003-58 Effective Date: 7/1/03					
Category:	Planning and Community Developm					
	New Council Policy X Amends Previous Policy Dated:	6/24/74, 8/11/80, 10/21/91, 7/6/93, and 4/5/99				
	Description of Previous Policy (if description of Streets or Alleys o					

RESOLUTION <u>2003</u>-58

RESOLUTION ESTABLISHING A PROCEDURE TO BE FOLLOWED IN THE VACATION OF STREETS, ALLEYS AND PUBLIC RIGHTS-OF-WAY IN THE VILLAGE OF DOWNERS GROVE, ILLINOIS

WHEREAS, pursuant to applicable law, the Village Council of the Village of Downers Grove has the power and authority to vacate streets, alleys and public rights-of-way within the jurisdiction of the Village; and

WHEREAS, the Council of the Village of Downers Grove has determined that it is in the best interests of the Village to establish a procedure to be followed in determining whether a particular street, alley or right-of-way should be vacated, the method by which such vacation should be accomplished, and the compensation, if any, to be paid with respect thereto,

NOW, THEREFORE, BE IT RESOLVED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

- 1. That the following procedure shall, in all events, be followed in processing, considering and acting upon requests for the vacation of streets, alleys and public rights-of-way located within the corporate limits of the Village of Downers Grove:
 - a. The person or persons desiring the vacation of a particular street, alley or public right-of-way (the "Petitioner"), shall file with the Village a written petition on a prescribed form requesting such vacation, which petition shall contain the following information:
 - (i) name and address of the Petitioner;

- (ii) the location, and if possible, the legal description of the street, alley or public right-of-way to be vacated (the "Parcel");
 - (iii) names and addresses of all owners of record of property abutting upon the Parcel, and a statement as to the frontage in terms of lineal feet of each parcel of property so abutting the Parcel;
 - (iv) a statement as to the type of any known public service facilities over, under or upon the Parcel, and the name of the public utility owning the same.
 - (v) the written consent of at least two property owners who abut the proposed parcel to be vacated.
 - (vi) a fee of three hundred dollars (\$300.00) shall be paid to the Village, provided that no such fee shall be required if the Petitioner is a public body. This fee shall be used to pay for Staff processing of the petition, hearing notice publication and plat recordation costs. This fee does not include the cost of the plat preparation or the appraisal(s) of the fair market value of the Parcel (as outlined in section 1(g)).
 - b. Staff shall cause written notice of the proposed vacation of the Parcel to be mailed to all public utilities with a request that such utilities inform the Village of any easements over, under, or upon the Parcel which must be retained at the time of vacation, and to units of local government having an interest in the Parcel. Failure of any such owner of record or public utility to receive such notice shall not invalidate, impair or otherwise affect the validity of any vacation that may thereafter occur.
 - c. Staff shall evaluate the request and prepare a staff report, taking into consideration the nature of the request, including known public interests, if any, served by the Parcel. In doing so, Staff shall verify the information contained in the petition in order to assure that all required owners of property abutting the Parcel are named and that all existing public service facilities have been disclosed, if any, to the Village to affect such vacation. The following informational items shall be included in the staff report:
 - (i) A map showing the location of the proposed street, alley or public right-of-way to be vacated.
 - (ii) Information as to current and future use of the street, alley or public right-of-way including:
 - (a) watermains
 - (b) storm sewers or storm drainage conveyance or storage facilities
 - (c) sanitary sewers
 - (d) electric utilities
 - (e) natural gas utilities
 - (f) telephone utilities
 - (g) vehicular access, public or private
 - (h) pedestrian access, public or private
 - (i) public open space
 - (iii) A recommendation with regard to retention of easements, if any, within the Parcel for the benefit of public utilities, potential use of the parcel for public walkways or bike trails and access of adjacent property owners.

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- (iv) A recommendation regarding the vesting of title to the property upon vacation of the street, alley or public right-of-way. The instrument dedicating the street, alley or public right-of-way must be examined to determine if the specific devolution of the title upon vacation thereof is provided for in the document. If no specific devolution of title is provided for, then a recommendation regarding the vesting rights of the abutting property owners must be made. The Village, in its discretion, may grant title to the entire vacated street, alley or public right-of-way to only one abutting property owner.
- d. Staff shall forward the petition to the Village Traffic Engineer who shall be responsible for reviewing the request to determine the potential future need for the Parcel, the potential for increased traffic associated with the vacation of the Parcel, and an estimate of future costs to the Village associated with the vacation. This information shall be incorporated into the staff report.
- e. Upon completion of the staff report, the staff report and the petition shall be referred to the Plan Commission for public hearing. Notice of the time and place of such hearing shall be given not more than thirty (30) nor less than fifteen (15) days before the date thereof, by publishing such notice at least once in one or more newspapers of general circulation within the Village. In addition, copies of such notice shall be sent by the Village to the owners of record of property abutting the Parcel.
- f. The Plan Commission shall forward its recommendation regarding vacation of the Parcel to the Village Council for its consideration.
- g. Prior to the petition being considered by the Village Council, the Petitioner must submit an appraisal conducted by a certified appraiser. The Village, in its sole discretion, may consider an alternate assessment of the current market value of the Parcel in lieu of an appraisal.
 - i) If the appraisal submitted by the Petitioner is disputed by the Village, the Village in its sole discretion may obtain a second independent appraisal, at Village expense.
 - ii) If the Petitioner disputes the second appraisal, the Village will contact a third independent appraiser to perform a review appraisal, the cost of which shall be paid by the Petitioner. The Village Council shall then make a final determination of market value which shall be binding on all parties.
- h. The Village Council shall determine:
 - (i) Whether the Parcel or portion thereof, is no longer necessary for public use and whether the public interest will be served by such vacation request.
 - (ii) Whether the Parcel or portion thereof, should be vacated and whether public utility easements and any ingress-egress easements are to be maintained.
 - (iii) The amount and type of compensation, if any, to be required as a condition to the effectiveness of the vacation of the parcel.
- i. The Petitioner shall be notified of the decision of the Village Council, and of any conditions placed on the vacation. If the Petitioner desires to proceed with such vacation, the Petitioner shall provide a plat of vacation with reservation of required easements, if any, in a form as prescribed by the Village.

8/20/2004 3

j. After a statement by the Village Manager that the plat has been prepared and submitted, the Village Council shall consider the ordinance. If the Village Council determines to adopt such ordinance, it shall do so by a 3/4 vote of its members.

k. Upon passage of the ordinance, the Village Clerk shall record the ordinance and the plat in the Office of the Recorder of Deeds of DuPage County and file such documents

with the DuPage County Clerk. Copies of the recorded documents shall be sent by the Village Clerk to the office of the assessor for the township in which the Parcel is located and notice of the effectiveness of the vacation shall be sent to the owners of

record of the property abutting the Parcel.

2. The validity of any vacation otherwise carried out in accordance with applicable law shall not be invalidated, impaired or otherwise affected by noncompliance with any part of the procedure set

forth herein.

3. That Resolutions 74-34, 80-45, 91-43, 99-22 and all other resolutions or parts of resolutions in

conflict with the provisions of this resolution are hereby repealed.

4. That this resolution shall be in full force and effect from and after its passage and approval as

provided by law.

Brian J. Krajewski, Mayor

Passed: July 1, 2003

Attest: April Holden, Village Clerk

1\mw\res.03\vacation-policy

8/20/2004 4

PROJECT NARRATIVE FOR

CHSD 99 – NORTH HIGH SCHOOL MSP 2011 TIER 1 IMPROVEMENTS

Community High School District 99 is proposing to modify the site conditions at North HS to address athletic and parking needs of the high school. This endeavor is divided into two (2) Phases. The first phase, constructed this summer, was to address athletic needs by replacing the grass football field with synthetic turf, replacing the track, moving the softball field to the west side of Main Street and creating a playable grass area to the north of the relocated softball field for PE and athletics. Phase 2, scheduled for the spring/summer of 2012, will address the parking needs and create an additional athletic field. Phase 2 will occur to the east and west of the high school. Please refer to the attached color rendering depicting all improvements.

To address the student parking needs the existing east parking lot and softball field will be removed for a new parking lot between Grant Avenue and Sherman Street. This parking lot is divided into a north and south lot by an 8' walkway running west/east. The southern lot will serve as the parent drop off and main handicap parking and will have an access off of Grant Avenue. This new Grant access is slightly east of the existing access to allow more queuing at the Main Street Intersection. The northern section is for student parking and will have an 8' walk on the west side to transfer students to the signalized intersection at Main Street. A fence is proposed to the west of this walkway to block students from freely crossing Main Street. To access this northern lot two locations are proposed; one off of Sherman Street and one off of Highland Avenue.

For the western improvements the seven (7) residential houses along Prince Street, Grant Avenue and Saratoga Avenue will be demolished and a vacation of Prince Street between Sherman Street and Grant Avenue is requested. The houses are now owned by CHSD 99 and will be demolished so that the new west parking lot can be located closer to the school' west entrance. The new west parking lot will be faculty parking and service as the bus drop off and pick up. The vacation of Prince Street is being requested to create a much needed additional athletic field to bring an athletic event back on school campus and to connect this field with the track area for one athletic complex. At the current location of Prince Street, a 16' wide walkway is being proposed for pedestrians, district maintenance vehicles and emergency vehicles. Mountable curb and a gate are proposed at the southeast corner of Prince and Sherman for vehicle access. The attached Geometric Plan West (24x36) depicts the improvements to the west and the 16' walkway within the requested Vacation of Prince Street.

October 26, 2011

Village of Downers Grove-Gvic Center Department of Community Development 801 Burlington Ave. Downers Grove, IL 60515-4782

Re: PC-38-11 Prince Street Right-of-Way Vacation

To Whom It May Concern:

Community High School District 99, a public taxing body, hereby requests waiver of compensation fees associated with the vacation of Prince Street in the amount of \$142,115. District 99 believes the taxpayers of the Village and School District are best served by waiving these fees.

The vacation of Prince Street, between the intersections of Grant Street to the south and Sherman Avenue to the north, will allow the school district to improve the North High School campus by connecting its western-most property with the main campus, thereby providing better pedestrian and school bus access to the campus in a safer and more effective manner.

We would appreciate your consideration and approval to waive these fees. Should you have any questions, please do not hesitate to contact me at 630-795-7142.

Sncerely,

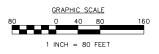
Martin W. Schack

cc. Dr. Mark McDonald-School Superintendent Bill White-Board of Education President Mark Staehlin-Controller



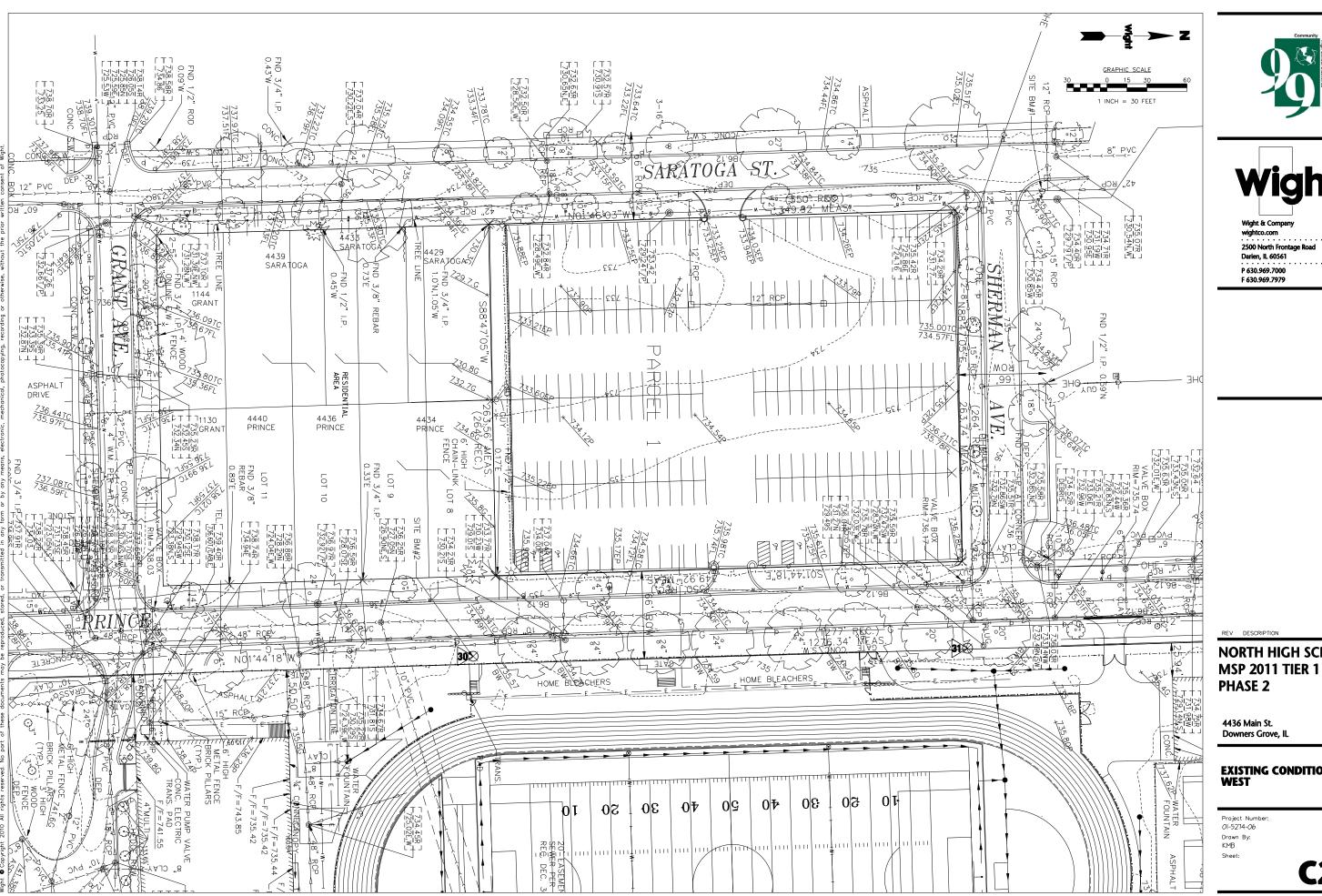


COMMUNITY HIGH SCHOOL DISTRICT 99 NORTH HIGH SCHOOL – TIER 1 IMPROVEMENTS













wightco.com

2500 North Frontage Road

Darien, IL 60561

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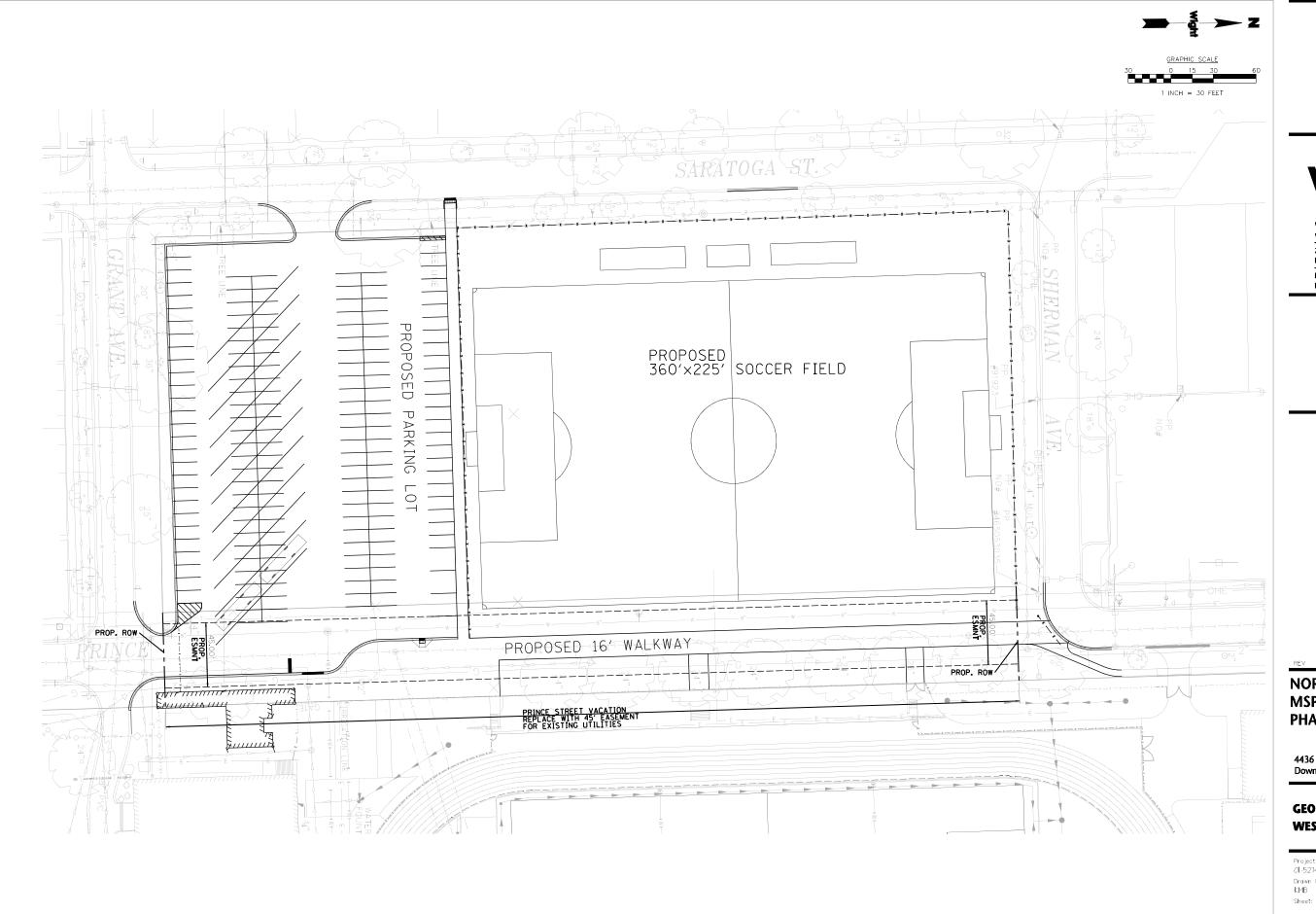
REV DESCRIPTION

NORTH HIGH SCHOOL

Downers Grove, IL

EXISTING CONDITIONS -WEST

Project Number 01-5274-06 Drawn By: KMB





Wight

Wight & Company wightco.com 2500 North Frontage Road Darien, IL 60561 P 630.969.7000 F 630.969.7979

REV DESCRIPTION

NORTH HIGH SCHOOL MSP 2011 TIER 1 PHASE 2

4436 Main St. Downers Grove, IL

GEOMETRIC PLAN WEST

Project Number: *01-5274-06* Drawn By: KMB

C4.2



Traffic Impact Study Proposed North High School Site Improvements

Prepared for Community High School District 99

Submitted by Regina Webster & Associates, Inc.

Regina Webster & Associates, Inc. 8619 W. Bryn Mawr Avenue Suite 602 Chicago, Illinois 6063 I 773.283.2600 phone 773.283.2602 fax www.RWAengineers.com

1. SUMMARY

This report presents the findings of a Traffic Impact Study (TIS) conducted for the proposed improvements at North High School in Downers Grove, Illinois. The purpose of the TIS is to analyze the expected traffic impacts to the surrounding roadways as a result of the proposed improvements to the school, including parking reconfiguration and vacating a portion of Prince Street to accommodate improvements to the school's athletic facilities. As shown in Figure 1, the school is located on a site bounded on the north by Ogden Avenue (US Route 34), on the east by Highland Avenue, on the west by Saratoga Avenue, and on the south by Lincoln Street.

The analyses presented in this report resulted in the following conclusions and recommendations:

Conclusions

- The study intersections that currently operate above acceptable levels are expected to continue to do so with the proposed school improvements.
- The study intersections that currently do not operate at acceptable levels are not expected to be significantly impacted with the proposed school improvements.
- The vacating of Prince Street between Sherman Street and Grant Street is not expected to result in significant impacts to traffic flow within the study area.

Recommendations

RWA recommends that the following actions be taken to ensure efficient traffic operations:

- Utilization of the gate in the fence on the west side of the East Parking Lot to serve as a pedestrian connection between the parking and the athletic fields on game days will create the need for a temporary mid-block crossing of Main Street. It is recommended that traffic control personnel be utilized to facilitate this crossing at these times.
- Consider developing and communicating a plan for parents that drop off and pick up students to reduce any confusion or conflicts that may arise from changing traffic patterns associated with the vacating of the portion of Prince Street.



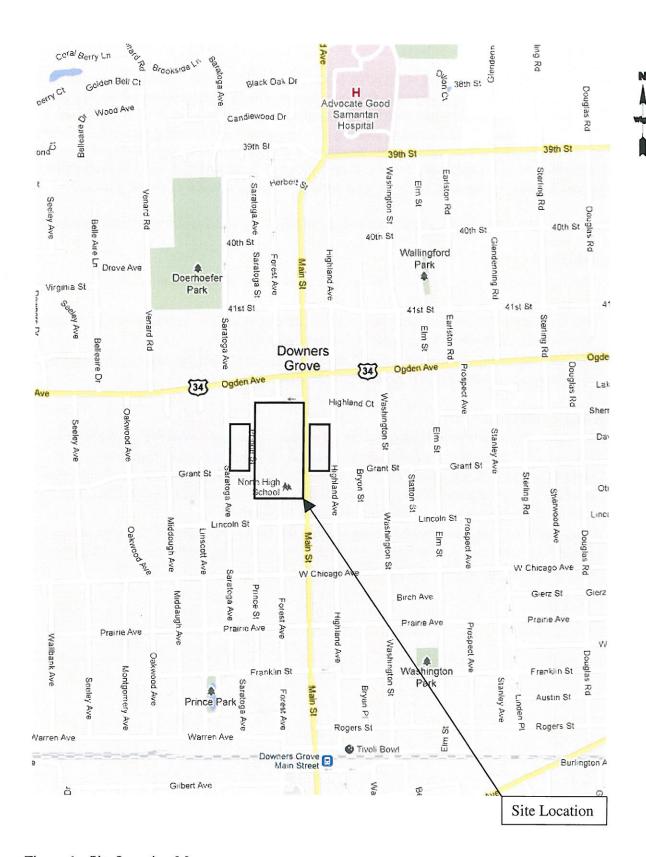


Figure 1: Site Location Map



Study Methodology

This study involved an assessment of the traffic impacts of the planned school improvements, which will be completed prior to the start of the 2012-2013 school year. A five-year horizon (2017) was used to study the future traffic operations. This assumed a background growth in regional traffic in addition to expected changes in the volume and distribution of school related traffic.

Existing intersection turning movement volume data was obtained for traffic, pedestrian, and bicycle movements for the periods around the start and end of the school day. The counts were conducted between 7:00 AM and 9:00 AM and between 2:00 PM and 4:00 PM on Wednesday and Thursday September 7 and 8, 2011, at the following 12 intersections:

- Ogden Avenue and Saratoga Avenue
- Ogden Avenue and Prince Street
- Ogden Avenue and Main Street
- Ogden Avenue and Highland Avenue
- Sherman Street and Saratoga Avenue
- Sherman Street and Prince Street
- Sherman Avenue and Main Street
- Grant Street and Saratoga Avenue
- Grant Street and Prince Street
- Grant Street and Main Street
- Grant Street and Highland Avenue
- Main Street and Lincoln Street

The current information was used in the evaluation of existing conditions and the formation of traffic and operational projections for the school based on the proposed improvements. The forecasted 2017 condition was developed considering the reconfiguration and addition of parking spaces and the proposed vacating of a portion of Prince Street.

Study intersections were analyzed for both existing and future conditions and conclusions were made based on the results. Existing and future pedestrian activity was also considered as part of the study.



2. EXISTING CONDITIONS

RWA conducted a field reconnaissance to collect relevant information pertaining to adjacent land uses, the surrounding roadway network, traffic controls, and existing traffic volumes at each of the study intersections outlined above.

Roadway Network

The area roadways included in the study are Ogden Avenue, Saratoga Avenue, Prince Street, Main Street, Highland Avenue, Sherman Street, Grant Street, and Lincoln Street. These roadways are described in more detail below.

Ogden Avenue (US Route 34) is an east-west arterial and a major US Route. The roadway includes two travel lanes in each direction, with additional left-turn lanes at major intersections. Sidewalk exists adjacent to the roadway, separated by grass landscaping.

Saratoga Avenue is a local street at the west end of the study area. The roadway is oriented north and south. The roadway includes one travel lane in each direction. Sidewalk exists adjacent to the roadway on the west side, separated by grass.

Prince Street is a local street near the center of the study area. The roadway is oriented north and south. The roadway includes one travel lane in each direction. Sidewalk exists adjacent to the roadway on either side at various points, separated by grass.

Main Street is a collector street near the center of the study area. The roadway is oriented north and south. The roadway includes two travel lanes in each direction, with additional left-turn lanes at major intersections. Sidewalk exists adjacent to the roadway on either side at various points, directly adjacent to the roadway near Ogden Avenue and then separated by grass further to the south.

Highland Avenue is a local street at the east end of the study area. The roadway is oriented north and south. The roadway includes one travel lane in each direction. Sidewalk exists adjacent to the roadway on both sides, separated by grass.

Sherman Street is a local street near the center of the study area. The roadway exists in two separate segments, to the west and east of North High School, that are physically separated by the school. The roadway is oriented east and west. The roadway includes one travel lane in each direction. Sidewalk exists adjacent to the roadway on the north side, separated by grass.

Grant Street is a local street near the south end of the study area. The roadway exists in two separate segments, to the west and east of North High School, that are physically separated by the school. The roadway is oriented east and west. The roadway includes one travel lane in each direction. Sidewalk exists adjacent to the roadway on the south side of the west segment, and on both sides of the east segment, separated by grass.

Lincoln Street is a local street at the south end of the study area. The roadway is oriented east and west. The roadway includes one travel lane in each direction. Sidewalk exists adjacent to the roadway on both sides, separated by grass.



Existing Site and Parking

The existing North High School consists of one school building to accommodate approximately 2,200 students and 300 full-time staff members. The main pedestrian building entrance is on the east side of the school directly west of the intersection of Main Street and Grant Street. Other pedestrian entrances exist on the south and west sides of the school. The existing site is shown in Figure 2.

Parking is currently provided to students and faculty in three lots and along Sherman Road between Prince Street and Main Street. Parking is by permit only. The school's student handbook indicates that student parking is available to seniors and those students with medical or other special needs. One parking lot is located west of the school, with access from both Saratoga Avenue and Prince Street. Another parking lot is located just east of the school, with access from Highland Avenue and Grant Street. A third faculty lot is located south of the school, with access from the main drop off on Forest Avenue and an exit-only driveway to Main Street. The following is a breakdown of the existing school parking supply.

Table 1 – Existing Parking Supply

Location	Parking Supply
West Parking Lot	246
East Parking Lot	174
South Parking Lot	52
Sherman Road	22
Total	494

Student Drop Off

Today, many parents who drop off students do so within the drop off on the south side of the school. Field observations indicated that this operates well with minimal queuing. Some parents drop off students elsewhere around the school such as on Prince Street to the west and within the East Parking Lot. This drop off activity was not observed to cause any significant issues with traffic operations around the school. On the contrary the distribution of drop offs appears to mute any impacts that can be experienced when drop off activity is concentrated at one location.

While drop off activity was observed to function well, it was noted that transportation related information on the school's website included guidance and policies on bus transportation and parking but did not include guidance on dropping students off.



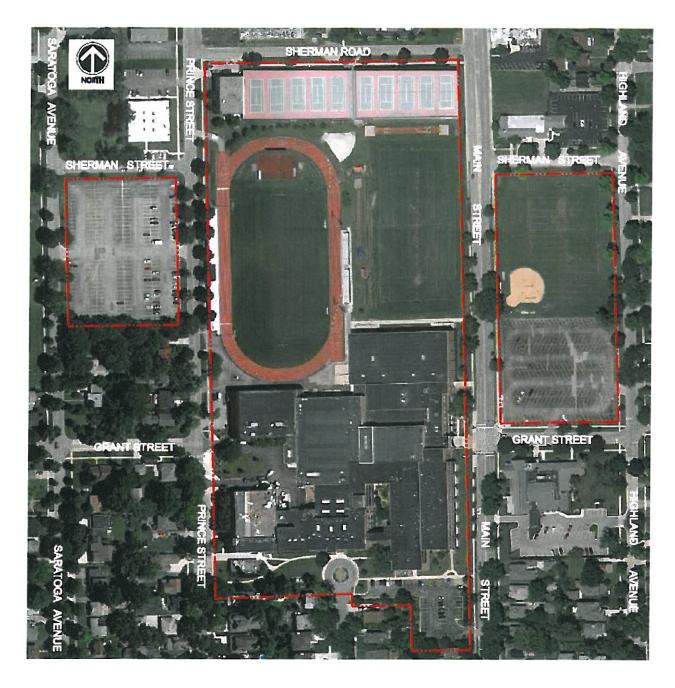


Figure 2: Existing Site



Transit

The school is served by twenty (20) school buses for transporting students between home and school, six (6) bus routes connecting the school with the Technology Center of DuPage and two (2) activity bus routes. Bus transportation is provided for students who live at least 1.5 miles from school. Students are required to have and display an ID card to ride buses offered by the school.

There are currently two Pace bus routes that operate within several blocks of the school, Routes 461 and 464. These routes stop along Main Street just south of Ogden Avenue, approximately one-quarter mile from the school entrance, and serve the North High School attendance area. The Downers Grove Metra station is located approximately three quarters of a mile south of the school on Main Street.

Traffic Volumes

RWA collected traffic volumes at the three study intersections on September 7 and 8, 2011, during the hours of 7:00 AM to 9:00 AM (Morning) and 2:00 PM to 4:00 PM (Afternoon). The periods for data collection were chosen to coincide with the start and end of the school day. Most students begin their day at 8:00 AM and are dismissed at 3:20 PM. The morning peak hour was found to occurred from 7:30 AM to 8:30 AM and the afternoon peak hour occurred from 3:00 PM to 4:00 PM. Figures 3 and 4 show the existing peak hour traffic volumes. For the purposes of this report, the two peak hours analyzed are noted as Morning and Afternoon, as indicated above.



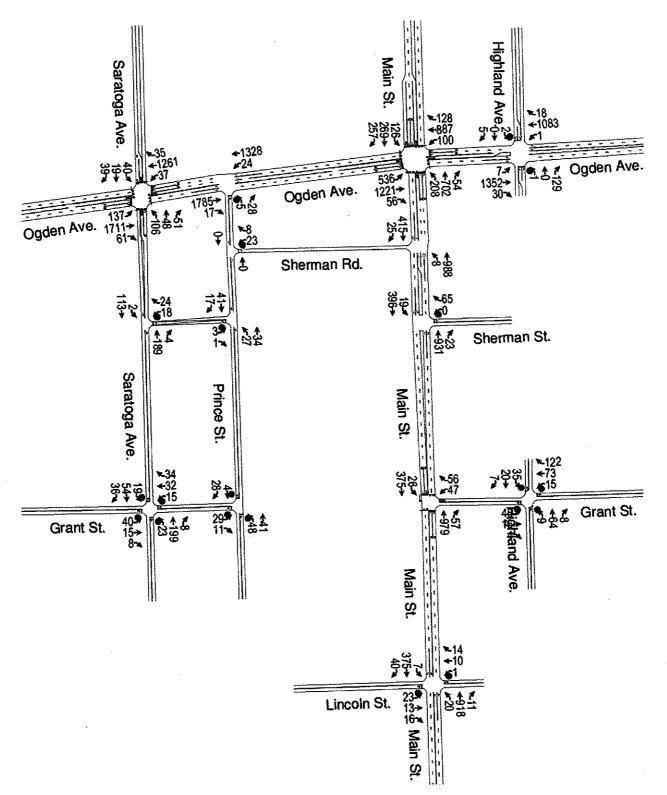


Figure 3: Existing Morning 2011 Traffic Volumes



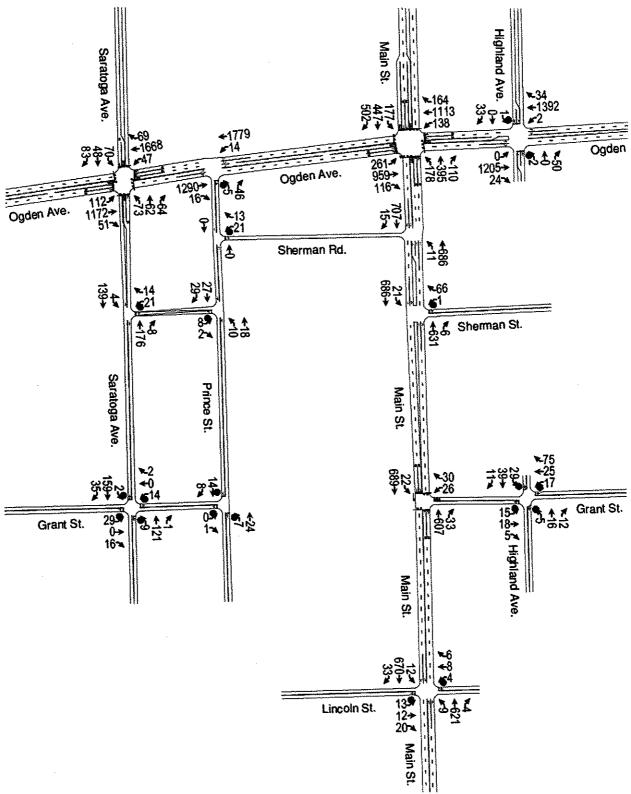


Figure 4: Existing Afternoon 2011 Traffic Volumes



3. PROPOSED IMPROVEMENTS

The proposed improvements include the addition and relocation of athletic facilities, a reconfiguration of available parking, and vacating the portion of Prince Street between Grant Street and Sherman Street. A new varsity softball field will be constructed just north of the school building, on the west side of Main Street. This area is currently vacant. The existing east parking lot will be expanded to the north into the area currently occupied by a softball field, with access points on Grant Street, Highland Avenue, and Sherman Street. A new soccer field will be constructed west of the school, in the space currently occupied by the west parking lot. A new bus and school faculty parking lot will be constructed west of the school, with access to Grant Street and Saratoga Avenue. This space is currently a residential area. Additionally, the existing track and field area will be reconstructed in the same space. No change in the number of students or faculty is anticipated as a result of the proposed improvements but the available parking supply is expected to increase.

A total of 494 parking spaces exist for use by the school today. The plan proposes an increase in parking supply of 193 spaces for a total supply of 687 as detailed in Table 2.

Table 2 - Proposed Parking Supply

Location	Parking Supply
West Parking Lot	162
East Parking Lot	451
South Parking Lot	52
Sherman Road	22
Total	687

About half of the West Parking Lot will be reserved on school days for use by school buses such that 80 of the 162 spaces will be available for use.

Figure 5 shows the proposed improvements to the North High School site.





Figure 5: Proposed Site Plan



4. TRAFFIC IMPACT STUDY

Background Traffic Growth

This analysis accounts for the overall growth in background traffic by the year 2017 (five years after the scheduled completion of the improvements), by applying an annual growth rate to the existing year 2011 through traffic data on Ogden Avenue and on Main Street for the next five years. No other significant development projects are known to be planned in the vicinity of the site. While historical traffic data on these routes was not available, it is expected that regional development may result in only modest increases in regionally generated traffic volumes. Therefore, a growth rate of 0.5% per year was assumed along Ogden Avenue and Main Street to account for local and regional ambient growth.

Modal Split

Observations indicated that the majority of school staff typically arrives via automobile. Students arrive either on foot, by bus, are dropped off by parents, drive themselves or ride with another student who drives. A handful of students bike to school.

Based on field observations conducted on September 8, 2011 in the Morning peak hour, the observed mode split at North High School was as follows:

- 22% Walk
- 1% Bike
- 11% Drive themselves
- 10% Ride with another student
- 28% Dropped off by parents
- 28% Arrive by bus

This mode split was used as an input towards the determination of the school's vehicular trip generation.



Site-Generated Traffic

Data and analysis contained in the Institute of Transportation Engineers publication *Trip Generation*, 8th Edition was reviewed for expected trip generation associated with the school. The calculated vehicle trips from ITE were compared to field observations. It was found that trip estimates based on ITE were not representative of the traffic volumes associated with North High School. The discrepancy is most likely due to variations in bus service and parking supply between North High School and the sites included in ITE data. Therefore *Trip Generation* data was not used as part of this study.

It was determined that the vehicle trip generation associated with North High School is most influenced by the available parking supply and the school's ability to issue parking permits for students. Any change to site related vehicle trips are expected to result from the proposed increase in overall parking supply by approximately 100 available spaces for use on a typical school day.

A correlation between parking supply and vehicle trips associated with that supply was determined based on the existing parking inventory, traffic count data and field observations. This correlation between vehicle trips and parking supply for the East and West parking lots were determined as follows:

Table 1 - Parking Lot Related Vehicle Trips

Parking Lot	Doubing Cumply	Mor	ning Peal	k Hour	Afternoon Peak Hour					
ratking Lot	Parking Supply	IN	OUT	Total	IN	OUT	Total			
West Parking Lot	246	134	13	147	7	72	79			
East Parking Lot	174	65	14	79	17	54	71			
Subtotal	420	199	27	226	24	126	150			
Trips per Parking Space	(% IN, % OUT, Rate)	88%	12%	0.54	16%	84%	0.36			

The trip generation rates based on the parking supply for the Morning and Afternoon peak hours were used to estimate the expected increase in vehicle trips associated with the proposed parking supply.

Table 2 – Expected Future Parking Lot Related Vehicle Trips

Parking Lot	Dorling Comple	Mor	ning Peal	k Hour	Afternoon Peak Hour					
rarking Lot	Parking Supply	IN	OUT	Total	IN	OUT	Total			
West Parking Lot	80	38	5	43	5	24	29			
East Parking Lot	451	215	29	244	26	136	162			
Subtotal	531	253	34	287	31	160	191			

Comparing Tables 1 and 2, it is expected that the future school related vehicle trips are expected to increase by about 60 during the Morning Peak Hour and by about 40 during the Afternoon Peak Hour. It is noted that these volumes do not include the numbers of buses that will be expected to use the West Parking Lot for drop-off and pick-up activities. The rerouting of existing bus volumes were conducted as part of the redistribution of assignment of site traffic discussed below.



Directional Distribution and Assignment of Site Traffic

The directional distribution of site traffic was determined based on an analysis of the existing traffic patterns at the study intersections, the roadway network and the school's attendance boundaries.

The expected distribution of future school traffic will be affected by the proposed vacating of Prince Street between Grant Street and Sherman Street, which is currently closed to traffic from 3:00 PM to 4:00 PM due to bus operations, and the changes to parking supply and locations of parking lot access points. This portion of Prince Street primarily serves the school and a residential area around the intersection of Prince Street and Grant Street. Vehicles seeking access to this residential area will be redirected primarily to Saratoga Avenue.

These aspects were considered when developing the directional distribution of traffic and assigning site traffic to the roadway network. The Future Background volumes discussed previously were rerouted based on the anticipated direction of approach to obtain the Total Future traffic volumes illustrated in Figures 6 and 7.



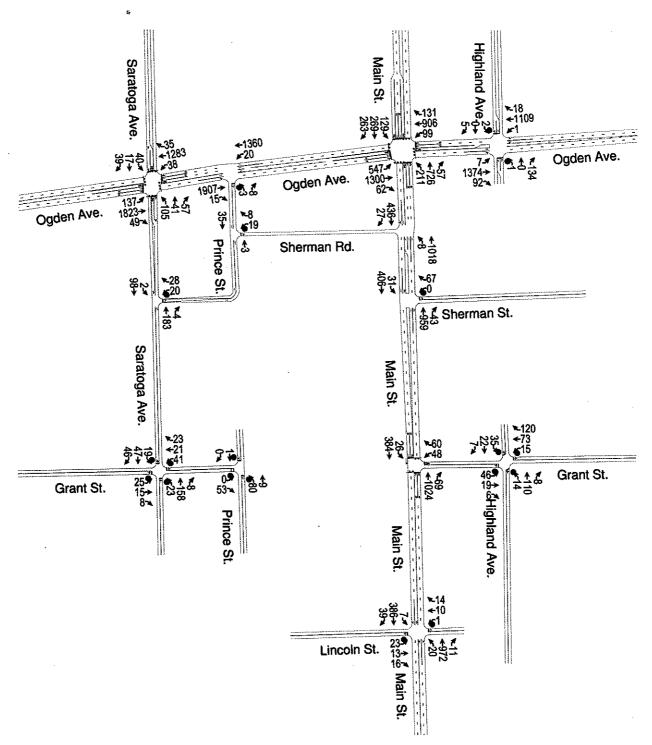


Figure 6: Total Future (2017) Morning Traffic Volumes



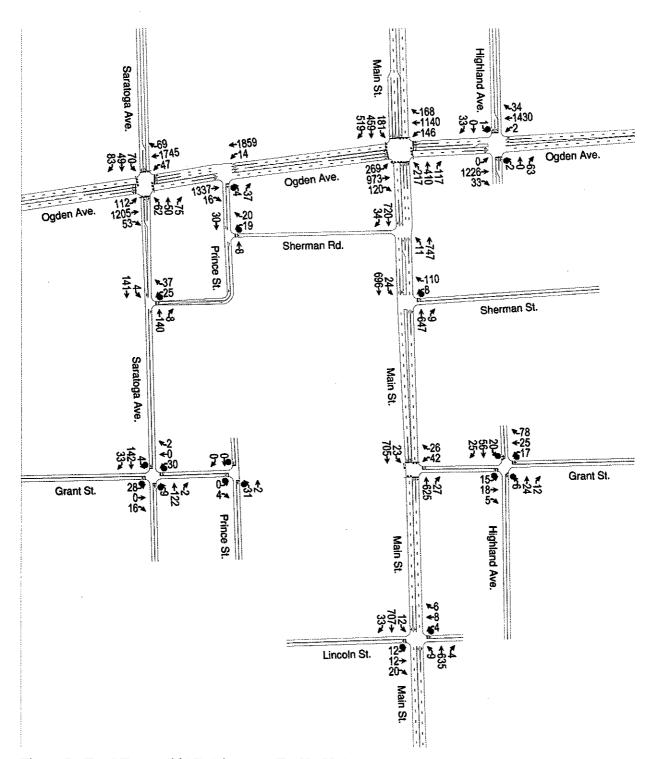


Figure 7: Total Future (2017) Afternoon Traffic Volumes



5. CAPACITY ANALYSIS

Intersection capacity analyses were performed for the study intersections during the Morning and Afternoon peak hours to determine their levels of service (LOS). LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience¹. Version 8.0 of the Synchro software was used to calculate the LOS at each intersection in the Existing and Future scenarios. Operational LOS reflects delays experienced by the motorist and are designated a letter grade of A through F. LOS A represents the best operating conditions and LOS F the worst. LOS C or better is considered within acceptable limits. The *Highway Capacity Manual* defines level-of-service for signalized and unsignalized intersections as a function of the average vehicle control delay in seconds per vehicle (sec). The Synchro software models level-of-service based on *Highway Capacity Manual*. Level-of-service criteria are summarized in Table 3 below.

Table 3 - LOS criteria for Control Delay at Intersection

Level of Service Grade	Signalized Intersection (sec)	Unsignalized Intersection (sec)
Α	≤10	≤10
В	10-20	10-15
С	20-35	15-25
D	35-55	25-35
E	55-80	35-50
F	≥80	≥50

Lane Configuration and Traffic Controls

The intersections of Ogden Avenue with both Saratoga Avenue and Main Street, along with the intersection of Grant Street and Main Street are currently signalized. The remaining study intersections are currently unsignalized and there are no known plans in place to signalize any of these intersections.

The intersection of **Ogden Avenue** and **Saratoga Avenue** has two-lane approaches in the eastbound and westbound directions, with additional left-turn lanes in both directions. The northbound and southbound directions have one through lane and an additional left-turn lane at the intersection. The intersection is signalized.

The intersection of **Sherman Street and Saratoga Avenue** has one-lane approaches in the north-, south-, and westbound directions. Sherman Street terminates at Saratoga Avenue to the west, forming a T-intersection. Westbound traffic along Sherman Street is stop-controlled at the intersection.

The intersection of **Grant Street and Saratoga Avenue** contains one-lane approaches in all four directions. The intersection is all-way stop controlled.

The intersection of **Ogden Avenue and Prince Street** has two-lane approaches in the eastbound and westbound directions, with an additional left-turn lane in the westbound direction. This turn lane is an extension of the westbound left-turn lane at Saratoga Avenue, and has only approximately 25 feet

¹ Highway Capacity Manual 2000, Transportation Research Board



of storage approaching Prince Street. The intersection has a one-lane approach in the northbound direction. Prince Street terminates at Ogden Avenue to the north, forming a T-intersection. Northbound traffic is stop-controlled at the intersection.

The intersection of **Sherman Road and Prince Street** contains one-lane approaches in the north-, south-, and westbound directions. Sherman Road terminates at Prince Street to the west, forming a T-intersection. Westbound traffic along Sherman Road is stop-controlled at the intersection.

The intersection of **Sherman Street and Prince Street** contains one-lane approaches in the north-, south-, and eastbound directions. Sherman Street terminates at Prince Street to the east, forming a T-intersection. Eastbound traffic along Sherman Street is stop-controlled at the intersection. With the proposed improvements and the proposed vacating of Prince Street between Grant Street and Sherman Street, this intersection will become a curve with traffic approaching in the southbound and eastbound directions, with no stop control.

The intersection of **Grant Street and Prince Street** contains one-lane approaches in the north-, south-, and eastbound directions. Grant Street terminates at Prince Street to the east, forming a T-intersection. All traffic is stop-controlled at the intersection. With the proposed improvements including the proposed vacating of Prince Street between Grant Street and Sherman Street and the construction of a parking lot, this intersection will continue to operate as a T-intersection with the parking lot driveway serving as the north leg of the intersection. All approaches will continue to be stop-controlled.

The intersection of **Ogden Avenue and Main Street** contains two-lane approaches in all four directions. There are also left-turn lanes at the intersection in all four directions, and a right-turn lane at the intersection in the southbound direction. The intersection is signalized.

The intersection of **Sherman Road and Main Street** contains two-lane approaches in the northbound and southbound directions, with an additional left-turn lane at the intersection in the northbound direction. Sherman Road terminates at Main Street to the east, forming a T-intersection. Traffic along Sherman Road operates one-way in the westbound direction, leaving no eastbound traffic or stop-control at the intersection.

The intersection of **Sherman Street and Main Street** has two-lane approaches in the northbound and southbound directions, and a one-lane approach in the westbound direction. Sherman Street terminates at Main Street to the west, forming a T-intersection. Westbound traffic along Sherman Street is stop-controlled at the intersection.

The intersection of **Grant Street and Main Street** has two-lane approaches in the northbound and southbound directions, and a one-lane approach in the westbound direction. Grant Street terminates at Main Street to the west, forming a T-intersection. The intersection is signalized, and also has a pedestrian-only phase for the crossing of both Main Street and Grant Street.

The intersection of Lincoln Street and Main Street contains two-lane approaches in both the northbound and southbound directions, and one-lane approaches in both the eastbound and westbound directions. The intersection is two-way stop-controlled, with the control on eastbound and westbound traffic along Lincoln Street.



The intersection of **Ogden Avenue and Highland Avenue** contains two-lane approaches in the eastbound and westbound directions. The northbound and southbound directions each contain one through lane and an additional left-turn lane at the intersection. Northbound and southbound traffic is stop-controlled at the intersection.

The intersection of **Grant Street and Highland Avenue** contains one-lane approaches in all four directions. The intersection is all-way stop controlled.

The existing traffic controls and lane configuration included in the capacity analyses are illustrated in Figure 8. Future expected traffic controls and lane configuration due to the vacating of Prince Street between Grant Street and Sherman Street are shown in Figure 9.



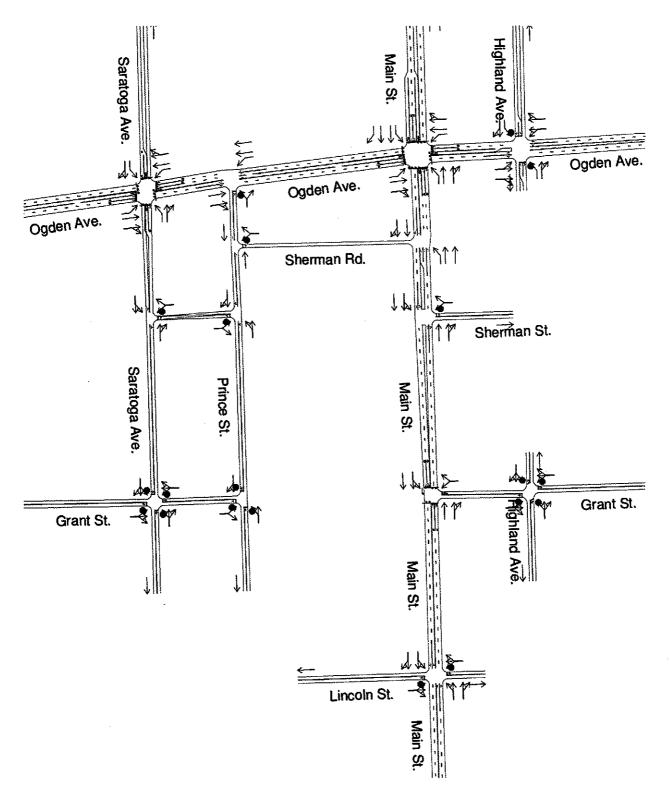


Figure 8: Existing Lane Configuration



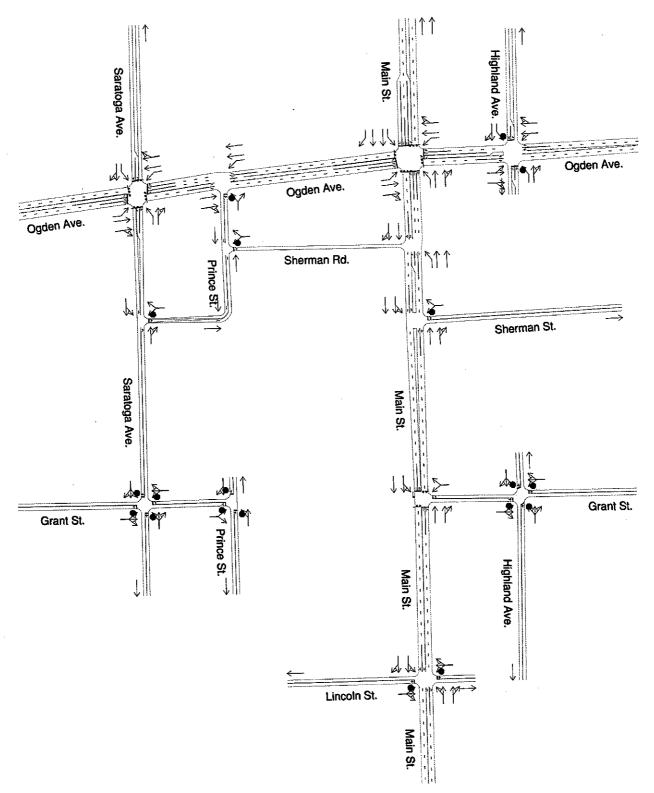


Figure 9: Proposed Future Lane Configuration



Table 4 includes the capacity analysis results for the Morning and Afternoon peak hours for both the existing and future scenarios.

Table 4 - Capacity Analysis Results

	Time Period												
Interesection (Annuage)	Mor	ning P	eak Hoi	ır	Afternoon Peak Hour								
Intersection (Approach)	Exist		Futu		Exist		Futi						
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS					
Ogden Avenue and Saratog	a Avenue	;											
Overall	22.4	C	26.0	C	23.8	C	27.5	C					
Northbound	49.4	D	44.8	D	41.1	D	40.4	D					
Westbound	19.9	В	17.9	В	23.1	С	30.3	С					
Eastbound	20.1	C	28.8	С	19.6	В	20.1	С					
Southbound	44.4	D	41.1	D	40.7	D	40.7	D					
Sherman Street and Saratog	a Avenue	•											
Westbound	10.5	В	10.4	В	10.6	В	10.2	В					
Grant Street and Saratoga A	venue												
Overall	8.8	A	8.5	A	8.3	A	8.3	A					
Northbound	9.5	Α	8.9	Α	8.2	A	8.3	Α					
Westbound	8.3	Α	8.3	Α	8.0	Α	8.1	Α					
Eastbound	8.5	Α	8.2	Α	8.0	Α	7.9	Α					
Southbound	8.2	A	8.0	A	8.5	Α	8.4	Α					
Ogden Avenue and Prince S	Street												
Northbound	14.6	В	17.4	C	10.9	В	11.0	В					
Sherman Road and Prince S	treet												
Westbound	9.0	Α	9.1	Α	9.4	Α	9.5	Α					
Sherman Street and Prince S	Street												
Eastbound	9.3	Α			9.1	Α							
Grant Street and Prince Stre	et												
Overall	7.4	A	7.4	A	7.0	A	7.2	A					
Northbound	7.7	Α	7.8	Α	7.2	Α	7.3	Α					
Southbound	6.7	Α	6.5	Α	6.8	Α	6.9	Α					
Eastbound	7.4	A	6.8	A	6.5	Α	6.4	Α					
Ogden Avenue and Main St							• • • • • • • • • • • • • • • • • • • •						
Overall	69.5	E	76.7	E	54.8	D	59.0	E					
Northbound	52.6	E	44.4	D	43.6	D	40.7	D					
Westbound	141.6	F	183.4	F	91.8		104.8	F					
Eastbound	47.0	D	45.0	D D	34.4	C	35.4	D					
Southbound	34.1	C	33.4	C	39.2	D	40.8	D					
Sherman Street and Main S			33.4		37.2	ע	40.0	υ					
		ъ.	10.1	n	11.0	P	10.4	ъ					
Westbound Grant Street and Main Street	11.9	В	10.1	В	11.8	В	10.4	В					
		_		_		_		_					
Overall	18.2	B	19.9	В	15.4	В	15.8	В					
Northbound	19.9	В	21.4	С	13.6	В	13.9	В					
Westbound	29.4	С	29.6	С	30.0	С	30.7	С					
Southbound	11.0	В	13.3	В	15.8	В	16.2	В					



Table 4 – Capacity Analysis Results (continued)

	Time Period													
Intersection (Approach)	Mor	ning P	eak Hoi	ır	After	noon i	Peak He	our						
intersection (Approach)	Exist	ing	Futu	ıre	Exist	ing	g Futu							
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS						
Lincoln Street and Main Str	reet													
Eastbound	31.8	D	34.3	D	30.2	D	24.1	C						
Westbound	26.3	D	28.4	D	29.5	D	26.1	D						
Ogden Avenue and Highlan	d Avenu	е												
Northbound	11.6	В	12.3	В	10.4	В	10.5	В						
Southbound	16.7	C	17.1	С	17.9	C	18.4	C						
Grant Street and Highland A	Avenue	,												
Overall	8.3	A	8.7	A	7.6	A	7.7	A						
Northbound	8.2	Α	8.8	Α	7.4	Α	7.5	Α						
Westbound	8.5	Α	8.8	Α	7.5	Α	7.6	Α						
Eastbound	8.1	Α	8.4	Α	7.6	Α	7.7	Α						
Southbound	8.2	Α	8.4	Α	7.8	Α	7.9	Α						

The capacity analysis found that the intersection of Ogden Avenue and Main Street is currently over capacity operating at an overall LOS E in the Morning and LOS D in the Afternoon with some approaches operating at LOS F. Additionally, the Saratoga Approaches to the signalized intersection with Ogden Avenue operate at LOS D in the Morning and Afternoon currently. The stop controlled approaches of Lincoln Street at Main Street also operate at LOS D today. The remaining intersections and approaches were found to operate at acceptable levels of service under existing conditions.

The future conditions capacity analysis found that the study intersections are expected to operate at the same level of service that they do currently with two exceptions. The overall LOS at the intersection of Ogden Avenue and Main Street is shown to operate at a LOS E in the future compared with a LOS D in the Afternoon today. It is noted however, that the existing Afternoon delay at this intersection is at the upper threshold of the LOS D designation. The overall delay is expected to increase only 4.2 seconds.

In general, the capacity analysis found that the proposed improvements, including the vacating of Prince Street as proposed, are expected to have minimal impact on the operations of the roadway network surrounding the school.



6. ADDITIONAL ANALYSIS

Pedestrians and Bicycles

The existing school generates a significant amount of pedestrian activity on the streets and intersections adjacent to and in the vicinity of the school. Pedestrian activity at the study intersections is primarily related to the school. The mode split discussed above indicates that about 22% of the students walk to school on a daily basis. While the number of students, and therefore the number of pedestrians, is not expected to increase with the proposed improvements, providing sufficient pedestrian accommodations and connections and addressing possible conflicts with vehicular traffic are an important aspect of the project.

The existing pedestrian crossing volume at the intersection of Grant Street and Main Street is expected to increase as a result of the proposed increase in parking supply east of Main Street. This crossing is currently served by a striped pedestrian crossing with ramps, pedestrian push-buttons, and a traffic signal that includes a pedestrian-only phase.

It is anticipated that the proposed parking area east of Main Street will be fenced along its west side, concentrating pedestrians to the crossing at the intersection of Main Street and Grant Street. A gate in the fence is proposed in the vicinity of the athletic fields. It is expected that this gate will remain closed on school days but may be opened for use by the school on days of athletic events. The gate is located mid-block along Main Street and no pedestrian crossing of the street is proposed in this location. Therefore, if the gate were to be used it is recommended that traffic control personnel be used at the location of the gate to facilitate a temporary crossing of Main Street for pedestrians between the athletic fields and the parking lot.

The use of bicycles as a mode of transport to and from a school is typically a small portion of all trips. Field observations indicated that approximately 1% of students bike to school, and the existing bike racks were sufficient to accommodate these students. The residential sidewalks and roadways around the proposed site generally appear to be bicycle-friendly. It is understood that the existing bike racks will remain in place after the proposed improvements to the school. These characteristics will continue to encourage students to bike to the school.



Proposed Vacating of Prince Street between Grant Street and Sherman Street

The proposed improvements at North High School include vacating Prince Street between Grant Street and Sherman Street as a result of the parking reconfiguration and athletic improvements. A residential block bounded by Prince Street on the east, Grant Street on the south, Saratoga Avenue on the west, and the existing North High School parking area on the north will also be converted into a future parking area. Approximately eight residences are included in this area.

The portion of Prince Street proposed to be vacated primarily serves the residential block that will be replaced by the future parking area. Residential areas to the south may also use Prince Street to access Ogden Avenue. In addition to residential traffic, Prince Street carries traffic to and from the school. All existing traffic along Prince Street between Grant Street and Sherman Street will be rerouted as a result of the proposed improvements.

Existing school traffic on this portion of Prince Street is primarily related to buses and the existing parking area. Existing bus operations allow buses to flow north on Prince Street, and to either turn west at Grant Street or Sherman Street and proceed to Saratoga Avenue or to turn east at Ogden Avenue. Future bus traffic will use the proposed parking area north of Grant Street, and will then exit to the west onto Saratoga Avenue. Effectively, northbound buses along Prince Street will be shifted from the intersection of Prince Street and Ogden Avenue to the intersection of Saratoga Street and Ogden Avenue. This intersection is signalized, allowing buses a better opportunity to turn onto Ogden Avenue.

Existing school traffic related to the parking area north of Grant Street accesses the parking lot from either Saratoga Avenue or Prince Street. All southbound vehicles accessing this area from Prince Street will be shifted onto Saratoga Avenue. Northbound vehicles accessing the parking area from Prince Street will still be able to maintain this route. Additionally, this parking area is planned to be reduced in size, resulting in less overall traffic in this area with a slight shift of the traffic from Prince Street onto Saratoga Avenue.

Residential traffic currently using the portion of Prince Street proposed to be vacated will be shifted onto other local streets, primarily Saratoga Avenue. Because the intersection of Saratoga Avenue and Ogden Avenue is signalized, it is expected that most of the current non-school related traffic destined for Ogden Avenue to the north already uses Saratoga Avenue as opposed to using Prince Street. Southbound traffic from Ogden Avenue would already use Saratoga Avenue as well, as the signalization provides better access to the area.

Some drop off activity currently occurs on the portion of Prince Street that is proposed to be vacated. It is expected that in the future, this activity will occur on Grant Street between Saratoga Avenue and Prince Street or on Prince Street south of Grant Street. This will somewhat concentrate this activity on the west side of the school which is currently spread out along Prince Street. The volume of cars projected to use this area is not expected to cause operational concerns. It is recommended, however, that the school consider creating and distributing guidelines for parents dropping off and picking up students to help encourage continued, smooth pick up / drop off operations.

Overall, traffic operations on the study roadway network adjacent to the school are expected to continue to function at a similar level of service as they do today with the proposed vacating of Prince Street between Sherman Street and Grant Street.



7. CONCLUSIONS AND RECOMMENDATIONS

The analysis presented in this report has resulted in the following conclusions and recommendations.

Conclusions

- The study intersections that currently operate above acceptable levels are expected to continue to do so with the proposed school improvements.
- The study intersections that currently do not operate at acceptable levels are not expected to be significantly impacted with the proposed school improvements.
- The vacating of Prince Street between Sherman Street and Grant Street is not expected to result in significant impacts to traffic flow within the study area.

Recommendations

RWA recommends that the following actions be taken to ensure efficient traffic operations:

- Utilization of the gate in the fence on the west side of the East Parking Lot to serve as a pedestrian connection between the parking and the athletic fields on game days will create the need for a temporary mid-block crossing of Main Street. It is recommended that traffic control personnel be utilized to facilitate this crossing at these times.
- Consider developing and communicating a plan for parents that drop off and pick up students to reduce any confusion or conflicts that may arise from changing traffic patterns associated with the vacating of the portion of Prince Street.



Appendix A

Existing Traffic Data Collection Reports





8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Grant St & Highland Ave Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry

File Name: Grant St & Highland Ave Am

Site Code : 00000000 Start Date : 9/8/2011

Groups Print	ed- PCs -	- SUs -	MUs
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			ghland					Grant S					ghland					Grant S			
			uthbor					estbou	nd			N ₀	orthbou	und			E	astbou	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	4	0	3	8	12	5	4	0	21	0	11	1	3	15	1	0	5	3	9	53
07:15 AM	1	7	5	3	16	32	13	2	2	49	0	24	3	4	31	2	4	4	2	12	108
07:30 AM	3	8	8	13	32	44	32	8	1	85	2	25	3	19	49	2	7	11	3	23	189
07:45 AM	4	5	23	20	52	54	24	3	- 1	82	3	18	6	9	36	2	6	17	ō	25	195
Total	9	24	36	39	108	142	74	17	4	237	5	78	13	35	131	7	17	37	8	69	545
						•										,		٠.	٠	0,	5.15
08:00 AM	0	2	2	0	4	12	12	2	0	26	3	10	0	0	13	0	2	15	1	18	61
08:15 AM	0	5	2	5	12	12	5	2	5	24	0	11	Ö	2	13	ň	ī	3	,	6	55
08:30 AM	0	6	1	1	8	10	2	2	0	14	ő	2	Ď	ñ	2	ı	2	2	ñ	5	29
08:45 AM	2	4	3	2	11	17	4	1	2	24	0	7	1	3	11	1	ī	2	ň	λ J	50
Total	2	17	8	8	35	51	23	7	7	88	3	30	1	5	39	2	6	22	3	33	195
	. –					,		•	•	00 ;	, ,	50	•	,	37	. 2	v	2.2	,	33 ₁	173
Grand Total	11	41	44	47	143	193	97	24	11	325	8	108	14	40	170	9	23	59	11	102	740
Appreh %	7.7	28.7	30.8	32.9		59.4	29.8	7.4	3.4		4.7	63.5	8.2	23.5		8.8	22.5	57.8	10.8	.02	, 10
Total %	1.5	5.5	5.9	6.4	19.3	26.1	13.1	3.2	1.5	43.9	1.1	14.6	1.9	5.4	23	1.2	3.1	8	1.5	13.8	
PCs	11	40	44	36	131	193	96	24	3	316	8	108	14	6	136	9	22	56	9	96	679
% PCs	100	97.6	100	76.6	91.6	100	99	100	27.3	97.2	100	100	100	15	80	100	95.7	94.9	81.8	94.1	91.8
SUs	0	1	0	11	12	0	1	0	- ,. <u>.</u>	9	0	0	0	3	3	0	1	3	2.	6	30
% SUs	ō	2.4	Õ	23.4	8.4	0	1	ő	72.7	2.8	0	0	Ô	7.5	1.8	0	4.3	5.1	18.2	5.9	4.1
MUs	0.	0	0	0	0.1	0	0	0	0	0	0	0	0	31	31	0	7.3	<u> </u>	10.2	3.9	31
% MUs	ő	ŏ	Õ	ŏ	ő	ŏ	ő	ő	ő	ő	Õ	ő	0	77.5	18.2	0	0	0	0	0	4.2
	,	-	•		•		-		3	J [•	v	J		10.2	J	v		J	U [7.2

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Grant St & Highland Ave Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name: Grant St & Highland Ave Pm Site Code: 00000000 Start Date: 9/8/2011

Page No : 1

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								Grou	ups Prin	nted-PC:	s - SUs	- MUs									
			ghland					Grant S	St				ghland					Grant S			
		So	uthbou	ınd			W	estbou	nd			N	orthbou	und			E	astbour	1d		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	2	3	i	6	11	3	0	0	14	1	2	1	0	4	2	5	0	0	7	31
02:15 PM	1	7	3	2	13	8	9	3	1	21	0	5	1	0	6	0	2	0	2	4	44
02:30 PM	0	7	7	4	18	13	7	2	0	22	1	3	1	11	16	5	3	1	2	11	67
02:45 PM	3	3	1	2	9	12	3	3	0	18	3	5	0	0	8	1	0	3	0	4	39
Total	4	19	14	9	46	44	22	8	1	75	5	15	3	11	34	8	10	4	4	26	181
03:00 PM	1	3	3	1	8	19	4	1	0	24	1	1	0	i	3	1	1	5	0	7	42
03:15 PM	5	11	9	37	62	30	8	8	3	49	6	6	4	25	41	2	5	5	3	15	167
03:30 PM	3	15	11	21	50	17	9	4	6	36	4	5	1	15	25	0	5	3	8	16	127
03:45 PM	2	10	6	5	23	9	4	4	2	19	1	4	0	2	. 7	2	7	2	0	11	60
Total	11	39	29	64	143	75	25	17	11	128	12	16	5	43	76	5	18	15	11	49	396
Grand Total	15	58	43	73	189	119	47	25	12	203	17	31	8	54	110	13	28	19	15	75	577
Appreh %	7.9	30.7	22.8	38.6		58.6	23.2	12.3	5.9		15.5	28.2	7.3	49.1		17.3	37.3	25.3	20		
Total %	2.6	10.1	7.5	12.7	32.8	20.6	8.1	4.3	2.1	35.2	2.9	5.4	1.4	9.4	19.1	2.3	4.9	3.3	2.6	13	
PCs	14	57	43	60	174	116	44	24	6	190	16	30	8	27	81	12	27	19	14	72	517
% PCs	93.3	98.3	100	82.2	92.1	97.5	93.6	96	50	93.6	94.1	96.8	100	50	73.6	92.3	96.4	100	93.3	96	89.6
SUs	1	1	0	13	15	3	3	1	6	13	1	1	0	1	3	1	1	0	1	3	34
% SUs	6.7	1.7	0	17.8	7.9	2.5	6.4	4	50	6.4	5.9	3.2	0	1.9	2.7	7.7	3.6	0	6.7	4	5.9
MUs	0	0	0	0	0	0	0	0	0	0	0	0	. 0	26	26	0	0	0	0	0	26
0/ MITTG		Λ	Λ	Λ	Λ	1 0	۸	Λ	۸	Λ	۱ ۸	Λ	Λ	191	23.6	Λ.	Λ	Λ	Λ	n	4.5

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Grant St & Prince St Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry File Name: Grant St & Prince St Am

Site Code : 00000000 Start Date : 9/7/2011

Groups	Printed-	PCs	- Sus -	Mus

	İ	Prince St Gra]	Prince S	St		Grant St					
			uthbou	ınd			W	estbou	nd	····		N	orthbou	ınd			E	astbour	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	1	0	0	5	2	1	0	1	4	0	8	3	2	13	0	0	2	0	2	24
07:15 AM	5	0	1	0	6	0	0	0	2	2	0	20	4	19	43	2	0	7	1	10	61
07:30 AM	15	0	1	1	17	1	0	0	1	2	0	12	20	30	62	3	0	18	0	21	102
07:45 AM	13	2	1	0	16	0	0	0	2	2	0	14	20	24	58	6	0	11	1	18	94
Total	37	3	3	1	44	3	1	0	6	10	0	54	47	75	176	11	0	38	2	51	281
																				'	
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	5	4	4	13	1	0	0	1	2	16
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	10	4	0	14	1	0	0	0	ī	17
08:30 AM	1.	1	1	0	3	0	1	1	1	3	1	8	4	1	14	0	1	ō	ŏ	î	21
08:45 AM	0	4	0	0	4	0	2	0	2	4	0	3	1	1	5	0	1	1	ñ	2	15
Total	1	7	2	0	10	0	3	1	3	7	1	26	13	6	46	2	2	1	ĭ	6	69
														_	•	_	_	-	•	0 ,	O,
Grand Total	38	10	5	1	54	3	4	1	9	17	1	80	60	81	222	13	2.	39	3	57	350
Appreh %	70.4	18.5	9.3	1.9		17.6	23.5	5.9	52,9		0.5	36	27	36.5		22.8	3.5	68.4	5.3	- 7	200
Total %	10.9	2.9	1.4	0.3	15.4	0.9	1.1	0.3	2.6	4.9	0.3	22.9	17.1	23.1	63.4	3.7	0.6	11.1	0.9	16.3	
PCs	36	9	3	1	49	2	3	1	5	11	1	60	56	77	194	12	2	38	1	53	307
% PCs	94.7	90	60	100	90.7	66.7	75	100	55.6	64.7	100	75	93.3	95.1	87.4	92.3	100	97.4	33.3	93	87.7
Sus	1	1	2	0	4	0	1	0	4	5	0	20	4	. 4	28	1	0	1	2		41
% Sus	2.6	10	40	0	7.4	0	25	ō	44.4	29.4	ő	25	6.7	4.9	12.6	7.7	ő	2.6	66.7	7	11,7
Mus	1	0	0	0	1 .	1	0	0	0	1	0	0	0	.0	0		o o	0	00.7	0	2
% Mus	2.6	0	0	. 0	1.9	33.3	ō	Õ	ŏ	5.9	0	ŏ	ő	ő	ŏ	ŏ	ŏ	0	0	ŏ	0.6
70 14145	2.0	U	U	v	1.9	33.3	U	Ų	U	3.7	U	U	v	U	V I	U	U	v	U	U į	0.0

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Grant St & Prince St Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name: Grant St & Prince St Pm

Site Code : 00000000 Start Date : 9/7/2011

Groups Printed- PCs - SUs - MU	Js
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		F	rince S	St			(Grant S	St			I	rince :	St			(Grant S	t		
		So	uthbou	nd			W	estbou/	nd			No.	orthbou	ınd			E	astbour	ıd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	2	7	0	0	9	0	0	0	1	1	0	2	1	0	3	1	0	1	0	2	15
02:15 PM	1	6	1	0	8	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	14
02:30 PM	2	5	0	1	8	0	0	1	7	8	0	4	1	6	11	3	0	1	0	4	31
02:45 PM	1	6	1	0	8	0	1	0	0	1	0	. 0	1	1	2	2	. 0	-0	0	2	13
Total	6	24	2	1	33	1	1	1	8	11	0	9	3	7	19	6	2	2	0	10	73
03:00 PM	1	0	1	0	2	1	0	0	12	13	1	8	0	5	14	1	0	0	1	2	31
03:15 PM	1	2	0	6	9	0	0	0	30	30	0	9	0	58	67	0	0	0	1	1	107
03:30 PM	4	4	0	0	8	0	0	0	30	30	0	4	4	16	24	0	0	0	5	5	67
03:45 PM	2	8	1	0	11	0	1	0	30	31	0	3	3_	4	10	0	0	0	0	0	52
Total	8	14	2	6	30	1	1	0	102	104	1	24	7	83	115	1	0	0	7	8	257
						ı															
Grand Total	14	38	4	7	63	2	2	1	110	115	1	33	10	90	134	7	2	2	7	18	330
Apprch %	22.2	60.3	6.3	11.1		1.7	1.7	0.9	95.7		0.7	24.6	7.5	67.2		38.9	11.1	11.1	38.9		
Total %	4.2	11.5	1.2	2.1	19.1	0.6	0.6	0.3	33.3	34.8	0.3	10	3	27.3	40.6	2.1	0.6	0.6	2.1	5.5	
PCs	11	35	4	6	56	2	2	0	109	113	1	16	3	87	107	7	2	2	7	18	294
% PCs	78.6	92.1	100	85.7	88.9	100	100	0	99.1	98.3	100	48.5	30	96.7	79.9	100	100	100	100	100	89.1
SUs	3	3	0	1	7	0	0	1	1	2	0	17	7	3	27	0	0	0	0	0	36
% SUs	21.4	7.9	0	14.3	11.1	0	0	100	0.9	1.7	0	51.5	70	3.3	20.1	0	0	0	0	0	10.9
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Grant St & Saratoga Ave Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry

File Name: Grant St & Saratoga Ave Am

Site Code : 00000000 Start Date : 9/7/2011

Groups Printed- PCs	- 5US - MUS
Frant St	Sara

			ratoga /					Grant S					ratoga .					Grant S	St		
			<u>puthbou</u>	_		ļ		estbou/				N	orthbo	und			<u>F</u>	astbour	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	6	0	0	9	4	3	1	0	8	2	29	2	0	33	2	0		1	8	58
07:15 AM	4	14	3	0	21	3	2	4	0	9	5	53	4	9	71	3	2	9	0	14	115
07:30 AM	12	17	12	0	41	12	15	8	0	35	3	86	5	14	108	0	6	4	ō	10	194
07:45_AM	16	15	7	2	40	16	14	7	1	38	3	69	8	19	99	4	8	13	1	26	203
Total	35	52	22	2	111	35	34	20	1	90	13	237	19	42	311	9	16	31	2	58	570
						•					, 15	_0,	.,		J11	,	10	31	2	50	570
08:00 AM	2	7	0	1	10	4	2	0	0	6	2	29	4	8	43	0	0	6	3	9	- 68
08:15 AM	6	15	0	0	21	2	1	0	0	3	0	15	6	1	22	4	1	7	6	18	64
08:30 AM	8	16	0	1	25	1	3	0	4	8	Ō	23	7	8	38	3	ī	7	1	12	83
08:45 AM	4	18 -	0	0	22	2	1	1	1	5	1	24	2	ő	27	6	1	7	3	17	71
Total	20	56	0	2	78	9	7	1	5	22	3	91	19	17	130	13	3	27	13	56	286
						•					_		~ -		150		_			50	200
Grand Total	55	108	22	4	189	44	41	21	6	112	16	328	38	59	441	22	19	58	15	114	856
Apprch %	29.1	57.1	11.6	2.1		39.3	36.6	18.8	5.4		3.6	74.4	8.6	13.4		19.3	16.7	50.9	13.2	•••	000
Total %	6.4	12.6	2.6	0.5	22.1	5.1	4.8	2.5	0.7	13.1	1.9	38.3	4.4	6.9	51.5	2.6	2.2	6.8	1.8	13.3	
PCs	54	100	21	0	175	43	38	19	1	101	15	327	37	56	435	19	19	55	6	99	810
% PCs	98.2	92.6	95.5	0	92.6	97.7	92.7	90.5	16.7	90.2	93.8	99.7	97.4	94.9	98.6	86.4	100	94.8	40	86.8	94.6
SUs	1	8	1	4	14	1	3	2	5	11	1	1	1	3	6	3	0	3	9	15	46
% SUs	1.8	7.4	4.5	100	7.4	2.3	7.3	9.5	83.3	9.8	6.2	0.3	2.6	5.1	1.4	13.6	ň	5.2	60	13.2	5.4
MUs	0	0	0	0	0	-0	0	0	05.5	0	0.2	0.0	2.0	<u>J.1</u>	0	13.0	0	<u> 3.2</u>	00	13.4	<u> </u>
% MUs	o o	ŏ	ő	ő	ő	n	0	ñ	ő	0	0	0	0	0	0	0	0	n U	0		0
	, ,	•	•	U	0		U	U	U	U	U	υ	U	v	U į	U	U	U	U	0	U

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Grant St & Saratoga Ave Downers Grove, IL

2:00 PM - 4:00 PM

Sunny, Dry

File Name: Grant St & Saratoga Ave Pm

Site Code : 00000000 Start Date : 9/7/2011

Page No : 1

Groups Printed-PCs - SUs - MUs

	:	SARAT	'OGA				GRAN	NT				SARAT					GRAN					
		So	uthbou	ınd			W	estbou	nd			N	orthbot	ınd	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		E	astbour	nd			1
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	ŝ
02:00 PM	2	17	0	0	19	1	2	0	0	3	0	13	0	3	16	0	2	2	1	5	43	
02:15 PM	1	22	0	0	23	0	1	0	0	1	1	23	1	3	28	0	2	4	0	6	58	
02:30 PM	8	45	1	0	54	3	0	0	1	4	1	30	2	3	36	3	1	2	2	8	102	3
02:45 PM	8	23	1	0	32	2	1	0	0	3	0	14	5	13	32	13	2	10	1	26	93	1
Total	19	107	2	0	128	6	4	0	1	1 i	2	80	8	22	112	16	7	18	4	45	296	2
	ı.					ı					ı										1	
03:00 PM	8	29	1	0	38	1	0	1	0	2	1	24	4	2	31	1	0	3	0	4	75	7
03:15 PM	14	43	0	3	60	0	0	1	2	3	0	36	1	41	78	12	0	15	3	30	171	į
03:30 PM	6	63	0	0	69	1	0	6	2	9	0	37	2	17	56	2	0	6	2	10	144	1
03:45 PM	7	24	1	1_	33_	0	0	6	0	6	0	24	2	6	32	1	. 0	5_	3_	9	80	٠
Total	35	159	2	4	200	2	0	14	4	20	1	121	9	66	197	16	0	29	8	53	470	
	1								_		, .						_				1	
Grand Total	54	266	4	4	328	8	4	14	5	31	3	201	17	88	309	32	_ 7	47	12	98	766	- 0
Appreh %	16.5	81.1	1.2	. 1.2		25.8	12.9	45.2	16.1		1	65	5.5	28.5		32.7	7.1	48	12.2			2
Total %		34.7	0.5	0.5	42.8	1	0.5	1.8	0.7	4	0.4	26.2	2.2	11.5	40.3	4.2	0.9	6.1	1.6	12.8		
PCs	48	256	4	3	311	6	4	6	4	20	3	196	16	85	300	32	7	46	6	91	722	
% PCs	88.9	96.2	100	75	94.8	75	100	42.9	80	64.5	100	97.5	94.1	96.6	97.1	100	100	97.9	50	92.9	94.3	4
SUs	6	10	0	1	17	2	0	8	1	11	0	5	1	3	9	0	0	1	6	7	44	2
% SUs	11.1	3.8	0	25	5.2	25	0	<u>57.1</u>	20	35.5	0	2.5	5.9	3.4	2.9	0	0	2.1	50	7.1	5.7	
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% MUs	. 0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0	0	0	0	0	7

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Main St & Grant St Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry File Name: Main St & Grant St AM

Site Code : 00000000 Start Date : 9/8/2011

	Groups	Printed-	PCs -	SUs - MUs	
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			Main S					Grant S					Main S				(Grant S	St		
			uthbou	ind		L		estbou	nd			N	orthbou	ınd			E	astbou:	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	70	5	49	124	7	0	5	0	12	8	198	0	2	208	0	0	0	0	0	344
07:15 AM	0	81	4	80	165	14	0	2	1	1 7	5	174	0	2	181	0	0	0	0	0	363
07:30 AM	0	88	5	137	230	25	0	15	1	41	23	267	0	16	306	0	0	0	1	1	578
07:45 AM	0	116	13	138	267	19	0	24	0	43	20	275	0	16	311	0	0	0	0	0	621
Total	0	355	27	404	786	65	0	46	2	113	56	914	0	36	1006	0	0	0	1	1	1906
08:00 AM	0	90	5	8	103	8	0	4	1	13	12	235	0	2	249	0	. 0	0	0	0	365
08:15 AM	ő	81	3	10	94	4	ň	à	ń	8	12	202	0	ñ	204	0	. 0	0	0	0	306
08:30 AM	ŏ	121	5	7	133	3	ň	ň	1	4	3	161	0	1	165	0	0	0	0	0	300
08:45 AM	l ő	109	4	14	127	3	ő	2	ò	5	2	280	0	1	283	0	0	0	0	0	415
Total	0	401	17	39	457	18	0	10	2	30	19	878	0	4	901	0	0	0	0	0	1388
T Gam		101	**	3,	131	10		10	_	30	19	070	. 0	7	701	U	U	v	U	U I	1300
Grand Total	0	756	44	443	1243	83	0	56	4	143	75	1792	0	40	1907	0	0	0	1	1	3294
Apprch %	0	60.8	3.5	35.6		58	. 0	39.2	2.8		3.9	94	0	2.1		0	0	0	100		
Total %	0	23	1.3	13.4	37.7	2.5	0	1.7	0.1	4.3	2.3	54,4	0	1.2	57.9	0	0	0	0	0	
PCs	0	710	43	431	1184	83	0	55	1	139	72	1747	0	39	1858	0	0	0	0	0	3181
% PCs	0	93.9	97.7	97.3	95.3	100	0	98.2	25	97.2	96	97.5	0	97.5	97.4	0	0	. 0	0	0	96.6
SUs	0	44	1	12	57	0	0	1	3	4	3	44	0	1	48	0	0	0	1	1	110
% SUs	0	5.8	2.3	2.7	4.6	0	0	1.8	75	2.8	4	2.5	. 0	2.5	2.5	0	0	0	100	100	3.3
MUs	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% MUs	0	0.3	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Main St & Grant St Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name: Main St & Grant St PM

Site Code : 00000000 Start Date : 9/8/2011

Groups Printed-	PCs - SUs -	- MUs
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			Main S	St				Grant S	St				Main S	St				Grant S	t		
		Sc	uthbou	ınd			W	estbou	nd			N	orthbou	and			E	astbou	<u>1d</u>		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	154	5	5	164	5	0	2	0	7	4	109	0	0	113	0	0	0	0	0	284
02:15 PM	0	157	3	53	213	4	0	4	0	8	1	129	0	1	131	0	0	0	0	0	352
02:30 PM	0	144	4	17	165	7	0	4	1	12	2	136	0	1	139	0	0	0	0	0	316
02:45 PM	0	185	2_	10_	197	3	0	3	1	7	4	136	0	1	141	0	. 0	0	0	0	345_
Total	0	640	14	85	739	19	0	13	2	34	11	510	0	3	524	0	0	0	0	0	1297
03:00 PM	0	162	3	10	175	4	0	3	0	7	8	154	0	5	167	0	0	0	0	0	349
03:15 PM	0	166	8	141	315	11	0	8	2	21	12	135	0	39	186	0	0	0	1	1	523
03:30 PM	0	188	3	106	297	8	0	11	0	19	5	175	0	4	184	0	0	0	0	0	500
03:45 PM	0	173	8	53	234	7	0	4	0	11	8	143	0	2	153	0	0	0	0	0	398
Total	0	689	22	310	1021	30	0	26	2	58	33	607	0	50	690	0	0	0	1	1	1770
Grand Total	0	1329	36	395	1760	49	0	39	4	92	44	1117	0	53	1214	0	0	0	1	1	3067
Apprch %	0	75.5	2	22.4		53.3	0	42.4	4.3		3.6	92	0	4.4		0	0	0	100		
Total %	0	43.3	1.2	12.9	57.4	1.6	0	1.3	0.1	3	1.4	36.4	0	1.7	39.6	0	0	0	0	0	
PCs	0	1280	34	389	1703	47	0	37	3	87	44	1087	0	52	1183	0	0	0	1	1	2974
% PCs	0	96.3	94.4	98.5	96.8	95.9	0	94.9	75	94.6	100	97.3	0	98.1	97.4	0	0	0	100	100	97
SUs	0	44	2	6	52	2	0	2	1	5	0	28	0	1	29	0	0	0	0	0	86
% SUs	0	3.3	5.6	1.5	3	4.1	0	5.1	25	5.4	0	2.5	0	1.9	2.4	0	0	0	0	0	2.8
MUs	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
% MUs	0	0.4	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Main St & Lincoln St Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry

File Name: Lincoln St & Main St AM

Site Code : 00000000 Start Date : 9/8/2011

0	Datatast	DO-	011-	B 41 1 -
(Irouns	Printed-	P(:s -	SHe -	. N/II IC

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			Main \$	-				incoln			1		Main :				L	incoln	St		1
<u> </u>		S	outhbo	und			W	lestbo	und			N	orthbo	und			E	astbo	und		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	68	1	0	75	2	1	1	1	5	1	169	3	1	174	0	2	9	1	12	266
07:15 AM	12	68	3	0	83	2	1	0	1	4	4	158	5	2	169	2	2	8	1	13	269
07:30 AM	14	88	1	0	103	5	2	0	5	12	4	254	11	0	269	8	3	8	6	25	409
07:45 AM	20	116	4	0	140	3	6	1	1	11	5	242	4	Ō	251	6	5	7	ñ	18	420
Total	52	340	9	0	401	12	10	2	8	32	14	823	23	3	863	16	12	32	8	68	1364
						-								-		, , , ,			•		1004
MA 00:80	1	92	1	0	94	4	1	0	2	7	1	228	2	0	231	1	5	5	1	12	344
08:15 AM	5	79	1	0	85	2	1	0	0	3	1	194	3	ō	198	1	ñ	3	'n	. <u>.</u>	290
08:30 AM	5	116	0	1	122	3	7	1	1	12	0	135	5	1	141	2	4	3	વ	12	287
08:45 AM	1	110	0	0	111	4	0	0	1	5	5	241	1	'n	247	4	3	4	ñ	11	374
Total	12	397	2	1	412	13	9	1	4	27	7	798	11	1	817	8	12	15	4	39	1295
							-	-	-			,	• • •	•	• • • • • • • • • • • • • • • • • • • •			10	7	33	1230
Grand Total	64	737	11	1	813	25	19	3	12	59	21	1621	34	4	1680	24	24	47	12	107	2659
Apprch %	7.9	90.7	1.4	0.1		42.4	32.2	5.1	20.3	•	1.2	96.5	2	0.2	1000	22.4	22.4	43.9	11.2	101	2000
Total %	2.4	27.7	0.4	0	30.6	0.9	0.7	0.1	0.5	2.2	0.8	61	1.3	0.2	63.2	0.9	0.9	1.8	0.5	4	
PCs	56	698	11	1	766	25	18	3	11	57	20	1573	29	1	1623	22	24	47	11	104	2550
% PCs	87.5	94.7	100	100	94.2	100	94.7	100	91.7	96.6	95.2	97	85.3	25	96.6	91.7	100	100	91.7	97.2	95.9
SUs	7	38	0	0	45	0	1	0	1	2	30.2	47	5	3	56	2	100	100	91.7	37.2	
% SUs	10.9	5.2	ő	ñ	5.5	Ö	5.3	ő	8.3	3.4	4.8	2.9	14.7	75	3.3		0	0	0.0	1	106
MUs	1	1	0	<u> </u>	2.3	0	0.0	0	0.3	<u> </u>	4.0	2.9	14.7		<u> </u>	8.3	U	0	8.3	2.8	4
% MUs	1.6	0.1	ŏ	Č	0.2	0	0	0		_	0	0.4	-	_	1	0	Ü	Û	0	0	3
70 IVICS	1.0	0.1	U	U	0.2		U	U	0	0	U	0.1	0	0	0.1		U	U	- 0	0	0.1

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Main St & Lincoln St Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name: Lincoln St & Main St PM

Site Code : 00000000 Start Date : 9/8/2011

Page No : 1

Groups Printed- PCs - SUs - MUs

						·			upo i i	IIIICU- I	00 0	JU - 141	~								
1			Main S	St			L	incoln	St				Main \$	St			L	incoln	St		
		Sc	outhbo	und			V	estbou	und			N	orthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int, Total
02:00 PM	3	149	4	0	156	1	0	0	0	1	3	109	1	0	113	0	2	2	0	4	274
02:15 PM	10	149	2	0	161	4	1	1	0	6	1	128	5	0	134	1	2	1	0	4	305
02:30 PM	5	141	2	1	149	0	2	0	3	5	0	134	3	0	137	3	3	4	1	11	302
02:45 PM	5	180	3	0	188	3	1	0	1	5	0	114	2	0	116	2	2	0	0	4	313
Total	23	619	11	1	654	8	4	1	4	17	4	485	11	0	500	6	9	7	1	23	1194
										•						_					
03:00 PM	15	149	1	1	166	1	3	2	0	6	0	155	5	0	160	2	0	1	0	3	335
03:15 PM	2	169	3	3	177	2	2	1	1	6	3	141	3	1	148	7	8	2	8	25	356
03:30 PM	10	185	4	2	201	0	2	1	0	3	1	172	0	0	173	11	2	7	4	24	401
03:45 PM	6	167	4	0	177	3	1	0	1	5	0	153	1	. 0	154	0	2	3	7	12	348
Total	33	670	12	6	721	6	8	4	2	20	4	621	9	1	635	20	12	13	19	64	1440
	1										1										
Grand Total	56	1289	23	7	1375	14	12	5	6	37	8	1106	20	1	1135	26	21	20	20	87	2634
Apprch %	4.1	93.7	1.7	0.5		37.8	32.4	13.5	16.2		0.7	97.4	1.8	0.1		29.9	24.1	23	23		
Total %	2.1	48.9	0.9	0.3	52.2	0.5	0.5	0.2	0.2	1.4	0.3	42	0.8	0	43.1	1_	0.8	0.8	0.8	3.3	
PCs	47	1248	22	4	1321	13	11	4	4	32	6	1077	16	0	1099	23	21	20	20	84	2536
% PCs	83.9	96.8	95.7	57.1	96.1	92.9	91.7	80	66.7	86.5	75	97.4	80	0	96.8	88.5	100	100	100	96.6	96.3
SUs	9	36	1	3	49	1	1	1	2	5	2	27	4	1	34	3	0	0	0	3	91
% SUs	16.1	2.8	4.3	42.9	3.6	7.1	8.3	20	33.3	13.5	25	2.4	20	100	3	11.5	0	0	0	3.4	3.5
MUs	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
% MUs	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Main St & Sherman St Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry File Name: Main St & Sherman St AM

Site Code : 00000000 Start Date : 9/8/2011

	Groups	Printed-	PCs - S	Us - MUs
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			Main S	St		l	Sh	erman	-	illou- I C.	- 503	- 14103	Main S	St			Sł	erman	St]
	Southbound				Westbound					Northbound					Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	78	9	0	87	7	0	0	2	9	7	172	0	0	179	0	0	0	0	0	275
07:15 AM	0	76	8	0	84	14	0	0	1	15	4	173	0	0	177	0	0	0	0	0	276
07:30 AM	0	92	9	0	101	15	0	0	3	18	5	264	0	4	273	0	0	0	0	0	392
07:45 AM	0	125	4	0	129	27	0	0	7	34	10	241	0	1	252	0	. 0	0	0	0	415
Total	0	371	30	0	401	63	0	0	13	76	26	850	0	5	881	0	0	0	0	0	1358
08:00 AM	0	95	5	0	100	14	0	0	2	16	6	227	0	0	233	0	0	0	0	0	349
08:15 AM	0	84	1	0	85	9	0	0	1	10	2	199	0	1	202	0	0	0	0	0	297
08:30 AM	0	111	3	0	114	12	0	0	1	13	2	139	0	0	141	0	0	0	0	0	268
08:45 AM	0	111	6	0	117	16	0	0	1	17	5	245	0	0	250	0	0	0	0	0	384
Total	0	401	15	0	416	51	0	0	5	56	15	810	0	1	826	0	0	0	0	0	1298
Grand Total	0	772	45	0	817	114	0	0	18	132	41	1660	0	6	1707	0	0	0	0	0	2656
Apprch %	0	94.5	5.5	0		86.4	0	0	13.6		2.4	97.2	0	0.4		0	0	0	0		
Total %	0	29.1	1.7	0	30.8	4.3	0	0	0.7	5	1.5	62.5	0	0.2	64.3	0	0	0	0	0	
PCs	0	726	44	0	770	114	0	0	16	130	40	1616	0	6	1662	0	0	0	0	0	2562
% PCs	0	94	97.8	0	94.2	100	0	0	88.9	98.5	97.6	97.3	0	100	97.4	0	0	0	0	0	96.5
SUs	0	43	1	0	44	0	0	0	2	2	1	43	0	0	44	0	0	0	0	0	90
% SUs	0	5.6	2.2	0	5.4	0	0	0	11.1	1,5	2.4	2.6	. 0	0	2.6	0	0	0	0	0	3.4
MUs	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% MUs	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.2

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Main St & Sherman St Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name: Main St & Sherman St PM

Site Code : 00000000 Start Date : 9/8/2011

Grou	กร	Printed	I- PCs	- SUs	- MUs

			Main S	St			Sh	erman	Şt				Main S	St			Sh	erman	St		
		Sc	uthbou	ınd		l	W	estbou	nd			No	orthbou	ınd			E	astbour	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	146	1	0	147	11	0	0	0	11	0	113	0	0	113	0	0	0	0	0	271
02:15 PM	0	154	3	0	157	12	0	0	0	12	1	135	0	0	136	0	0	0	0	0	305
02:30 PM	0	128	1	0	129	9	0	0	1	10	2	141	0	0	143	0	0	0	0	0	282
02:45 PM	0	160	4	0	164	11	0	0	1	12	3	113	0	0	116	0	0	0	0	0	292
Total	0	588	9	0	597	43	0	0	2	45	6	502	0	0	508	0	0	0	0	0	1150
03:00 PM	0	175	2	0	177	9	0	0	0	9	0	153	0	0	153	0	0	0	0	0	339
03:15 PM	0	158	6	0	164	13	0	0	3	16	1	143	0	0	[44	0	0	0	0	0	324
03:30 PM	0	181	6	2	189	17	0	0	10	27	3	179	0	4	186	0	0	0	0	0	402
03:45 PM	0	172	7	Ī	180	27	0	1	6	34	2	156	0	1	159	0	0	0	0	0	373
Total	0	686	21	3	710	66	0	1	19	86	6	631	0	5	642	0	0	0	0	0	1438
Grand Total	0	1274	30	3	1307	109	0	1	21	131	12	1133	0	5	1150	0	0	0	0	0	2588
Apprch %	0	97.5	2.3	0.2		83.2	0	0.8	16		1	98.5	0	0.4		0	0	0	0		
Total %	0	49.2	1.2	0.1	50.5	4.2	0	0	0.8	5.1	0.5	43.8	0	0.2	44.4	0	0	0	0	0	
PCs	0	1223	30	2	1255	102	0	1	20	123	12	1101	0	1	1114	0	0	0	0	0	2492
% PCs	0	96	100	66.7	96	93.6	0	100	95.2	93.9	100	97.2	0	20	96.9	0	0	0	0	0	96.3
SUs	0	47	0	1	48	6	. 0	0	1	7	0	30	0	4	34	0	0	0	0	0	89
% SUs	0	3.7	0	33.3	3.7	5.5	0	0	4.8	5.3	0	2.6	0	80	3	0	0	0	0	0	3.4
MUs	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
% MUs	0	0.3	0	0	0.3	0.9	0	0	0	0.8	0	0.2	0	0	0.2	0	0	0	0	0	0.3

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Ogden Ave & Highland Ave Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry

File Name: Ogden Ave & Highland Ave AM Site Code: 00000000 Start Date: 9/8/2011

Page No : 1

Groups Printed- PCs - SUs - MUs Highland Ave Ogden Ave Highland Ave Ogden Av																_						
													Hig	ghland	Ave			0	gđen A	ve		
				uthbo	1	,		W	estbou	nd	,		No	orthbou	und	ATTACHMENT AT		E	astbour	าต่		
Start Tir	me	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 A		2	0	0	0	2	1	199	0	0	200	17	0	3	0	20	21	236	0	0	257	479
07:15 A	AM	0	0	0	0	0	3	216	0	2	221	14	0	0	5	19	9	292	0	0	301	541
07:30 A	AM	0	0	0	4	4	5	296	1	1	303	30	0	0	0	30	16	325	0	0	341	678
07:45 A	AM	2	0	. 0	0	2	5	279	0	1	285	46	0	1	1	48	8	358	2	0	368	703
To	otal	4	0	0	4	8	14	990	1	4	1009	107	0	4	6	117	54	1211	2	0	1267	2401
08:00 A	AM	0	0	1	0	1	4	248	0	0	252	37	0	0	8	45	1	337	2	0	340	638
08:15 A	AM	3	0	1	0	4	4	260	0	0	264	16	0	0	2	18	5	332	3	1	341	627
08:30 A	AM	2	0	0	1	3	4	299	1	0	304	10	0	0	1	11	7	309	5	0	321	639
08:45 A	AM	5	0	1	0	6	4	250	. 0	0	254	14	0	0	0	14	4	337	1	Ō	342	616
To	otal	10	0	3	1	14	16	1057	1	0	1074	77	0	0	11	88	17	1315	11	1	1344	2520
																,						,
Grand To	otal	14	0	3	5	22	30	2047	2	4	2083	184	0	4	17	205	71	2526	13	1	2611	4921
Apprch	1%	63.6	0	13.6	22.7		1.4	98.3	0.1	0.2		89.8	0	2	8.3		2.7	96.7	0.5	Ô		
Total		0.3	0	0.1	0.1	0.4	0.6	41.6	0	0.1	42.3	3.7	0	0.1	0.3	4.2	1.4	51.3	0.3	0	53.1	
P	Cs	14	0	3	4	21	30	1955	2	1	1988	181	0	3	16	200	70	2394	12	1	2477	4686
% P	Cs	100	0	100	80	95.5	100	95.5	100	25	95.4	98.4	0	75	94.1	97.6	98.6	94.8	92.3	100	94.9	95.2
S	Us	0	0	0	1	1	0	74	0	3	77	3	0	1	1	5	1	97	1	0	99	182
% S	Us	0	0	0	20	4.5	0	3.6	0	75	3.7	1.6	0	25	5.9	2.4	1.4	3.8	7.7	ŏ	3.8	3.7
M	/IUs	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	35	0	0	35	53
% M	IUs	0	0	0	0	0	0	0.9	0	0	0.9	0	0	Ó	0	0	ō	1.4	Ô	ō	13	11

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Ogden Ave & Highland Ave Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name: Ogden Ave & Highland Ave PM

Site Code : 000000000 Start Date : 9/8/2011

Groups Pri	nted- PCs	<u>- SUs -</u>	MUs
------------	-----------	----------------	-----

			ghland					gden A					ghland					gden A			
		Sc	uthbou	ınd				estbou	nd				orthbou	ınd	····			astbou	nd	r-	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	3	0	3	0	6	10	268	1	0	279	6	0	0	1	7	4	288	1	0	293	585
02:15 PM	5	0	1	0	6	- 5	278	2	0	285	7	0	0	0	7	8	281	0	0	289	587
02:30 PM	3	0	0	0	3	6	328	1	1	336	10	0	1	3	14	8	275	0	2	285	638
02:45 PM	.5	- 0	1	0	6	10	308	1	0	319	7	0	1	1	9	5	297	0	0	302	636
Total	16	0	5	0	21	31	1182	5	1	1219	30	0	2	5	37	25	1141	1	2	1169	2446
03:00 PM	8	٨	٥	2	10	6	354	1	0	361	3	0	0	2	5	3	285	0	2	290	666
	_	0	·	1		0		0	-			-	1	0		_	299				
03:15 PM	12	U	1	1	14		336	0	0	344	11	0	1	v	12	15		0	0	314	684
03:30 PM	6	U	0	8	14	10	355	1	0	366	25	0	1	0	26	3	315	0	0	318	724
03:45 PM	7	0_	0	2	9	10	347	0	0	357	11	0	0	4	15	3	306	0	0	309	690
Total	33	0	1	13	47	34	1392	2	0	1428	50	0	2	6	58	24	1205	0	2	1231	2764
Grand Total	49	0	6	13	68	65	2574	7	1	2647	80	0	4	11	95	49	2346	1	4	2400	5210
Apprch %	72.1	ŏ	8.8	19.1	V	2.5	97.2	0.3	Ô	2017	84.2	ő	4.2	11.6	,,	2	97.8	ō	0.2	2100	3210
Total %	0.9	Ő	0.1	0.2	1.3	1.2	49.4	0.1	0	50.8	1.5	ő	0.1	0.2	1.8	0.9	45	. 0	0.1	46.1	
PCs	49	0	6	12	67	65	2489	6	0	2560	79	0	4	11	94	45	2269	1	4	2319	5040
% PCs	100	0	100	92.3	98.5	100	96.7	85.7	ŏ	96.7	98.8	ŏ	100	100	98.9	91.8	96.7	100	100	96.6	96.7
SUs	0	0	0	1	1	0	74	1	1	76	1	0	0	0	1	4	66	0	0	70	148
% SUs	0	ŏ	ŏ	7.7	1.5	Ö	2.9	14.3	100	2.9	1.2	0	0	0	1.1	8.2	2.8	ō	0	2.9	2.8
MUs	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	11	0	0	11	22
% MUs	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.5	0	0	0.5	0.4

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 6063! 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Ogden Ave & Main St Downers Grove, IL 7:00 AM - 9:00 PM Sunny, Dry File Name: Ogden Ave & Main St AM

Site Code : 00000000 Start Date : 9/8/2011

Groups Printed- P	Cs - SUs - MUs
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			Main S					gden A					Main S					gden A			
		, 	uthbou					estbou					orthbou					astbou	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Telal	Int. Total
07:00 AM	39	56	30	0	125	22	184	14	0	220	13	134	38	0	185	15	228	94	0	337	867
07:15 AM	39	65	24	. 0	128	21	202	16	3	242	14	135	39	0	188	21	266	137	2	426	984
07:30 AM	81	75	31	1	188	30	257	27	5	319	27	142	59	0	228	20	291	125	1	437	1172
07:45 AM	63	81	35	1	180	35	236	26	. 7	304	5	193	58	0	256	17	330	151	0	498	1238
Total	222	277	120	. 2	621	108	879	83	15	1085	59	604	194	0	857	73	1115	507	3	1698	4261
08:00 AM	49	58	28	0	135	34	209	19	1	263	13	188	42	0	243	10	292	125	0	427	1068
08:15 AM	64	55	32	0	151	29	185	28	0	242	9	179	49	0	237	9	308	135	0	452	1082
08:30 AM	56	75	32	0	163	40	244	30	0	314	19	152	31	0	202	30	264	131	0	425	1104
08:45 AM	52	59	36	0	147	37	221	26	0	284	21	153	49	0	223	22	278	127	0	427	1081
Total	221	247	128	0	596	140	859	103	1	1103	62	672	171	0	905	71	1142	518	0	1731	4335
																•					
Grand Total	443	524	248	2	1217	248	1738	186	16	2188	121	1276	365	0	1762	144	2257	1025	3	3429	8596
Apprch %	36.4	43.1	20.4	0.2		11.3	79.4	8.5	0.7		6.9	72.4	20.7	0		4.2	65.8	29.9	0.1		
Total %	5,2	6.1	2.9	0	14.2	2.9	20.2	2.2	0.2	25.5	1.4	14.8	4.2	0	20.5	1.7	26.3	11.9	0	39.9	
PCs	424	504	235	1	1164	240	1663	170	12	2085	113	1257	349	0	1719	131	2152	1012	3	3298	8266
% PCs	95.7	96.2	94.8	50	95.6	96.8	95.7	91,4	75	95.3	93.4	98.5	95.6	0	97.6	91	95.3	98.7	100	96.2	96.2
SUs	12	19	10	1	42	7	58	15	4	84	8	19	14	0	41	12	71	8	0	91	258
% SUs	2.7	3.6	4	50	3.5	2.8	3.3	8.1	25	3.8	6.6	1.5	3.8	Ô	2.3	8.3	3.1	0.8	ő	2.7	3
MUs	7	1	3	0	11	1	17	1	0	19	0.0	0	2	Ŏ	2	1	34	5	0	40	72
% MUs	1.6	0.2	1.2	0	0.9	0.4	1	0.5	0	0.9	o	Ö	0.5	Ō	0.1	0.7	1.5	0.5	Ö	1.2	0.8

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Ogden Ave & Main St Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name: Ogden Ave & Main St PM

Site Code : 000000000 Start Date : 9/8/2011

Group	os Pri	nted- F	Cs -	SUs -	MUs

				Main S					gden A			-		Main S	St			О	gden A	ve		
_			Sc	uthbou	nd			W	estbou/	nd			N	<u>orthbol</u>	ınd			E	astbour	nd		
L	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
	02:00 PM	104	116	46	0	266	37	207	33	2	279	18	79	39	0	136	24	236	70	0	330	1011
	02:15 PM	106	91	51	0	248	21	223	31	0	275	28	85	42	0	155	24	217	61	0	302	980
	02:30 PM	112	90	60	0	262	37	263	26	0	326	17	75	41	0	133	24	206	79	0	309	1030
_	02:45 PM	110	121	44	0	275	23	228	31	1	283	22	92	47	0	161	22	238	70	0	330	1049
	Total	432	418	201	0	1051	118	921	121	3	1163	85	331	169	0	585	94	897	280	0	1271	4070
	03:00 PM	133	99	44	1	277	45	288	36	0	369	33	80	27	0	140	24	216	60	0	300	1086
	03:15 PM	109	107	53	1	270	26	259	31	0	316	23	103	54	0	180	39	238	64	1	342	1108
	03:30 PM	124	116	33	2	275	39	296	35	7	377	27	94	46	1	168	35	281	79	2	397	1217
	03:45 PM	136	125	47	1	309	54	270	36	2	362	27	118	51	1	197	18	224	58	0	300	1168
	Total	502	447	177	5	1131	164	1113	138	9	1424	110	395	178	2	685	116	959	261	3	1339	4579
	Grand Total	934	865	378	5	2182	282	2034	259	12	2587	195	726	347	2	1270	210	1856	541	3	2610	8649
	Apprch %	42.8	39.6	17.3	0.2		10.9	78.6	10	0.5		15.4	57.2	27.3	0.2		8	71.1	20.7	0.1		
	Total %	10.8	10	4.4	0.1	25.2	3.3	23.5	3	0.1	29.9	2.3	8.4	4	0	14.7	2.4	21.5	6.3	0	30.2	
	PCs	898	841	368	5	2112	278	1953	245	12	2488	191	709	336	2	1238	194	1798	527	3	2522	8360
	% PCs	96.1	97.2	97.4	100	96.8	98.6	96	94.6	100	96.2	97.9	97.7	96.8	100	97.5	92.4	96.9	97.4	100	96.6	96.7
	SUs	26	23	10	0.	59	4	71	13	0	88	3	14	11	0	28	13	45	10	0	68	243
	% SUs	2.8	2.7	2.6	0	2.7	1.4	3.5	5	0	3.4	1.5	1.9	3.2	0	2.2	6.2	2.4	1.8	0	2.6	2.8
	MUs	10	1	0	0	11	. 0	10	1	0	11	1	3	0	0	4	3	13	4	0	20	46
	% MUs	1.1	0.1	0	0	0.5	. 0	0.5	0.4	0	0.4	0.5	0.4	0	0	0.3	1.4	0.7	0.7	0	0.8	0.5

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Ogden Ave & Prince St Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry

File Name: Ogden Ave & Prince St AM

Site Code : 00000000 Start Date : 9/7/2011

Groups	Printed-	PCs -	Sus -	Mus

			rince S					gden A estbou					Prince S					gden A			İ
Otto at Tillian	D' L					n' 1.												astbour			ļ
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	int, Total
07:00 AM	0	0	0	0	0	0	201	8	0	209	8	0	0	0	8	2	306	0	0	308	525
07:15 AM	0	0	0	0	0	0	272	4	1	277	11	0	2	0	13	1	351	0	0	352	642
07:30 AM	0	0	0	0	0	0	290	15	12	317	14	0	4	2	20	6	362	0	9	377	714
07:45 AM	0	0	0	1	1	0	255	7	0	262	9	0	1	0	10	8	441	0	4	453	726
Total	0	0	0	1	1	0	1018	34	13	1065	42	0	7	2	51	17	1460	0	13	1490	2607
08:00 AM	0	0	, 0	0	0	0	297	0	0	297	2	0	0	0	2	1	425	0	0	426	725
08:15 AM	0	0	0	0	0	0	285	2	0	287	3	0	0	0	3	2	399	0	0	401	691
08:30 AM	0	0	0	0	0	0	314	2	0	316	4	0	1	0	5	1	407	0	0	408	729
08:45 AM	0	0	0	0	0	0	279	10	0	289	4	0	4	0	8	1	408	0	0	409	706
Total	0	0	0	0	0	0	I 175	14	0	1189	13	0	5	0	18	5	1639	0	0	1644	2851
Grand Total	0	0	0	1	1	0	2193	48	13	2254	55	0	12	2	69	22	3099	0	13	3134	5458
Appreh %	0	0	0	100		0	97.3	2.1	0.6		79.7	0	17.4	2.9		0.7	98.9	0	0.4		ł
Total %	0	0	0	0	0	0	40.2	0.9	0.2	41.3	1	0	0.2	0	1.3	0.4	56.8	0	0.2	57.4	1
PCs	0	0	0	1	1	0	2090	48	13	2151	45	0	10	2	57	19	2988	0	13	3020	5229
% PCs	0	0	0	100	100	0	95.3	100	100	95.4	81.8	0	83.3	100	82.6	86.4	96.4	0	100	96.4	95.8
Sus	0	0	0	0	0	0	78	0	0	78	9	0	2	0	11	2	81	0	0	83	172
% Sus	0	0	0	0	0	0	3.6	0	0	3.5	16.4	0	16.7	0	15.9	9.1	2.6	0	0	2.6	3.2
Mus	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	1	30	0	0	31	57
% Mus	0	0	0	0	0	0	1.1	0	0	1.1	1.8	0	0	0	1.4	4.5	1	0	Ô	1	1

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Ogden Ave & Prince St Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry

File Name: Ogden Ave & Prince St PM Site Code: 00000000

Start Date : 9/7/2011

<u>Groups Printed- PCs - SUs - MU</u>	S
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			rince :					gden A				I	Prince :	St			O	gden A	ve		
		So	<u>uthbor</u>	ınd	,		W	estbou:	nd			N	<u>orthbo</u> i	und			E	astboun	d		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	1	1	0	301	5	1	307	3	0	0	0	3	3	245	0	1	249	560
02:15 PM	0	0	. 0	0	0	0	324	4	0	328	7	0	2	1	10	3	325	3	0	331	669
02:30 PM	0	0	0	1	1	0	314	3	3	320	4	0	3	1	8	2	302	0	0	304	633
02:45 PM	0	0_	0	0	0	0	319	5	0	324	2	0	3	0	5	8	328	0	0	336	665
Total	0	0	0	2	2	0	1258	17	4	1279	16	0	8	2	26	16	1200	3	1	1220	2527
03:00 PM	0	0	0	0	0	0	325	3	0	328	6	0	0	0	6	2	279	0	0	281	615
03:15 PM	0	0	0	1	1	0	363	5	11	379	5	0	0	0	5	4	269	0	0	273	658
03:30 PM	0	0	0	1	1	0	321	4	15	340	24	0	2	2	28	5	267	0	0	272	641
03:45 PM	0	0	0	0	0	0	400	2	0	402	11	0_	3	3	17	5	285	0	0	290	709
Total	0	0	0	2	2	0	1409	14	26	1449	46	0	5	5	56	16	1100	0	0	1116	2623
Grand Total	0	0	0	4	4	0	2667	31	30	2728	62	0	13	7	82	32	2300	3	1	2336	5150
Apprch %	0	0	0	100		0	97.8	1.1	1.1		75.6	0	15.9	8.5		1.4	98.5	0.1	0		
Total %	0	0	0	0.1	0.1	0	51.8	0.6	0.6	53	1.2	0	0.3	0.1	1.6	0.6	44.7	0.1	0	45.4	
PCs	0	0	0	3	3	0	2554	28	30	2612	57	0	12	7	76	31	2210	3	I	2245	4936
% PCs	0	0	0	75	75	0	95.8	90.3	100	95.7	91.9	0	92.3	100	92.7	96.9	96.1	100	100	96.1	95.8
SUs	0	0	0	1	1	0	93	3	0	96	5	0	1	0	6	1	71	0	0	72	175
% SUs	0	0	. 0	25	25	0	3.5	9.7	0	3.5	8.1	0	7.7	00	7.3	3.1	3.1	0	0	3.1	3.4
MUs	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	19	0	0	19	39
% MUs	0	0	0	0	0	0	0.7	0	. 0	0.7	0	0	0	.0	0	0	8.0	0	0	0.8	0.8

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Ogden Ave & Saratoga Ave Downers Grove, IL

7:00 AM - 9:00 AM Sunny, Dry File Name: Ogden Ave & Saratoga Ave AM

Site Code : 00000000 Start Date : 9/7/2011

Page No : 1

		Sa	ratoga	Ave			C	gden /		IIIEGU- I	00-0		ratoga	Ave			0	gden /	Ave	· · · · · · · · · · · · · · · · · · ·]
		S	outhbo	und			V	/estbo	und 🗀				orthbo					astbou			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	14	1	4	0	19	6	207	3	0	216	8	10	11	0	29	8	296	17	1	322	586
07:15 AM	9	7	8	0	24	4	267	5	3	279	13	15	27	0	55	17	334	18	3	372	730
07:30 AM	9	8	11	1	29	4	322	11	8	345	16	9	30	0	55	35	387	28	8	458	887
07:45 AM	14	9	10	0	33	11	286	15	6	318	18	20	45	. 0	83	13	454	33	6	506	940
Total	46	25	33	1	105	25	1082	34	17	1158	55	54	113	0	222	73	1471	96	18	1658	3143
08:00 AM	9	2	9	0	20	7	283	4	1	295	10	13	13	1	37	2	395	35	2	434	786
08:15 AM	7	0	10	1	18	13	276	7	0	296	7	6	18	Ò	31	11	386	41	1	439	784
08:30 AM	17	8	15	0	40	12	300	9	2	323	8	14	11	1	34	6	393	35	1	435	832
08:45 AM	20	4	12	. 0	36	7	285	8	1	301	11	13	10	0	34	6	393	26	3	428	799
Total	53	14	46	1	114	39	1144	28	4	1215	36	46	52	2	136	25	1567	137	7	1736	3201
Grand Total	99	39	79	2	219	64	2226	62	21	2373	91	100	165	2	358	98	3038	233	25	3394	6344
Apprch %	45.2	17.8	36.1	0.9		2.7	93.8	2.6	0.9		25.4	27.9	46.1	0.6		2.9	89.5	6.9	0.7	000	0011
Total %	1.6	0.6	1.2	0	3.5	1	35.1	1	0.3	37.4	1.4	1.6	2.6	0	5.6	1.5	47.9	3.7	0.4	53.5	
PCs	96	37	74	2	209	61	2122	59	18	2260	88	98	157	2	345	96	2927	230	16	3269	6083
% PCs	97	94.9	93.7	100	95.4	95.3	95.3	95.2	85.7	95.2	96.7	98	95.2	100	96.4	98	96.3	98.7	64	96.3	95.9
Sus	3	2	4	0	9	2	82	3	3	90	3	2	8	0	13	1	84	2	9	96	208
% Sus	3	5.1	5.1	0	4.1	3.1	3.7	4.8	14.3	3.8	3.3	2	4.8	0	3.6	1	2.8	0.9	36	2.8	3.3
Mus	0	0	1	0	1	1	22	0	0	23	0	0	0	0	0	1	27	1	0	29	53
% Mus	0	0	1.3	0	0.5	1.6	1	0	0	1	0	0	0	0	0	1	0.9	0.4	0	0.9	0.8

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Ogden Ave & Saratoga Ave

Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name: Ogden Ave & Saratoga Ave PM

Site Code : 00000000 Start Date : 9/7/2011

Page No : 1

		SARAT	'OGA			· · · · ·	OGDE		upa i iii	neu- rc		SARAT	OGA				OGDE	EN			
			uthbou	nd			W	estbou'	nd			N	orthbou	ınd			Е	astbou	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	24	11	15	0	50	19	304	0	1	324	3	6	8	1	18	9	235	22	0	266	658
02:15 PM	25	12	28	1	66	13	319	7	1	340	6	10	9	0	25	8	310	24	2	344	775
02:30 PM	21	7	12	0	40	12	312	9	0	333	13	11	15	0	39	7	288	31	10	336	748
02:45 PM	14	8	32	0	54	14	311	7	0	332	5	16	9	-0	30	13	310	33	49	405	821
Total	84	38	87	1	210	58	1246	23	2	1329	27	43	41	1	112	37	1143	110	61	1351	3002
						1			_												
03:00 PM	15	16	20	1	52	14	301	9	0	324	9	17	10	0	36	9	247	34	1	291	703
03:15 PM	20	7	11	0	38	17	346	20	0	383	19	11	14	1	45	25	269	23	5	322	788
03:30 PM	27	9	11	1	48	17	349	12	7	385	26	19	39	3	87	11	283	21	7	322	842
03:45 PM_	21	16	28	0	65	21	415	6	7	449	10	15	10_	0	35	6	263	34	3	306	855
Total	83	48	70	2	203	69	1411	47	14	1541	64	62	73	4	203	51	1062	112	16	1241	3188
		2.	1.55	_	410	100		70		2050		105		~	215					0.000	6100
Grand Total	167	86	157	3	413	127	2657	70	16	2870	91	105	114	5	315	88	2205	222	77	2592	6190
Appreh %	40.4	20.8	38	0.7		4.4	92.6	2.4	0.6	46.4	28.9	33.3	36.2	1.6	<i>5</i> 1	3.4	85.1	8.6	3	41.0	
Total %	2.7	1.4	2.5	0_	6.7	125	42.9	1.1	0.3	46.4	1.5	1./	1.8	0.1	5.1	1.4	35.6	3.6	1.2	41.9	5044
PCs	165	85	156	3	409	125	2535	68	14	2742	89	104	103	4	300	83	2115	222	73	2493	5944
% PCs	98.8	98.8	99.4	100	99	98.4	95.4	97.1	87.5	95.5	97.8	99	90.4	80	95.2	94.3	95.9	100	94.8	96.2	96
Sus	1	1 2	1	0	3	1.0	103	2	2	109	2	l ,	11	1 20	15	5	71	0	- 4	80	207
% Sus	0.6	1.2	0.6	0	0.7	1.6	3.9	2.9	12.5	3.8	2.2	I	9.6	20	4.8	5.7	3,2	. 0	5.2	3.1	3.3
Mus	1	0	0	0	7	0	19	0	0	. 19	0	0	0	0	0	0	19	0	0	19	39
% Mus	0.6	0	0	0	0.2	0	0.7	0	0	0.7	0	0	0	0	0	0	0.9	0	0	0.7	0.6

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Prince St & Sherman Rd Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry File Name: Prince St & Sherman Rd AM

Site Code : 00000000 Start Date : 9/7/2011

			rince				Sh	ermar	ı Rd			F	rince	St			Sh	ermar	Rd		
	<u></u>	Sc	uthbo	<u>und</u>			V	lestbo	und			No	rthbo	und			E	astbou	ınd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	int. Total
07:00 AM	0	0	0	0	0	1	0	6	0	7	0	0	0	0	0	0	0	. 0	0	0	7
07:15 AM	0	0	0	0	0	1	0	8	2	11	0	- 0	0	0	0	0	0	0	0	0	11
07:30 AM	0	0	0	0	0	6	0	8	33	47	0	0	0	1	1	0	0	0	0	0	48
07:45 AM	0	0	0	0	0	0	0	7	10	17	0	0	0	2	2	0	0	0	0	0	19
Total	0	0	0	0	0	8	0	29	45	82	0	0	0	3	3	0	0	0	0	0	85
08:00 AM	0	0	0	0	0	1	0	3	1	5	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	1	0	5	1	7	0	0	0	0	0	0	0	0	0	0	7
08:30 AM	0	0	0	0	0	3	0	5	0	8	0	0	0	2	2	0	0	0	0	0	10
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	13	2	21	0	0	0	2	2	0	0	0	0	0	23
Grand Total	0	0	0	0	0	14	0	42	47	103	0	0	0	5	5	0	0	0	0	0	108
Apprch %	0	0	0	0		13.6	0	40.8	45.6		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	13	0	38.9	43.5	95.4	0	0	0	4.6	4.6	0	0	0	0	0	
PCs	0	0	0	0	0-	14	0	41	47	102	0	0	0	3	3	0	0	0	0	0	105
% PCs	0	0	0	0	0	100	0	97.6	100	99	0	0	0	60	60	0	. 0	0	0	0	97.2
SUs	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	3
% SUs	0	0	0_	0	0	0	0	2.4	0	1	0	0	0	40	40	0	0	0	0	0	2.8
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Prince St & Sherman Rd Downers Grove, IL 2:00 PM - 4:00 PM

Sunny, Dry

File Name: Prince St & Sherman Rd PM 🕾

Site Code : 00000000 Start Date : 9/7/2011

Page No : 1

-			Prince					ermar estbo	ı Rd	incu i		F	Prince					erman astbou			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	2	2	0	0	0	0	0	4
02:15 PM	0	0	0	0	0	2	0	4	0	6	0	0	0	1	1	0	0	. 0	0	0	7
02:30 PM	0	0	0	0	0	3	0	3	8	14	0	0	0	0	0	0	0	0	0	0	14
02:45 PM	0	0	0	0_	0	0	0_	3	0	3	0	0	0	0	0	0	0	0_	0	0	3
Total	0	0	0	0	0	5	0	12	8	25	0	0	0	3	3	0	0	0	0	0	28
03:00 PM	0	0	0	0	0	0	0	5	1	6	0	0	0	1	1	0	0	0	0	0	7
03:15 PM	0	0	0	0	0	1	0	5	31	37	0	0	0	7	7	0	0	0	0	0	44
03:30 PM	0	. 0	0	0	0	8	0	6	41	55	0	0	0	8	8	0	0	0	0	0	63
03:45 PM	0	0	′ 0	2	2	4	0	5	5	14	0	0	0	1	1	0	0	0	0	0	17
Total	0	0	0	2	2	13	0	21	78	112	0	0	0	17	17	0	0	0	0	0	131
Grand Total	0	0	0	2	2	18	0	33	86	137	0	0	0	20	20	0	0	0	0	0	159
Apprch %	0	0	0	100		13.1	0	24.1	62.8		0	0	0	100		0	0	0	0		
Total %	0	0	0	1.3	1.3	11.3	0	20.8	54.1	86.2	0	0	0	12.6	12.6	0	0	0	0	0	
PCs	0	0	0	2	2	18	0	30	86	134	0	0	0	19	19	0	0	0	0	0	155
% PCs	0	0	0	100	100	100	0	90.9	100	97.8	0	0	0	95	95	0	0	0	0	0	97.5
SUs	0	0	0	0	0	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	4
% SUs	0	0	0	0	0	0	0	9.1	0	2.2	0	0_	0	5	5	0	0	0	0	0	2.5
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Prince St & Sherman St Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry File Name: Prince St & Sherman St AM

Site Code : 00000000 Start Date : 9/7/2011

Page No : 1

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left		App. Total	Int. Total
07:00 AM	1	11	0	0	12	0	0	0	4	4	0	9	1	0	10	0	0	0	0	0	26
07:15 AM	2	14	0	0	16	0	0	0	5	5	0	14	7	1	22	0	0	1	0	1	44
07:30 AM	9	17	0	2	28	0	0	0	30	30	0	12	13	0	25	1	0	2	6	9	92
07:45 AM	3	22	0	1	26	0	. 0	0	12	12	0	11	12	2	25	0	0_	0	5	5	68
Total	15	64	0	3	82	0	0	0	51	51	0	46	33	3	82	1	0	3	11	15	230
08:00 AM	3	1	0	0	4	0	0	0	0	0	l 0	4	1	a	5	l 0	n	1	0	1	10
08:15 AM	2	1	Õ	Õ	3	ō	ō	ō	ŏ	ŏ	ő	ż	1	õ	8	٥	Õ	ó	Õ	'n	11
08:30 AM	3	6	Ŏ	ŏ	9	ŏ	ō	ō	ō	ŏ	ŏ	4	1	ŏ	5	ő	ă	ŏ	ŏ	ñ	14
08:45 AM	0	5	0	0	5	O	0	ō	ō	ō	ō	3	Ó	1	4	Ŏ	ō	1	1	2	11
Total	8	13	0	0	21	0	0	0	0	0	0	18	3	1	22	0	0	2	1	3	46
			_	_			_	_													
Grand Total	23	77	0	3	103	0	0	0	51	51	0	64	36	4	104	1	0	5	12	18	276
Apprch %	22.3	74.8	0	2.9		0	0	0	100		0	61.5	34.6	3.8		5.6	0	27.8	66.7		
Total %	8.3	27.9	0	1.1	37.3	0	. 0	0	18.5	18.5	0	23.2	13	1.4	37.7	0.4	0	1.8	4.3	6.5	ļ
PCs	23	72	0	3	98	0	0	0	51	51	0	53	26	3	82	1	0	5	12	18	249
% PCs	100	93.5	0	100	95.1	0	0	0	100	100	0	82.8	72.2	75	78.8	100	0	100	100	100	90.2
SUs	0	4	0	0	4	0	0	0	0	0	0	10	10	1	21	0	0	0	0	0	25
% SUs	0	5.2	0	0	3.9	0	0	0	0	0	0	15.6	27.8	25	20.2	0	0	0	0	0	9.1
MUs	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% MUs	0	1.3	0	0	1	0	0	0	0	0	0	1.6	0	0	1	0	0	0	0	0	0.7

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Prince St & Sherman St Downers Grove, IL 2:00 PM - 4:00 PM Sunny, Dry File Name : Prince St & Sherman St PM Site Code : 00000000

Start Date : 9/7/2011

Page No : 1

		F	rince	St			Sh	nerma		mieu- i	00 - 0.		Prince	St			Si	nermai	n St		
			uthbo					estbo				N	orthbo	und				astbou			
Start Time	Right		Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00-PM	1	10	0	0	11	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	17
02:15 PM	1	8	0	0	9	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	15
02:30 PM	6	8	0	0	14	0	0	0	7	7	0	4	1	2	7	0	0	1	3	4	32
02:45 PM	1.	11	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	9	37	0	0	46	0	0	0	7	7	0	10	3	2	15	2	0	3	3	8	76
03:00 PM	3	_	0	0	8		0	0	4	2		3	2	0		1 1	Λ	1	4	3	10
	3	5	0	U T			_	U		- 2	0	3	~	U	5		U	1	1	3	18
03:15 PM	71	2	Û	1	20	U	0	Ü	59	59	U	U	U	U	40	Ü	U		40	4	83
03:30 PM	11	10	U	1	22	1	0	0	23	24	Ü	9	- (U	16	U	0	4	12	16	78
03:45 PM	4	10_	0	0	14	0	0	0	5	5	0	6	1_	0	7	1	0		1_	3	29
Total	29	27	0	8	64	2	0	0	88	90	0	18	10	0	28	2	0	8	16	26	208
Grand Total	38	64	0	8	110	2	0	0	95	97	0	28	13	2	43	4	0	11	19	34	284
Apprch %	34.5	58.2	. 0	7.3		2.1	Ō	ō	97.9		0	65.1	30.2	4.7		11.8	ō	32.4	55.9		
Total %	13.4	22.5	ŏ	2.8	38.7	0.7	ō	Ō	33.5	34.2	Ō	9.9	4.6	0.7	15.1	1.4	Ō	3.9	6.7	12	
PCs	36	57	0	2	95	0	0	0	95	95	0	22	5	2	29	4	0	11	18	33	252
% PCs	94.7	89.1	0	25	86.4	0	0	0	100	97.9	0	78.6	38.5	100	67.4	100	0	100	94.7	97.1	88.7
SUs	2	7	0	6	15	1	0	0	0	1	0	6	8	0	14	0	0	0	1	1	31
% SUs	5.3	10.9	0	75	13.6	50	0	0	0	1	0	21.4	61.5	0	32.6	0	0	0	5.3	2.9	10.9
MUs	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% MUs	0	0	0	0	0	50	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.4

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Saratoga Ave & Sherman St

Downers Grove, IL 7:00 AM - 9:00 AM Sunny, Dry File Name: Saratoga Ave & Sherman St AM

Site Code : 00000000 Start Date : 9/7/2011

Groups	Printed-	PCs -	SHs.	MHS

			atoga / uthbou					nerman estbou	St	100 100		Saı	ratoga . orthboi					erman astboui			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	13	0	0	13	0	0	2	3	5	0	26	0	1	27	0	0	0	3	3	48
07:15 AM	0	27	0	0	27	7	0	2	2	11	1	43	1	0	45	0	0	0	2	2	85
07:30 AM	0	54	2	0	56	13	0	8	5	26	2	54	0	9	65	0	0	0	13	13	160
<u>07:</u> 45 AM	0	29	0	0	29	7	0	9	7	23	1	74	0	2	77	0	0	0	6	6	135
Total	0	123	2	0	125	27	0	21	17	65	4	197	1	12	214	0	0	0	24	24	428
00.00.434					0									_							
08:00 AM	0	8	0	1	9	2	0	1	0	3	1	39	0	0	40	0	0	0	2	2	54
08:15 AM	0	22	0	1	23	2	0	0	0	2	0	22	0	0	22	0	0	0	0	0	47
08:30 AM	0	23	0	2	25	2	0	0	2	4	0	30	0	1	31	0	0	0	0	0	60
08:45 AM	0	17	2	0	19	0	0	0	1	1	1	27	0	0	28	0	0	0	3	3	51
Total	0	70	2	4	76	6	0	1	. 3	10	2	118	0	1	121	0	0	0	5	5	212
Grand Total	0	193	4	4	201	33	0	22	20	75	6	315	1	13	335	0	0	0	29	29	640
Apprch %	0	96	2	2		44	Õ	29.3	26.7	,,	1.8	94	0.3	3.9	555	ñ	ň	Ö	100	2,	040
Total %	Ô	30.2	0.6	0.6	31.4	5.2	ŏ	3.4	3.1	11.7	0.9	49.2	0.2	2.7	52.3	0	Õ	0	4.5	4.5	
PCs	0	187	4	3	194	27	0	18	14	59	6	309	0.2	12	327	0	0	0	26	26	606
% PCs	0	96.9	100	75	96.5	81.8	ō	81.8	70	78.7	100	98.1	0	92.3	97.6	0	ŏ	ő	89.7	89.7	94.7
SUs	0	6	0	1	7	6	0	4	6	16	0	6	1	1	8	0	<u> </u>	n	3	3	34
% SUs	0	3.1	0	25	3.5	18.2	Ö	18.2	30	21.3	ō	1.9	100	7.7	2.4	0	ŏ	ŏ	10.3	10.3	5.3
MUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUS	0	0	0	0	0	0	0	0	0	0	0	0	0	Õ	ō	Ō	Ŏ	0	0	ŏ	ŏ

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Saratoga Ave & Sherman St

Downers Grove, IL 2:00 PM - 4:00 PM

Sunny, Dry

File Name: Saratoga Ave & Sherman St PM

Site Code : 00000000 Start Date : 9/7/2011

Groups	Printed-	· PCs -	SUs -	MUs

		SARAT	'OGA				SHERN	MAN				SARAT	OGA			:	SHERN	1AN			
		So	uthbou	nd			V	estbou/	nd			N	<u>orthbo</u> ı	ınd			E	astbour	nd		
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	int. Totai
02:00 PM	0	17	1	0	18	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	32
02:15 PM	0	21	0	0	21	3	0	0	0	3	2	23	0	0	25	0	0	0	0	0	49
02:30 PM	0	24	0	0	24	3	0	3	27	33	1	39	0	0	40	0	0	0	2	2	99
02:45 PM	0	29	0	1	30	1	0	. 0	29	30	0	27	0	4	31	0	0	0	4	4	95
Total	. 0	91	1	1	93	7	0	3	56	66	3	103	0	4	110	0	0	0	6	6	275
	1 .		_				_	_												_ 1	ı
03:00 PM	0	38	0	0	38	3	0	- 3	0	6	0	27	0	0	27	0	0	0	0	0	71
03:15 PM	0	44	0	0	44	3	0	4	12	19	3	46	0	1	50	0	0	0	2	2	115
03:30 PM	0	29	2	0	31	5	0	12	1	18	5	72	0	0	77	0	0	0	2	2	128
03:45 PM	0	28	2_	0_	30	3_	0	2	2	7	0	. 31	0	2	33	0	0	0_	3	3	73
Total	0	139	4	0	143	14	0	21	15	50	8	176	0	3	187	0	0	0	7	7	387
Grand Total	م ا	230	5	1	236	21	Λ	24	71	116	11	279	0	7	297	0	0	0	13	13	662
Appreh %	l n	97.5	2.1	0.4	230	18.1	. 0	20.7	61.2	110	3.7	93.9	0	2.4	271	,	ñ	0	100	1.5	002
Total %	ň	34.7	0.8	0.4	35.6	3.2	n	3.6	10.7	17.5	1.7	42.1	0	1 1	44.9	ő	ň	۸	2	2	
PCs	0	222	5	1	228	16	0	18	68	102	11	272	0	7	290	0	0	0	9	9	629
% PCs	o o	96.5	100	100	96.6	76.2	0	75	95.8	87.9	100	97.5	Ö	100	97.6	0	Ö	Õ	69.2	69.2	95
SUs	0	8	0	0	8	5	0	6	3	14	0	7	0	0	7	0	0	0	4	4	33
% SUs	0	3.5	0	0	3.4	23.8	0	25	4.2	12.1	0	2.5	ō	0	2.4	0	0	ō	30.8	30.8	5
MUs	0	0	0	0	0	0	0	0	0	0	Õ	0	Ō	Ō	0	Ő	0	ō	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0	0	0	0	0	0	0	0

Appendix B

Existing Capacity Analysis Worksheets





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Movement	eres e Egilles			(A)E)Es	(SVIGER		NSE	VISS	NISIRA	8(3)	(2)2	e jaja.
Lane Configurations	ሻ	ቀ ጮ		ሻ	∱ }		ሻ	ተ ጉ		3,	^	7
Volume (vph)	536	1221	56	100	887	128	208	702	54	126	269	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	3.0
Lane Util. Factor	1.00	0.95	SAMPLE ANGELS VESTOR	1.00	0.95		1.00	0.95	ANTONIO CONTOCONO SE	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	ONTENDADO A	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Fit Protected	0.95	1.00		0.95	1.00	(500)25797574e	0.95	1.00	SSW0SD-12007	0.95	1.00	1.00
Satd. Flow (prot)	1770	3516		1770	3465		1769	3490		1770	3539	1573
Fit Permitted	0.11	1.00		0.12	1.00	815450 (BS)	0.48	1.00	Maria de Cara	0.13	1.00	1.00
Satd. Flow (perm)	201	3516		219	3465		893	3490		240	3539	1573
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)	583	1327	61	109	964	139	226	763	59	137	292	279
RTOR Reduction (vph)	0	3	0	0	9	0	0	4	0	0	0	37
Lane Group Flow (vph)	583	1385	0	109	1094	0	226	818	0	137	292	242
Confl. Peds. (#/hr)	2		********		Street Street	2	1	1500 PAGE 1975 PAGE 1	13	13	elikariko arti ti fatarokistan	1
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt		pm+ov
Protected Phases	7	4		3	8		5	2	TRIPONOPIAN SERVE	1 	6	7
Permitted Phases	4	50.0		. 8			2			6		6
Actuated Green, G (s)	72.0	59.9		43.1	34.0		45.2	33.3		40.8	31.1	66.1
Effective Green, g (s)	72.0	59.9		43.1	34.0		45.2	33.3		40.8	31.1	66.1
Actuated g/C Ratio	0.55 3.0	0.46 6.0		0.33	0.26		0.35	0.26		0.31	0.24	0.51
Clearance Time (s) Vehicle Extension (s)	3.0 3.0	3.0		3.0	6.0		3.0	6.0		3.0	6.0	3.0
				3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph) v/s Ratio Prot	534 c0.29	1620		181	906		391	894		189	847	800
v/s Ratio Perm	0.31	0.39		0.04	c0.32		c0.05	c0.23		c0.05	0.08	0.08
v/c Ratio	1.09	0.86		0.16 0.60	1.21		0.15	0.04		0.17	0.04	0.07
Uniform Delay, d1	39.2	31.2		32.3	48.0		0.58	0.91 47.0	7028428476940	0.72	0.34	0.30
Progression Factor	39.2 0.64	0.93		⊸ ວ∠.ວ 1.00	46.0 1.00		32.0 0.90	47.0 0.94	an and an and an an an an an an an an an an an an an	35.5	41.0	18.6
Incremental Delay, d2	58:0	2.8		5:5	103:8		1.9	14.6		1.00 12.9	1.00 1.1	1.00
Delay (s)	83.1	2.0 31.8		37.8	151.8		30.7	58.7		48.4	42.1	0.2 18.8
Level of Service	F	C		07.0 D	F		30.1	30.7 E		40.4 D	42.1	10.0 B
Approach Delay (s)	tere et autoria marieta e una este la como de 47.0			141.6		11.00 (11.19.12)	52.6		845. 1 48.	و 34.1		
Approach LOS		77.0 D			F			32.0 D		garan (geogr	04.1 C	
interseoilorei Stromgages s												
HCM Average Control Dela	īV		69.5	H	CM Level	of Servic	e		E			
HCM Volume to Capacity ra			1.02		and professional transport and the second se							00,000,000,000
Actuated Cycle Length (s)			130.0	Sı	ım of lost	time (s)	100 110		15.0		365 (A 467040)	e (50.45°)
Intersection Capacity Utiliza	ation		03.2%		U Level o		ma97270.4-7.0-1682(coe 1170, 2041 /20	G	edikka (ESTS)	arestatus (Alemento	S7653412855)
Analysis Period (min)			15									
c Critical Lane Group	reguest attacht temperte i die ein sich Spill	egunda J., met y E. En STEETE	um menengan kanggan dibiblika	2000-1282 - 11 VIII 11 11 11 11 11 11	energiane i percenti di Silate di Silate di Silate di Silate di Silate di Silate di Silate di Silate di Silate	energia di Stati di St	raugita e Talipido	austri (1966)	enantus, co: 750	curek kiri 17 Filip Milite	saan ee heeddig	au 1999/0420
r												

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Movement	EEL	(SEBI)	e EBR	WB.		NUSE.	W Blue		i i i i i i	833	8 2)	\$ \$ 16
Lane Configurations	J.	ተ ኈ		7	↑ ↑		ħ	4î		ሻ	Þ	
Volume (vph)	137	1711	61	37	1261	35	106	48	51	40	19	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	TERRET I CONTROL OF THE FACE	1.00	1.00	300000000000000000000000000000000000000	1.00	1.00	istigaren soon op
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	issa osata sada	0.96	1.00	W. S.	0.97	1.00	8980 5 7500,00
Frt	1.00	0.99		1.00	1.00		1.00	0.92		1.00	0.90	
Fit Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	41332337732
Satd, Flow (prot)	1770 0.12	3518 1.00	Aleksi d	1770	3522		1702	1677 1.00		1715 0.67	1618 1.00	00189059
Fit Permitted	223	3518	200 (15 A VIII 15 A	0.05 92	1.00		0.72	1677	6 NBA 12-2 (SK)	1211	1618	
Satd. Flow (perm)			0.00		3522	0.00	1283		0.00			0.00
Peak-hour factor, PHF	0.92 149	0.92	0.92 66	0.92 40	0.92	0.92	0.92	0.92 52	0.92	0.92 43	0.92	0.92
Adj. Flow (vph)	PROGRAMMA AND CONTRACTOR	1860	processor and a processor of the contract of t	randonios estáblicas en estáblicas en	1371 a 1	38	115	29	55 0	43 0	21	42
RTOR Reduction (vph) Lane Group Flow (vph)	0 149	2 1924	0 • 0	0 40	1408	0	0 115	78	0	43	34 29	0
Confl. Peds. (#/hr)	143	1324	• U 1	40 1	1400	0 2	17	10	15	43 15		17
Turn Type	pm+pt	NA	<u> </u>	pm+pt	NA		Perm	NA.	10	Perm	NA-	<u> </u>
Protected Phases	7 pin-pi	, INA 4		рин т ри 3			Leilli	2		E CIIII	1974 6	
Permitted Phases	4	7		8	U		2			- 6	and respective	STATE OF STATE
Actuated Green, G (s)	92.8	84.6		86.5	81.3		25.2	25.2		25.2	25.2	BEAGANUS)
Effective Green, g (s)	92.8	84.6		86.5	81.3		25.2	25.2		25.2	25.2	
Actuated g/C Ratio	0.71	0.65		0.67	0.63		0.19	0.19	in the second	0.19	0.19	######################################
Clearance Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	economica de la companya de la comp	3.0	3.0	teration in construction and extraction for the	3.0	3.0	and the second control of the second	3.0	3.0	mouse out of the
Lane Grp Cap (vph)	260	2289		128	2203		249	325		235	314	
v/s Ratio Prot	c0.04	c0.55	rgutericinaes numer, pa unios	0.01	0.40	N SOUTH BUTTON TO WARREN TO BE AT THE	Spiroch (10) or 10,3 epochology r	0.05	aginaneen dagaa iy ee pabay	ang apparature security to the protocol facilities.	0.02	180molested Africans
v/s Ratio Perm	0.37			0.20			c0.09			0.04		
v/c Ratio	0.57	0.84		0.31	0.64		0.46	0.24		0.18	0.09	
Uniform Delay, d1	12.2	17.5		18.7	15.2		46.4	44.3		43.8	43.0	
Progression Factor	1.00	1.00	nt the entire transmitter with	1.68	1.27	ng manaharka gang memilipakan palika sebia	1.00	1.00	entrefision et des controles control	1.00	1.00	Control Care
Incremental Delay, d2	3.0	3.0		0.5	0.2		6.1	1.7		1.7	0.6	
Delay (s)	15.3	20.5	BOSON PROGRAMMAN PURCHOSON	31.9	19.5	chafalanteristrativo disentante	52.4	46.0	er of contention at minor str	45.5	43.6	Matelitas propinsion
Level of Service	В	C		С	В		ם	D		D	D	*** *********************************
Approach Delay (s)		20.1		TARCHOUNTKS	19.9	000000000000000000000000000000000000000	English (Seminar	49.4	SASSAS ASSES		44.4	
Approach LOS		C			⊪ В⊚			D			D	
nciscolors unicolors		6.00										
HCM Average Control Delay			22.4	HO	M Level	of Service	В		С			
HCM Volume to Capacity rai		entresta en mero canadaro	0.72	en elektrist til til sind til de til steller etter	antiel (de triger des des de la seconda de mais de la	SI-AMARANA AND AND AND AND AND AND AND AND AND	hadhaddha e East William I Albaha	5 MARKETON 2 THREADERS CANADA	att versteberamen. Gestebe	20000000 1 5 5 1 5 10 5 V Lab	elikani liberatura periteratu	ACUSE INCUSED OF SHIP
	30		V.12									
Actuated Cycle Length (s)	10		130.0	Su	m of lost	time (s)			9.0	(B) (S) (S) (S)		
Intersection Capacity Utilizat			130.0 79.2%		im of lost U Level o				9:0 D			
			130.0						is it "o" o "o "o "o maille and o moit law.	56,56		

	•	•	†	1	-	↓	
viovanenie		(415)K	44636	ani ja		- 15 T	
Lane Configurations	k/		↑ ↑			44	
Volume (vph)	47	56	979	57	26	375	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0		6.0			6.0	
Lane Util. Factor	1.00	art. His book of the Author of	0.95			0.95	
Frt	0.93		0.99			1.00	
Fit Protected	0.98	Source to an Establishment to substance	1.00	e sa manazinaka atrakami kalendari	-3-,	1.00	
Satd. Flow (prot)	1687		3510			3528	
FIt Permitted	0.98	Selfant de sistaur Total Auder Laterra	1.00	PE et 2000 en sensenses, no seus la	Theory is a second to construct	0.81	and the second s
Satd, Flow (perm)	1687		3510			2858	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	51	61	1064	62	28	408	
RTOR Reduction (vph)	56	0	6	0	0	0	
Lane Group Flow (vph)	56	0		0	0	436	
Turn Type	NA	artico attenda escuencia escuencia	NA		Perm	NA	
Protected Phases	8		2			6	
Permitted Phases	en dreinisch seeming voorspaan	ener recoversores	n og kojeta sienovek sporker	lasarena os saucaden heker e	6	Prime (Assume Assessment or the consumer of th	
Actuated Green, G (s)	5.8		27.2			27.2	San Commence of the Commence o
Effective Green, g (s)	5.8	EDANGERD HER STANKE	27.2	en en nombro de la composition della composition		27.2	28774 1878 1874 1874 1874 1874 1874 1874
Actuated g/C Ratio	0.09		0.42			0.42	
Clearance Time (s)	6.0		6.0			6.0	
Vehicle Extension (s)	3:0		3.0			3.0	
Lane Grp Cap (vph)	151		1469	5p630504504500000000	9878000985A128005	1196	\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
v/s Ratio Prot	c0.03		c0.32		6.6.60		
v/s Ratio Perm		102.05-0.00				0.15	
v/c Ratio	0.37		0.76			0.36	
Uniform Delay, d1	27.9		16.1	2000000000000	19650754245511	13.0	
Progression Factor	1.00		1.00			0.78	
Incremental Delay, d2 Delay (s)	1.6 29.4	BIBNETS	3.8 19.9			0.8	
Level of Service	29.4 C		19.9 B			11.0 B	
Approach Delay (s)	29.4		19.9			11:0	
Approach LOS	23.4 C		19.9 B			. 11.0 В	
			ט			D	
Intersection Summary HCM Average Control Dela	av		18.2	μг	M Level	of Service	B
HCM Volume to Capacity r			0.69	I IV	AN FEACI	UI UCIVIUC	U
Actuated Cycle Length (s)	Buseles (186)		65.0	sie en en en en en en en en en en en en en	m of lost	time (s)	32.0
Intersection Capacity Utiliz	ation		46.1%		U Level o		32.0 A
Analysis Period (min)			15		~ <u> </u>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	₽
c Critical Lane Group							
- Judge Land Gloup	sa delle seden e e e e	52040404556	netito cencello			tari 9.5 o. eta 1965 kaisa eta	



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viovement	(F(B))	(E)38		1018	10 2 6					
Lane Configurations	ት ጮ		Tr _j	^	¥					
Volume (veh/h)	1785	17	24	1328	5	28				Macrostic Sci Market Sci
Sign Control	Free			Free	Stop					
Grade	0%			0%	0%					realize:
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	SENIO PESSIO ESPESO E PROPERTA POR LA PORTURA DE PORTUR	normale armedicance to the substitution	al Addition Foreign To Campions on Accessed a rate on the	
Hourly flow rate (vph)	1940	18	26	1443	5	30				884
Pedestrians	13			12	2				tion and the same of the same	49499/PRINAS 705-40
Lane Width (ft)	12.0			12.0	12.0					
Walking Speed (ft/s)	4.0 1		GENERAL SEC	4.0	4.0					
Percent Blockage	a_{ij} , a_{ij} a_{ij}		19-57 B).	- 1	0					65 je -8
Right turn flare (veh) Median type	None	Santon Santo		TWLTL	erana ara					Nessoc (Book sport
Median storage veh)	None			1WL1L						
Upstream signal (ft)	320			673						
pX, platoon unblocked	- 320		0.55		0.68	0.55				
vC, conflicting volume			1961		2738	993				
vC1, stage 1 conf vol					1951					area araaraa
vC2, stage 2 conf vol					787					e de Colonia de Coloni
vCu, unblocked vol		2004 TO STORY OF THE STORY OF T	1112		943	0				
tC, single (s)			4.1		6.8	6.9				3/19/2
tC, 2 stage (s)	on a Martin Colombia (1970) and the Colombia (1970) an		and a manager and a manage of the America San re-	120000000000000000000000000000000000000	5.8	enementaliste receivil (1,5 mente e 1,5	22 JANES ST. PORTER CHARGE NA CORRES DISTRICT	or control of control operators to a control of the	non-united responses tendents between the latest to be common to the common tendents of the common tendents of	SKINEY COULD AND A
tF (s)			2.2		3.5	3.3				(A. 600)
p0 queue free %	nde (POSSO) (NeSONO) Such Physician et et	Personal representative property	92	No. 1	96	95				
cM capacity (veh/h)			343		151	590				
Directations bancon			(15 EV.)		S. Vizyes					
Volume Total	1293	665	26	722	722	36				
Volume Left	0	0	26	0	0 .	5				
Volume Right	Ō	18	0	0	0	30				1650 1650
cSH	1700	1700	343	1700	1700	410				
Volume to Capacity	0.76	0.39	80.0	0.42	0.42	0.09				16 (Maga)
Queue Length 95th (ft)	0	0	6	0	0	7	1	n. din land n'i Amerikani'n y man samakin di na Siri, an dia sukarin in	en la maria de la composito de la composito de la composito de la composito de la composito de la composito de	Production Control of the Control
Control Delay (s)	0.0	0.0	16.4	0.0	0:0	14.6				
Lane LOS	DOTALOMES (NOOS), ES (INTORES FOISSESINA FOIS	SALINSA SENDANGSIJA 11881	С	tana akanggana na maga	Market Market - Indianage John	В				
Approach Delay (s)	0.0		0.3	8669	300 6	14.6				
Approach LOS						В				
inicas godioni sidani nenya ses										
Average Delay			0.3							The state of the s
Intersection Capacity Utiliza	tion		63.2%	ICI	J Level o	f Service		В		
Analysis Period (min)	na mana anan and Calente (1966) a 1977 ah 1962 (1962)	e emerciale i pro-Principal Carrella	15	enemen pitatiski in Territorij Talin.	on a trainment de la metro de la constitución de la constitución de la constitución de la constitución de la c	rento, esentisti (michies i territori (Michiel III)	an en		anamie od postale po postale postale postale postale postale postale postale postale postale postale postale p	upaceo podele 2009 (
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vievement	<u> </u>					WAYA SEE W	a B	o Neve	e ir Bree	(818)		Sijî.
Lane Configurations		4			4			414			413	
Volume (veh/h)	23	13	16	1	10	14	20	918	11	7	375	40
Sign Control		Stop	annesa reasonates		Stop	nenenannannannannannannan	ue en tuttue menni le ann	Free	the booking broken by the control	Difference of an income construction	Free	no contra moneto e seno
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	14	17	1	11	15	22	998	12	8	408	43
Pedestrians		7			8							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s) Percent Blockage		4.0 1	Telegraphic Control		4.0 1							
Right turn flare (veh)					l .					6000000		September 1
Median type	14 35 77 75	W 5 / 5 / 5	100000000		5-78 S (40) (24)	15 40 60 5	500000000000	None	Karana.		None	1000 (1000)
Median storage veh)				Televisia espera		Same San	ADM HUGS	NATION OF THE PROPERTY OF THE		20 25 24 34	er de Linguista aurus (m. 1200).	
Upstream signal (ft)							and the				658	
pX, platoon unblocked		William Color Walder	SENIOR PRODUCTION	1496044882.0007348	ersenastisokena	45.3143.24.2015.ssn		SERVER ERECT SER	. GLOSS BRETT GARAGE	\$255624 C25004 S7554 S7553	and the second second	6966.7696.4007034
vC, conflicting volume	1015	1513	233	1299	1529	513	458			1018	10000	
vC1, stage 1 conf vol	NELESCO ESCANOS POR PORTO CONTRACTOR ANALASTA CONTRACTOR CONTRACTO	Complete Acceptance of the Complete of Com	and a second second second second second second second second second second second second second second second	AND STREET STREET, STREET STREET, STRE	and the second second	our and the same transfer of t		ACCOUNT NOW COUNTY OF A STREET		Committee and parket of Charles 2 1 1 1 1 1 1 1 1	S Is no Section of the second	
vC2, stage 2 conf vol											60 80 600	Vid-september
vCu, unblocked vol	1015	1513	233	1299	1529	513	458	decemberation records section	ton attended to the company	1018	ZANDONA PROVINCIANI DISTATO	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)								¥85000000000000000000000000000000000000				9.05 730 57357505
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2:2		
p0 queue free %	85 166	88 114	98 765	99 101	90 111	97 503	98 1093			99 673		
cM capacity (veh/h)	100	COLUMN TO SERVICE DE LA COLUMN DE LA COLUMN DE LA COLUMN DE LA COLUMN DE LA COLUMN DE LA COLUMN DE LA COLUMN DE	000000000000000000000000000000000000000	101			1095			0/3		periodica esta
Ölfedien alkanern av samt		6015 6015	AND SIN		6/2	೧۷೯						
Volume Total	57 25	27	521 22	511	211	247						
Volume Left Volume Right	25 17	1 15	22 0	0 12	8 0	0 43						
cSH	190	196	1093	1700	673	1700						26/2012
Volume to Capacity	0.30	0.14	0.02	0.30	0.01	0.15						
Queue Length 95th (ft)	30	12	2	0.00	1	0						SENERIC SEL
Control Delay (s)	31.8	26.3	0.6	0.0	0.5	0.0						
Lane LOS	D	D	A	an and very service of the Self Self-Self-Self-Self-Self-Self-Self-Self-	Α	ornatellenanne tää kiritt	Reference en en en en	ennester a protesta (1990) et 2000 et 2000	, com e a meneral e quantização	anne turanon(tatpoi 466);	ara and the come is a serie to the Section Section Section Section Section Section Section Section Section Sec	eresa i manistratifis
Approach Delay (s)	31.8	26.3	0.3		0.2		有意 6		9.6		A Sec.	
Approach LOS	D	D										
microadion Summery												
Average Delay			1.9									
Intersection Capacity Utilizat	ion		56.3%	IC	U Level o	f Service			В		190 (40 - 60)	
Analysis Period (min)	Occupancy by the control of the cont	eriona frances e e e e e e e e e e e e e e e e e e	15	Detailed at a fail and a standard and	enant estimation to the contract of the	Gazzak Makkin seri salam 1997 sa	natives and emiliant transfer	58.0004.4005 v 10.000 0 10.000	n windigen sawere	renaersilaanen eren men	ar an skudt deramaler 41%	Talan (Electronic)
							ensulasisi				97051452 BEW	19:35

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Movement			e VELE	50/4 4 E 31 //6		sa estela este este este este este este este est			
Lane Configurations	Ϋ́			4	1				
Volume (veh/h)	0	0	9	61	32	10			
Sign Control	Stop	A AND RESIDENCE OF THE PARTY OF	ATT CHANGE SECTION CONTRACTOR	Free	Free	entente in entrethe de destate en la transferie de la company de la company de la company de la company de la c	energy and the energy present a standard of the	BACT AND ALBERTA STANCES NO ESTAN	entra antigo estruir estruir a comedito de la comedito de la comedita del comedita de la comedita de la comedita del comedita de la comedita del la comedita del la comedita de la comedita de la comedita de la comedita de la comedita de la comedita de la comedita de la comedita de la comedita del la comedita del la comedita de la comedita del la
Grade	0%			0%	0%				grang ig onskrive
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	and the second of the second s		elektri distanten kelektria pertentika disentera eta 12. a. ya 13. a.
Hourly flow rate (vph)	0	0	10	66	35	11			
Pedestrians				,,,					anne kamini vigavim majako ili, ili 31 UKLINA Nimo (m. 1779). 1997.
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									en 2 og skriverer
Right turn flare (veh)									
Median type				None	None		0.50 (0.50 (0.50)		
Median storage veh)									
Upstream signal (ft)									
pX, platoon unblocked	707 #700 I 00700 V 100700 I 00 I 0 100 I								
vC, conflicting volume	126	40	46						
vC1, stage 1 conf vol	THE REAL PROPERTY WAS ARREST AND ADDRESS AS A PRO-	- Market and the second and and	contrare on company						
vC2, stage 2 conf vol									and the state of t
vCu, unblocked vol	126	40	46	none and the second decision in					
tC, single (s)	6.4	6.2	4.1						
tC, 2 stage (s)		ELVERONANNO PROCE	NAMES OF A PARTY ASSESSMENT ASSES		with the contribution of the	at adala skilde specifier a ten ske fertile tret specifier var specifier o			
tF (s)	3.5	3.3	2.2						
p0 queue free %	100	100	99	rankantkarennennennen	e Grande volument de la company	ells a unsklaati Conorementetta kalmunasus amus sa	Properties of California School Control Control	ndelicht et dicht kannen er voor da we sowe voor	METERAL CONTROL OF THE PROPERTY OF THE PARTY
cM capacity (veh/h)	863	1031	1562						
<u>B</u> jij(ejgij(e)), // zjejea j		7/3[₁ :7/4/7]							
Volume Total	0	76	46						
Volume Left	0	10	0						
Volume Right	. 0	0	11						
cSH	1700	1562	1700						
Volume to Capacity	0.00	0.01	0.03						
Queue Length 95th (ft)	0	0	0						
Control Delay (s)	0.0	1.0	0.0						
Lane LOS	A	Α							
Approach Delay (s)	0.0	1.0	0.0						
Approach LOS	A	ом II почето и курели ју заселега	V0000-415%-50-V004-40-50-0		triani produkty i raginati sja				
in (circonio) e 33) mais no como									
Average Delay			0.6						
Intersection Capacity Utiliza	tion		0.6 13.7%	iói	10 2021	£00			
Analysis Period (min)	IIIOH		13.1% 15	اناد	u Level 0	f Service		Α	
Analysis i chou (min)		o Granda	IJ						

14.	Saraioya	Ave. o	(AAG21	rainii	ig Loi	
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Vievenem	ing NV elkare	ANIAN A	e (Bir	oxlare.	(8)	
Lane Configurations	¥γ		1>			र्स .
Volume (veh/h)	3	10	183	90	25	106
Sign Control	Stop	5-660 (\$450 eyels 0)	Free	67500 MARTINO (\$17.40)		Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	3	11	199	98	27	115
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	n, de 1960 Plant Produciación de Librardo de Acida.	no e a reconstituida de la constituida	CONTRACTOR CONTRACTOR	dunim bengana papaga Ayun	550795594479552455944	
Median type			None	gankora a		None
Median storage veh)	Description (Company)	864 San Deutsch Vormitiele er	Stratementskademen i person	tilleri miseri origineri il		
Upstream signal (ft)		200				658
pX, platoon unblocked	417	040			007	
vC, conflicting volume vC1, stage 1 conf vol	41/	248			297	
vC1, stage 1 conf vol			·			
vCu, unblocked vol	417	248			297	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	The second secon	an market drawing American Series	COLUMN AND AND THE TABLE AND AND COLUMN	Service Property of Service 1975 Service 197	- Secretario de Caracterio de	
tF (s)	3.5	3.3			2,2	
p0 queue free %	99	99			98	
cM capacity (veh/h)	579	791			1265	
	AND SHOW					
Volume Total	14	297	142			
Volume Left	3	0	27			
Volume Right	11	98	4005			
cSH Volume to Capacity	729 0.02	1700 0.17	1265 0.02			
Queue Length 95th (ft)	0.0 <u>2</u> 1	0.17	2			
Control Delay (s)	10.0	0.0	1.7			
Lane LOS	В	**************************************	Α	446.00000000000000		
Approach Delay (s)	10.0	0.0	1.7			
Approach LOS	В					
intersection Summerous se						
Average Delay			0.8			
Intersection Capacity Utilizati	on		35.4%	ICI	J Level o	f Service A
Analysis Period (min)		Approximation represents	15		and the second second second	Copied we sign to the firm that the first had been been designed as the copied of the copied and the copied as the

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· viewenienies	5.5	Eisins		a la					a (EE)	5		3(2)5
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	40	15	8	15	32	34	23	199	8	19	54	36
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)	43	16	9	16	35	37	25	216	9	21	59	39
alicento prisapis dalla constanta	2.3											
Volume Total (vph)	68	88	250	118					. A IMPANIES			
Volume Left (vph)	43	16	25	21								
Volume Right (vph)	9	37	9	39		and 3 State Construction and the State Construct	CANADA PARA PARA PARA PARA PARA PARA PARA P	and the state of t	CONTRACTOR CONTRACTOR	rystansy by artifects, quality.	90.000.400.900.000.000.000.000.000.000.0	ewroten voca
Hadj (s)	0.08	-0.18	0.03	-0.13								
Departure Headway (s)	5.0	4.7	4.5	4.4								
Degree Utilization, x	0.09	0.11	0.31	0.15					6544		0.675	
Capacity (veh/h)	664	705	777	762								
Control Delay (s)	8.5	8.3	9.5	8.2								
Approach Delay (s)	8.5	8.3	9.5	8.2		ly and a delice of the second control of the	and the state of t					
Approach LOS	A	A	A	A								
in Grasio li Micordini Paragoni												
Delay			8.8									
HCM Level of Service	uanampeanaan	WANTED VARIETY -	A	miliah/hard-dumaran	Manual Control of the							
Intersection Capacity Utilizat	ion		33.5%	IC	U Level o	f Service			A			
Analysis Period (min)			15							•	And the second of the second o	

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(40)/этн өнү сараалаалаалаа		£1.55.2 1500	(())			SERVICE	
Lane Configurations	ķ			4	1>		
Sign:Control	Stop			Stop	Stop		
Volume (vph)	29	11	48	41	4		63.7*337
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	32	12	52	45	4	30	
Direction desirects		A NEW CO					
Volume Total (vph)	43	97	35				
Volume Left (vph)	32	52	0				
Volume Right (vph)	12	0	30				Der Manage
Hadj (s)	0.01	0.14	-0.49				
Departure Headway (s)	4.2	4.2	3.6				
Degree Utilization, x	0.05	0.11	0.03				
Capacity (veh/h)	829	843	978				esma 17711 m
Control Delay (s)	7.4	7.7	6.7				
Approach Delay (s)	7.4	7.7	6.7	AND RESIDENCE OF THE PARTY OF THE PARTY.	Noncola National Science		50-89950F
Approach LOS	A	A	A				
intolesica (e)tievistoisasia (spiesas				on execution			
Delay			7.4				
HCM Level of Service			Α				STREET, STREET,
Intersection Capacity Utilizat	ion		30.1%	lC	U Level c	of Service A	
Analysis Period (min)	estanti i della constituta di California.		15	enementalisessissississississississississississis	and the second second second		***************************************
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Siavenien.	(<u>5</u>)	S. Z. Š. Š.	i in in in in in in in in in in in in in		in ja ja	a (ilija sa		ay Shire	e de la composición dela composición de la composición dela composición de la composición de la composición dela composición dela composición de la composic	6[8]	ng GES	i il
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	46	16	4	15	73	122	9	64	8	35	20	7
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)	50	17	4	16	79	133	10	70	9	38	22	8
Bifeofopileane (# 2015 2015	(10) P. (10)	Saj:Xi		(A)								
Volume Total (vph)	72	228	88	67					entralismont (America) es el manerca en como			
Volume Left (vph)	50	16	10	38								
Volume Right (vph)	4	133	9	8	er englig geleget. Se generaliset in 22 benjangson de ge	COTTONICTO CONTROL CONTROL	no na national months of the file of the sections	artical management of the control of	Access 2 Pauls - Pal-1992 La	or an over-transfer being the property of	en en en en en en en en en en en en en e	Schoolstoper, i.e.
Hadj (s)	0.14	-0.30	0.00	0.08								
Departure Headway (s)	4.7	4.1	4.6	4.8						11/4 hand energy bridge A	and the second s	and the state of the second
Degree Utilization, x	0.09	0.26	0.11	0.09								
Capacity (veh/h)	735	843	722	700	**************************************	Clartelaurer ta metanana (1	Manager Marine and American Inc.	energy to the second of the second	Marie Constitution of Constitution of the Constitution of Constitution of Constitution of Constitution of Const			
Control Delay (s)	8.1	8.5	8.2	8.2								
Approach Delay (s)	8.1	8.5	8.2	8.2	and the second s	ennoversament and ever			Goldelli Umiki yaka kalifun da matau	čnování se na namenna armita o		
Approach LOS	A	Α	Α	A								
in Graevatorr strinniquy sassa												
Delay			8.3									
HCM Level of Service			Α		110000000000000000000000000000000000000	•		Annual Committee Committee	orași antine i (A. A.	- Salar Astronomy to be an arranged and the Colonial States	and the state of t	acceptance of the second
Intersection Capacity Utiliza	tion		36.7%	IC	U Level o	Service			A			
Analysis Period (min)			15						770			

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devenen	10/2]	SINE S	(Naji		15 <u>11 1</u>	SET
Lane Configurations	Ϋ́		↑			*
Volume (veh/h)	23	- 8	0	, 0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	- 25	9	0	0	0	0
Pedestrians	45	ment was mer seed from	3	proporternum proporter	hani hacam ya kasaman maana.	ar mark ga anggangan san mana ang ar kanggangan anggangan ang anggangan ang ang
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0	vioennotives venta	4.0	nenome societarios	ervicteran elektron sit	THE STREET OF THE STREET OF THE PROBLEM STREET, AND STREET STREET, AND STREET,
Percent Blockage	4	9.60.50	0			
Right turn flare (veh)	Z200101 0403010	oran salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah sal	SETTEMBAUNTOGE:	vasta savast arti e arti	:::020:079:079:0	
Median type			None			None
Median storage veh)	044899070090	28644.0243 <u>5</u> 085	1587.055 (F) 470 (F)	129 <i>6/10/16</i>	0-20-20-20-20-20-2	
Upstream signal (ft)						
pX, platoon unblocked				357443805979798		
vC, conflicting volume	48	45			45	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol vCu, unblocked vol	48	45			45	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)		U.Z			4.1	
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	923	986			1504	
	3014 CC CC CC CC CC CC CC CC CC CC CC CC CC	Special Contract of the Specia				
Director Remeat Season		ANEAN				
Volume Total	34	0 0	0			
Volume Left	25 0	verseuro estable al biosóbio	0			
Volume Right cSH	9 939	0 1700	0 1700			
Volume to Capacity	0.04	0.00	0.00			
Queue Length 95th (ft)	3	0:00	0.00			
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	3.0 A	0.0	0.0	20.262.00		
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	A	oformi y ski	271102 3.14 .287			
ntersection Summary						
Average Delay	\$4867515177778000	urigija everanu	9.0	negyv0govostv=s		
Intersection Capacity Utilization	D & Company	de la regi	21.1%	is is ill	U Level o	of Service A
Analysis Period (min)		EDBOQANISHI	15	1000 Year 140 Year		
	autosiya 1949)	9.8 900000000000000000000000000000000000				

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(vie)viennieni						SPR
Lane Configurations			*	^	ት ጮ	
Volume (veh/h)	0	0	8	988	415	25
Sign Control	Stop	er en en fact en forteigne forstelle	e de tignica de estado estado estado estado estado estado estado estado estado estado estado estado estado esta	Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	9	1074	451	27
Pedestrians	14	langerak distribution and form agreement of	siafternor			
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0	iser Atalbania saariwation	elatarente escentra escentra escentra escen		Principal Colon Property	THE TOTAL MATERIAL PLANT OF THE PROOF OF A TRANSPORT AND THE PROOF OF A STATE OF THE PROOF OF THE
Percent Blockage	0					
Right turn flare (veh)		\$2.45544.6955555		Fallebelski koloni	ne en en en en en en en en en en en en e	NE DESTRE STEELE DESENTE EN SERVEN DE SE DE MONTE DE SE DE SE DE SE DE SE DE SE DE LE SE DE LE SE DE LE SE DE
Median type				None	None	
Median storage veh)						
Upstream signal (ft)	0.04	0.04	204	905	321	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume vC1, stage 1 conf vol	1033	253	492			
vC1, stage 1 conf vol						
vCz, stage z com voi vCu, unblocked vol	889	68	324			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	U.U	0.0	7.1			
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	264	919	1155			
			STATE OF THE STATE			
Direction (Leaneth St. 1997)	9	537	FOT	301	178	
Volume Total Volume Left	9	- 93 <i>1</i> 0	537	2003039642444444		
Volume Right	9	0	0	0	0 27	
cSH	1155	1700	1700	1700	2 <i>1</i> 1700	
Volume to Capacity	0.01	0.32	0.32	0.18	0.10	
Queue Length 95th (ft)	1	0.52	0,52	0.10	0.10	
Control Delay (s)	8.1	0.0	0.0	0.0	- 0.0	
Lane LOS	Α		0.0	2 - V.V.	0.0	
Approach Delay (s)	0.1			0.0		
Approach LOS	n 1979 (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986) (1986)	AND THE STOCK STREET, AND STOCK			986000000000000000000000000000000000000	
ini (cheste didologi chi kalistiche)						
			0.0			
Average Delay Intersection Capacity Utiliza	ation		30.6%	וחו	il evel e	of Service A
Analysis Period (min)	ZUUII		30.0% 15	اناد	o revelo	droervice A
Analysis i cilou (miii)			IJ			

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viovement	917.6]			WEEK.	(S)			
Lane Configurations	Ϋ́		ተው			44		
Volume (veh/h)	0	65	931	23	19	396		
Sign Control	Stop		Free	Parkato Paparter Danas de Santa		Free		
Grade	0%		0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	0	71	1012	25	21	430		
Pedestrians	13					6		
Lane Width (ft)	12.0 4.0					12:0 4.0		
Walking Speed (ft/s) Percent Blockage	4.0 1		propries			4.0		
Right turn flare (veh)	Asimole			GM: FARESAN				
Median type	a vitalisee illes		None	PA ELIZADA	276200465a	None		
Median storage veh)			- INOIIO			Indite		
Upstream signal (ft)			645	979/415040130700		581		
pX, platoon unblocked	0.95	0.93			0.93		and the second s	######################################
vC, conflicting volume	1294	537			1050			
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	984	353	erente de la company de la company de la company de	PCSEPTY SECURITY SERVICES	904	and a comment of a comment of the co	et Staff en Gefriede Stag gestfander i My Xennelsmede komment fan stag generale gestjen opwyst. An y Anne som	A Marie Print Control (Communication of Communication of
tC, single (s)	6.8	6.9			4.1			
tC, 2 stage (s)								
tF (s)	3.5	3.3			2.2			20.21.02.03.00
p0 queue free %	100	88	varenen en		97	parana-mai na croura na Mandiro Militari Noberina I		Million Million (Million (Mill
cM capacity (veh/h)	225	589			688			
បៀបដូចក្រុមប្រជាជនិស្សាស្រ្ត		Majoria de la composição de la composição de la composição de la composição de la composição de la composição		(1) (SE) (1) (1)				
Volume Total	71	675	362	164	287			
Volume Left	0	0	0	21	0			
Volume Right	71	0	25	0	0			
cSH	589	1700	1700	688	1700	experience of the state of the section of the state of the section		
Volume to Capacity	0.12	0.40	0.21	0.03	0.17			
Queue Length 95th (ft)	10	0	0	2	0			
Control Delay (s)	11.9	0.0	0.0	1.6	0.0			
Lane LOS	В	6.4		Α				
Approach Delay (s)	11.9	0.0		0.6				
Approach LOS	В							
intelevelations extraments								
Average Delay	Sallando Bolland proparaciones sun sussena es	enegative programme construction	0.7	.555007573584074 AT 404074 AT 404074	PRO GONESO TRABANSANTA	SANGGANGGANGGANG GGANGGANAN TERRETAN TERRETAN TERRETAN TERRETAN TERRETAN TERRETAN TERRETAN TERRETAN TERRETAN T		ting till grænd paparet hjelden fil forst aftil fang de Ledwin fan de steather ein eil eil eil eil eil eil eil
Intersection Capacity Utiliza	ation		39.4%	IC	U Level c	f Service	A	
Analysis Period (min)		AND THE RESERVE OF THE PARTY OF	15					

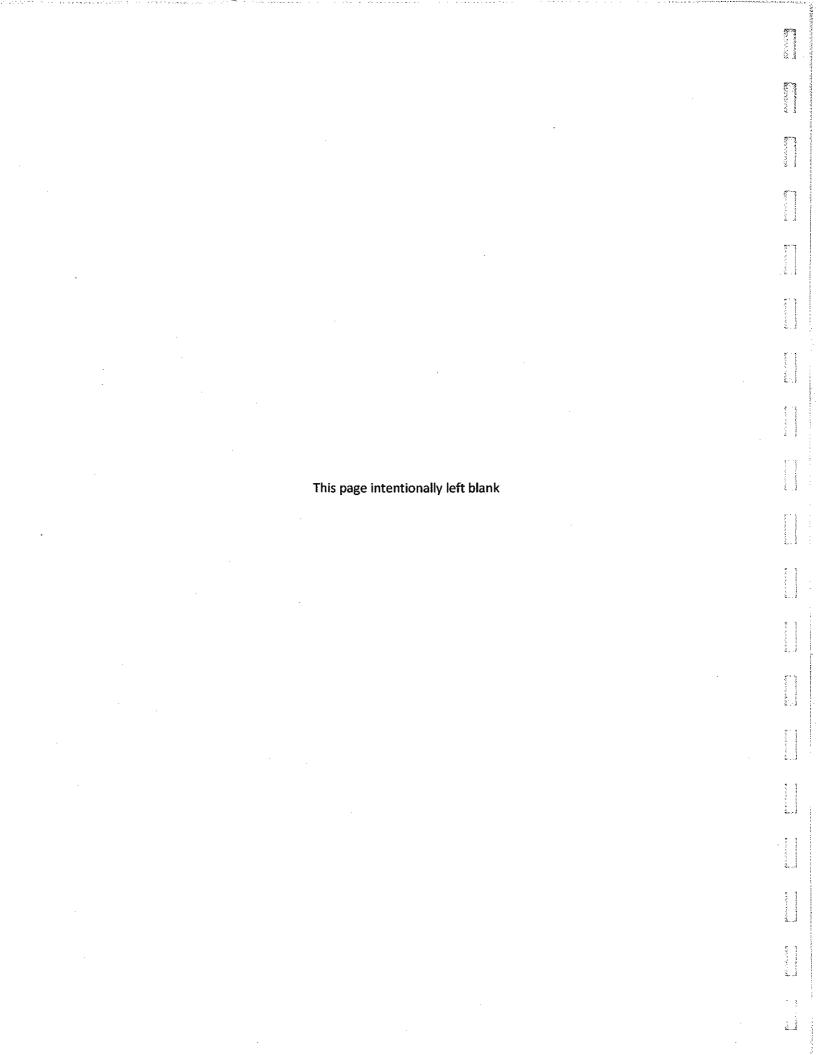
	<	•	†		-	↓	
viovement		a ja ja	E	ali Masa	a Sile	- 3 ₈	
Lane Configurations	·₩		Þ			લી	
Volume (veh/h)	18	24	189	4	2	113	
Sign Control	Stop		Free			Free	1
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	20	26	205	4	2	123	
Pedestrians	21		2			11	
Lane Width (ft)	12.0 4.0		12.0 4.0		2 y	12.0	
Walking Speed (ft/s) Percent Blockage	4.0		4.0			4.0	
Right turn flare (veh)	4	i aleman	, y				
Median type	9 (8 / 18 az 17 a		None			None	
Median storage veh)							
Upstream signal (ft)						452	
pX, platoon unblocked	SCOTO (SANCES SANCES CONTRACTOR OF THE SANCES	ras roomats star obtained	AC ALTHOUGH CHEACH A MICHANING	anes consistences act in	Annese metro, constitue de	menen per semenen en en region en université par la production de la company de la company de la company de la	and the state of t
vC, conflicting volume	358	240			231		
vC1, stage 1 conf vol	NAMES PROPERTY OF THE PARTY OF	52450.45070702222502	Orivitatione no vitros su		National absoluters about a surrough to so		
vC2, stage 2 conf vol							
vCu, unblocked vol	358	240			231		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s) tF (s)	3.5	3.3			2.2		
p0 queue free %	3.5 97	ა.ა 97			2.2 100		
cM capacity (veh/h)	627	778			1314		
Control of the Contro	entral trade grant for epision Conferency in consist a 1800	and the first of t			IVIT		
elijeraloji ili eliterii.							
Volume Total	46	210	125				
Volume Left Volume Right	20 26	0 4	2 0				
cSH	705	4 1700	1314				
Volume to Capacity	0.06	0.12	0:00				
Queue Length 95th (ft)	5	0.12	0.00	E155, 46, 770		7.00	
Control Delay (s)	10.5	0.0	0.1				
Lane LOS	В	on yezhoù allegek (fille)	Α				
Approach Delay (s)	10.5	0.0	0.1				
Approach LOS	В					And the second s	and the second s
interseledore attraceras							
Average Delay			1.3				
Intersection Capacity Utiliz	zation		24.9%	ICI	J Level o	Service /	1
Analysis Period (min)	Temporadia (1822 1820 1821 1821 1821 1821 1821 1821	es orași de la composită de la composită de la composită de la composită de la composită de la composită de la La composită de la composită d	15				
		20163					

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Mevernon	e de el			is in both a	(1024) = 1000	(SBP)
Lane Configurations	Ŋ	OSCO (a vez) projekt (de jedne) de de de jedne)	AND AND AND AND AND AND AND AND AND AND	4	1	
Volume (veh/h)	3	- 1	27	34	41	17
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	1	29	37	45	18
Pedestrians	11			2	3	
Lane Width (ft)	12.0 4.0			12.0 4.0	12.0 4.0	
Walking Speed (ft/s) Percent Blockage	4.0 1			4.0	4.0 :0	
Right turn flare (veh)				U	U	
Median type	90 (S. 1818)	570594844	3 816	None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked					and a Processing of Particle of the State Co.	
vC, conflicting volume	163	67	74			
vC1, stage 1 conf vol			รณรอยอกเลยองร้องเลย			
vC2, stage 2 conf vol						
vCu, unblocked vol	163	67	74			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s) tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	2.2 98			
cM capacity (veh/h)	802	986	1512			
			2500 Local X24 Local Local And			
Direction products						
Volume Total Volume Left	4	66	63			
Volume Right	3 1	29 0	0 18			
cSH	841	1512	1700			
Volume to Capacity	0.01	0.02	0.04			
Queue Length 95th (ft)	0	1	0			
Control Delay (s)	9.3	3.4	0.0			
Lane LOS	Α	Α	The second secon	Committee of the parties of the part	a et trans-mortalism et eppe en	
Approach Delay (s)	9.3	3.4	0.0			
Approach LOS	Α					
intersections Stamingly						
Average Delay			2.0			
Intersection Capacity Utilization	'n		20.6%	IC	U Level of	f Service A
Analysis Period (min)			15			

	•	→	•	•	←	•	4	†	/	-	ţ	1
Movement Lane Configurations		<u>स्ति</u>		5 M [3]	### #13	A Piase	S NELS	NE I	AND A	SBL	ESESSE Á	Sieik
Volume (veh/h)	7	1352	30	1.2	1083	18	1	0	129	2	0	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			-0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	1470	33	1	1177	20	1	0	140	2	0	
Pedestrians	Chi JANGTI Tak kalengalak ng Minagangan ay mga ka	1			2 `			11			4	**********
Lane Width (ft)		12.0	16 15 15 16		12.0			12.0			12.0	
Walking Speed (ft/s)		4.0	o d NGC Marin Com Carrier on the	es en hamesta a netta transcente	4.0	to a financia con como compansión e		4.0	ANALYS I ARREST STATES		4.0	
Percent Blockage		0	and the second		0			1			0	nose se.
Right turn flare (veh)	overenove en een ov	48 17190 VEO 000	KISSONSADETIS AK	skoračnotu kast		saratuu keessa		oetropista e modulos	l cocosono su mesos	terakanan ang karasa	wiews earweig voorgenaar	mmer et ees
Median type		None			TWLTL	(1000 till)						
Median storage veh)			arastave irvasas	GANGSMATCH BAR	2	8570570250708664	DECEMBER 196560		THE STATE OF THE STATE	TENNISTING KARA	ONESCO ANTICONO AC	enparenta vi
Upstream signal (ft)		369	am b			es en			0.000		Zvicini	kasaci.
pX, platoon unblocked vC, conflicting volume	1201			0.64 1513			0.64	0.64	0.64	0.64	0.64	
vC1, stage 1 conf vol	1201			1010			2109 1512	2715 1512	764	2085	2722	603
vC1, stage 1 conf vol						(Marie Control	597	1203		1193 892	1193 1528	
vCu, unblocked vol	1201			693			1618	2558	0	09Z 1581	2568	603
tC, single (s)	4.1			4.1			7,5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	e e e e
tF(s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99	0000000	y i etamost kolumba et politico e p	100	er vinense virenske provinske blev	THE COMMENT OF THE COURT	99	100	80	99	100	99
cM capacity (veh/h)	575			573			215	176	691	180	177	440
Direction stane#// Volume Total	742	767	590	608	1	140	2	5				
Volume Total Volume Left	142 8	, , o, 0	აშს 1	000	1	0	2					
Volume Right	0	33	0	20	0	140	0	5				
cSH	575	1700	573	1700	215	691	180	440				
Volume to Capacity	0.01	0.45	0.00	0.36	0.01	0.20	0.01	0.01				
Queue Length 95th (ft)	1	0	0	0	0	19	1	1			AT SELECTION CONTRACTOR	Calley Main
Control Delay (s)	0.4	0.0	0.1	0.0	21.8	11.5	25.2	13.3				
Lane LOS	Α	edilione (1999) in production of the all fills of	Α	indiseArtholiside princespeed Graphia	С	В	D	В	(43.45), (45.45)	dinimi etan 125.	Albaria de Colorada.	5407745-1-4-
Approach Delay (s)	0.2		0.0		11.6		16.7					635,747
Approach LOS					В	and the second s	C	news and the state of the state	name and the franchist for hard 200, 500	and an entire to the control of SCA	, and a section of the section of th	25 25 25 25 25 25 25 25 25 25 25 25 25 2
intersection Summary Average Delay			0.7									
Intersection Capacity Utiliza	ation		58.5%	וחו	J Level o	Seniice			В			107 P 20217
Analysis Period (min)		SAN DOZINTENNE	15			JULY VILLE			u	E452/25175		
,		en de la comp							ARIA TATA		502000000000000000000000000000000000000	5696438-33

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viovement	(i.i.)	on de la composición	S. W. S.	AMB Resid	المعاقبة الأراد	SBR
Lane Configurations	4-7	4	}	•	¥	727
Volume (veh/h) Sign Control	17	66 Free	89 Free	0	0 Stop	14
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	18	72	97	0	0	15
Lane Width (ft)						
Walking Speed (ft/s)	- 				WS2.45707209	
Percent Blockage Right turn flare (veh)			6 (S) (E)			
Median type	51 B 12 S	None	None			
Median storage veh)		44	etako u teknologia		::::::::::::::::::::::::::::::::::::::	
Upstream signal (ft) pX, platoon unblocked		145				
vC, conflicting volume	97				205	97
vC1, stage 1 conf vol					(1.28m)	
vC2, stage 2 conf vol vCu, unblocked vol	97				205	97
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)	2.2				3.5	3.3
tF (s) p0 queue free %	2.2 99				ა.ე 100	98
cM capacity (veh/h)	1497				773	960
Direction Lane.		(4) (5) (4) (4)				
Volume Total	90	97	15			
Volume Left Volume Right	18 0	0 0	0 15			
cSH	1497	1700	960			
Volume to Capacity	0.01	0.06 0	0.02 1			
Queue Length 95th (ft) Control Delay (s)	1 1.6	0.0	8.8			
Lane LOS	Α	is to many by Channell, Con T.C. 12 educati	Α		residente de la Principa de la Principa de la Carlo de la Principa de la Principa de la Principa de la Principa de la Principa de la Principa	
Approach Delay (s) Approach LOS	1.6	0.0	8.8 A			
			^			
Intersection Summary Average Delay			1,4			
Intersection Capacity Utilization	n		21.1%	IGU	J Level o	f Service A
Analysis Period (min)			15			

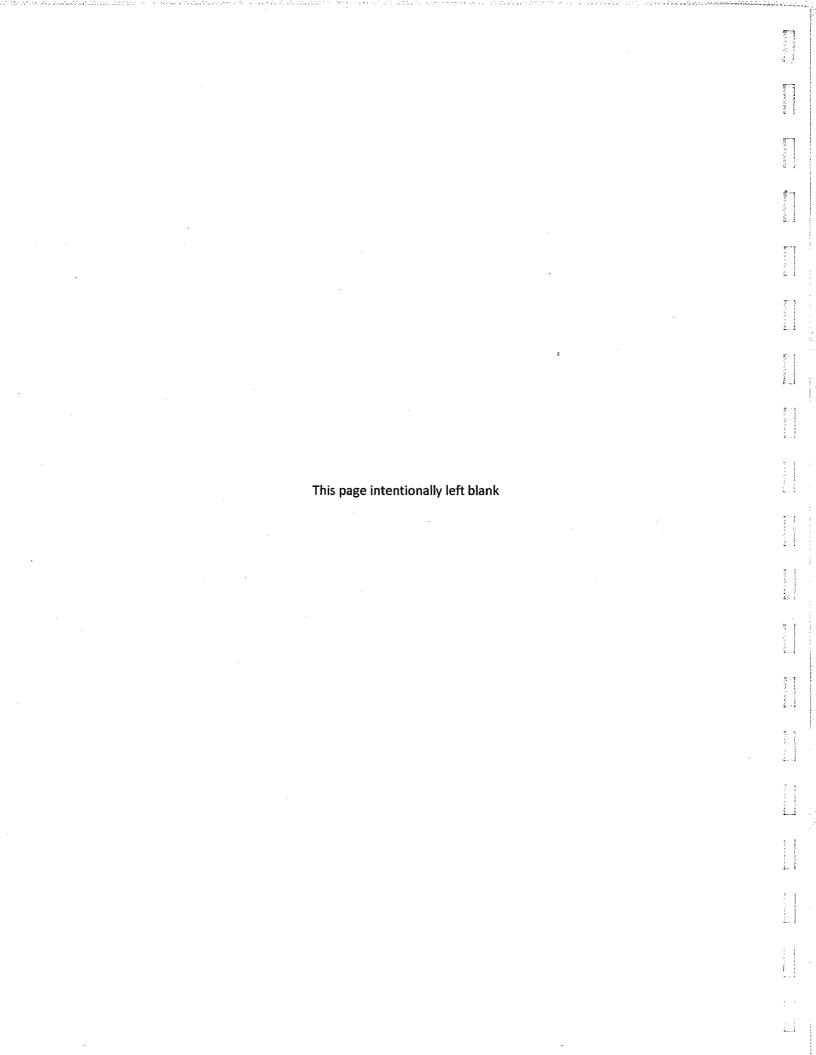
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мейенен		EBR .	NEL.	NET	32	SER-	3
Lane Configurations	¥			4	β.		=
Volume (veh/h)	0	0	37	195	62	11	英沙
Sign Control Grade	Stop 0%			Free	Free		Sils.
Peak Hour Factor	0.92	0.92	0.92	0% 0.92	0% 0.92	0.92	36
Hourly flow rate (vph)	0.92	0.32	40	212	67	12	W.
Pedestrians	Santa de la Caracteria de						172
Lane Width (ft)			20000000	1.000			Ž.
Walking Speed (ft/s)		en kerasanya de		DOG STEA A-AAR VEGTO			t Apr
Percent Blockage Right turn flare (veh)				S SHEEPS	9/10/5/10/2015		30 30
Median type		Se Translesson	(1) (34-5) (4)	None	None		jë.
Median storage veh)	luko kalendista kalenda etakik						À
Upstream signal (ft)							Ĝ
pX, platoon unblocked			NS-0752500A				er.
vC; conflicting volume vC1, stage 1 conf vol	366	73	79				
vC1, stage 1 conf vol							27A 278
vCu, unblocked vol	366	73	79				12
tC, single (s)	6.4	6.2	4.1				9 9
tC, 2 stage (s)	45445000556802564266				o accomply accomply and	2022/2022/2022/2022/2022/2022/2022/202	
tF (s) p0 queue free %	3.5 100	3.3	2.2				
cM capacity (veh/h)	617	100 988	97 1519				<u>@</u>
The state of the s		PARTICIPATION CONTROL					S) SH
<u>Direction (Lanes).</u> Volume Total	0	252	79				
Volume Left	0	202 40	, 19 0				2
Volume Right	0	0	12				12
cSH	1700	1519	1700	#24.0000 N2500000000000000000000000000000000			φ.
Volume to Capacity	0.00	0.03	0.05				3
Queue Length 95th (ft) Control Delay (s)	0.0	2 1.4	0 0.0				ij.
Lane LOS	0.0 A	1.4 A	U.U				8
Approach Delay (s)	0.0	1.4	0.0				ÿ.
Approach LOS	Α	er er er er er er er er er er er er er e	, y armat farinasa ri esta espera	5550000000 (B#415040000	(en la companya de la participa esta	end described from the second management and the control of the control of the control of the control of the c -	N
in(elsestion Stummary							200
Average Delay	STANCE STREET, STANCE S	MESTERS OF SERVICES OF SUR	1.0	NO THE CONTRACT OF THE CONTRAC	terefore e formas canaret	NAMES AND ADMINISTRATION OF THE PROPERTY OF TH	-
Intersection Capacity Utiliza	ation		22.3%	ICI	J Level of	of Service A	Ť.
Analysis Period (min)			15				S
							2



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vievenen	[33]	E 12	(8) 18 B	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	SAVATE (S			0.1631	WOOTENED	3/2/1	S \$1.98	:: (38)
Lane Configurations	7	41		*	ተ ጉ		ኻ	† p		ት	† †	7
Volume (vph)	261	959	116	138	1113	164	178	395	110	177	447	502
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	3.0
Lane Util. Factor	1.00	0.95	COMPANIES CONTRACTOR OF THE STREET	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	unoso asseso controleno.	1.00	1.00	ndini Da Calanti II. Cafrinana and anim	1.00	1.00	de serve de marco de marco de constante de constante de constante de constante de constante de constante de co	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	AND DESCRIPTION OF STREET	0.95	1.00	1.00
Satd. Flow (prot)	1770	3476		1770	3460		1768	3398		1767	3539	1565
Flt Permitted	0.08	1.00	rzkiekiwano biasasa	0.15	1.00	ench mencumana sarah	0.36	1.00	GMCCCCC Street CONCUSION	0.26	1.00	1.00
Satd. Flow (perm)	148	3476		271	3460		677	3398		486	3539	1565
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	284	1042	126	150	1210	178	193	429	120	192	486	546
RTOR Reduction (vph)	0	7	0 erritramasulissasitramasu	0	8	0	0	19	0	0	0	26
Lane Group Flow (vph)	284	1161	0	150	1380	0	193	530	- 0	192	486	520
Confl. Peds. (#/hr)	5	ECONOMIC - HOUSENESS CONTROL	2	2		5	3	~	9	9		3
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	n A Octobrillo Ministry (Dellacore	3	8	College Street on Communication Co.	5	2	Control of the Contro	1	6	7
Permitted Phases	4			8			2			6		- 6
Actuated Green, G (s)	72.0	59.1	PERSONAL PROPERTY	57.1	47.2	School medianesse measur	41.0	33.0		45.0	35.0	56.8
Effective Green, g (s)	72.0	59.1		57.1	47.2		41.0	33.0		45.0	35.0	56.8
Actuated g/C Ratio	0.55	0.45		0.44	0.36		0.32	0.25	cressattera sacarci	0.35	0.27	0.44
Clearance Time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	3.0
Vehicle Extension (s)	3.0	3.0	Windows-manufacture	3.0	3.0	MINDS NEEDS AND AND AND AND AND AND AND AND AND AND	3.0	3.0	THE PROPERTY OF THE PARTY OF	3.0	3.0	3.0
Lane Grp Cap (vph)	354	1580		233	1256		281	863		267	953	684
v/s Ratio Prot	c0.13	0.33	S200 S200 S200 S200	0.05	c0.40		0.04	0.16	090000000000.50W	c0.06	0.14	c0.13
v/s Ratio Perm	0.31			0.23			0.17			0.19		0.20
v/c Ratio	0.80	0.73		0.64	1.10		0.69	0.61	elektristerin processus	0.72	0.51	0.76
Uniform Delay, d1	37.9	29.0		24.4	41.4		36.6	42.9		32.7	40.2	30.8
Progression Factor	1.64	0.82		1.00	1.00		0.96	0.96		1.00	1.00	1.00
Incremental Delay, d2	10.3	1.5		6.0	57.0		6.7	3.2		8,9	- 1.9	4.9
Delay (s)	72.2 E	25.2 C		30.4	98.4		41.9	44.2		41.6	42.2	35.7
Level of Service		SOCIAL STREET, SEE SALES OF STREET		С	F		D	D	Œ SLA	D	D	· D
Approach Delay (s) Approach LOS		34.4 C			91.8 F		and the second	43.6 D			39.2 D	3445550
		- V			Г			ט			ש	
កែ(ជាគមមមៀត និម្យាជាក្រសួន												
HCM Average Control Dela			54.8	H	CM Level	of Service	8		D			22.2860300
HCM Volume to Capacity ra	atio		0.90									10.144
Actuated Cycle Length (s)			130.0		ım of lost		d50 11.150.0		15.0	50 J. S.		
Intersection Capacity Utiliza	ation	migot _ o e e e e e	91.6%	IC	U Level o	f Service			F			
Analysis Period (min)			15									
c Critical Lane Group												'

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Vevenum)	an de State	22	0.61337	AVIE (E)	(1011)	Striff 188	((E)	2018]377	Majres	8(6)	45[81]	o SSR
Lane Configurations	N.	† p		J.	ተ ኈ		34	4		الم	1	
Volume (vph)	112	1172	- 51	47	1668	69	73	62	64	70	48	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	inti barkharati na atrawa ku an	1.00	0.95	and the second s	1.00	1.00	channels (Table 1s/school) is 100 marine for	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00	Dao sidministra e esperanto.	1.00	1.00	0.00.000 (0.000	0.97	1.00		0.97	1.00	me an ordered the energy
Frt	1.00	0.99		1.00	0.99		1.00	0.92		1.00	0.90	
Fit Protected	0.95	1.00		0.95	1.00	an company to the second of the second	0.95	1.00	and the second control of the second control	0.95	1.00	N. Market State No. of Con-
Satd. Flow (prot)	1770	3512		1770	3514	多多者。	1717	1680		1723	1632	
Flt Permitted	0.05	1.00		0.14	1.00		0.62	1.00	no te monto constitue de la constitue	0.63	1.00	
Satd. Flow (perm)	100	3512		265	3514		1117	1680		1138	1632	
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)	122	1274	55	51	1813	75	79	67	70	76	52	90
RTOR Reduction (vph)	0	2	0	0	2	0	0	29	0	0	48	0
Lane Group Flow (vph)	122	1327	0	51	1886	. 0	79	108	0	76	94	0
Confl. Peds. (#/hr)	2		4	4		2	16		14	14		16
Tum Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	85.6	77.0		77.1	71.5		32.4	32.4		32.4	32.4	
Effective Green, g (s)	85.6	77.0		77.1	71.5		32.4	32.4		32.4	32.4	
Actuated g/C Ratio	0.66	0.59		0.59	0.55		0.25	0.25		0.25	0.25	
Clearance Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	208	2080		222	1933		278	419		284	407	
v/s Ratio Prot	c0.05	0.38		0.01	c0.54			0.06			0.06	
v/s Ratio Perm	0.34			0.13			c0:07			0.07		
v/c Ratio	0.59	0.64		0.23	0.98		0.28	0.26		0.27	0.23	
Uniform Delay, d1	33.2	17.4		13.3	28.4		39.4	39.1		39.3	38.9	
Progression Factor	1.00	1.00		0.63	0.55		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.2	0.7		0.2	8.0		2.6	1.5		2.3	1.3	
Delay (s)	37.4	18.0		8.6	23.5		42.0	40.6		41.6	40.2	tota to totale and the s
Level of Service	D	В.		Α	С	6.6.6	D	D.		. D	D	
Approach Delay (s)		19.6			23.1			41.1			40.7	
Approach LOS		В			С			D			D	
HCM Average Control Dela HCM Volume to Capacity of Actuated Cycle Length (s) Intersection Capacity Utiliza Analysis Period (min)	atio		23.8 0.74 130.0 90.2% 15	i Si	M Level Im of lost U Level o	time (s)			C 15.0 E			
c Critical Lane Group												

	*	•	†	1	-	↓
Movement	yvisi s	20 912]	1112			851
Lane Configurations	**		↑ ↑			414
Volume (vph)	26	30	607	33	22	689
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0			6.0
Lane Util. Factor	1.00		0.95			0.95
Frt	0.93		0.99		8.62.3	1.00
Flt Protected	0.98		1.00			1.00
Satd. Flow (prot)	1688		3512			3534
Fit Permitted	0.98	NOAT AND TO BE IN TAXOUR.	1.00	lated to proper to a series of the series		0.92
Satd. Flow (perm)	1688		3512			3254
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	33	660	36	24	749
RTOR Reduction (vph)	31	0	6	0	0	0
Lane Group Flow (vph)	30	0	690	0	0	773
Turn Type	NA		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases	Sharing from the state of the s	and Plate He with Leave			6	
Actuated Green, G (s)	4.4		28.6			28.6
Effective Green, g (s)	4.4		28.6			28.6
Actuated g/C Ratio	0.07		0.44			0.44
Clearance Time (s)	6.0	1500TarStateAeteriotee == 1	6.0	nen passer agreement rose on	Security of Security Security of Security Securi	6.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	114	nave programment	1545	advisor-menti		1432
v/s Ratio Prot	c0.02		0.20			
v/s Ratio Perm	initationisti kilonomaana eritariaan ee		n kanang da manakan kanan kanan ka	inginangappy caracan su	entransia di batti di Antonio di Co	c0.24
v/c Ratio	0.27		0.45			0.54
Uniform Delay, d1	28.8	e mensikat negarpanyan pan menan	12.7	title dell'aggression a service a service	STEETING AMERICAN FIRST SPINISH	13.4
Progression Factor	1.00		1.00			1.09
Incremental Delay, d2	1.2	estelusionilos como record	0.9	en en en en en en en en en en en en en e	and the region of the second of the	1.3
Delay (s)	30.0		13.6			15.8
Level of Service	C	glagade della germen cama e moder	В	terretorio de Novos de Secolo de Sec	opening of the second of the s	В
Approach Delay (s)	30.0		13.6			15.8
Approach LOS	С		В			В
mesecion Summary						
HCM Average Control Dela			15.4	НС	M Level	of Service
HCM Volume to Capacity r	atio		0.50			
Actuated Cycle Length (s)			65.0	Su	m of lost	time (s)
Intersection Capacity Utiliza	ation		48.3%	ICI	J Level o	f Service
Analysis Period (min)			15			
c Critical Lane Group			100		50 B	



	-	7	1	+	1	<i>*</i>	
Movement			a William	e villa i i e	way(E)	NER	
Lane Configurations	† }		ሻ	朴	14		
Volume (veh/h)	1290	16	14	1779	5	46	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	The Property of the Control of the C
Hourly flow rate (vph)	1402	17	15	1934	5	50	
Pedestrians		25145057740052400	SOSSONIO MOST PERMI	26	5		
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)				4.0	4.0		
Percent Blockage				2	0		
Right turn flare (veh)	None	8 - 13 - 17 - 18 - 18 - 18 - 18 - 18 - 18 - 18	14 - 14 - 14 - 14 - 14 - 14 - 14 - 14 -	TWLTL	1964 (35 - 1667)		
Median type Median storage veh)	None			1 VVL 1 L			
Upstream signal (ft)	320			673			
pX, platoon unblocked	JZU		0.75	0/3	0.78	0.75	
vC, conflicting volume			1425		2413	741	
vC1, stage 1 conf vol			TLU		1416	(',T'	
vC2, stage 2 conf vol					997		
vCu, unblocked vol		NO ACCUMENTATION PROPER	897	SERCEUM DE CAMANA	791	0	STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STA
tC, single (s)			4.1		- 6.8	6.9	
tC, 2 stage (s)	100 (Carrier of the Carrier of the C	entrales on Land Constitution Constitution of a Constitution	Charles Vision Control of the	MPG2/4500001411005.076565-1	5.8		AND RECORD AND THE STATE OF THE
tF (s)			2.2		3.5	3.3	
p0 queue free %		ween water and the contract of	97	rementar harmonistis mass - 1 tanulus	98	94	ricular annual marina d'armient and charles de l'history
cM capacity (veh/h)			561		265	791	
Directory (series)				(1) (1) (1) (1) (1) (1) (1) (1)	(1), (e), (e),	AQE 1	
Volume Total	935	485	15	967	967	55	
Volume Left	0	0	15	0	0	5	1,960 agraegius filosofi han ismitelletti, filosofi (1941 ; sensidi) (1945 m. ten 1
Volume Right	0	17	0	0	0	50	
cSH	1700	1700	561	1700	1700	662	
Volume to Capacity	0.55	0.29	0:03	0.57	0.57	0.08	
Queue Length 95th (ft)	0	0	2	0	0	The control of the	etran Kumatkatan Africa da Salamani.
Control Delay (s)	0.0	0.0	11.6	0.0	0.0	10.9	
Lane LOS			В		STORE SERVICES	В	
Approach Delay (s)	0:0		0.1			10.9	
Approach LOS						В	
in corse alternas um malgados							
Average Delay	NA CATEGORIA CON CONTRACTOR CONTR		0.2	MESSAN TIMBERS LICENS AT PRICE	Nacional Calleria de Santos de Santos	enter in de la company	esta empore e postaro mornica en estado en estado en
Intersection Capacity Utilization	n		65.8%	IC	U Level o	Service C	
Analysis Period (min)		Security for the same	15	olisto nadele Grande-di	ungga watan watan		
			SELACY SEL				

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Movemen	(S. 65 (S			(1) [3] [2]		(SVIII)	(8) (E)		10 10	(\$)3)2/3	98	(\$)\$(F
Lane Configurations	13	Ф 12	20	4	4	6	9	41 → 621		12	4 %	33
Volume (veh/h) Sign Control	ıo	Stop	20	4	8 Stop	0	9	ozı Free	4	. 12	670 Free	్ చ
Grade		- 0%			0%			0%		902 E.A	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	13	22	0.52 4	9	7	10	675	4	13	728	36
Pedestrians	L.T.	19			2		al V	1			6	25-16-44
Lane Width (ft)		12.0			12.0			12.0		ng mga kalang	12.0	No.45-18
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	REPARTUR S.
Percent Blockage		2			0			0			1	
Right turn flare (veh)	n i o montale de la companie de la c	TO STANDARD STANDARD STANDARD	Contract with the Three		of other open account	Kanak Marakanan ara		Andrean Parallel (1994) (1995) (1995)	en en en en en en en en en en en en en e	anan Translation of the	tomas en estado de ago	(1900 TeVal) audition in 1
Median type	3, 39,050-5150							None			None	1911-1911
Median storage veh)				Actual To Supplied a Supplied to	ON MACHINE CONTROL	14 - 14 14 14 14 14 14 14 14 14 14 14 14 14	- Li Carriano, II Enerta Actor (C	enantyviinistä ymminerinnastinytti turas vu	Period 1, 100, 2011.1	recomplished to a second	es tours (versorers).	
Upstream signal (ft)		ich seit seites									658	No feets
pX, platoon unblocked												
vC, conflicting volume	1165	1492	402	1118	1508	348	783			681		
vC1, stage 1 conf vol	n dem honingte planeri ment wortherw	merikankantan terdi, shawa	ine an inference experience decreases	namentonomentonome	and which are the following the second	research and the feet of the Union	ay tan saanya kan ya masa ay a	Value (Value Value V	en a de deserve de la Propie Companion.	nadional de Nadional de Parlamber VI resolve	Stanle ortain committees to	
vC2, stage 2 conf vol			de la composição									
vCu, unblocked vol	1165	1492	402	1118	1508	348	783	na nazivi in EES (n. 1940) (n. 1960)		681	etamandos vesos a Asservas	and the second second
tC, single (s)	7.5	6.5	6.9	- 7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)				grado-warani-reministra	514000000000000000000000000000000000000				**************************************			
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	89	96	97	92	99	99			99		represions:
cM capacity (veh/h)	132	117	588	137	114	644	818			906		
Direction state ### Volume Total	49	20	347	342	377	400						
Volume Left	14	20 4	10	342 0	13	400 0						
Volume Right	22	7	0	4	0	36.						
cSH	191	166	818	1700	906	1700						
Volume to Capacity	0.26	0.12	0.01	0.20	0.01	0.24						
Queue Length 95th (ft)	24	10	1	0	1	0					500 (500) AHLOL (KLOD	
Control Delay (s)	30.2	29.5	0.4	0.0	0.5	0.0						
Lane LOS	D	D	Α	н сынала нападай, катай (Апа	A		consistant de la Colombia de Colombia	сониям снеидофиясь ₍ 21), 72 б.	ene en en sammet place Gestalber	acione sucrete successi della di	angelektik bilandi	 100 November 2 (2004)
Approach Delay (s)	30.2	29.5	0.2		0.2						(1.00 mg)	6.6
Approach LOS	D	D							and the second s			
meisedien summary												
Average Delay			1.5									
Intersection Capacity Utiliza	ation		40.0%	IC	U Level o	of Service			A			
Analysis Period (min)	erministrated times described and the 1994 found of	and the second s	15	ne meneral di decendi di se dili di Angli	пулк жыл алғанда қызбасға Тәуғей бій бірізі	annessam anterioristica (principalita) in illigi	ne angeleggi gittimag i Allandig.	angerienge og erieter sig til i strikt led filligte.	gan amigra (Mariatria anamaria).	eranan jamenten jarin järin rangoratin yiyatin alifayid	are made of the state of the state of	
								Sarah A		GEN GS/464550	Timestalla isto	6989898

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Movemen		os Ewj8es	(E) (E) (E)	sos į lažos		SPR
Lane Configurations	Ŋ			र्स	1>	
Volume (veh/h)	0	0	0	24	22	7
Sign Control	Stop	ionis Tetro Milatura		Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrians	0	0	- 0	26	24	8
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	entrational programme and a second programme.		2015 (0000) (0000) (0000)			
Median type		5,450, 85,75	180000	None	None	
Median storage veh)	od westween according to the			Limins was military am well necessor	************************	NEWSTREET STEEL ST
Upstream signal (ft)					183-183-183	
pX, platoon unblocked						
vC, conflicting volume vC1, stage 1 conf vol	54	28	32			
vC1, stage 1 conf vol						
vCu, unblocked vol	54	28	32			
tC, single (s)	6.4	6.2	4:1			
tC, 2 stage (s)			i de circia de la composición de la composición de la composición de la composición de la composición de la co			
tF(s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	954	1048	1581			
Direction services			778 81777			
Volume Total	0	26	32			
Volume Left	0	0	0			
Volume Right	0	0	8			
cSH	1700	1581	1700			
Volume to Capacity	0.00	0.00	0.02			
Queue Length 95th (ft) Control Delay (s)	0.0	0.0	0.0			
Lane LOS	0.0 A	υ.υ	U.U			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization	1	STABAST S	6.7%	l()	ר ופעם ו	of Service A
Analysis Period (min)	lotalist (1966)		15	101	O'TENE!!	
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14: Saratoga Ave. &	. West Parking Lot

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Meyement	915)	SVE E	NA STATE		0.5)	SBT. O. G.	
Lane Configurations	k/f		1			र्व	
Volume (veh/h)	32	36	152	0	0	160	
Sign Control	Stop	dano composizione	Free	nasananan-masanan		Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92		webst e
Hourly flow rate (vph)	35	39	165	0	0	174	85
Pedestrians							1776:
Lane Width (ft)							
Walking Speed (ff/s)							KAU
Percent Blockage Right turn flare (veh)	90165		. 22 27 28				1993
Median type		897 25 7 8 E	None		1181 (ES) 484	None :	347
Median storage veh)			INVIIG			NOTE:	d94.
Upstream signal (ft)						667	2905 4805
pX, platoon unblocked		22.75.76.25.07.50KG	SA Carebbas Andrews (1874)				257
vC, conflicting volume	339	165			165		癴
vC1, stage 1 conf vol	and the second of the second s	e de Camille South Control of the Co	Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Carlo Ca	CONTRACTOR STATE	i terminatus perilikasi interesti in	1990 millionis in millionis and the contract of the contract o	1401,11
vC2, stage 2 conf vol							
vCu, unblocked vol	339	165			165		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)					sansusan managan ang sang s		(Jenstra)
tF (s)	3.5	3.3			2.2		
p0 queue free %	95 657	96 879			100 1413		(1964) (1964)
cM capacity (veh/h)	00/	0/9			1413		2001
Mileston report			/S 5///				
Volume Total	74	165	174				
Volume Left	35	0	0	innen manarii meninin ni kom	awaani ah minayaa maana		289-34
Volume Right	39	0	0				鹺
cSH	758	1700	1413				200
Volume to Capacity	0.10	0.10	0.00				18
Queue Length 95th (ft)	8 10:3	0	0 0.0				V. S.
Control Delay (s) Lane LOS	iv.ə B	0.0	U:U				23
Approach Delay (s)	10.3	0.0	0.0				1997 1835
Approach LOS	В	0.0	υ.υ				923
	_						
intersection (Summary			4.0				
Average Delay			1.8	iAi	(1)	.	1000 1000
Intersection Capacity Utilization		20106-0013	19.1% 15	باناا	Tevel 0.	of Service A	13
Analysis Period (min)			15				

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dovernements	//(c/i)///	& Buyen	//[matrix	(0.0011)E/(0	estolica pos	(1912);ks	//jaigs18/00	(VIZV)		(a) (a)	5 5 5 5 5	(S(S))
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	29	0	16	14	0	2	9	121	1	2	159	35
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)	32	0	17	15	0	2	10	132	1	2	173	38
Volume Total (vph)	49	17	142	213								
Volume Left (vph)	32	15	10	2								
Volume Right (vph)	17	2	1	38			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	and artistics for any challest		and the second second second second	- Andrew State of Sta	all and the control of the control o
Hadj (s)	-0.05	0.13	0.04	-0.07								
Departure Headway (s)	4.7	4.9	4.3	4.1							,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Degree Utilization, x	0.06	0.02	0.17	0.25					1000			
Capacity (veh/h)	710	674	807	851								
Control Delay (s)	8.0	8.0	8.2	8.5								
Approach Delay (s)	8.0	8.0	8.2	8.5								
Approach LOS	A	A	A	A								
nemesion/Strawalk												
Delay			8.3									
HCM Level of Service	A-T-CATESTANCES (CONTRACTOR AND AND AND AND AND AND AND AND AND AND	electrod-ecologiste-recibility splints	Α	INVESTMENT WELLOWS CREEKS	an emergene or electric and ele	Novelets address to testing	NATIONAL MATERIAL NATIONAL AND AND AND AND AND AND AND AND AND AND		NOTES NOTES AND SERVICE OF SERVICE AND SER	anasara sa	Diemen German Gerichen	BESTERNASTIN.
Intersection Capacity Utilization	n		31.7%	IC	U Level of	Service			- A			
Analysis Period (min)	a vergenniti", Autololik kantunisin (1614)	ner mediene er skiller of dillet.	15		en eine eine eine Eine Eine Eine Eine Ei	ence promotes de distribuit de la companya de la companya de la companya de la companya de la companya de la c	.verstancen esse ess	nero-contrate-montrate		ou orași de la Francisco de Calificia		mentalijustini e

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Movements seems as	(5.8)		\$/\$V (3) /\$V	san Britani		SBR
Lane Configurations	¥			4	Þ	
Sign Control	Stop			Stop	Stop	
Volume (vph)	0	1	7	24	14	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	8	26	15	9
offices from the control of the						
Volume Total (vph)	1	34	24			
Volume Left (vph)	0	8	0			
Volume Right (vph)	1	0	9	mpini dima nimendika-mpilinani in dalah	til myklige med fil et til fær fir fær han far fir fort i	
Hadj (s)	-0.57	0.08	-0.18			
Departure Headway (s)	3.5	4.0	3.7			
Degree Utilization, x	0.00	0.04	0.02			
Capacity (veh/h)	1018	895	953			
Control Delay (s)	6.5	7.2	6.8			
Approach Delay (s)	6.5	7.2	6.8			
Approach LOS	A	Α	A			
istojis eleitoje iš tūroje jelevo odos						
Delay			7.0		0.0000000000000000000000000000000000000	
HCM Level of Service			A			
ntersection Capacity Utiliza	tion		26.9%	IC.	ULevelo	of Service A
Analysis Period (min)			15			
,						

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Mexicane de la companya de la companya de la companya de la companya de la companya de la companya de la compa	(2) and	e de la composición dela composición de la composición dela composición de la compos			astr i 502.	avii ii		(1) E3 (2)	(2) (<u>6</u>) (2)	0 2 2		810)8
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	18	5	17	25	75	5	16	12	29	39	11
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)	16	20	5	18	27	82	5	17	13	32	42	12
i ligizi ka ka nga Ka		Arviers		9.07								
Volume Total (vph)	41	127	36	86								
Volume Left (vph)	16	18	- 5	32								
Volume Right (vph)	5	82	13	12		- Taranta and a series of the	and the second s	and the control of the control	out the first of t	Control of the Contro	166201200000000000000000000000000000000	
Hadj (s)	0.03	-0.32	-0:15	0.02								
Departure Headway (s)	4.3	3.9	4.2	4.3						the second section of the second	Annual Control of the State of	MODELLE STATE OF THE STATE OF T
Degree Utilization, x	0.05	0.14	0.04	0.10				(19)78343	ag estende a		Sugar,	
Capacity (veh/h)	798	894	812	799								
Control Delay (s)	7.6	7.5	7.4	7.8								Section 1
Approach Delay (s)	7.6	7.5	7.4	7.8	AMERICAN TRANSPORTATION AND ADMINISTRATION OF THE PARTY O							
Approach LOS	. A	A	Α	A								
merssellenssummen/												
Delay			7.6									
HCM Level of Service			Α					and the restriction of the restriction	THE POPULATION AND POPULATION		TO THE PARTY OF TH	angulopa rano terpe.
Intersection Capacity Utiliza	tion		29.9%	IC	U Level of	Service			Α			
Analysis Period (min)			15						menon monde de			eren in military and a second

	•		†	/	-	↓
Vievement		()/(31 26)	Nasa	∕ex(ŝ ;ŝ	(8)8)	(6)
Lane Configurations	14		†		and the second second second	†
Volume (veh/h)	21	13	Ö	0	0	Ö
Sign Control	Stop	o-company on a transfer de Saction (2002)	Free	nament kanada nadaliki da	an da de la composição de la composição de la composição de la composição de la composição de la composição de	Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	14	control designations are also received.	0	0	0
Pedestrians	78	manuscript control of	17			2
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0	tu Etgendungen, traggland in	4.0	and the second polymer was a second page.	nensa menera danah arrama	4.0
Percent Blockage	7	5.0500320	1	(B) (B) (B) (B)		. 0
Right turn flare (veh)	Waster Longwood to Artificiation	reactive earliest viv	newskernwarenen ere	versoore maal n	24570-353456	AT FREEDY THE DATE OF THE ATTEMPT OF
Median type	e de la displacación de la companya de la companya de la companya de la companya de la companya de la companya La companya de la co	erin erin erin er	None	nica jedas, jeda i ob Nacional i sudem sa		None
Median storage veh)	gwaterianes e englis	NT PARESTANCE	WARDSHAFF HIAGS	20150055700 Y845	STARL TO SHARE	en en en en en en en en en en en en en e
Upstream signal (ft)						
pX, platoon unblocked	۸r		EGISTAYO GARAY		70	
vC, conflicting volume	95	80			78	
vC1, stage 1 conf vol vC2, stage 2 conf vol						
vCu, unblocked vol	95	80			78	
tC, single (s)	93 6.4	6.2			4.1	
tC, single (s)	U. 4	U.4				
tF(s)	3.5	3.3			2.2	
p0 queue free %	97	98			100	
cM capacity (veh/h)	834	915			1422	
The second secon						
Directions/Legicy						
Volume Total	37	0	0			
Volume Left	23	0	0		9 . 93.692.03	
Volume Right	14	0	0			
cSH	863	1700	1700			
Volume to Capacity	0.04	0.00	0.00 0			6.450.25
Queue Length 95th (ft)	3 9.4	0.0	0.0	(500195144)		
Control Delay (s) Lane LOS	9. 4 A	0.0	U.U			
Approach Delay (s)	9.4	0.0	0.0			de de la companya de la companya de la companya de la companya de la companya de la companya de la companya de
Approach LOS	э. ч А		U.U			
	Γ.			A.V. S.	na ana ana	
intersteation Stringery						
Average Delay	ngan ngapangan namangan ng annagan ng anganangan na an anawan n	vancouring they come a de-	9.4	KRATIONINANI ORIGINA	e Anglestana wa katalon se	nya amanazyyy a sasansa i wa mma
Intersection Capacity Utiliz	zation		23.2%	IC	J Level (of Service
Analysis Period (min)	nagana cama ng memberah member	araga ay aragan ay ay ay ay	15	ar donaneou en esta en	ala terapaten deta reco	pri va s Sprescript regioner arrestre i in et e
		esitement	000200056	600 PR 10 10 10 10 10 10 10 10 10 10 10 10 10	90 y 50 y	

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Movemeni			avê e		() ()	SBR
Lane Configurations			ሻ	★★	∱ ∱	
Volume (veh/h)	0	0	11	686	707	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	12	746	768	16
Pedestrians	15				3	
Lane Width (ft)	0.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1
Median type	经基件分类	6 40 40 6	P 50 50	None	None	
Median storage veh)						
Upstream signal (ft)				905	321	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	1191	407	800			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	960	76	519			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF(s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	222	860	925			
Direction despisation	Neg in			7/16 e //40 ff		
Volume Total	12	373	373	512	272	
Volume Left	12	0	0	0	0	
Volume Right	0	0	0	0	16	
cSH	925	1700	1700	1700	1700	
Volume to Capacity	0.01	0.22	0.22	0.30	0.16	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	
Lane LOS	Α					
Approach Delay (s)	0.1			0.0		
Approach LOS						
mersenan summaryana						
Average Delay			0.1			
Intersection Capacity Utiliz	ation		23.4%	IC	U Level o	f Service A
Analysis Period (min)			15			

	•	•	†	7	\	1
Viavienieni		14 E AS			(0)2)	
Lane Configurations	Ϋ́		↑ ↑			4₽
Volume (veh/h)	1	- 66	631	6	21	686
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	72	686	7	23	746
Pedestrians	19	istational (Company	3		ri Andria e e e e e e e e e e e e e e e e e e e	5
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0	enerezen arena	4.0		ETER ETERRA NAVETA DESE	4.0
Percent Blockage	2		0			- 0
Right turn flare (veh)		PECONONIA SE		SECULOUS YSSENSE	estegatestestes	8-6252566a765487.63
Median type			None			None
Median storage veh)		errational de la company	655558 <u>2</u> 020 <u>2</u> -060	200000000000000000000000000000000000000	9545575412×545×6985	LOS CHA <u>LOS D</u> E CONTRA
Upstream signal (ft)			645			581
pX, platoon unblocked	0.89	~~~				
vC, conflicting volume	1130	370			711	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	005	270			744	
vCu, unblocked vol	905 6.8	370 6.9	(SKEKETSKE 1982	657 S57 NA S	711 4.1	
tC, single (s)	0.0	0.9			4,1	
tC, 2 stage (s) tF (s)	3.5	3.3			2.2	
p0 queue free %	3.3 100	88			2.2 97	
cM capacity (veh/h)	236	614			870	
1000 September 1 S	200	UIH			UIU	
					(0.2000)	
Volume Total	73	457	235	271	497	
Volume Left	1	0	0	23	0	
Volume Right	72	0	7	0	0	
cSH	600	1700	1700	870	1700	TOWNS THE LONG WORLD FOR MICH.
Volume to Capacity	0.12	0.27	0.14	0.03	0.29	
Queue Length 95th (ft)	10	0	0	2	0	ANTENTANTONIONEN APPRAIS
Control Delay (s)	11.8	0.0	0.0	1.0	.0.0	
Lane LOS	В	egggwyganensom e	en in der Steine der Steine Steine Steine Steine Steine Steine Steine Steine Steine Steine Steine Steine Steine Steine Steine	A		ough kongra novemen
Approach Delay (s)	11.8	0.0		0.4		
Approach LOS	В					
nicisenionasummanas a						
Average Delay			0.7			
Intersection Capacity Utiliz	ation		46.8%	اما] evel c	f Service
Analysis Period (min)	Anon a	es e desse de la light	15		averanting.	
, analysis i shou (min)						

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21	14	176	8	4	139			
Stop		Free		The same of the sa	Free		and the second s	at an Matalon, ang pada pagai Lington pada at tangkan, at mangganting Tiberati
					0%			
0.92	0.92	0.92	0.92	0.92	0.92		THE STREET IS DON'T CONTROL BY COMMENCE OF STREET	and the second s
23	15	191	9	4	151			
15		3					A CONTRACTOR OF THE PROPERTY O	The second secon
12.0		12.0						
4.0		4.0						A
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P (2) 3		None			None			
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373	211			215				
NOTE WAS THE AND THE STREET	halo badani bi ninda na pangan pinin							
								6.00 6.00
		A received a service as reconstruction as a service as a	compose o programme					
6.4	6.2			4.1				
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								8848
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616	819			1338				
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		15						
	21 Stop 0% 0.92 23 15 12.0 4.0 1.	373 211 6.4 6.2 38 200 23 0 4.0 1 373 211 6.4 6.2 3.5 3.3 96 98 616 819 4 0 15 9 684 1700 0.06 0.12 4 0 10.6 0.0 B	21 14 176 Stop Free 0% 0% 0.92 0.92 0.92 23 15 191 15 3 12.0 12.0 4.0 4.0 1 0 None None 373 211 6.4 6.2 3.5 3.3 96 98 616 819 38 200 155 23 0 4 15 9 0 684 1700 1338 006 0.12 0.00 4 0 0 10.6 0.0 0.2 B A 10.6 0.0 0.2 B A 10.6 0.0 0.2 B	21 14 176 8 Stop Free 0% 0% 0.92 0.92 0.92 0.92 23 15 191 9 15 3 12.0 12.0 4.0 4.0 1 0 None None None None 1 0 None 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	21 14 176 8 4 Stop Free 0% 0% 0% 0.92 0.92 0.92 0.92 0.92 23 15 191 9 4 15 3 12.0 12.0 4.0 4.0 1 0 None None None 373 211 215 6.4 6.2 4.1 3.5 3.3 2.2 96 98 100 616 819 1338 38 200 155 23 0 4 15 9 0 684 1700 1338 0.06 0.12 0.00 4 0 0 10.6 0.0 0.2 B A 10.6 0.0 0.2 B	21 14 176 8 4 139 Stop Free Free 0% 0% 0% 0% 0.92 0.92 0.92 0.92 0.92 0.92 23 15 191 9 4 151 15 3 12.0 12.0 4.0 4.0 1 0 None None None None None None None None 1 215 6.4 6.2 4.1 3.5 3.3 2.2 96 98 100 616 819 1338 None 616 819 1338 None 684 1700 1338 0.06 0.12 0.00 4 0 0 10.6 0.0 0.2 B A 10.6 0.0 0.2 B 1.1 1.1 ON ICU Level of Service	21 14 176 8 4 139 Stop Free Free 0% 0% 0% 0% 0.92 0.92 0.92 0.92 0.92 0.92 23 15 191 9 4 151 15 3 12.0 12.0 4.0 4.0 1 0 None None None None None None None None None 15 33 211 215 6.4 6.2 4.1 3.5 3.3 2.2 96 98 100 616 819 1338 VIET NBH BH	The color of the

	*	>	4	†	1	✓
Vovement			3/1/13 1 2/23	001121000	(S) 201	SBR 19
Lane Configurations	¥,			स	β.	
Volume (veh/h)	- 8	2	10	18	27	29
Sign Control	Stop	West and the second second	9-44-800-000-000-00-00-00-00-00-00-00-00-00-	Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92 9	0.92 2	0.92 11	0.92 20	0.92	0.92
Hourly flow rate (vph) Pedestrians	9 16		11	-20	29 8	32
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)	::4-8410011109:	Y SEE NEW ACTOR	esentinosen esta viente		enerunyski sak	
Upstream signal (ft)						
pX, platoon unblocked vC, conflicting volume	110	61	77			
vC1, stage 1 conf vol		VΙ	- 11			
vC2, stage 2 conf vol						
vCu, unblocked vol	110	61	77			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)		40000000000000000000000000000000000000				
tF (s)	3.5	3.3	2.2			
p0 queue free % cM capacity (veh/h)	99 863	100 991	99 1502			
	000		1302			
SHERIO BEING						
Volume Total	11	30	61			
Volume Left	9 2	11 0	0 32			
Volume Right cSH	886	1502	3∠ 1700			
Volume to Capacity	0.01	0.01	0.04			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	9.1	2.7	0.0			
Lane LOS	Α	Α	s. may can appear to come to come		electronic schools as the	
Approach Delay (s)	9.1	2.7	0.0			
Approach LOS	Α					
mersedien Summery						
Average Delay	Code and Code you what they down	gan (pogra planiga o mod ni mkm	1.8	(magazina paga samanan	Market Brestleman Co. market alleran a	
Intersection Capacity Utilization	1.000		18.2%	ICI	J Level o	f Service A
Analysis Period (min)			15			

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viovement		100		((,2)1		ovystkie	Selvja iče	(312)	(SMERS)	21	\$20	(\$ 3)\$
Lane Configurations		4B		~	413		ሻ	ֆ		ሻ	þ	
Volume (veh/h) Sign Control	0	1205 Free	24	2	1392 Free	34	2	0 Stop	50	1	0 Stop	33
Grade		0%			0%			310p			- Stop 0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1310	26	2	1513	37	2	0	54	1	0.02	36
Pedestrians	THE SALE PROPERTY OF THE PROPE	2	60 to 870 Pill William I. 1. 1000 1004	CONTROL OF A CONTROL OF THE CONTROL	And a selected definition of the selection of the selec	CONTRACTOR AND A STATE OF THE S	edicine and successive and successive and a	6	00000000000000000000000000000000000000	BLOG ACTUAL PERSON ASSET	13	- AL COMMONDE TO THE
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0		teins ket kriji (and 27 Artismes) er states	Transportation of the Control of the	9077285997A79642A-957	unaksika kanan manaksi ta	4.0	Stammely is defined a military of the	sana wasana dalama zanahi	4.0	·
Percent Blockage	9 53 55 55 55	0						1			1	
Right turn flare (veh)	0.0500.000.000.000.000.000.000.000.000.	FENTENNAZ476J	Migra van Deser	15014G WELLES	-74,00-100	960035345454666	384 NEW 1966	ana a a ana	eyezin sagatagasa	OTVENERA CERTAPA	estina techi ovolena	omegaasen
Median type Median storage veh)		None			TWLTL 2							
Upstream signal (ft)		369			2							2168/766
pX, platoon unblocked		- JUJ		0.73			0.73	0.73	0.73	0.73	0.73	
vC, conflicting volume	1563			1342			2128	2896	674	2258	2891	790
vC1, stage 1 conf vol					h disambine astrono		1329	1329		1549	1549	
vC2, stage 2 conf vol							799	1567		709	1342	
vCu, unblocked vol	1563			730			1806	2858	0	1985	2850	790
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s) p0 queue free %	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
cM capacity (veh/h)	100 414			100 632			99 201	100 141	93 788	99 113	100 142	89 329
A COLUMN TO THE PROPERTY OF TH	414			and the second second second			201	ACOM NEGOTIAL PROPERTY	/66	I:IO	142	329
Volume Total	655	681	759	793	# NB (18)	54	1	36				
Volume Left	0	0	2	0	2	0	1	0				
Volume Right	0	26	0	37	0	54	0	36				
cSH	414	1700	632	1700	201	788	113	329		Secretar contacts of the Secretarian Control	CONTRACTOR SECTION	
Volume to Capacity	0.00	0.40	0.00	0.47	0.01	0.07	0.01	0.11			aga yan da a	
Queue Length 95th (ft)	0	0	0	0	1	6	1	9	TERRESITATION AND SERVICE	THE THE PARTY OF T	TSORVERS OVER 1800 A NO	NII GCTS STORES IN
Control Delay (s)	0.0	0.0	0.1	0.0	23.1	9.9	37.1	17.3				
Lane LOS Approach Delay (s)	0.0		A 0.0		C 10.4	Α	E	С			inge ver geere	GESTEKEN)
Approach LOS	0.0		0.0		10:4 B		17.9 C					
intersection Summervices												
Average Delay			0.4					- Washington Control				
Intersection Capacity Utiliza	ation		51.6%	ICI	J Level o	f Service			A			
Analysis Period (min)	and and for the same of the sa		15			- Communication of the State of	and the second s	and a record only softening of sheek.	and the second s	and the second of the second s		, and the side of
		2000			Control of the Contro		7.5547.507574	60.00		80.5082830V		Q. 200 200 200 200 200 200 200 200 200 20

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	(512)			AWARS :	4081616.00	· · · · · · · · · · · · · · · · · · ·
Movement Lane Configurations	(45191ES)	ે	Դ	111111111111111111111111111111111111111	ħ/	and the second s
Volume (veh/h)	17	38	41	0	0	15
Sign Control	aneren er inneren er en en en en en en en en en en en en en	Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	41	45	0	0	16
Pedestrians		(1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000) (1000)				
Lane Width (ft)						
Walking Speed (ft/s) Percent Blockage						
Right turn flare (veh)						
Median type	(1886-4218)	None	None			
Median storage veh)				en er en skendskansk	Para (Perantie de 2012)	THE SECOND PORT SECTION OF SECTION ASSESSMENT OF SECTION SECTION OF SECTION OF SECTION SECTION SECTION SECTIONS OF SECTION SEC
Upstream signal (ft)		145				
pX, platoon unblocked						
vC, conflicting volume	45				123	45
vC1, stage 1 conf vol		V65055V55V5				
vC2, stage 2 conf vol	45				400	45
vCu, unblocked vol tC, single (s)	45 4.1				123 6.4	45 6.2
tC, 2 stage (s)	Hills				0.4	
tF (s)	2.2				3.5	3:3.
p0 queue free %	99				100	98
cM capacity (veh/h)	1564				862	1025
Oji (=lajilaji) kalaji:						
Volume Total	60	45	16			
Volume Left	18	0	0			
Volume Right	0	0	16			
cSH	1564	1700	1025	Anne Broth Committee Anne Broth Com	KOAN (1820) (*1200) (*1200)	
Volume to Capacity	0.01	0.03	0.02			
Queue Length 95th (ft)	1	0	1	eraki Sera erren ili alikultur		antinaminen era kanna
Control Delay (s)	2.3	0.0	8.6			
Lane LOS	A 2.3	0.0	A 8.6			
Approach Delay (s) Approach LOS	2.3 <i>=</i> =	0.0	0.0 A			
• • • • • • • • • • • • • • • • • • • •			Λ			
ntersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization		6.0	19.6%	IC	U Level o	of Service A
Analysis Period (min)			15		Hoverensensens	

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Movement -	E S	Ebr				A SPIR
Lane Configurations	'ky#			स	Þ	
Volume (veh/h)	13	26	0	106	53	0
Sign Control	Stop	9538945275476834444	languagu garrangan esta	Free	Free	
Grade	0%	- September 1		0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	- 28	0	115	58	0
Pedestrians Lane Width (ft)	energy contract					
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)			1084V65700140			
Median type	34.29(0)		18 CH 18 CH	None	None	
Median storage veh)		endi stene () i u en u sine	ing a managaring transfer of the space.	i i i i i i i i i i i i i i i i i i i	artisist bet bet stands	ere de la comencia de la comencia de la comencia de la comencia de la comencia de la comencia de la comencia d La comencia de la co
Upstream signal (ft)						
pX, platoon unblocked	elleksisterereren korra pa	ann arm i marminenna i como	errono i namenamento con			
vC, conflicting volume	173	58	58			
vC1, stage 1 conf vol	Sel Service and a contract of	ragional and sales				
vC2, stage 2 conf vol	470		50	8151616	See See See	
vCu, unblocked vol tC, single (s)	173 6.4	58 6.2	58 4:1			
tC, Single (s)	0.4	0.2	4.1			
tF.(s)	3.5	3.3	2.2			
p0 queue free %	98	97	100			•
cM capacity (veh/h)	817	1009	1547			
Office of the control		MARKE G	0.0			
Volume Total	42	115	58			
Volume Left	42 14	0				
Volume Right	28	0	0			
cSH	935	1547	1700			
Volume to Capacity	0.05	0.00	0.03			
Queue Length 95th (ft)	4	0	0		versteen in service state state (e.e.	
Control Delay (s)	9.0	0.0	0.0			
Lane LOS	A	or companions garantees accoming	e November 10 e Novembro de Mario (Novembro).	nda wan medaas nena yasa ne	Number of the State of the Stat	
Approach Delay (s)	9.0	0.0	0.0			
Approach LOS	Α					
mersexion summary						
Average Delay			1.8			
Intersection Capacity Utilization	n		15.6%	ICI	J Level of	f Service A
Analysis Period (min)	haran mokernok err	nervise proper and revised in	15	operation and the control of the con-	- pergraphysical construction	The Mark of the Company and the Company of the State of the Company of the Compan



Appendix C

Future Capacity Analysis Worksheets





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MDMODICENE	JE(\$)	Elegical a	(G)(E)(V)		o auggreen	0.12151990	SINE.	(may 189) co	(S)	(8 8)	8.0	81818
Lane Configurations	*	† \$		35	ተ ኈ		*	^ }		Y 5	† †	7
Volume (vph)	547	1300	62	99	906	131	211	726	57	129	269	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	3.0
Lane Util. Factor	1.00	0.95	COLUMN SERVICE	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	STEET STREET VINES OF CHILD	1.00	1.00	Lornary et al principal et al.	1.00	1.00	1.00
Frt	1.00	0.99		1:00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	en a dese ven maria camana e e	0.95	1.00	in an in-contract to the contract of the	0.95	1.00	raceuse concurrency and ord	0.95	1.00	1.00
Satd. Flow (prot)	1770	3515		1770	3465		1768	3490		1770	3539	1573
Flt Permitted	0.11	1.00	ini cantra ikabali di Upacalikid	0.12	1.00	Section of the sectio	0.50	1.00	The second second second second second second second second second second second second second second second se	0.12	1.00	1.00
Satd. Flow (perm)	213	3515	V 18 4 S. 7 (188)	233	3465	in the first of	924	3490	April Day	233	3539	1573
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)	595	1413	67	108	985	142	229	789	62	140	292	286
RTOR Reduction (vph)	0	3	0	0	9	0	0	4	0	0	0	35
Lane Group Flow (vph)	595	1477	0	108	1118	0	229	847	0	140	292	251
Confl. Peds. (#/hr)	2	Nation Art School State Control	th New York and American	energia de la como de la como de la como de la como de la como de la como de la como de la como de la como de l La como de la como dela como dela como dela como dela como dela como de la como dela como de	enteres en la competition	2	1		13	13	organis (T. M. C. Co.)	00055 55 60
Tum Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8		5	2		9111.PC	6	باران 7
Permitted Phases	4	-		8			2			6		. 6
Actuated Green, G (s)	72.0	59.9		41.1	32.0		44.3	33.3		41.7	32.0	69.0
Effective Green, g (s)	72.0	59.9		41.1	32.0		44.3	33.3		41.7	32.0	69.0
Actuated g/C Ratio	0.55	0.46		0.32	0.25		0.34	0.26		0.32	0.25	0.53
Clearance Time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3.0	6.0	3.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	561	1620		181	853		386	894		189	871	835
v/s Ratio Prot	c0.30	0.42		0.04	c0.32		c0.05	c0.24		c0.06	0.08	0.09
v/s Ratio Perm	0.29	0.12		0.15	00.02		0:15	00.21		0.18	0.00	0.03
v/c Ratio	1.06	0.91		0.60	1.31		0.59	0.95		0.74	0.34	0.30
Uniform Delay, d1	38.5	32.6		34.2	49.0		33.1	47.5		35.3	40.3	17.0
Progression Factor	0.56	1.02		1.00	1.00		0.66	0.73		1.00	1.00	1.00
Incremental Delay, d2	42.9	3.9		5.2	148:2		1.7	15.3		14:4	// 1.0	0.2
Delay (s)	64.5	37.2		39.4	197.2		23.4	50.0	Committee of the second	49.7	41.3	17.2
Level of Service	E	D		D	F		C	D	127 (0.00)	D	D	B
Approach Delay (s)		45.0	SANDAS COLUMNATO		183.4	96995000F2015E3	Comment of the Section	44.4			33.4	500 (500 (500)
Approach LOS		D			.00.7 F			. D			©.∓	
inersedion Surmanasses		0.00										
HCM Average Control Delay			76.7	H	CM Level	of Service	е		Ē			
HCM Volume to Capacity ra	tio		1.05						and distance of the Sales And Sales	- Marriagno		
Actuated Cycle Length (s)			130.0	St	ım of lost	time (s)	edis Felicio		15.0			\$1458765
Intersection Capacity Utiliza	tion	1	05.3%		U Level o				G	and the second second second second		
Analysis Period (min)			15									
c Critical Lane Group	. 10 10 2000								The annual country of the country of		and the second	and the second s

Lane Configurations 1		•	→	•	1	←	•	4	†	*	-	1	1
Volume (uph)	Mavement	(5)31	11517	(Elaja)	(4)[B][10123	e visieve	ΝB	V 897	(a)(a)	(s):}i	- S B /	\$ 5 p.
Volume (yoh)	Lane Configurations	<u> </u>	† 1>		<u> </u>	↑ ↑		<u> </u>	4		*	1>	
Ideal Flow (vphpt) 1900	The second secon	137		49			35			57	40		39
Total Lost time (s) 3.0 6.0 3.0 6.0 6.0 6.0 6.0 6.0 6.0 Lane Util. Factor 1.00 0.95 1.00 0.95 1.00 1.00 1.00 1.00 1.00 0.96 Flpb, pediblikes 1.00 1.00 1.00 1.00 1.00 1.00 0.96 Flpb, pediblikes 1.00 1.00 1.00 1.00 1.00 0.96 1.00 0.96 Flpb, pediblikes 1.00 1.00 1.00 1.00 0.96 1.00 0.97 1.00 0.96 Flpb, pediblikes 1.00 1.00 1.00 1.00 0.96 1.00 0.97 1.00 0.96 Flpb, pediblikes 1.00 1.00 1.00 1.00 0.96 1.00 0.97 1.00 0.96 Flpb, pediblikes 1.00 1.00 1.00 1.00 0.96 1.00 0.97 1.00 0.97 1.00 0.90 Flpb, pediblikes 1.00 1.00 0.95 1.0		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane UNI. Factor 1.00 0.95 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 Firpb, ped/bikes 1.00 1.00 1.00 1.00 1.00 0.97 1.00 0.96 Firpb, ped/bikes 1.00 1.00 1.00 1.00 0.96 1.00 0.97 1.00 0.96 Firpb, ped/bikes 1.00 1.00 1.00 1.00 0.96 1.00 0.97 1.00 0.96 Firpb, ped/bikes 1.00 1.00 1.00 1.00 0.96 1.00 0.97 1.00 0.90 Fir Pit Protected 0.95 1.00 0.95 1.0		3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Fipb, ped/bikes	Lane Util. Factor	1.00	0.95	Constant Street, St. St. St. St. St. St. St. St. St. St.	1.00	0.95	tone ment common our energies	1.00	1.00		1.00	1.00	
Fipb, ped/bikes	Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.97		1.00	0.96	8.00
Fit 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.91 1.00 0.90 Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 Fit Protected 0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 0.95 Fit Protected 0.10 1.00 0.05 1.00 0.72 1.00 0.88 1.00 Satd. Flow (prot) 1770 3523 1770 3523 1286 1654 1715 1606 Fit Permitted 0.10 1.00 0.05 1.00 0.72 1.00 0.88 1.00 Satd. Flow (perm) 195 3523 96 3523 1286 1654 1225 1606 Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92		1.00	1.00		1.00	1.00		0.96	1.00		0.97	1.00	
Satd. Flow (prot) 1770 3523 1770 3523 1702 1654 1715 1606 FIt Permitted 0.10 1.00 0.05 1.00 0.72 1.00 0.68 1.00 Satd. Flow (perm) 195 3523 96 3523 1286 1654 1225 1606 Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Frt	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.90	
Fit Permitted 0.10 1.00 0.05 1.00 0.72 1.00 0.68 1.00 Satd. Flow (perm) 195 3523 96 3523 1286 1654 1225 1606 Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Fit Permitted 0 10 1.00 0.05 1.00 0.72 1.00 0.68 1.00 Satd. Flow (perm) 195 3523 96 3523 1286 1654 1225 1606 Peak-hour factor, PHF 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Satd: Flow (prot)	1770	3523		1770	3523		1702	1654		1715	1606	
Peak-hour factor, PHF 0.92 0.93 0.02 0.03 0.00 0.03 0.00 0.03 0.00 0.03 0.00	Flt Permitted	0.10	1.00		0.05	1.00	The same of the sa	0.72	1.00		0.68	1.00	or no
Peak-hour factor, PHF 0.92 0.93 0.83 0 0 3 3 6 0 0 0 3 0 0 3 0 <td>Satd. Flow (perm)</td> <td>195</td> <td>3523</td> <td></td> <td>96</td> <td>3523</td> <td></td> <td>1286</td> <td>1654</td> <td></td> <td>1225</td> <td>1606</td> <td></td>	Satd. Flow (perm)	195	3523		96	3523		1286	1654		1225	1606	
Adj. Flow (vph)		0.92		0.92	0.92		0.92		0.92	0.92			0.92
RTOR Reduction (vph)													
Lane Group Flow (vph) 149 2034 0 41 1431 0 114 69 0 43 27 0 Confl. Peds. (#/hr) 2 1 1 1 2 17 15 15 15 17 17 Turn Type printpt NA printpt NA printpt NA Perm NA Perm NA Perm NA Perm NA Permitted Phases 7 4 3 8 2 6 Permitted Phases 4 8 2 6 Permitted Phases 4 8 2 6 Permitted Phases 4 8 2 6 Permitted Phases 4 8 2 6 Permitted Phases 4 8 2 6 Permitted Phases 5 4 8 2 8 9 28.9 28.9 28.9 28.9 28.9 28.9 2		Antidescentização como força o		mer man makes and bear and second of a	en familier in 1944, with the first profile (1965 or	and the second s	Christian Control Commission Control	Caladrana tests can decree		with the second second second second	and the second contract of the second contrac		
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c Critical Lane Group	Analysis Period (min)			15									
	c Critical Lane Group												

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viovement	e e Maria	wijeję.		o vidika	6.5345		
Lane Configurations	M		† }			44	
Volume (vph)	48	60	1024	69	26	384	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	BOLL MANUFACTURE CONTROL CONTR
Total Lost time (s)	6.0		6.0			6.0	
ane Util. Factor	1.00	oner de dessin l'abordo de l'antre	0.95	ja je jedno-ine, skojenja se jednoja je	in and we will be a second of the	0.95	-COLORODA DO SERVICIO DE AGRECACIO
Frt	0.93		0.99			1.00	
FIt Protected	0.98	ender 2 et 15 Grande al mai 20 1 GC nom	1.00	PORTH STORMAR CONTROL OF	Vite Side Fuel Street in the	1.00	tion to the second seco
Satd. Flow (prot)	1686		3506			3528	
FIt Permitted	0.98	and my series and an arrange	1.00	to control of the section of the sec	COLUMN TO LANGUAGE TO COLUMN TO COLU	0.78	THE PERSON AND PROPERTY AND PERSON AND PERSO
Satd. Flow (perm)	1686		3506			2777	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	52	65	1113	75	28	417	
RTOR Reduction (vph)	59	0	7	0	0	0	· · · · · · · · · · · · · · · · · · ·
Lane Group Flow (vph)		0	1181	0	0	445	
Tum Type	NA		NA		Perm	NA	
Protected Phases	- 8		2			6	
Permitted Phases	23 to Consider Control of Standards	>000 AN CC #15 V #100F****	PARTIES NOT THE SECOND	otto evit naturo, transiere ageno	6	ating in a time and a configuration () in its and an internal int	8.3.5.6.00 g 25.4.4.7.6.9.04.000
Actuated Green, G (s)	5.8		27.2		Mir Gerty	27.2	
Effective Green, g (s)	5.8	3 - 1-0° - 0° - 0° - 0° - 0° - 0° - 0° -	27.2		a a topo a tito e concesso aceasta a peri	27.2	and the second second second second second
Actuated g/C Ratio	0.09		0.42			0.42	
Clearance Time (s)	6.0	Annual Manager Control	6.0		**************************************	6.0	and control of the sector supplemental suppl
Vehicle Extension (s)	3.0		3.0			3.0	
Lane Grp Cap (vph)	150		1467			1162	
v/s Ratio Prot	c0.03		c0.34				
v/s Ratio Perm	menowana Mening Indoorge	an and a particular services of the services o	arabana di Camanda di Salah		A SAN COLLECTION OF THE SAN COLLECTION OF TH	0.16	weeks to the anti-constitute to explicat
v/c Ratio	0.39		0.81			0.38	
Uniform Delay, d1	27.9	Action of the second section of the Section Se	16.6	er deut de la state de la company de la comp	November and Atlantic hould No.	13.1	Same action to action of the same.
Progression Factor	1.00		1.00			0.95	
Incremental Delay, d2	1.6		4.8	a. and 1 - 24 - 25 - 25 - 25 - 25 - 25 - 25 - 25	20 m m m m m m m m m m m m m m m m m m m	0.9	
Delay (s)	29.6		21.4			13.3	
Level of Service	С	and the second s	C	energe e de l'entrépreud : sobrème et d'altre	engle," was the other regions by an extended purp	В	Paner Paner Services
Approach Delay (s)	29.6		21.4			≈ 13.3 ∞ 🤄	
Approach LOS	С		С	7-10-1-1-10-10-10-10-10-10-10-10-10-10-10	and the same of the same of the same of	В	COL NOTICE PROPERTY MARCH
intersection Summary							
HCM Average Control Delay			19.9	Ηí	CM Level	of Service	
HCM Volume to Capacity ration	o .		0.73		JIII 2010.	0.00.110	
Actuated Cycle Length (s)			65.0	Sı	ım of lost	time (s)	
Intersection Capacity Utilization	on		46.8%		U Level o		
Analysis Period (min)	Talikalia ka sakalikiliki		15				n su vice entitudicido
c Critical Lane Group							
		en a ann an Aire	ereed roest folks			Property Constitution	20 50:0000000000000000000000000000000000



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vjevement	20.25		A) (8)	A VIII.	(a) (b)	S N E R		
ane Configurations	ተ ቕ		*	ት ት	'ky'			
/olume (veh/h)	1907	15	20	1360	3	8		
ign Control	Free		Marija Brahaman (1997)	Free	Stop	STATE OF THE PARTY		general remain Directors we
rade	0%			0%	0%			
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	40025-50-4000-49-90-50-69-9-5	AND CONTRACTOR OF THE PARTY OF THE PARTY.
ourly flow rate (vph)	2073	16	22	1478	3	9		
edestrians	13	NGC 40 I SELECTOR OF THE POPULATION OF	Della Geologia (1885) e della Geologia (1885) e della Geologia (1885) e della Geologia (1885) e della Geologia	12	2	alliant Top 19 and agric and all angles and a greater of 1 and angles of 2 and angles of 2 and 2 and 2 and 2		and a factor of the second of
ane Width (ft)	12.0			12.0	12.0			
/alking Speed (ft/s)	4.0	90(20(30)09(00)00000000000000000000000000000		4.0	4.0	and a series of the contract o		
ercent Blockage	1			1	0			
light turn flare (veh)	eg v. a. mandamente en en en en en en en en en en en en en	001000mast more owners	A COMMENT SHOWN IN THE WAREN	nonemics essecution or accoun	electron mecanin moderni	March Control of Contr	and the Control of th	
Median type	None		is a	TWLTL	gir ng ngay	g exercises		A Section
ledian storage veh)	ar a conseguir communicações de de de de de de de de de de de de de	en e en en en en en en en en en en en en	aaaataysaay 20-000 siisa t	2	a marine in a second to especially the	angun kun kuncun ukorista berkitabahar		I programation
pstream signal (ft)	320			673				
X, platoon unblocked	er en en en en en en en en en en en en en	2776.02463426997299	0.42	**************************************	0.54	0.42	eritani kati ng mengana kanana ka akanana na a	dendring C. Lands et San alle Sens
C, conflicting volume			2091		2879	1059		
C1, stage 1 conf vol	The State St	9000 400000 200000 10000	i peri filian escenario de calendario.	NAME OF THE PROPERTY OF THE PR	2083		and the state of the second state of the secon	
C2, stage 2 conf vol					796			
Cu, unblocked vol	i de Marian Contrara es es en entre de la genera en en en en en en en en en en en en en	2000 200 4 Control Control	836	AND THE PERSON NAMED IN COLUMN	803	0		
C, single (s)			4.1		6.8	6.9		
C, 2 stage (s)			CONTRACTOR ATTENDED TO A SECULO	Opening a high commercial commercial	5.8	STATE OF THE PROPERTY OF THE PARTY OF THE PA	- paint water and production and seven	
= (s)			2.2		3.5	3.3		
0 queue free %		LIQUITATION AND INCOME	93	to a little for the foreign of the f	98	98		
M capacity (veh/h)			333		162	450		
ejicojiaji jespieni	antenna (interviduo) (iliano) il 1990 (iliano)				N/VEV			
olume Total	1382	707	22	739	739	12		
olume Left	1002	0	22	0	0	3	recon villette villet det til til som	marine and provide the second
olume Right	0	16	0	0	0	9		
:SH	1700	1700	333	1700	1700	303		1202 1650 1550 1550 1550 1550 1550 1550 1550 15
olume to Capacity	0.81	0.42	0.07	0.43	0.43	0.04		
Queue Length 95th (ft)	0.01	0.72	5	00	00	3		
Control Delay (s)	0:0	0.0	16.6	0.0	0.0	17.4		
ane LOS	0.0		C	Y.Y.		C		
pproach Delay (s)	0.0		0.2			17.4		
Approach LOS	9.9		ener (M. C e			C	energy (A. T. Server (1986) A. S.	anere area apacellos
						· ·		
itersection Stammary			0.0					
Verage Delay			0.2					
Intersection Capacity Util	ization		66.5%	IU	U Level (of Service		
Analysis Period (min)			15					

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viovement		5.30	i jeiks	(11/2)	anii bii aa		A B		((5)	0.5	SHE
Lane Configurations	to the analysis of the second	4	encura sence supreme e cener	No. Schoolschool for Theodory as a refuglier of school	4	و المراجع المر	anne de la companya d	ብ ጉ	neskasunatekseen vetovats	and the second section of the second second	4 कि	
Volume (veh/h)	23	13	16	1	10	14	20	972	11	7	386	39
Sign Control		Stop		2.4623.820.825.426	Stop	SCHOOL STATE		Free	reserva sani Adore		Free	anera in a priori
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92 1	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	14 7	17	1	11 8	15	22	1057	12	8	420	42
Pedestrians Lane Width (ft)		12.0			0 12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		1.0	11		1.0							
Right turn flare (veh)		19052116C4111.7C2642	SCHLESSHAFT (COS							12491901909090		3501/1003/05
Median type		Section by						None		9,757,570	None	
Median storage veh)	a na ng taong ang manang ang pang ang ang ang ang	yAuti Mirandur Milwini	energy and the control of the con-	e (Altra Altra Alegaria, exceptival de la	Control Steel Self of the Control	te esta en alemantation de la company	Sample, A.J. (Vilen Sage)	al angula tangga kangga pangga pa	DESMANDE HOUSE CONTRA	the grant of the grant of the control	itida (Dissourre-dad)	arama ya si ya ila
Upstream signal (ft)											658	
pX, platoon unblocked	0.99	0.99	0.99	0.99	0.99	1/2.001.000.000.000.000.0000.0000	0.99	-Committee confirmation of orders of the	Transferentia de la compansión de la compansión de la compansión de la compansión de la compansión de la compa	. The same of the		
vC, conflicting volume	1055	1583	238	1363	1598	542	469			1076		
vC1, stage 1 conf vol										guseniste esecucio	\$10.1856.00556.0450.0	entinaneausse
vC2, stage 2 conf vol	4000	4500	040	4047	4504	F40	444			4070		
vCu, unblocked vol	1036 7.5	1569	210 6.9	1347	1584	542	444			1076	45.000.000.000	99674754777
tC, single (s) tC, 2 stage (s)	7.0	6.5	0.9	7,5	6.5	6.9	4.1			4.1		
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		Carrier and
p0 queue free %	84	86	98	99	89	97	<i>2</i> 2			99		
cM capacity (veh/h)	157	104	783	91	102	481	1095			639		
		AME A										CONTRACTOR A STOCK
Volume Total	57	27	550	540	217	252						
Volume Left	25	1	22	0	8	0	Particular and Control of Street Control	the second second second second second	Walter Control of the	And I things had been as the first strategies and expenses	20 - 175240 AN - 2010 BY 1	contraction 5.4400-1
Volume Right	17	15	0	12	0	42					100000000	68/06/14/7
cSH	178	181	1095	1700	639	1700	800-000-00-00-00-00-00-00-00-00-00-00-00	tian talah an alaman kecalah dari bira	erozenian eun elikurianiana	Particular and Abrillania and	nde andere keidert stere ind damen	ent dom (Metterber has)
Volume to Capacity	0.32	0.15	0.02	0.32	0.01	0.15				35 ili 18 8		
Queue Length 95th (ft)	32	13	2	0	1	0				49600000000	STEWER PROFESSIONES	Deservation
Control Delay (s)	34.3	28.4	0.6	0.0	0.5	0.0					and see as	
Lane LOS	D	D	A 0.3		A 0.2							
Approach Delay (s) Approach LOS	34.3 D	28.4 D	SU:3		U.Z						(19-4)-S	
	U	U										
Intersection Summary Average Delay			1.9									
Intersection Capacity Utiliza	ation		57.8%	io.	l l evel o	f Service			В		5 20 55 93	
Analysis Period (min)			15	, io	S ES VOID	, COI VICO			· ·			nysandividi.
randijolo r oriod (mill)												12805435

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Mexicances		50 <u>50</u> 15 6		(12)	(A) (\$)				(a) Švēka	(3) <u>3</u> 1-70		a Sijk
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	15	8	41	21	23	23	158	8	19	47	46
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)	27	16	9	45	23	25	25	172	9	21	51	50
Birgalional tensors	ry nei ar i	Will (1979)	()(15\)	7/31/01/0								
Volume Total (vph)	52	92	205	122								
Volume Left (vph)	27	45	25	21								
Volume Right (vph)	9	25	9	50								
Hadj (s)	0.04	-0.03	0.03	-0.18								
Departure Headway (s)	4.8	4.7	4.4	4.3	ection of columns of providing	ar ostratov v tempovojim ka	en est en tomanou en europe.	· v.z. nana na száson proteina	,	an' name a tropa na ana a	er a er mar i room a manasmer	no servicio e concen
Degree Utilization, x	0.07	0.12	0.25	0.15								
Capacity (veh/h)	686	709	782	789		emmerciermentel koba	ariencase spesionaministr		rrenzación escuencia de	THE ACOUSTICATIONS PROTES	NUMBERS TERRES	versonverscoverscov
Control Delay (s)	8.2	8.3	8.9	8.0								
Approach Delay (s)	8.2	8.3	8.9	8.0			**************************************					SPANISTE OF CCC
Approach LOS	A	A	Α	A								
iniangalumbilumgiyaalaala												
Delay			8.5									
HCM Level of Service			Α							and other world.		Total and beauty
Intersection Capacity Utilization	on		30.1%	IC	U Level of	Service			Α			
Analysis Period (min)	NATIONAL SANCAS AND AND AND AND AND AND AND AND AND AND		15	in the control of the	al altransa d'insulation a l'ambient de discours	held have seen while an electricity		allenda a pophies dell'armon del branch sono la ricono de	www.hushadadatusti.Plassiditadaddistadad haib	an habitatis hills and so the most of the sec	na nivis renovvienna nativelista sa	SANGRAM SALANDA

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vevenena.	essone de la		6/8 1 (11/6)	(i.e.)		ASBR
Lane Configurations	Y Y			લે	₽	
Sign Control	Stop			Stop	Stop	
/olume (vph)	0	53	80	9	0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
lourly flow rate (vph)	0	58	87	10	0	1
iteatora encare						
olume Total (vph)	58	97	1			
olume Left (vph)	0	87	0			
olume Right (vph)	58	0	1	i marente de marente de la companya de la companya de la companya de la companya de la companya de la companya	Bareria Hill Contraction of Association	
ładj (s)	-0.57	0.21	-0.57			
Departure Headway (s)	3.6	4.2	3.5	Andread Area of the Area of the	Carlot Carlot and Carlot Carlo	Section 1 Manual 1 and the section of the section 1 date is a section of the latest and the section of the sect
Degree Utilization, x	0.06	0.11	0.00			
Capacity (veh/h)	982	831	990			
Control Delay (s)	6.8	7.8	6.5			
Approach Delay (s)	6.8	7.8	6.5			
Approach LOS	A	A	A			
nt Gers (Geri Gjerës (Tixajer Gjery);kaza së						
Delay			7.4			
ICM Level of Service			Α			
ntersection Capacity Utilizat	ion		21.6%	IC	U Level o	of Service A
nalysis Period (min)			15	normania in the		

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Médencalisassassassassassas				(466		isaN (Bess)			. Sili		w (Sign
Lane Configurations		4			4			44-			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	48	19	6	15	73	120	14	110	8	35	22	7
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)	52	21	7	16	79	130	15	120	9	38	24	8
B) (G(d)(b)(E)(E)()(G(d)(E)		011111111111111111111111111111111111111	(VEV)	\$ 20								
Volume Total (vph)	79	226	143	70								
Volume Left (vph)	52	16	15	38								
Volume Right (vph)	7	130	9	8						no receive and a principal of a graph of the	***************************************	20.500,000,000,000
Hadj (s)	0.12	-0:30	0.02	0.08								
Departure Headway (s)	4.8	4.2	4.7	4.9								
Degree Utilization, x	0.11	0.27	0.19	0.09				0.00			0.00	
Capacity (veh/h)	696	804	716	681								
Control Delay (s)	8.4	8.8	8.8	8.4								
Approach Delay (s)	8.4	8.8	8.8	8.4								
Approach LOS	A	A	Α	A								
increscionese ou expressor												
Delay			8.7									
HCM Level of Service			Α	•	-					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Intersection Capacity Utilization	on		37.7%	IC	U Level o	f Service			Α			
Analysis Period (min)			15									

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Viaventent			A Pilita			. Jaj	
Lane Configurations	N/A		†			*	
Volume (veh/h)	19	8	3	0	0	35	
Sign Control	Stop	************************	Free	e personalita alan mangan pengengan	an and a second	Free	O CIDA PRECIONAL INCOME SANCTION OF SANCTION
Grade	- 0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	ur Zamen er denn ett sammer ved ver ensk er. Dan ver
lourly flow rate (vph)	21	9	3	- 0	0	38	665666
'edestrians	45		3				
ane Width (ft)	12.0		12.0				
Valking Speed (ft/s)	4.0 4		4.0 0				
ercent Blockage ight turn flare (veh)	6.6.2. 4 .8		U				
ledian type		46 MG +63.	None	A99-774-1055-75	985048	None	
ledian type ledian storage veh)	The second secon		INUITE			inone	
pstream signal (ft)							
X, platoon unblocked		<u> </u>					
C, conflicting volume	89	48			48		
C1, stage 1 conf vol					to to a series of the series o		
C2, stage 2 conf vol							
Cu, unblocked vol	89	48	BESS WHEN PURCHWOOD		48	inak badam dan dalah kendal-Camarak Katan Kanadan, probasi kedan 18 menah Kalabia dalah dalah 18 menah dalah d	AND THE PROPERTY OF THE PROPER
C, single (s)	6.4	6.2			4.1		
C, 2 stage (s)							
⁼ (s)	3.5	3.3			2.2		
0 queue free %	98	99	Smrti osini osono sustantini o		100	~555331-1999(Z/3-663316379(Z/3-1999)67-198367)67-198367-198367-1984-1986-1987-1987-1987-1987-1987-1987-1987-1	
M capacity (veh/h)	875	982			1500	2015 ACC 2440	
incerion, skalmen	Vi) (************************************						
olume Total	29	3	38				
olume Left	21	0	0				ACCEPTATION OF THE PROPERTY OF
olume Right	9	0	0				
SH	904	1700	1700	2 00 00 00 00 00 00 00 00 00 00 00 00 00	and to a more flow or famour a soul amounts	en et alle de la company de la company de la company de la company de la company de la company de la company d La company de la company d	and Space and Art and Art Space and Art and Art and Art and Art and Art and Art and Art and Art and Art and Ar
olume to Capacity	0.03	0.00	0.02				
lueue Length 95th (ft)	3	0	0	No transcon and only a second property			
Control Delay (s)	9.1	0.0	0.0				
ane LOS	A	ang ng	SECTION CONTRACTOR	rymania eriano (medinerrino	ecentra versi avaza e		SOMERATURE PERMINER HEROTTE IN A POST I I I
pproach Delay (s)	9.1	0.0	0.0	ig de inch			Appella (Const.)
Approach LOS	Α						
nieraegion Strimpery							
Average Delay			3.8				
ntersection Capacity Utiliza	ition		21.1%	ICI	J Level o	Service A	
nalysis Period (min)	and the second s	and a series where the service for the service of t	15	and the second section of the section	and a secretary contest for the territorial	er om menementet transport i serie er men er en en en er en en en en en en en en en en en en en	
		\$9152155	Composition and	166.197.1546	(///05/W/4-192		

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vievemen	11.2					A PR
Lane Configurations			ሻ	朴	ት ጮ	
Volume (veh/h)	0	0	8	1018	436	27
Sign Control	Stop		s American de La Colonia de California	Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	9	1107	474	29
Pedestrians	14	Comment of the State of the Sta	Cal Automobile A Total Stand	A. PERSON COMMISSION CONTROL OF THE	WITH SAME PARKET SAME PARKET	
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0				Tanana Tanana Ing Tanana Tanana Tanana Tanana Tanana Tanana Tanana Tanana Tanana Tanana Tanana Tanana Tanana T	
Percent Blockage	0					
Right turn flare (veh)						The state of the s
Median type	ro librario di nella		\$160 mg	None	None	
Median storage veh)	Andrew and Marketin Agent Co. Company	and the second				
Upstream signal (ft)				905	321	
pX, platoon unblocked	0.81	0.94	0.94			
vC, conflicting volume	1073	266	517			
vC1, stage 1 conf vol		-0.4003000000000000000000000000000000000	treelerasetanes seaale		ritinareta Difesali sudunida	
vC2, stage 2 conf vol						
vCu, unblocked vol	274	84	352	bsenaroovennes		
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)				teridi katika dabang terapa	paksas varas transas san	
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	556	899	1128			
Dijserijojes i kaj ije iji		(() (() (() (() (() () (() (() () (() ((A) (89,4%)	8/9: <i>(</i> \$1/\$	//\$\#\/7\#\	
Volume Total	9	553	553	316	187	
Volume Left	9	0	0	0	0	
Volume Right	0	0	0	Ó	29	
cSH	1128	1700	1700	1700	1700	
Volume to Capacity	0.01	0.33	0.33	0.19	0.11	
Queue Length 95th (ft)	1	0	. 0	0	0	
Control Delay (s)	8.2	0.0	0.0	0.0	0.0	
Lane LOS	Α					
Approach Delay (s)	0.1			0.0		
Approach LOS						
intersection submittary						
Average Delay			0,0			
Intersection Capacity Utiliz	ation		0.0 31.5%	امًا	J Level of	f Service A
Analysis Period (min)	.CUVII		31,076 15	וטו	2 FEAGI O	HOGIVICE A
Analysis Follow (IIIII)			10			
		5494949				

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Mexicani							
Lane Configurations	₩	NY 27 W TO BOOK TO AND TO A VI	^ }	THE STATE OF THE S	70 10	41	
Volume (veh/h)	0	67	959	43	31	406	
Sign Control	Stop	nawananan katalan kata	Free	COSTO ARTHUS AND VOICE	e en gamaseman e somana	Free	a kananga paga angga paga paga paga paga pa
Grade	0%		0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	73	1042	47	34	441	
Pedestrians	13					6	
Lane Width (ft)	12.0					12.0	
Walking Speed (ft/s)	4.0					4.0	
Percent Blockage	1					1	
Right turn flare (veh)				rechen Color	wasanciosas		
Median type			None			None	
Median storage veh)			645	436638444678	14000051488	581	
Upstream signal (ft) pX, platoon unblocked	0.76	0.73	040		0.73	DO I	
vC, conflicting volume	1367	564			1102		
vC1, stage 1 conf vol	1907	JU4			1.102		
vC1, stage 2 conf vol							
vCu, unblocked vol	564	0			416		
tC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	91	STATE OF THE PARTY		96	POLITICA PORTUGUIS AND AND AND AND AND AND AND AND AND AND	SELLOSSINEESIN SEESIN SEESIN LEEDISSE SAANTIIN SEESIN TARISTI LEETIN EN MARTIN TARISTI TARISTI TARISTI TARISTI TARISTI TARISTI SEESIN SEESIN LEEDISSE SAANTII TARISTI TARISTI LEETIN TARISTI TARISTI TARISTI TARISTI TARISTI
cM capacity (veh/h)	328	784			828		
Control (Control Control Contr					and productive Action of Control		
Volume Total	73	695	394	181	294		
Volume Left	,, s 0	093	- 35 4	34	2 34 0		
Volume Right	73	0	47	0	0		
cSH	784	1700	1700	828	1700		
Volume to Capacity	0.09	0.41	0.23	0.04	0.17		
Queue Length 95th (ft)	8	0	0	3	0		
Control Delay (s)	10.1	0.0	0.0	2.1	0.0		
Lane LOS	В			Α			
Approach Delay (s)	10.1	0.0		0.8			
Approach LOS	В	an an ann ann an Aire (1911)	en	The second secon	and the second s		en per un per per per un militar de la manifesta de la manifes
mersealian semmeryas							
Average Delay			0.7				
Intersection Capacity Utilizat	ion		47.8%	IOI	l l evel c	f Service	A
Analysis Period (min)			15		and a second constraint and described	and the second second second	
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viovement	yawana	MATHETE	· ·	e (de)e	00/04 0 1/05/0					
Lane Configurations	Ŋ		^			4				
Volume (veh/h)	20	28	183	4	2	98				
Sign Control	Stop	::::::::::::::::::::::::::::::::::::::	Free			Free				SVERVER SE
Grade	0%		0%			0%				\$255 S
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				Sarace.
Hourly flow rate (vph)	22	30	199	4	2	107				anasara Manasara
Pedestrians	21	a and a second s	2	and the state of t	A SEED AND SEED OF THE SEED	11	11/10/4/2010 17/10/20/20/20/20/20/20/20/20/20/20/20/20/20	540 <u>0090000009990000</u> -09099		kala Gerrandin
Lane Width (ft)	12.0		12.0			12.0				
Walking Speed (ft/s)	4.0	e ann a thair ann an aire ann an aire	4.0	and the property in the last of the last	- A CONTRACTOR OF STREET	4.0	and the state of t	an an an an an an an an an an an an an a	ner von Er in vertrieben behende für freie in er	GENINGTO-WES
Percent Blockage	2		0			1				
Right turn flare (veh)									and the second s	
Median type			None			None				(5,7 <i>j)</i> ; is
Median storage veh)	Market Report Come to management	t mine / multiple man or a man	alternation and a contract of							
Jpstream signal (ft)						452				1904.
oX, platoon unblocked	TO AND POST OF SHIPS WITH THE SHIPS OF	SON PROGRAMMAN	Tares (collegent lange) in endrange me	nasi'u commentenament mana	AO SANTONINO PROPERTONINO PER	Parti Allanda Tare da Parti Tanta Alla	aa cooo aa aa aa aa aa aa aa aa aa aa aa aa	one d hadadha ha Waladha e a 1900 dan ay hadadh a a na n	and on the residence on a section of the section of	
C, conflicting volume	335	233			224					
/C1, stage 1 conf vol		590000000000000000000000000000000000000		nijayaya waxan oo oo oo oo oo oo oo oo oo oo oo oo oo		\$\$#\$		PATTA YAO BAA TABARKA TA	graphical blocks and a second	neos besserou os e
vC2, stage 2 conf vol										
/Cu, unblocked vol	335	233		ndiferon Supressor Conservations	224			9470784744204054040444		rando arraman a Salar
C, single (s)	6.4	6.2			4.1					
tC, 2 stage (s)	~ =									526725455
tF(s)	3.5	3.3			2.2					
p0 queue free %	97	96			100					CHENEDOS.
cM capacity (veh/h)	647	785			1321					
Bine <i>d</i> inandi ane <i>il: Madelli</i> Volume Total	52	203	109							
Volume Left	22	203 0	2							
Volume Right	30	4	0							
SH	721	1700	1321							
Volume to Capacity	0.07	0.12	0.00			Alexander San			contentation of the	
Queue Length 95th (ft)	6	0	0							rander 2008
Control Delay (s)	10.4	0.0	0.2							
ane LOS	В	ergenező terüszürések eleteséső hájlátál	A	anne et et en egy i 1860 et 2000 et 2000. Te	and the second s	energia serge in propi Geologia (Geologia)	inanan kan kan kan dan bilangan birangan birangan birangan birangan birangan birangan birangan birangan birang			oestrappen (b)
Approach Delay (s)	10.4	0.0	0.2							
Approach LOS	В	a una muse material advices and it digital	and the second s	en en en en en en en en en en en en en e		andre de la como de la composição de la co		0.00 miles (2000) 900-900 (3000)	out, e compre d'article petro d'artiféré (p. 18	1949, 4 MB 8 M 2000
mersection/Summary										
Average Delay	Specialist op 11 g viste	endateseerikaansten voit	1.5		rangen al annun geren.	et misse mitosial etako mili missia arr	energia, pertiga a propositi proposaci propositi pro			sadereeds /na
ntersection Capacity Utilizatio	n		24.8%	IC	U Level c	of Service		Ą		
Analysis Period (min)	endaginātis pēcaura kralatinis ir	o ali w pysti je o o o o o o	15	0.00679653900009999	e Kitt Sündere Steelle de Leiter met	elekka kanali kere erekanis bera a	acustinus nancia de montenamente com	e Managari Amerikan da manara da	Darustassus (Sagassus suurus en e	(SS SYSTEMATIC)
10.000										

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MeVement	e e Esji	(SEBI)		(1)(E)(E)		MANIE (S	2/2 / (2)	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		(0.883 <u>)</u>	(S)	8
Lane Configurations		4Ъ	District State (1984)	oliciovalectoraremente	41	VERSETSKA EURO (***1155 F.S)	ranasanan rasan arang	\$		\	\$	an an an an an an an an an an an an an a
Volume (veh/h)	7		92	1	1109	-18	1	0	134	2	- 0-	
Sign Control		Free	0007404044464400000		Free			Stop		V40479556667465755	Stop	900000ma
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.
lourly flow rate (vph)	8	1493	100	1	1205	20	1	0	146	2	0	
Pedestrians		1 12.0			2			11			4	EZASA
ane Width (ft)		12.0 4.0			12.0 4.0			12.0 4.0			12.0 4.0	
Valking Speed (ft/s) Percent Blockage		4.0 0	en in marine a such		4.0			4.U 4			4.0	1872a
Right turn flare (veh)		U.			U			l I			U	9442
Median type		None			TWLTL .	30.50	40000	487 O. FW		W-25-013		35.55 35.55
/ledian storage veh)		INOIG			2		402070 3240	1636/02/17/08			51414 ABARRE	649K)
Jpstream signal (ft)		369			_			All Control			anna de la companya d Companya de la companya de la compa	
X, platoon unblocked		.		0.60			0.60	0.60	0.60	0.60	0.60	enc.
C conflicting volume	1229			1604			2181	2801	810	2131	2841	6
C1, stage 1 conf vol	Villakel Filologi (di Fino en 1955), di Nobelle	t Pertina de la Trabació del Servicio de	BOA (MARIA MARIO) Y NISO			oneros producidas esta	1570	1570		1221	1221	envirt
C2, stage 2 conf vol					in control		611	1231		910	1620	
Cu, unblocked vol	1229	ent following the American Section 2015	ne robbe our ne rak overe	684	Mewasser Arous (Arococ)		1641	2670	0	1558	2736	6
C, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	(
C, 2 stage (s)							6.5	5.5		6.5	5.5	
F (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	
0 queue free %	99	No Normalista established (second	entrus/hare/sometroneuro	100	sterna skapinoosta kornist	CLASSICAN ANTINITALIS SESSIVATORS	99	100	77	99	100	
M capacity (veh/h)	561			540			216	171	646	172	168	4
) realient sale # /olume Total	754	847	604	622	1	146	2	5				
/olume Left	8	0	1	0	1	0	2	0		Maria de Caldo do Caldo		9882425
olume Right	0	100	0	20	0	146	0	5				
SH	561	1700	540	1700	216	646	172	431		CONTRACTOR CONTRACTOR		KTRI AGANCAR
olume to Capacity	0.01	0.50	0.00	0.37	0.01	0.23	0.01	0,01				
Queue Length 95th (ft)	1	0	0	0	0	22	1	1	energe and and expense	taabaa teebaa kataa aa 1,9	andria and a fine of the second of the secon	Company and Company
Control Delay (s)	0.4	0.0	0.1	0.0	21.7	12.2	26.2	13.5				
ane LOS	Α		Α		С	В	D	В				
pproach Delay (s)	0.2	91.95	0.0		12.3		17.1					R 44
approach LOS					В		С					
itersenten Summary												
verage Delay			0.8 61.4%	10	1112321				n		strenostares (S.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C.C	enes Energia
ntersection Capacity Utiliza	WOII .		and the supplementary of the second	JI.	U Level o	Service			В			
nalysis Period (min)		Tarakan dan menerakan dan dan dan dan dan dan dan dan dan d	15	DANISHER/ERFERTERFEREN	THE CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF T	PESSERISHO COLUENO	HER LINGUIGUS PARTES	nentro Principal de Colonia de Colonia de Colonia de Colonia de Colonia de Colonia de Colonia de Colonia de Co	00000000000000000000000000000000000000	e Rativa Demakan et Mari	bakkenatanian ni	Section for the

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Mavement		12311		(V <u>[2</u>])	Avyraria		o Niste	10 20	(1) B R	\$1 5 1	81017	(SIBJE
Lane Configurations	nacementalisa managasan	† \$		en in construction of the	ተኴ	1.00 AT 1100 A 1400 A 1400 A 1500	\	ተ ጮ	e o habilitado e escribir o fractiva a mito he	7	ተተ	7
Volume (vph)	269	973	120	146	1140	168	217	410	117	181	459	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		3.0	6.0		3,0	6.0	3.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00 1.00	1.00		1.00	1.00	BS-052-045-466	1.00	1.00		1.00	1.00	1.00
Frt Flt Protected	0.95	0.98 1.00		1.00 0.95	0.98 1.00	and the second	1.00	0.97		1,00	1.00	0.85
Satd. Flow (prot)	1770	3475		0.93 1770	3460		0.95 1768	1.00 3396		0.95 1768	1.00 3539	1.00
Flt Permitted	0.08	1.00		0.14	1.00	2/2/5//5	0.35	3390 1.00		0.24	1.00	1565 1.00
Satd. Flow (perm)	150	3475	14477 Te 1840	256	3460		655	3396		452	3539	1565
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)	292	1058	130	159	1239	183	236	446	127	197	499	564
RTOR Reduction (vph)	0	7	0	0	8	0	230	20	12 <i>1</i> 0	0	499	18
Lane Group Flow (vph)	292	1181	0	159	1414	- 0	236	553	0	197	499	546
Confl. Peds. (#/hr)	5		2	2		5	3		9	9	्र गण्य	3
Tum Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4		3	8		5 J	2		1	6	7
Permitted Phases	4	•		8			2			6		6
Actuated Green, G (s)	72.0	58.9		56.9	46.8		41.0	33.0		45.0	35.0	57.2
Effective Green, g (s)	72.0	58.9		56.9	46.8		41.0	33.0		45.0	35.0	57.2
Actuated g/C Ratio	0.55	0.45	and a second second second second second	0.44	0.36	and restar teater is the	0.32	0.25	ra chanta e pareciarente polici	0.35	0.27	0.44
Clearance Time (s)	3.0	6.0		3.0	6.0		3.0	6:0		3:0	6.0	3.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	360	1574		230	1246		275	862		258	953	689
v/s Ratio Prot	c0.14	0.34		0.05	c0.41	Control Control	c0.05	0.16		c0.06	0.14	0.14
v/s Ratio Perm	0.31			0.25	eriy in az		c0.22			0.21		0.21
v/c Ratio	0.81	0.75	No. And Andrew Street Company of the Company	0.69	1.14		0.86	0.64		0.76	0.52	0.79
Uniform Delay, d1	38.1	29.5		24.9	41.6		39.9	43.2		33.3	40.4	31.3
Progression Factor	1.62	0.84	Contribution (second to a	1.00	1.00	AND NOW COMMON SERVINGS	0.74	0.76	s kannen gennyeren gapt og stylegenere sky	1.00	1.00	1.00
Incremental Delay, d2	10.7	1.7		8.6	71:2		21.4	3.5	100	12.6	2.1	6.2
Delay (s)	72.4	26.3		33.6	112.8	grand and another the state of	51.0	36.5	2. 14050 (Million CO) (CV 1507)	45.9	42.5	37.5
Level of Service	E	C		C	F.		D	D	2.5	D	D.	D
Approach Delay (s)		35.4			104.8	Rachies (out 155)	omeny (proget	40.7		materia de la la subse	40.8	erventronner.
Approach LOS		D			F			D			D	
intersection/summary												
HCM Average Control Dela	y		59.0	H	CM Level	of Servic	е		Е			
HCM Volume to Capacity ra		non-dear	0.96	PROBLEM OF THE STATE OF THE STATE OF	The State State of the State S	### 7 target 100 Accessors (400 Acc	Problem for a 12" in a 17 minutes	AND AND AND AND AND AND AND AND AND AND	tananan arang arang arang arang arang arang arang arang arang arang arang arang arang arang arang arang arang	decision I., etc. known	VII.0001, 10=2, 17, 1021, 1,270	- Conc. Standard Market
Actuated Cycle Length (s)			130.0		ım of lost				18.0			
Intersection Capacity Utiliza	ntion	tata da a	93.9%	IC	U Level o	f Service	Autorian and a second		F	t an early a second	Market of the second	ng pg (naggoomen)
Analysis Period (min)			15						150,000			
c Critical Lane Group												

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Viovemen	(E3)L	eldan)	5 P	N/(E)E	1015	ON JERO	ANTE)	SeaNEW.	(8)	SISIE	이란	SHIR
Lane Configurations	J.	朴		J.	↑ ₽		¥	4		ች	1>	
Volume (vph)	112	1205	53	47	1745	69	62	50	75	70	49	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	GBZSSTIPT PHANTING	1.00	0.95		1.00	1.00	n messer en en en en en en	1.00	1.00	tanka, Lauria erangan
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.97		1.00	0.97	Bukit.
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.97	1.00	STANTENSTER GRASI	0.97	1.00	Berthlugawir
Frt	1.00	0.99		1.00	0.99		1.00	0.91		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	galanegeled
Satd. Flow (prot)	1770	3511		1770	3515		1717	1648		1723	1634	
Flt Permitted	0.05	1.00	24525355	0.13	1.00		0.62	1.00	ia esperante	0.63	1.00	000045A/0046
Satd. Flow (perm)	99	3511		244	3515		1114	1648		1141	1634	
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)	122	1310	58	51	1897	75	67	54	82	76	53	90
RTOR Reduction (vph)	0 422	2	0 0	0	2	0	0 67	42	0	0 20	47	0
Lane Group Flow (vph)	122 2	1366	0 4	51 4	1970	0 2	. 6 <i>1</i> 16	94	0 14	76 14	96	0 16
Confl. Peds. (#/hr)		A I A	4		NTA S			ATA	14		SECOND A LABOR	10
Turn Type Protected Phases	pm+pt	NA A		pm+pt	NA o		Perm	NA 2		Perm	NA .	
Protected Phases Permitted Phases	7 4	4		3 8	8		2	2		6	6	SECTION.
Actuated Green, G (s)	85.6	77.0		77.7	72.1		32.4	32.4		32.4	32.4	
Effective Green, g (s)	85.6	77.0		77.7	72.1		32.4	32.4		32.4	32.4	30948
Actuated g/C Ratio	0.66	0.59		0.60	0.55		0.25	0.25		0.25	0.25	35575943
Clearance Time (s)	3.0	6.0		3.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	ususame.
Lane Grp Cap (vph)	200	2080		212	1949		278	411		284	407	7577100
v/s Ratio Prot	c0.05	0.39		0.01	c0.56		and the second second second	0.06			0.06	250550450454
v/s Ratio Perm	0.35			0.13	52.506		0.06			c0.07		
v/c Ratio	0.61	0.66		0.24	1.01		0.24	0.23		0.27	0.24	todala te tore-
Uniform Delay, d1	34.1	17.7		13.5	29.0		39.0	38.9		39.3	38.9	
Progression Factor	1.00	1.00	Search Contract to the account of providing the	0.64	0.58	ethicular i petitionalis in 11 decide ethic	1.00	1.00	man ammanan i manan mi i rim anarin s	1.00	1.00	Agency Control of Street No.
Incremental Delay, d2	5.2	0.8		0.2	14.1		2.0	1.3		2.3	1.4	
Delay (s)	39.3	18.4		8.8	30.8		41.0	40.1		41.6	40.3	
Level of Service	D.	В		A	C		D	D		D	D	
Approach Delay (s)	ton parts designants de l'espect sois (, es et s, partie).	20.1	Delta er in verkelset vertre er biske	androniano, voi arroy e a sus certifosto	30.3	nantaraasi see saareen oo	manum pero cial con ano	40.4		Company of the Control of the Contro	40.7	pusanna a stemp
Approach LOS		% C			С			D			D	
nicisedion summary						(A) (B) (B) (B)						
HCM Average Control Dela	v		27.5	H	CM Level	of Servic	9		С			(BOT SPECIAL)
HCM Volume to Capacity ra		208 /44/2588	0.76		Charles Townson						Boasta ettada	19970-1918/1
Actuated Cycle Length (s)			130.0	Sı	ım of lost	time (s)		10 S 10 S	15.0	.		
Intersection Capacity Utiliza	ation	parati en es es es establica.	92.2%		U Level o		unidad orda (SSE)	anetti ora Vilgi Billi	F	aranteni (2008)	nesenti (CANA)	anaxateW000
Analysis Period (min)			15		Mart			0800 1 C 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S 1 S				
c Critical Lane Group	20 Section 41 - 12 - 12 mg									21/21/2		

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Wovemen	A PRINCE	vale k		Nioja S	S S BILLS	Č.		
Lane Configurations	· Val		ተ ኈ			414		
Volume (vph)	39	30	625	27	23	705		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	erene is a side o memori successor e memor de america e chimo e camenta a confidencia membra accida e sidente c	AND AND CARRON I WAS MADE AND THE W
Total Lost time (s)	6.0		6.0		S-19-15.	6.0		医骨折线术
Lane Util. Factor	1.00		0.95			0.95		
Frt	0.94		0.99			1.00		
Flt Protected	0.97		1.00		- Transfer and Jennife 'A	1.00	and the second of the second o	The state of the s
Satd: Flow (prot)	1704		3517		18 IS 1919	3534		
Flt Permitted	0.97		1.00		Comment and Comments	0.92		en makana dan keribankan bahilania
Satd. Flow (perm)	1704		3517			3247		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	42	33	679	29	25	766		
RTOR Reduction (vph)	31	0	5	0	0	0	kill alle kunde eine Liederstein der der kollen und der kantelle kunde in der State der State in dem der der Der kollen der der der der der der der der der der	in alligation of a significant
Lane Group Flow (vph)	44	0	703	0	0	791		
Turn Type	NA		NA		Perm	NA		
Protected Phases	8		2			6		
Permitted Phases	en en estador a la capación de la capación de la capación de la capación de la capación de la capación de la c	KACAR GIRCIA BEINAMASE	la Challant at a la faga a challagail se a bh	TAN AMIN'N SAMAMATA	6		tions), emissioned W. Talli Viete of Action Controlly from Children (Children State) and Children (Children Children Chi	
Actuated Green, G (s)	4.6		28.4			28.4		
Effective Green, g (s)	4.6	PROCESS OF AMOREM NO.	28.4	gament company en par y and a fill	o alian arang an ing sa	28.4		1551104200000000450000
Actuated g/C Ratio	0.07		0.44		7.80,77,37.407.4	0.44		
Clearance Time (s)	6.0	and the second section of the second second second	6.0	anne i zinaj med et Gerbi Seder	wielou ethenologian	6.0	e de la propessione de la company de la company de la company de la company de la company de la company de la c La company de la company d	estat/foresty=to take a record
Vehicle Extension (s)	3.0		3:0			3.0		
Lane Grp Cap (vph)	121		1537			1419		
v/s Ratio Prot	c0.03		0.20					
v/s Ratio Perm	ACTION OF THE PARTY OF THE PART	PER VALHEREN EN EURESA VALUE	t (de servere et l'especial annuel de l'al	en e e e e e e e e e e e e e e e e e e	to postelia destilianti sa	c0.24		
v/c Ratio	0.37		0:46			0.56		
Uniform Delay, d1	28.8	edica (al receiva de Arelina e Alexania	12.9	Selectivities of other 1970s.	en no de la composition della	13.6	e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la co	estableanis, problem si problem si pre
Progression Factor	1.00		1.00	- - 102 (0.1-s)		1.09		
Incremental Delay, d2	1.9	er-Austria et occusionen	1.0	30-18-11-0000 VCV/E3-9-Pg/PC	and the second s	1.4		CTAN CHECO (CO., 4000000000000
Delay (s)	30.7		13.9			16.2		
Level of Service	C	all economics for federated billion	В	THE TANKEN OF THE STATE OF THE	a contract page agreement	В	o terri y comiti de la statione de la servicia de la comitica de la comitica de la comitica de la comitica de l O terri y comitica de la comitica de la comitica de la comitica de la comitica de la comitica de la comitica d	PETER TREATURE of PETER TRANSPORTER OF THE SE
Approach Delay (s)	30.7		13.9			16.2		
Approach LOS	С		В	-con Cotonicion, tentro serio problem	CANADADA PARAMATAN PARAMATAN PARAMATAN PARAMATAN PARAMATAN PARAMATAN PARAMATAN PARAMATAN PARAMATAN PARAMATAN P	В	ration in the control of the plant of the plant of the control of the control of the control of the control of	
interseoliopoleummanyeess								
HCM Average Control Dela	v		15.8	Lic	MI ovel	of Service	В	
HCM Volume to Capacity ra			0.53	П	MAI FEAGI	UI OCIVICE	D	NEVID CHILLENS
กเรเพางอเนกเอ เอ Gapacity ra Actuated Cycle Length (s)	MO.		0.53 65.0	e.	m of lost	time (c)	32.0	20 A. G. 13 E
Actualed Cycle Length (s) Intersection Capacity Utiliza	tion		50.2%		ım or iosi U Level o		32.U A	ingering ferhalen er
intersection Capacity ⊕tiliza Analysis Period (min)	IUUII		Site and the relative of the second and the second district in	IC.	U Level 0	Octaine	Ą	
Analysis Period (min) c - Critical Lane Group	pewayazanga zaran atawa		15					
onitical carie Group		encerson.	each Shean			er en en en en en en en en en en en en en		



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Viovenen			(E		N ÉL	NBB	
Lane Configurations	ተ ጮ		*	朴朴	Ħ		
Volume (veh/h)	1337	16	14	1854	4	37	
Sign Control	Free			Free	Stop		Series (A
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	\$10\\$1\4
Hourly flow rate (vph)	1453	17	15	2015	4	40	
Pedestrians	arrangen over the construction of	del de la Communicación de la composição		26	5	The state of the s	MCA / 200-1-0-X
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)	C4904448504446444	57-080005-00400	1717.666450949465506	4.0	4.0	TENNING WEST CONTROL OF THE TRANSPORT OF THE PROPERTY OF THE TRANSPORT OF	10.000.000.000.000.00
Percent Blockage			14.00	2	0		
Right turn flare (veh)	8 44 86466	irgaaswaansa	1692-507-50.		1#-587678 S-16038		era nizin
Median type	None			TWLTL			
Median storage veh) Upstream signal (ft)	320	ienten sande	Sessensi ong se	2 673			58.65T
pX, platoon unblocked	320	ar fervislen	0.74	् ७/३	0.78	0.74	\$1600
vC, conflicting volume			1476		2505	7.66	\$48500.
vC1, stage 1 conf vol			(TIO		1467	1,00	
vC2, stage 2 conf vol					1038		
vCu, unblocked vol	versautoria a secept		931	500+240i20450g(469)	856	0	2216(v) :
tC, single (s)		0.25	4.1		6.8	6.9	\$4050
tC, 2 stage (s)	Accomplisation and the Historia Co.	arrivery for expected by all finished to high pain.	erniment of the property of the constitution o	CONTRACTOR AND TENERS	5.8		34,25,00
tF (s)			2.2		3.5	3.3	
p0 queue free %	Andrew Commence of the	TOP I VATORIO TORRORIO THA COS	97	100404754 10064 A. PIOTE A PERSON	98	95	
cM capacity (veh/h)			536		250	778	
Digeotopy comparis	(Spring)	0121200		800E60	AND STORY	AND INC.	
Volume Total	969	502	15	1008	1008	45	1000
Volume Left	0	0	15	0	0	4	58748717
Volume Right	0	17	0	0	0	40	
cSH	1700	1700	536	1700	1700	645	PSE-462-25
Volume to Capacity	0.57	0.30	0.03	0.59	0:59	0.07	
Queue Length 95th (ft)	0	0	2	0	0	6	
Control Delay (s)	0.0	0.0	11.9	0.0	0.0	11.0	
Lane LOS	V2882842000	S-14100457864578	В	\$45846664440241460	Mentalitata in Angles	B	Cottoner
Approach Delay (s)	0.0		0.1	5.000,500		11.0	
Approach LOS						В	
in Greenion College by							
Average Delay			0.2				
Intersection Capacity Utilization	1		67.6%	ICI	J Level o	of Service C	
Analysis Period (min)	tida Pada Salanda deneri 🕡	Lagragia (1900)	15	name and the con-	the receipts and the		
	46,410,170,0			i en a			in in

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Meyemenis	o Elejesa		wielwijk s	1975 B	(VIII.)	AMERS A	្រស់ទៀតប្រ		///k = jas/	636.	(j. j.)	15[2]
Lane Configurations		ф			4			4Þ			4 }	MOREOUS PROSERVAN
Volume (veh/h)	12	_ 12	20	4	- 8	6	9	635	4	12	707	33
Sign Control		Stop			Stop	000000000000000000000000000000000000000		Free			Free	geren galar
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	13	22	4	9	7	10	690	4	13	768	36
Pedestrians		19			2			1			6	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0 2			4.0 0			4.0 0			4.0	
Percent Blockage		۷.,			U			U -				
Right turn flare (veh)		mene desi			344077558	564.62 654A	\$4.75.450.26	None		325 (1) 486 (1)	None	alia waka
Median type Median storage veh)								INUITE			None	MYS.H.
Upstream signal (ft)											658	
pX, platoon unblocked	0.86	0.86	0.86	0.86	0.86		0.86		TANÀN MELAN		. 000	une contact
vC, conflicting volume	1213	1548	422	1154	1563	355	823			697	anasaaning	
vC1, stage 1 conf vol	1210	1070	744	רטוו	1000	300	UZU			001		
vC2, stage 2 conf vol												2011 (2011) 2014 (2011)
vCu, unblocked vol	933	1320	18	864	1338	355	482			697		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												li Belia de la la
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	90	98	98	93	99	99	ermment ja seinen trickinger in	and production and known	99	autoritainin kaisian Tairah	Manual News St. N. W.
cM capacity (veh/h)	170	129	897	186	126	637	916			894		
4 % Land 11 1 to Carlotte Carlott	ACTION OF THE PROPERTY OF THE		2004-000-000-00-00-00-00-00-00-00-00-00-0								SUN CONTRACTOR OF STREET	
Directions same #	48	20	355	349	397	420						
Volume Fotal Volume Left	46 13	20 4	10	049	ວອ <i>າ</i> 13	420 0						
Volume Right	22	7	0	4	0	36						
cSH	236	190	916	1700	894	1700					7.65	
Volume to Capacity	0.20	0.10	0.01	0.21	0.01	0.25						
Queue Length 95th (ft)	18	8	1	0.21	0.01 1	0.23						MANAGE STATE
Control Delay (s)	24.1	26.1	0.4	0.0	0.5	0.0						
Lane LOS	2-1.1 C	<u>2</u> 0 D	A		Α			10.159/10g53912777	e areas national		graf sugas faktat gala P	er at Vallet be
Approach Delay (s)	24.1	26.1	0.2		0.2							
Approach LOS	C	D	earnspearant (1999)		gentrette. Tipse	ekkeeper andere kreezijske.		ALEGERIA SE VERTITOR	taco e regionne e americano		ar energia per per a per esta de la constantia del constantia della consta	and service and the service an
intelections Summing/2019				3000								
Average Delay			1.2	on the second second second second second second second second second second second second second second second			- Alexander de la Company					and the second second second second
Intersection Capacity Utiliza	ation		41.0%	IC.	U Level o	f Service			A			
Analysis Period (min)	nomentation and the second court in the second	5,000,000,500,500,500,500,500,500,500,5	15	n consultation (CAN) (CAN) (CAN)	en en en en en en en en en en en en en e	per estantis de constituto de la constituto de la constituto de la constituto de la constituto de la constitu	manderen (d. 1846). E	rang panggangan panggan 1970	an an ann an Aireann a Aireann an Aireann an	mussensintensiitti	0.501.000.00000000000000000000000000000	C 10 MIN-90 MIN-
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vierchten er eine			<u> Albi</u> va		3/12	WINE ST	As AB Sec.					
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	28	0	16	30	0	2	9	122	2	4	142	33
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)	30	0	17	33	0	2	10	133	2	4	154	36
Blucktolis/Religing		(14):(4):2	// () E// ()									
Volume Total (vph)	48	35	145	195								
Volume Left (vph)	30	33	10	4								
Volume Right (vph)	17	2	2	36	rugenak kiribu akaran basus	· PEDGENO IVA DA MARANA		**************************************	0-00-0-17X707XXXXXXXXXXXXXXXXXXXXXXXXXXX		ev november hazarteka a regelek eta	masonasan atau
Hadj (s)	-0.06	0.18	0.04	-0.07								
Departure Headway (s)	4.6	4.9	4.3	4.2	ompograme and memorial	en een en een een een een een een een e	ericusensing o'va	erangen mengan negara	WEDDING TRACTOR	e a consection consection of	en en grande en en en en en en en en en en en en en	geodfaffer (rift fr
Degree Utilization, x	0.06	0.05	0.17	0.23								
Capacity (veh/h)	712	675	800	839 -		VA-000-000-000-000-000-000-000-000-000-0						
Control Delay (s)	7,9	8.1	8.3	8.4								
Approach Delay (s)	7.9 A	8.1 A	8.3 A	8.4 A								
Approach LOS	Ą	A	M	А								
ingisaalon/alimnary												
Delay			8.3									
HCM Level of Service			Α	WEAT CONTRACTOR AND C	tunish Wakari Siftinasi ar ingga	**************************************	enisela vii forbita vii tiise kiisi	92/10/00/00/00/00/00/00/00/00/00/00/00/00/	v-hanna (1868) (1866) (1866)	neo sultonal ne Seancal celebrica	withing a theory or to buy	efectivististis and so to
Intersection Capacity Utilizati	on		31.2%	ICI	J Level of	Service			Α			
Analysis Period (min)		100 E 170 E 170 E 170 E 170 E 170 E 170 E	15	450778786987807576					Transportania (m. 1900)	renewalist mellestesker		2007-0-2000-0-20-0-0-

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(Acvencentes)					8 5 6	SBR /	
Lane Configurations	¥γ			4	A		
Sign Control	Stop			Stop	Stop		
Volume (vph)	0	4	31	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	4	34	2	0	0	
Direction de la la company							
Volume Total (vph)	4	36	0				
Volume Left (vph)	0	34	0				
Volume Right (vph)	4	0	0				
Hadj (s)	-0.57	0.22	0.00				
Departure Headway (s)	3.4	4.1	3.9	r generalism mengan kemengan da	and the second s		mas denotes to stury
Degree Utilization, x	0.00	0:04	0.00				
Capacity (veh/h)	1036	858	900	TO ORTH WITH DAVING THE EXCHANGES	Transport of the Cartesian Charles and Table and Cartesian Charles and		etalet WOMEN will address at 5 miles
Control Delay (s)	6.4	7.3	6,9				
Approach Delay (s)	6.4	7.3	0.0	ia-ribioninalain-biodeolini	Section Section (Conference Sec	errinos dissentatrande de consistencia escripto del consistencia de 2000 de destación de 2004 de 2	Silventanske skielet vers s
Approach LOS	A	A	A				
ialCiessis (elepsiblique) signada de cara							
Delay			7.2				
HCM Level of Service			Α				
Intersection Capacity Utilization	in .		13,3%	IC	U Level o	if Service A	
Analysis Period (min)			15				

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Neves (ed.)			S D		100 E	100			NEEP.			SER
Lane Configurations		44			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	18	5	17	25	78	6	24	12	20	56	25
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)	16	20	5	18	27	85	7	26	13	22	61	27
Bijedojijojija kaliteritže se s	(10)											
Volume Total (vph)	41	130	46	110								
Volume Left (vph)	16	18	7	22								
Volume Right (vph)	5	85	13	27								
Hadj (s)	0.03	-0.33	-0.11	-0.07								
Departure Headway (s)	4.4	4.0	4.3	4.2	College and the College and a second							
Degree Utilization, x	0.05	0.14	0.05	0.13		25-125-2		1. 47. 24. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0.				
Capacity (veh/h)	778	871	796	813	of 1855 in Commission Production	ter Malan - talian di history	complete is a second statement of	alennerskurisens (m. c.	a car mataga ancimpos	er a a marent en commencia e a c		salas domesti has mutofiss.
Control Delay (s)	7.7	7.6	7.5	7.9								
Approach Delay (s)	7.7	7.6	7.5	7.9			/a/csep-resp-actions			Gelek in Self-restan projekte	tukanintolija jan karetoon	iniciamina na me
Approach LOS	Α	Α	Α	A								986
inignsektion/Stuningn/eng.												
Delay			7.7									
HCM Level of Service	NATIONAL AND AND AND AND AND AND AND AND AND AND		Α	and the same of th								
Intersection Capacity Utiliza	tion		29.8%	IC	U Level of	Service			A			
Analysis Period (min)			15									

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Vieweni		g viêj k	N E	NG P	-\$! 6[
Lane Configurations	, A		†			†			
Volume (veh/h)	19	20	- 8	0	0	30			
Sign Control	Stop		Free			Free			
Grade	- 0%		0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	a esperante de la proposició de la propo	THE BANK SERVICE OF THE BANK OF A TEN OF THE	ANNON AND AND THE PARTY OF THE PROPERTY OF THE PARTY OF T
Hourly flow rate (vph)	21	22	9	0	0	A CONCRETE RESPONSABLE DE LA CONTRACTION DE LA C			
Pedestrians	78	CHISTOTER CONTRACTO	17		esconorousesesco	2			104714000000000000000000000000000000000
Lane Width (ft)	12.0		12.0			12.0			
Walking Speed (ft/s)	4.0	Propries de la company de la company de la company de la company de la company de la company de la company de La company de la company d	4.0			4.0		884 888 W. S.	
Percent Blockage	7	4 4 5	1			0			
Right turn flare (veh)	5340 128840 (14688)	istroine afaise		nerestroane	\$0.050 (0\$J\$\$5				
Median type			None			None			n g 1000 (100 (100 (100 (100 (100 (100 (1
Median storage veh)			S angion des	YARI SERRETO				12006 TZ 155015	
Upstream signal (ft) pX, platoon unblocked			Arbi uid		autsi <i>u</i>				
vC, conflicting volume	136	89			87				
vC1, stage 1 conf vol	100	09			01				
vC1, stage 1 conf vol									
vCu, unblocked vol	136	89			87				
tC, single (s)	6.4	6.2			4.1				
tC, 2 stage (s)									
tF(s)	3.5	3.3			2.2				
p0 queue free %	97	98	en en en en en en en en en en en en en e	O MARAGEM A COMPLETICAD DOCUMENTO	100	ak berendi oleh dan dan dalam dalam dan dan serian dan serian dan serian dan serian dan serian dan serian dan s	Grand and a second second of the second of t		Name and Association of the Control
cM capacity (veh/h)	790	905			1411				
Direction what a second	7.11: 1	Major (A)				A CONTRACTOR CONTRACTO			
Volume Total	42	9	33						
Volume Left	21	0	0		artegalak 25 Alfa				resultablish (1867) (1971) (197
Volume Right	22	0	0						
cSH	845	1700	1700	racia de la composició de la composició de la composició de la composició de la composició de la composició de	ur yng dyd y traid (1926)	and the second s	agail anns an An An Staid an Tabhail	ann eigeach an tha 1865 ann an 1865.	encentralisment (1947)
Volume to Capacity	0.05	0.01	0.02						e productive some
Queue Length 95th (ft)	4	0	0	y ar en gestaffen aft grijft for skanlikklin fan S	ann a a g-sangar panga Nagarit	Processors Controlled to the explanation of the Market and Special Controlled to the Special Control Controlled to the Special Control Con	er process and a series that he series and unbilled to	energy to a common person of the control of the con	o commente e de la commentación de la completa de la completa de la completa de la completa de la completa de l
Control Delay (s)	9.5	0.0	0.0	2/25 (ED)					
Lane LOS	Α	Non-Advance as a	CONTONE - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	market and a second		Total Annual Section Section 1	on program in the program of the second of t	2010 J. J. J. J. J. S.	hypernigraphy with particle at the survey to
Approach Delay (s)	9.5	0.0	0.0		Y TON THE WAY				
Approach LOS	Α								
nesembastinaegy									
Average Delay			4.8	-					
Intersection Capacity Utiliza	ation		23.2%	ICI	U Level d	f Service		Α	
Analysis Period (min)			15						
	在30万分子			var ar ar	KSAS		0.00		SEP SECOND AND ASS

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viovement	(v [s]		5 5	SIER
Lane Configurations			*5	个 个	† }	
Volume (veh/h)	0	0	11	747	720	34
Sign Control	Stop	manufacture of the state of the	et i poderti i de de la compania de Caldinos	Free	Free	
Grade	0%			0%	- 0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	12	812	783	37
Pedestrians	15	Activity of the second	CONTRACTOR NEGLECTURE	*200204*0000000000000000000000000000000	3	arten distance and control and control and control and the con
Lane Width (ft)	0.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
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Upstream signal (ft)				905	321	
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vC, conflicting volume	1249	425	835			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	783	84	548			
tC, single (s)	6.8	6.9	4.1			
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Queue Length 95th (ft)	1	0	0	0	0	
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vC2, stage 2 conf vol						
vCu, unblocked vol	549	72			465	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF(s)	3.5	3.3			2.2	
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p0 queue free %	100			100			99	100	91	99	100	89
cM capacity (veh/h)	399			615			195	135	779	106	136	319
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Volume to Capacity	0.00	0.41	0.00	0.48	0.01	0.09	0.01	0.11				
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Analysis Period (min)			15									

PC-38-11 A petition seeking a right-of-way vacation of a 66-foot wide by 600-foot long portion of the Prince Street right-of-way located between Grant Street on the south and Sherman Street on the north and immediately west of and adjacent to Downers Grove North High School property in Downers Grove, IL; Community High School District 99, Petitioner; Village of Downers Grove, Owner.

Chairman Jirik swore in those individuals who would be speaking on File PC-38-11.

Mr. Stan Popovich, Planner, directed the commissioners' attention to the overhead and explained the petition was a for a vacation of a 66-foot wide by 600-foot long right-of-way ("ROW") along Prince Street, between Grant and Sherman Streets and immediately west of the Downers Grove High School football field. The current ROW included a 28-foot wide street with a sidewalk on the east side and parkway trees on both sides of the street. The six parcels adjacent to the proposed vacated ROW were owned by Community High School District 99 ("District"), petitioner. The District was proposing a comprehensive redevelopment of the area to include a new athletic field, parking lots, and a portion of the Prince Street ROW to be vacated. The only item under Plan Commission review, however, was the vacation of the ROW. Per staff, associated uses for high schools were permitted uses within the R-4 zoning districts.

Existing conditions were noted on the overhead, followed by the proposed improvements, which included the following: a new parking lot on south side of the large parcel between Saratoga, Grant, Prince and Sherman Streets; a soccer field on the north side of that parcel; a new paved walkway on the converted ROW; a plaza on the south end with a new bathroom building and canopy. On the south side of the ROW a new entrance to the proposed parking lot would be installed. A gate would also be installed adjacent to Sherman Street to block off the walkway so vehicles could not drive in the area.

Mr. Popovich confirmed that all utility companies were contacted. He proceeded to explain, more specifically, the location of the utilities within the ROW.

Mr. Popovich pointed out that some revisions were made to the proposal since it was originally submitted by the petitioner, such as the original 45 foot wide easement proposed for access to the utilities was revised to 46 feet, after discussions with staff, the petitioner, and the school district. The extra foot to the west would allow the Village to have 10 feet of space between the existing water main and the western edge of the easement. Proposed revisions include the incorporation of easement stubs to provide access for the storm sewer, sanitary sewer and water main. Staff noted that the revision was now for a 46-foot wide by 600-foot long easement. The petitioner was aware that no permanent structures would be allowed within the easement area.

Continuing, it was reported that a traffic study for this project was done and it was found that the street closure would not result in a significant impact to traffic flow in the area. Most of the traffic in the area was school-related. Non-school related traffic to Ogden Avenue would typically use Saratoga Avenues since there was an existing traffic light at Ogden Avenue. Staff reviewed the traffic impact study with the Public Works department and the traffic manager agreed with the findings in regard to the proposed vacation.

Mr. Popovich discussed that the Comprehensive Plan calls for the Village to promote the continued operation and improvements to school facilities and ensure that they do not impact residential

neighborhoods and to cooperate with the school districts to maintain high quality sites and facilities. Staff believed the proposed ROW vacation complies with this recommendation. With this vacation, bus stacking would be eliminated along Prince Street between Grant and Lincoln and not impact the adjacent residential neighborhood.

Staff believed the proposal was consistent with the Village's Comprehensive Plan and Zoning Ordinance, and met the requirements of the Village's police department. However, the fire department did have concerns, and requires including a 20 foot walkway versus a 16 foot walkway; a mountable curb on the south side of the ROW between the plaza and parking area (for emergency vehicles); and a gate on the north side to include a lock box to be operable by one person.

Mr. Popovich indicated the appropriate notice was provided for this proposal. Staff received no correspondence regarding the request from the neighbors. Mr. Popovich indicated the Director of Public Works received correspondence from a neighbor regarding the design of the proposed parking lot east of Main Street. The District held an October 27, 2011 neighborhood meeting on this proposal and the results of the meeting were on the dais. There appeared no significant concerns with the vacation and the comments were primarily related to changing the parking hours on Prince Street and lifting the parking ban, which staff could address after the improvements were made.

Per the Vacation Policy, Mr. Popovich stated that consent was required by two property owners and, in this case, there was only one property owner adjacent to the proposed ROW. Mr. Popovich noted known public interests such as the location of utilities within the ROW have been addressed. Additionally, the traffic study found the proposed vacation will not negatively impact the surrounding neighborhood. Staff concurs and believed the Vacation Policy was being met. Staff, however, was recommending to waive the compensation fee, typically required.

Mr. Popovich stated staff recommended the Plan Commission forward a positive recommendation to the Village Council with the conditions listed on page 6 of staff's report. He reminded the Commission that two revisions were necessary to the original conditions: Condition No. 2 shall read, "Prior to final Village Council consideration, a Mylar copy of the Final Plat of Vacation indicating the required easements per the **revised easement sketch identifying a 46 foot wide easement** shall be prepared and submitted to the Village." Condition 3 shall read, "The Village shall waive the \$153,513.00 compensation for the vacated right-of-way."

Chairman Jirik reminded the commissioners that tonight's request was for a vacation of land only.

Mr. Matejczyk confirmed with Mr. Popovich that the vacation was going to facilitate the use of the proposed parking lot. Mr. Popovich noted that there would be an entrance with the existing ROW serving on the south side as an entrance to the parking facility and continuing through to Saratoga Avenue. He identified those properties owned by the school district along Saratoga. Also, he clarified that the stubs in the revised 46 foot wide easement were indicated in the revised easement sketch, per Mrs. Rabatah's question.

Mr. Waechtler asked about waiving the compensation for the property. Mr. Popovich stated the Village Council makes the final decision about payment for rights of way per the vacation policy. He indicated staff typically makes a recommendation in terms of the value of the right-of-way so the Plan Commission and public were aware.

Chairman recalled the Plan Commission took no position on such recommendations in the past. Chairman Jirik could not recall if there was another instance where compensation was waived for a right of way.

Mr. O'Brien, also raised the fact that the Village has a fee waiver policy which allows staff to waive fees for governments and not-for-profits where no direct costs are incurred by the Village. Mr. O'Brien indicated he was not aware of any other waivers since the current right of way policy was adopted in 2003. He stated that there were no other cases where an public agency or not-for-profit applied for a vacation.

Mr. Mark McDonald, Superintendent for School District 99, 412 Bunning Drive, Downers Grove, discussed the petition in depth, noting that North High School was constructed on a small amount of land initially and the school district began purchasing properties back in the 1990s, which were the properties under discussion. The last home was purchased in July 2011. Planning for the two high school campuses began back in 2009 but no source of revenue existed until the summer of 2010. During this time he reported the Board of Education charged the school's administration to address three issues at the north campus: safety, adding or making better use of the existing space at the campus, and to create facilities on the campus to conduct more activities and athletic events on the campus. Details followed on how each of these three issues were being addressed; specifically, vacating Prince Street west of the stadium for the purpose of enlarging the campus contiguous and relocating and redefining the bus loading areas.

Continuing, Mr. McDonald stated the current homes that the school district owned would, therefore, be converted to green space and a bus drop-off and pick-up. The vacation allowed for the consolidation of spaces within the existing campus, eliminated through-traffic, and allowed for the relocation of bus drop-offs and pick-ups in the south area of the campus, which he believed was the safest location for the facility.

Mr. Byron Wyns, Wight & Company, 2500 N. Frontage Road, Darien, Illinois, engineers for the project, discussed that his offices did work closely with the school district in creating a safe design for the students and vehicular traffic. He welcomed questions.

Responding to commissioner questions, Mr. McDonald reported that the school the district owned eight homes on nine lots. Bus ridership was estimated at 500 to 600 students and those students would be boarding at the newly designed parking area. Asked whether the property on the east side of Main Street would still be utilized, Mr. McDonald stated it would, only for parking. As to those students crossing Main Street during the day, he noted they were students crossing daily for physical education classes and for football practice in the fall. In the spring, students involved in softball crossed Main Street. With the new proposal, he said those students were removed from crossing the street, except for the early morning hours, arriving at school or in the afternoon, exiting school. Students would complete their physical education courses and after-school activities without crossing a street.

Chairman Jirik opened up the meeting to public comment.

Mr. Chris Patterson, 4502 Prince Street, Downers Grove, fully supported vacating Prince Street. His concern was traffic control on Prince Street, south of Grant between Grant and Lincoln, due to

parents waiting to pick up their students while in the bus parking zone. He asked if there would be parking and traffic controls to address this issue. For this specific issue, the chairman felt that the Traffic and Parking Commission could address his concerns. Mr. O'Brien explained the appropriate steps that would take place to address such issues as the petition moved forward and as well as stating that District 99 would be educating the parents and installing appropriate signage.

Ms. Mary Plasman, 4440 Saratoga, Downers Grove, asked the commission to not approve or hold off the vacation until the parking and traffic issues were resolved. She believed the vacation would impact the area in ways not considered in the traffic report, i.e., no information about the drop-off and pick-up area with the sports buses and the waiting parents. Other concerns included the buses exiting their area and barely having enough room to turn out of the driveway and wait for the stop sign at Saratoga and Grant Streets. She believed the vacation would have a negative impact on the traffic on Saratoga. She stated the traffic report reflected times when students were basically in school. Ms. Plasman stated that Saratoga was a narrow street, since she could not back out of her driveway currently. She asked if the 600 feet length of the vacation could be shortened in order to have room for the school district to rearrange the entrance/exit of the parking lot. While she did not oppose the plan, she believed approval of the petition would negatively affect her property. Ms. Plasman indicated that her property was a rental house and the new parking lot would make the property less attractive to prospective renter. She also added that the construction traffic will be heavy and she did not want that traffic parking on Saratoga.

For the record, Mr. Waechtler, stated his understanding was that Mrs. Plasman was asking if it would be better to shorten the parking lot and relocate it eastward, to allow more room for the buses to make turns, wherein Ms. Plasman clarified it was a narrow street problem and the driveway exiting onto Saratoga was directly across from her property. She believed removing the homes already devalued her rental property because she could not command a higher rent.

In responding to the Chairman's questions, Mr. Popovich explained the review process for the parking lots, noting the proposed parking lots and improvements to the school's property was "construction by right" because public high schools are permitted uses in the R-4 district. He went on to indicate the proposed parking lot would have to comply with the Village's screening and construction standards.

Chairman Jirik asked there was anything that prohibits the development of either parking lot should the vacation not be approved. Mr. Popovich indicated the improvements could be made even if the vacation is not approved. He indicated the closure of Prince Street is the only portion of the plan that could not be completed without the vacation.

Chairman Jirik went on to confirm that could the parking lots be developed as outlined if the vacation is denied. Mr. Popovich indicated they could, noting the parking lot design that was on the overhead would be slightly modified because a vehicle would be coming off of Prince Street. Regardless of the outcome of this meeting, Mr. Popovich confirmed with the Chairman that the parking lots could be developed without the vacation.

Ms. Cindy Schram, 4442 Saratoga, Downers Grove, stated her concern was that if the petitioner was allowed its vacation, what were her rights to work with the school district. She was looking to the Village to assist the owners so the proposal worked. She supported the proposal, but stated safety concerns existed in the parking lot and the bus drivers could not see late-coming students. She

stated she had no parking at any time in front of her house since buses were loading students or vehicles were constantly parking and blocking her driveway. She wanted to work with the Village and the school district to resolve this issue, since it was the first time many of the neighbors had heard about the proposal.

Ms. Jenny Bauman, 4500 Prince Street, Downers Grove, stated she found out about this proposal about one week before she was due to close on her home. She found issues with the traffic report, noting it identified the peak times between the hours of 2:00 p.m. and 4:00 p.m. She stated the school lets out at 3:20 p.m. and Prince Street was blocked off during these times. She believed that the morning and afternoon traffic flowed well, but problems arose when students were let out of their athletic programs between 4:00 p.m. and 7:00 p.m. Parents parked on Prince Street to pick up kids and creating congestion for residents in the area. Ms. Bauman went on to indicate she did not receive support from the police department during congested times and stated that the existing rules for safety were not being enforced. She stated she attended the open house meeting and came away from that meeting with the petitioner having no clear plan for the drop-off and pick-up of the students. She believed the vacation may need to take place but there needed to be a better plan. Ms. Bauman questioned the traffic report when it said the volume of cars expected to use the area would not cause operational concerns; she stated there were operational concerns now.

Ms. Bauman explained that the school did not communicate drop-off/pick-up or other traffic patterns to the parents at any of the orientation meetings she attended. She indicated that only the on-site parking rules were explained. She supported keeping the greenscape and not removing trees.

Mr. Tom Smith, 1205 Grant Street, Downers Grove, shared the same concerns of his neighbors and he supported the vacation of Prince Street, as it was necessary. This was the first time he heard about the proposal and believed there was a lack of community involvement from the school district. He supported more study of the traffic impacts and possible modifications to the parking lot and bus pick-up area.

No further comments followed. Chairman Jirik closed public participation. Commissioners had no follow-up questions to the public.

Mr. Byron Wyns, for Wight & Company, responded by explaining that the pick-up and drop-off area was designed to accommodate the off-street pick-up area into the parking zone after the buses leave, which included a designated area and a canopy area. He confirmed, as the above neighbor had stated, that there was no formal plan in place, as he was in discussions with the school district on how to address the issue and stated he "knows that there has to be something formal put in place" which was the design that was presented. He stated there was thought put behind the plan.

While the Chairman confirmed with staff that the commission had no purview over the parking lot at this time, he asked for staff's view on a motion, if the petitioner chose to voluntarily meet with the neighbors. In response, Mr. O'Brien explained that the petitioner would be encouraged to work with the surrounding neighbors to address concerns. However, if the Plan Commission believed that the traffic concerns had not been adequately addressed by the traffic study with regard to the traffic circulation on Prince Street, the Commission could request more information and have the petitioner return to a future meeting.

The Chairman pointed out that the petition was for a vacation, but the buses have to go somewhere, which was not in the purview of this Commission.

Mr. Beggs indicated he could only view this petition supposing there was no parking lot plans, then the question was whether it was a proper request, which he was considering.

Mr. Waechtler noted he did not recall any past vacations with as many ramifications as this request. He thought the two issues were separate but inter-related. He reiterated the District held a neighborhood meeting on October 27. Mr. Waechtler acknowledged that the Commission received a list of concerns raised by the neighbors at that meeting. He questioned whether those concerns were addressed by the School District. He agreed there were unanswered questions and the vacation request was much more than a simple vacation where a garage may be involved.

Clarifying his understanding of Mr. Waechtler's comments, the Chairman understood Mr. Waechtler's comments that a response to the neighbors concerns to traffic issues should have been included to assist the Commission in its review. Mr. Waechtler concurred, stating along with some more related items. Chairman Jirik stated it was "the impact of a vacation on an existing activity, which was more than a level of service."

Superintendent Mark McDonald responded by explaining that he held a public meeting with the Board of Education back in January, 2009 and discussed the need to create such a plan, which was posted on the web site. Another meeting was held in the fall of 2009, revealing such a plan, and issues of safety were addressed. The purchase of the properties began in 2009 and the school district spoke to affected neighbors. A letter was sent to the neighbors, of which he did not see because he was not employed by the district then, inviting them to a meeting. He was not aware of a plan from the 1990's because he did not begin working in the district until 2003. As to community involvement, he reported that over 100 people were involved from the community, including booster club parents, parent club meetings at North, and public agencies. The plan was initially presented to the Board of Education in January 2011 but the board did not vote on the plan at that time. A second public meeting was held on January 31, 2011 to address issues found by the Board of Education at that time. The meetings were publicized in the Downers Grove media and have been on the district's website.

Mr. Keith Matune, member of the Board of Education for Downers Grove North and South ("BOE"), and having been a prior student at North, discussed that the BOE was charged with the safety of approximately 2,000 students at North. He stated the Master Site Program and Plan addresses that very fairly. He discussed the streets crossings he did as a student over Main Street and the buses lining up since the 1970s. If a change was not made, he stated more of the same would continue. Approximately 25% to 33% of the students ride the bus. With the way the buses were currently lined up, he said a safety hazard existed, along with other issues, and addressing it was a better and safe move. He reiterated the ROW vacation was primarily about safety.

Mr. Marty Schack, director of physical plant and operations for the district, said he was employed since 1983 with the district and has been trying to address and correct the issues at North High School over the years. He viewed the traffic problems as vehicular and pedestrian and one of the reasons for the vacation was that students would not have to cross Prince Street if vacated. He did not want to duplicate the problem on Main Street. Placing the buses in the bus parking lot allowed better control of the students to their buses. He cited the positives occurring at South High School

with a similar bus parking layout. Secondly, as to public input, he reported the open house two weeks ago was encouraged by Village staff and a list of neighbor concerns were heard, a copy of which the Commissioners had. He stated the district was considering those concerns as it goes through further design and review with the Village. No new concerns were raised and he wanted to ensure those attending tonight's meeting that the district was listening in order to work with the designer and traffic engineer. Lastly, he noted the District's traffic engineer was present and believed the study was comprehensive.

Mr. Charles Teuer, traffic engineer with Regina Webster & Associates, responded by explaining how the scope of study was developed and approved by Village staff. The Village agreed with the times that would be observed for traffic volumes and levels of service.

Chairman Jirik, again, reiterated that it in his mind there was a single issue that the Commission needed to think about, which was -- are there traffic effects or other effects that would result from the closing of a street that the commission believed were significant enough that more information was necessary or not. He agreed this was a unique situation and the street was also unique. He opened up the meeting to questions for the petitioner on matters of traffic.

Per Mr. Hose's question about the costs and delays to the school district if the Commission were to ask for more information, Mr. Teuer could not respond to the question. Dialog followed that it depended upon if there was a relevancy and what it was to study further.

Mr. Waechtler asked if Mr. Teuer and others involved in the petition, had time to address the neighbors' concerns, wherein Mr. Teuer stated he received the list on the dais and was in the process of updating the traffic study accordingly.

Chairman Jirik asked to what extent the items on the list were specifically related to the vacation wherein Mr. Byron Wyns, with Wight & Company, responded that the comments Mr. Teuer was addressing were staff comments regarding the traffic study and were not directly related to all the issues on the list from the October 27th meeting. He clarified there were two different sets of comments and Mr. Teuer had the staff comments that were accumulated when the October 27 meeting was held. Many of those traffic issues were existing and not based on the new parking design. He emphasized he was working to address staff comments.

Asked if there were traffic issues directly related to the vacation, no comments were heard. No further closing statements were made by the petitioner.

The Chairman spelled out the four options available to the Commissioners on how to proceed with a motion. Mr. O'Brien reminded the Commissioners and public that the Village's planners, traffic manager and police department reviewed the traffic study. Staff asked the petitioner to study the surrounding street network to see if the closure of Prince Street would impact the traffic and pedestrian patterns in the neighborhood. He explained that overall the level of services for surrounding intersections remained with the closure of Prince Street. Mr. O'Brien indicated staff's finding, based on the applicant's traffic study, is that there would be no significant impacts to the traffic patterns if Prince Street is closed. However, he reminded the Commission that staff has some operational and site planning comments regarding the layout of the parking lot. These comments were forwarded to the petitioner and will have to be addressed in the petitioner's final site plan.

Mrs. Rabatah asked if the traffic flow between the hours of 4:00 p.m. and 7:00 p.m. would not be changed with the closure. Mr. O'Brien believed the level of service in the neighborhood would remain the same and some of those concerns raised by the neighbors were being addressed by getting the buses off of Prince Street and into the parking lots.

Chairman Jirik queried staff whether staff was recommending that the district prepare an operational plan, including regular communication with the neighbors, regular surveillance, and education of sports families on how to pick up their students. Mr. Popovich responded that the Village's traffic manager was advocating better education of the parents and students for the pickup and drop-off area. The traffic manager also believed traffic will be improved because specific parking spaces for the buses were being created, especially for organized sporting events.

Mr. O'Brien called attention to the fact that a plan would be put in place by the District based on their traffic engineer's recommendation. He indicated once the parking lots were built, the Village would partner with the School District fine-tune on-street traffic regulations as has been occurring.

The Chairman believed that the plan would create a forum and if the neighbors were upset they could request to view the plan, and if parts of it were not working a document existed which could be worked upon to improve the situation. As part of the vacation, Mr. O'Brien was not sure if the Commission could require an operational plan. Mr. O'Brien also stated that staff had already asked the petitioner information regarding their use of the proposed parking lots.

Mr. Hose asked staff what its level of comfort was for the period of time outside of the two times already studied, wherein Mr. O'Brien explained that the two time periods were the peak hours typically experienced by schools. These time periods would be what one would expect to see in a traffic study. He indicated that during the afternoon peak, one would expect to see a greater drop in service at the intersections of the cross streets with Ogden Avenue as school let out. Saratoga was a street that he felt would experience a bit more traffic in the PM peak due to the signal at Ogden. Mr. O'Brien noted that Prince provides some relief to the road network.

Mr. O'Brien went on to explain that the evening peak for the road network is likely between the hours of 5-7 p.m. He indicated that although the traffic study did not specifically address these hours, it is likely that the road network would function similarly to the peaks identified for the school in the traffic study. Mr. O'Brien indicated these evening peaks would likely not be affected by the closure of Prince Street given its function in the street network. He indicated the traffic that would go to Prince would likely shift to another street in the grid.

Mr. Waechtler suggested clarifying Conditions No. 3 to adding a Condition No. 7 stating "District 99 will prepare an on-going operational plan for neighbors, traffic and parking objections." He asked for Commissioners' input on new Condition No. 7. The Chairman suggested, after hearing what staff reported above, to add the following parenthetical: "(This motion recognizes testimony by staff, noting that an operation plan that addresses traffic issues associated with changes that were brought about due to this vacation, will be prepared separately by the petitioner as part of the staff's permitting process.)"

The Chairman asked for other comments. There were none. As such, Chairman Jirik entertained a motion.

WITH RESPECT TO FILE PC 38-11, MR. COZZO MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL APPROVING THE PRINCE STREET RIGHT-OF-WAY VACATION SUBJECT TO STAFF'S CONDITIONS LISTED BELOW:

- 1. THE VACATION SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT DATED NOVEMBER 7, 2011.
- 2. PRIOR TO FINAL VILLAGE COUNCIL CONSIDERATION, A MYLAR COPY OF THE FINAL PLAT OF VACATION INDICATING THE REQUIRED EASEMENTS PER THE "REVISED EASEMENT SKETCH IDENTIFYING A 46 FT. WIDE EASEMENT" SHALL BE PREPARED AND SUBMITTED TO THE VILLAGE.
- 3. A MOUNTABLE CURB SHALL BE PROVIDED ONTO THE PLAZA AT THE SOUTH END OF THE VACATED RIGHT-OF-WAY.
- 4. THE 16-FOOT WIDE WALKWAY SHALL BE REDESIGNED TO PROVIDE A 20-FOOT WIDTH THAT CAN ACCOMMODATE AN 80,000 POUND EMERGENCY VEHICLE.
- 5. THE NORTHERN GATE SHALL INCLUDE A LOCKBOX AND BE DESIGNED SUCH THAT A SINGLE INDIVIDUAL CAN OPERATE THE GATE.
- 6. THIS MOTION RECOGNIZES TESTIMONY BY STAFF, NOTING THAT AN OPERATION PLAN THAT ADDRESSES TRAFFIC ISSUES ASSOCIATED WITH CHANGES THAT WERE BROUGHT ABOUT DUE TO THIS VACATION, WILL BE PREPARED SEPARATELY BY THE PETITIONER AS PART OF THE STAFF'S PERMITTING PROCESS.

SECONDED BY MR. HOSE.

Mr. Beggs stated he was not sure of staff's authority to make requirements under the permitting process. Mr. O'Brien responded that as part of the site plan approval, the Village will be granting ROW permits and access permits which will be an opportunity for the site plan issues to be addressed. He stated the Commission could strengthen the requirement if it chose, but again, reminded the Commission it was staff's intent to require the petitioner to answer some of the questions surrounding the site plan. Mr. Beggs reminded the Chairman that the Commission was dealing with a separate governmental body and not with a commercial establishment subject to the jurisdiction of the Village. In response, Mr. O'Brien stated that the district does have to comply with the Village's Zoning Ordinance, ROW permits and stormwater requirements.

The Chairman pointed out that if the Commission requires the operational plan as part of the vacation, the petitioner has no option but to prepare the plan.

However, Mr. Beggs disagreed. He stated the vacation depended upon whether the Commission was creating any hazard to the neighborhood by closing the street. Personally, he did not believe the Commission was creating a hazard and he did not hear of any hazards being raised at this time.

Mr. Waechtler commended District 99 for all its work over the years and was assured that the district would continue to work with the neighbors to resolve the issues. The Chairman concurred.

ROLL CALL:

AYE: MR. COZZO, MR. HOSE, MR. BEGGS, MR. MATEJCZYK, MRS. RABATAH,

MR. WAECHTLER, CHAIRMAN JIRIK

NAY: NONE

MOTON CARRIED. VOTE: 7-0

Staff referenced the meeting dates for 2012 on the dais. Mr. O'Brien stated one agenda item will be on the December agenda. Copies of the Comprehensive Plan were also available after the meeting. Copies were also on-line and at the library.

Mr. Beggs added that the discussion on the last petition was very beneficial.

THE MEETING WAS ADJOURNED AT 10:05 P.M. ON MOTION BY MR. WAECHTLER, SECONDED BY MRS. RABATAH. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 7-0.

/s/ Celeste K. Weilandt
Celeste K. Weilandt
(As transcribed by MP-3 audio)

Landscaping

- Save as many trees as possible.
- More green space.
- Adequate landscaping along Grant (West side of school) to block noise/view.
- Additional line of trees between bus parking and soccer field.
- Highland parkway would like more green space & trees.

Parent Pick-up & Drop off areas

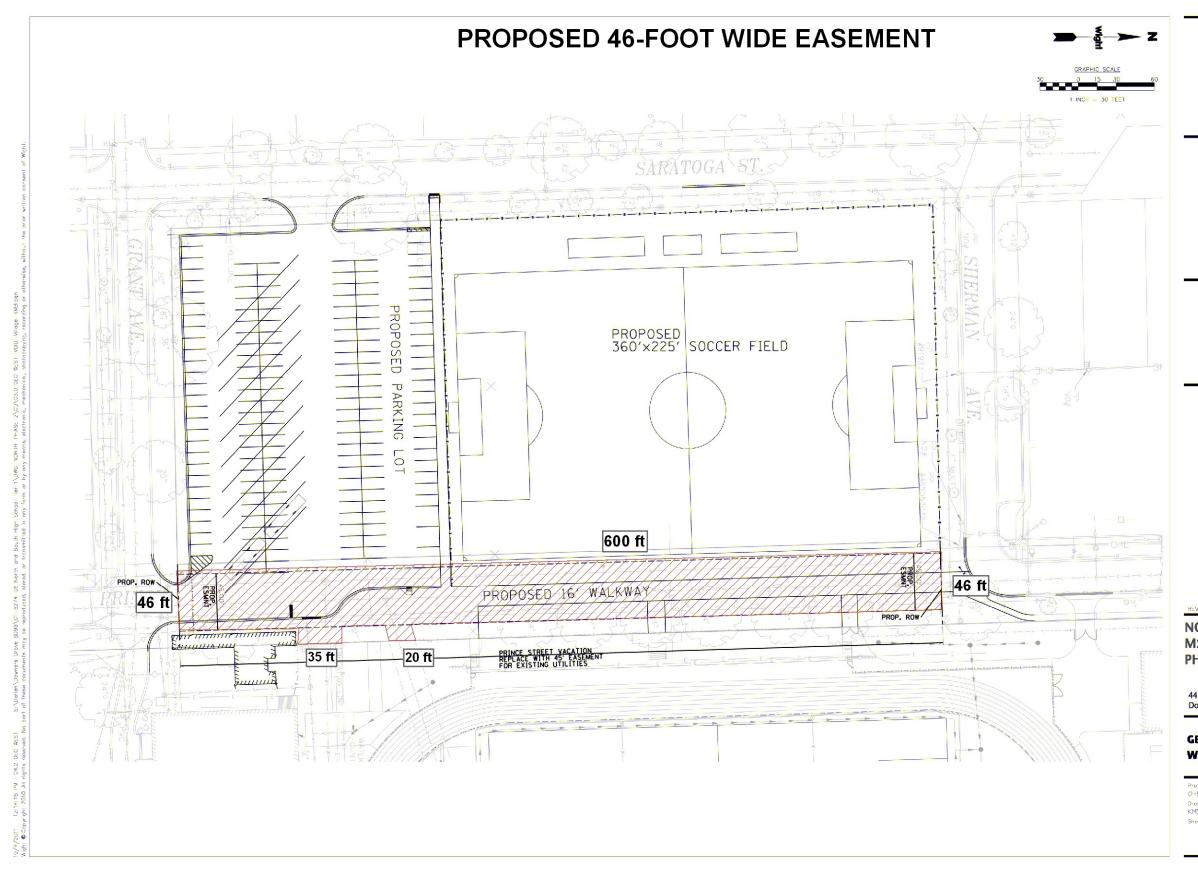
- Educate parents & students of new traffic flow and pick up area including after school hours.
- Clear signage & direction needs to be provided for new bus staging areas.

Prince Street closure

- Restricted parking hours as opposed to no parking anytime (similar to Lincoln St).
- Parking ban on Prince to be lifted at least on weekends.

Safety Concerns

- Review of a 4-way stop sign at Grant & Highland to alleviate congestion & better pedestrian crossing with increased number of cars.
- Grant & Highland stop sign NE corner view is obstructed by large pine tree.
- Residential homes on Highland have obstructed view to North when backing out of driveways due to large pine tree.
- Highland parking lot entrance location directly across from residential driveway is dangerous.
- Stop sign at Highland & Lincoln to alleviate speeding from Grant to Chicago Ave.
- Traffic at Grant & Prince currently not being enforced. Safety needs to be addressed.
- One way on Grant & Prince (one block West & South of school) to improve traffic.
- Widen Grant & Sherman to include turn lanes for flow onto Main Street.
- Study traffic jam at the 4 way stop at Saratoga & Grant.
- Move driveway across from 4440 Saratoga further North to avoid being directly across residential driveway for safety reasons.







Wight & Company wightco.com 2500 North Frontage Road Darien, IL 60561 P 630.969.7000 F 630.969.7979

REV DESCRIPT

NORTH HIGH SCHOOL MSP 2011 TIER 1 PHASE 2

4436 Main St. Downers Grove, IL

GEOMETRIC PLAN
WEST

Project Number 01-5274-06 Drawn By: KMB Sheel:

C4.2

PLAT OF STREET VACATION AND EASEMENT RESERVATION PRINCE STREET VACATED RIGHT-OF-WAY

PART OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE

11. EAST OF THE THIRD PRINCIPAL MERIDIAN IN DUPAGE COUNTY, ILLINOIS

LOT 14

LOT 21

LOT 4

LOT 21

LOT 20

LOT 20

LOT 15

LOT 22

LOT 3

LOT 22

BLOCK 31

E.H. PRINCE & CO.

REC. SEPT. 30, 1891/

PT OF

LOT 4

SARATOGA -ST.

HERETOFORE DEDICATED PER
E.H. PRINCE & CO. ADD. TO D.G.

PER DOC. 43600 REC. SEPT. 30, 1891

LOT 19

LOT 6

BLOCK 30

- E.H. PRINCE & CO.

ADD. TO D.G.

PER DOC. 43600

REC. SEPT. 30, 1891 -

LOT 18

LOT 7

PRINCE STREET HEREBY VACATED

PRINCE HERETOFORE DEDICATED PER
E.H. PRINCE & CO. ADD. TO D.G.
PER DOC. 43600 REC. SEPT. 30, 1891

BLOCK 29

E.H. PRINCE & CO. ADD. TO D.G. PER DOC. 43600 —

REC. SEPT. 30, 1891

LOT 18

_600.00'-

LOT 19

WITHIN THE LIMITS SHOWN -

LOT 17

LOT 8

LOT 17

LOT 16

LOT 9

__ ADD. TO D.G. PER DOC. 43600

LOT 5

LOT 14

LOT 11

PUBLIC UTILITIES EASEMENT

LOT 14

RESERVATION—

91.89'

LOT 13

LOT 12

LOT 5

LOT 5

LOT 15

LOT 10

35.0' 38.58'

LOT 15

| 20.71'ノ

LOT 16

PROPERTY LINE EASEMENT RESERVATION AREA

LINE LEGEND

STREET VACATION BOUNDARY

EASEMENT RESERVATION LINE RIGHT-OF-WAY VACATION AREA

EASEMENT RESERVATION PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF

UNDER FRANCHISE FROM THE SAID VILLAGE LIMITED TO AT&T, NICOR, THE DOWNERS GROVE SANITARY DISTRICT AND THEIR RESPECTIVE SUCCESSORS AND

EASEMENT RESERVATION" ON THE PLAT OF VACATION OF THE VACATED STREET RIGHT-OF-WAY AS DESCRIBED HEREIN FOR THE PERPETUAL RIGHT PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT

MAINTAIN, AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS AND COMMUNITY ANTENNA TELEVISION SYSTEMS AND ALL NECESSARY

EASEMENTS. TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE PROPERTY

INTERFERE WITH THE OPERATION OF THE UTILITIES. NO PERMANENT BUILDINGS

OR STRUCTURES SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE

INTERFERE WITH THE AFORESAID USES AND RIGHTS. ANY INSTALLATIONS OF IMPROVEMENTS PLACED IN THE EASEMENT SHALL BE AT THE PROPERTY

OWNER?S SOLE EXPENSE AND THE VILLAGE SHALL NOT BE RESPONSIBLE FOR

REPAIRING, MAINTAINING OR REPLACING ANY IMPROVEMENTS. THE PROPERTY

OFFICERS AND EMPLOYEES AGAINST ALL INJURIES, DEATHS, LOSSES, DAMAGES

CLAIMS, SUITS, JUDGMENTS, COSTS AND EXPENSES WHICH MAY ARISE DIRECTLY OR INDIRECTLY FROM THE INSTALLATION OF ANY AND IMPROVEMENTS IN THE

EASEMENT AREA. THE VILLAGE SHALL NOT BE RESPONSIBLE OR LIABLE FOR ANY DAMAGE INCURRED TO THE IMPROVEMENTS DURING OR AS A RESULT OF

ANY REPAIR, MAINTENANCE, OPERATION, USE OR INSTALLATION OF EQUIPMENT

IMPROVEMENTS SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF DOWNERS GROVE. EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND OTHER GOVERNMENTAL AUTHORITIES

HAVING JURISDICTION OF THE LAND OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS AND THE PERFORMANCE OF ANY AND ALL MUNICIPAL AND

OR FACILITIES WITHIN THE EASEMENT AREA. ALL INSTALLATIONS OF

OTHER GOVERNMENTAL SERVICES.

OWNERS SHALL INDEMNIFY AND HOLD HARMLESS THE VILLAGE, ITS AGENTS,

TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT

("IMPROVEMENTS") AND OTHER PURPOSES THAT DO NOT THEN OR LATER

DOWN, TRIM OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS THAT

USED FOR GARDENS, SHRUBS, LANDSCAPING, DRIVEWAYS, FENCES

APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE AND FOR ANY AND ALL MUNICIPAL PURPOSES, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED

DOWNERS GROVE, COUNTY OF DUPAGE, AND TO UTILITY COMPANIES OPERATING

ASSIGNS JOINTLY AND SEVERALLY, OVER ALL AREAS MARKED "PUBLIC UTILITIES

LOT 18

33' | 33'

_P.O.B

LOT 19

LOT 10

LOT 9

LOT 8

BLOCK 32

E.H. PRINCE & CO.

ADD. TO D.G.

REC. SEPT. 30, 1891/

PER DOC. 43600

LOT 7

BLOCK 1

POULIN'S SUBDIVISION

PER DOC. 211948

LOT 24

LOT 1

LOT 24

LOT 23

LOT 2

LOT 23

LOT 16

LOT 17

(OR CORPORATION), HEREBY CERTIFY THAT THEY (OR IT) ARE THE OWNERS (OR OWNER) OF THE ABOVE DESCRIBED PROPERTY AND THEY (OR IT) HAVE CAUSED THE SAME TO BE SURVEYED AS SHOWN ON THE PLAT HEREON GIVEN THIS _____ DAY OF ____ OWNER'S SIGNATURE

OWNER'S CERTIFICATE

NOTARY'S CERTIFICATE

STATE OF ILLINOIS

RECORDER OF DEEDS

COUNTY OF DUPAGE STATE AFORESAID, DO HEREBY CERTIFY THAT PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME(S) IS(ARE)

SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNER(S) OR REPRESENTATIVE(S) OF THE OWNER APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE(SHE) SIGNED AND DELIVERED THE ANNEXED PLAT AS HIS(HER) OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND SEAL THIS ______ DAY OF ______, A.D., 20 _____

NOTARY SIGNATURE

VILLAGE COUNCIL CERTIFICATE

APPROVED THIS _____ DAY OF _____ A.D. 20__ BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE. VILLAGE CLERK

COUNTY RECORDER CERTIFICATE

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ON THE _____ DAY OF _____ A.D. 20___, AT ____ O'CLOCK ___M. AS DOCUMENT NUMBER ____

PRINCE	STREET	VACATION	LEGAL	DESCRIPTION
	•	•	•	

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

THAT PART OF PRINCE STREET AS HERETOFORE DEDICATED IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1891 AS DOCUMENT NUMBER 43600 DESCRIBED AS BEGINNING AT THE NORTHEAST CORNER OF LOT 1 IN BLOCK 30 IN SAID E.H. PRINCE AND COMPANY'S ADDITION: THENCE ALONG THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID LOT 1, A DISTANCE OF 66 FEET TO THE NORTHWEST CORNER OF LOT 24 IN BLOCK 29 IN SAID E.H PRINCE AND COMPANY'S ADDITION; THENCE SOUTH ALONG THE WEST LINE OF SAID BLOCK 29, A DISTANCE OF 600 FEET TO THE SOUTHWEST CORNER OF LOT 13 IN SAID BLOCK 29; THENCE ALONG THE WESTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 13. A DISTANCE OF 66 FEET TO THE SOUTHEAST CORNER OF LOT 12 IN SAID BLOCK 30; THENCE NORTH ALONG THE EAST LINE OF SAID BLOCK 30, A DISTANCE OF 600 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS COUNTY OF DUPAGE) SS

I, CHARLES A. HULSE, AN ILLINOIS LICENSED PROFESSIONAL LAND SURVEYOR HEREBY CERTIFY THAT THE ANNEXED PLAT HAS BEEN PREPARED FROM FIELD SURVEYS AND EXISTING PLATS AND RECORDS FOR THE PURPOSE OF VACATING STREET RIGHT-OF-WAY AND GRANTING AN EASEMENT RESERVATION.

THIS PLAT HAS BEEN PREPARED BY ROAKE AND ASSOCIATES, INC., ILLINOIS LICENSED PROFESSIONAL DESIGN FIRM NO. 807, LICENSE EXPIRES APRIL 30, 2013, UNDER MY PERSONAL DIRECTION FOR THE EXCLUSIVE USE OF THE CLIENT NOTED HEREON. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF

__, A.D., 20____

ILLINOIS LICENSED PROFESSIONAL LAND SURVEYOR NO. 2955 LICENSE VALID THROUGH NOVEMBER 30, 2012

PROFESSIONAL SURVEYOR (NOT VALID WITHOUT ORIGINAL SIGNATURE)

ROAKE AND ASSOCIATES, INC. CONSULTING ENGINEERS . LAND SURVEYORS . PLANNERS 1684 QUINCY AVENUE, SUITE 100A • NAPERVILLE, ILLINOIS 60540 TEL (630) 355-3232 • FAX (630) 355-3267

BLOCK 24

E.H. PRINCE & CO.

LOT 2

ADD. TO D.G.

PER DOC. 43600 REC. SEPT. 30, 1891

LOT 1

LOT 1

LOT 22

BLOCK 26

E.H. PRINCE & CO.

ADD. TO D.G. PER DOC. 43600

REC. SEPT. 30, 1891/

DOEMLAND RESUBDIVISION

BLOCK 25

E.H. PRINCE & CO.

ADD. TO D.G.

PER DOC. 43600

REC. SEPT. 30, 1891

LOT 2

LOT 21

PER DOC. 718207

COMMUNITY HIGH SCHOOL DISTRICT 99 ADMINISTRATIVE SERVICE CENTER 6301 SPRINGSIDE AVENUE DOWNERS GROVE, IL 60516 PH. (630) 795-7100 FX. (630) 795-7199

REVISIONS NO. DATE DESCRIPTION DATE DESCRIPTION DRN./CKD. BY: PRS/CAH | FILE: DATE: 1"=50'

PRINCE STREET VACATED RIGHT-OF-WAY PLAT OF STREET VACATION AND EASEMENT RESERVATION 7045VAC FLD. BK./PG.: 236/1 SHEET NO. OF JOB NO.: **704.005** 11/14/11



8619 W. Bryn Mawr Avenue, Suite 602 * Chicago Illinois 60631 **773 283 2600** * FAX 773 283 2602 www.RWAengineers.com

Memorandum

From: Charles H. Teuer, PE, LEED Green Associate Date: November 30, 2011

To: Community High School District 99

Subject: Proposed Site Improvements at North High School Traffic Analysis - Addendum

INTRODUCTION

This memorandum serves as an addendum to the Traffic Impact Study (TIS) completed for the proposed improvements at North High School. The purpose of this addendum is to establish the existing traffic patterns during the evening period on the west side of the school in the vicinity of the proposed vacation of Prince Street and evaluate the ability of the proposed plan to accommodate this traffic in the future.

Traffic Volumes

RWA collected traffic volumes between 4:00 PM and 7:00 PM on Tuesday November 29, 2011 at the following four intersections:

- Grant Street and Saratoga Avenue
- Grant Street and Prince Street
- Sherman Street and Saratoga Avenue
- Sherman Street and Prince Street

The peak hour of traffic within this time period was found to occur from 5:30 PM to 6:30 PM, considered the Evening Peak Hour for the purposes of this memorandum. The approach volumes for the Evening Peak Hour at each of the four intersections are tabulated below. The complete data is included as an Appendix to this memorandum.

Table 1 – Evening Existing Peak Hour Traffic Volumes (5:30 PM to 6:30 PM)

Intersection	Southbound	Westbound	Northbound	Eastbound	Total
Grant Street and Saratoga Avenue	156	56	99	20	331
Grant Street and Prince Street	52	7	117	37	213
Sherman Street and Saratoga Avenue	142	28	119		289
Sherman Street and Prince Street	56		55	4	115
				Grand Total	948

For comparison, the Morning (7:30 AM to 8:30 AM) and Afternoon Peak Hour volumes (3:00 PM to 4:00 PM) from the TIS are tabulated below.

Table 2 – Morning Existing Peak Hour Traffic Volumes (7:30 AM to 8:30 AM)

Intersection	Southbound	Westbound	Northbound	Eastbound	Total
Grant Street and Saratoga Avenue	109	81	230	63	483
Grant Street and Prince Street	32		89	40	161
Sherman Street and Saratoga Avenue	115	42	193		350
Sherman Street and Prince Street	58		61	4	123
				Crand Total	1 117

Table 3 – Afternoon Existing Peak Hour Traffic Volumes (3:00 PM to 4:00 PM)

Intersection	Southbound	Westbound	Northbound	Eastbound	Total
Grant Street and Saratoga Avenue	196	16	131	45	388
Grant Street and Prince Street	22		31	1	54
Sherman Street and Saratoga Avenue	143	35	184		362
Sherman Street and Prince Street	56		28	10	94
				Grand Total	898

Comparing the total volumes for the four intersections between the above tables, it is noted that the traffic volumes overall during the Evening Peak Hour are about 170 less than the Morning Peak Hour and 50 higher than the Afternoon Peak Hour. These differences do not equate to numbers of cars as one car may pass through more than one intersection and be counted twice as a result, but it is an indication that the Evening Peak Hour experiences about 18% less activity than the Morning Peak Hour and 6% more activity than the Afternoon Peak Hour. The capacity analysis conducted as part of the TIS for these four intersections found that the intersections operate with minimal delay (Level of Service A) during both the Morning and Afternoon Peak Hours.

Field Observations

In addition to the traffic volume data collected, RWA made observations of the traffic operations. Following is a list of observations made:

- The majority of traffic on Prince Street was related to student pick-up/drop-off or access to/from the student parking lot.
- Parents stopped at the curb in signed No Parking/Standing zones on Prince and Grant Streets to wait for students. This had the effect of briefly limiting the movement of through and turning traffic and was observed to result in queues of one or two vehicles at a time.
- Some drivers were observed to conduct U-Turn and backing maneuvers within the intersection of Prince and Grant Streets to change direction after making a pick-up or dropoff.
- No more than five vehicles were observed to be stopped illegally on Prince or Grants Streets at a time.
- Some parents were observed to circle the block waiting for students rather than stopping illegally.
- In general, queuing and delays at the intersection of Prince and Grant Streets were observed to be minimal, even during peak student pick-up times.



Evaluation of Proposed Plan

As described in the TIS, Prince Street is proposed to be vacated between Grant and Sherman Streets with the north leg of the Prince Street and Grant Street intersection to be a driveway to a new parking lot. The parking lot is expected to be used for school bus boarding and alighting and faculty parking during the day and to be available for event and other parking needs in the evenings and weekends.

As part of the analysis conducted in the TIS, existing traffic was redistributed on the roadway network to account for the closing of Prince Street. The analysis found that the four intersections discussed in this memorandum would continue to operate at LOS A in both the Morning and Afternoon Peak Hours, as they do currently. Given that the total Evening Peak Hour traffic volumes for these four intersections were found to fall between existing Morning and Afternoon Peak Hour volumes, it was concluded that the Evening Peak Hour traffic will also be accommodated by the proposed plan.

Field observations indicated that traffic operations in the study area, especially near the intersection of Prince and Grant Streets, was complicated by student pick-up and drop-off activity on both Prince Street and Grant Street primarily due to drivers waiting within signed No Parking/Standing zones. This complication was not observed to result in significant queuing or delay for motorists but did appear to result in confusing and irregular movements by drivers. The location of the proposed parking lot north of Grant Street with access from the intersection of Grant and Prince Streets is expected to allow this evening pick-up and drop-off activity to occur within the parking lot rather than on the public street. Adjacent to the proposed parking lot, a plaza and canopy are proposed which will provide a location for students to wait to be picked up. Accommodating this activity off of the public roadways is expected to result in improved traffic operations on Grant Street and the portion of Prince Street south of Grant Street that is proposed to remain.

CONCLUSION

The assessments discussed in this memorandum resulted in the following conclusions:

- The traffic volumes observed during the Evening Peak Hour are within the range of the Morning and Afternoon Peak Hour volumes observed and used as a basis of the analysis in the TIS.
- The TIS analysis found that the four study intersection discussed herein are expected to continue to operate at LOS A following implementation of the proposed plan.
- Therefore, the proposed plan is expected to accommodate traffic well during the Evening Peak Hour as well.
- Accommodating evening pick-up and drop-off activity within the proposed parking lot is expected to further improve traffic operations on the public roadways.



Appendix

Existing Traffic Data Collection Reports



8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Saratoga Ave & Grant St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Saratoga Ave & Grant St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

Page No : 1

Groups Printed- Cars - SUs - MUs

		Sarato	ga Ave				it Ave	IIIIleu- Ca	13 - 503		oga Ave			Gra	nt Ave		
			North	·			East				South	·			i West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	8	25	1	34	0	2	1	3	0	27	4	31	1 1	1	5	7	75
04:15 PM	7	25	2	34	0	0	5	5	1	21	2	24		1	6	11	74
04:13 FM	11	37	4	52	1	4	3	8	1	17	1	19	2	0	5	7	86
04:45 PM	9	33	3	45	6	4	8	18	0	20	1	21	0	2	6	8	92
Total	35	120	10	165	7	10	<u>0</u> 17	34	2	85	<u></u>	95	7	4	22	33	327
Total	33	120	10	100	,	10	17	34		65	0	95	,	4	22	33	321
05:00 PM	5	35	2	42	0	1	8	9	3	22	0	25	2	3	1	6	82
05:15 PM	8	26	2	36	2	3	2	7	1	29	0	30	0	1	3	4	77
05:30 PM	9	33	1	43	1	4	3	8	0	22	0	22	0	2	4	6	79
05:45 PM	6	39	8	53	2	2	9	13	3	27	1	31	0	2	1	3	100
Total	28	133	13	174	5	10	22	37	7	100	1	108	2	8	9	19	338
·																	
06:00 PM	0	27	2	29	4	3	12	19	2	22	0	24	0	3	2	5	77
06:15 PM	3	26	2	31	3	5	8	16	0	22	0	22	0	3	3	6	75
06:30 PM	1	19	1	21	0	1	6	7	3	15	0	18	1	0	4	5	51
06:45 PM	3	29	1	33	1	0	7	8	0	13	0	13	0	0	5	5	59
Total	7	101	6	114	8	9	33	50	5	72	0	77	1	6	14	21	262
,																	
Grand Total	70	354	29	453	20	29	72	121	14	257	9	280	10	18	45	73	927
Apprch %	15.5	78.1	6.4		16.5	24	59.5		5	91.8	3.2		13.7	24.7	61.6		
Total %	7.6	38.2	3.1	48.9	2.2	3.1	7.8	13.1	1.5	27.7	1	30.2	1.1	1.9	4.9	7.9	
Cars	68	353	29	450	16	29	72	117	14	257	9	280	9	18	44	71	918
% Cars	97.1	99.7	100	99.3	80	100	100	96.7	100	100	100	100	90	100	97.8	97.3	99
SUs	2	1	0	3	4	0	0	4	0	0	0	0	1	0	1	2	9
% SUs	2.9	0.3	0	0.7	20	0	0	3.3	0	0	0	0	10	0	2.2	2.7	1_
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Sarato	ga Ave			Gran	t Ave			Sarato	ga Ave			Grar	nt Ave		
		From	North			From	East			From	South			From	n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Anal	ysis Fron	n 04:00	PM to 0	6:45 PM -	Peak 1	of 1			_				_				
Peak Hour for E	ntire Inte	rsection	Begins	at 05:00	PM												
05:00 PM	5	35	2	42	0	1	8	9	3	22	0	25	2	3	1	6	82
05:15 PM	8	26	2	36	2	3	2	7	1	29	0	30	0	1	3	4	77
05:30 PM	9	33	1	43	1	4	3	8	0	22	0	22	0	2	4	6	79
05:45 PM	6	39	8	53	2	2	9	13	3	27	1	31	0	2	1	3	100
Total Volume	28	133	13	174	5	10	22	37	7	100	1	108	2	8	9	19	338
% App. Total	16.1	76.4	7.5		13.5	27	59.5		6.5	92.6	0.9		10.5	42.1	47.4		
PHF	778	853	406	821	625	625	611	712	583	862	250	871	250	.667	563	792	845

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Site Code : 00000000 Start Date : 11/29/2011

Page No : 2

Groups Printed- Cars

			ga Ave	:	Grant Ave From East						oga Ave	;			nt Ave		
		From	North			From	n East			From	South			From	n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	6	25	1	32	0	2	1	3	0	27	4	31	1	1	5	7	73
04:15 PM	7	25	2	34	0	0	5	5	1	21	2	24	3	1	6	10	73
04:30 PM	11	37	4	52	1	4	3	8	1	17	1	19	2	0	5	7	86
04:45 PM	9	33	3	45	3	4	8	15	0	20	1	21	0	2	6	8	89
Total	33	120	10	163	4	10	17	31	2	85	8	95	6	4	22	32	321
	ı				ı				ı								ı
05:00 PM	5	35	2	42	0	1	8	9	3	22	0	25	2	3	1	6	82
05:15 PM	8	26	2	36	1	3	2	6	1	29	0	30	0	1	3	4	76
05:30 PM	9	33	1	43	1	4	3	8	0	22	0	22	0	2	4	6	79
05:45 PM	6	39	8	53	2	2	9	13	3	27	1	31	0	2	1	3_	100
Total	28	133	13	174	4	10	22	36	7	100	1	108	2	8	9	19	337
06:00 PM	0	27	2	29	4	3	12	19	2	22	0	24	0	3	2	5	77
06:00 FM	3	26	2	31	3	5	8	16	0	22	0	22	0	3	3	6	75
06:30 PM	1	19	1	21	5	1	6	7	3	15	0	18	1	0	3	4	50
06:45 PM	3	28	1	32	1	0	7	8	0	13	0	13	0	0	5	5	58
Total	7	100	6	113	8	9	33	<u>o</u> 50	5	72	0	77	1	6	13	20	260
Total	, ,	100	U	113	0	9	33	50	, 5	12	U	11	'	O	13	20	200
Grand Total	68	353	29	450	16	29	72	117	14	257	9	280	9	18	44	71	918
Apprch %	15.1	78.4	6.4		13.7	24.8	61.5		5	91.8	3.2		12.7	25.4	62		
Total %	7.4	38.5	3.2	49	1.7	3.2	7.8	12.7	1.5	28	1	30.5	1	2	4.8	7.7	

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Saratoga Ave & Grant St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Saratoga Ave & Grant St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

Page No : 3

Groups Printed- SUs - MUs

		Sarato		,			t Ave East				oga Ave South				nt Ave n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	2	0	0	2	3	0	0	3	0	0	0	0	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
,	1																
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:45 PM	0	1_	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1_
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
	ı																
Grand Total	2	1	0	3	4	0	0	4	0	0	0	0	1	0	1	2	9
Apprch %	66.7	33.3	0		100	0	0		0	0	0		50	0	50		
Total %	22.2	11.1	0	33.3	44.4	0	0	44.4	0	0	0	0	11.1	0	11.1	22.2	
SUs	2	1	0	3	4	0	0	4	0	0	0	0	1	0	1	2	9
% SUs	100	100	0	100	100	0	0	100	0	0	0	0	100	0	100	100	100
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Saratoga Ave & Grant St Downers Grove, IL 4:00 - 7:00 PM

Cloudy, Dry

File Name: Saratoga Ave & Grant St Peds Site Code: 00000000 Start Date: 11/29/2011

Page No : 4

Groups Printed- Peds & Bikes

_						<u> </u>		<u> </u>						
		S	aratoga A	Ave		Grant Av	re		aratoga A			Grant Av	re	
		(Crossing	North Leg		Crossing	East Leg	(Crossing	South Leg	(Crossing	West Leg	
	Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
	04:00 PM	0	2	2	0	0	0	0	1	1	0	0	0	3
	04:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	04:30 PM	0	0	0	0	0	0	0	3	3	0	0	0	3
	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	2	2	0	1	1	0	4	4	0	0	0	7
	05:00 PM	0	0	0	0	0	0	0	6	6	0	1	1	7
	05:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	7	7	0	1	1	8
	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:15 PM	0	0	0	0	0	0	1	1	2	0	0	0	2
	06:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
_	06:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
	Total	1	0	1	0	0	0	1	3	4	0	0	0	5
	Grand Total	1	2	3	0	1	1	1	14	15	0	1	1	20
	Apprch %	33.3	66.7		0	100		6.7	93.3		0	100		
	Total %	5	10	15	0	5	5	5	70	75	0	5	5	

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Prince St & Grant St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Prince St & Grant St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

Page No : 1

Groups Printed- Cars - SUs - MUs

		Prin	ce St				nt St	mileu- C	4.0 00		ce St			Gra	nt St		
		From	North				n East			From	South			From	n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	3	8	1	12	2	0	1	3	0	5	1	6	0	1	1	2	23
04:15 PM	1	9	0	10	0	0	0	0	0	6	3	9	0	0	4	4	23
04:30 PM	1	16	1	18	0	0	0	0	0	9	7	16	2	0	4	6	40
04:45 PM	7	8	0	15	0	1	0	1	0	14	10	24	1	0	2	3	43
Total	12	41	2	55	2	1	1	4	0	34	21	55	3	1	11	15	129
05:00 PM	2	9	2	13	0	0	1	1	1	10	8	19	4	0	5	9	42
05:15 PM	3	3	1	7	0	0	0	0	0	8	5	13	1	0	3	4	24
05:30 PM	1	6	0	7	1	0	1	2	0	7	8	15	1	0	5	6	30
05:45 PM	6	8	0	14	0	0	0	0	0	32	6	38	6	0	7	13	65
Total	12	26	3	41	1	0	2	3	1	57	27	85	12	0	20	32	161
06:00 PM	6	8	2	16	2	0	0	2	1	10	14	25	6	0	3	9	52
06:15 PM	4	10	1	15	1	2	0	3	2	21	16	39	6	0	3	9	66
06:30 PM	0	5	0	5	1	0	0	1	1	9	6	16	0	0	2	2	24
06:45 PM	0	7	0	7	0	0	1_	1	0	13	7	20	2	1_	0	3	31_
Total	10	30	3	43	4	2	1	7	4	53	43	100	14	1	8	23	173
Grand Total	34	97	8	139	7	3	4	14	5	144	91	240	29	2	39	70	463
Apprch %	24.5	69.8	5.8		50	21.4	28.6		2.1	60	37.9		41.4	2.9	55.7		
Total %	7.3	21	1.7	30	1.5	0.6	0.9	3	1.1	31.1	19.7	51.8	6.3	0.4	8.4	15.1	
Cars	34	96	7	137	7	3	4	14	5	140	87	232	29	2	39	70	453
% Cars	100	99	87.5	98.6	100	100	100	100	100	97.2	95.6	96.7	100	100	100	100	97.8
SU	0	1	1	2	0	0	0	0	0	4	4	8	0	0	0	0	10
% SU	0	1	12.5	1.4	0	0	0	0	0	2.8	4.4	3.3	0	0	0	0	2.2
MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Princ	ce St			Grai	nt St			Prin	ce St			Gra	nt St		
		From	North			From	East			From	South			From	West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Anal	ysis Fror	n 04:00	PM to 0	6:45 PM	- Peak 1	of 1			_				_				
Peak Hour for E	ntire Inte	rsection	Begins	at 05:30	PM												
05:30 PM	1	6	0	7	1	0	1	2	0	7	8	15	1	0	5	6	30
05:45 PM	6	8	0	14	0	0	0	0	0	32	6	38	6	0	7	13	65
06:00 PM	6	8	2	16	2	0	0	2	1	10	14	25	6	0	3	9	52
06:15 PM	4	10	1	15	1	2	0	3	2	21	16	39	6	0	3	9	66
Total Volume	17	32	3	52	4	2	1	7	3	70	44	117	19	0	18	37	213
% App. Total	32.7	61.5	5.8		57.1	28.6	14.3		2.6	59.8	37.6		51.4	0	48.6		
PHF	708	800	375	813	500	250	250	583	375	547	688	750	792	000	643	712	807

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Prince St & Grant St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Prince St & Grant St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

Page No : 2

Groups Printed- Cars

		Prin	ce St			Gra	nt St			Prin	ce St			Gra	ant St		
		From	North			Fron	n East			From	South			Fron	1 West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	3	7	1	11	2	0	1	3	0	3	1	4	0	1	1	2	20
04:15 PM	1	9	0	10	0	0	0	0	0	6	3	9	0	0	4	4	23
04:30 PM	1	16	1	18	0	0	0	0	0	8	7	15	2	0	4	6	39
04:45 PM	7	8	0	15	0	1_	0	1	0	14	7	21	1_	0	2	3	40
Total	12	40	2	54	2	1	1	4	0	31	18	49	3	1	11	15	122
	1							1									
05:00 PM	2	9	2	13	0	0	1	1	1	10	8	19	4	0	5	9	42
05:15 PM	3	3	1	7	0	0	0	0	0	8	4	12	1	0	3	4	23
05:30 PM	1	6	0	7	1	0	1	2	0	7	8	15	1	0	5	6	30
05:45 PM	6	8	0	14	0	0	0	0	0	32	6	38	6	0	7	13	65
Total	12	26	3	41	1	0	2	3	1	57	26	84	12	0	20	32	160
00:00 DM	_	0	0	40	•	0	•	0		40	44	0.5		•	0	0	50
06:00 PM	6	8	2	16	2	0	0	2	1	10	14	25	6	0	3	9	52
06:15 PM	4	10	0	14	1	2	0	3	2	21	16	39	6	0	3	9	65
06:30 PM	0	5	0	5	1	0	0	1	1	9	6	16	0	0	2	2	24
06:45 PM	0	7_	0	7	0	0	1	1_	0	12	7	19	2	1_	0	3	30
Total	10	30	2	42	4	2	1	7	4	52	43	99	14	1	8	23	171
Grand Total	34	96	7	137	7	3	4	14	5	140	87	232	29	2	39	70	453
Apprch %	24.8	70.1	5.1		50	21.4	28.6	•	2.2	60.3	37.5		41.4	2.9	55.7		
Total %	7.5	21.2	1.5	30.2	1.5	0.7	0.9	3.1	1.1	30.9	19.2	51.2	6.4	0.4	8.6	15.5	

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Prince St & Grant St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Prince St & Grant St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

Page No : 3

Groups Printed- SUs - MUs

		Princ	ce St			Grai	nt St	ps i iiiiec			ce St			Gra	nt St		
		From	North			From	East			From	South			Fron	n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3_
Total	0	1	0	1	0	0	0	0	0	3	3	6	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
					ı												
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	1_	0	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
					ı												
Grand Total	0	1	1	2	0	0	0	0	0	4	4	8	0	0	0	0	10
Apprch %	0	50	50		0	0	0		0	50	50		0	0	0		
Total %	0	10	10	20	0	0	0	0	0	40	40	80	0	0	0	0	
SU	0	1	1	2	0	0	0	0	0	4	4	8	0	0	0	0	10
% SU	0	100	100	100	0	0	0	0	0	100_	100	100	0	0	0	0	100
MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8619 West Bryn Mawr Avenue, Suite 602, Chicago, Illinois 60631 773-283-2600 Fax: 773-283-2602 www.RWAengineers.com

Prince St & Grant St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Prince St & Grant St Peds

Site Code : 00000000 Start Date : 11/29/2011

Page No : 4

Groups Printed- Peds & Bikes

		Prince S	St		Grant S	t		Prince S	St		Grant S	t	
		Crossing	North Leg		Crossing	East Leg		Crossing	South Leg	(Crossing	West Leg	
Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
04:00 PM	0	1	1	0	3	3	0	1	1	0	1	1	6
04:15 PM	0	0	0	1	1	2	0	2	2	0	0	0	4
04:30 PM	0	5	5	1	2	3	0	2	2	0	0	0	10
04:45 PM	0	0	0	1	10	11	0	0	0	0	1	1	12
Total	0	6	6	3	16	19	0	5	5	0	2	2	32
05:00 PM	0	0	0	0	4	4	0	3	3	0	2	2	9
05:15 PM	0	0	0	0	4	4	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	1	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	6	6	0	0	0	0	0	0	6
Total	0	0	0	0	15	15	0	4	4	0	2	2	21
	ı												
06:00 PM	0	0	0	1	7	8	0	0	0	0	0	0	8
06:15 PM	0	0	0	0	10	10	1	0	1	0	0	0	11
06:30 PM	0	0	0	1	5	6	0	0	0	0	0	0	6
06:45 PM	0	0	0	0	2	2	0	0	0	0	0	0	2
Total	0	0	0	2	24	26	1	0	1	0	0	0	27
	ı .			ı		1			1				
Grand Total	0	6	6	5	55	60	1	9	10	0	4	4	80
Apprch %	0	100		8.3	91.7		10	90		0	100		
Total %	0	7.5	7.5	6.2	68.8	75	1.2	11.2	12.5	0	5	5	

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Saratoga Ave & Sherman St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name : Saratoga Ave & Sherman St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

Page No : 1

Groups Printed- Cars - SUs - MUs

		Sarato	ga Ave				nan St	iiiileu- Ca	13 - 503		oga Ave			Sher	man St		
			North	·			East				South	'			1 West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	36	0	36	4	0	2	6	1	36	0	37	0	0	0	0	79
04:15 PM	0	33	1	34	3	0	2	5	2	23	0	25	0	0	0	0	64
04:30 PM	0	39	0	39	5	0	2	7	0	28	0	28	0	0	0	0	74
04:45 PM	0	40	0	40	6	0	2	8	0	36	0	36	0	0	0	0	84
Total	0	148	1	149	18	0	8	26	3	123	0	126	0	0	0	0	301
05:00 PM	0	32	1	33	10	0	3	13	2	23	0	25	0	0	0	0	71
05:15 PM	0	37	1	38	5	0	1	6	1	37	0	38	0	0	0	0	82
05:30 PM	0	42	0	42	3	0	3	6	0	26	0	26	0	0	0	0	74
05:45 PM	0	42	1	43	4	0	8	12	1	24	0	25	0	0	0	0	80
Total	0	153	3	156	22	0	15	37	4	110	0	114	0	0	0	0	307
06:00 PM	0	28	2	30	4	0	2	6	0	36	0	36	0	0	0	0	72
06:15 PM	0	27	0	27	2	0	2	4	0	32	0	32	0	0	0	0	63
06:30 PM	0	24	2	26	2	0	1	3	0	17	0	17	0	0	0	0	46
06:45 PM	0	26	0	26	2	0	4	6	0	20	0	20	0	0	0	0	52
Total	0	105	4	109	10	0	9	19	0	105	0	105	0	0	0	0	233
Grand Total	0	406	8	414	50	0	32	82	7	338	0	345	0	0	0	0	841
Apprch %	0	98.1	1.9		61	0	39		2	98	0		0	0	0		
Total %	0	48.3	1	49.2	5.9	0	3.8	9.8	0.8	40.2	0	41	0	0	0	0	
Cars	0	403	8	411	49	0	32	81	7	333	0	340	0	0	0	0	832
% Cars	0	99.3	100	99.3	98	0	100	98.8	100	98.5	0	98.6	0	0	0	0	98.9
SUs	0	3	0	3	1	0	0	1	0	5	0	5	0	0	0	0	9
% SUs	0	0.7	0	0.7	2	0	0	1.2	0	1.5	0	1.4	0	0	0	0	1.1
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Sarato	ga Ave			Shern	nan St			Sarato	ga Ave			Sherr	man St		
		From	North			From	East			From	South			From	West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analy	ysis Fron	n 04:00	PM to 0)6:45 PM -	Peak 1	of 1			_				_				
Peak Hour for E	ntire Inte	rsection	Begins	at 04:30	PM												
04:30 PM	0	39	0	39	5	0	2	7	0	28	0	28	0	0	0	0	74
04:45 PM	0	40	0	40	6	0	2	8	0	36	0	36	0	0	0	0	84
05:00 PM	0	32	1	33	10	0	3	13	2	23	0	25	0	0	0	0	71
05:15 PM	0	37	1	38	5	0	1	6	1	37	0	38	0	0	0	0	82
Total Volume	0	148	2	150	26	0	8	34	3	124	0	127	0	0	0	0	311
% App. Total	0	98.7	1.3		76.5	0	23.5		2.4	97.6	0		0	0	0		
PHF	000	925	500	938	650	000	667	654	375	838	000	836	000	000	000	000	926

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Saratoga Ave & Sherman St Downers Grove, IL

4:00 - 7:00 PM Cloudy, Dry File Name: Saratoga Ave & Sherman St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

Page No : 2

Groups Printed- Cars

			ga Ave)			nan St	эаро г ппс		Sarato	ga Ave				man St		
		From	North			From	ı East			From	South			Fron	n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	34	0	34	4	0	2	6	1	36	0	37	0	0	0	0	77
04:15 PM	0	33	1	34	3	0	2	5	2	23	0	25	0	0	0	0	64
04:30 PM	0	39	0	39	5	0	2	7	0	28	0	28	0	0	0	0	74
04:45 PM	0	40	0	40	6	0	2	8	0	33	0	33	0	0	0	0	81
Total	0	146	1	147	18	0	8	26	3	120	0	123	0	0	0	0	296
	1 -												1 -				ı .
05:00 PM	0	32	1	33	10	0	3	13	2	23	0	25	0	0	0	0	71
05:15 PM	0	37	1	38	5	0	1	6	1	36	0	37	0	0	0	0	81
05:30 PM	0	42	0	42	3	0	3	6	0	26	0	26	0	0	0	0	74
05:45 PM	0	42	1	43	4	0	8	12	1	24	0	25	0	0	0	0	80
Total	0	153	3	156	22	0	15	37	4	109	0	113	0	0	0	0	306
06:00 PM	0	28	2	30	4	0	2	6	0	36	0	36	0	0	0	0	72
06:15 PM	0	27	0	27	2	0	2	4	0	32	0	32	0	0	0	0	63
06:30 PM	0	24	2	26	2	0	1	3	0	16	0	16	0	0	0	0	45
06:45 PM	0	25	0	25	1	0	1	5	0	20	0	20	0	0	0	0	50
	0				9	0	4 9	18	0		0		0	0	0		
Total	l O	104	4	108	9	U	9	10	U	104	U	104	U	U	U	0	230
Grand Total	0	403	8	411	49	0	32	81	7	333	0	340	0	0	0	0	832
Apprch %	0	98.1	1.9		60.5	0	39.5		2.1	97.9	0		0	0	0		
Total %	0	48.4	1	49.4	5.9	0	3.8	9.7	0.8	40	0	40.9	0	0	0	0	

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Saratoga Ave & Sherman St Downers Grove, IL

Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Saratoga Ave & Sherman St 4-7PM Site Code: 00000000

Site Code : 00000000 Start Date : 11/29/2011

Page No : 3

Groups Printed- SUs - MUs

		Sarata	ga Ave			Chorn	nan St	s Printed-	305 - IV		ga Ave			Shore	man St		
			i North				East				South	,			n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	Ann Total	Right	Thru	Left	App. Total	Right	Thru	Left	Ann Total	Int. Total
								App. Total								App. Total	IIII. TOIAI
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3_
Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	۱ ،
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total		Ü	O	O	J	O	Ū	0	· ·		Ū	•		O	Ū	· ·	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
06:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Grand Total	0	3	0	3	1	0	0	1	0	5	0	5	0	0	0	0	9
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	11.1	0	0	11.1	0	55.6	0	55.6	0	0	0	0	
SUs	0	3	0	3	1	0	0	1	0	5	0	5	0	0	0	0	9
% SUs	0	100	0	100	100	0	0	100	0	100	0	100	0	0	0	0	100
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Saratoga Ave & Sherman St Downers Grove, IL

Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Saratoga Ave & Sherman St Peds

Site Code : 00000000 Start Date : 11/29/2011

Page No : 4

Groups Printed- Peds & Bikes

	S	aratoga A	Ave	5	Sherman	St	S	aratoga A	Ave	S	Sherman	St	
		Crossing	North Leg		Crossing	East Leg	(Crossing	South Leg	(Crossing	West Leg	
art Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
1:00 PM	0	1	1	0	0	0	0	1	1	0	1	1	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	1	1	0	1	1	1	0	1	3
1:45 PM	0	0	0	1	0	1	0	1	1	0	1	1	3
Total	0	1	1	1	1	2	0	3	3	1	2	3	9
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1_
Total	0	0	0	0	1	1	0	0	0	0	0	0	1
	0	1	1	1	2	3	0	4	4	1	2	3	11
prch %	0	100		33.3	66.7		0	100		33.3	66.7		
	0	9.1	9.1	9.1	18.2	27.3	0	36.4	36.4	9.1	18.2	27.3	
	5:00 PM 5:15 PM 5:30 PM 5:45 PM Total 6:00 PM 6:15 PM 6:30 PM 6:30 PM	art Time	Crossing art Time Bikes Peds	#:00 PM	Crossing North Leg Bikes Peds App. Total Description Bites Bikes Peds App. Total Description Crossing North Leg	Crossing North Leg	Crossing North Leg	Crossing North Leg	Crossing North Leg	Crossing North Leg	Crossing North Leg	Crossing North Leg	

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Prince St & Sherman St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Prince St & Sherman St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

Page No : 1

Groups Printed- Cars - SUs - MUs

		Prin	ce St				nan St	IIIIleu- Ca	13 - 503		ice St			Sheri	man St		
			North				East				South				n West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	5	6	0	11	0	0	0	0	0	8	1	9	0	0	1	1	21
04:15 PM	5	9	0	14	0	0	0	0	0	7	0	7	0	0	3	3	24
04:30 PM	2	17	0	19	0	0	0	0	0	9	3	12	3	0	0	3	34
04:45 PM	3	17	0	20	0	0	0	0	0	10	2	12	0	0	0	0	32
Total	15	49	0	64	0	0	0	0	0	34	6	40	3	0	4	7	111
05:00 PM	10	10	0	20	0	0	0	0	0	9	6	15	2	0	0	2	37
05:15 PM	2	5	0	7	0	0	0	0	0	10	1	11	1	0	0	1	19
05:30 PM	6	6	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
05:45 PM	7	12	0	19	0	0	0	0	0	10	7	17	0	0	0	0	36
Total	25	33	0	58	0	0	0	0	0	34	14	48	3	0	0	3	109
06:00 PM	4	10	0	14	0	0	0	0	0	13	3	16	1	0	1	2	32
06:15 PM	0	11	0	11	0	0	0	0	0	15	2	17	0	0	2	2	30
06:30 PM	2	5	0	7	0	0	0	0	0	6	1	7	0	0	0	0	14
06:45 PM	2	6	0	8	0	0	0	0	0	6	4	10	0	0	2	2	20
Total	8	32	0	40	0	0	0	0	0	40	10	50	1	0	5	6	96
Grand Total	48	114	0	162	0	0	0	0	0	108	30	138	7	0	9	16	316
Apprch %	29.6	70.4	0		0	0	0		0	78.3	21.7		43.8	0	56.2		
Total %	15.2	36.1	0	51.3	0	0	0	0	0	34.2	9.5	43.7	2.2	0	2.8	5.1	
Cars	48	112	0	160	0	0	0	0	0	106	29	135	7	0	9	16	311
% Cars	100	98.2	0	98.8	0	0	0	0	0	98.1	96.7	97.8	100	0	100	100	98.4
SUs	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
% SUs	0	1.8	0	1.2	0	0	0	0	0	1.9	3.3	2.2	0	0	0	0	1.6
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Princ	ce St			Shern	nan St			Prin	ce St			Sherr	nan St		
		From	North			From	East			From	South			From	West		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Anal	ysis Fror	n 04:00	PM to 0	6:45 PM -	- Peak 1	of 1			_				_				
Peak Hour for E	ntire Inte	rsection	Begins	at 04:15	PM												
04:15 PM	5	9	0	14	0	0	0	0	0	7	0	7	0	0	3	3	24
04:30 PM	2	17	0	19	0	0	0	0	0	9	3	12	3	0	0	3	34
04:45 PM	3	17	0	20	0	0	0	0	0	10	2	12	0	0	0	0	32
05:00 PM	10	10	0	20	0	0	0	0	0	9	6	15	2	0	0	2	37
Total Volume	20	53	0	73	0	0	0	0	0	35	11	46	5	0	3	8	127
% App. Total	27.4	72.6	0		0	0	0		0	76.1	23.9		62.5	0	37.5		
PHF	500	.779	000	913	000	000	000	000	000	875	.458	.767	.417	000	.250	667	858

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Prince St & Sherman St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Prince St & Sherman St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

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Groups Printed- Cars

		Prin	ce St		Sherman St					Prin	ce St						
	From North				From East					From	South						
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	5	5	0	10	0	0	0	0	0	6	1	7	0	0	1	1	18
04:15 PM	5	9	0	14	0	0	0	0	0	7	0	7	0	0	3	3	24
04:30 PM	2	17	0	19	0	0	0	0	0	9	3	12	3	0	0	3	34
04:45 PM	3	17	0	20	0	0	0	0	0	10	2	12	0	0	0	0	32
Total	15	48	0	63	0	0	0	0	0	32	6	38	3	0	4	7	108
05:00 PM	10	10	0	20	0	0	0	0	l 0	9	6	15	2	0	0	2	37
05:00 PM	2	5	0	7	0	0	0	0	0	10	1	11	4	0	0	1	19
	6				0		0	-			1			0	0	1	-
05:30 PM	6	6	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
05:45 PM		12	0	19	0	00	0	0	0	10_		17	0	0	0	0	36
Total	25	33	0	58	0	0	0	0	0	34	14	48	3	0	0	3	109
06:00 PM	4	10	0	14	0	0	0	0	l o	13	3	16	1	0	1	2	32
06:15 PM	0	10	0	10	0	0	0	0	0	15	2	17	0	0	2	2	29
06:30 PM	2	5	0	7	0	0	0	0	0	6	1	7	0	0	0	0	14
06:45 PM	2	6	0	8	0	0	0	0	0	6	3	9	0	0	2	2	19
Total	8	31	0	39	0	0	0	0	0	40	9	49	1	0	5	6	94
Grand Total	48	112	0	160	0	0	0	0	l 0	106	29	135	l 7	0	9	16	311
	_			100			0	U				133	420	-	-	10	311
Apprch %	30	70	0	F4 4	0	0	0	^	0	78.5	21.5	40.4	43.8	0	56.2	F 4	
Total %	15.4	36	0	51.4	0	0	0	0	0	34.1	9.3	43.4	2.3	0	2.9	5.1	

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Prince St & Sherman St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Prince St & Sherman St 4-7PM

Site Code : 00000000 Start Date : 11/29/2011

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Groups Printed-SUs - MUs

		Princ		Sherman St						ce St							
		From	North			From	East			From	South						
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0_	0	0	0	0	0	0_	00	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0_	0	1	1	0	0	0	0	1_
Total	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
	Ì				ı												
Grand Total	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	66.7	33.3		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	40	20	60	0	0	0	0	
SUs	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
% SUs	0	100	0	100	0	0	0	0	0	100	100	100	0	0	0	0	100
MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Prince St & Sherman St Downers Grove, IL 4:00 - 7:00 PM Cloudy, Dry File Name: Prince St & Sherman St Peds

Site Code : 00000000 Start Date : 11/29/2011

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Groups Printed- Peds & Bikes

_		Oloupol mileu i ode di Dinee												
			Prince S	t	(Sherman	St		Prince S	St	5			
			Crossing	North Leg		Crossing	East Leg	(Crossing	South Leg	(
	Start Time	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Int. Total
	04:00 PM	0	0	0	0	4	4	0	0	0	0	0	0	4
	04:15 PM	0	0	0	0	6	6	0	0	0	0	0	0	6
	04:30 PM	0	0	0	0	8	8	0	1	1	0	1	1	10
	04:45 PM	0	0	0	0	11	1	0	0	0	0	0	0	1_
	Total	0	0	0	0	19	19	0	1	1	0	1	1	21
	05:00 PM	0	0	0	0	3	3	0	0	0	0	0	0	3
	05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	4	4	0	0	0	0	0	0	4
	06:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	2
	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	06:45 PM	0	0	0	0	0	0	0	1	1	0	1	1	2
	Total	0	0	0	0	2	2	0	1	1	0	1	1	4
	Grand Total	0	0	0	0	25	25	0	2	2	0	2	2	29
	Apprch %	0	0		0	100		0	100		0	100		
	Total %	0	0	0	0	86.2	86.2	0	6.9	6.9	0	6.9	6.9	